

NOTICE OF PROPOSED DEVELOPMENT

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

SITE:

**LAND WEST OF 1 STEWART COURT, MIDWAY POINT
WITH ACCESS FROM HARBACK COURT (CT
175657/50)**

PROPOSED DEVELOPMENT: EIGHT MULTIPLE DWELLINGS

The relevant plans and documents can be inspected at the Council Offices at 47 Cole Street, Sorell during normal office hours, or the plans may be viewed on Council's website at www.sorell.tas.gov.au until **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: 5.2025.82.1
DATE: 10/10/2025

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

Full description of Proposal:	Use: Dwellings
	Development: Construction of 8 multiple dwellings
	<i>Large or complex proposals should be described in a letter or planning report.</i>
Design and construction cost of proposal:	\$ 3,000,000.00

Is all, or some the work already constructed:	No: ☒ Yes: ☐
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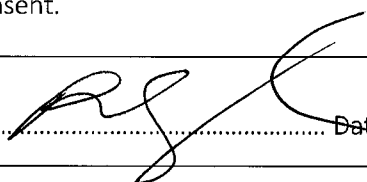
Location of proposed works:	Street address: Lot 50 Stewart Court	
	Suburb: MIDWAY POINT	Postcode: 7171
	Certificate of Title(s) Volume: 175657	Folio: 50

Current Use of Site	Vacant Land
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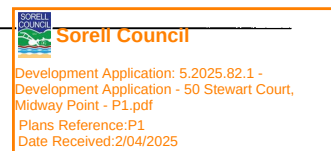
Current Owner/s:	Name(s) PPI Group Pty Ltd
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Is the Property on the Tasmanian Heritage Register?	No: ☒ Yes: ☐	<i>If yes, please provide written advice from Heritage Tasmania</i>
Is the proposal to be carried out in more than one stage?	No: ☐ Yes: ☐	<i>If yes, please clearly describe in plans</i>
Have any potentially contaminating uses been undertaken on the site?	No: ☒ Yes: ☐	<i>If yes, please complete the Additional Information for Non-Residential Use</i>
Is any vegetation proposed to be removed?	No: ☒ Yes: ☐	<i>If yes, please ensure plans clearly show area to be impacted</i>
Does the proposal involve land administered or owned by either the Crown or Council?	No: ☒ Yes: ☐	<i>If yes, please complete the Council or Crown land section on page 3</i>
If a new or upgraded vehicular crossing is required from Council to the front boundary please complete the Vehicular Crossing (and Associated Works) application form https://www.sorell.tas.gov.au/services/engineering/		


Sorell Council
 Development Application: 5.2025.82.1 -
 Development Application - 50 Stewart Court,
 Midway Point - P1.pdf
 Plans Reference: P1
 Date Received: 2/04/2025

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 <i>Land Use Planning and Approvals Act 1993</i>, that I have notified the owner(s) of the intention to make this application. - I/we declare that the information in this application is true and correct. <i>Details of how the Council manages personal information and how you can request access or corrections to it is outlined in Council's Privacy Policy available on the Council website.</i>	
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 <i>Urban Drainage Act 2013</i>, by making this application I/we also apply for that consent.	
Applicant Signature:	Signature:  Date: 02/04/2025

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



SEARCH OF TORRENS TITLE

VOLUME 175657	FOLIO 50
EDITION 3	DATE OF ISSUE 18-Aug-2022

SEARCH DATE : 02-Apr-2025

SEARCH TIME : 11.39 AM

DESCRIPTION OF LAND

Town of SORELL

Lot 50 on Sealed Plan 175657

Derivation : Part of 310 Acres Gtd. to Alexander Laing

Prior CTs 43445/3, 84719/1 and 34922/1

SCHEDULE 1

M914925 TRANSFER to PPI GROUP PTY LTD Registered
11-Dec-2021 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP175657 EASEMENTS in Schedule of Easements

SP175657 FENCING PROVISION in Schedule of Easements

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

**Sorell Council**

Development Application: 5.2025.82.1 -
Development Application - 50 Stewart Court,
Midway Point - P1.pdf
Plans Reference:P1
Date Received:2/04/2025

OWNER PHILLIP HARBACK, ANNE HARBACK SORELL COUNCIL FOLIO REFERENCE CT 84719-1, CT 43445-3, CT 34922-1 GRANTEE PART OF 310 AC GTD TO ALEXANDER LAING	PLAN OF SURVEY BY SURVEYOR A. S. HAMILTON LOCATION TOWN OF SORELL SCALE 1: 700 LENGTHS IN METRES	Registered Number SP 175657 APPROVED EFFECTIVE FROM 18 JAN 2019 <i>Alice Kawa</i> Recorder of Titles	
MAPSHEET MUNICIPAL CODE No. 124 (5426)	LAST UPI No.	LAST PLAN D.84719, D.43445, P.34922	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

The diagram shows a survey plan for a lot in the Town of Sorell. The lot is bounded by Stewart Court to the north and east, and Reynolds Road to the west. The lot area is 50 2754m². The plan includes various survey numbers (SP, P, STR, D) and bearings (e.g., 128°36'00", 169°30'40"). It also shows a drainage easement variable width AA and a 51 155m² road. The plan is signed by the Recorder of Titles, Alice Kawa, on 18 JAN 2019.

Sorell Council

Development Application: 5.2025.82.1 -
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SEE PLAN - RELATED DOCUMENTS

..... COUNCIL DELEGATE DATE

SCHEDULE OF EASEMENTS NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	Registered Number SP 175657
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PAGE 1 OF 4 PAGES

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.

Easements

Lot 50 on the plan is subject to a right of drainage in gross (in favour of Sorell Council) over the land marked DRAINAGE EASEMENT VARIABLE WIDTH AA passing through that lot on the plan

Lot 50 on the plan is subject to a PIPELINE AND SERVICES EASEMENT in gross in favour of the Tasmanian Water and Sewerage Corporation Pty Limited, its successors and assigns) ("TasWater") over the land marked DRAINAGE EASEMENT VARIABLE WIDTH A (SP 171122) passing through that lot on the plan

Lot 50 on the plan is subject to a right of drainage (in favour of Sorell Council) over the land marked DRAINAGE EASEMENT VARIABLE WIDTH 'A' (SP 171122) passing through that lot on the plan

Lot 50 on the plan is subject to a right of drainage (in favour of lot 100 on SP 171122) over the land marked DRAINAGE EASEMENT VARIABLE WIDTH 'A' (SP 171122) passing through that lot on the plan

FENCING PROVISION

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: PHILIP HARBACK, ANNE HARBACK SORELL COUNCIL FOLIO Ref: CT 84719-1, 43445-3, 34922-1 SOLICITOR & REFERENCE: MCCULLOCH & ASSOCIATES	PLAN SEALED BY: SORELL COUNCIL DATE: 20.3.18 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 4 PAGES	Registered Number SP 175657
SUBDIVIDER: Philip Harback, Anne Harback, Sorell Council FOLIO REFERENCE: CT84719-1, CT43445-3, CT34922-1	

In respect to the lots on the plan the vendors Philip Harback and Anne Harback shall not be required to fence



The Pipeline and Services Easement is defined as follows:-

THE FULL RIGHT AND LIBERTY for Taswater at all times to:

- (1) enter and remain upon the Easement Land with or without employees, contractors, agents and all other persons duly authorised by it and with or without machinery, vehicles, plant and equipment;
- (2) investigate, take soil, rock and other samples, survey, open and break up and excavate the Easement Land for any purpose or activity that TasWater is authorised to do or undertake;
- (3) install, retain, operate, modify, relocate, maintain, inspect, cleanse and repair the Infrastructure;
- (4) remove and replace the Infrastructure;
- (5) run and pass sewage, water and electricity through and along the Infrastructure;
- (6) do all works reasonably required in connection with such activities or as may be authorised or required by any law:
 - (1) without doing unnecessary damage to the Easement Land; and
 - (2) leaving the Easement Land in a clean and tidy condition; and
- (7) if the Easement Land is not directly accessible from a highway, then for the purpose of undertaking any of the preceding activities TasWater may with or without employees, contractors, agents and all other persons authorised by it, and with or without machinery, vehicles, plant and equipment enter the Lot from the highway at any then existing vehicle entry and cross the Lot to the Easement Land; and
- (8) use the Easement Land as a right of carriageway for the purpose of undertaking any of the preceding purposes on other land, TasWater reinstating any damage that it causes in doing so to any boundary fence of the Lot.

PROVIDED ALWAYS THAT:

- (1) The registered proprietors of the Lot in the folio of the Register ("the Owner") must not without the written consent of TasWater first had and obtained and only in compliance with any conditions which form the consent:

NOTE: Every annexed page 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.

Philip Harback
Anne Harback
Lot 175657

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 3 OF 4 PAGES	Registered Number SP 175657
SUBDIVIDER: Philip Harback, Anne Harback, Sorell Council FOLIO REFERENCE: CT84719-1, CT43445-3, CT34922-1	

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- (a) alter, excavate, plough, drill or otherwise penetrate the ground level of the Easement Land;
 - (b) install, erect or plant any building, structure, fence, pit, well, footing, pipeline, paving, tree, shrub or other object on or in the Easement Land;
 - (c) remove any thing that supports, protects or covers any Infrastructure on or in the Easement Land;
 - (d) do any thing which will or might damage or contribute to damage to any of the Infrastructure on or in the Easement Land;
 - (e) in any way prevent or interfere with the proper exercise and benefit of the Easement Land by TasWater or its employees, contractors, agents and all other persons duly authorised by it; or
 - (f) permit or allow any action which the Owner must not do or acquiesce in that action.
- (2) TasWater is not required to fence any part of the Easement Land.
- (3) The Owner may erect a fence across the Easement Land at the boundaries of the Lot.
- (4) The Owner may erect a gate across any part of the Easement Land subject to these conditions:
- (a) the Owner must provide TasWater with a key to any lock which would prevent the opening of the gate; and
 - (b) if the Owner does not provide TasWater with that key or the key provided does not fit the lock, TasWater may cut the lock from the gate.
- (5) If the Owner causes damage to any of the Infrastructure, the Owner is liable for the actual cost to TasWater of the repair of the Infrastructure damaged.
- (6) If the Owner fails to comply with any of the preceding conditions, without forfeiting any right of action, damages or otherwise against the Owner, TasWater may:
- (a) reinstate the ground level of the Easement Land; or
 - (b) remove from the Easement Land any building, structure, pit, well, footing, pipeline, paving, tree, shrub or other object; or
 - (c) replace any thing that supported, protected or covered the Infrastructure.

Interpretation:

"Infrastructure" means infrastructure owned or for which TasWater is responsible and includes but is not limited to:

- (a) sewer pipes and water pipes and associated valves;

NOTE: Every annexed page 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.

Philip Harback
Anne Harback
10/04/25

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 4 OF 4 PAGES	Registered Number SP 175657
SUBDIVIDER: Philip Harback, Anne Harback, Sorell Council FOLIO REFERENCE: CT84719-1, CT43445-3, CT34922-1	

- (b) telemetry and monitoring devices;
- (c) inspection and access pits;
- (d) power poles and lines, electrical wires, electrical cables and other conducting media (excluding telemetry and monitoring devices);
- (e) markers or signs indicating the location of the Easement Land, the Infrastructure or any warnings or restrictions with respect to the Easement Land or the Infrastructure;
- (f) any thing reasonably required to support, protect or cover any of the Infrastructure;
- (g) any other infrastructure whether of a similar nature or not to the preceding which is reasonably required for the piping of sewage or water, or the running of electricity, through the Easement Land or monitoring or managing that activity; and
- (h) where the context permits, any part of the Infrastructure



Executed by

Philip Harback and Anne Harback, Registered Proprietors of
 Certificates of Title Volume 84719 Folio 1 and Volume 43445 folio 3

...............

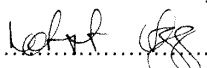
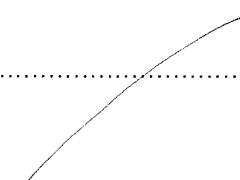
Witness Sign..........

Name **KATHRYN LAMBERT**

Address **48 CILWEN ROAD, CAMBRIDGE**

Occupation **Personal Assistant**

Executed by SORELL COUNCIL under
 the Local Government Act 1993 by being signed by-

Signature:..... Signature:.....

Print Full Name: **Robert Higgins** Print Full Name:

Position Held: **GENERAL MANAGER** Position Held:

NOTE: Every annexed page 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.

AS2870-2011 SITE ASSESSMENT

Lot 50 Stewart Court

Midway Point

July 2021



GEO-ENVIRONMENTAL
SOLUTIONS



Disclaimer: The author does not warrant the information contained in this document is free from errors or omissions. The author shall not in any way be liable for any loss, damage or injury suffered by the User consequent upon, or incidental to, the existence of errors in the information.

Investigation Details

Client:	PPI Group Pty Ltd
Site Address:	Stewart Court, Midway Point
Date of Inspection:	23/07/2021
Proposed Works:	New Unit(s)
Investigation Method:	AMS Power Probe - Direct Push
Inspected by:	A. Plummer

Site Details

Certificate of Title (CT):	175657/50
Title Area:	Approx. 2792m ² m ²
Applicable Planning Overlays:	Potential Dispersive Soils
Slope & Aspect:	7° SE facing slope
Vegetation:	Grass & Weeds Disturbed

Background Information

Geology Map:	MRT 1:25000
Geological Unit:	Triassic
Climate:	Annual rainfall 500mm
Water Connection:	Mains
Sewer Connection:	Serviced-Mains
Testing and Classification:	AS 2870-2011, AS 1726-2017 & 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.

Soil Profile Summary

BH 1 Depth (m)	BH 2 Depth (m)	USCS	Description
0 - 0.30	0 – 0.30	SP	TOPSOIL - SAND: dark grey, poorly graded, slightly moist, medium dense,
0.30 - 0.50	0.30 – 0.50	SP	SAND: dark brown, poorly graded, slightly moist, medium dense,
0.50 - 0.95		SP	SAND: dark grey/black, poorly graded, dry, dense,
0.95 - 1.10	0.50 – 1.10	SC	Clayey SAND: dark grey-brown, dry, very dense, Refusal on assumed Rock.

BH 3 Depth (m)	BH 4 Depth (m)	USCS	Description
0 - 0.60	0 – 0.40	SP	TOPSOIL - SAND: dark grey, poorly graded, slightly moist, medium dense,
0.60 - 0.70	0.40 – 0.90	SP	SAND: dark brown, poorly graded, slightly moist, medium dense,
0.70 – 1.10		SP	SAND: dark grey/black, poorly graded, dry, dense,
1.10 – 2.3	0.90 – 2.1	SC	Clayey SAND: dark grey-brown, dry, very dense, Refusal on assumed Rock.

BH 5&7 Depth (m)	BH 6 Depth (m)	USCS	Description
0 - 0.30	0 – 0.40	SP	TOPSOIL - SAND: dark grey, poorly graded, slightly moist, medium dense,
0.30 – 0.40	0.40 – 0.80	SP	SAND: dark brown, poorly graded, slightly moist, medium dense,
0.40 – 1.20		SP	SAND: dark grey/black, poorly graded, dry, dense,
1.20 – 1.60	0.80 – 2.0	SC	Clayey SAND: dark grey-brown, dry, very dense, Refusal on assumed Rock.

Site Notes

Several test holes were drilled across the site in the vicinity of each proposed unit. The test holes yielded a variable profile with depths from 1.10 – 2.10m to weathered sandstone, and the soils examined were dominated by deep sands.

Dispersion Testing

A number of samples were taken from site, and as the soil is predominantly sand and clayey Sand, an Emerson Aggregated Stability test was deemed unnecessary, as no clay rich horizons were encountered.

Site Classification

The site has been assessed and classified in accordance with AS2870-2011 *“Residential Slabs and Footings”*.

The site has been classified as:

Class S

Y^s range: **0-20mm**

Notes: The soil profile across the site is slightly reactive.

Wind Loading Classification

According to *“AS4055-2012 - Wind Loads for Housing”* the house site is classified below:

Wind Classification:	N3
Region:	A
Terrain Category:	3
Shielding Classification:	PS
Topographic Classification:	T3
Wind Classification:	N3
Design Wind Gust Speed – m/s (V _{h,u}):	50

Construction Notes & Recommendations

The site has been classified as **Class S** - Slightly reactive site, which may experience only slight ground movement from moisture changes.

It is recommended that all footings be founded in the natural material with bearing capacities >100kPa, or preferably the foundations be placed on the underlying bedrock to minimise the potential for significant foundation movement.

All earthworks on site must comply with AS 3798-2012, and I further recommend that consideration be given to drainage and sediment control on site during and after construction. Care should also be taken to ensure there is adequate drainage in the construction area to avoid the potential for weak bearing and foundation settlement associated with excessive soil moisture.

I also recommend that during construction that I and/or the design engineer be notified of any major variation to the foundation conditions as predicted in this report.

A handwritten signature in blue ink, consisting of a stylized 'J' and 'C' intertwined.

Dr John Paul Cumming B.Agr.Sc (hons) PhD CPSS GAICD

Director

Explanatory Notes

1 Scope of Works

The methods of description and classification of soils used in this report are based largely on Australian Standard 1726 – Geotechnical Site Investigations (AS1726-2017), with reference to Australian Standard 1289 – Methods for testing soils for engineering purposes (AS1289), for eventual Site Classification according to Australian Standard 2870 (AS2870-2011) – Residential Slabs and Footings and Australian Standard 1547 (AS1547 – 2012) On-site domestic wastewater management.

1.1 Site Classification AS2870 - 2011

Site classification with reference to the above Australian Standards are based on site reactivity.

Class	Foundation Conditions	Characteristic Surface Movement
A	Most sand and rock sites with little or no ground movement from moisture changes.	0mm
S	Slightly reactive clay sites, which may experience only slight ground movement from moisture changes.	0 – 20mm
M	Moderately reactive clay or silt sites, which may experience moderate ground movement from moisture changes.	20 – 40mm
H-1	Highly reactive clay sites, which may experience high ground movement from moisture changes.	40 – 60mm
H-2	Highly reactive clay sites, which may experience very high ground movement from moisture changes.	60 – 75mm
E	Extremely reactive sites, which may experience extreme ground movement from moisture changes.	>75mm

*Note: Soils where foundation performance may be significantly affected by factors other than reactive soil movement are classified as **Class P**.*

A site is classified as **Class P** when:

- The bearing capacity of the soil profile in the foundation zone is generally less than 100kpa
- If excessive foundation settlement may occur due to loading on the foundation.
- The site contains uncontrolled fill greater than 0.8m in depth for sandy sites and 0.4m in depth for other soil materials.
- The site is subject to mine subsistence, landslip, collapse activity or coastal erosion.
- The site is underlain by highly dispersive soils with significant potential for erosion
- If the site is subject to abnormal moisture conditions which can affect foundation performance

1.2 Soil Characterisation

This information explains the terms of phrase used within the soil description area of the report.

It includes terminology for cohesive and non-cohesive soils and includes information on how the Unified Soil Classification Scheme (USCS) codes are determined.

NON COHSIVE – SAND & GRAVEL		
Consistency Description	Field Test	Dynamic Cone Penetrometer blows/100 mm
Very loose (VL)	Easily penetrated with 13 mm reinforcing rod pushed by hand.	0 - 1
Loose (L)	Easily penetrated with 13 mm reinforcing rod pushed by hand. Can be excavated with a spade; 50 mm wooden peg can be easily driven.	1 - 3
Medium dense (MD)	Penetrated 300 mm with 13 mm reinforcing rod driven with 2 kg hammer, - hard shovelling.	3 - 8
Dense (D)	Penetrated 300 mm with 13 mm reinforcing rod driven with 2 kg hammer, requires pick for excavation: 50 mm wooden peg hard to drive.	8 - 15
Very dense (VD)	Penetrated only 25 - 50 mm with 13 mm reinforcing rod driven with 2 kg hammer.	>15

COHESIVE - SILT & CLAY		
Consistency Description	Field Test	Indicative undrained shear strength kPa
Very soft	Easily penetrated >40 mm by thumb. Exudes between thumb and fingers when squeezed in hand.	<12
Soft	Easily penetrated 10 mm by thumb. Moulded by light finger pressure	>12 and <25
Firm	Impression by thumb with moderate effort. Moulded by strong finger pressure	>25 and <50
Stiff	Slight impression by thumb cannot be moulded with finger.	>50 and <100
Very Stiff	Very tough. Readily indented by thumbnail.	>100 and <200
Hard	Brittle. Indented with difficulty by thumbnail.	>200

1.3 USCS Material Descriptions

Soils for engineering purposes are the unconsolidated materials above bedrock, they can be residual, alluvial, colluvial or aeolian in origin.

Major Divisions		Particle size mm	USCS Group Symbol	Typical Names	Laboratory Classification				
COARSE GRAINED SOILS (more than half of material less than 63 mm is larger than 0.075 mm)	BOULDERS	200			% < 0.075 mm (2)	Plasticity of fine fraction	$C_u = \frac{D_{60}}{D_{10}}$	$C_c = \frac{(D_{30})^3}{(D_{10})(D_{60})}$	NOTES
	COBBLES	63							
	GRAVELS (more than half of coarse fraction is larger than 2.36 mm)	coarse	GW	Well graded gravels and gravel-sand mixtures, little or no fines	0-5	—	>4	Between 1 and 3	(1) Identify fines by the method given for fine-grained soils.
		medium	GP	Poorly graded gravels and gravel-sand mixtures, little or no fines, uniform gravels	0-5	—	Fails to comply with above		
		fine	GM	Silty gravels, gravel-sand-silt mixtures (1)	12-50	Below 'A' line or PI<4	—	—	
		fine	GC	Clayey gravels, gravel-sand-clay mixtures (1)	12-50	Above 'A' line and PI>7	—	—	(2) Borderline classifications occur when the percentage of fines (fraction smaller than 0.075 mm size) is greater than 5% and less than 12%. Borderline classifications require the use of SP-SM, GW-GC.
	SANDS (more than half of coarse fraction is smaller than 2.36 mm)	coarse	SW	Well graded sands and gravelly sands, little or no fines	0-5	—	>6	Between 1 and 3	
		medium	SP	Poorly graded sands and gravelly sands, little or no fines	0-5	—	Fails to comply with above		
		fine	SM	Silty sands, sand silt mixtures (1)	12-50	Below 'A' line or PI<4	—	—	
		fine	SC	Clayey sands, sand-clay mixtures (1)	12-50	Above 'A' line and PI>7	—	—	
FINE GRAINED SOILS (more than half of material less than 63 mm is smaller than 0.075 mm)	SILTS & CLAYS (Liquid Limit ≤50%)	ML	Inorganic silts, very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity	Plasticity Chart For classification of fine grained soils and fine fraction of coarse grained soils. The Plasticity Chart is a graph with Plastic Index (%) on the y-axis (0 to 60) and Liquid Limit (%) on the x-axis (0 to 100). It features two main diagonal lines: the 'A' line (IL = 2.5 * PI) and the 'U' line (IL = 4 * PI). The chart is divided into several regions labeled with soil types: CL (Clay), CH (High plasticity clay), MH (Medium plasticity silt), ML (Low plasticity silt), OL (Organic low plasticity silt), OH (Organic high plasticity silt), and PT (Peat and other highly organic soils). The chart also includes a horizontal line at PI = 7 and a vertical line at LL = 40.					
		CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays						
		OL	Organic silts and clays of low plasticity						
	SILTS & CLAYS (Liquid Limit >50%)	MH	Inorganic silts, micaceous or diatomaceous fine sands or silts, elastic silts						
		CH	Inorganic clays of high plasticity, fat clays						
		OH	Organic silts and clays of high plasticity						
	HIGHLY ORGANIC SOILS	PT	Peat and other highly organic soils						

Grain size analysis is performed by two processes depending on particle size. Sand silt and clay particles are assessed using a standardised hydrometer test, and coarse sand and larger is assessed through sieving by USCS certified sieves. For more detail see the following section.

Soil Classification	Particle Size
Clay	Less than 0.002mm
Silt	0.002 – 0.06mm
Fine/Medium Sand	0.06 – 2.0mm
Coarse Sand	2.0mm – 4.75mm
Gravel	4.75mm – 60.00mm

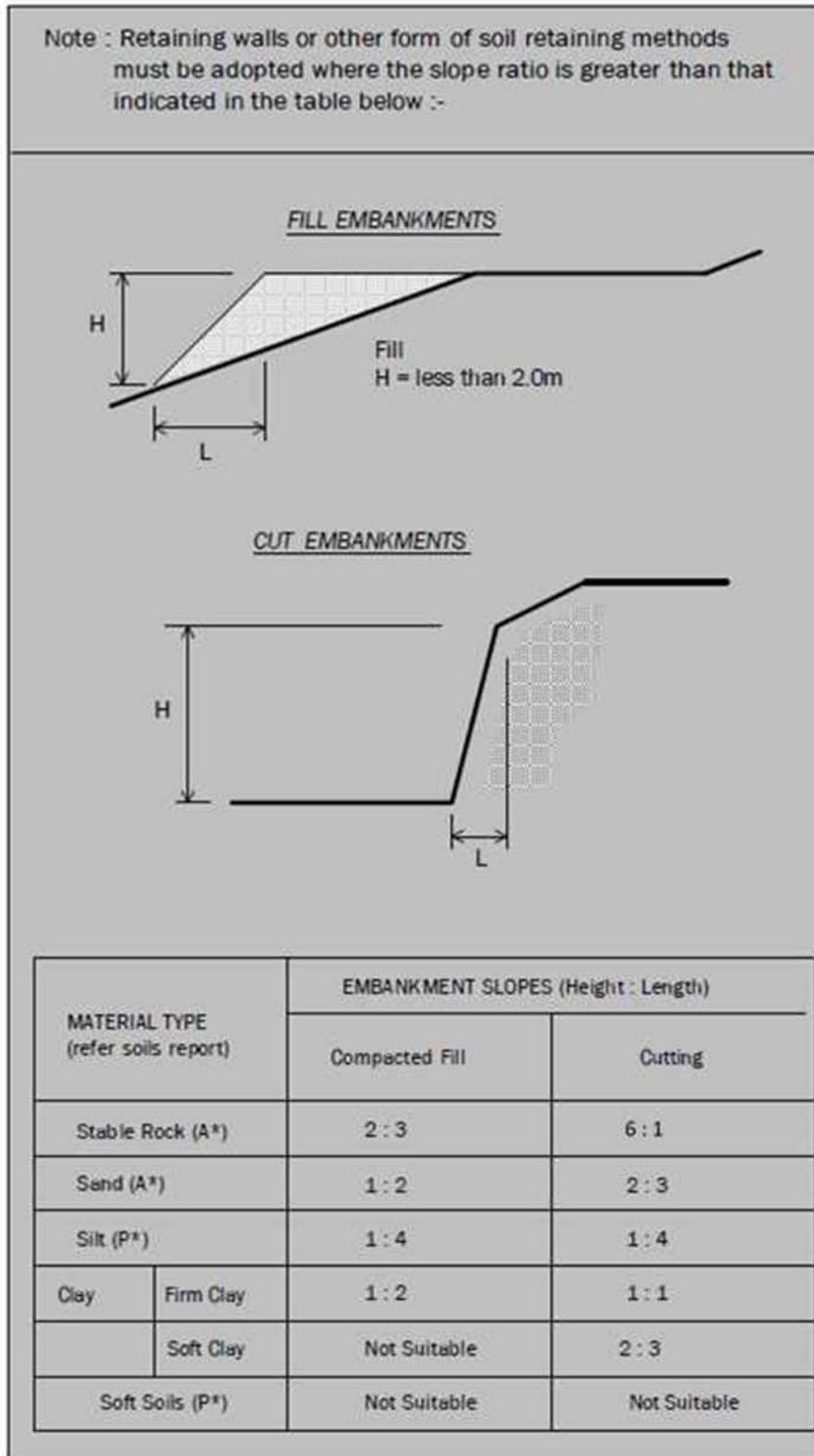
1.4 Bearing Capacities and DCP testing.

DCP and PSP weighted penetrometer tests – Dynamic Cone Penetrometer (DCP) and Perth Sand Penetrometer (PSP) tests are carried out by driving a rod into the ground with a falling weight hammer and measuring the blows for successive 100mm increments of penetration. Normally, there is a depth limitation of 1.2m but this may be extended in certain conditions by the use of extension rods. The methods for the two tests are quite similar.

- Dynamic Cone Penetrometer – a 16mm rod with a 20mm diameter cone end is driven with a 9kg hammer dropping 510mm (AS 1289, Test 6.3.2).
- Perth Sand Penetrometer – a 16mm diameter flat-ended rod is driven with a 9kg hammer, dropping 600mm (AS 1289 Test 6.3.3). This test was developed for testing the density of sands and is mainly used in granular soils and filling.

Site Anomalies – During construction GES will need to be notified of any major variation to the foundation conditions as predicted in this report.

1.5 Batter Angles for Embankments (Guide Only)



Glossary of Terms

Bearing Capacity – Maximum bearing pressure that can be sustained by the foundation from the proposed footing system under service loads which should avoid failure or excessive settlement.

Clay – (Mineral particles less than 0.002mm in diameter). Fine grained cohesive soil with plastic properties when wet. Also includes sandy clays, silty clays, and gravelly clays.

Dynamic Cone Penetrometer (DCP) – Field equipment used to determine underlying soil strength and therefore bearing capacity (kPa) by measuring the penetration of the device into the soil after each hammer blow.

Dispersive soil – A soil that has the ability to pass rapidly into suspension in water.

Footing – Construction which transfers the load from the building to the foundation.

Foundation – Ground which supports the building

Landslip – Foundation condition on a sloping site where downhill foundation movement or failure is a design consideration.

Qualified Engineer – A professional engineer with academic qualifications in geotechnical or structural engineering who also has extensive experience in the design of the footing systems for houses or similar structures.

Reactive Site – Site consisting of clay soil which swells on wetting and shrinks on drying by an amount that can damage buildings on light strip footings or unstiffened slabs. Includes sites classified as S, M, H-1, H-2 & E in accordance with AS2870-2011.

Sand – (Mineral particles greater than 0.02mm in diameter). Granular non-cohesive, non-plastic soil that may contain fines including silt or clay up to 15%.

Services – Means all underground services to the site including but not limited to power, telephone, sewerage, water & storm water.

Silt – (Mineral particles 0.002 – 0.02mm in diameter). Fine grained non-cohesive soil, non-plastic when wet. Often confers a silky smoothness of field texture, regularly includes clay and sand to form clayey silts, sandy silts and gravelly silts.

Site – The site title, as denoted by address, lot number, or Certificate of Title (CT) number, or Property Identification Number (PID).

Surface Movement (Ys) – Design movement (mm) at the surface of a reactive site caused by moisture changes.

Disclaimer

This Report has been prepared in accordance with the scope of services between Geo-Environmental Solutions Pty. Ltd. (GES) and the Client. To the best of GES's knowledge, the information presented herein represents the client's requirements at the time of printing of the Report. However, the passage of time, manifestation of latent conditions or impacts of future events may result in findings differing from that discussed in this Report. In preparing this Report, GES has relied upon data, surveys, analyses, designs, plans and other information provided by the Client and other individuals and organisations referenced herein. Except as otherwise stated in this Report, GES has not verified the accuracy or completeness of such data, surveys, analyses, designs, plans and other information.

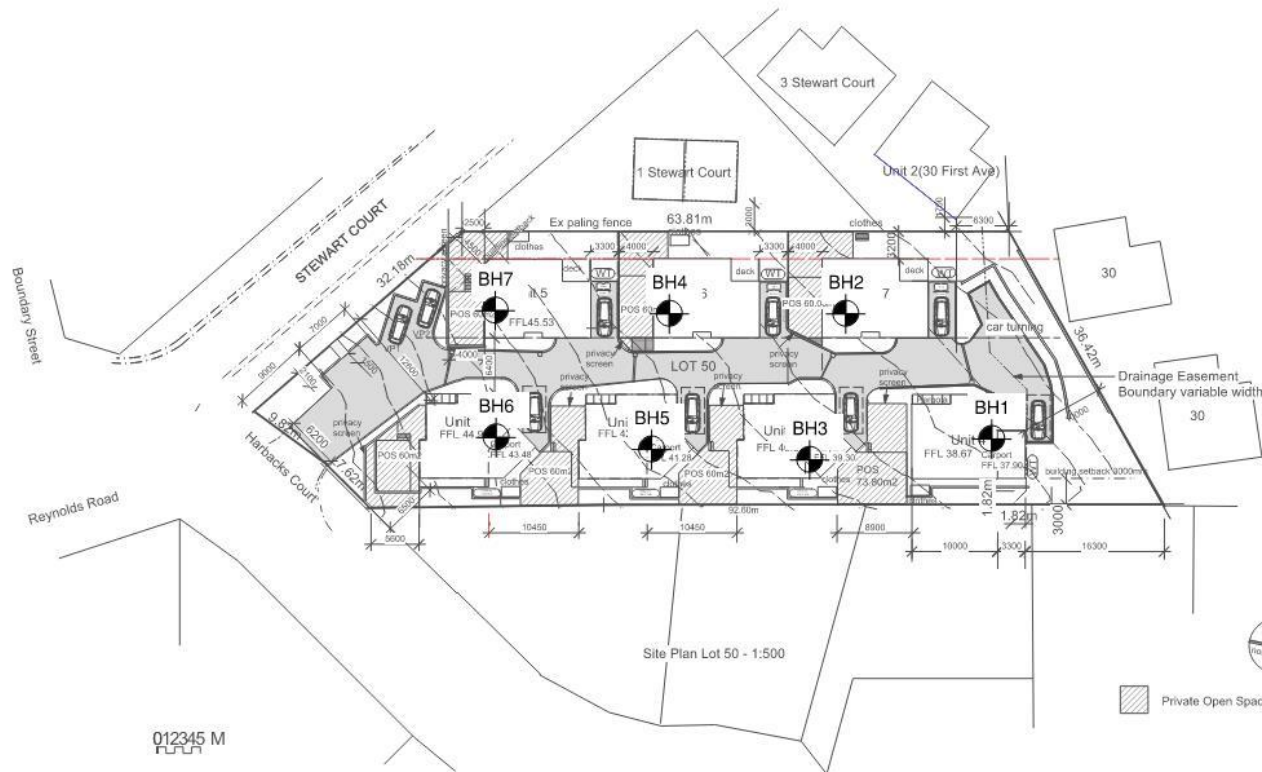
The scope of this study does not allow for the review of every possible geotechnical parameter or the soil conditions over the whole area of the site. Soil and rock samples collected from the investigation area are assumed to be representative of the areas from where they were collected and not indicative of the entire site. The conclusions discussed within this report are based on observations and/or testing at these investigation points.

This report does not purport to provide legal advice. Readers of the report should engage professional legal practitioners for this purpose as required.

No responsibility is accepted for use of any part of this report in any other context or for any other purpose by third a party.

Proposed Multiple Dwellings (7) Units
"Waterview Estate" (Stewart Court) Midway Point

Site Investigation Plan



No.	Date	Issue Notes		Project Title Multiple Dwellings(7) Waterview Estate (Stewart Court) Midway Point	Project Manager Drawn By Reviewed By Date CAD File Name	Project ID 202560 Scale 1:500 @ A3 Drawing No. CD02 of 42
			PHILLIP MUSKETT ARCHITECT Ph: 0417509172 Email: philipmuskett@bigpond.com Tas Architect Registration No 514 Tas Licence No 417922861 Vic Architect Registration No 18909	Drawing Title Site Plan		



27/07/2021

To: PPI Group Pty Ltd
53 Bayside Drive
Lauderdale Tas 7021

RE: Dispersive soils – Lot 50 Stewart Court, Midway Point

In response to your inquiry regarding dispersive soils I can advise the following:

- The soil onsite consists of sands overlying clayey sands of variable depths.
- During the investigation no evidence of dispersion was observed and no clay rich horizons were encountered.
- As the soil is predominantly sand and with clayey Sands, a formal Dispersive Soil Management Plan is therefore deemed unnecessary.

Please contact me if you have any further questions.

A handwritten signature in blue ink, appearing to read 'John Paul Cumming', with a stylized flourish extending to the right.

Dr John Paul Cumming PhD CPSS
Director

Proposed Multiple Dwellings (7) Units
"Waterview Estate" (Stewart Court) Midway Point

Soil & Water Management Plan

Site: Proposed Multiple dwellings at Stewart Court Midway Point

Detail of works: Excavation for construction of foundations, wastewater system, and wastewater trenches

Site Management recommendations:

1. Plan construction activities to minimize soil excavation and vegetation stripping
2. Identify areas for stockpiling of excavated soil material or off-site destination
3. Minimize the length of steep slopes
4. Limit the time bare soil surfaces are exposed to wind and rain
5. Intercept and safely dispose of upslope water which could flow onto bare excavated areas
6. Apply mulch or gravel fines to disturbed areas that will be uncovered for more than 14 days (eg driveway)
7. Install permanent storm water drainage measures as part of the first phase of construction (eg appropriate road cross-over and culverts).
8. Connect guttering and pipe work to tanks as soon as possible after roof construction.
9. Maintain existing vegetation cover that may act as sediment traps (eg on driveway slopes)
10. Install sediment traps as close as possible to sediment sources

Maintenance recommendations:

1. Display a copy of the SWMP on site and inform all contractors of the content
2. Check and clean sediment fences weekly to avoid overloading and failure
3. Monitor soil and building material stockpile levels and move sediment fences to accommodate changes
4. Check all storm water drains weekly and remove any material which is causing blockages
5. Ensure all erosion control measures are in place until vegetation is re-established on site.

Dr John Paul Cumming B.Agr.Sc (hons) PhD GAICD CPSS
Certified Professional Soil Scientist



Dr. John Paul Cumming
Building Services Designer-
Hydraulic
CCC774A

27/7/2021

012345 M

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CERTIFICATE OF QUALIFIED PERSON – ASSESSABLE ITEM

Section 321

Form **55**

To: Owner /Agent
 Address
 Suburb/postcode

Qualified person details:

Qualified person:
Address: Phone No:
 Fax No:
Licence No: Email address:

Qualifications and Insurance details: (description from Column 3 of the Director's Determination - Certificates by Qualified Persons for Assessable Items)

Speciality area of expertise: (description from Column 4 of the Director's Determination - Certificates by Qualified Persons for Assessable Items)

Details of work:

Address: Lot No:
 Certificate of title No:
The assessable item related to this certificate: (description of the assessable item being certified)
Assessable item includes –
- a material;
- a design
- a form of construction
- a document
- testing of a component, building system or plumbing system
- an inspection, or assessment, performed

Certificate details:

Certificate type: (description from Column 1 of Schedule 1 of the Director's Determination - Certificates by Qualified Persons for Assessable Items n)

This certificate is in relation to the above assessable item, at any stage, as part of - (tick one)

building work, plumbing work or plumbing installation or demolition work ☒
or

a building, temporary structure or plumbing installation: ☐

In issuing this certificate the following matters are relevant –

Documents:	The attached soil report for the address detailed above in 'details of Work'
Relevant calculations:	Reference the above report.
References:	AS2870-2011 residential slabs and footings AS1726-2017 Geotechnical site investigations CSIRO Building technology file – 18.

Substance of Certificate: (what it is that is being certified)

Site Classification consistent with AS2870-2011.

Scope and/or Limitations

The classification applies to the site as inspected and does not account for future alteration to foundation conditions as a result of earth works, drainage condition changes or variations in site maintenance.

I, John-Paul Cumming certify the matters described in this certificate.

Qualified person:

Signed:

Certificate No:

Date:

J4620

27/07/2021



A handwritten signature in black ink, appearing to be 'John Paul Cumming', written over a light grey circular stamp.

