



SORELL PLANNING AUTHORITY (SPA) **AGENDA**

25 NOVEMBER 2025

COUNCIL CHAMBERS
COMMUNITY ADMINISTRATION
CENTRE (CAC)

NOTICE OF MEETING

Notice is hereby given that the next meeting of the Sorell Planning Authority (SPA) will be held at the Community Administration Centre (CAC), 47 Cole Street, Sorell on Tuesday, 25 November 2025 commencing at 4:30 pm.

C E R T I F I C A T I O N

I, Robert Higgins, General Manager of the Sorell Council, hereby certify that in accordance with Section 65 of the *Local Government Act 1993*, the reports in this Agenda have been prepared by persons who have the qualifications and experience necessary to give such advice. Information and recommendations or such advice was obtained and taken into account in providing general advice contained within the Agenda.

ROBERT HIGGINS
CHIEF EXECUTIVE OFFICER
20 NOVEMBER 2025



AGENDA

FOR THE SORELL PLANNING AUTHORITY (SPA) MEETING TO BE
HELD AT THE COMMUNITY ADMINISTRATION CENTRE (CAC), 47
COLE STREET, SORELL ON TUESDAY 25 NOVEMBER 2025

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AUDIO-VISUAL RECORDING OF MEETINGS

I would like to advise that an audio-visual recording is being made of this meeting. I also remind everyone present to be respectful and considerate towards others attending the meeting. Language or behaviour that could be perceived as offensive, defamatory, or threatening to any person attending the meeting, or to those listening to the recording, will not be tolerated.

1.0 ATTENDANCE

^

Chairperson Mayor Gatehouse
Deputy Mayor C Wooley
Councillor B Nichols
Councillor S Campbell
Councillor M Larkins
Councillor M Miro Quesada Le Roux
Councillor M Reed
Councillor N Reynolds
Councillor C Torenus
Robert Higgins, CEO

2.0 APOLOGIES

3.0 CONFIRMATION OF THE MINUTES OF 18 NOVEMBER 2025

RECOMMENDATION

"That the Minutes of the Sorell Planning Authority (SPA) Meeting held on 18 November 2025 be confirmed."

4.0 DECLARATIONS OF INTEREST



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In considering the following land use planning matters the Sorell Planning Authority intends to act as a planning authority under the *Land Use Planning and Approvals Act 1993*.

5.0 LAND USE PLANNING

5.1 5.2025.135.1 – WAREHOUSE BUILDINGS AND SUBDIVISION - LAND ADJACENT TO 531 OLD FORCETT ROAD, DODGES FERRY (CT 178932/1)

Applicant:	Woolcott Land Services
Proposal:	Warehouse Buildings and Six Lot Subdivision
Site Address:	Land adjacent to 531 Old Forcett Road, Dodges Ferry (CT 178932/1)
Planning Scheme:	<i>Tasmanian Planning Scheme (Sorell LPS) or Sorell Interim Planning Scheme 2015</i>
Application Status	Discretionary
Relevant Legislation:	Section 57 of the <i>Land Use Planning and Approvals Act 1993 (LUPAA)</i>
Reason for SPA meeting:	Subdivision creates more than one lot & value of non-residential work.

Relevant Zone:	20.0 Rural	
Proposed Use:	Contractors Yards (Storage)	
Applicable Overlay(s):	Bushfire-prone areas, Waterway and coastal protection area, Flood-prone areas, Airport obstacle limitation area.	
Applicable Codes(s):	C2.0 Parking and Sustainable Parking Code, C3.0 Road and Railway Assets Code, C7.0 Natural Assets Code, C12.0 Flood Prone Hazard Areas Code.	
Valid Application Date:	15 October 2025	
Decision Due:	2 December 2025	
Discretion(s):	1 & 2	20.5.1 Lot design P1 & P2
	3	C2.5.1 Car parking numbers P1
	4	C2.6.5 Pedestrian Access P1
	5	C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction P1
	6	C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area P1.1 & P1.2
	7	C7.7.1 Subdivision within a waterway and coastal protection area or a future coastal refugia area P1



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	8	C12.6.1 Buildings and works within a flood-prone hazard area
	9	C12.7.1 Subdivision within a flood-prone hazard area
Representation(s):	One	

RECOMMENDATION

That pursuant to Section 57 of the *Land Use Planning and Approvals Act 1993* Council resolve that Planning Application 5.2025.135.1 for a Warehouse Buildings and Six Lot Subdivision at Land adjacent to 531 Old Forcett Road, Dodges Ferry (CT 178932/1) be approved, subject to the following conditions:

Planning

1. Except where modified by a condition of this permit, the use and development must be substantially in accordance with the endorsed plans and documents:
 - (a) P6 Planning Report, authored by Woolcott Land Services, dated May 2025, received 15 October 2025.
 - (b) P6 Flood Hazard Report, authored by Flussig Engineers, dated 09 September 2025, received 15 October 2025
 - (c) Stormwater Management Plan, authored by Flussig Engineers, dated 09 September 2025, received 15 October 2025.
 - (d) Onsite Wastewater Assessment, authored by GES Geo-Environmental Solutions, dated January 2025, received 15 October 2025.
 - (e) Traffic Impact Assessment, authored by Midson Traffic Pty Ltd, dated October 2025, received 15 October 2025.
 - (f) Building designs, prepared by Caliban Consulting, dated 14 October 2025
2. The development must be undertaken in a manner of stages as follows:
 - (a) Stage 1: A single lot comprised of lots 1, 2, 3, 4, and 5 as shown (Super lot), Lot 6 (Balance), vehicle cross over and trunk stormwater infrastructure including detention basin.
 - (b) Stage 2: Lots 2, 3, 4 and 5 with an internal sealed accessway to provide vehicle access to each lot, and lot connections for stormwater infrastructure.
 - (c) Stage 3: Warehouse construction, open drain and flood wall, parking areas, and landscaping.

Note: Works for Stages 2 and 3 may be undertaken contemporaneously. Variation to staging may be approved by the General Manager.

3. The recommendations of the Flood Hazard Report, authored by Flussig Engineers, dated 09 September 2025, and received 15 October 2025 must be implemented.
4. No tenant signage is taken to be approved by this permit.

Development Engineering

Design and construction

5. Prior to any works commencing for the approved subdivision, engineering design drawings showing all work required by this planning permit for each stage must be prepared, and be in substantial accordance with:
 - (a) Tasmanian Subdivision Guidelines,
 - (b) Tasmanian Municipal Standard Specifications,
 - (c) Tasmanian Standard Drawings, and
 - (d) Any other document standard, specification, guideline or policy advised as relevant by Council;

The engineering design drawings must be prepared by a suitably qualified and experienced engineer or engineering consultancy with an appropriate level of professional indemnity insurance.

Advice:

- i. *The Tasmanian Subdivision Guidelines, Municipal Standard Specifications, and Standard Drawings are available at www.lgat.tas.gov.au.*
- ii. *Variations from the above listed or subsequently advised documents may be approved at the discretion of the Council General Manager or their delegate where a clear justification exists and the alternative solution is of no lesser quality, in terms of infrastructure performance or maintenance costs over the life of the asset.*

6. Prior to any works commencing for any stage of the approved subdivision, the following Council Fees and Charges must be paid:

- (a) Engineering Design Drawing Checking Fee at 2% of the construction costs or the minimum amount (whichever is higher), and
- (b) Inspection Fee for the estimated minimum number of inspections.

In the event re-checking of engineering design drawings due to changes from client or if additional inspections are required, the Council Fees and Charges may be applied accordingly.

Advice:

- i. All civil works must be constructed as per Council's approved Engineering drawings.*
 - ii. The engineering design drawings checked and stamped by Council will expire on Two (2) years from the date of issue.*
 - iii. Council Fees and Charges are updated each financial year and can be found in the Sorell Council Fees and Charges schedule, available from Council's website.*
7. Prior to any works commencing for any stage, the Council must issue a stamped set of the engineering design drawings.
8. Prior to sealing the final plan of survey for each stage:
- (a) All existing lot connections must be relocated to be wholly contained within the balance lot or contained within new or existing service easements to the satisfaction of Council's General Manager (if any);

Advice: this condition covers any existing stormwater, water, sewer, electrical, access or telecommunications infrastructure.

As constructed

9. Accurate as constructed drawings of all works undertaken that will become donated assets must be submitted in .pdf and .dwg formats and:

- i. *Be completed, and certified, by suitably qualified person;*
- ii. *Include the data spreadsheet available from Council completed in accordance with the 'Guidelines for As Constructed Drawings and Asset Data Collection' available from Council;*
- iii. *Photos of all new assets (if any);*
- iv. *Be accurate to AHD and GDA94;*
- v. *Be drawn to scale and dimensioned;*
- vi. *Include top, inlet, and outlet invert levels;*
- vii. *Include compaction and soil test results; and*
- viii. *Include an engineer's certificate stating that each component of the works complies with the approved engineering plans and Council standards.*

Advice: The minimum standard is demonstrated through the as Constructed Example Drawing, available from Council's website.

Construction Management

10. Prior to Council accepting a Notice of Intention to Carry Out Work for any stage, a Construction Management Plan (CMP) prepared by a suitably qualified person must be provided to Council. The CMP must include but is not limited to the following:

- (a) Soil and Water Management Plan
- (b) Traffic Management Plan

Note: All requirements of the CMP provided must be fully implemented prior to commencement of works.

11. Prior to any works commencing for each stage, the developer must submit a Notice of Intention to Carry Out Work. The submission must include a Certificate of Currency for public liability insurance for the head contractor and any sub-contractor(s).