CERTIFICATE OF QUALIFIED PERSON – ASSESSABLE ITEM

Section 321

Form **55**

To: Owner /Agent
 Address
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Qualified person details:

Qualified person:
Address: Phone No:
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Qualified person:

Signed:

Certificate No:

Date:

J4620

27/07/2021



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ALDANMARK
CONSULTING ENGINEERS

STORMWATER REPORT

Unit Development
Lot 50, Stewart Court
Midway Point TAS 7171

251003 SR 23 E 99 - 24 REV C



Sorell Council

Development Application: 5.2025.82.1 -
Response to REquest For Information - Stewart
Court, Midway Point - P5.pdf
Plans Reference: P5
Date Received: 03/10/2025

Lower Ground
199 Macquarie Street
Hobart TAS 7000

GPO Box 1248
Hobart TAS 7001

03 6234 8666

mail@aldanmark.com.au
www.aldanmark.com.au

ABN 79 097 438 714

PROJECT INFORMATION

DOCUMENT TITLE	Stormwater Report - 23E99 - 24 Rev C
PROJECT LOCATION	Lot 50 Stewart Court, Midway Point TAS 7171
CLIENT ORGANISATION	Creative Homes
CLIENT REFERENCE	Unit Development
CLIENT CONTACT/S	Inge Brown
ALDANMARK REFERENCE	23 E 99 - 24
ALDANMARK CONTACT/S	Lachlan Gadomski (lgadomski@aldanmark.com.au)

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DOCUMENT CONTROL

REVISION	DATE	REVISION DETAILS	PREPARED	VERIFIED	APPROVED
A	26/09/2023	Development Approval	RM	NM	NM
B	25/08/2025	Development Approval	LG	DE	NM
C	1/10/2025	Development Approval	LG	DE	NM

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1. INTRODUCTION

Aldanmark have been engaged to provide a stormwater report for the proposed development at Lot 50 Stewart, Midway Point.

This report aims to demonstrate that the development at Lot 50 Stewart Court, Midway Point complies with the stormwater quality and quantity requirements of Sorell Council's Stormwater In New Development Policy.

2. SITE OVERVIEW

The site of the proposed development is a vacant lot within the General Residential zone. The site has a south-east facing slope and falls away from the existing vehicular access provided from Harback Court. An existing stormwater main runs through an easement along the south-eastern boundary of the site.

Eight (8) residential units are proposed to be constructed on the subject site, as well as new concrete driveway and parking areas. The increase in impervious area within the site is expected to increase the quantity of site stormwater runoff.

3. STORMWATER QUANTITY MODEL

3.1 MODIFIED RATIONAL METHOD

The modified rational method was applied within the software Autodesk Storm and Sanitary Analysis (SSA) to determine the increase in runoff between the pre-development and post-development conditions. The SSA model was then used to determine the volume and configuration of on-site detention required to reduce the site runoff below the pre-development condition for the 5% AEP storm.

3.2 DESIGN RAINFALL DEPTHS

Rainfall depths for the model were retrieved from the Bureau of Meteorology website (<http://www.bom.gov.au/water/designRainfalls/revised-efd/>). Multiple durations of the 5% AEP storm were analysed to determine the critical storm duration.

TABLE 1: IFD DESIGN RAINFALL DEPTHS

DESIGN RAINFALL EVENT	DESIGN RAINFALL (mm/hr)
5% AEP 5 minute	85.6
5% AEP 10 minute	64.8
5% AEP 15 minute	52.8
5% AEP 30 minute	35.3
5% AEP 60 minute	22.9

3.3 SITE CATCHMENTS

The site catchment areas assumed for the modified rational method calculations were determined from the architectural site plan prepared by Creative Homes dated June 2025. The runoff coefficients were adopted for each catchment area as per Sorell Council's Stormwater In New Development Policy / AS3500.3 and are detailed in Table 2 below:

TABLE 2: POST DEVELOPMENT SITE CATCHMENTS

CATCHMENT	AREA (m ²)	RUNOFF COEFFICIENT C
Pre-development	2772	0.40
Post-development (Unit 1 roof)	144	1.00
Post-development (Unit 2 roof)	144	1.00
Post-development (Unit 3 roof)	144	1.00
Post-development (Unit 4 roof)	87	1.00
Post-development (Unit 5 roof)	87	1.00
Post-development (Unit 6 roof)	87	1.00
Post-development (Unit 7 roof)	87	1.00
Post-development (Unit 8 roof)	87	1.00
Post-development (paved areas)	702	0.90
Post-development (pervious areas)	1203	0.40

3.4 DETENTION MODEL RESULTS

The results of the Stormwater and Sanitary Analysis model showed that the post-development site runoff is increased by 19.39 L/s over pre-existing runoff quantities, as shown in Table 3.

To reduce the post-development site outflow below pre-development quantities, an on-site detention system comprising the following tanks was simulated in Autodesk SSA:

- **8 x 2,616 L AquaTech Slimline detention tanks** (2.0 L x 0.7 W x 2.02 H) fitted with a 25mm orifice and connected to the roof of each individual unit.
- **1 x 2,000 L underground HDPE tank** (0.6m diameter x 3.30m L) fitted with a 100mm orifice and connected to both the roof and paved areas of the development.

The model results showed that this tank can reduce the post-development critical peak flow to **23.87 L/s** in a 5-minute duration, 5% AEP event.

TABLE 3: PEAK FLOW RATE SUMMARY

SCENARIO	SITE RUNOFF (L/s)	CRITICAL DURATION
Pre-development	26.15	5-minute
Post-development unmitigated	45.54	5-minute
Post-development with OSD	23.87	5-minute

Figure 1 below shows the site outflow hydrograph for the pre-development condition compared to the post-development condition mitigated by on-site detention.

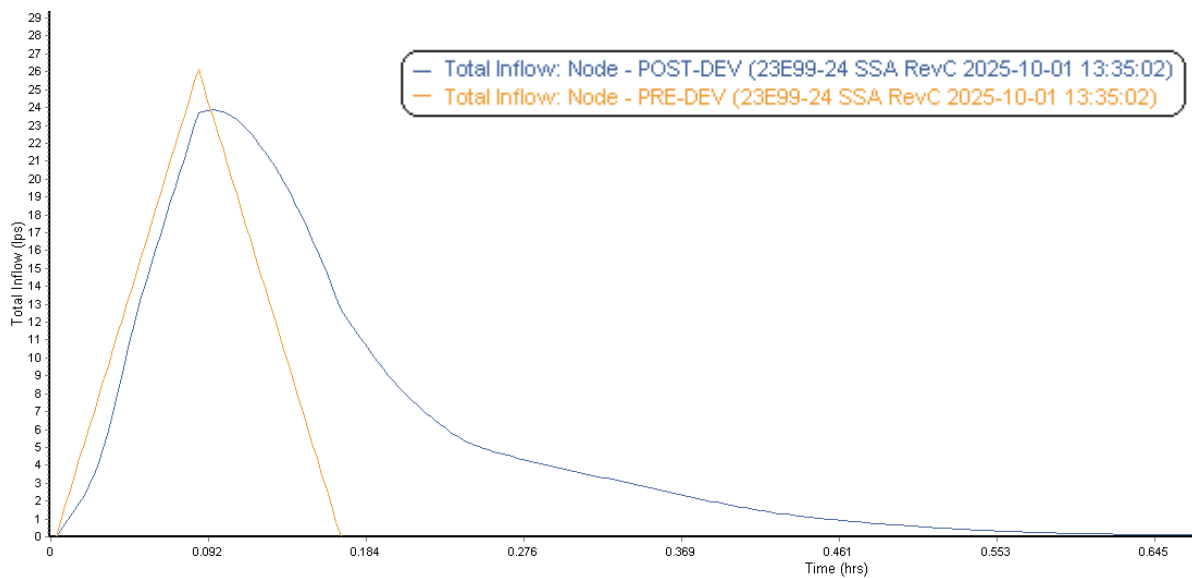


FIGURE 1: SITE RUNOFF HYDROGRAPHS

Full specifications for the required on-site detention system are given in Table 4 and Table 5. It is noted that Table 5 captures the specifications for the worst-case tanks attached to Units 1, 2 and 3 that have a larger roof catchment area.

TABLE 4: DETENTION TANK PARAMETERS

TANK ID	Underground Detention Tank
DESCRIPTION	2,000L TEFCO 'Corrutank'
TANK INTERNAL DIAMETER (m)	0.6
TANK LENGTH (m)	3.33
DETENTION CAPACITY (L)	2,000 L
ORIFICE DIAMETER (mm)	100
OVERFLOW PIPE DIAMETER (mm)	150
PEAK DISCHARGE RATE (L/s)	14.72
MAX. VOLUME 5% AEP (L)	1,730
EMPTYING TIME (mins)	43
CONTRIBUTING ROOF AREA (m²)	867
CONTRIBUTING PAVED AREA (m²)	702

TABLE 5: DETENTION TANK PARAMETERS (WORST-CASE TANKS)

TANK ID	Above Ground Detention Tank
DESCRIPTION	2,616L Slimline Detention tank
BASE AREA (m²)	1.40
TANK HEIGHT (m)	2.02
INLET HEIGHT (m)	1.75
DETENTION CAPACITY (L)	2,238
ORIFICE DIAMETER (mm)	25
OVERFLOW PIPE DIAMETER (mm)	150
PEAK DISCHARGE RATE (L/s)	0.93
MAX. VOLUME 5% AEP (L)	700
EMPTYING TIME (mins)	43
MAX. CONTRIBUTING ROOF AREA (m²)	144

4. STORMWATER QUALITY MODEL

It is proposed that the stormwater quality targets are to be achieved through a contribution to Council, in accordance with the Clause A2.2 of Sorell Council's Stormwater in New Development policy.

5. MAINTENANCE

The manufacturer's recommended maintenance schedule for the on-site detention tank specified in this report is outlined in Table 5.

TABLE 5: MAINTENANCE PLAN FOR RAINWATER TANKS

ACTIVITY	FREQUENCY
Visual inspection of detention tank. On-site detention (OSD) should remain empty unless rain event occurs. If water is visible, all inlets and outlets should be investigated to find blockage. This is to be performed by a registered plumber.	Monthly
A full check of OSD system must be carried out and all sludge and debris is to be removed, ensuring the system remains free of blockages	Annually
Full CCTV Drainage Inspection to be completed by a registered plumber. Replacement of all elements (breathers, IO's etc.) that are deemed to not last until next inspection.	10 yearly

6. CONCLUSION

This report has demonstrated that the proposed development at Lot 50 Stewart Court, Midway Point complies with the stormwater quantity and quality requirements of Sorell Council's Stormwater in New Development Policy.

Note:

- No assessment has been undertaken of Council's stormwater infrastructure and its capacity.
- This report assumes the Council stormwater main has capacity for the pre-development peak discharge.
- It is the responsibility of Council to assess their infrastructure and determine the impact (if any) of altered inflows into their stormwater network.

Please contact me at lgadomski@aldanmark.com.au if you require any additional information.

Yours faithfully,



Lachlan Gadomski BEng Civil (Hons), Dip. Project Management
Civil Engineer



Sorell Council

Development Application: 5.2025.82.1 -
Response to Request For Information -
Stewart Court, Midway Point - P2.pdf
Plans Reference: P2
Date received: 8/08/2025



**RESIDENTIAL UNITS,
50 STEWART COURT,
MIDWAY POINT**

**TRAFFIC
IMPACT
ASSESSMENT**

Hubble Traffic

August 2025

Disclaimer: This report has been prepared based on and in reliance upon the information provided to Hubble Traffic Pty Ltd by the client and gathered by Hubble Traffic Pty Ltd during the preparation of the report. Whilst all reasonable skill, care and diligence has been used in preparation of the report, Hubble Traffic Pty Ltd take no responsibility for errors or omissions arising from misstatements by third parties.

This report has been prepared specifically for the exclusive use of the client named in the report and to the extent necessary, Hubble Traffic Pty Ltd disclaim responsibility for any loss or damage occasioned by use of or reliance upon this report, or the data produced herein, by any third party.

Version	Date	Reason for Issue
Draft	August 2025	Draft issued for client feedback
Final	August 2025	Final Issued

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1. Introduction

Creative Homes Hobart has engaged Hubble Traffic to prepare an independent Traffic Impact Assessment (TIA) to consider the traffic impacts from the development of eight residential units at 50 Stewart Court, Midway Point (development site).

The development has been assessed against the Tasmanian Planning Scheme (planning scheme) Codes, C2 Parking and Sustainable Transport, C3 Road and Railway Assets, and Australian Standard 2890.1:2004 (The Standard).

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

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

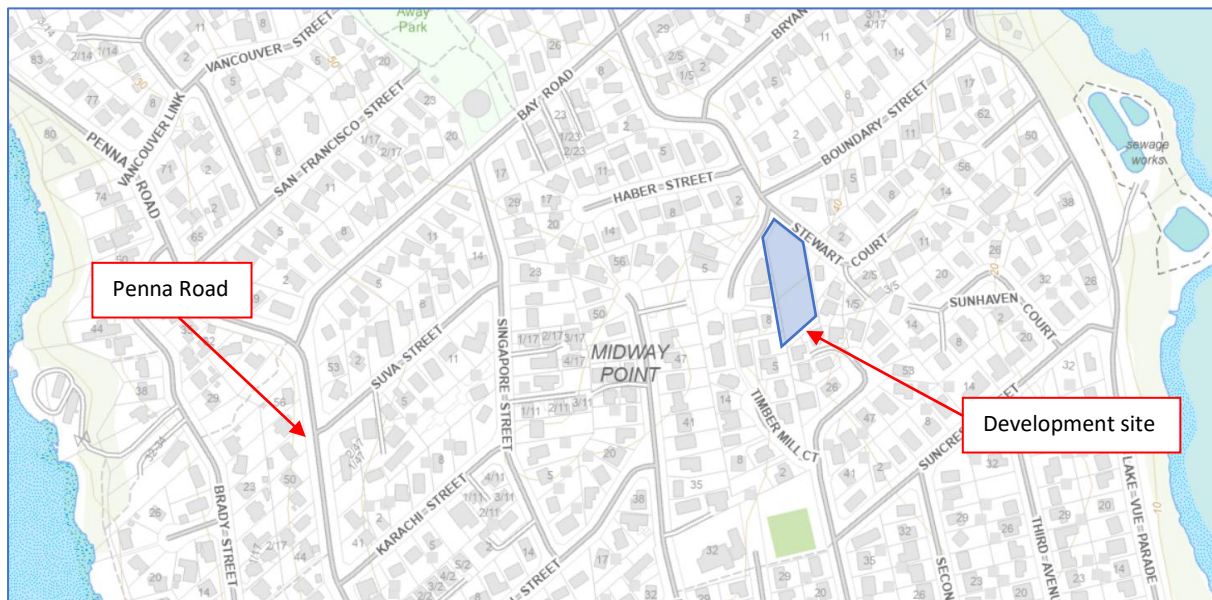
2. Site Description

The development site at 50 Stewart Court, Midway Point, is an irregularly shaped parcel of land that is primarily rectangular with a narrow road frontage. It has road frontage to both Stewart Court and Harback Court, and existing vehicular access from Harback Court. The site is currently undeveloped and is situated within an established residential area.

Midway Point is a residential locality, with Penna Road serving as the primary collector road in the local network. Penna Road connects to the Tasman Highway, which is part of the State Road network linking Hobart with Sorell and the coastal region.

The most direct route connecting the development site to the highway follows Reynolds Road, Bay Road, and Penna Road.

Diagram 2.0 – Extract from LIST Land Information System Tasmania Database



3. Development proposal

The proposal includes the following:

- Eight three-bedroom units, comprising of five two storey units and three single storey units.
- Each unit will have two dedicated parking spaces, including a single enclosed garage and one open parking space.
- Two visitor parking spaces.
- The existing access onto Stewart Court will be retained and upgraded to accommodate two-way traffic flow.

Diagram 3.0A – Development proposal

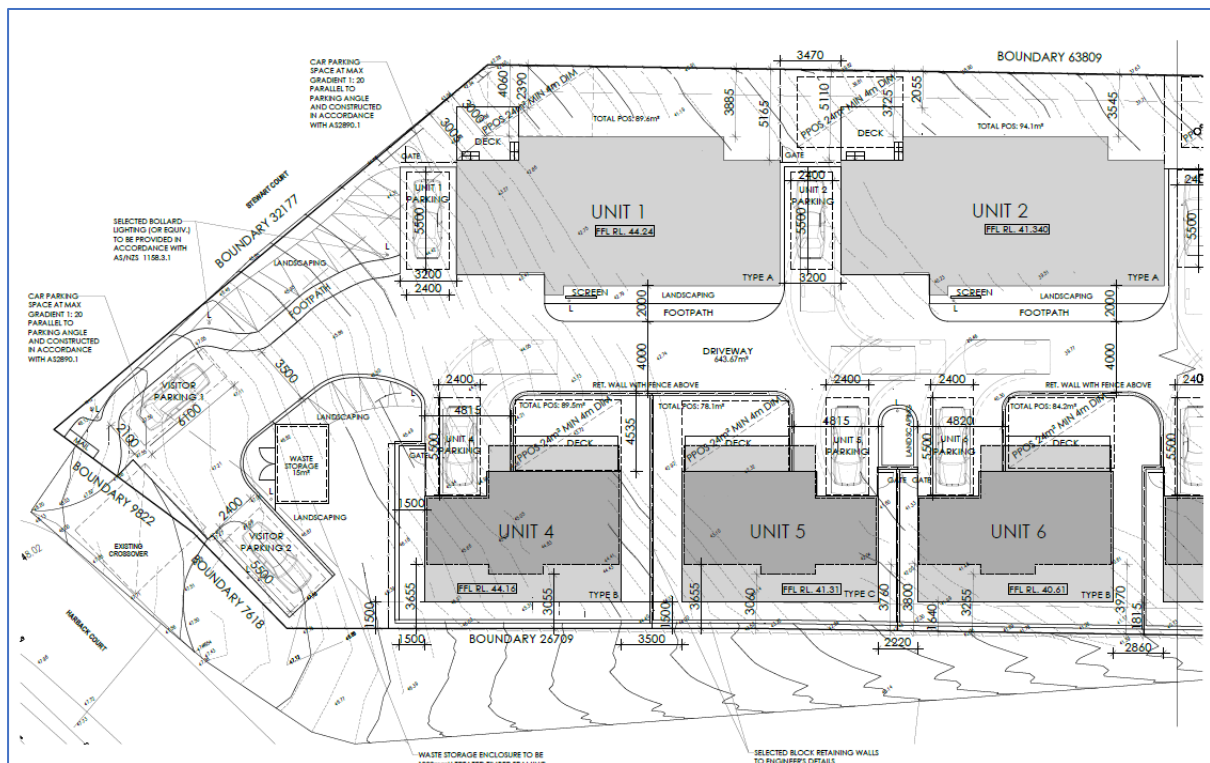
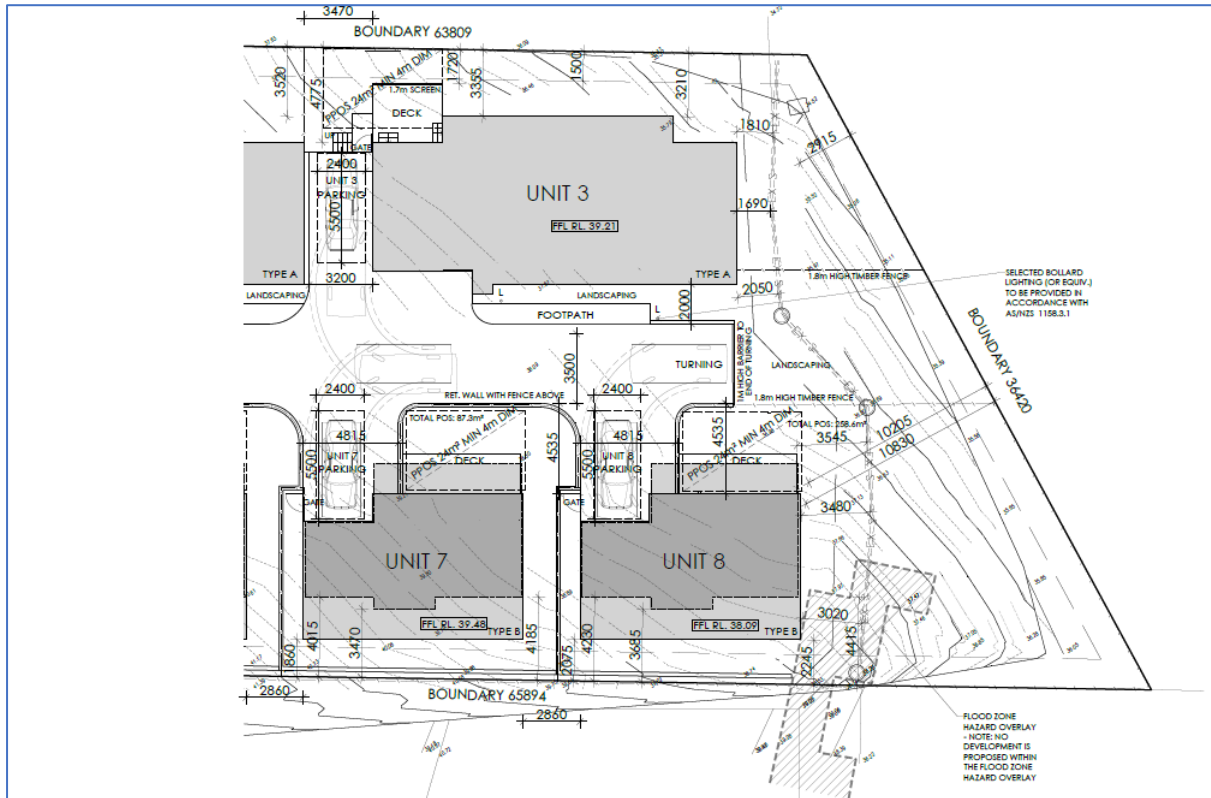


Diagram 3.0B – Proposed development



4. Trip generation by this development

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

To determine the number of trips likely to be generated by this development, reference has been taken from the RTA Guide to Traffic Generating Developments (RTA Guide), section 3.3 residential housing.

Medium density residential units with three or more bedrooms, is expected to generate 6.5 daily trips per unit, with 0.65 of these trips expected to operate in the weekday peak hours.

Table 4.0 – Expected trip generation

Unit type and number	RTA Trips generation rate	Daily trips	Peak hour trips
8 -three bedroom units	6.5 daily trips with 0.65 trips in the weekday peak hours	52	6

The eight units are predicted to generate 52 daily trips, with six of these trips likely to occur within the weekday peak hours.

5. Existing traffic Conditions

Penna Road functions as the sole collector road within the local network and provides direct connectivity to the highway. The majority of generated trips are anticipated to utilise the route comprising Penna Road, Bay Road, and Reynolds Road. This section evaluates the suitability of this route to accommodate the additional traffic.

5.1 Penna Road

Within the surrounding local road network, Penna Road operates as the only collector road, running in a south to north orientation, extending between the highway and Sharp Point Road.

Between the Bay Road junction and the Tasman Highway, the road is constructed to urban standards, featuring concrete kerbing and channels, sealed pavement, designated footpaths, and street lighting. The width of carriageway measures 10.9 metres, suitable to accommodate one traffic lane in each direction, while providing on-street parking along both sides.

The alignment comprises a mix of sweeping curves and straight segments, clearly defined by a marked centreline and regulated by posted speed limit signs of 50 km/h. The adjacent land use is primarily residential with direct vehicular access, with the exception of a fire station and a small convenience store.

Photograph 5.1 – Penna Road



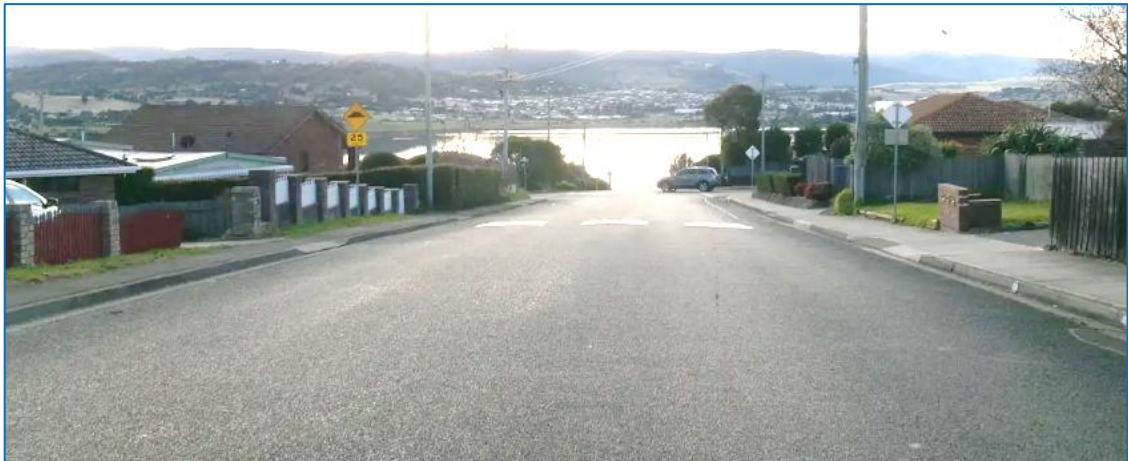
5.2 Bay Road

Bay Road is a local residential street with an urban default speed limit of 50 km/h, running east to west from Penna Road to Midway Point Esplanade. Reynolds Road is situated 400 metres east of Penna Road, with this section having a reasonably straight alignment and a relatively steep vertical uphill grade. It is built to urban standard similar to Penna Road, with formal footpaths along both sides and street lighting.

Road humps have been installed along the route, as well as a median traffic island that operates as pedestrian refuge island. It appears the steep vertical grade has required the installation of road humps to moderate the operating speed of vehicles.

The carriageway width of 10.9 metres provides sufficient space to accommodate two-way traffic flow and on-street parking. At the time of the inspection, the frequency of on-street parking was low.

Photograph 5.2 – Bay Road between Penna Rd and Stewart Court

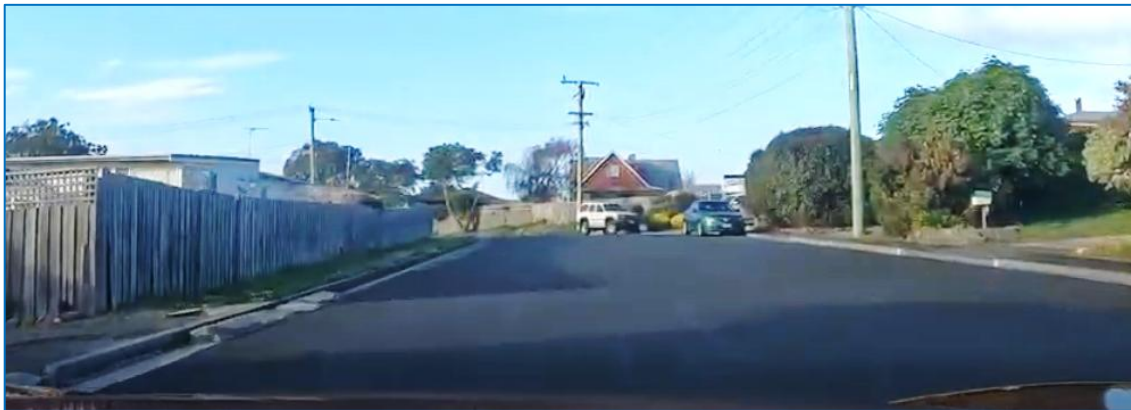


5.3 Reynolds Road

Reynolds Road extends off Bay Road in a southerly direction, connecting to Stewart and Harback Courts, located approximately 220 metres from Bay Road. The road operates as a local residential street covered by the urban default speed limit of 50 km/h, with residential dwellings having direct access along both sides.

The road is built to an urban road standards, with footpaths and street lighting and a 10.9-metre width that accommodates two-way traffic flow and on-street parking. The alignment of the road consists of a reverse horizontal curve located midblock, with straight sections on either side and no significant vertical grade.

Photograph 5.3 – Reynolds Road



5.4 Harback Court

Harback Court is a short cul-de-sac, 90 metres in length, built to urban standards with a 6.9 metre wide carriageway and a slight vertical grade. The road has a footpath located on the opposite side of the development site and street lighting.

Photograph 5.4 – Harback Court



5.5 Junction of Penna Road and Bay Road

Bay Road intersects Penna Road on the outside of a sweeping horizontal curve, creating a T-junction where traffic priority on Penna Road is established by a Give Way control for Bay Road.

A designated right-turn lane on Penna Road provides for right turning vehicles, and a solid traffic island on Bay Road serves to moderate the speed of turning vehicles. Overall, this junction is well-regulated and equipped with traffic control measures.

Photograph 5.5 - Bay Road and Penna Road junction



5.6 Sight distance at junctions and intersections

As the development is expected to generate additional traffic on the local road network, it is crucial to ensure sufficient sight distance at junctions and intersections so that vehicles can execute turns safely and efficiently without adversely affecting other motorists. According to the Austroads Guide to Road Design, a 50 km/h speed environment requires a minimum sight distance of 90 metres. Sight distance was assessed with the driver's eye height at 1.1 metres and an approaching vehicle height of 1.2 metres. The table below provides measured sight distances, confirming the adequacy of sight lines along the route.

Table 5.6 – Measured sight distances

Intersection or junction	Available sight distance to left	Available sight distance to right
Reynolds Rd and Harback Court	95 metres	100 metres
Bay Road and Reynolds Road	100 metres	100 metres
Penna Road and Bay Road	100 metres	92 metres

5.7 Intersection of Penna Road with Tasman Highway

The intersection has recently been upgraded, with the previous roundabout replaced by traffic signals. This upgrade included additional traffic lanes to increase capacity, including two right-turn lanes out of Penna Road. Vehicles returning to Penna Road from Hobart are provided with a left slip lane. Overall, the traffic signals have improved traffic efficiency for motorists arriving and leaving Midway Point, increasing traffic capacity, and reducing traffic delays and congestion.

5.8 Summary of route audit

Although the development site is remote from the highway, the standard of the local network provides an efficient route for motorists to arrive and leave in a safe and efficient manner, without causing adverse impact to current users. The route audit finding no issues related to traffic or safety that would prevent additional traffic using this route, with motorists provided with adequate sight distance at junctions and intersections.

5.9 Traffic Activity

In evaluating the traffic impact from the development, it is important to understand the current traffic flow on the surrounding road network. Recent manual traffic surveys were undertaken at the following locations:

- Junction of Penna Road and Bay Road
- Junction of Penna Road and Fenton Street

The manual surveys were undertaken outside of school holidays on Wednesday, 6 June 2025 from 7:30–9:00am and 4:00–5:30pm. Peak hour data was identified from these periods, with directional and two-way flows summarised in the table below. Traffic volumes on Penna Road north of Fenton Street are notably higher due to vehicles using side roads before reaching Bay Road.

During both peak hours, Bay Road has low two-way traffic flows of under 110 vehicles. For this traffic assessment the flows on Reynolds Road and Harback Court are estimated to be lower than Bay Road and less than 100 two-way vehicles.

Table 5.8 – Summary of traffic flows on the surrounding road network

Junction	Road	Morning peak hour			Evening peak hour		
		SB/WB	NB/EB	Two-way	SB/WB	NB/EB	Two-way
Penna Road and Bay Road junction	Penna Road north of Bay Rd	195	82	277	141	204	345
	Penna Road south of Bay Rd	250	89	339	151	272	423
	Bay Road east of Penna Rd	63	25	98	25	83	108
Penna Rd	Penna Rd north of Fenton St	338	104	442	215	371	586

5.10 Traffic safety

The Department of State Growth maintains a database of reported road crashes. A check of this database for the last five years found no crashes reported on Harback Court and no crashes reported on Reynolds Road between Bay Road and Harback Court. Additionally, no crashes were reported at the junction of Bay Road and Penna Road.

However, three link crashes were reported on Bay Road between Reynolds Road and Penna Road, with these crashes having the following attributes.

- Cause not stated, September 2024, property damage, dark with street lights.
- Hit parked vehicles, July 2022, property damage, dark with street lights.
- Lost control on straight, December 2022, property damage, dark with street lights.

Six link crashes were reported on Penna Road between Bay Road and the highway, with the following attributes:

- Rear end, September 2022, property damage, daylight conditions.
- Angle collision, August 2021, property damage, daylight conditions.
- Hit parked vehicle, May 2023, property damage, daylight conditions.
- Rear end, December 2023, minor, including a motorcycle, daylight conditions.
- Parking manoeuvre, March 2022, property damage, daylight conditions.
- Lost control on straight, August 2020, minor, dark with street lights.

The cluster of crashes at the Penna Road and highway intersection has not been analysed, as the new traffic signals have significantly altered the road and traffic conditions.

Although the number of crashes occurring on Bay Road is less than desirable, there is no traffic or safety concern as no injuries have been sustained.

The frequency and type of crashes reported on Penna Road are consistent with those expected for an urban collector road. The 50 km/h speed limit helps to moderate the severity of crashes, and there is no reason to prevent this development from proceeding.

6. Impact from traffic generated by this development

As determined in section 4 of this report, the development site has the potential to generate up to 52 daily trips, with six of these expected during the weekday peak hour periods. Of these six trips, this assessment considers that five trips will leave the site and one will arrive in the morning peak hour. These trips are assigned to Harback Court, Bay Road, and Penna Road. The opposite travel pattern occurs during the evening peak hour.

Level of Service (LOS) is a quantifiable assessment of the factors that contribute to the traffic performance, which includes traffic density, gaps in traffic streams, expected delays, and queues. The RTA Guide provides performance criteria for urban traffic lanes (diagram 6.3) and junctions (diagram 6.2) with five levels from A to E.

LOS A provides the highest level of traffic performance, where motorists are not expected to incur traffic delays or queues, with ample gaps in the traffic stream for vehicles to turn freely and safely without disrupting other users.

The impact of increased traffic on existing roadways can be assessed by examining traffic efficiency and capacity at junctions and intersections, lane capacity, and potential effects on residential amenity along local streets.

For residential properties, it is typical that approximately 90 percent of generated trips depart the site during the morning peak period, with the reverse trend observed in the evening peak. The primary route connecting to the highway is via Bay Road and Penna Road; therefore, additional trips have been allocated to this route.

6.1 Traffic impact at the surrounding road network junctions

The simplest method to determine the traffic performance at a junction or roundabout, is to use SIDRA Intersection traffic modelling software, which uses gap acceptance theory to determine the average delay, queue lengths, and degree of saturation, which are all measures of traffic congestion and level of service.

Diagram 6.1 – RTA Level of service for intersections

Table 4.2 Level of service criteria for intersections			
Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Signs
A	< 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity; at signals, incidents will cause excessive delays Roundabouts require other control mode	At capacity, requires other control mode

The intersection of Penna Road and Bay Road is the busiest local junction along the route between the development site and the highway. Therefore, analysing traffic at this junction will provide information regarding traffic efficiency along the route.

A traffic model of this junction was developed using the SIDRA software with the peak hour survey data. The results indicate that traffic flow through the junction is moderate, with 376 vehicles recorded during the morning peak hour, increasing to 461 in the evening. Bay Road is lightly trafficked, experiencing two-way flows of 98 vehicles in the morning and 108 in the evening. All motorists at the junction benefit from a high level of service (LOS A), experiencing minimal delays, negligible queueing, and there is available spare capacity.

The additional traffic generated by the development was assigned to the junction, with modelling indicating no deterioration in traffic conditions. To further demonstrate that the junction has sufficient traffic capacity, the junction flows were adjusted to account for a 1.5% traffic growth per year for the next ten years. Although the traffic flows at the junction increase, the level of traffic efficiency remains similar, with all motorists predicted to continue to receive the highest Level of Service.

Traffic modelling demonstrates the development is unlikely to cause any adverse traffic impact on the surrounding local road network. Table 6.2 below compares the traffic modelling results, between the existing conditions, when the development is operating, and with incremental traffic growth.

Table 6.1 – Traffic modelling comparison at the junction of Penna Road and Bay Road

Junction	Scenario	Period	Total vehicles	DOS	Worst delay	LOS	Max queue
Penna Road and Bay Road	Existing	Morning peak	376	0.105	7.2 secs	A	1.7m
	With development		382	0.105	7.2 secs	A	1.8m
	Development and growth		444	0.122	7.6 secs	A	2.2m
	Existing	Evening peak	461	0.108	8.1 secs	A	1.5m
	With development		467	0.108	8.1 secs	A	1.6m
	Development and growth		539	0.125	8.7 secs	A	2.0m

Printouts of traffic modelling can be found in Appendix B.

6.2 Lane capacity on surrounding local roads

In evaluating the impact of additional vehicles on the surrounding local roads, it is important to understand the LOS motorists are currently receiving, which is done by comparing the directional peak hour traffic flow with table 6.3 from the RTA Guide.

Extract 6.2 – RTA Guide for level of service for urban roads

Urban road peak hour flows per direction		
Level of Service	One Lane (veh/hr)	Two Lanes (veh/hr)
A	200	900
B	380	1400
C	600	1800
D	900	2200
E	1400	2800

Based on directional traffic flows recorded in the manual surveys, the surrounding local roads are currently operating at a high level of efficiency, with most roads functioning at LOS A or B. These levels indicate stable traffic flow, allowing motorists flexibility in choosing their speed, with sufficient gaps for vehicles to enter and exit the stream without significant disruption.

The additional trips have been distributed across the surrounding road network. As shown in the following table, this will result in a slight increase in directional traffic flows, but no change in the level of service is anticipated. Therefore, the development is not expected to have a significant impact on the surrounding road network, with the local road having sufficient capacity to absorb the traffic increase.

Table 6.2 – Comparison of lane capacity

Location	Criteria	Existing flows				With development			
		Morning		Afternoon		Morning		Afternoon	
		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Harback Cr and Reynolds Rd	Directional flows	65	35	23	77	70	36	24	82
	Level of Service	A	A	A	A	A	A	A	A
Bay Road	Directional flows	25	63	25	83	26	68	30	84
	Level of service	A	A	A	A	A	A	A	A
Penna Rd south of Bay Rd	Directional flow	89	250	272	73	90	255	277	74
	Level of service	A	B	B	A	A	B	B	A
Penna Rd north of Fenton St	Directional flow	104	338	371	215	105	343	376	216
	Level of service	A	B	B	A	A	B	B	A

6.3 Residential amenity impact

New urban development's generate increased traffic, the impact on residential amenity can be assessed using standards outlined in the RTA Guide. The Guide provides an environmental performance standard to help evaluate potential changes to residential amenity. Extract 6.4 from the RTA Guide addresses urban environments by specifying maximum peak hour goals, with separate values for local residential streets and collector roads. According to the Guide, the environmental goal for two-way flows on local residential streets is under 200 vehicles per hour, with a maximum of 300 vehicles. For collector roads, the acceptable range increases to between 300 and 500 vehicles per hour.

The table below provides a comparison of residential amenity conditions under both current traffic flows and projected conditions following development. The analysis indicates the local streets are expected to maintain acceptable levels of residential amenity, with no significant adverse impacts anticipated for existing residents.

Table 6.3 – Expected vehicle movements generated by this development

Road	Existing two-way traffic flow		Predicted two-way traffic flow	
	Morning peak period	Evening peak period	Morning peak period	Evening peak period
Harback Cr and Reynolds Rd	100	100	106	106
Bay Road	98	108	104	114
Penna Rd south of Bay Rd	357	438	363	444

Extract 6.3 – RTA Guide performance standards for residential streets

Environmental capacity performance standards on residential streets			
Road class	Road type	Maximum Speed (km/hr)	Maximum peak hour volume (veh/hr)
Local	Access way	25	100
	Street	40	200 environmental goal 300 maximum
Collector	Street	50	300 environmental goal
			500 maximum

Note: Maximum speed relates to the appropriate design maximum speeds in new residential developments. In existing areas maximum speed relates to 85th percentile speed.

7. Development layout and internal road arrangements

7.1 Existing vehicular access

Although the property address is 50 Stewart Court, it currently operates with a vehicular access to Harback Court. This access has a concrete surface, which measures 6.2 metres wide, not including the wings on both sides that extend into the property by 5 metres.

The vertical grade of the current access is less than 6.2%, which is within reasonable tolerance of LGAT Standard drawing TSD-R09-V3, noting there is no footpath along this side of Harback Court. The development will retain this current access, which is considered appropriate as it will provide for two-way traffic flow and sufficient ground clearance for vehicles to enter and leave without scraping.