Telecommunications & Power

12. Prior to sealing the final plan of survey, the developer must submit to Council either:



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- (a) a completed exemption from the installation of fibre ready pit and pipe notice, or
- (b) a "Provisioning of Telecommunications Infrastructure – Confirmation of final payment", or
- (c) "Certificate of Practical Completion of Developer's Activities" from Telstra or NBN Co.

Advice: Please refer to Notice under Telecommunications (Fibre-ready Facilities – Exempt Real Estate Development Projects) Instrument 2021" at

<https://www.communications.gov.au/policy/policy-listing/exemption-pit-and-pipe-requirements/development-form>

13. Prior to sealing the final plan of survey for each stage, the developer must submit written advice from TasNetworks confirming that either:

- (a) all conditions of the Agreement between the Owner and authority have been complied with;
- (b) that future lot owners will not be liable for network extension or upgrade costs, other than individual property connections at the time each lot is further developed.

Access and parking

14. Prior to any works commencing within the road reservation, a Vehicular Crossing and Associated Works Application (available on Council's website) must be submitted with an associated permit granted for the works.

15. Prior to the sealing of the final plan for Stage 1, the proposed vehicular access must be upgraded to compliant width, surface treatment, drainage, and sight distance as specified in a Vehicular Crossing Permit issued by Sorell Council.

Note: Specification of driveway must be provided prior seeking an associated permit granted for the works.

16. Prior to first occupation or commencement of use of warehouses constructed under stage 3 (whichever occurs first), the approved parking area including areas set aside for vehicle parking and manoeuvring must have at least Seventy-

Two (72) off-streetcar parking spaces complying with AS 2890. The provision must ensure:

- (a) internal carparking must be designed and constructed to engineer's specification;
- (b) have stormwater drainage infrastructure located in the parking area (e.g., grated pits, channel) constructed to the appropriate trafficable standard;
- (c) have a formed concrete kerb along the length of vehicle parking and manoeuvring where required to contain stormwater runoff;
- (d) have stormwater infrastructure such as trafficable grated channel and pits installed where required to drain all run-off generated to a legal point of discharge such that flows are not concentrated onto adjoining properties;
- (e) pedestrian access is provided in a safe and convenient manner;
- (f) be at least 5.4m long and 2.5m wide with an additional 0.3m clearance from any nearby wall, fence or other obstruction;
- (g) a maximum gradient of 1 in 20 (5%) measured parallel to the angle of parking and 1 in 16 (6.25%) in any other direction;
- (h) have appropriate traffic signs and traffic management plans showing direction of traffic flow;
- (i) spaces are delineated by line marking or other clear physical means;
- (j) have physical controls installed where required (i.e., Kerbs, Barriers, Wheel stops, or Other protective devices);
- (k) have appropriate signposting and pavement markings for reservation of visitors and employees; and
- (l) Heavy rigid vehicle (HRV) able to achieve safe, easy & efficient circulation.

17. Prior to first occupation or commencement of use (whichever occurs first) of warehouses constructed under stage 3, at least Four (4) off-streetcar parking space for people with disabilities shall be provided as proposed in the carpark layout labelled as "Site Plan" by Caliban Consulting, titled "Dodges Ferry Commercial Units", last dated 04/10/2025. The provision must ensure:

- (a) spaces are constructed in accordance with AS/NZS 2890.1:2006 including provision of a shared area and bollard:

- (b) appropriate signposting or marking is installed to provide reservation to parking spaces for people with disabilities; and
- (c) spaces are delineated with line marking and other clear means, as required.

18. Long-term maintenance detailed agreement for stormwater quality water treatment system must be provided during Building Application including maintenance schedule constructed at developer expense to an appropriate standard and maintained appropriately by the responsible owner. Maintenance agreement must incorporate water quality measures discussed in Stormwater Management Plan report prepared by FLUSSIG Engineers including provision for suitable Gross pollutant traps.

19. Stormwater overflow discharged into roadside drain shall be in accordance with Council's Stormwater in New development Policy.

Note: B2.1 Discharge, without detention, to roadside table drain will not be approved if:

- (a) *The drain is less than 450mm deep and/or less than 1200mm wide between the site and the outfall; or*
- (b) *The drain discharges to or through an area of known flood hazard.*

Note B2.2 Lot connections to an open drain managed by Council or roadside table drain must include a concrete end wall equivalent to a Hudsons CP6100 subsoil end wall installed flush to the table drain wall with suitable length of rock pitching.

20. The Major stormwater system must be designed as unimpeded for a 1% AEP event.

21. Minor stormwater network must be designed for a 5% AEP event, including provision of any required detention to prevent downstream flooding.

22. The Drainage system shall be aligned with its major drainage network within the road and public reserves, unless otherwise approved by Council and with sufficient receiving capacity

to drain the road and all land draining onto the road without undue inundation of any properties.