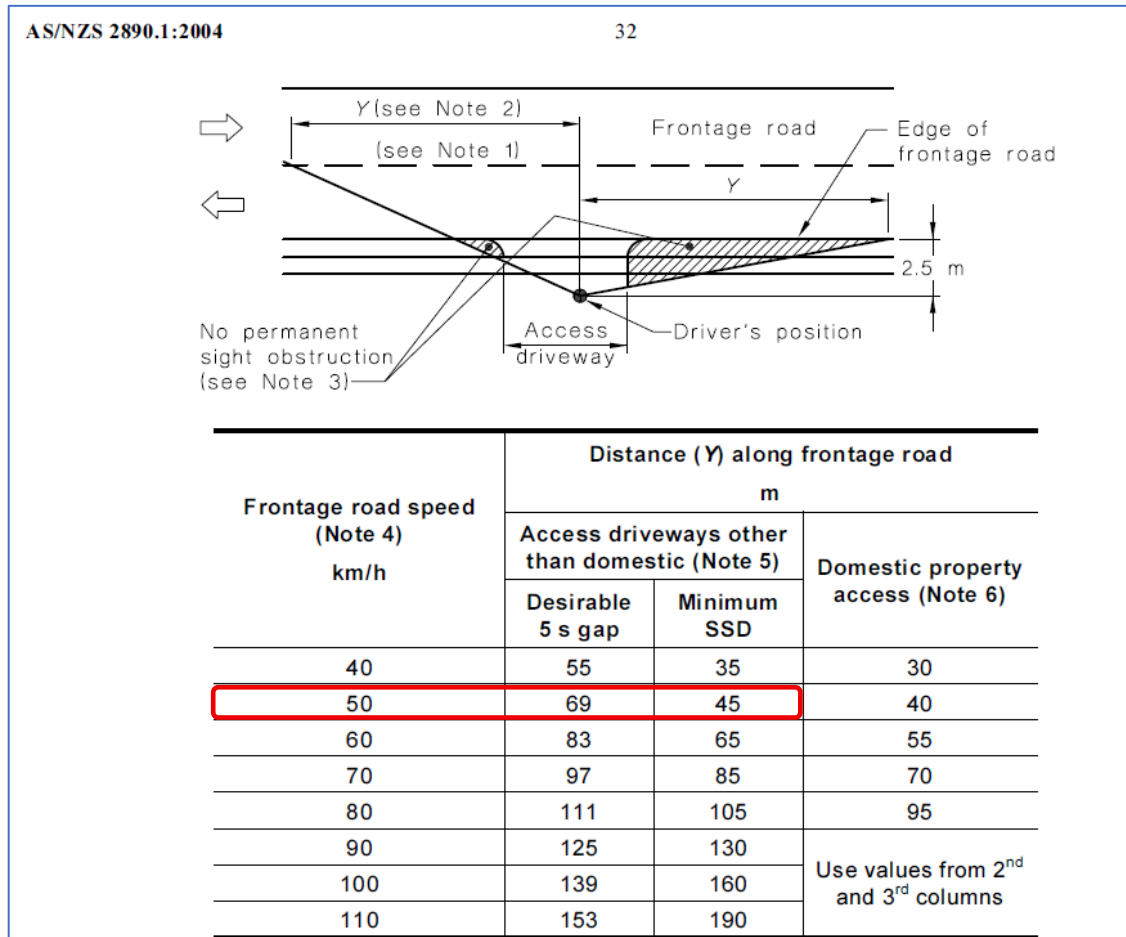
Diagram 7.1 – Existing concrete access



7.2 Sight distance at the existing access onto Harback Court

Under the Standard, a development with more than three domestic units is classified as a residential property, and sight distance for a residential property is specified in the Standard section 3.2.4 and figure 3.2. Within a 50 km/h speed environment the desirable sight distance is 69 metres, with 45 metres being the minimum distance as highlighted in the extract below.

Extract 7.2 – Sight distance for access driveways



The available sight distance was measured at the driveway access, based on the driver positioned 2.5 metres back from the kerb face at a height of 1.1 metres, and the approaching vehicle at a height of 1.2 metres. To the left, visibility is limited by vegetation located partially on the development site and road reserve. Removing the vegetation will provide motorists with sufficient sight distance to comply with the above Standard. In the opposite direction, a sight distance of 80 metres is available for vehicles approaching from Bay Road.

The junction of Harback Court and Stewart Court is located immediately north of the driveway access. If vehicles approach from Stewart Street, they need to turn greater than 90 degrees, which would significantly reduce their approach speed to less than 20 km/h. Based on this reduced speed, there will be sufficient sight distance between motorists leaving the driveway access and a slow-moving vehicle turning from Stewart Court.

Photograph 7.2A – Available sight distance to the left (when vegetation is removed)



Photograph 7.2B - Available sight distance to the right

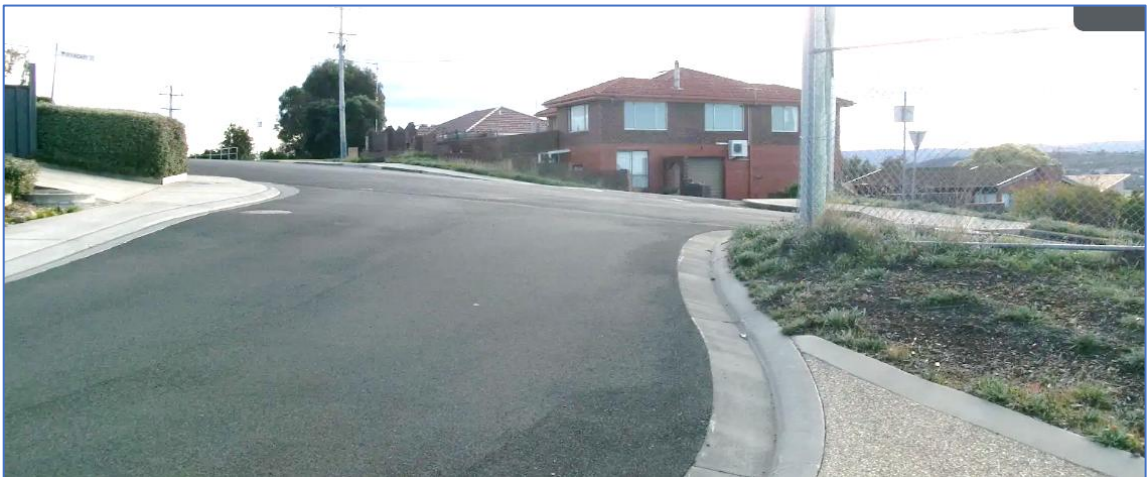


Diagram 7.2 – Available sight distance from the development access



7.3 Number of parking spaces

All units will be provided with two dedicated parking spaces, including a single enclosed garage. The second space will be either open space located adjacent to the unit, or a tandem space located immediately behind the garage. Two visitor parking spaces will be located at the beginning of the site, so only residential vehicles will need to travel past the unit. In total the development site will provide 18 on-site parking spaces to meet the reasonable demand, minimising overflow parking.

7.4 Dimensions of parking spaces

The parking spaces within the development site have been designed to comply with both the dimensions specified in the planning scheme table C2.3 and the Standard, as user class 1A, suitable for residential or domestic use.

The single enclosed garage will be designed to comply with the dimensions specified in section 5.4 of the Standard. Each garage will have an opening of 2.7 metres and a minimum manoeuvring area of 6.3 metres at the rear to ensure vehicles can enter and leave efficiently.

Three open parking spaces will be located adjacent to units 1, 2, and 3. Due to the vertical obstruction created by the units, the width of these spaces will increase to 3.2 metres to improve accessibility.

Units 4 to 8 will operate with a tandem parking space, located immediately behind the garage and clear of the manoeuvring aisle. These tandem spaces will be at least 3.5 metres wide, which will assist with vehicle manoeuvrability, especially as the area behind units 6 and 8 is limited to 4.3 metres.

Two visitor parking spaces will be designed as User Class 3, suitable for short-term, high-turnover use. These spaces will be 2.6 metres wide and supported with a 0.3 metre clearance on both sides to assist with vehicle manoeuvrability. There will be no structure above these spaces, and they will be delineated by line marking and wheel stops.

7.5 Car parking manoeuvrability

The parking layout provides sufficient manoeuvring area behind all car parking spaces to allow for vehicles to enter and leave in an efficient manner. As discussed, the width of the tandem parking spaces has been widened sufficiently to compensate for the reduced manoeuvring space. Vehicle swept path software verifies that vehicles can enter and leave all spaces efficiently. The swept path diagrams are available in appendix C.

7.6 Other parking requirements

Motorcycle parking

As the development is providing 18 on-site car parking spaces, a dedicated motorcycle parking space is not required.

Bicycle parking

Bicycle and accessible parking spaces are not a requirement for residential units.

7.7 Internal driveway layout

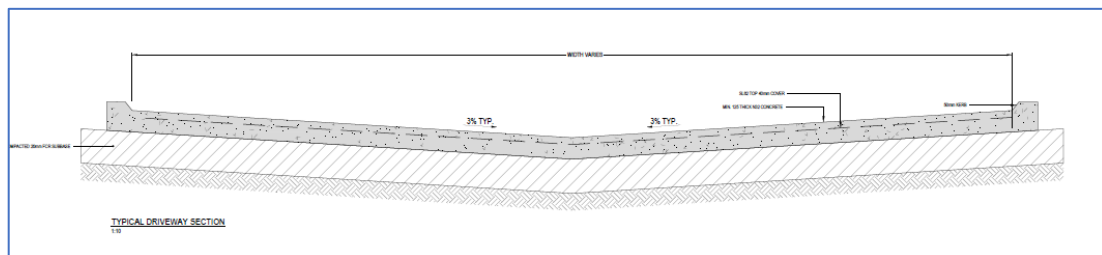
The design incorporates a single driveway extending from Harback Court for 95 metres to the end, where a turning bay for unit 8 has been provided. For the first 25 metres, the width of the driveway exceeds 5.5 metres, allowing for two-way traffic flow. The two visitor parking spaces are located adjacent to this two-way driveway section.

Beyond this point, the width varies between 4 and 5.6 metres and operates as a single lane with passing bays. This configuration is suitable as the units generate a low number of vehicle movements. The driveway alignment, operating with the passing spaces, is straight, providing motorists with unrestricted visibility to see approaching vehicles. The passing bays are of sufficient length to allow for the passing of opposing vehicles.

7.8 Internal driveway construction

The driveway will be constructed with a durable concrete surface, with kerbs on both sides and a camber directing runoff to a central drainage channel with stormwater pits.

Diagram 7.8 – Typical driveway section



7.9 Internal driveway gradients

Due to the site's topography which slopes downward from Harback Court, the internal driveway must incorporate appropriate vertical grades. The driveway grades are designed to balance earthworks, comply with section 2.5.3 of the Standard, and limit steepness near parking spaces where feasible.

Aldanmark Consulting Engineers have prepared civil plans, and assessment indicates that the maximum gradient of 16.5% falls within the residential driveway tolerance, as the Standard allows a maximum grade of 20%. Due to frequent changes in grade along the driveway, the latter portion functions similarly to a stepped ramp, with sections of steeper grades adjacent to flat grades of 5% located adjacent to parking manoeuvring areas.

The table below outlines the grade changes and shows adequate ground clearance is maintained where crest or sag curves occur. The maximum change in grade is 11.08%, which complies with the Standard's limits of 12.5% for crest and 15% for a sag.

Table 7.9 – Proposed vertical grades of the internal driveway

Chainage - Metres	Distance	Vertical grade	Change in grade	Comment
0 to 2.76m	2.76m	-3.7%		
2.76 to 4.57m	1.8m	-6.16%	2.46%	Crest
4.57 to 10.97m	6.4m	-15.4%	9.24%	Sag
10.97 to 18.75m	7.78m	-12%	3.4%	Crest
18.75 to 30m	11.03m	-16.5%	4.5%	Sag
30 to 38.58m	8.58m	-14.4%	2.1%	
38.58 to 48.76m	10.18m	-5%	9.4%	
48.76 to 63.26m	14.5m	-15.9%	10.9%	
63.26 to 71.5m	8.24m	-5%	10.9%	
71.5 to 84.71m	13.21m	-16.08%	11.08%	
84.71 to 91.4m	6.69m	-5%	11.08%	
91.4 to 95.69m	4.29m	-1%	4%	

7.10 Grades of the parking areas

The visitor parking spaces, and open parking spaces will have grades within reasonable tolerance to the Standard, creating no operational issues. The grades are listed in Table 7.11.

7.11 Driveway gradients on the turning area into parking spaces

As previously outlined, the site's steep terrain necessitates an internal driveway with relatively steep vertical grades. While driveway gradients vary, with units and parking spaces positioned on both sides, it is not feasible to minimise the grade adjacent to every parking space. The accompanying table identifies four locations where the turning area into parking spaces will feature grades slightly greater than 10%.

Relevant standards offer comprehensive guidance on the design of residential driveways, addressing factors such as width, vertical grade, and parking space gradients. However, the standards do not provide advice on turning grades into parking spaces, noting that the performance of existing sites can serve as a useful reference.

While it is generally preferable to minimise turning grades, achieving this may not always be feasible. Observational data from Hobart indicate that sites with turning areas exceeding a 20% grade do not exhibit operational or safety concerns. These findings suggest that the proposed turning grades for this development are unlikely to present significant issues.

Table 7.11 – Vertical grades of the parking space and adjacent driveway

Parking space	Chainage	Grade of the parking space	Grade of the driveway adjacent to the parking space
Visitor parking	12 to 18m	5%	-11.95%
Unit 4	24 to 30m	6.18%	-16.5%
Unit 5	40 to 45m	5.83%	-5%
Unit 1	42 to 48m	3.16%	-5%
Unit 6	53 to 59m	4.15%	-15.9%
Unit 2	65 to 71m	3.35%	-5%
Unit 7	76 to 80m	5.83%	-16.08%
Unit 8	82 to 86m	5.83%	-5%
Unit 3	90 to 94m	3.16%	-1%

7.12 Vehicle turnaround area

The driveway extends beyond unit 8 to assist with vehicle turning. As visitor parking is located at the entrance of the driveway, non-resident vehicles will not be permitted to proceed further or require a dedicated turnaround area. Signage will be installed to clearly indicate that access beyond the visitor parking spaces is restricted to residential vehicles only.

7.13 Pedestrian access

Internal pathways will be provided with a minimum width of one metre and a hard-wearing concrete surface, connecting the units to the visitor parking spaces and Harback Court. Where possible, the pathways will be separated from the driveway by kerbing.

To enhance pedestrian safety, a 10 km/h shared zone speed limit sign will be posted at the beginning of the development. Under the Australian Road Rules 2019, a shared zone speed limit sign, is covered by road rule 24, which specifies where a shared zone sign is used, drivers must give way to any pedestrian within the zone.

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

7.14 Safety barrier

Any parking space or driveway elevated above the natural ground by more than 600 millimetres will have an appropriate safety barrier installed to ensure that vehicles cannot drive over the edge.

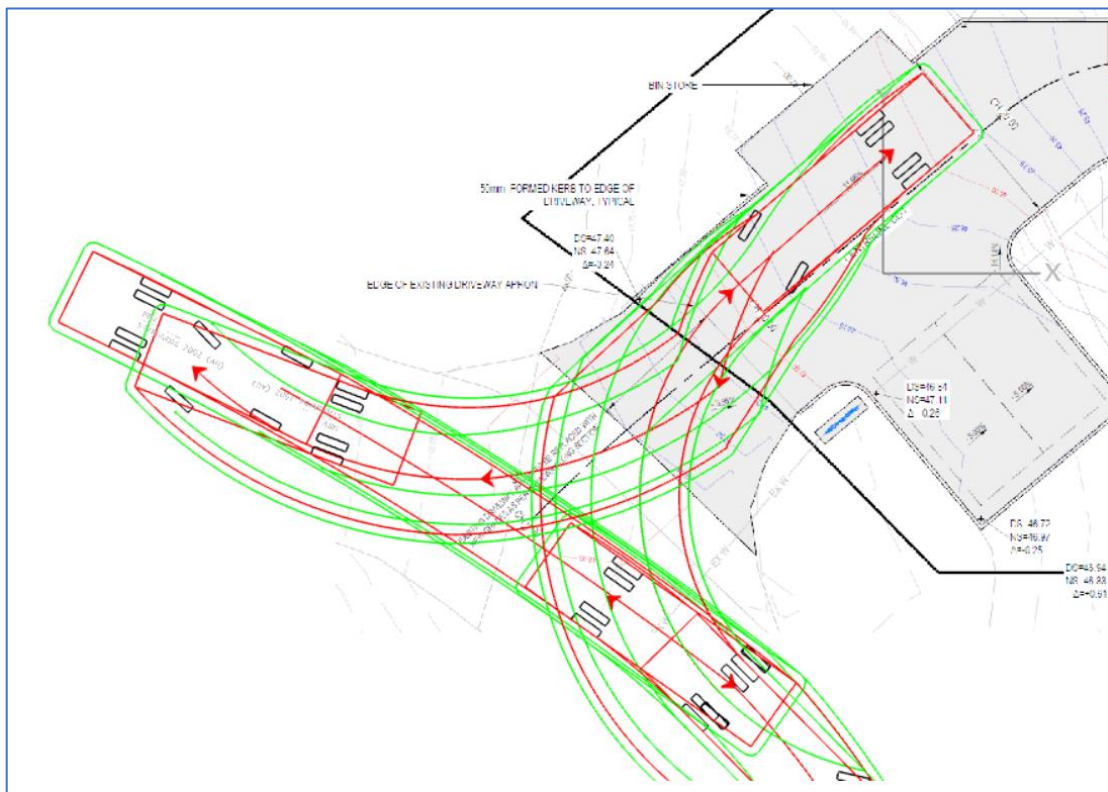
7.15 Waste collection

A communal waste collection area will be located at the start of the internal driveway, where two-way traffic is possible. A waste vehicle will briefly reverse into the driveway once a week to collect waste and exit forwards, parking next to the collection point without obstructing access.

Swept path software confirms that a medium rigid vehicle, comparable to a waste collection truck, can reverse into the site and exit forwards. According to Australian Standards 2890.2:2018, the maximum grade for such vehicles is 15.4%. The communal waste area is within the first 20 metres of the driveway, where the grade is 11.95%, which is within operational limits.

Professional drivers, equipped with reversing cameras, will only reverse after ensuring no pedestrians or cyclists are present. This occasional manoeuvre poses minimal risk to safety or traffic flow.

Diagram 7.15 – Swept path of medium rigid vehicle



7.16 Access for emergency vehicles

All units must be accessible to fire emergency vehicles. The Tasmania Fire Service's largest pump truck is 8.8 metres long, about the size of a medium rigid vehicle. The driveway will have sufficient width to accommodate this type of vehicle to reach each unit, and reversing out is acceptable due to the low likelihood of frequent movements.

8. Planning scheme

8.1 C2.0 Parking and Sustainable Transport Code

C2.5.1 Car parking numbers

The development site is providing a total of 18 on-site car parking spaces, providing two spaces per unit, and two visitor parking spaces. This number of spaces is expected to meet the reasonable demand, minimising the risk of overflow parking. The number of on-site car parking spaces complies with the planning scheme acceptable solution.

C2.5.2 Bicycle parking numbers

Table C2.1 of the planning scheme prescribes that a residential use does not require bicycle parking spaces.

C2.5.3 Motorcycle parking numbers

The development includes 18 on-site parking spaces, which does not meet the requirement for a dedicated motorcycle parking space. The development will not provide motorcycle parking spaces.

C2.5.4 Loading bays

Not applicable for a residential development.

C2.6. Development standards

C2.6.1 Construction of parking areas.	The parking areas and internal driveways will have a concrete surface, with the driveways incorporating kerbing and a two-way camber to direct surface water to a central drainage channel with stormwater pits. These will be connected to an approved stormwater drainage system. The design complies with the acceptable solution A1.
C2.6.2 Design and layout of parking areas.	The internal layout and parking areas have been designed to comply with the dimensions specified in the Australian Standard 2890.1:2004. Visitor parking spaces for User Class 3 are included to accommodate short-term, high-turnover parking. The width of the open parking spaces has been widened to a minimum of 3.5 metres to assist with vehicular manoeuvrability. Vehicle swept path software verifies that vehicles will be able to enter and leave all parking spaces efficiently. The parking spaces will be located on an appropriate gradient within acceptable tolerance of the Australian Standard. The open parking spaces will be supported

	with wheel stops where necessary, and two visitor parking spaces will be delineated by line marking. The start of the driveway will have sufficient width to facilitate two-way vehicle movement, then reduce to four metres and operate with passing bays. Overall, the design complies with the acceptable solution A1.1(a) and (b).
C2.6.3 Number of accesses for vehicles.	The development will retain the existing access onto Harback Court, operating with a single access, complying with the acceptable solution A1 (a) and (b).
C2.6.4 Lighting of parking areas within the general business zone and central business zone	Sufficient lighting will be provided to light the parking spaces, driveway, and pedestrian pathways.
C2.6.5 Pedestrian access.	The site will incorporate a pedestrian pathway connecting the units to Harback Court.
C2.6.6 Loading bays.	Not required for a residential development.
C2.6.7 Bicycle parking and storage facilities	Bicycle parking spaces are not required for a residential development.
C2.6.8 Siting of parking and turning areas.	Not applicable for a residential development.

8.2 C3.0 Road and Railway Assets Code

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

The development will increase the use of the existing access by more than 20 percent and 40 vehicle movements per day. Therefore, it will need to be assessed against the performance criteria P1 to ensure that it can operate in a safe and efficient manner.

Performance criteria	Assessment
To ensure that the safety and efficiency of roads is not reduced by the creation of a new access and junctions.	
a) Any increase in the traffic caused by the use;	The eight residential units are estimated to generate an additional 52 daily vehicular trips, with six of these trips likely to occur during the morning and evening peak periods.
b) The nature and frequency of the traffic generated by the use;	The residential units are expected to generate light vehicles less than 5.5 metres in length. These types of vehicles are associated with urban residential living, have good manoeuvrability, and are compatible with the existing vehicles using the surrounding road network.

c) The nature of the road;	Harback Court is a short local cul-de-sac built to urban standards, with concrete kerbing, a concrete footpath along the western side, and sufficient sealed width to accommodate two-way traffic movements and on-street parking. The most direct route from the development site to the nearest State Road is along Reynolds Road, Bay Road, and Penna Road. A route audit found no issues related to traffic or safety that would prevent additional traffic from using this route, with motorists provided with adequate sight distance at junctions and intersections. Additionally, the new traffic signals operating at Penna Road and the Tasman Highway provide safe and efficient access to the State Road network.
d) The speed limit and traffic flow of the road;	The urban default 50 km/h speed limit applies along the local road network. Traffic analysis found that the surrounding local roads have sufficient spare traffic capacity to absorb the additional traffic without causing deterioration in the level of traffic performance or adverse impact to residential amenity along the residential streets.
e) Any alternative access;	The current vehicular access to Harback Court is suitable to provide safe and efficient traffic movement.
f) The need for the access or junction;	Urban infill in established urban areas is an excellent method to increase the supply of housing, while optimising the current infrastructure and community facilities.
g) Any traffic impact assessment; and	An independent traffic assessment found no reason for this development not to proceed.
h) Any written advice received from the road authority.	A letter dated 16 April 2025 from Council requesting an independent Traffic Impact Assessment.

9. Conclusion

From a traffic engineering and road safety perspective, the additional traffic generated from this development site is not expected to create any adverse safety, amenity, or traffic efficiency problems, as:

- The amount of traffic generated by the development is considered to be low, and there is sufficient capacity within the surrounding road network to absorb these movements without impacting other users.
- Traffic modelling of the surrounding junction predicts that there will be no deterioration in the level of traffic efficiency.
- The existing vehicular access onto Harback Court will accommodate two-way traffic movements, with sufficient sight distance to enable vehicles to enter and leave the development site in a safe and efficient manner.
- There will be a sufficient number of on-site car parking spaces to meet the reasonable demand, minimising parking overflow.
- The width and layout of the internal driveway will provide safe and efficient vehicular access, ensuring vehicles can enter, circulate, and leave in a forward-driving direction.
- A standard waste collection vehicle can reverse into the site and leave in a forward-driving direction.
- Emergency vehicles will be able to enter the site and reach all units.

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

10. Appendix A – Manual Surveys

Manual traffic survey Penna Road and Bay Road – Morning 7:30 to 9:00am

Time	Penna Road				Bay Road		Total
	SB	NB	Right In	Left In	Left out	Right out	
7:30 to 7:45am	62	14	5	3	1	21	106
7:45 to 8:00am	41	17	6	4	2	14	84
8:00 to 8:15am	33	22	1	1	4	13	74
8:15 to 8:30am	51	19	5	0	3	15	93
8:30 to 8:45am	39	10	3	0	1	10	63
8:45 to 9:00am	42	23	5	3	3	7	83
Total	268	105	25	11	14	81	504
Peak hour	187	72	17	3	10	63	357

Manual traffic survey Penna Road and Bay Road – Evening 4:00 to 5:30pm

Time	Penna Road				Bay Road		Total
	SB	NB	Right In	Left In	Left out	Right out	
4:00 to 4:15pm	36	52	29	5	1	7	130
4:15 to 4:30pm	29	52	14	3	1	5	104
4:30 to 4:45pm	35	40	18	2	0	3	98
4:45 to 5:00pm	31	55	12	0	3	5	106
5:00 to 5:15pm	33	44	15	1	3	4	97
5:15 to 5:30pm	24	58	17	6	3	13	121
Total	188	301	105	16	8	39	657
Peak hour	131	199	73	10	5	20	438

Manual traffic survey Penna Road north of Fenton Street

Time	Penna Road north of Fenton Street		Total
	Southbound	Northbound	
7:30 to 7:45am	101	17	118
7:45 to 8:00am	84	30	114
8:00 to 8:15am	73	29	102
8:15 to 8:30am	80	28	108
8:30 to 8:45am	81	24	105
8:45 to 9:00am	65	42	107
Total	484	170	654
Peak hour	338	104	442

Manual traffic survey Penna Road north of Fenton Street

Time	Penna Road north of Fenton Street		Total
	Southbound	Northbound	
4:00 to 4:15pm	65	103	168
4:15 to 4:30pm	56	95	151
4:30 to 4:45pm	53	81	134
4:45 to 5:00pm	41	92	133
5:00 to 5:15pm	52	103	155
5:15 to 5:30pm	52	96	148
Total	319	570	889
Peak hour	215	371	586

11. Appendix B – Traffic modelling

Penna Road and Bay Road – current traffic conditions

MOVEMENT SUMMARY

▽ Site: 101 [Penna Rd and Bay Rd - Current morning]

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

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Penna Rd (Highway)								
2	T1	76	0.0	0.039	0.0	LOS A	0.0	0.0
3	R2	18	0.0	0.012	6.0	LOS A	0.1	0.4
Approach		94	0.0	0.039	1.2	NA	0.1	0.4
East: Bay Road								
4	L2	66	0.0	0.060	6.2	LOS A	0.2	1.7
6	R2	11	0.0	0.060	7.2	LOS A	0.2	1.7
Approach		77	0.0	0.060	6.3	LOS A	0.2	1.7
North: Penna Rd								
7	L2	8	0.0	0.105	5.6	LOS A	0.0	0.0
8	T1	197	0.0	0.105	0.0	LOS A	0.0	0.0
Approach		205	0.0	0.105	0.2	NA	0.0	0.0
All Vehicles		376	0.0	0.105	1.7	NA	0.2	1.7

MOVEMENT SUMMARY

▽ Site: 101 [Penna Rd and Bay Rd - Current evening]

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

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Penna Rd (Highway)								
2	T1	209	0.0	0.108	0.0	LOS A	0.0	0.0
3	R2	77	0.0	0.049	5.9	LOS A	0.2	1.5
Approach		286	0.0	0.108	1.6	NA	0.2	1.5
East: Bay Road								
4	L2	21	0.0	0.022	5.9	LOS A	0.1	0.6
6	R2	5	0.0	0.022	8.1	LOS A	0.1	0.6
Approach		26	0.0	0.022	6.4	LOS A	0.1	0.6
North: Penna Rd								
7	L2	11	0.0	0.076	5.5	LOS A	0.0	0.0
8	T1	138	0.0	0.076	0.0	LOS A	0.0	0.0
Approach		148	0.0	0.076	0.4	NA	0.0	0.0
All Vehicles		461	0.0	0.108	1.5	NA	0.2	1.5

With development operating

MOVEMENT SUMMARY**▽ Site: 101 [Penna Rd and Bay Rd - Morning with development]**

New Site

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Penna Rd (Highway)								
2	T1	76	0.0	0.039	0.0	LOS A	0.0	0.0
3	R2	19	0.0	0.013	6.0	LOS A	0.1	0.4
Approach		95	0.0	0.039	1.2	NA	0.1	0.4
East: Bay Road								
4	L2	72	0.0	0.064	6.2	LOS A	0.3	1.8
6	R2	11	0.0	0.064	7.2	LOS A	0.3	1.8
Approach		82	0.0	0.064	6.3	LOS A	0.3	1.8
North: Penna Rd								
7	L2	8	0.0	0.105	5.6	LOS A	0.0	0.0
8	T1	197	0.0	0.105	0.0	LOS A	0.0	0.0
Approach		205	0.0	0.105	0.2	NA	0.0	0.0
All Vehicles		382	0.0	0.105	1.8	NA	0.3	1.8

MOVEMENT SUMMARY**▽ Site: 101 [Penna Rd and Bay Rd -Evening with development]**

New Site

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Penna Rd (Highway)								
2	T1	209	0.0	0.108	0.0	LOS A	0.0	0.0
3	R2	82	0.0	0.052	5.9	LOS A	0.2	1.6
Approach		292	0.0	0.108	1.7	NA	0.2	1.6
East: Bay Road								
4	L2	22	0.0	0.022	5.9	LOS A	0.1	0.6
6	R2	5	0.0	0.022	8.1	LOS A	0.1	0.6
Approach		27	0.0	0.022	6.3	LOS A	0.1	0.6
North: Penna Rd								
7	L2	11	0.0	0.076	5.5	LOS A	0.0	0.0
8	T1	138	0.0	0.076	0.0	LOS A	0.0	0.0
Approach		148	0.0	0.076	0.4	NA	0.0	0.0
All Vehicles		467	0.0	0.108	1.5	NA	0.2	1.6

With development operating and traffic growth of 1.5% per year for ten years

MOVEMENT SUMMARY

 **Site: 101 [Penna Rd and Bay Rd -Evening with development and 1.5% growth]**

New Site

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Penna Rd (Highway)								
2	T1	243	0.0	0.125	0.0	LOS A	0.0	0.0
3	R2	96	0.0	0.062	6.0	LOS A	0.3	2.0
Approach		339	0.0	0.125	1.7	NA	0.3	2.0
East: Bay Road								
4	L2	25	0.0	0.027	6.0	LOS A	0.1	0.7
6	R2	6	0.0	0.027	8.7	LOS A	0.1	0.7
Approach		32	0.0	0.027	6.5	LOS A	0.1	0.7
North: Penna Rd								
7	L2	13	0.0	0.087	5.5	LOS A	0.0	0.0
8	T1	156	0.0	0.087	0.0	LOS A	0.0	0.0
Approach		168	0.0	0.087	0.4	NA	0.0	0.0
All Vehicles		539	0.0	0.125	1.6	NA	0.3	2.0

MOVEMENT SUMMARY

 **Site: 101 [Penna Rd and Bay Rd - Morning with development and 1.5% growth]**

New Site

Site Category: (None)

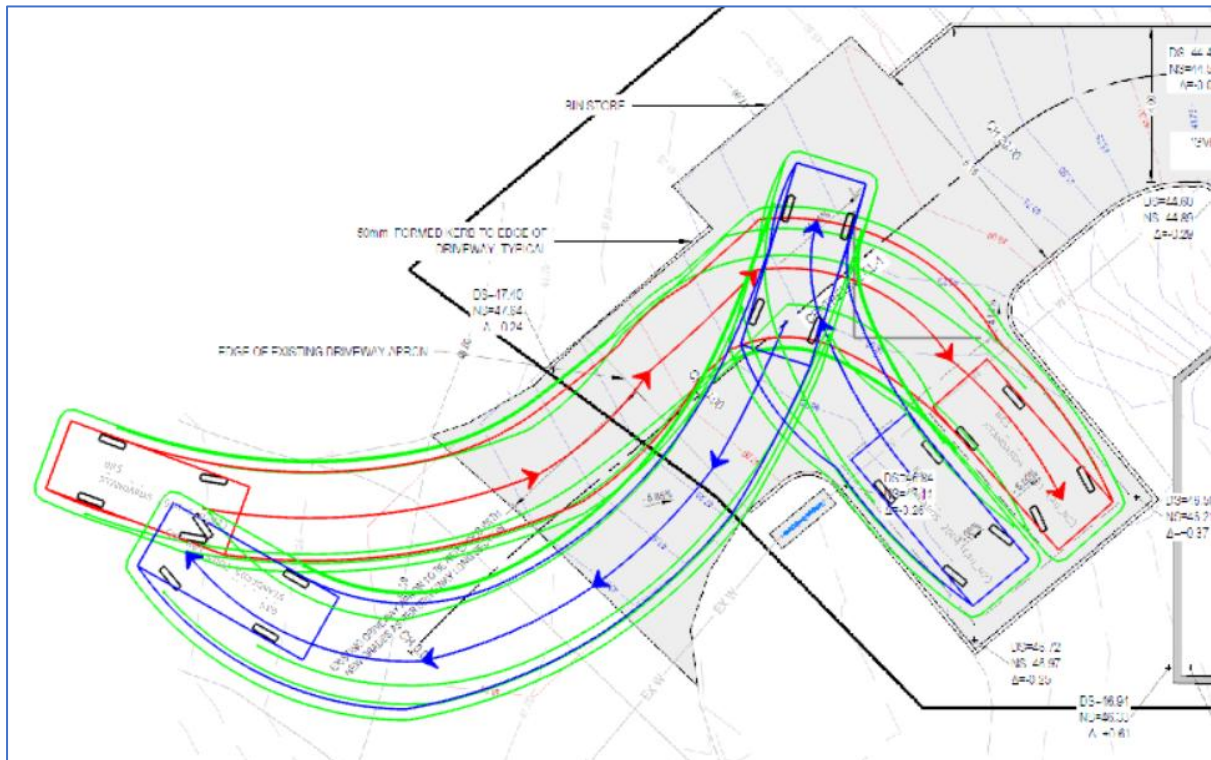
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

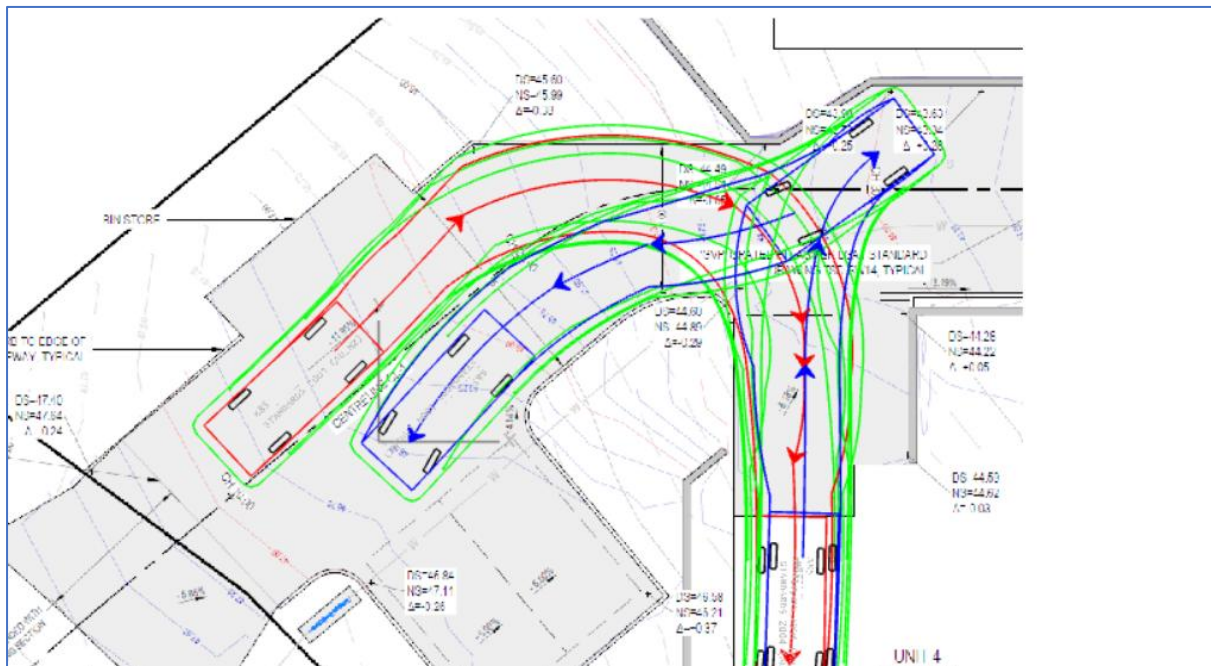
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Penna Rd (Highway)								
2	T1	88	0.0	0.046	0.0	LOS A	0.0	0.0
3	R2	22	0.0	0.015	6.2	LOS A	0.1	0.5
Approach		111	0.0	0.046	1.2	NA	0.1	0.5
East: Bay Road								
4	L2	83	0.0	0.078	6.3	LOS A	0.3	2.2
6	R2	13	0.0	0.078	7.6	LOS A	0.3	2.2
Approach		96	0.0	0.078	6.5	LOS A	0.3	2.2
North: Penna Rd								
7	L2	9	0.0	0.122	5.6	LOS A	0.0	0.0
8	T1	228	0.0	0.122	0.0	LOS A	0.0	0.0
Approach		238	0.0	0.122	0.2	NA	0.0	0.0
All Vehicles		444	0.0	0.122	1.8	NA	0.3	2.2

12. Appendix C – Sample of swept paths for on-site parking spaces

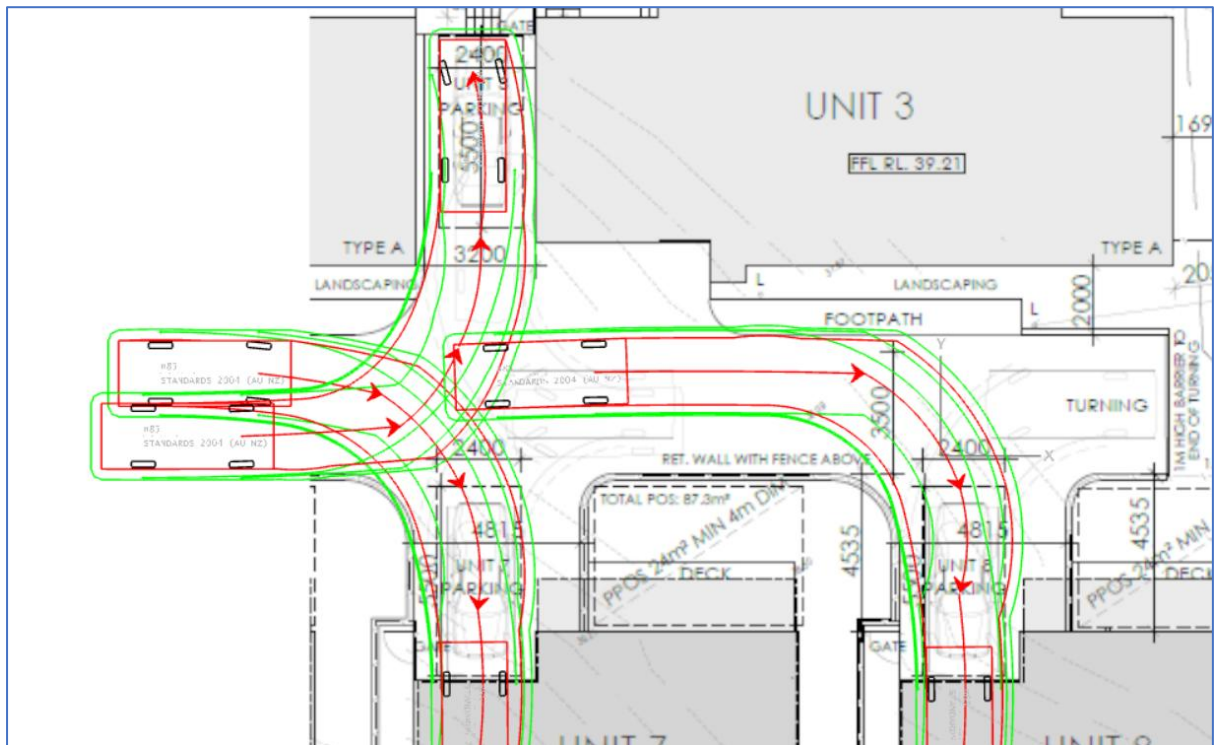
Swept path of B85 vehicle entering and leaving visitor parking spaces