Other

23. Any frontage fencing, including existing, not located on the correct boundary must be removed and replaced with new rural type fencing, and installed in the correct location.
24. All works determined as required by this permit, shall be performed and completed by the developer, at the developer cost and expense, to a standard that is to the absolute satisfaction of Council's General Manager.
25. The survey pegs for all lots, relative to each stage in the subdivision are to be certified correct.
26. Works must be completed to a standard that is to the satisfaction of the Council General Manager.

Environmental Health

27. Driveways, parking areas, impervious sealing and buildings are not permitted in the area allocated for wastewater treatment.
28. An aerated wastewater treatment system (or equivalent) must be used for wastewater treatment.
29. Airborne dust from construction works, roads, disturbed areas, storage heaps, or machinery operating on the land must not create an environmental nuisance. Areas must be dampened, covered, compacted or otherwise treated to reduce dust emissions.
30. Any soil disturbed or spread onto the land resulting from civil construction works must be compacted, revegetated and watered to allow the soil to stabilise and prevent dust being generated.
31. Any vegetation removed as part of the subdivision construction works, must not be burnt unless approval has been obtained from Council's Environmental Health Officer.

Natural Values

32. No tree of a diameter at breast height greater than 30cm may be removed as part of the works to establish the detention basin, or the grass swale to the road, as shown on the Stormwater Detention Concept Plan C-100 Rev 01.

Advice: Engineering drawings prepared in accordance with Condition 4 of this permit should identify trees to be retained in accordance with this condition.

Final Plan of Survey

33. The final plan of survey submitted for each stage must include easements over all drains, pipelines, wayleaves and services appropriate easements and rights of carriageway.

NOTE: THE FOLLOWING ADVICE APPLIES TO THIS PERMIT

Legal

- The permit does not take effect until 15 days after the date that this permit was served on you as the applicant and each representor provided that no appeal is lodged as provided by s53 of the Land Use Planning and Approvals Act 1993.
- This planning approval shall lapse at the expiration of two (2) years from the date on which this permit became valid, if the permit is not substantially commenced. At the discretion of the Planning Authority, the expiration date may be extended for a further two (2) years on two separate occasions for a total of six (6) years. Once lapsed, a new application will be required.

Asset Protection

- In accordance with the *Local Highway Bylaw 2 of 2015*, the owner is required to repair any damage to any Council infrastructure caused during construction.
- A Vehicular Crossing Permit can be obtained by completing the Vehicular Crossing and Associated Works Application form available at www.sorell.tas.gov.au/services/engineering
- Council recommends contacting Dial-Before-You-Dig (phone 1100 or www.1100.com.au) before undertaking any works.

Other Approvals

- All stormwater management measures and designs on the endorsed plans and documents, together with any related permit condition, constitutes General Managers consent under section 14 of the *Urban Drainage Act 2013*.
- This permit does not imply that any other approval required under any other by-law or legislation has been granted.
- Separate building and plumbing approval may be required prior to the commencement of the development/use.

General

- Where further development (such as additional water tanks) are required for reason of building within a bushfire prone area, additional planning approvals may be required.

You may appeal against the above conditions, any such appeal must be lodged within fourteen (14) days of service of this notice to TASCAT, 38 Barrack Street Hobart 7000 Ph: (03) 6165 6790 or email resourceplanning@tascat.tas.gov.au

Executive Summary

Application is made for warehouse buildings and six lot subdivision at land adjacent to 531 Old Forcett Road, Dodges Ferry (CT 178932/1). The application is to be undertaken in a manner of stages.

This property is zoned Rural and is subject to overlays which require consideration of standards related to natural assets at the alignment of a natural watercourse, and flood hazard risk generally across the site.

The key planning considerations relate to the lot layout and design of a subdivision within the Rural Zone, the parking and circulation areas of the proposed warehouses to be constructed once the land is subdivided, the provision of services for stormwater, the impact to natural assets, and the impact of flood risk.

The application is considered to comply with each applicable standard of the *Tasmanian Planning Scheme (Sorell LPS)* and is recommended for conditional approval.

Relevance to Council Plans & Policies

Strategic Plan 2019-2029	Objective 1: To Facilitate Regional Growth Objective2: Responsible Stewardship and a Sustainable Organisation Objective 3: To Ensure a Liveable and Inclusive Community
Asset Management Strategy 2018	The proposal includes new road and stormwater assets within the road reserve. The design and construction standards for these assets are considered in this report, and appropriate conditions of approval are recommended.
Risk Management Strategy 2018	In its capacity as a Planning Authority, Council must determine this application. Due diligence has been exercised in preparing this report and there are no predicted risks from a determination of this application.
Financial Implications	No financial implications are anticipated unless the decision is appealed to TASCAT. In such instances, legal counsel is typically required.
Open Space Strategy 2020 and Public Open Space Policy	The proposal has no significant implications for open space management.
Enforcement Policy	Not applicable.
Environmental Sustainability Policy	Environmental considerations are assessed against the relevant planning scheme provisions.