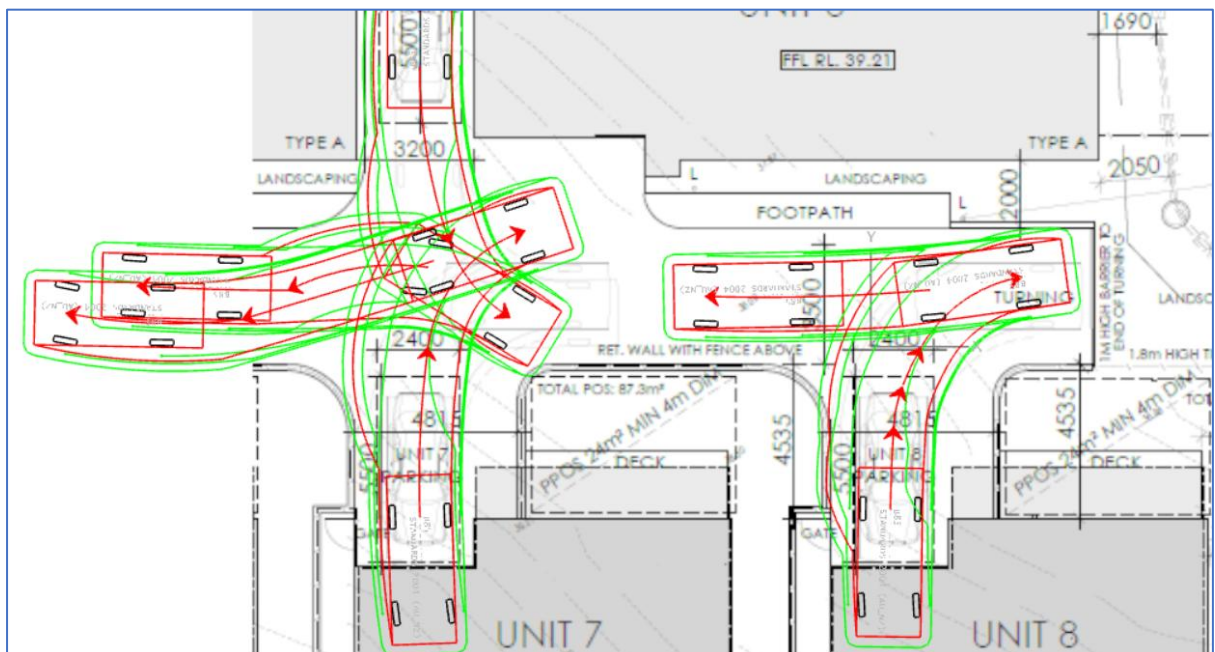
Swept path of B85 vehicle leaving unit 4 (red vehicle entering, blue vehicle leaving)



Swept path of B85 vehicle entering unit 3, 7, and 8



Swept path of B85 vehicle leaving units 3, 7, and 8



PROJECT ADDRESS: 50 STEWART COURT,
MIDWAY POINT

TITLE REFERENCE: VOLUME: 175657 FOLIO: 50

CLIENTS: PPI Group Pty Ltd

DESIGNER: Inge Brown, CC 6652

FLOOR AREAS:

UNIT TYPE A:
FLOOR AREA: 119.6 m²
PORCH: 0.0 m²
GARAGE: 23.9 m²
ALFRESCO: 0.0 m²

TOTAL AREA: 143.5 m²
DECK: 10.6 m²

UNIT TYPE B:
FLOOR AREA: 118.8 m²
PORCH: 2.1 m²
GARAGE: 23.2 m²
ALFRESCO: 8.9 m²

TOTAL AREA: 153.0 m²
DECK: 3.0 m²

UNIT TYPE C:
FLOOR AREA: 118.8 m²
PORCH: 2.1 m²
GARAGE: 23.2 m²
ALFRESCO: 8.9 m²

TOTAL AREA: 153.0 m²
DECK: 3.0 m²

SOIL CLASSIFICATION: S

WIND CLASSIFICATION: N3

CLIMATE ZONE: 7

BUSHFIRE ATTACK LEVEL: TBC

ALPINE AREA: N/A

CORROSION ENVIRONMENT: N/A

CODE OVERLAYS:

FLOOD PRONE HAZARD AREA

AIRPORT OBSTACLE LIMITATION AREA

DRAWINGS:

- 01 COVER PAGE
- 02 PROPOSED SITE PLAN 1
- 03 PROPOSED SITE PLAN 2
- 04 PROPOSED FLOOR PLAN UNIT TYPE A (1-3)
- 05 PROPOSED ROOF PLAN UNIT TYPE A (1-3)
- 06 PROPOSED GROUND FLOOR PLAN UNIT TYPE B (4, 6, 7, 8)
- 07 PROPOSED FIRST FLOOR PLAN UNIT TYPE B (4, 6, 7, 8)
- 08 PROPOSED ROOF PLAN UNIT TYPE B (4, 6, 7, 8)
- 09 PROPOSED GROUND FLOOR PLAN UNIT TYPE C (5)
- 10 PROPOSED FIRST FLOOR PLAN UNIT TYPE C (5)
- 11 PROPOSED ROOF PLAN UNIT TYPE C (5)
- 12 PROPOSED ELEVATIONS UNIT 1
- 13 PROPOSED ELEVATIONS UNIT 1
- 14 PROPOSED ELEVATIONS UNIT 2
- 15 PROPOSED ELEVATIONS UNIT 2
- 16 PROPOSED ELEVATIONS UNIT 3
- 17 PROPOSED ELEVATIONS UNIT 3
- 18 PROPOSED ELEVATIONS UNIT 4
- 19 PROPOSED ELEVATIONS UNIT 4
- 20 PROPOSED ELEVATIONS UNIT 5
- 21 PROPOSED ELEVATIONS UNIT 5
- 22 PROPOSED ELEVATIONS UNIT 6
- 23 PROPOSED ELEVATIONS UNIT 6
- 24 PROPOSED ELEVATIONS UNIT 7
- 25 PROPOSED ELEVATIONS UNIT 7
- 26 PROPOSED ELEVATIONS UNIT 8
- 27 PROPOSED ELEVATIONS UNIT 8
- 28 WINDOWS SCHEDULE TYPE A
- 29 WINDOWS SCHEDULE TYPE B
- 30 WINDOWS SCHEDULE TYPE C
- 31 DETAILS
- 32 RETAINING WALL & WASTE STORAGE DETAILS
- 33 9AM SHADOW DIAGRAMS
- 34 10AM SHADOW DIAGRAMS
- 35 11AM SHADOW DIAGRAMS
- 36 12PM SHADOW DIAGRAMS
- 37 1PM SHADOW DIAGRAMS
- 38 2PM SHADOW DIAGRAMS
- 39 3PM SHADOW DIAGRAMS
- 40 LANDSCAPING AND STRATA PLAN
- 41 PERSPECTIVES AND STREETSCAPE VIEW

DOCUMENTATION INDEX

The documentation listed below should be read in conjunction with these drawings and form the basis of construction documentation for the project

Document	Revision	By
Working drawings planning issue (these drawings)	G	Creative Homes Hobart
Survey plan SP251887	A	SurveyPlus
Soil assessment S/N3	23/07/2021	GES



Sorell Council

Development Application: 5.2025.82.1 -
REsponse to REquest For Information - Stewart
Court, Midway Point - P5.pdf
Plans Reference: P5
Date Received: 03/10/2025



Sorell Council

Development Application: 5.2025.82.1 -
REsponse to REquest For Information - Stewart
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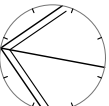
•DP 90mm DOWNPIPE

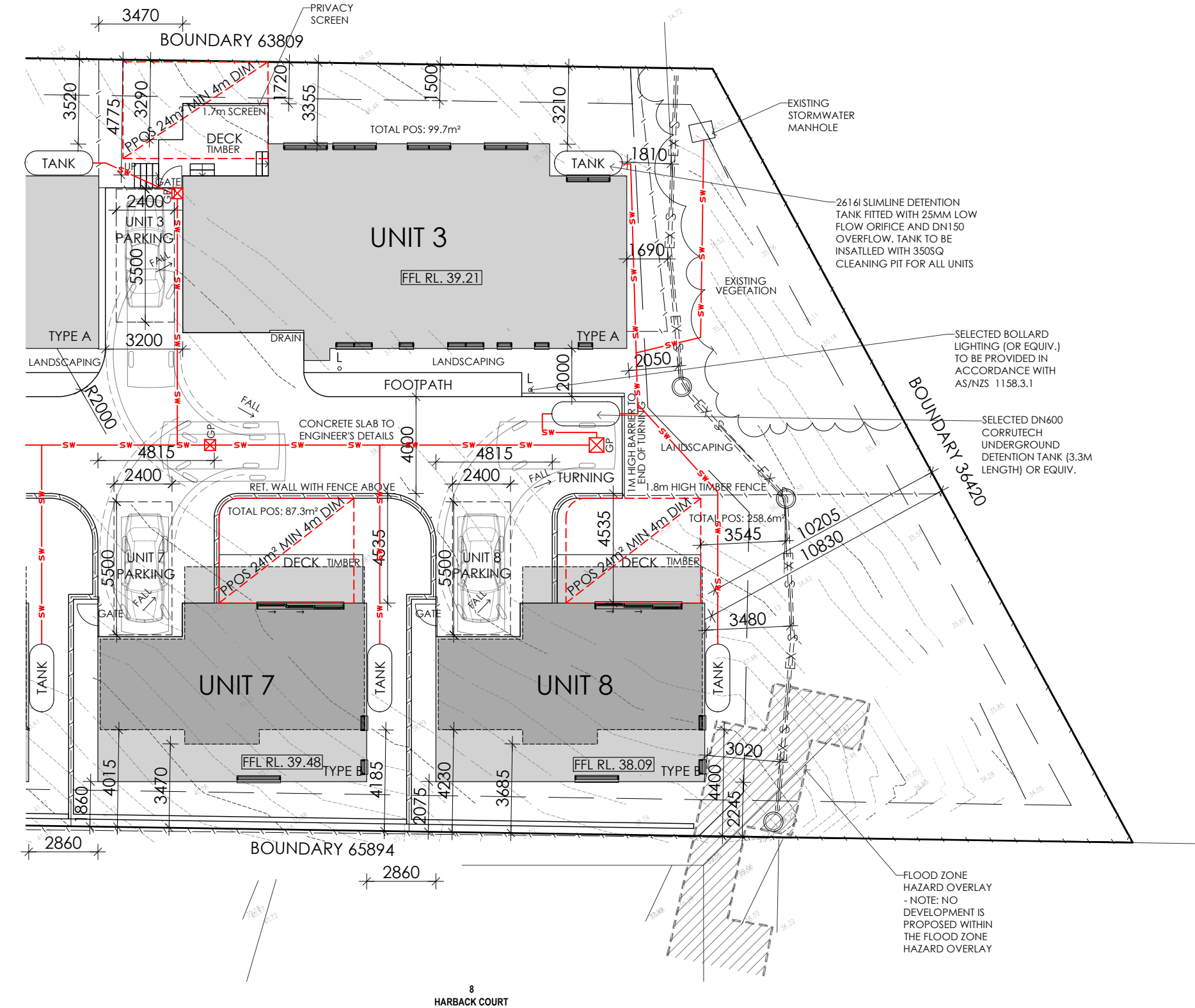
NOTE: ALL PROPOSED STORMWATER
TO BE DISCHARGED TO EXISTING
INFRASTRUCTURE

EROSION AND SEDIMENT CONTROL
MEASURES ARE TO BE IMPLEMENTED
ON THE SITE IN ACCORDANCE WITH
COUNCIL REQUIREMENTS

PROPOSED SITE PLAN

© COPYRIGHT IN WHOLE OR IN PART

03	PROJECT NORTH		CONTRACTOR MUST VERIFY ALL DIMENSIONS AND LEVELS AT THE JOB PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS. DO NOT SCALE DRAWINGS. ALWAYS USE WRITTEN DIMENSIONS.	REV:	DESCRIPTION:	BY:	DATE:
				E	SHADOWS, DETAIL FOR COUNCIL RFI	IB	2/7/25
				F	DESIGN AMENDMENTS U1-3	IB	7/8/25
				G	COUNCIL RFI	IB	20/8/25
				H	COUNCIL RFI	IB	3/10/25



- PROPOSED STORMWATER PIT TO ENGINEER'S FUTURE DETAIL
- PROPOSED STORMWATER CONCEPT TO ENGINEER'S FUTURE DETAIL
- 1.8mH TIMBER FENCE
- ALL RETAINING WALLS ARE TO BE CONSTRUCTED TO ENGINEERS DETAILS REFER ENGINEERING DRAWINGS

PRIVACY SCREENS - MAX 25%
UNIFORM TRANSPARENCY AS TO
COUNCIL COMPLIANCE - TIMBER SLAT
TO MIN 1700mm ABOVE FLOOR LEVEL
AND TO FULL WIDTH OF WINDOW.
GAPS TO BE 1/3 OF TIMBER WIDTH = 25%

NOTES
SITE PREPARATION
THE SITE IS TO BE DISTURBED AS MINIMALLY AS POSSIBLE TO THE EXTENT REQUIRED TO CARRY OUT THE BUILDING WORKS.
EARTHWORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH NCC PART 3.2.
UN-RETAINED EMBANKMENT GRADIENTS SHALL BE IN ACCORDANCE WITH NCC TABLE 3.2.1.
DRAINAGE SHALL BE IN ACCORDANCE WITH NCC PART 3.3.2.
THE BUILDER AND SUBCONTRACTOR SHALL ENSURE THAT ALL STORMWATER DRAINS, SEWER PIPES AND THE LIKE ARE LOCATED AT A SUFFICIENT DISTANCE FROM ANY BUILDINGS FOOTING AND/OR SLAB EDGE BEAMS SO AS TO PREVENT GENERAL MOISTURE PENETRATION, DAMPNESS, WEAKENING & UNDERMINING OF ANY BUILDING AND IT'S FOOTING SYSTEM.
LOCATION OF ALL EXISTING SERVICES TO BE CONFIRMED ON SITE PRIOR TO CONSTRUCTION.
ATTENTION OF OWNER
THE OWNERS ATTENTION IS DRAWN TO THE FACT THAT FOUNDATIONS AND ASSOCIATED DRAINAGE FOR ALL SITES REQUIRES CONTINUING MAINTENANCE. ADVICE FOR FOOTING PERFORMANCE. ADVICE FOR FOUNDATION MAINTENANCE IS CONTAINED IN THE CSIRO BUILDING TECHNOLOGY FILE 18 AND IT IS THE OWNERS RESPONSIBILITY TO MAINTAIN THE SITE IN ACCORDANCE WITH THIS DOCUMENT.
SOIL AND WATER MANAGEMENT NOTES:
DRAINAGE LINES ARE TO BE INSTALLED PRIOR TO THE PLACEMENT OF ROOF AND GUTTERING. ONCE DWELLING IS ROOFED, CONNECT IMMEDIATELY.
APPLY TEMPORARY COVERING TO DISTURBED AREAS THAT WILL REMAIN EXPOSED FOR 14 DAYS OR MORE DURING CONSTRUCTION (EG. WATERPROOF BLANKET, VEGETATION OR MULCH)
PROTECT ANY NEARBY OR ON-SITE DRAINAGE PITS FROM SEDIMENT BY INSTALLING SEDIMENT TRAPS AROUND THEM.
LIMIT ENTRY/EXIT TO ONE POINT AND STABILISE. INSTALL FACILITIES TO REMOVE DIRT/ MUD FROM VEHICLE WHEELS BEFORE THEY LEAVE THE SITE.
SITE TO BE VEGETATED AND PLANTED ACCORDING TO THE HOBART REGIONAL SOIL AND WATER MANAGEMENT CODE OF PRACTICE.
BUILDER AND SUBCONTRACTORS TO VERIFY ALL DIMENSIONS AND LEVELS PRIOR TO THE COMMENCEMENT OF ANY WORK. GIVE 24 HOURS MINIMUM NOTICE WHERE AMENDMENTS ARE REQUIRED TO DRAWINGS. THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH DOCUMENTATION LISTED ON THE COVER PAGE. DO NOT SCALE DRAWINGS.
DIMENSIONS ARE TO TAKE PREFERENCE OVER SCALE. BUILDING SPECIFICATION AND ENGINEERS DRAWINGS SHALL OVERRIDE ARCHITECTURAL DRAWINGS.
-THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWING SHEETS, CONSULTANTS DRAWINGS, DOCUMENTS, SCHEDULES AND SPECIFICATIONS (AS APPLICABLE).
-THE BUILDER AND SUBCONTRACTOR SHALL ENSURE THAT ALL STORMWATER DRAINS, SEWER PIPES AND THE LIKE ARE LOCATED AT A SUFFICIENT DISTANCE FROM ANY BUILDINGS FOOTING AND/OR SLAB EDGE BEAMS SO AS TO PREVENT GENERAL MOISTURE PENETRATION, DAMPNESS, WEAKENING & UNDERMINING OF ANY BUILDING AND ITS FOOTING SYSTEM.
- LOCATION OF ALL EXISTING ONSITE SERVICES TO BE CONFIRMED ONSITE PRIOR TO CONSTRUCTION

SOIL CLASSIFICATION:	S
WIND CLASSIFICATION:	N3

SITE COVERAGE	
SITE AREA	2760.3 m²
PROPOSED BUILDING FOOTPRINT	143.5 m²
PROPOSED SITE COVERAGE	5.20 %

IMPORTANT!
SITE INFORMATION AS DRAWN IS APPROXIMATE ONLY. FINAL SITE INFORMATION IS SUBJECT TO A DETAILED CONTOUR SURVEY BY LICENSED SURVEYOR.



CREATIVE HOMES
HOBART

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

JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET: 3 of 41
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE: Custom
CHECKED:	DATE:	DRAWING NO: 0089
SCALE: 1:200	REV: H	

LEGEND:

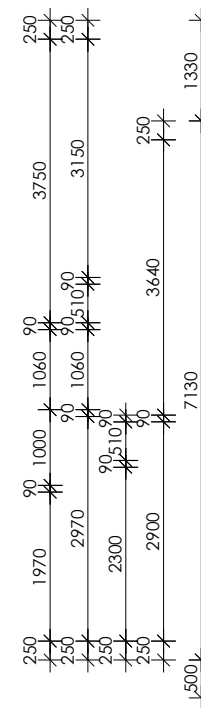
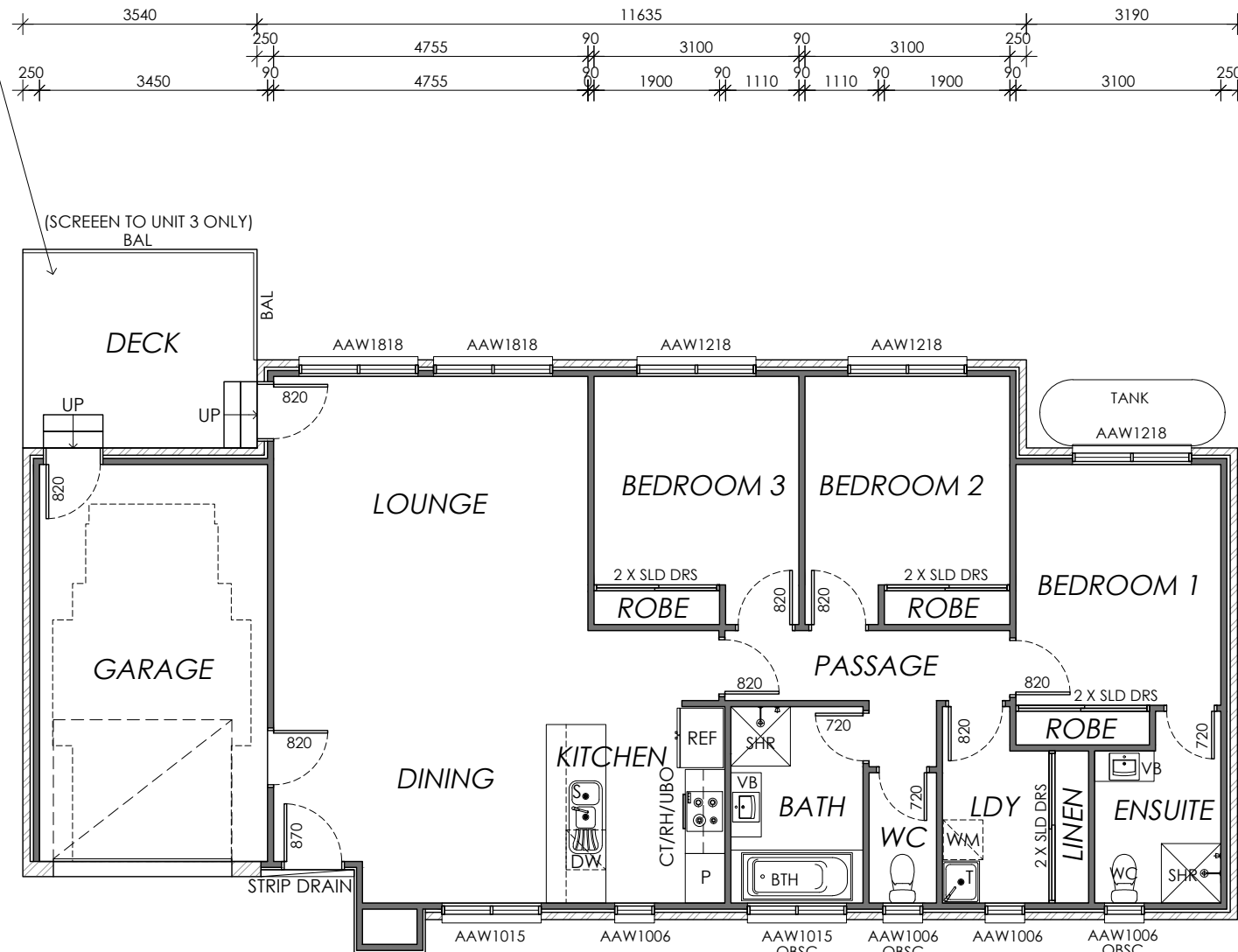
DP	DOWNSPIPE LOCATION
SHR	SHOWER
VB	VANITY BASIN
WC	TOILET
WB	WALL HUNG BASIN
REF	REFRIGERATOR
J	JOINERY
RH	RANGE HOOD
UBO	UNDER BENCH OVEN
CT	COOK TOP
S	SINK
DW	DISH WASHER
T	TROUGH
WM	WASHING MACHINE
MH	MANHOLE
CSD	CAVITY SLIDING DOOR
AAW	ALUM. AWNING WINDOW
AFW	ALUM. FIXED WINDOW
ASD	ALUM. SLIDING DOOR
PLD	PANEL LIFT DOOR
C	COLUMN
BAL	BALUSTRADE

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

● MASONRY ARTICULATION JOINT - LOCATION TO ENGINEER'S DETAILS

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

● DP 90mm DOWNSPIPE



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



TYPE A UNIT 1, 2, 3

© COPYRIGHT IN WHOLE OR IN PART							 CREATIVE HOMES HOBART CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000		JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd	
04		CONTRACTOR MUST VERIFY ALL DIMENSIONS AND LEVELS AT THE JOB PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS. DO NOT SCALE DRAWINGS. ALWAYS USE WRITTEN DIMENSIONS.	REV:	DESCRIPTION:	BY:	DATE:			DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET: 4 of 41	
			E	SHADOWS, DETAIL FOR COUNCIL RFI	IB	2/7/25			DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE: Custom	
			F	DESIGN AMENDMENTS U1-3	IB	7/8/25			CHECKED:	DATE:	DRAWING NO: 0089	
			G	COUNCIL RFI	IB	20/8/25			SCALE: 1:100	REV: H		
			H	COUNCIL RFI	IB	3/10/25						

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

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

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

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

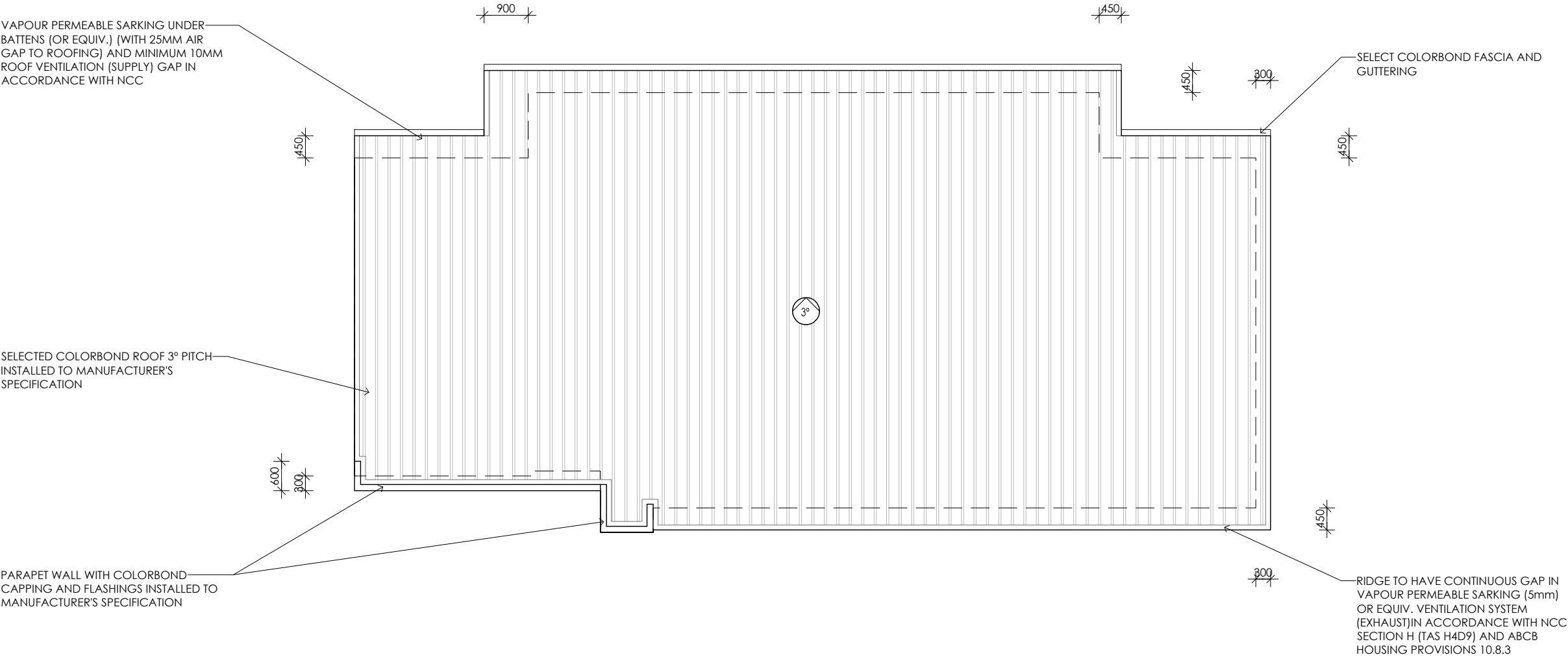
Important notice for attention of Owners: the Owners attention is drawn to the fact that foundations and associated drainage in all sites requires continuing maintenance to assist footing performance. Advice for foundation maintenance is contained in the CSIRO building technology file 18 and it is the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

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

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

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

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





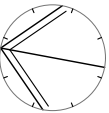
Sorell Council
Development Application: 5.2025.82.1 -
REsponse to REquest For Information - Stewart
Court, Midway Point - P5.pdf
Plans Reference: P5
Date Received: 03/10/2025

PROPOSED ROOF PLAN

TYPE A UNIT 1, 2, 3

● DP 90mm DOWNPIPE

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05		CONTRACTOR MUST VERIFY ALL DIMENSIONS AND LEVELS AT THE JOB PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS. DO NOT SCALE DRAWINGS. ALWAYS USE WRITTEN DIMENSIONS.	REV:	DESCRIPTION:	BY:	DATE:
			E	SHADOWS, DETAIL FOR COUNCIL RFI	IB	2/7/25
			F	DESIGN AMENDMENTS U1-3	IB	7/8/25
			G	COUNCIL RFI	IB	20/8/25
			H	COUNCIL RFI	IB	3/10/25



CREATIVE HOMES
HOBART

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

JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET: 5 of 41	
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE: Custom	
CHECKED:	DATE:	DRAWING NO: 0089	
SCALE: 1:100	REV: H		

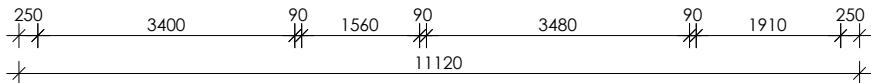
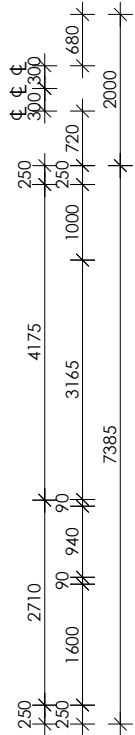
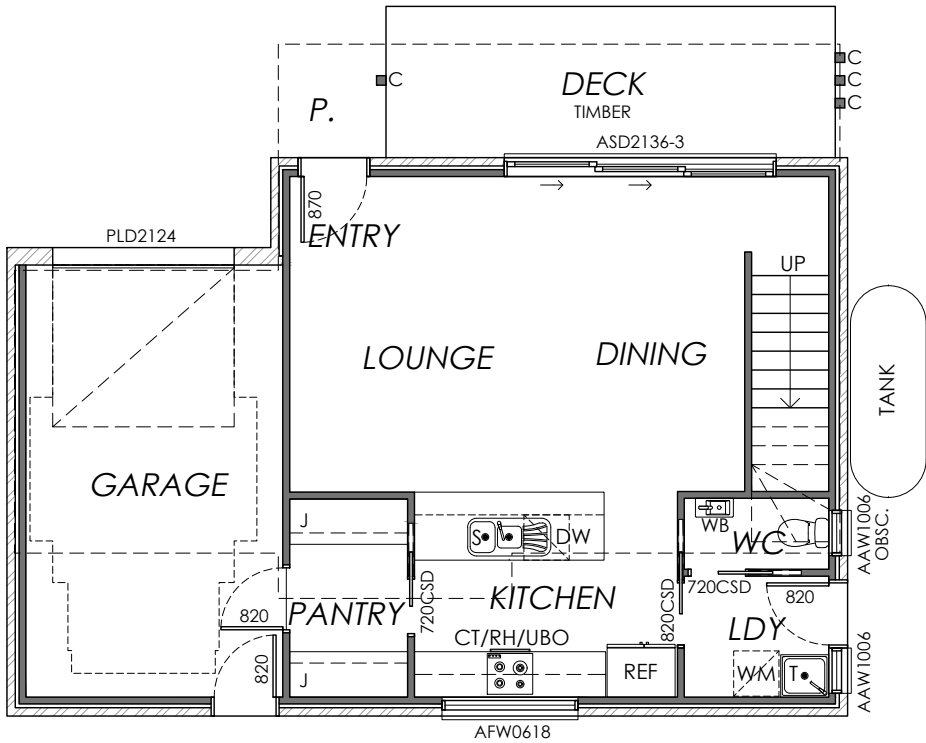
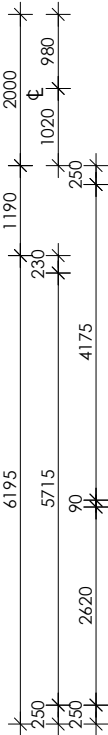
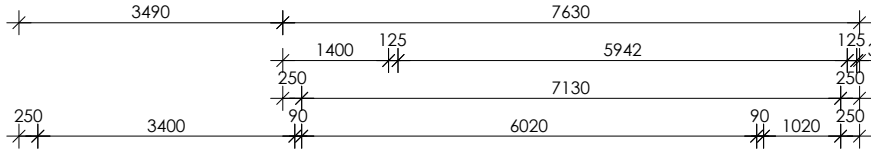
AREAS:	
FLOOR AREA:	118.8 m ²
PORCH:	2.1 m ²
GARAGE:	23.2 m ²
ALFRESCO:	8.9 m ²
TOTAL AREA:	153.0 m ²
DECK:	3.0 m ²

LEGEND:	
DP	DOWNPIPE LOCATION
SHR	SHOWER
VB	VANITY BASIN
WC	TOILET
WB	WALL HUNG BASIN
REF	REFRIGERATOR
J	JOINERY
RH	RANGE HOOD
UBO	UNDER BENCH OVEN
CT	COOK TOP
S	SINK
DW	DISH WASHER
T	TROUGH
WM	WASHING MACHINE
MH	MANHOLE
CSD	CAVITY SLIDING DOOR
AAW	ALUM. AWNING WINDOW
AFW	ALUM. FIXED WINDOW
ASD	ALUM. SLIDING DOOR
PLD	PANEL LIFT DOOR
C	COLUMN
BAL	BALUSTRADE

BAL	SELECTED BALUSTRADE TO BUILDER'S STANDARD DETAIL INSTALLED IN ACCORDANCE WITH NCC
	MASONRY ARTICULATION JOINT - LOCATION TO ENGINEER'S DETAILS
	CEILING MOUNTED INTERCONNECTED SMOKE DETECTORS, MAINS WIRED WITH BATTERY BACKUP, ALL IN ACCORDANCE WITH AS 3786.
DP	90mm DOWNPIPE

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

PROPOSED FLOOR PLAN



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

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

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

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

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

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

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



Sorell Council

Development Application: 5.2025.82.1 -
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Court, Midway Point - P5.pdf
Plans Reference: P5
Date Received: 03/10/2025

TYPE B UNIT 4, 6, 7, 8

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06



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

DO NOT SCALE DRAWINGS. ALWAYS USE WRITTEN DIMENSIONS.

REV:	DESCRIPTION:	BY:	DATE:
E	SHADOWS, DETAIL FOR COUNCIL RFI	IB	2/7/25
F	DESIGN AMENDMENTS U1-3	IB	7/8/25
G	COUNCIL RFI	IB	20/8/25
H	COUNCIL RFI	IB	3/10/25



CREATIVE HOMES
HOBART

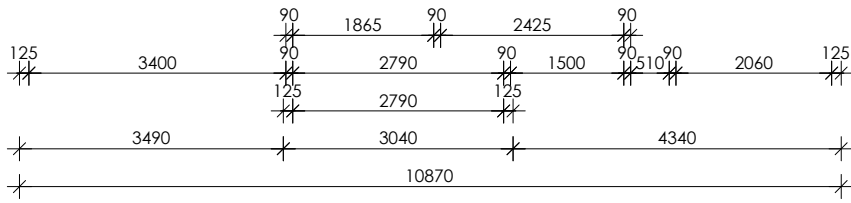
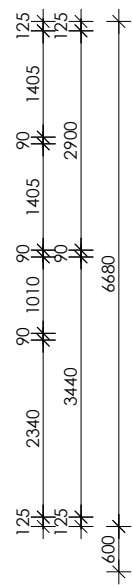
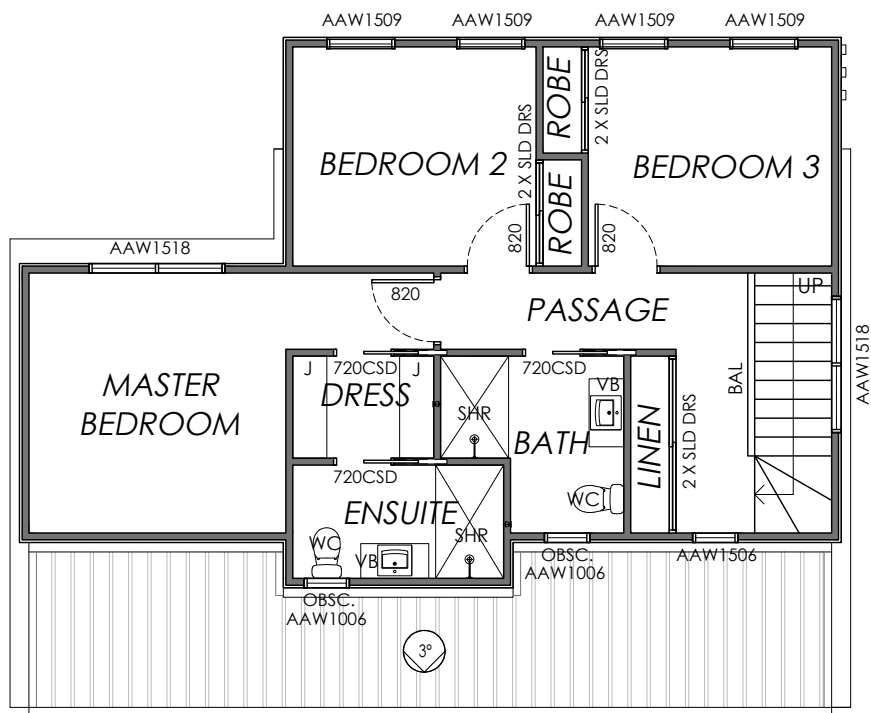
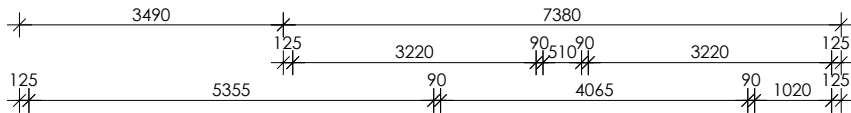
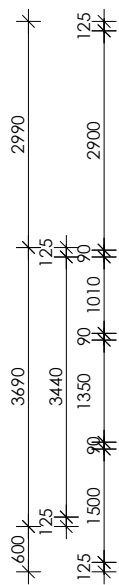
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET: 6 of 41
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE: Custom
CHECKED:	DATE:	DRAWING NO: 0089
SCALE: 1:100	REV: H	

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

- BAL SELECTED BALUSTRADE TO BUILDER'S STANDARD DETAIL INSTALLED IN ACCORDANCE WITH NCC
- MASONRY ARTICULATION JOINT - LOCATION TO ENGINEER'S DETAILS
- CEILING MOUNTED INTERCONNECTED SMOKE DETECTORS, MAINS WIRED WITH BATTERY BACKUP, ALL IN ACCORDANCE WITH AS 3786.
- DP 90mm DOWNPIPE

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



PROPOSED FIRST FLOOR PLAN

TYPE B UNIT 4, 6, 7, 8

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

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

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

DO NOT SCALE DRAWINGS.
ALWAYS USE WRITTEN DIMENSIONS.