Legislation

- This report details the reasons for the officer recommendation.
- Broadly, the planning authority can either adopt or change the recommendation by adding, modifying or removing conditions or replacing an approval with a refusal (or vice versa). Any alternative decision requires a full statement of reasons to comply with the *Judicial Review Act 2000* and the *Local Government (Meeting Procedures) Regulations 2015*.
- The planning authority has a specific role in LUPAA. As noted by the Tribunal:

The role of the Council in relation to planning matters is, in very broad terms, to uphold its planning scheme. In that context it is in



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a sense, blind to everything but the terms of the Scheme. It cannot put economic advantage or perceived community benefits over the terms of the Scheme. And in the context of enforcement proceedings unless expressly authorised to do so, it may not take any approach which is inconsistent with the terms of its Scheme.

Planning Scheme Operation – for Zones, Codes and site specific provisions

- Clause 5.6.1 requires that each applicable standard is complied with if an application is to be approved.
- Clause 5.6.2, in turn, outlines that an applicable standard is any standard that deals with a matter that could affect, or could be affected by, the proposal.
- A standard can be met by either complying with an acceptable solution or satisfying the performance criteria, which are equally valid ways to comply with the standard.
- An acceptable solution will specify a measurable outcome. Performance criteria require judgement as to whether or not the proposal reasonably satisfies the criteria.
- Clause 6.10 outlines the matters that must be considered by a planning authority in determining applications. Clause 6.11 outlines the type of conditions and restrictions that can be specified in a conditional approval.

Referrals

Agency / Dept.	Referred?	Response?	Conditions?	Comments
Development Engineering	Yes	Yes	Yes	Nil
Environmental Health	Yes	Yes	Yes	Nil
Plumbing	Yes	No		
NRM	Yes	Yes	Yes	
TasWater	No			
TasNetworks	Yes	No		
State Growth	No			

Report

Description of Proposal

The proposal is for a staged development of subdivision and warehouse buildings, inclusive of works, services and associated car parking areas.

Use

Though of itself subdivision is a type of development not required to be categorised into a use class, it is relevant to note the subdivision will facilitate the development of warehouses, which are intended to function as contractors yards. These warehouses therefore are categorised under the Storage Use Class, which is a permitted use in the Rural Zone.

Development

The development consists of:

- Subdivision;
- Seven warehouse buildings with associated onsite services;
- Detention basin and associated stormwater infrastructure;
- Open drain and low flood wall adjacent to the development area for; and
- Seventy two space car park, with driveways and circulation areas.

The application is supported by:

- a planning assessment authored by Woolcott Land Services;
- a Flood Hazard Report authored by Flussig Engineers;
- a Stormwater Management Plan by Flussig Engineers;
- an onsite wastewater assessment, authored by GES, Geo-Environmental Solutions;
- a Traffic Impact Assessment, authored by Midson Traffic Pty Ltd;
- Building designs, drafted by Caliban Consulting; and
- Subdivision plan, prepared by Woolcott Land Services.

Description of Site

The site is a large holding on the eastern side of Old Forcett Road, comprised of two parcels known as Lot 1 (larger) and 531 Old Forcett Road (smaller internal lot). These parcels are more particularly described as CT 178932/1 and CT 119464/1 respectively.

The site contains a mix of unimproved pasture to the fore of the site, which is interspersed with native vegetation, a watercourse and stock dam. Toward the rear of the site there are more extensive areas

of grazing land with extensive vegetation to the west. There is a dwelling at 531 Old Forcett Road which remains unaffected by the proposal.

The surrounding area is a mixture of urban scaled lots to the west, and more peri-urban type development to the north and south. The east is defined by extensive areas native vegetation to higher elevations of land.

The site adjoins Council owned land which is being developed for the Southern Beaches Swim Centre and is in proximity to the Dodges Ferry Primary School.

There are presently no reticulated services to the site, and there is an existing unsealed access to Old Forcett Road which will be kept for access to the dwelling at CT 191464/1.

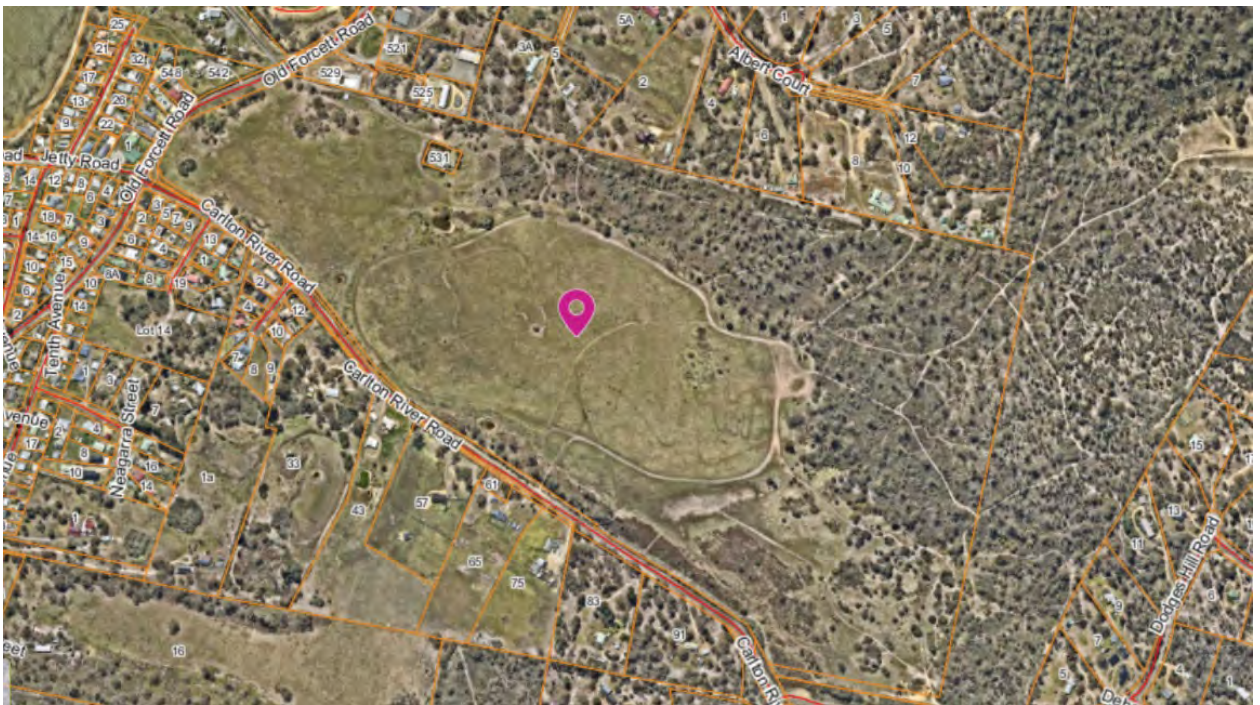


Figure 1. Site area



Figure 2. Inset of site showing area of works.

Planning Assessment

Rural Zone

The proposal requires consideration of development standards related to built form, and subdivision. Though the proposal includes a storage use, this is a permitted use within the Rural Zone, and so there are no applicable use standards.

Applicable zone standards		
Clause	Matter	Complies with acceptable solution?
20.4.1 A1	Height	Yes – approx. 8m height is less than the 12m acceptable solution
20.4.2 A1	Setbacks	Yes – buildings are setback more than the 5m acceptable solution to all boundaries (narrowest setback is approximately 6m).
20.5.1 A1	Lot design	No – See Performance Criteria Assessment.
20.5.1 A2	Lot design	No – See Performance Criteria Assessment.

Performance Criteria Assessment 1 – clause 20.5.1 P1 Lot design

The proposed lots 1, 2, 3, 4 and 5 each are less than 40ha in size, and so are reliant on the Performance Criteria which require:

Each lot, or a lot proposed in a plan of subdivision, must:

- (a) have sufficient useable area and dimensions suitable for the intended purpose, excluding Residential or Visitor Accommodation, that:
 - i. requires the rural location for operational reasons;
 - ii. minimises the conversion of agricultural land for a non-agricultural use;
 - iii. minimises adverse impacts on non-sensitive uses on adjoining properties; and
 - iv. is appropriate for a rural location; or
- (b) be for the excision of a dwelling or Visitor Accommodation existing at the effective date that satisfies all of the following:
 - i. the balance lot provides for the sustainable operation of a Resource Development use, having regard to:
- (c) not materially diminishing the agricultural productivity of the land;
- (d) the capacity of the balance lot for productive agricultural use; and
 - i. any topographical constraints to agricultural use;
 - ii. an agreement under section 71 of the Act is entered into and registered on the title preventing future Residential use if there is no dwelling on the balance lot;
 - iii. the existing dwelling or Visitor Accommodation must meet the setbacks required by subclause 20.4.2 A2 or P2 in relation to setbacks to new boundaries;
 - iv. it is demonstrated that the new lot will not unreasonably confine or restrain the operation of any adjoining site used for agricultural use; and
- (e) be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:
 - i. the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access;
 - ii. the topography of the site;
 - iii. the functionality and useability of the frontage;
 - iv. the anticipated nature of vehicles likely to access the site;
 - v. the ability to manoeuvre vehicles on the site;
 - vi. the ability for emergency services to access the site; and
 - vii. the pattern of development existing on established properties in the area.

In order to comply with this standard, the proposal must comply with either (a) or (b), and then also comply with (c).

The proposal includes the development of warehouses for a permitted use in the Rural Zone. As a permitted use, it is reasonable to consider that this location is entirely suitable for a contractors yard for trades who will service the area per (i) and (iii). The lot sizes are proposed based on the anticipated needs of these uses.