REV:	DESCRIPTION:	BY:	DATE:
E	SHADOWS, DETAIL FOR COUNCIL RFI	IB	2/7/25
F	DESIGN AMENDMENTS U1-3	IB	7/8/25
G	COUNCIL RFI	IB	20/8/25
H	COUNCIL RFI	IB	3/10/25



CREATIVE HOMES
HOBART

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

JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET: 7 of 41
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE: Custom
CHECKED:	DATE:	DRAWING NO: 0089
SCALE: 1:100	REV: H	

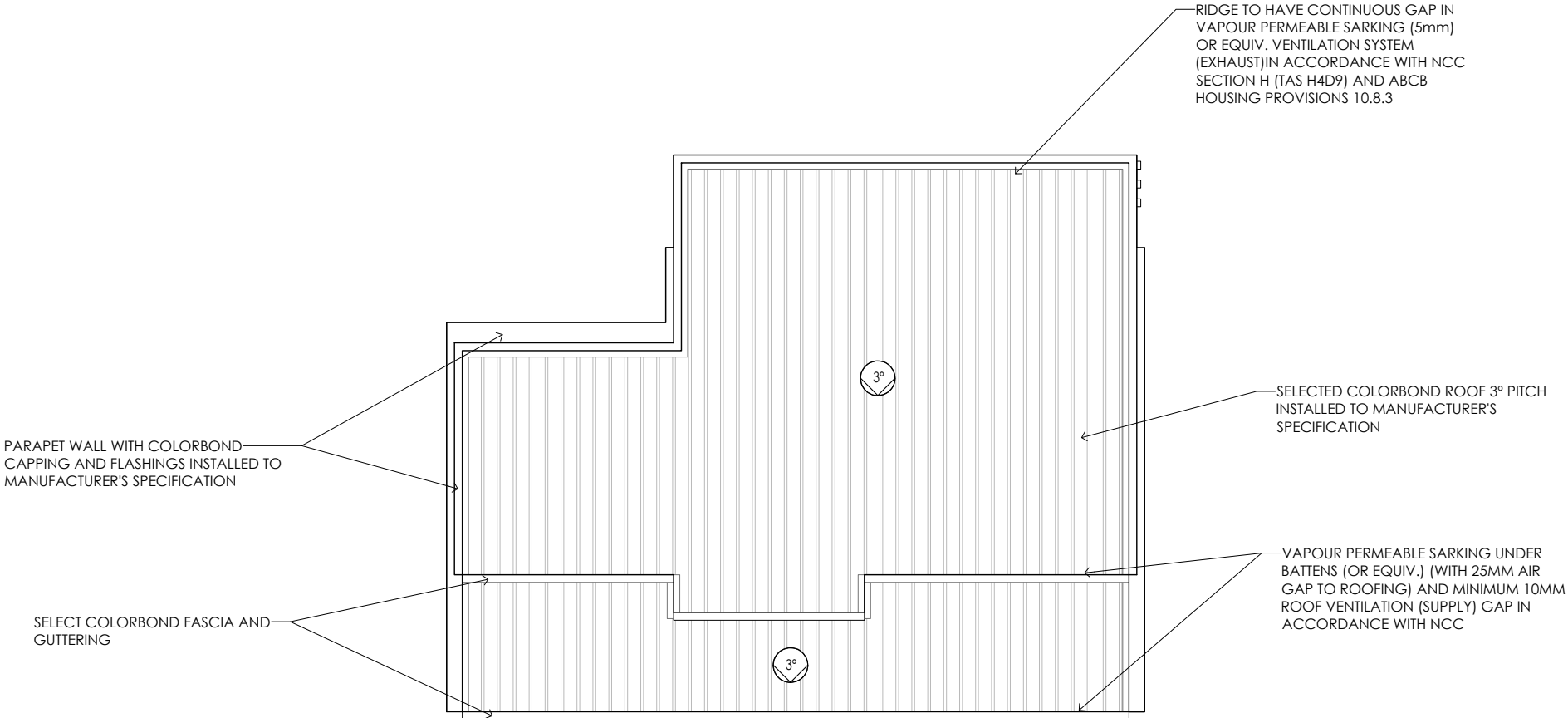
PROPOSED ROOF PLAN

TYPE B UNIT 4, 6, 7, 8

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08		CONTRACTOR MUST VERIFY ALL DIMENSIONS AND LEVELS AT THE JOB PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS. DO NOT SCALE DRAWINGS. ALWAYS USE WRITTEN DIMENSIONS.	REV:	DESCRIPTION:	BY:	DATE:
			E	SHADOWS, DETAIL FOR COUNCIL RFI	IB	2/7/25
			F	DESIGN AMENDMENTS U1-3	IB	7/8/25
			G	COUNCIL RFI	IB	20/8/25
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 CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000	JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd	
	DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET: 8 of 41	
	DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE: Custom	
	CHECKED:	DATE:	DRAWING NO: 0089	
	SCALE: 1:100	REV: H		



Framing NCC H1D6
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Bulk insulation between external studs to be insulated with min R2.0. (Ensure batts fit within cavity without compression, making sure that there is at least 25mm gap from the reflective surface). External walls are to be clad with vapour permeable reflective foil over the outside of the timber frame. Ceiling to be insulated with R4.0 and vapour permeable sarking. Floor to be insulated with Min R1.7 batts where applicable. Seal exhaust fans to Ensuite, Bathroom, Laundry and Kitchen. All downlights to be IC rated. Construction of the external walls, floor and roof for compliance with building sealing requirements shall comply with BCA 2019 Part 3.12

General:
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**Sorell Council**

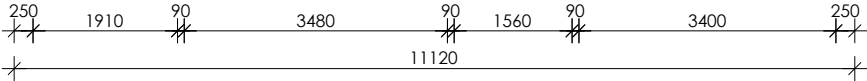
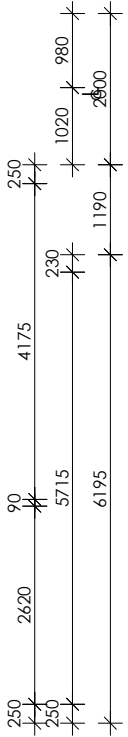
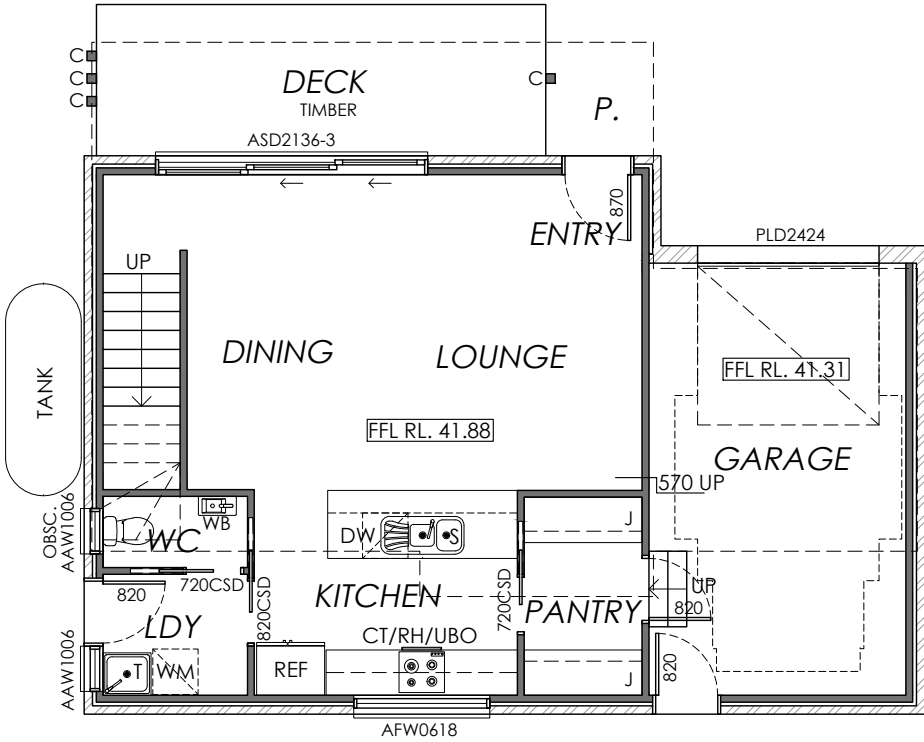
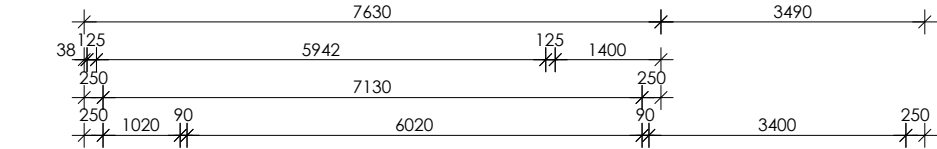
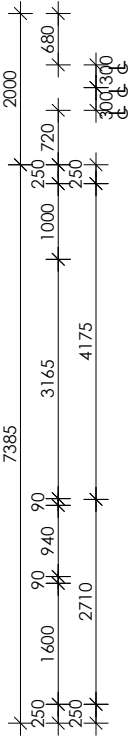
Development Application: 5.2025.82.1 -
REsponse to REquest For Information - Stewart
Court, Midway Point - P5.pdf
Plans Reference: P5
Date Received: 03/10/2025

● DP 90mm DOWNPIPE

AREAS:	
FLOOR AREA:	118.8 m²
PORCH:	2.1 m²
GARAGE:	23.2 m²
ALFRESCO:	8.9 m²
TOTAL AREA:	153.0 m²
DECK:	3.0 m²

LEGEND:	
DP	DOWNPIPE LOCATION
SHR	SHOWER
VB	VANITY BASIN
WC	TOILET
WB	WALL HUNG BASIN
REF	REFRIGERATOR
J	JOINERY
RH	RANGE HOOD
UBO	UNDER BENCH OVEN
CT	COOK TOP
S	SINK
DW	DISH WASHER
T	TROUGH
WM	WASHING MACHINE
MH	MANHOLE
CSD	CAVITY SLIDING DOOR
AAW	ALUM. AWNING WINDOW
AFW	ALUM. FIXED WINDOW
ASD	ALUM. SLIDING DOOR
PLD	PANEL LIFT DOOR
C	COLUMN
BAL	BALUSTRADE
BAL	SELECTED BALUSTRADE TO BUILDER'S STANDARD DETAIL INSTALLED IN ACCORDANCE WITH NCC
	MASONRY ARTICULATION JOINT - LOCATION TO ENGINEER'S DETAILS
	CEILING MOUNTED INTERCONNECTED SMOKE DETECTORS, MAINS WIRED WITH BATTERY BACKUP, ALL IN ACCORDANCE WITH AS 3786.
DP	90mm DOWNPIPE

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



Framing NCC H1D6
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PROPOSED FLOOR PLAN

TYPE C UNIT 5



Sorell Council
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09		CONTRACTOR MUST VERIFY ALL DIMENSIONS AND LEVELS AT THE JOB PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS. DO NOT SCALE DRAWINGS. ALWAYS USE WRITTEN DIMENSIONS.	REV:	DESCRIPTION:	BY:	DATE:
			E	SHADOWS, DETAIL FOR COUNCIL RFI	IB	2/7/25
			F	DESIGN AMENDMENTS U1-3	IB	7/8/25
			G	COUNCIL RFI	IB	20/8/25
			H	COUNCIL RFI	IB	3/10/25



CREATIVE HOMES
HOBART

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

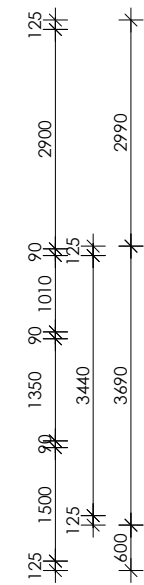
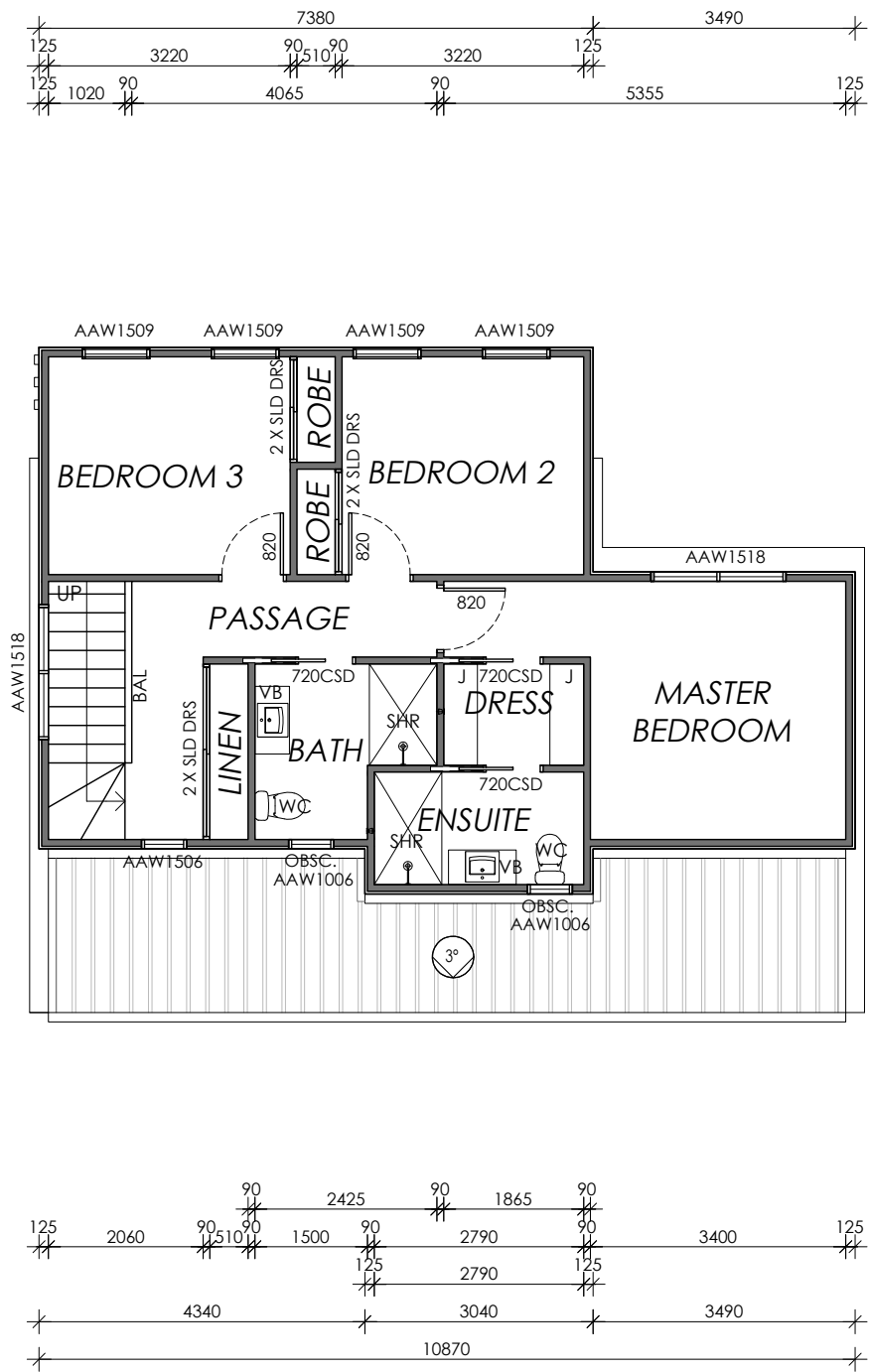
JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET: 9 of 41	
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE: Custom	
CHECKED:	DATE:	DRAWING NO:	
SCALE: 1:100	REV: H	0089	

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

- BAL SELECTED BALUSTRADE TO BUILDER'S STANDARD DETAIL INSTALLED IN ACCORDANCE WITH NCC
- MASONRY ARTICULATION JOINT - LOCATION TO ENGINEER'S DETAILS
- CEILING MOUNTED INTERCONNECTED SMOKE DETECTORS, MAINS WIRED WITH BATTERY BACKUP, ALL IN ACCORDANCE WITH AS 3786.
- DP 90mm DOWNPIPE

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

PROPOSED FIRST FLOOR PLAN



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10



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G	COUNCIL RFI	IB	20/8/25
H	COUNCIL RFI	IB	3/10/25

TYPE C UNIT 5



CREATIVE HOMES
HOBART

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



Sorell Council

Development Application: 5.2025.82.1 -
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Plans Reference: P5
Date Received: 03/10/2025

Framing NCC H1D6
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Glazing NCC H1D8
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Human impact safety requirements shall comply with NCC H1D8 (3) and Part 8.4 of the ABCB Housing provisions.

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General:
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JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET: 10 of 41
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE: Custom
CHECKED:	DATE:	DRAWING NO: 0089
SCALE: 1:100	REV: H	

PROPOSED ROOF PLAN

TYPE C UNIT 5

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			E	SHADOWS, DETAIL FOR COUNCIL RFI	IB	2/7/25
			F	DESIGN AMENDMENTS U1-3	IB	7/8/25
			G	COUNCIL RFI	IB	20/8/25
			H	COUNCIL RFI	IB	3/10/25



CREATIVE HOMES
HOBART

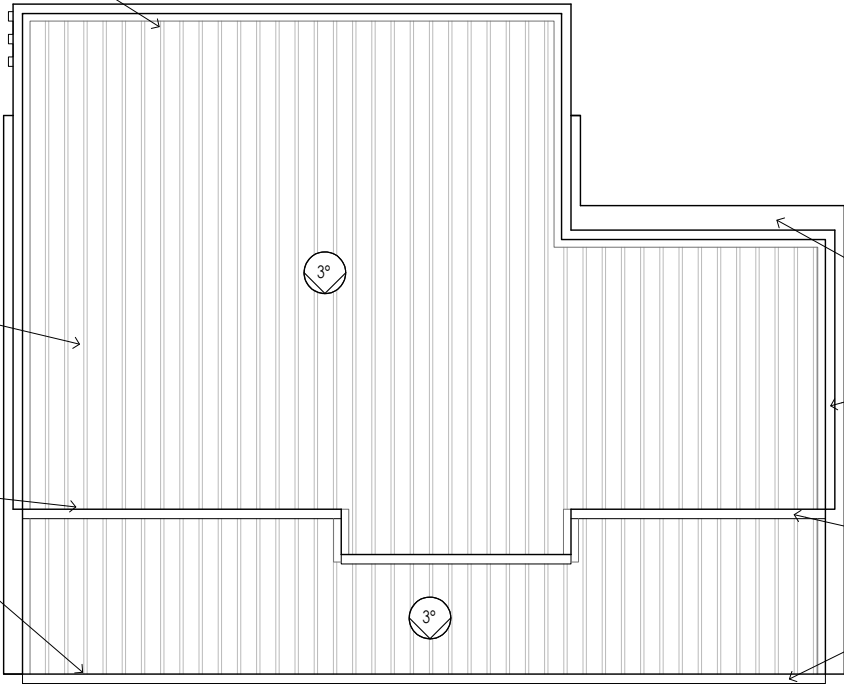
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET: 11 of 41	
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE: Custom	
CHECKED:	DATE:	DRAWING NO: 0089	
SCALE: 1:100	REV: H		

RIDGE TO HAVE CONTINUOUS GAP IN VAPOUR PERMEABLE SARKING (5mm) OR EQUIV. VENTILATION SYSTEM (EXHAUST)IN ACCORDANCE WITH NCC SECTION H (TAS H4D9) AND ABCB HOUSING PROVISIONS 10.8.3

SELECTED COLORBOND ROOF 3° PITCH INSTALLED TO MANUFACTURER'S SPECIFICATION

VAPOUR PERMEABLE SARKING UNDER BATTENS (OR EQUIV.) (WITH 25MM AIR GAP TO ROOFING) AND MINIMUM 10MM ROOF VENTILATION (SUPPLY) GAP IN ACCORDANCE WITH NCC



PARAPET WALL WITH COLORBOND CAPPING AND FLASHINGS INSTALLED TO MANUFACTURER'S SPECIFICATION

SELECT COLORBOND FASCIA AND GUTTERING



Sorell Council

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Court, Midway Point - P5.pdf
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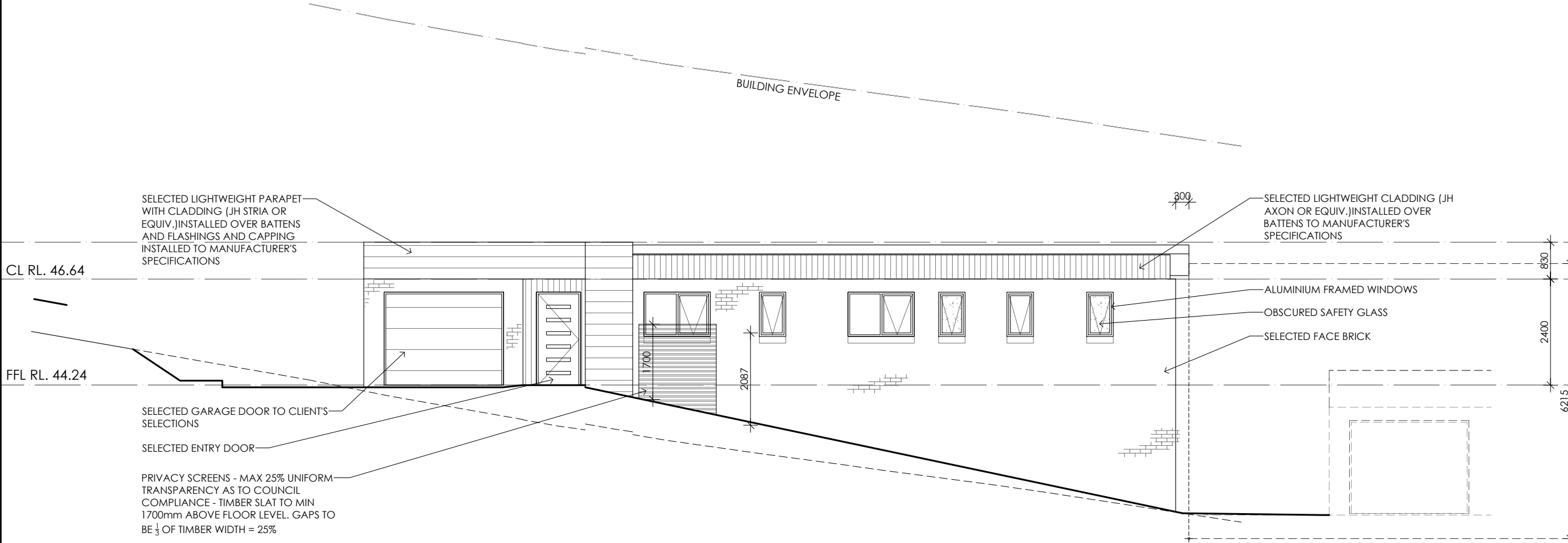
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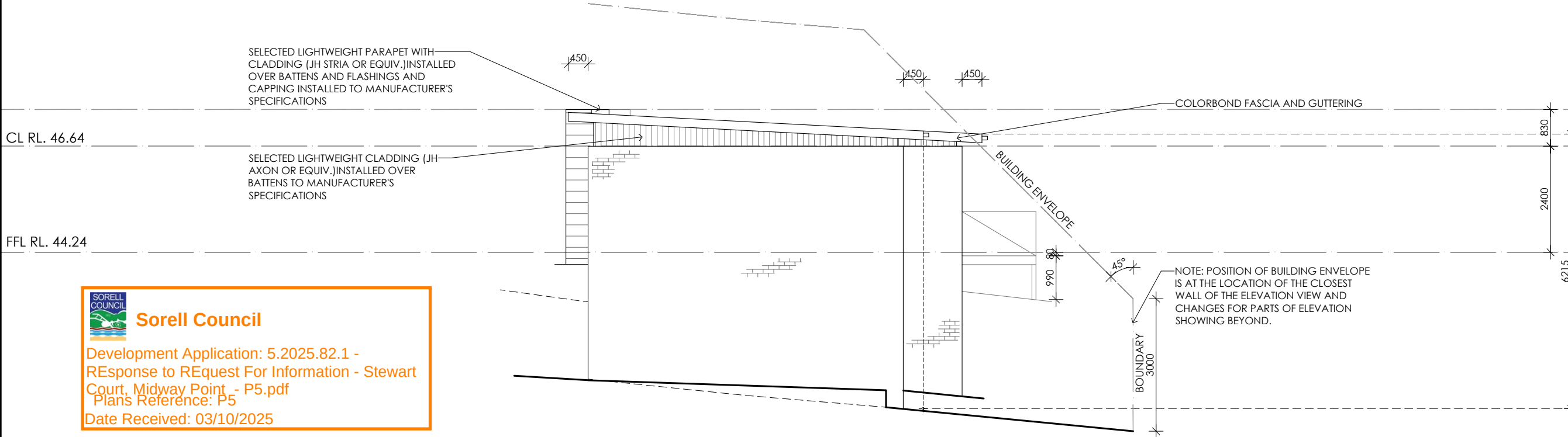
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● DP 90mm DOWNPIPE



WESTERN ELEVATION



SOUTHERN ELEVATION

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UNIT 1

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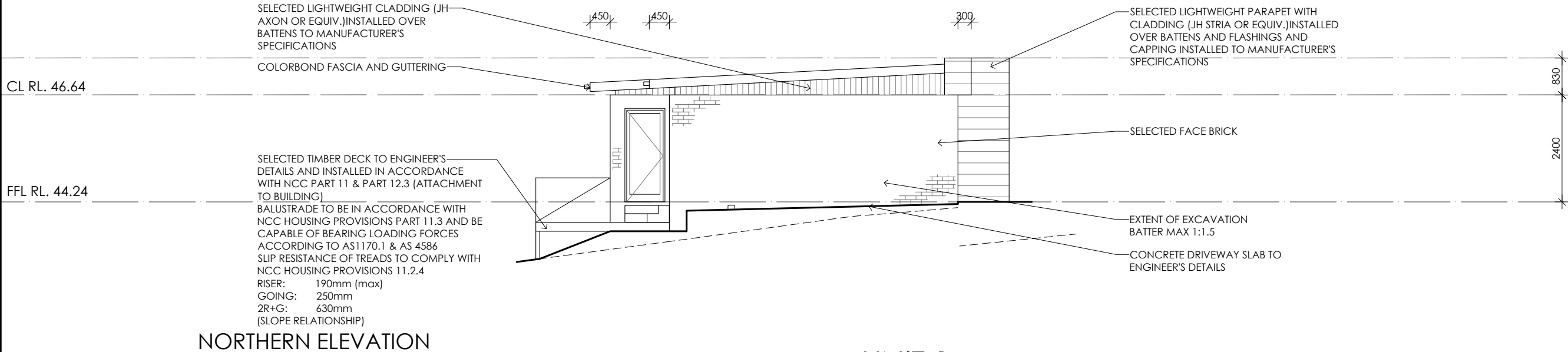
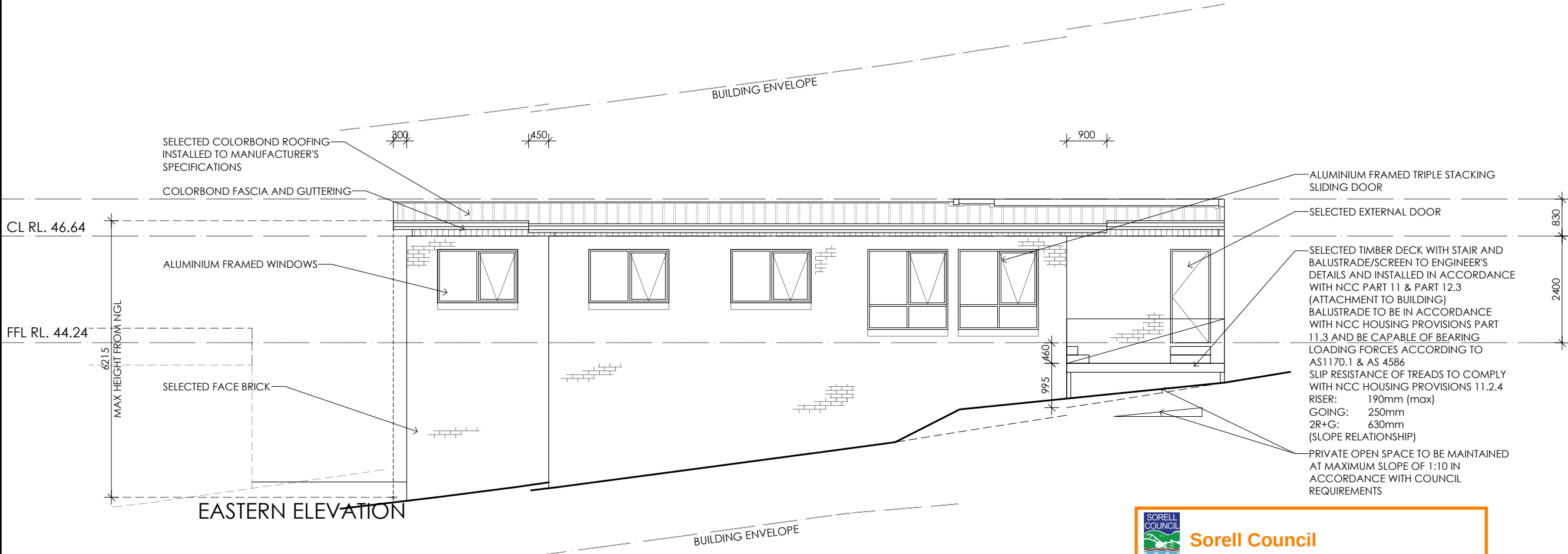
12		CONTRACTOR MUST VERIFY ALL DIMENSIONS AND LEVELS AT THE JOB PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS. DO NOT SCALE DRAWINGS. ALWAYS USE WRITTEN DIMENSIONS.	REV:	DESCRIPTION:	BY:	DATE:
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			G	COUNCIL RFI	IB	20/8/25
			H	COUNCIL RFI	IB	3/10/25



CREATIVE HOMES
HOBART

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

JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET: 12 of 41	
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE: Custom	
CHECKED:	DATE:	DRAWING NO: 0089	
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UNIT 1

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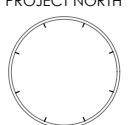
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**Sorell Council**

Development Application: 5.2025.82.1 -
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Plans Reference: P5
Date Received: 03/10/2025

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13		CONTRACTOR MUST VERIFY ALL DIMENSIONS AND LEVELS AT THE JOB PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS. DO NOT SCALE DRAWINGS. ALWAYS USE WRITTEN DIMENSIONS.	REV:	DESCRIPTION:	BY:	DATE:
			E	SHADOWS, DETAIL FOR COUNCIL RFI	IB	2/7/25
			F	DESIGN AMENDMENTS U1-3	IB	7/8/25
			G	COUNCIL RFI	IB	20/8/25
			H	COUNCIL RFI	IB	3/10/25

**CREATIVE HOMES
HOBART**

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

JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	13 of 41
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0089
SCALE: 1:100	REV: H		



Sorell Council
Development Application: 5.2025.82.1 -
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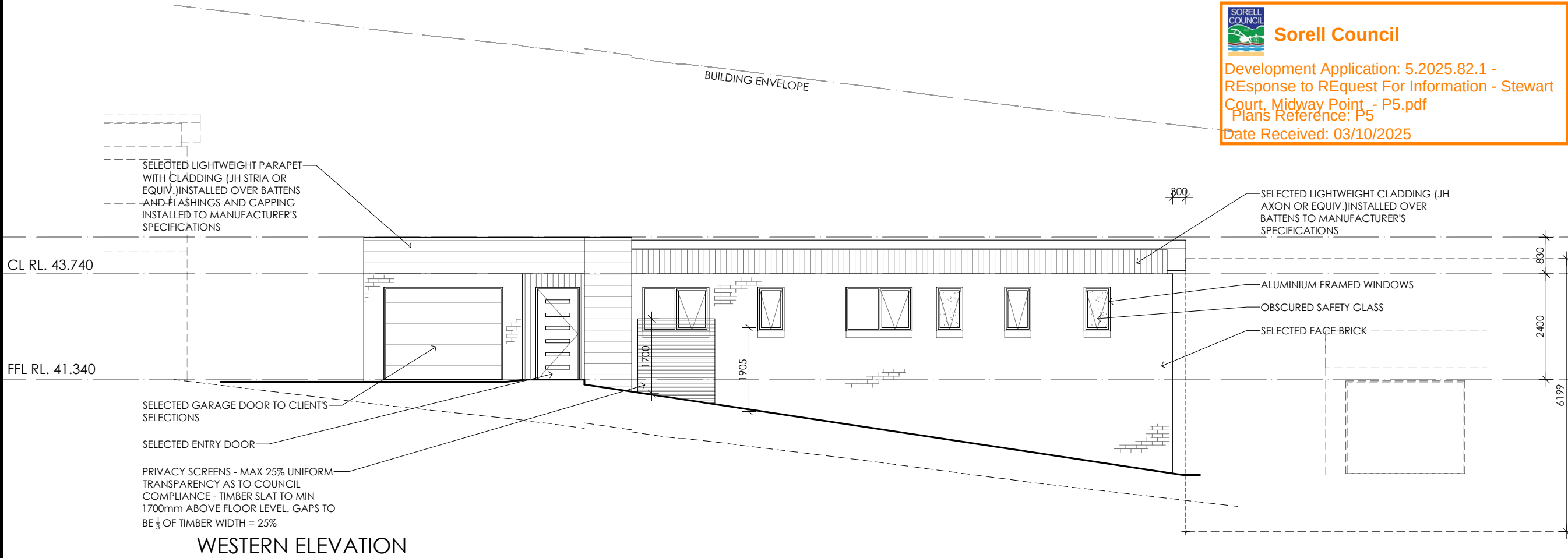
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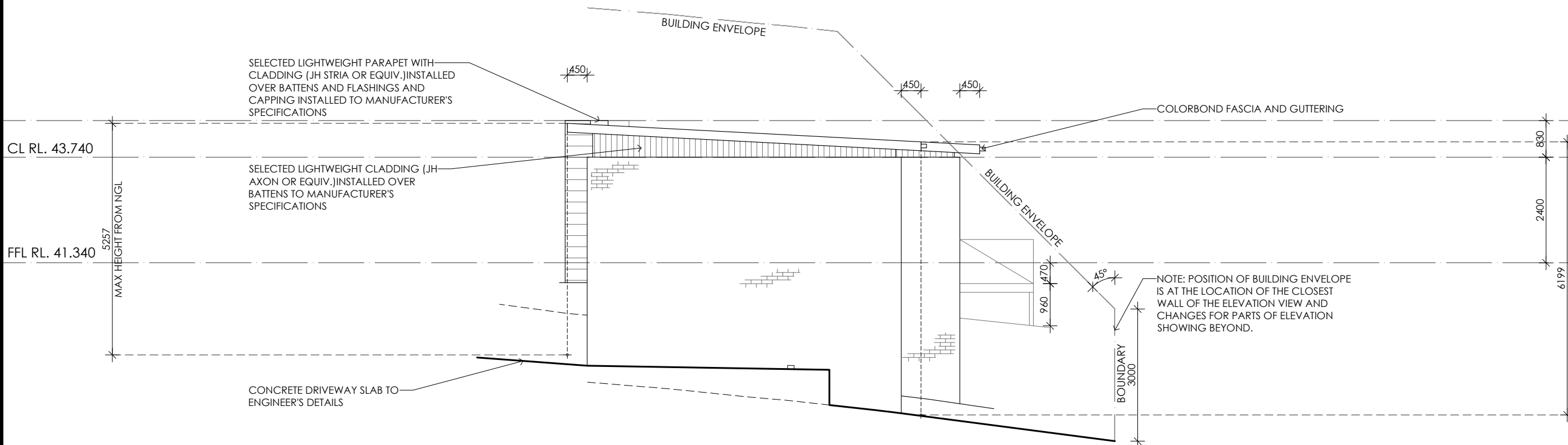
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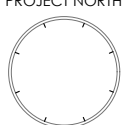
WESTERN ELEVATION



SOUTHERN ELEVATION

UNIT 2

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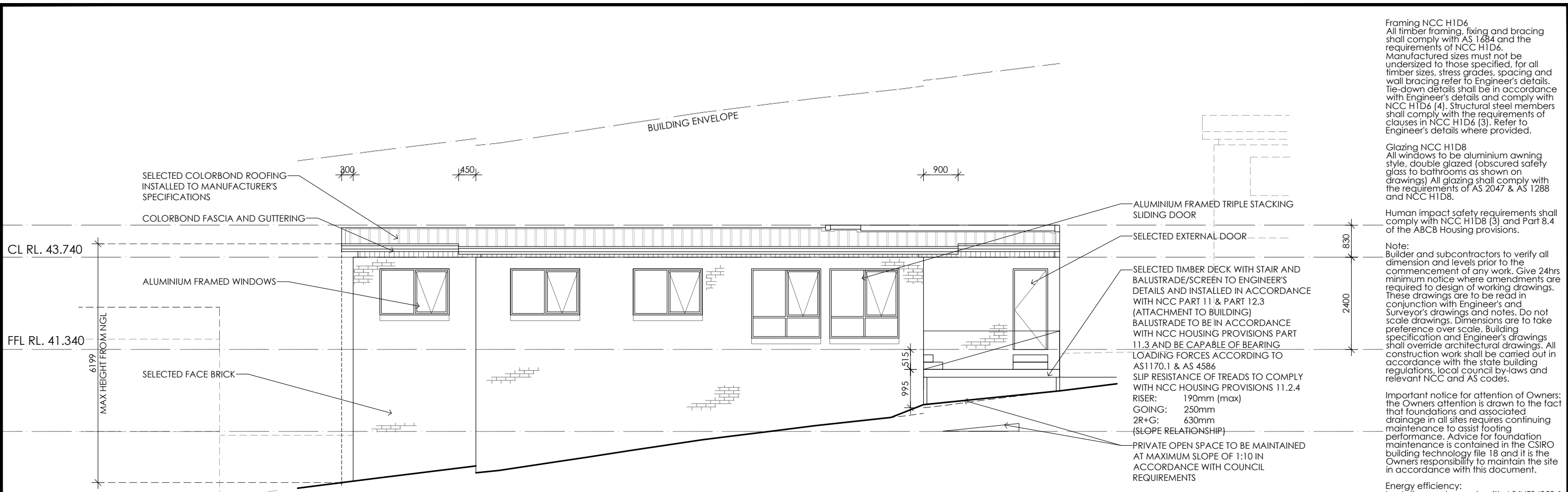
14		CONTRACTOR MUST VERIFY ALL DIMENSIONS AND LEVELS AT THE JOB PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS. DO NOT SCALE DRAWINGS. ALWAYS USE WRITTEN DIMENSIONS.	REV:	DESCRIPTION:	BY:	DATE:
			E	SHADOWS, DETAIL FOR COUNCIL RFI	IB	2/7/25
			F	DESIGN AMENDMENTS U1-3	IB	7/8/25
			G	COUNCIL RFI	IB	20/8/25
			H	COUNCIL RFI	IB	3/10/25



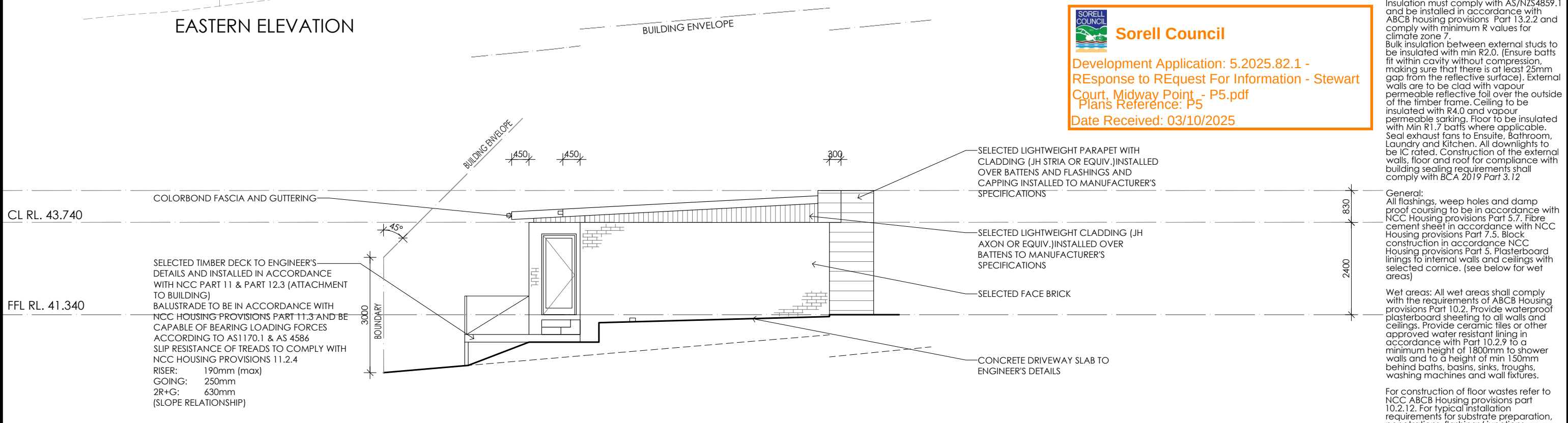
**CREATIVE HOMES
HOBART**

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

JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET: 14 of 41
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE: Custom
CHECKED:	DATE:	DRAWING NO: 0089
SCALE: 1:100	REV: H	



EASTERN ELEVATION



NORTHERN ELEVATION

UNIT 2

**Sorell Council**

Development Application: 5.2025.82.1 -
Response to REquest For Information - Stewart
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Plans Reference: P5
Date Received: 03/10/2025

Framing NCC H1D6
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			E	SHADOWS, DETAIL FOR COUNCIL RFI	IB	2/7/25
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			G	COUNCIL RFI	IB	20/8/25
			H	COUNCIL RFI	IB	3/10/25

**CREATIVE HOMES
HOBART**

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JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET: 15 of 41	
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE: Custom	
CHECKED:	DATE:	DRAWING NO: 0089	
SCALE: 1:100	REV: H		



Sorell Council

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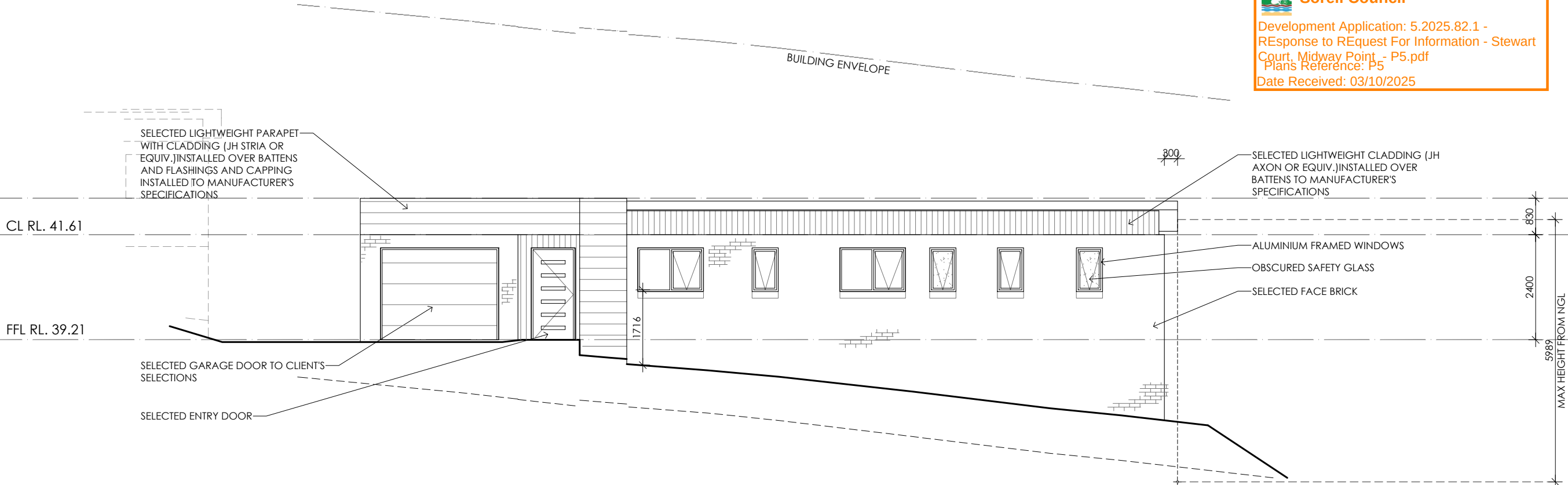
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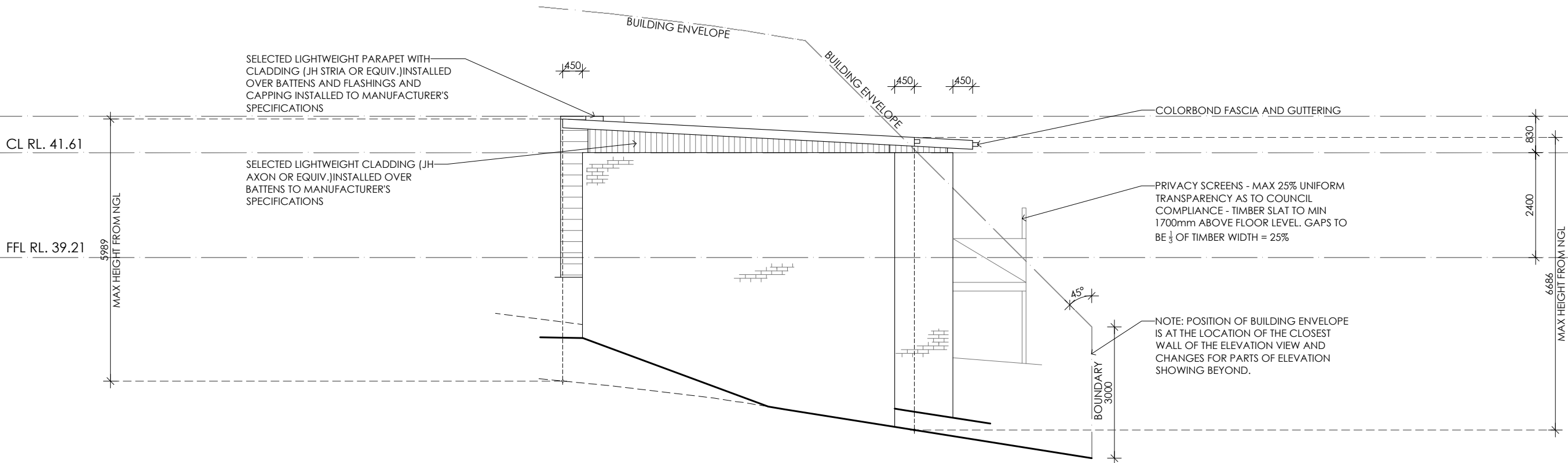
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WESTERN ELEVATION



SOUTHERN ELEVATION

UNIT 3

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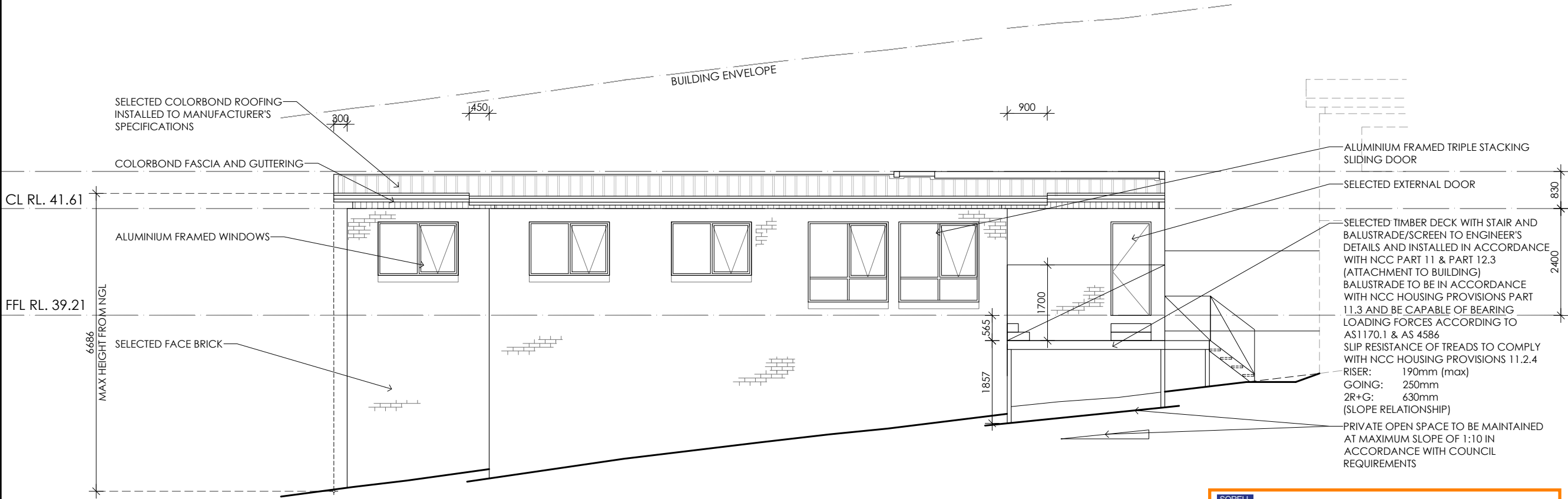
16		CONTRACTOR MUST VERIFY ALL DIMENSIONS AND LEVELS AT THE JOB PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS. DO NOT SCALE DRAWINGS. ALWAYS USE WRITTEN DIMENSIONS.	REV:	DESCRIPTION:	BY:	DATE:
			E	SHADOWS, DETAIL FOR COUNCIL RFI	IB	2/7/25
			F	DESIGN AMENDMENTS U1-3	IB	7/8/25
			G	COUNCIL RFI	IB	20/8/25
			H	COUNCIL RFI	IB	3/10/25



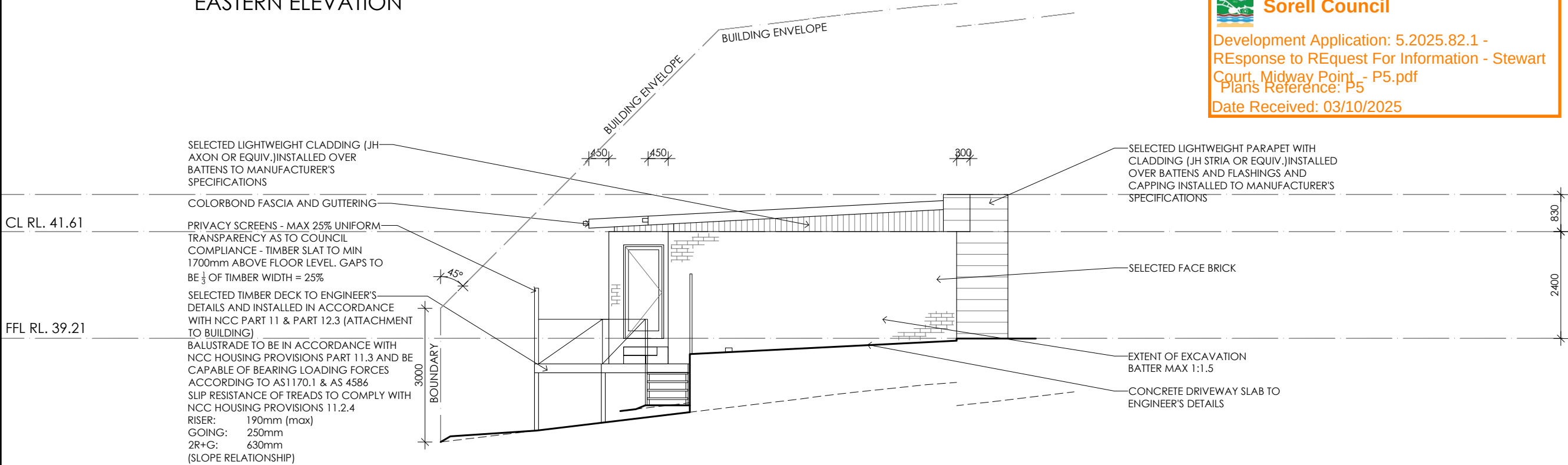
CREATIVE HOMES
HOBART

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

JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET: 16 of 41	
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE: Custom	
CHECKED:	DATE:	DRAWING NO: 0089	
SCALE: 1:100	REV: H		



EASTERN ELEVATION



NORTHERN ELEVATION

UNIT 3

**Sorell Council**

Development Application: 5.2025.82.1 -
REsponse to REquest For Information - Stewart
Court, Midway Point - P5.pdf
Plans Reference: P5
Date Received: 03/10/2025

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			E	SHADOWS, DETAIL FOR COUNCIL RFI	IB	2/7/25
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**CREATIVE HOMES
HOBART**

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

JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET: 17 of 41	
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE: Custom	
CHECKED:	DATE:	DRAWING NO: 0089	
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Sorell Council

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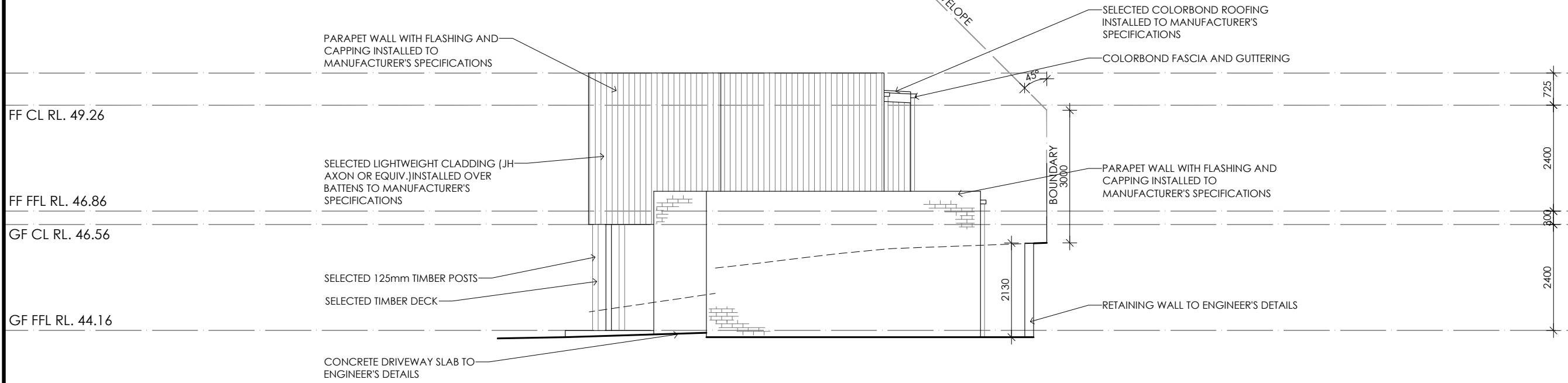
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EASTERN ELEVATION



NORTHERN ELEVATION

UNIT 4

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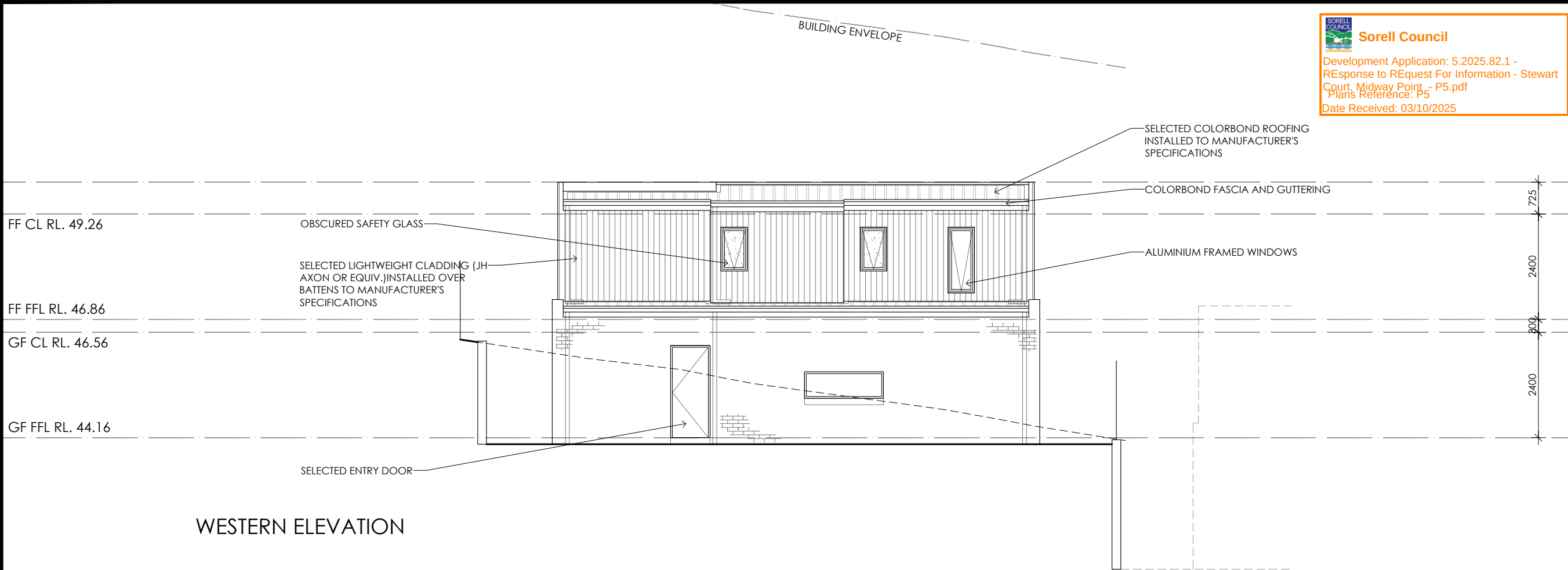
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			E	SHADOWS, DETAIL FOR COUNCIL RFI	IB	2/7/25
			F	DESIGN AMENDMENTS U1-3	IB	7/8/25
			G	COUNCIL RFI	IB	20/8/25
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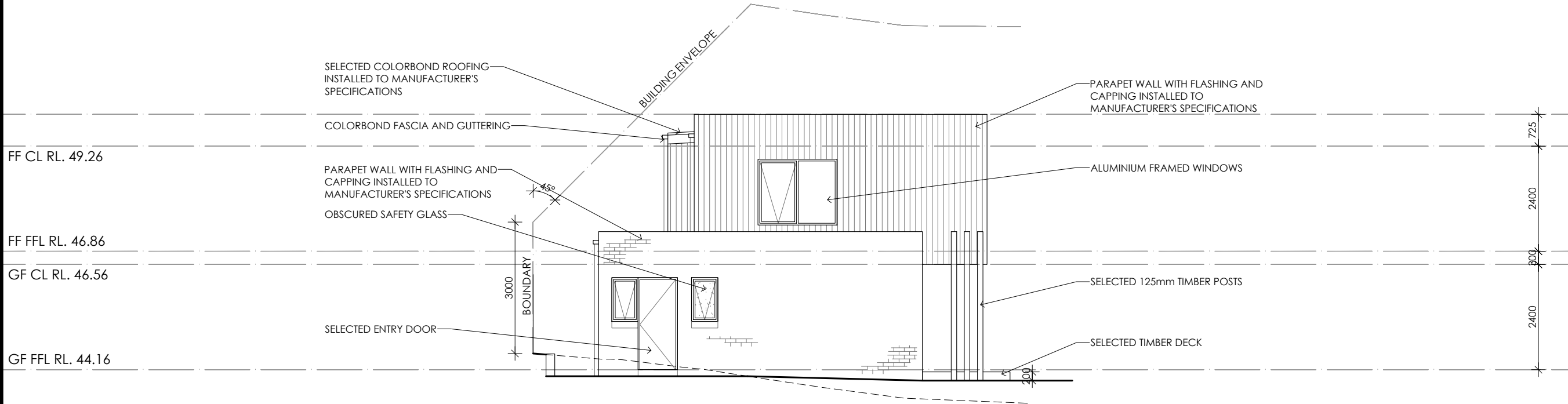
CREATIVE HOMES
HOBART

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

JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET: 18 of 41	
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE: Custom	
CHECKED:	DATE:	DRAWING NO: 0089	
SCALE: 1:100	REV: H		



WESTERN ELEVATION



SOUTHERN ELEVATION

UNIT 4



Sorell Council
Development Application: 5.2025.82.1 -
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Framing NCC H1D6
All timber framing, fixing and bracing shall comply with AS 1684 and the requirements of NCC H1D6.
Manufactured sizes must not be undersized to those specified, for all timber sizes, stress grades, spacing and wall bracing refer to Engineer's details. Tie-down details shall be in accordance with Engineer's details and comply with NCC H1D6 (4). Structural steel members shall comply with the requirements of clauses in NCC H1D6 (3). Refer to Engineer's details where provided.

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

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

Note:
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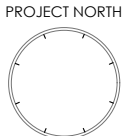
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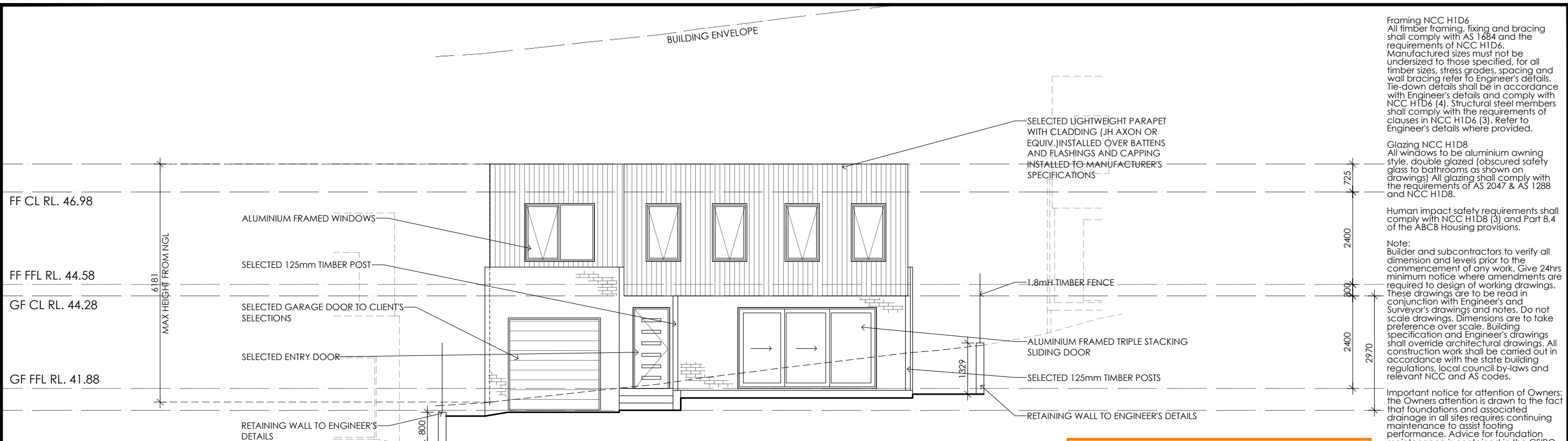
19		CONTRACTOR MUST VERIFY ALL DIMENSIONS AND LEVELS AT THE JOB PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS. DO NOT SCALE DRAWINGS. ALWAYS USE WRITTEN DIMENSIONS.	REV:	DESCRIPTION:	BY:	DATE:
			E	SHADOWS, DETAIL FOR COUNCIL RFI	IB	2/7/25
			F	DESIGN AMENDMENTS U1-3	IB	7/8/25
			G	COUNCIL RFI	IB	20/8/25
			H	COUNCIL RFI	IB	3/10/25



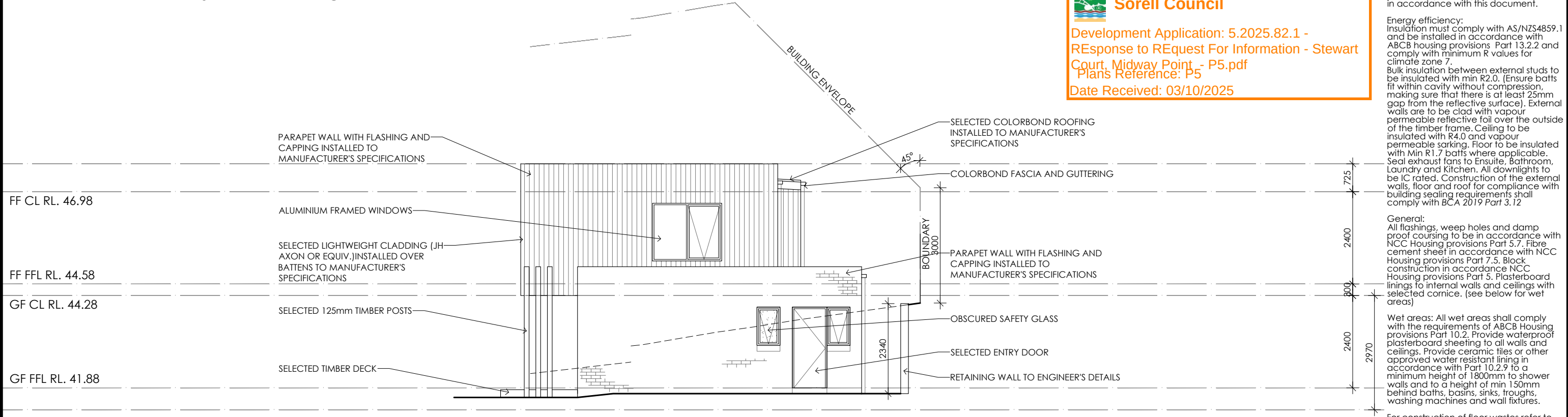
CREATIVE HOMES
HOBART

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

JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET: 19 of 41	
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE: Custom	
CHECKED:	DATE:	DRAWING NO: 0089	
SCALE: 1:100	REV: H		



EASTERN ELEVATION



NORTHERN ELEVATION

UNIT 5



Sorell Council

Development Application: 5.2025.82.1 -
REsponse to REquest For Information - Stewart
Court, Midway Point - P5.pdf
Plans Reference: P5
Date Received: 03/10/2025

Framing NCC H1D6
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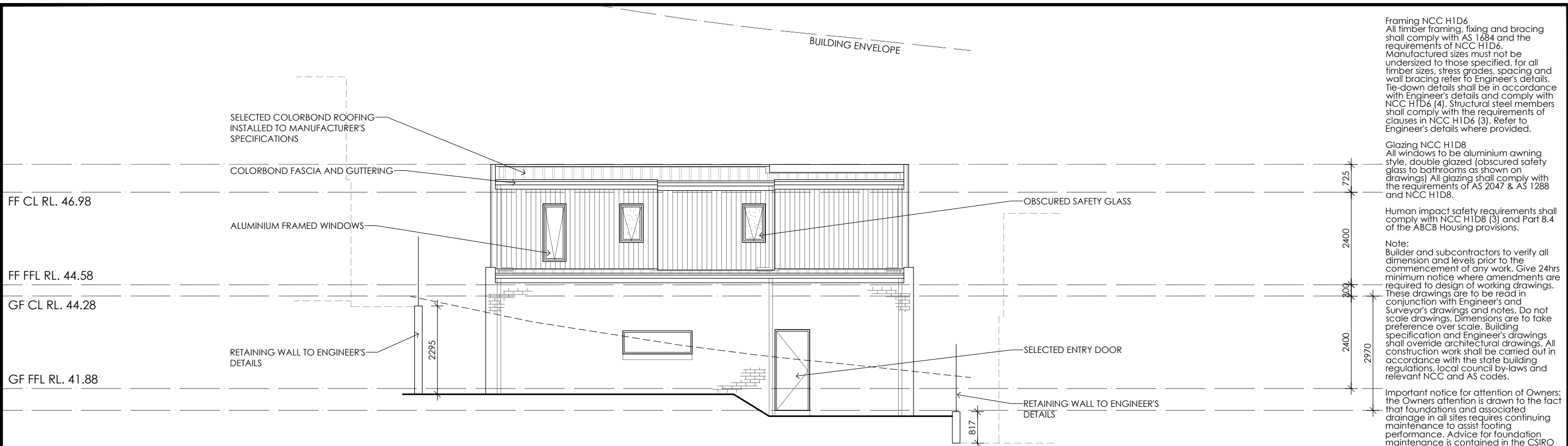
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			E	SHADOWS, DETAIL FOR COUNCIL RFI	IB	2/7/25
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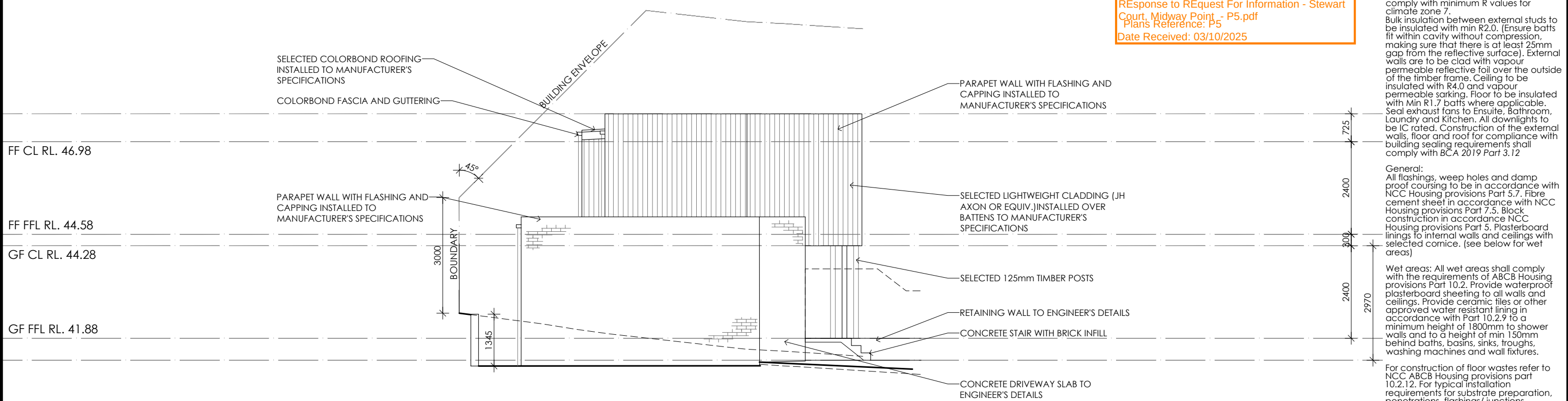
CREATIVE HOMES
HOBART

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

JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	20 of 41
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0089
SCALE: 1:100	REV: H		



WESTERN ELEVATION



SOUTHERN ELEVATION

UNIT 5

Framing NCC H1D6
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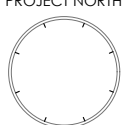
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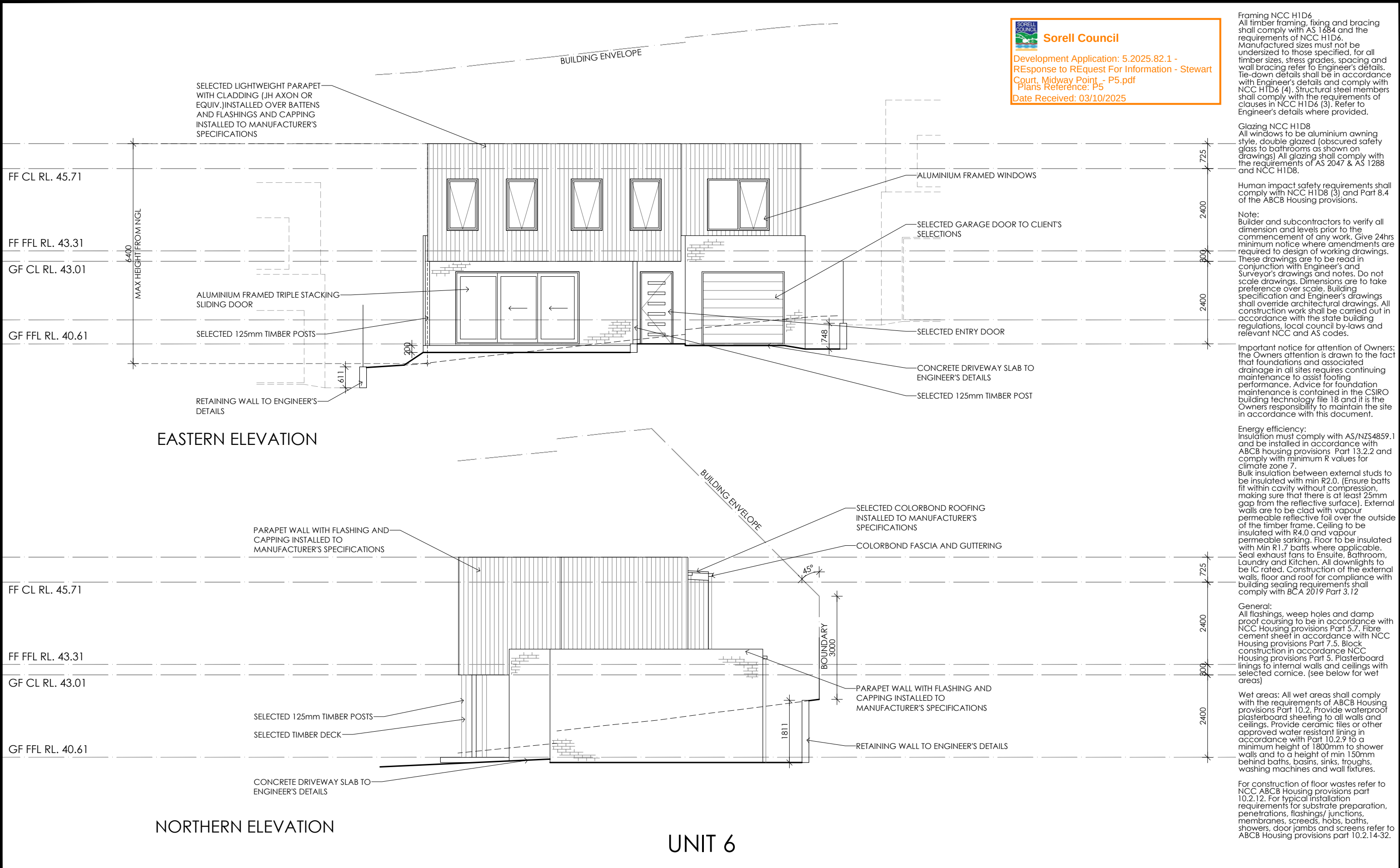
**Sorell Council**
Development Application: 5.2025.82.1 -
REsponse to REquest For Information - Stewart
Court, Midway Point - P5.pdf
Plans Reference: P5
Date Received: 03/10/2025

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21		CONTRACTOR MUST VERIFY ALL DIMENSIONS AND LEVELS AT THE JOB PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS. DO NOT SCALE DRAWINGS. ALWAYS USE WRITTEN DIMENSIONS.	REV:	DESCRIPTION:	BY:	DATE:
			E	SHADOWS, DETAIL FOR COUNCIL RFI	IB	2/7/25
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**CREATIVE HOMES
HOBART**
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET: 21 of 41	
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE: Custom	
CHECKED:	DATE:	DRAWING NO: 0089	
SCALE: 1:100	REV: H		





Sorell Council
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Framing NCC H1D6
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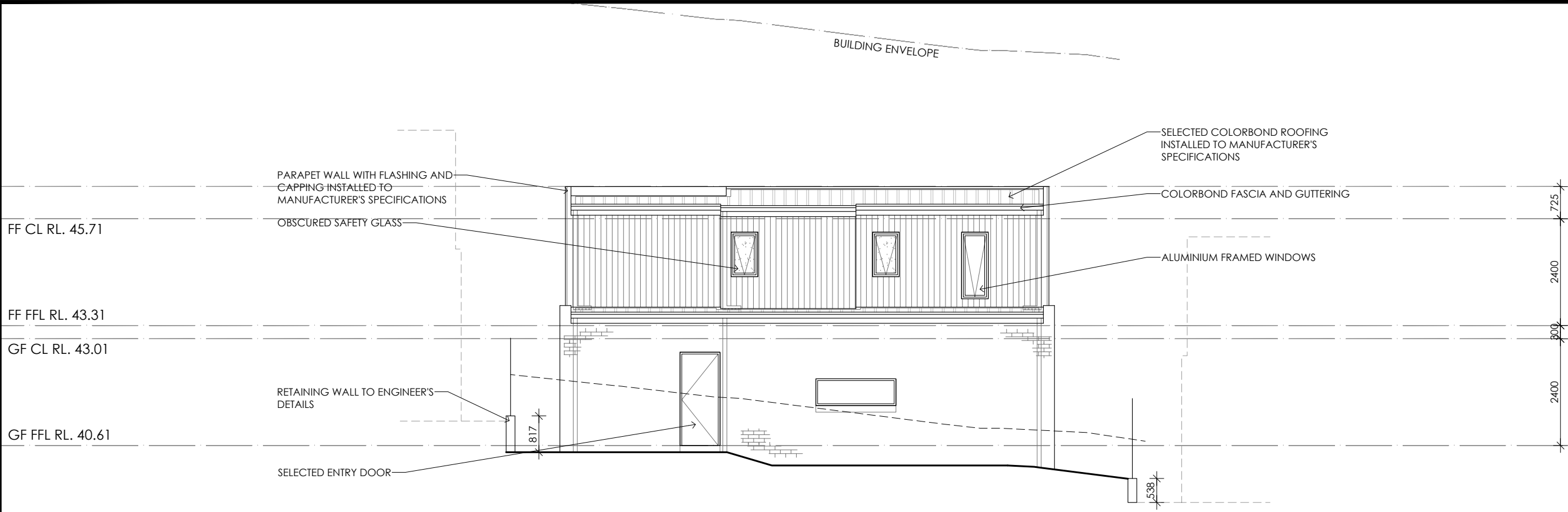
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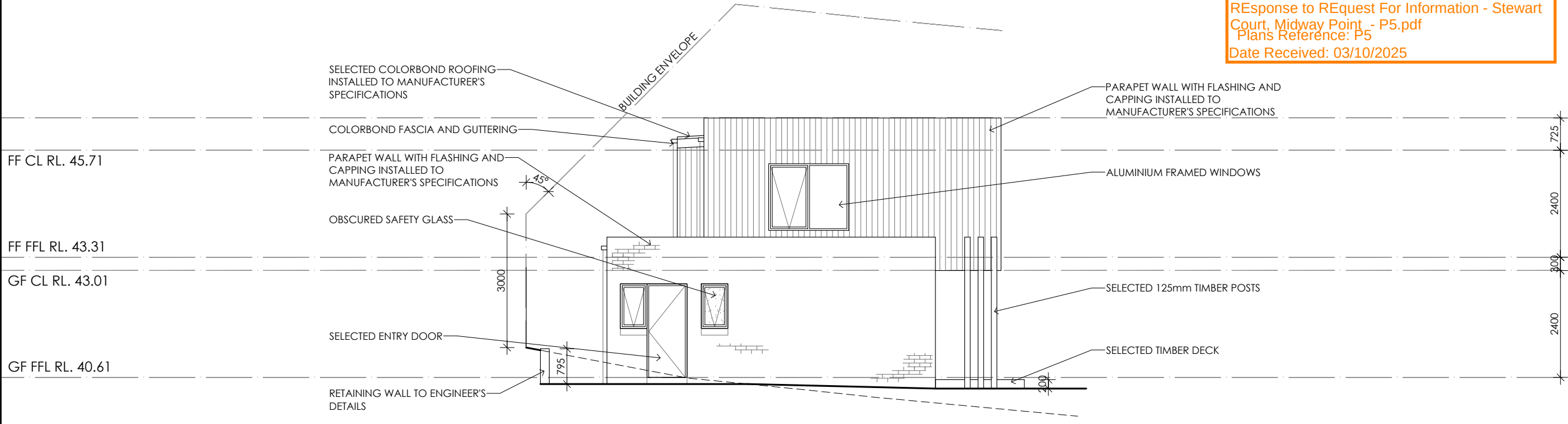
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WESTERN ELEVATION



SOUTHERN ELEVATION

UNIT 6

Framing NCC H1D6
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**Sorell Council**

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Plans Reference: P5
Date Received: 03/10/2025

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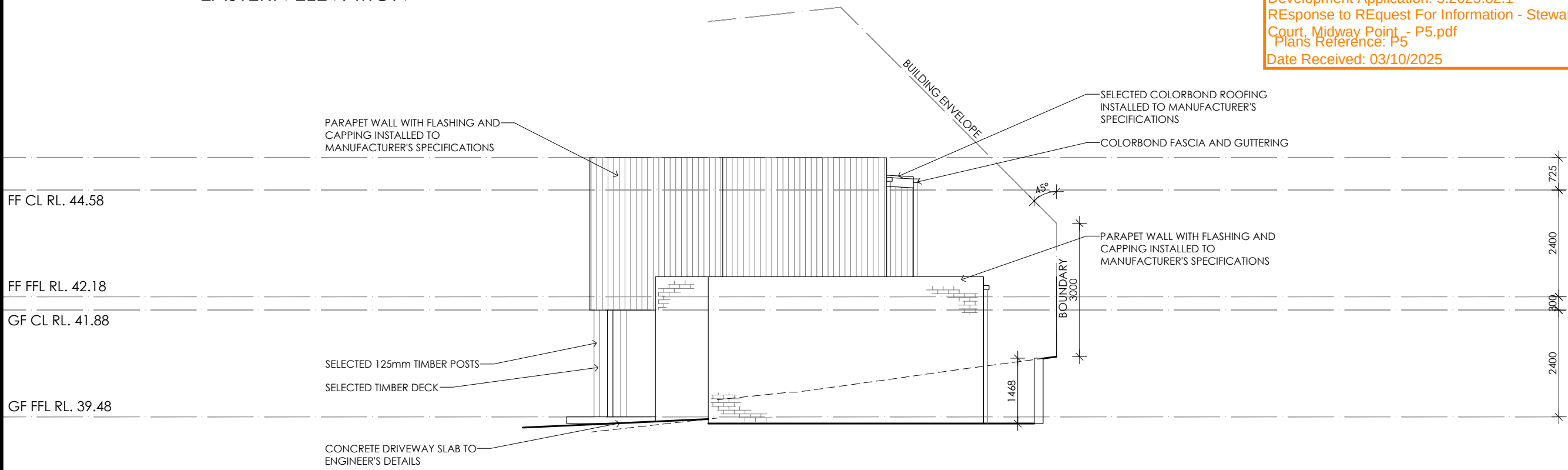
**CREATIVE HOMES
HOBART**

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

JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET: 23 of 41	
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE: Custom	
CHECKED:	DATE:	DRAWING NO: 0089	
SCALE: 1:100	REV: H		