For (ii), the land is not considered agricultural land owed to the lack of agricultural use presently, and the soil classification being 5. As such it is considered that the lot size is suitable for the intended purpose, and is for a use which accords with (a).

For (c), though lots 2, 3, 4 and 5 are not provided with frontage, they are to be provided with rights of way over a shared internal access. This is an appropriate arrangement having regard for the nature of the road, and the design of the proposed access as required under (c)(i) to (vii). The proposal is supported by a Traffic Impact Assessment and Councils development engineer has reviewed the proposal and provided conditions of approval.

Subject to recommended conditions of approval the proposal is considered to comply.

Performance Criteria Assessment 2 – clause 20.5.1 P2 Lot Design

The proposed vehicle access will serve lots 1, 2, 3, 4 and 5, though owed to the layout of lots, does not strictly provide this access from the boundary to the road directly. As such the access arrangement for lots 2, 3, 4 and 5 cannot comply with the Acceptable Solution. The proposal is therefore reliant on the Performance Criteria which require:

Each lot, or a lot proposed in a plan of subdivision, is provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:

- (a) the topography of the site;*
- (b) the distance between the lot or building area and the carriageway;*
- (c) the nature of the road and the traffic, including pedestrians;*
and
- (d) the pattern of development existing on established properties in the area.*

The arrangement of access is entirely reasonable with respect to the nature of the development, and the benefits of collocating traffic movements of a certain vehicle type to the one access.

For (a), though the topography does not necessitate the internal lot layout, the lot geometry as set by topographic constraints tends to a limited frontage relative to the lot depth, and vehicle access via right of way is an established means of facilitating development for such lots.

For (b), the distance of the access to be served by right of ways is not so excessive that the access arrangement is considered unreasonable.

For (c), the nature of the road is such that a single access for the lots is an optimal solution having regard to the nature of traffic anticipated to serve the development.

For (d), the pattern of development in the area is relatively inconsistent. There are examples of ordinary residential lots for much of the western part of Dodges Ferry, and there are a number of internal lots within the adjoining Local Business Zone areas. Insofar as this standard relates to access, there is no reason why the access arrangement is incompatible with the pattern of development in the area.

Generally, the access arrangement is supported by a Traffic Impact Assessment, and has been referred to Council's development engineer who has provided recommended conditions of approval.

The proposal is considered to comply.

Codes

C2.0 Parking and Sustainable Transport Code

Applicable code standards		
Clause	Matter	Complies with acceptable solution?
C2.5.1 A1	Car parking numbers	No – See Performance Criteria Assessment
C2.6.1 A1	Construction of parking areas	Yes
C2.6.2 A1.1 & A1.2	Design and layout of parking areas	Yes

C2.6.3 A1	Number of accesses for vehicles	Yes
C2.6.5 A1 & A1.2	Pedestrian access	No – See Performance Criteria Assessment

Performance Criteria Assessment 3 – clause C2.5.1 P1 Car parking numbers

For developments within the Storage Use Class, the requirement for parking is based on site area rather than a more typical gross floor area calculation, which is common for other uses. The rate for a Storage Use is 1 car parking space per 200m² of site area, which for the proposed warehouse lots would equate to a total of 106 car parking spaces. The proposal is for 72 Car parking spaces, and so is reliant on the Performance Criteria which require:

The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:

- (a) the availability of off-street public car parking spaces within reasonable walking distance of the site;*
- (b) the ability of multiple users to share spaces because of:*
 - i. variations in car parking demand over time; or*
 - ii. efficiencies gained by consolidation of car parking spaces;*
- (c) the availability and frequency of public transport within reasonable walking distance of the site;*
- (d) the availability and frequency of other transport alternatives;*
- (e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;*
- (f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;*
- (g) the effect on streetscape; and*
- (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.*

It is important to note that on lodgement of an earlier plan of subdivision, the car park had been designed based on a requirement for 77 spaces as calculable from smaller lot sizes. These smaller lot sizes needed to be revised for the inclusion of onsite wastewater management systems, increasing the site areas to what is presently proposed. This increased area therefore has increased the number of car parking spaces required.

The increased areas to accommodate the onsite systems cannot by reason of condition of approval be used in any way for storing equipment, parking of vehicles or the like. These areas therefore barely contribute to the actual demand of parking of each tenancy despite increasing the site area.

For this reason, the likely demand of the use is considered to be accommodated within the parking areas proposed at the time the lot sizes were smaller.

Specifically, for:

- (a) there is a limited option or demand for other off-street parking associated with the use.
- (b) multiple users are unlikely to share spaces, though the associated parking for each tenancy is sufficient having regard to the limited floor area of each tenancy building, and the limitation on the ability to use areas external to the warehouses by reason of their design.
- (c) and (d) public transport, cycling or other alternatives are available, though by reason of the nature of the use, are an unlikely option for contractors and their employees.
- (d) site constraints will limit the areas available for the use, and so limit the actual demand despite the manner in which the table calculates the parking requirement.
- (c)(f), on-street parking is considered an unlikely option noting the nature of the use.
- (d)(g), the streetscape would tolerate additional parking, though this is unnecessary on balance of the other requirements and the nature of the use.
- (e)(h), the proposal is supported by a Traffic Impact Assessment which speaks to the needs of the use and how the number of parking spaces provided is satisfactory.