EASTERN ELEVATION



NORTHERN ELEVATION

UNIT 7

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CONTRACTOR MUST VERIFY ALL DIMENSIONS AND LEVELS AT THE JOB PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS.
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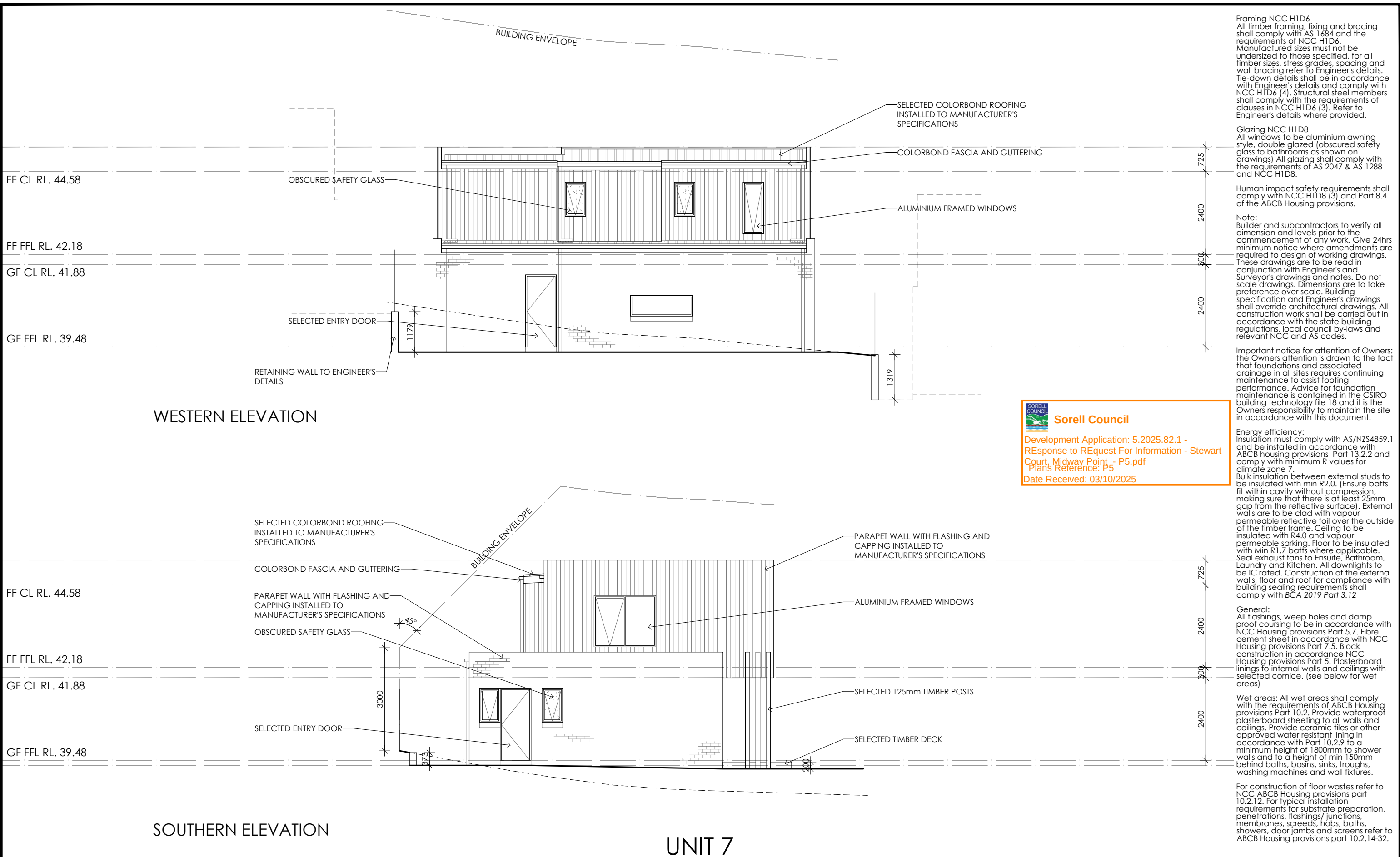
REV:	DESCRIPTION:	BY:	DATE:
E	SHADOWS, DETAIL FOR COUNCIL RFI	IB	2/7/25
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CREATIVE HOMES
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CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET: 24 of 41	
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE: Custom	
CHECKED:	DATE:	DRAWING NO: 0089	
SCALE: 1:50	REV: H		



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

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

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

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

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

**Sorell Council**
Development Application: 5.2025.82.1 -
REsponse to REquest For Information - Stewart
Court, Midway Point - P5.pdf
Plans Reference: P5
Date Received: 03/10/2025

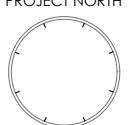
Energy efficiency:
Insulation must comply with AS/NZS4859.1 and be installed in accordance with ABCB housing provisions Part 13.2.2 and comply with minimum R values for climate zone 7.
Bulk insulation between external studs to be insulated with min R2.0. (Ensure batts fit within cavity without compression,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

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

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

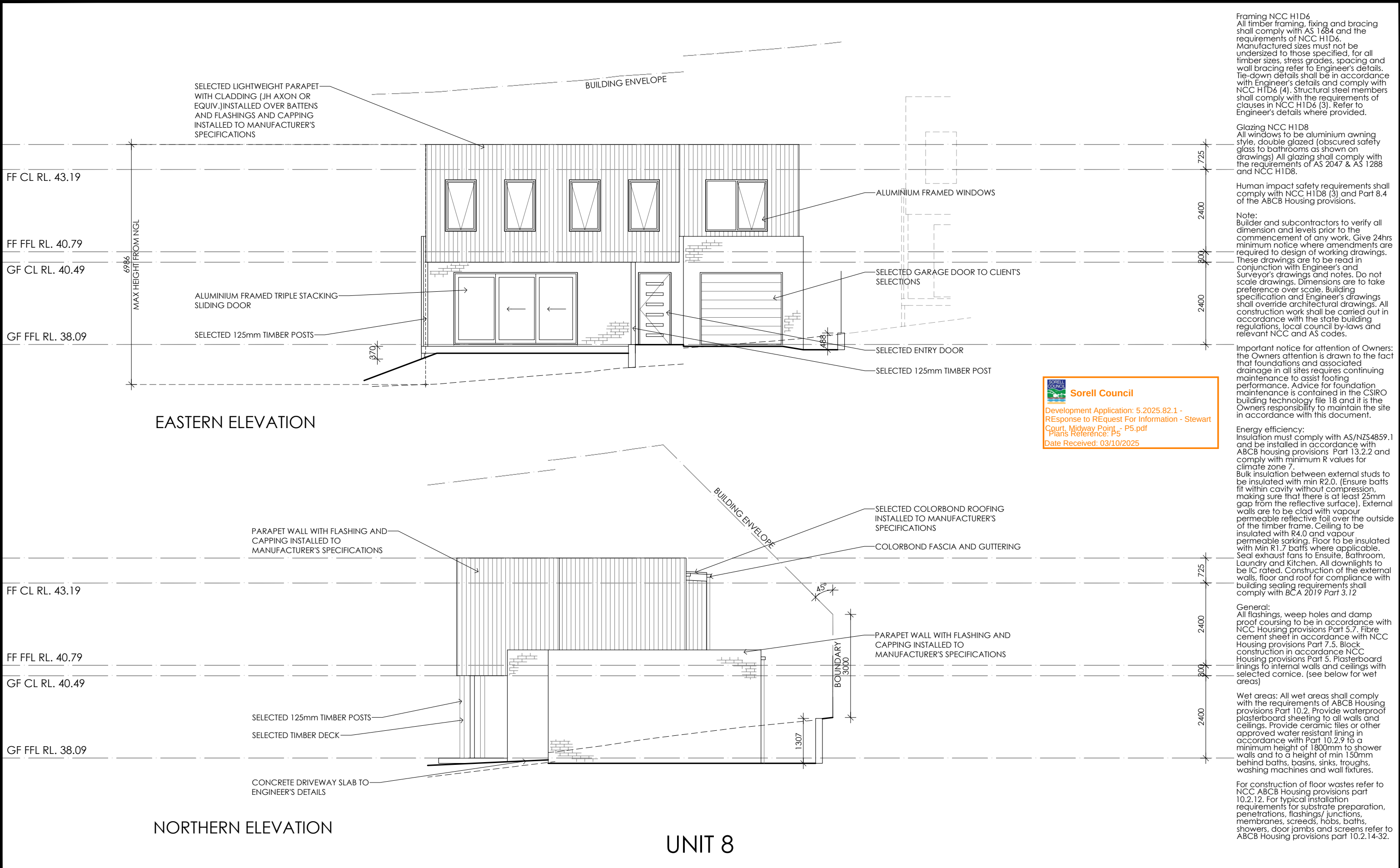
For construction of floor wastes refer to NCC ABCB Housing provisions part 10.2.12. For typical installation requirements for substrate preparation, penetrations, flashings/ junctions, membranes, screeds, hobs, baths, showers, door jambs and screens refer to ABCB Housing provisions part 10.2.14-32.

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25		CONTRACTOR MUST VERIFY ALL DIMENSIONS AND LEVELS AT THE JOB PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS. DO NOT SCALE DRAWINGS. ALWAYS USE WRITTEN DIMENSIONS.	REV:	DESCRIPTION:	BY:	DATE:
			E	SHADOWS, DETAIL FOR COUNCIL RFI	IB	2/7/25
			F	DESIGN AMENDMENTS U1-3	IB	7/8/25
			G	COUNCIL RFI	IB	20/8/25
			H	COUNCIL RFI	IB	3/10/25

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

JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	25 of 41
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0089
SCALE: 1:50	REV: H		



Framing NCC H1D6
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Glazing NCC H1D8
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Human impact safety requirements shall comply with NCC H1D8 (3) and Part 8.4 of the ABCB Housing provisions.

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

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

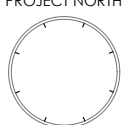
General:
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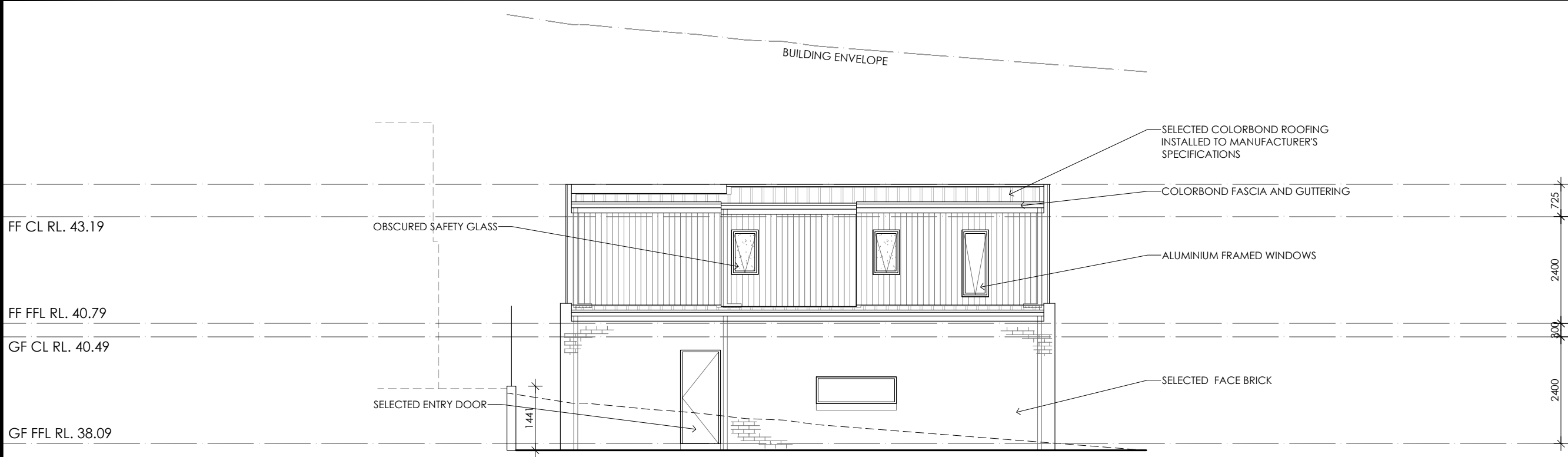
**Sorell Council**
Development Application: 5.2025.82.1 -
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Plans Reference: P5
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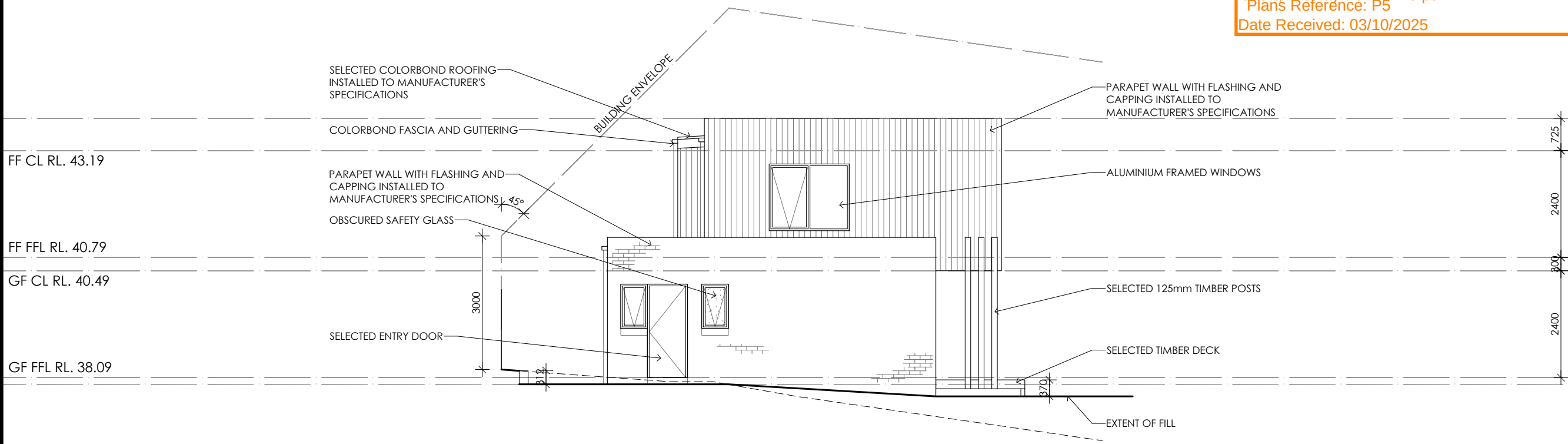
26		CONTRACTOR MUST VERIFY ALL DIMENSIONS AND LEVELS AT THE JOB PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS. DO NOT SCALE DRAWINGS. ALWAYS USE WRITTEN DIMENSIONS.	REV:	DESCRIPTION:	BY:	DATE:
			E	SHADOWS, DETAIL FOR COUNCIL RFI	IB	2/7/25
			F	DESIGN AMENDMENTS U1-3	IB	7/8/25
			G	COUNCIL RFI	IB	20/8/25
			H	COUNCIL RFI	IB	3/10/25

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

JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	26 of 41
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0089
SCALE: 1:50	REV: H		



WESTERN ELEVATION



SOUTHERN ELEVATION

UNIT 8

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

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Sorell Council

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ALWAYS USE WRITTEN DIMENSIONS.

REV:	DESCRIPTION:	BY:	DATE:
E	SHADOWS, DETAIL FOR COUNCIL RFI	IB	2/7/25
F	DESIGN AMENDMENTS U1-3	IB	7/8/25
G	COUNCIL RFI	IB	20/8/25
H	COUNCIL RFI	IB	3/10/25



CREATIVE HOMES
HOBART

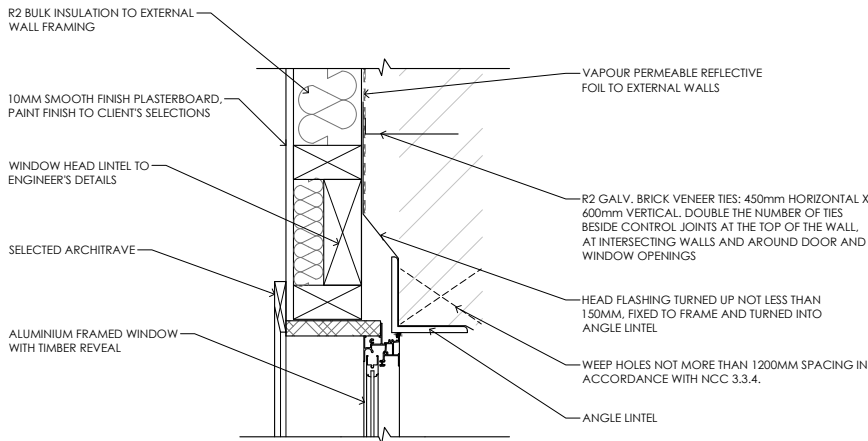
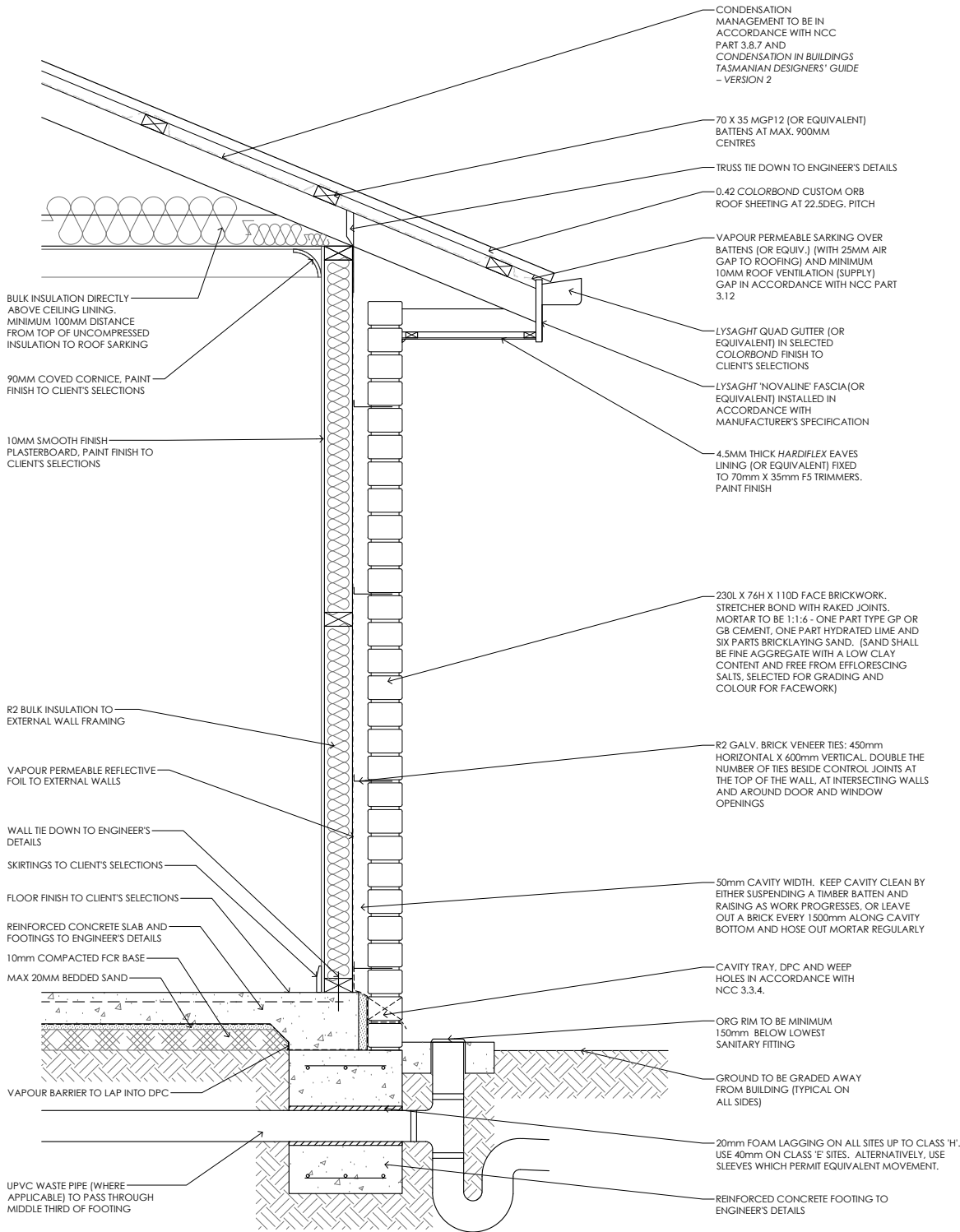
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	27 of 41
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0089
SCALE: 1:50	REV: H		

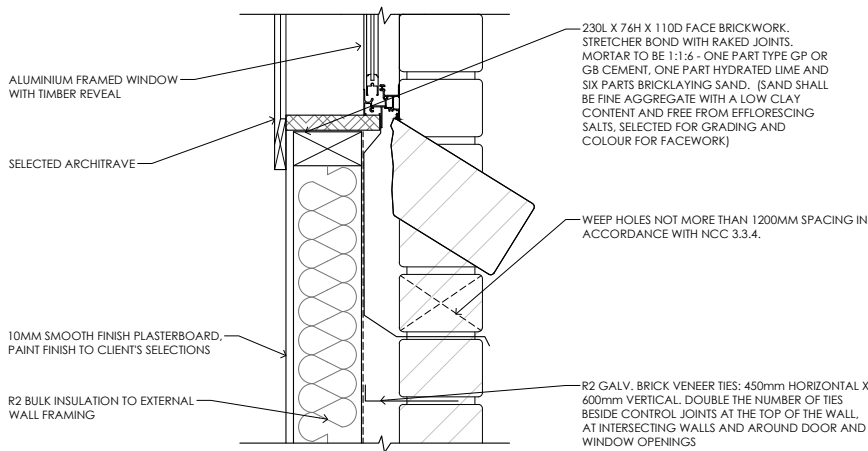


Sorell Council

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WINDOW HEAD DETAIL SCALE 1:10

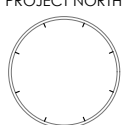


WINDOW SILL DETAIL SCALE 1:10

FLOOR, WALL & ROOF DETAIL SCALE 1:20

TYPICAL SECTION DETAILS

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CREATIVE HOMES

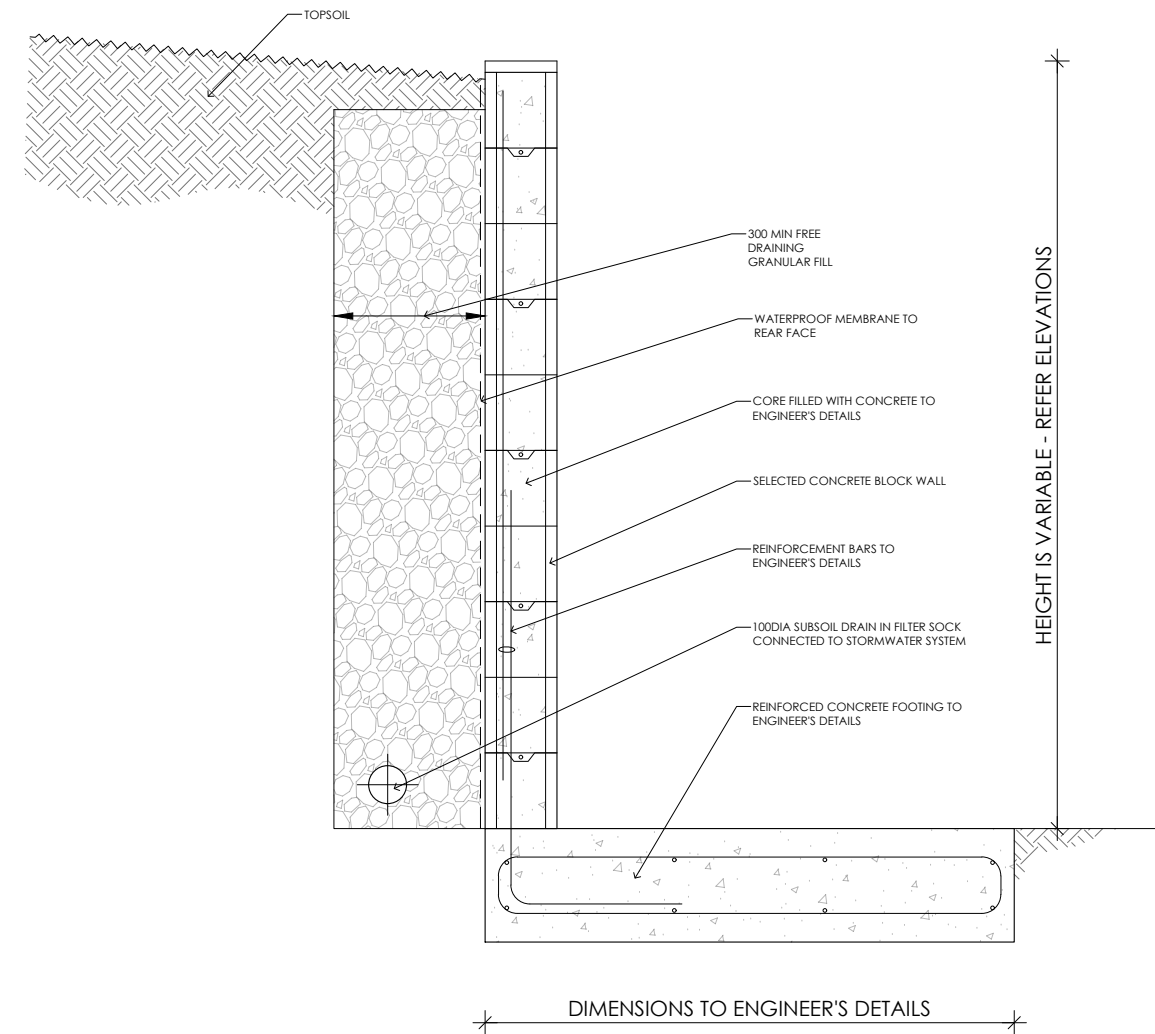
HOBART

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

JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	31 of 41
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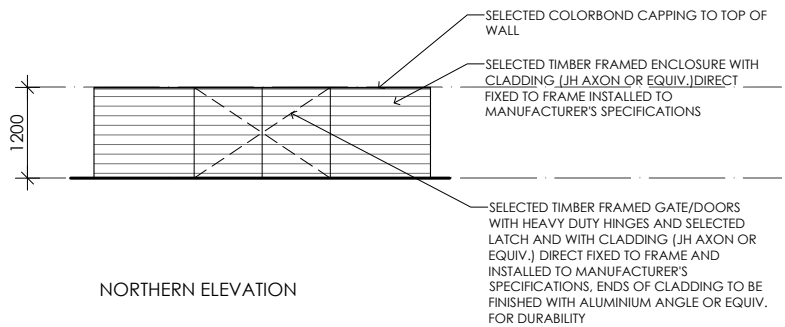


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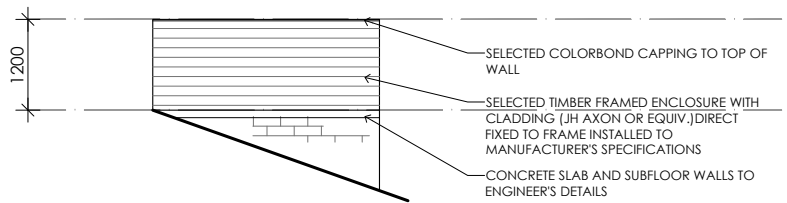


RETAINING WALL DETAIL

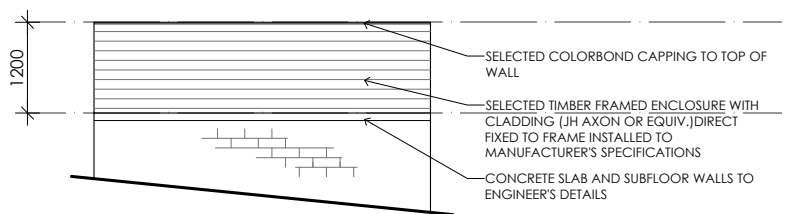
TYPICAL DETAILS SCALE 1:20



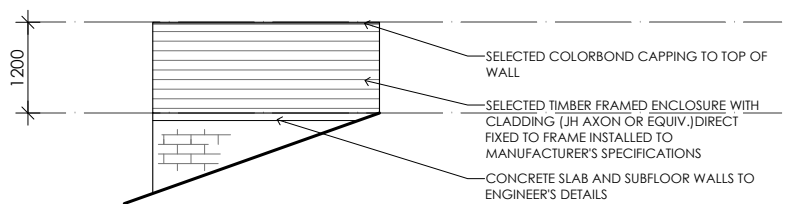
NORTHERN ELEVATION



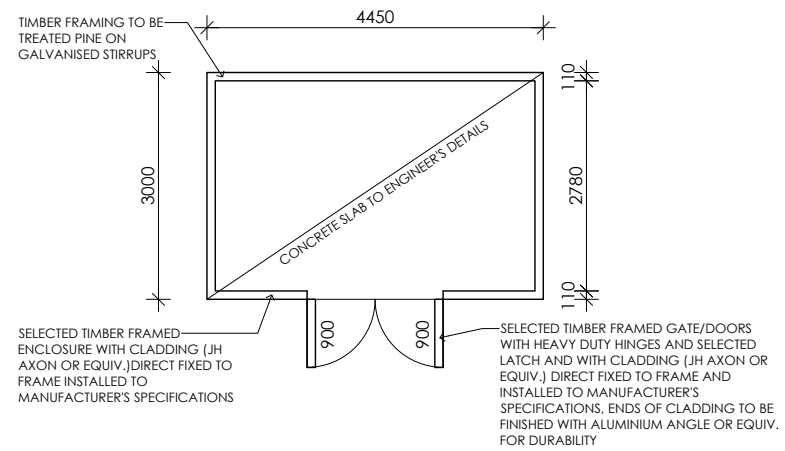
WESTERN ELEVATION



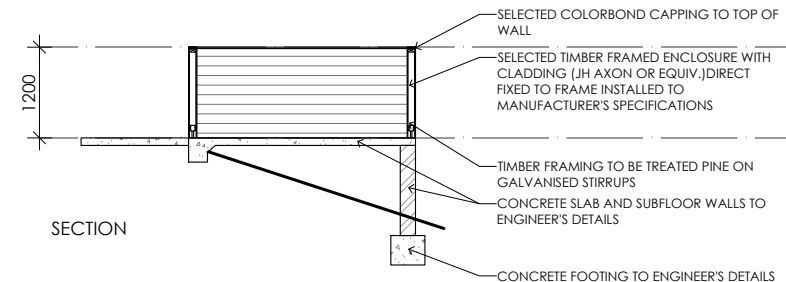
SOUTHERN ELEVATION



EASTERN ELEVATION



WASTE STORAGE ENCLOSURE SCALE 1:100



SECTION

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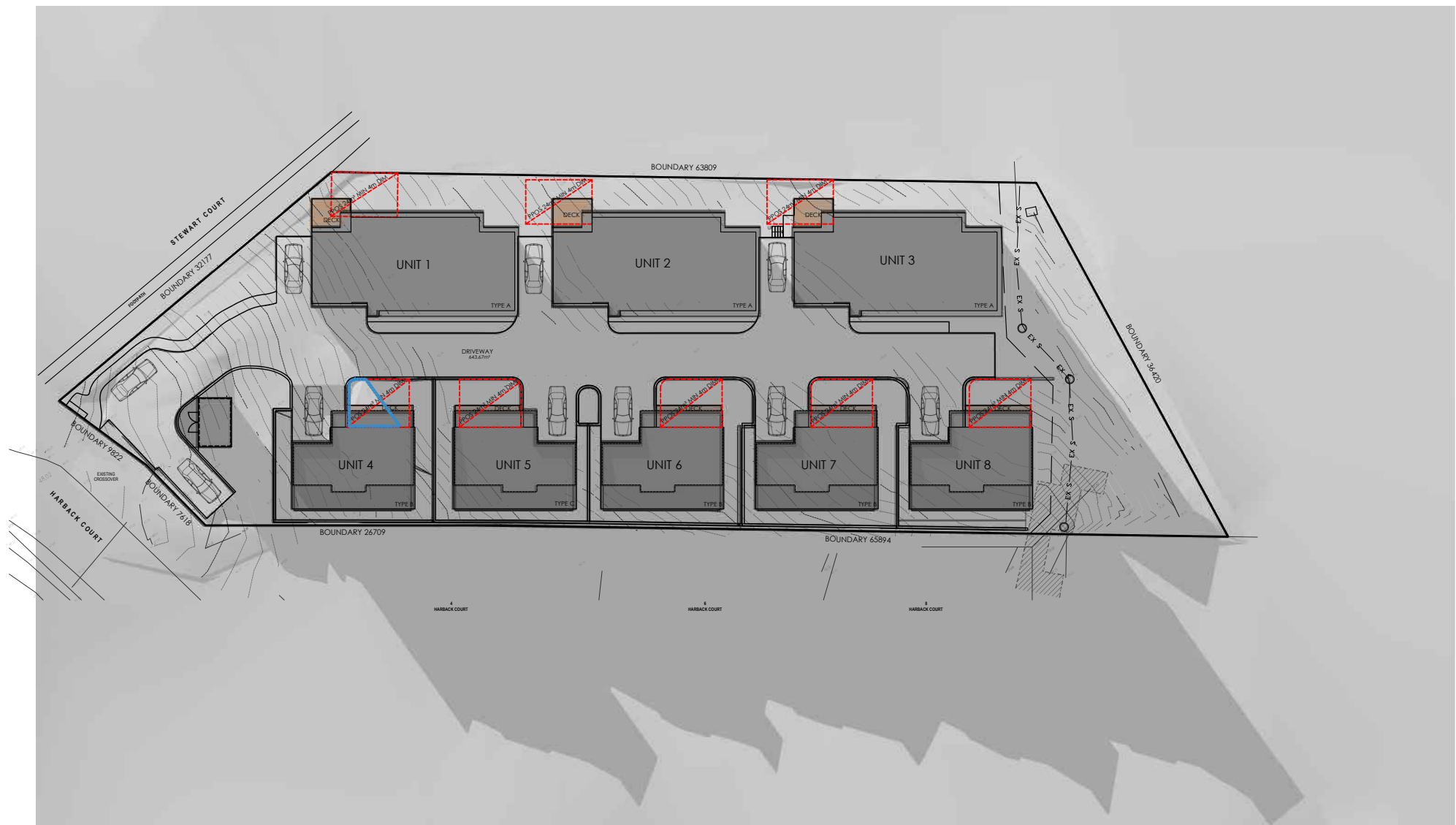
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JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET: 32 of 41
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9 AM

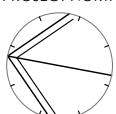


NOTE: AT 9AM, SITE CONSTRAINTS CAUSE SHADOW COVERING TO MOST OF THE SOUTH AND WESTERN SIDE OF THE PROPERTY. THIS IS DUE TO THE SITE ORIENTATION AND THE TERRAIN OF THE SITE SLOPING DOWNWARDS IN A SOUTHERLY DIRECTION. HABITABLE ROOM WINDOWS OF UNITS ON THE WESTERN SIDE OF THE SITE RECEIVE SOME SOLAR ACCESS. THE PRIVATE OPEN SPACE TO UNITS 1, 2 AND 3 RECEIVE SOLAR ACCESS TO 100% OF THE AREA. UNIT 4 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 12.9M² OR 54% OF THE AREA. UNIT 1, 2, & 3 EAST FACING HABITABLE ROOM WINDOWS RECEIVE SOLAR ACCESS TO 100% OF THE AREA. UNIT 4 EAST FACING HABITABLE ROOM WINDOWS RECEIVE SOLAR ACCESS TO MORE THAN 50% OF THE AREA.

NOTE: SHADOW DIAGRAM IMAGING DERIVED FROM SKETCH UP PRO USING LOCATION GEO REFERENCING. SHADOWS ARE ACCURATE FOR THE EXTENT OF SURVEYED PROPERTY - SHADOWS BEYOND THIS ARE PROVIDED USING AN ESTIMATE OF THE TERRAIN AS A CONTINUATION OF THE SUBJECT PROPERTY. PROPOSED EXCAVATION HAS ONLY BEEN MODELLED WHERE IT AFFECTS OVERSHADOWING AND IS SUBJECT TO SITE CONDITIONS.

PROPOSED SHADOW DIAGRAMS

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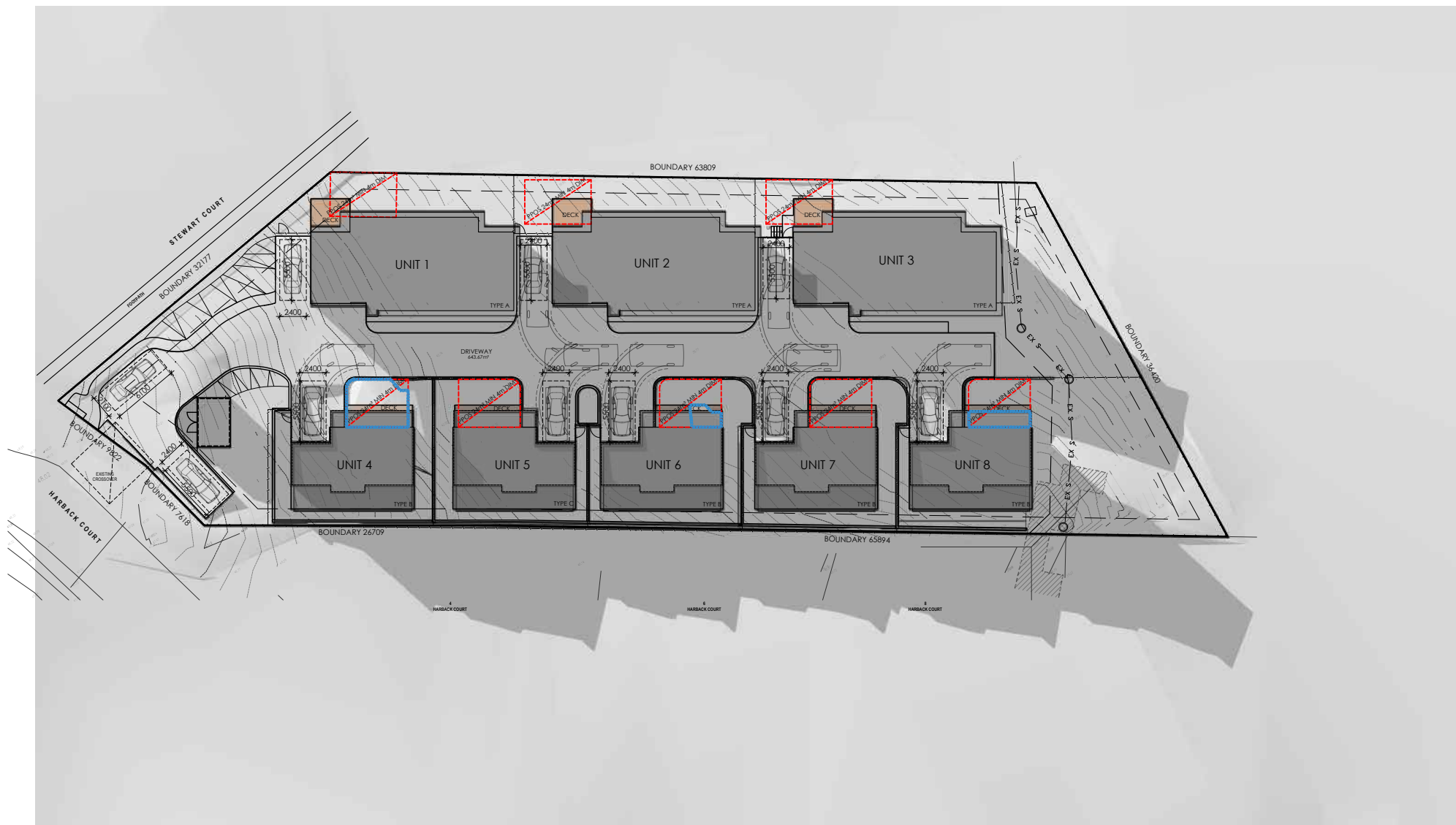
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CREATIVE HOMES
HOBART

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

JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd	
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10 AM



NOTE: AT 10AM, SITE CONSTRAINTS CAUSE SHADOW TO MOST OF THE SOUTH AND WESTERN SIDE OF THE PROPERTY. THIS IS DUE TO THE SITE ORIENTATION AND THE TERRAIN OF THE SITE SLOPING DOWNWARDS IN A SOUTHERLY DIRECTION. HOWEVER SOME PRIVATE OPEN SPACE AREAS TO UNITS ON THE WESTERN SIDE OF THE SITE DO RECEIVE SOME SOLAR ACCESS.
HABITABLE ROOM WINDOWS TO ALL UNITS RECEIVE SOLAR ACCESS TO MORE THAN 50% OF THE AREA.
THE PRIVATE OPEN SPACE TO UNITS 1, 2 AND 3 RECEIVE SOLAR ACCESS TO 100% OF THE AREA.
UNIT 4 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 22.9m² OR 95% OF THE AREA.
UNIT 6 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 4.75m² OR 19.8% OF THE AREA.
UNIT 8 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 7.8m² OR 32.5% OF THE AREA.
HABITABLE ROOM WINDOWS TO UNITS 1, 2 & 3 ALL RECEIVE SOLAR ACCESS TO 100% OF THE AREA.
HABITABLE ROOM WINDOWS TO UNITS 4, 5, 6, 7 & 8 ALL RECEIVE SOLAR ACCESS TO MORE THAN 50% OF THE AREA.

NOTE: SHADOW DIAGRAM IMAGING DERIVED FROM SKETCH UP PRO USING LOCATION GEO REFERENCING. SHADOWS ARE ONLY ACCURATE FOR THE EXTENT OF SURVEYED PROPERTY - SHADOWS BEYOND THIS ARE PROVIDED USING AN ESTIMATE OF THE TERRAIN AS A CONTINUATION OF THE SUBJECT PROPERTY.
PROPOSED EXCAVATION HAS ONLY BEEN MODELLED WHERE IT AFFECTS OVERSHADOWING AND IS SUBJECT TO SITE CONDITIONS.

PROPOSED SHADOW DIAGRAMS

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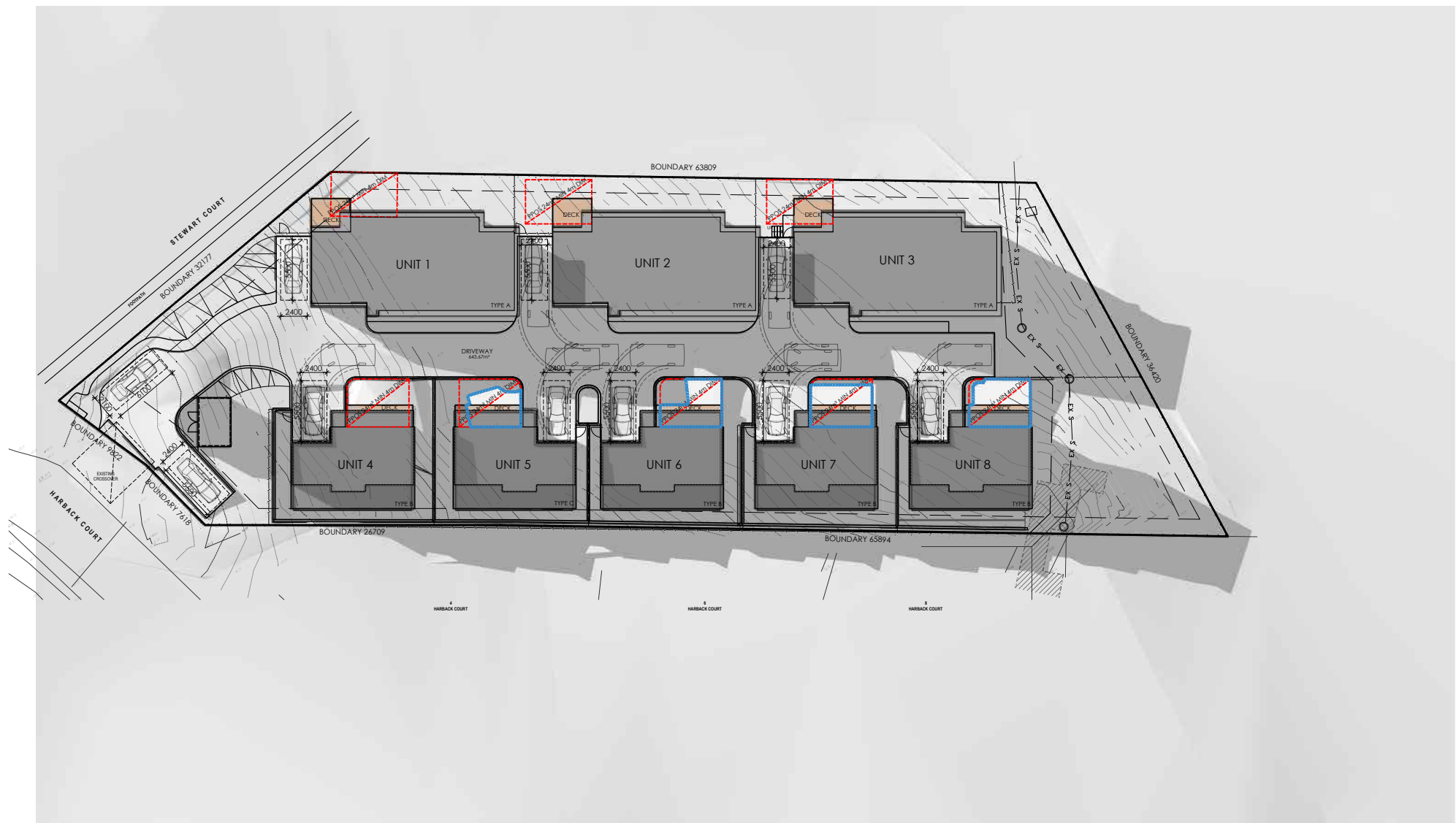
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**CREATIVE HOMES
HOBART**

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JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd
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SCALE: 1:500	REV: H	0089



NOTE: AT 11AM OVERSHADOWING ALLOWS ALL PRIVATE OPEN SPACE AREAS TO RECEIVE SOLAR ACCESS TO MORE THAN 50% OF THE AREA.
THE PRIVATE OPEN SPACE TO UNITS 1, 2 AND 3 RECEIVE SOLAR ACCESS TO 100% OF THE AREA.
UNIT 4 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 22.9m² OR 95% OF THE AREA.
UNIT 5 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 15.4m² OR 64% OF THE AREA.
UNIT 6 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 18.5m² OR 77% OF THE AREA.
UNIT 7 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 22.9m² OR 95% OF THE AREA.
UNIT 8 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 22.8m² OR 95% OF THE AREA.
HABITABLE ROOM WINDOWS TO UNITS 1, 2 & 3 ALL RECEIVE SOLAR ACCESS TO 100% OF THE AREA.
HABITABLE ROOM WINDOWS TO UNITS 4, 5, 6, 7 & 8 ALL RECEIVE SOLAR ACCESS TO MORE THAN 50% OF THE AREA.

NOTE: SHADOW DIAGRAM IMAGING DERIVED FROM SKETCH UP PRO USING LOCATION GEO REFERENCING. SHADOWS ARE ONLY ACCURATE FOR THE EXTENT OF SURVEYED PROPERTY - SHADOWS BEYOND THIS ARE PROVIDED USING AN ESTIMATE OF THE TERRAIN AS A CONTINUATION OF THE SUBJECT PROPERTY.
PROPOSED EXCAVATION HAS ONLY BEEN MODELLED WHERE IT AFFECTS OVERSHADOWING AND IS SUBJECT TO SITE CONDITIONS.



11 AM

PROPOSED SHADOW DIAGRAMS



Sorell Council
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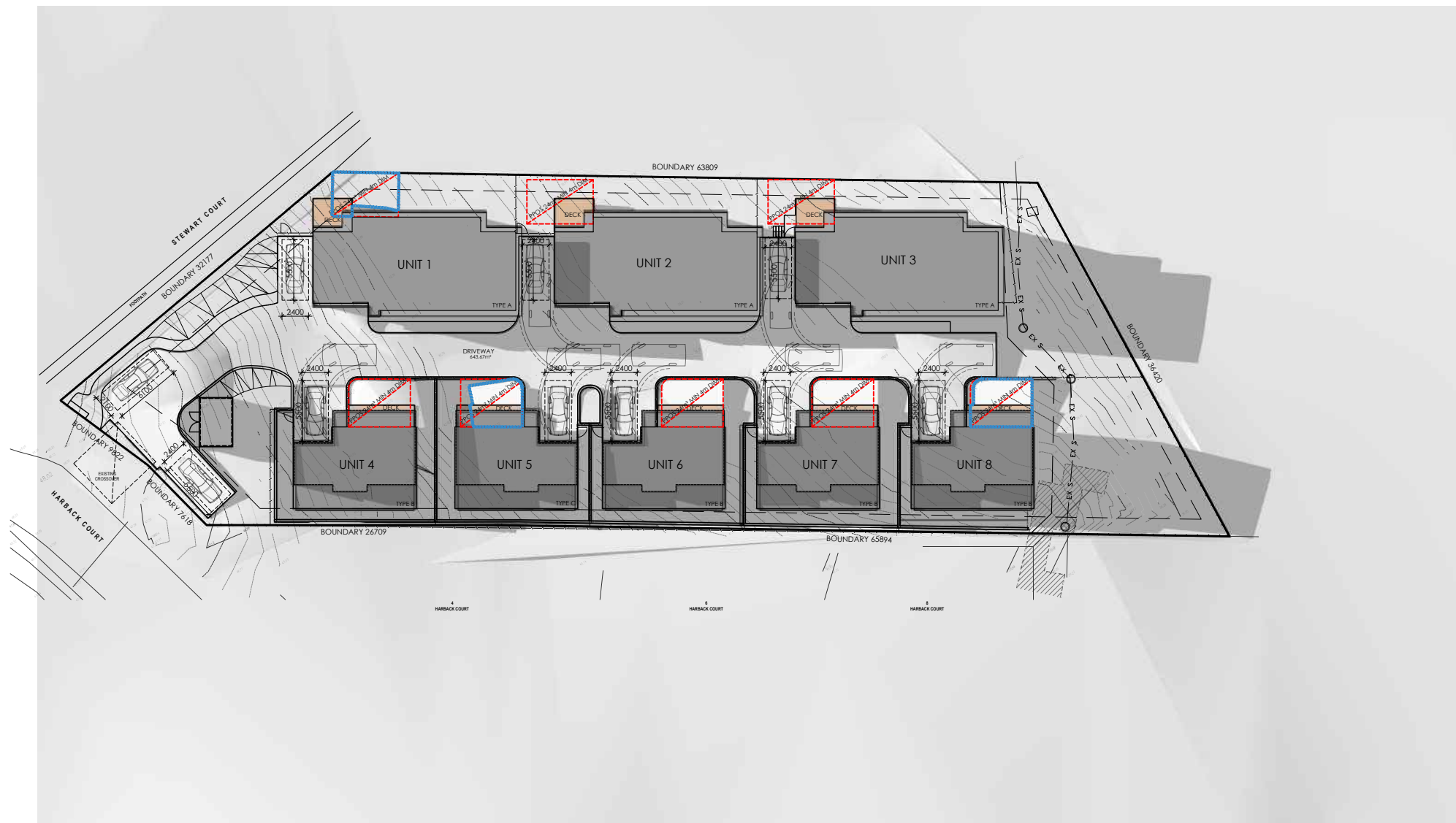
35		CONTRACTOR MUST VERIFY ALL DIMENSIONS AND LEVELS AT THE JOB PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS. DO NOT SCALE DRAWINGS. ALWAYS USE WRITTEN DIMENSIONS.	REV:	DESCRIPTION:	BY:	DATE:
			E	SHADOWS, DETAIL FOR COUNCIL RFI	IB	2/7/25
			F	DESIGN AMENDMENTS U1-3	IB	7/8/25
			G	COUNCIL RFI	IB	20/8/25
			H	COUNCIL RFI	IB	3/10/25



CREATIVE HOMES
HOBART

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

JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET: 35 of 41	
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE: Custom	
CHECKED:	DATE:	DRAWING NO: 0089	
SCALE: 1:500	REV: H		



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12 PM



NOTE: AT 12PM, ALL AREAS OF PRIVATE OPEN SPACE RECEIVE SOLAR ACCESS TO MORE THAN 50% OF THE AREA.
UNIT 1 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 20.45m² OR 85.2% OF THE AREA.
THE PRIVATE OPEN SPACE TO UNITS 2 AND 3 RECEIVE SOLAR ACCESS TO 100% OF THE AREA.
UNIT 4 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 22.9m² OR 95% OF THE AREA.
UNIT 5 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 18.8m² OR 78.3% OF THE AREA.
UNIT 6 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 100% OF THE AREA.
UNIT 7 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 100% OF THE AREA.
UNIT 8 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 23.3m² OR 97.1% OF THE AREA.
HABITABLE ROOM WINDOWS TO UNITS 1, 2 & 3 ALL RECEIVE SOLAR ACCESS TO 100% OF THE AREA.
HABITABLE ROOM WINDOWS TO UNITS 4, 5, 6, 7 & 8 ALL RECEIVE SOLAR ACCESS TO SLIGHTLY LESS THAN 50% OF THE AREA.

NOTE: SHADOW DIAGRAM IMAGING DERIVED FROM SKETCH UP PRO USING LOCATION GEO REFERENCING. SHADOWS ARE ONLY ACCURATE FOR THE EXTENT OF SURVEYED PROPERTY - SHADOWS BEYOND THIS ARE PROVIDED USING AN ESTIMATE OF THE TERRAIN AS A CONTINUATION OF THE SUBJECT PROPERTY.
PROPOSED EXCAVATION HAS ONLY BEEN MODELLED WHERE IT AFFECTS OVERSHADOWING AND IS SUBJECT TO SITE CONDITIONS.

PROPOSED SHADOW DIAGRAMS

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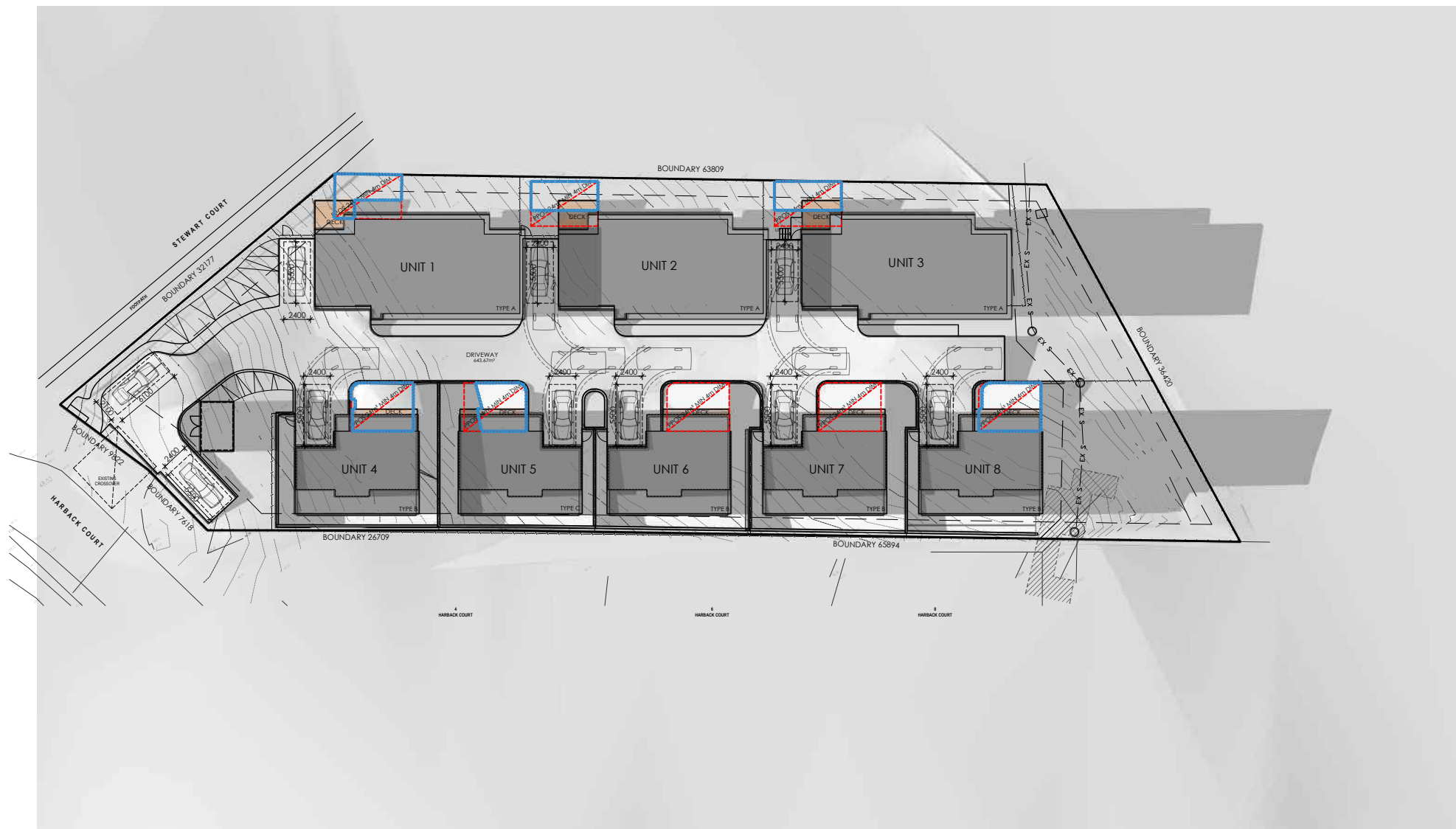
36	PROJECT NORTH	CONTRACTOR MUST VERIFY ALL DIMENSIONS AND LEVELS AT THE JOB PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS. DO NOT SCALE DRAWINGS. ALWAYS USE WRITTEN DIMENSIONS.	REV:	DESCRIPTION:	BY:	DATE:
			E	SHADOWS, DETAIL FOR COUNCIL RFI	IB	2/7/25
			F	DESIGN AMENDMENTS U1-3	IB	7/8/25
			G	COUNCIL RFI	IB	20/8/25
			H	COUNCIL RFI	IB	3/10/25



CREATIVE HOMES
HOBART

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

JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET: 36 of 41	
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE: Custom	
CHECKED:	DATE:	DRAWING NO: 0089	
SCALE: 1:500	REV: H		



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1 PM



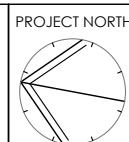
NOTE: AT 1PM, ALL AREAS OF PRIVATE OPEN SPACE RECEIVE SOLAR ACCESS TO MORE THAN 50% OF THE AREA.
HABITABLE ROOM WINDOWS TO ALL UNITS DO NOT RECEIVE SOLAR ACCESS AT 1PM DUE TO THE DIRECTION OF THE SHADOW BEING PARALLEL TO THE WALLS OF THE DWELLINGS.
UNIT 1 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 16.9m² OR 70.4% OF THE AREA.
UNIT 2 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 15.6m² OR 65% OF THE AREA.
UNIT 3 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 15.5m² OR 64.6% OF THE AREA.
UNIT 4 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 23.5m² OR 97.9% OF THE AREA.
UNIT 5 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 18.2m² OR 75.8% OF THE AREA.
UNIT 6 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 100% OF THE AREA.
UNIT 7 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 100% OF THE AREA.
UNIT 8 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 23.3m² OR 97.1% OF THE AREA.

NOTE: SHADOW DIAGRAM IMAGING DERIVED FROM SKETCH UP PRO USING LOCATION GEO REFERENCING. SHADOWS ARE ONLY ACCURATE FOR THE EXTENT OF SURVEYED PROPERTY - SHADOWS BEYOND THIS ARE PROVIDED USING AN ESTIMATE OF THE TERRAIN AS A CONTINUATION OF THE SUBJECT PROPERTY.
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PROPOSED SHADOW DIAGRAMS

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ALWAYS USE WRITTEN DIMENSIONS.

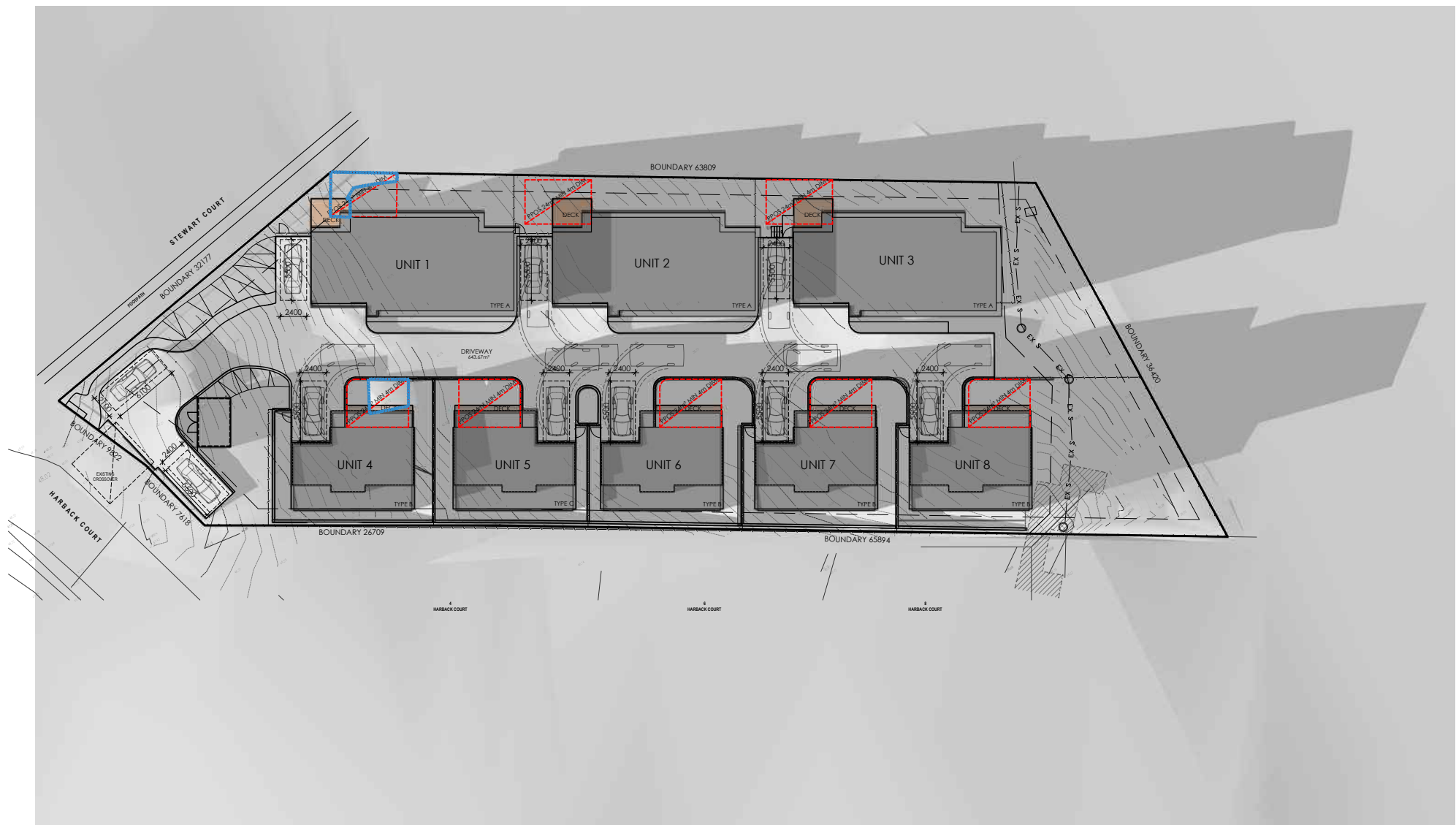
REV:	DESCRIPTION:	BY:	DATE:
E	SHADOWS, DETAIL FOR COUNCIL RFI	IB	2/7/25
F	DESIGN AMENDMENTS U1-3	IB	7/8/25
G	COUNCIL RFI	IB	20/8/25
H	COUNCIL RFI	IB	3/10/25



CREATIVE HOMES
HOBART

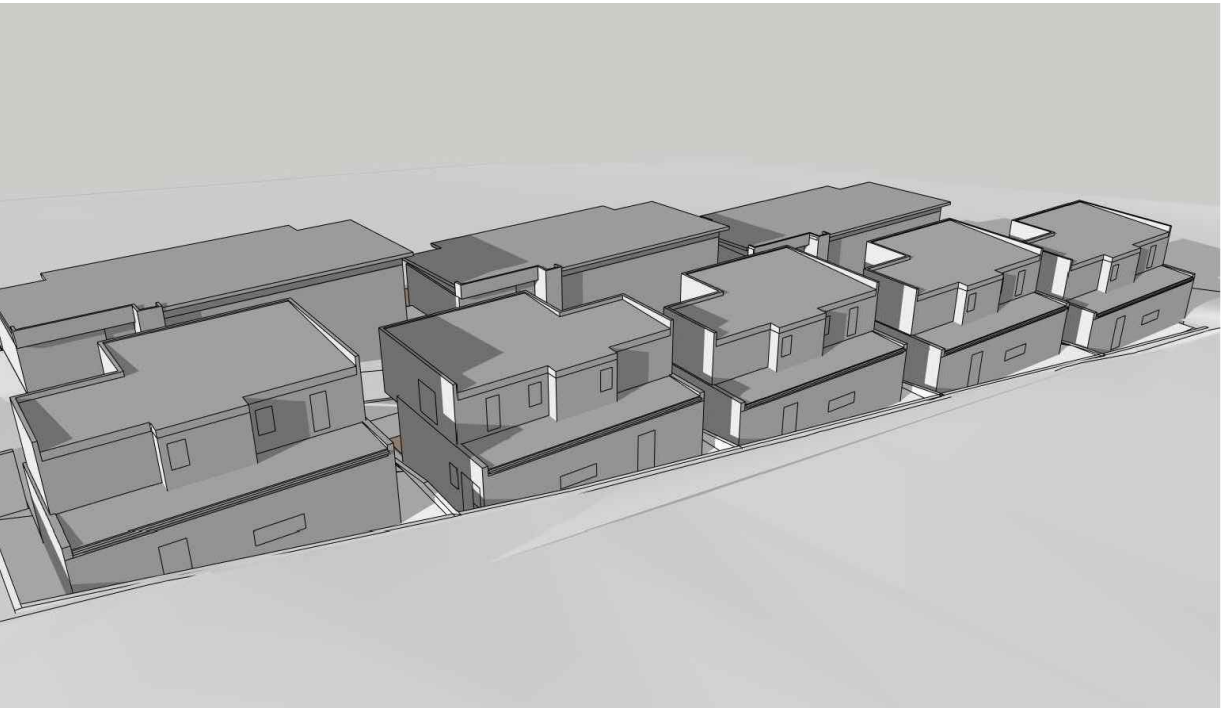
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET: 37 of 41
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE: Custom
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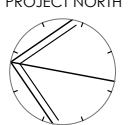


NOTE: AT 2PM, SOME AREAS OF PRIVATE OPEN SPACE RECEIVE SOLAR ACCESS TO MORE THAN 50% OF THE AREA. OTHERS DO NOT DUE TO SITE CONSTRAINTS WHERE THE FALL OF THE TERRAIN ON THE SITE SLOPES DOWNWARDS IN A SOUTHERLY DIRECTION. HABITABLE ROOM WINDOWS FACING THE WEST RECEIVE SOLAR ACCESS. UNIT 1 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 11.7m² OR 48.75% OF THE AREA. UNIT 4 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 9.9m² OR 41.25% OF THE AREA. HABITABLE ROOM WINDOWS FACING WEST TO UNITS 4, 5, 6, 7 & 8 RECEIVE SOLAR ACCESS TO 100% OF THE AREA.

NOTE: SHADOW DIAGRAM IMAGING DERIVED FROM SKETCH UP PRO USING LOCATION GEO REFERENCING. SHADOWS ARE ONLY ACCURATE FOR THE EXTENT OF SURVEYED PROPERTY - SHADOWS BEYOND THIS ARE PROVIDED USING AN ESTIMATE OF THE TERRAIN AS A CONTINUATION OF THE SUBJECT PROPERTY. PROPOSED EXCAVATION HAS ONLY BEEN MODELLED WHERE IT AFFECTS OVERSHADOWING AND IS SUBJECT TO SITE CONDITIONS.

PROPOSED SHADOW DIAGRAMS

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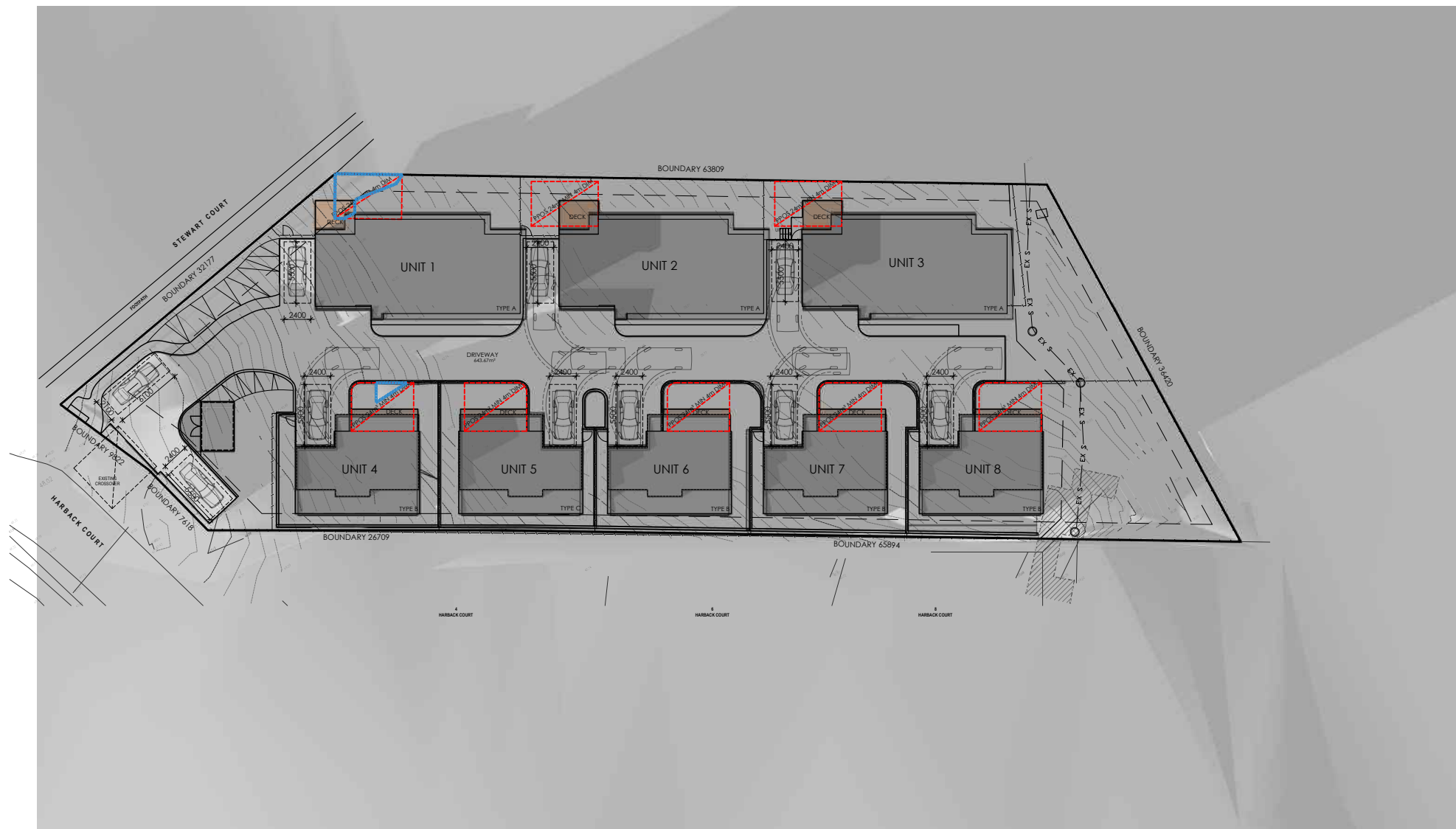
38		CONTRACTOR MUST VERIFY ALL DIMENSIONS AND LEVELS AT THE JOB PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS. DO NOT SCALE DRAWINGS. ALWAYS USE WRITTEN DIMENSIONS.	REV:	DESCRIPTION:	BY:	DATE:
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			F	DESIGN AMENDMENTS U1-3	IB	7/8/25
			G	COUNCIL RFI	IB	20/8/25
			H	COUNCIL RFI	IB	3/10/25



CREATIVE HOMES
HOBART

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

JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET: 38 of 41	
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE: Custom	
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3 PM



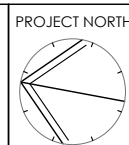
NOTE: AT 3PM, SOME AREAS OF PRIVATE OPEN SPACE RECEIVE SOLAR ACCESS. OTHERS DO NOT DUE TO SITE CONSTRAINTS WHERE THE FALL OF THE TERRAIN ON THE SITE SLOPES DOWNWARDS IN A SOUTHERLY DIRECTION. HABITABLE ROOM WINDOWS FACING THE WEST RECEIVE SOLAR ACCESS. UNIT 1 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 12.9m² OR 53.75% OF THE AREA. UNIT 4 PRIVATE OPEN SPACE RECEIVES SOLAR ACCESS TO 2.43m² OR 10.1% OF THE AREA. HABITABLE ROOM WINDOWS FACING WEST TO UNITS 4, 6, 7 & 8 RECEIVE SOLAR ACCESS TO 100% OF THE AREA. HABITABLE ROOM WINDOWS FACING WEST TO UNIT 5 RECEIVES SOLAR ACCESS TO MORE THAN 50% OF THE AREA.

NOTE: SHADOW DIAGRAM IMAGING DERIVED FROM SKETCH UP PRO USING LOCATION GEO REFERENCING. SHADOWS ARE ONLY ACCURATE FOR THE EXTENT OF SURVEYED PROPERTY - SHADOWS BEYOND THIS ARE PROVIDED USING AN ESTIMATE OF THE TERRAIN AS A CONTINUATION OF THE SUBJECT PROPERTY. PROPOSED EXCAVATION HAS ONLY BEEN MODELLED WHERE IT AFFECTS OVERSHADOWING AND IS SUBJECT TO SITE CONDITIONS.

PROPOSED SHADOW DIAGRAMS

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G	COUNCIL RFI	IB	20/8/25
H	COUNCIL RFI	IB	3/10/25



CREATIVE HOMES
HOBART

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JOB ADDRESS: 50 Stewart Court Midway Point		CLIENT: PPI Group Pty Ltd
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET: 39 of 41
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE: Custom
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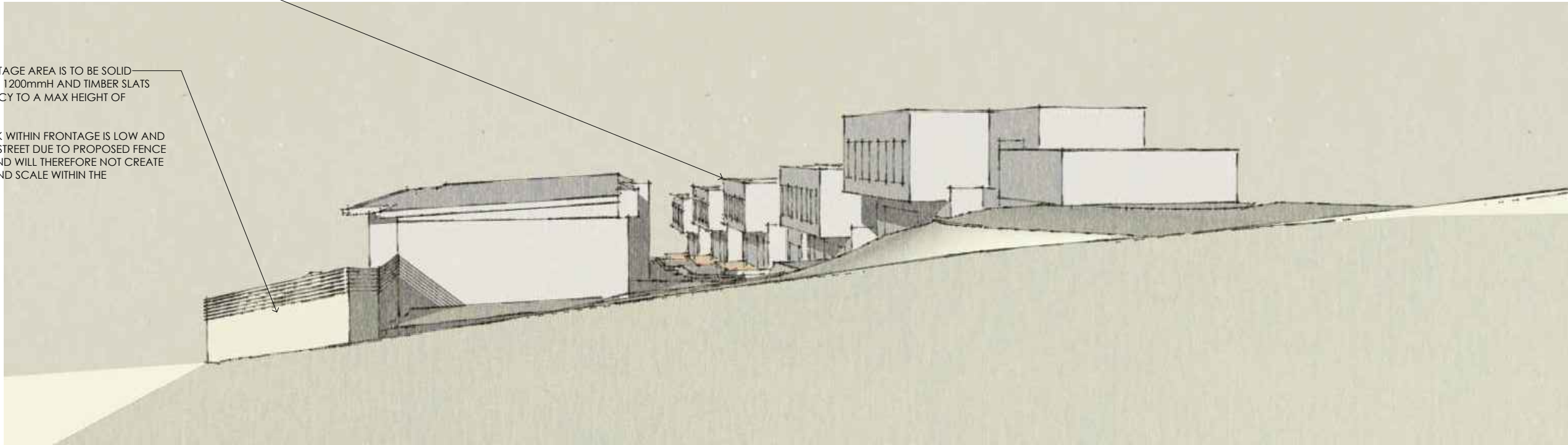


PROPOSED LANDSCAPING CONCEPT PLAN & STRATA BOUNDARIES

SITE SLOPES DOWN TOWARD THE SOUTH AND THEREFORE THE PROPOSED DEVELOPMENT WILL NOT APPEAR BULKY OR OUT OF CHARACTER WITH DEVELOPMENT IN THE AREA

FENCING WITHIN FRONTAGE AREA IS TO BE SOLID TIMBER FENCING UP TO 1200mmH AND TIMBER SLATS WITH 25% TRANSPARENCY TO A MAX HEIGHT OF 1800mm

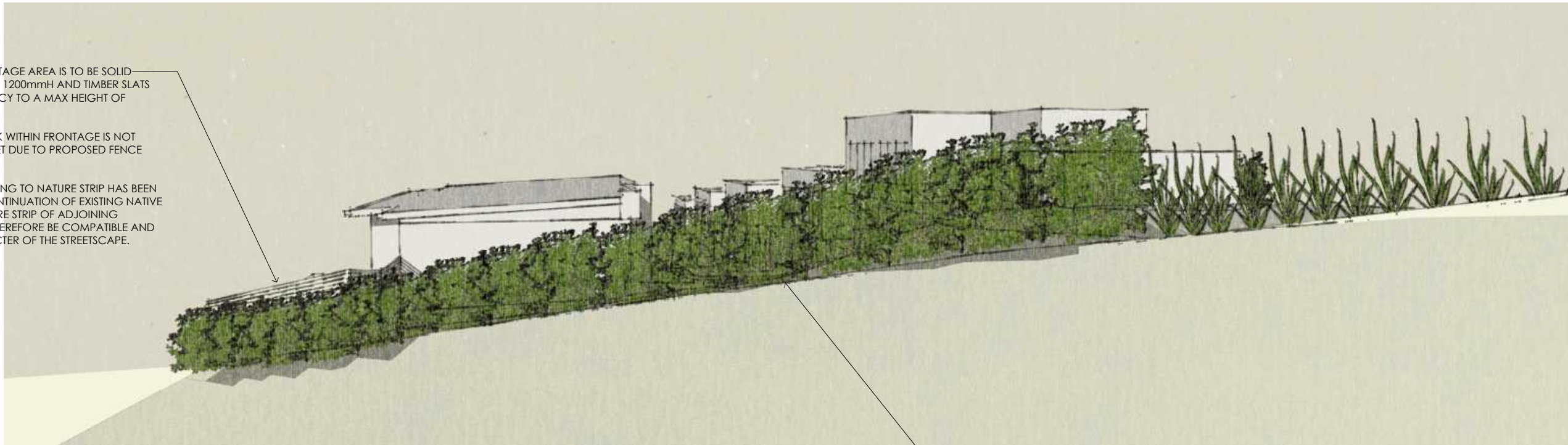
NOTE: PROPOSED DECK WITHIN FRONTAGE IS LOW AND NOT VISIBLE FROM THE STREET DUE TO PROPOSED FENCE AND LANDSCAPING AND WILL THEREFORE NOT CREATE UNNECCESARY BULK AND SCALE WITHIN THE STREETScape.



FENCING WITHIN FRONTAGE AREA IS TO BE SOLID TIMBER FENCING UP TO 1200mmH AND TIMBER SLATS WITH 25% TRANSPARENCY TO A MAX HEIGHT OF 1800mm

NOTE: PROPOSED DECK WITHIN FRONTAGE IS NOT VISIBLE FROM THE STREET DUE TO PROPOSED FENCE AND LANDSCAPING.

PROPOSED LANDSCAPING TO NATURE STRIP HAS BEEN DESIGNED TO BE A CONTINUATION OF EXISTING NATIVE VEGETATION ON NATURE STRIP OF ADJOINING PROPERTY AND WILL THEREFORE BE COMPATIBLE AND MAINTAIN THE CHARACTER OF THE STREETScape.



PROPOSED LANDSCAPING (PLANTING SHOWN AT 1.5M HIGH) WITHIN THE SECONDARY FRONTAGE AREA WILL MINIMISE THE BULK AND SCALE OF THE DEVELOPMENT WHEN VIEWED FROM THE STREET.

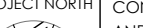
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Court, Midway Point - P5.pdf
Plans Reference: P5
Date Received: 03/10/2025

PROPOSED PERSPECTIVES FROM STEWART COURT

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

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET: 41 of 41
DRAWN: I. Brown	DATE: JANUARY 2025	DESIGN TYPE: Custom
CHECKED:	DATE:	DRAWING NO: 0089
SCALE: N/A	REV: H	