In short, the proposed arrangement of parking is considered to satisfy the demands of the use having regard to the nature of contractors yards, and the limited areas to which the use can occur by reason of

the building design, and the limited use of areas which are set aside for onsite waste systems. The proposal is considered to comply.

Performance Criteria Assessment 4 – clause C2.6.5 P1 Pedestrian Access

The requirement is for dedicated pedestrian accesses to be provided where car parking areas exceed 10 spaces, the proposal does not however include a pedestrian path which specifically meets the design criteria of the Acceptable Solution, and so the proposal is reliant on the Performance Criteria which require:

Safe and convenient pedestrian access must be provided within parking areas, having regard to:

- (a) the characteristics of the site;*
- (b) the nature of the use;*
- (c) the number of parking spaces;*
- (d) the frequency of vehicle movements;*
- (e) the needs of persons with a disability;*
- (f) the location and number of footpath crossings;*
- (g) vehicle and pedestrian traffic safety;*
- (h) the location of any access ways or parking aisles; and*
- (i) any protective devices proposed for pedestrian safety.*

The proposal is supported by a Traffic Impact Assessment which speaks to the suitability of the arrangement of parking, and the pedestrian paths adjacent to tenancies. It is understood the nature of the use will tend to limited pedestrian movements within the site, with tenants having little cause to walk elsewhere or between tenancies. Further, the low speed environment is a reasonable consideration for traffic safety related to pedestrians.

The proposal has been considered by Councils development engineer and subject to recommended conditions of approval, is considered to comply.

Note: the Active Transport Strategy has a number of general recommendations for the area (which require further detail and design) regarding supporting pedestrian movements given educational, recreational and business uses nearby. This proposal is considered to not effect (positively or negatively) those recommendations or to affect the prioritisation of work by Council.

C3.0 Road and Railway Assets Code

Applicable code standards		
Clause	Matter	Complies with acceptable solution?
C3.5.1	Traffic generation at a vehicle crossing, level crossing or new junction	No - See Performance Criteria Assessment

Performance Criteria Assessment 5 – clause C3.5.1 P1 Traffic generation at a vehicle crossing, level crossing or new junction

The proposal does not include the written consent of the road authority for the new vehicle crossing, and so is reliant on the Performance Criteria which require:

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

- (a) any increase in traffic caused by the use;*
- (b) the nature of the traffic generated by the use;*
- (c) the nature of the road;*
- (d) the speed limit and traffic flow of the road;*
- (e) any alternative access to a road;*
- (f) the need for the use;*
- (g) any traffic impact assessment; and*
- (h) any advice received from the rail or road authority.*

The proposal includes a new access which has been specifically designed to accommodate the increased traffic and nature of vehicles likely to service the site per (a) and (b). The access has also been sited with regard for the nature of the road, its speed, and the available site lines per (c) and (d).

The proposal is the most suitable alternative to the existing access which does not afford optimal sight lines (e), noting the use is an important proposal for the area (f).

For (g) and (h), Council's development engineer has considered the location of the vehicle crossing, which is supported by a Traffic Impact Assessment.

Subject to recommended conditions of approval, the proposal is considered to comply.

C7.0 Natural Assets Code

The Natural Assets Code is an applicable code for reason of the subdivision being on land which is subject to a waterway coastal protection area.

Applicable zone standards		
Clause	Matter	Complies with acceptable solution?
C7.6.1	Building and works within a waterway and coastal protection area or a future coastal refugia area.	No – See Performance Criteria Assessment
C7.7.1	Subdivision within a waterway and coastal protection area or a future coastal refugia area	No – See Performance Criteria Assessment

Performance Criteria Assessment 6 – clause C7.6.1 P1 .1 & P1.2 Buildings and works within a waterway and coastal protection area or a future coastal refugia area

The proposal includes works within an unnamed tributary for the provision of infrastructure to serve a warehouse development. These works do not meet the Acceptable Solution and so are reliant on the Performance Criteria which require:

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

- (a) impacts caused by erosion, siltation, sedimentation and runoff;*
- (b) impacts on riparian or littoral vegetation;*
- (c) maintaining natural streambank and streambed condition, where it exists;*
- (d) impacts on in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;*
- (e) the need to avoid significantly impeding natural flow and drainage;*

- (f) *the need to maintain fish passage, where known to exist;*
- (g) *the need to avoid land filling of wetlands;*
- (h) *the need to group new facilities with existing facilities, where reasonably practical;*
- (i) *minimising cut and fill;*
- (j) *building design that responds to the particular size, shape, contours or slope of the land;*
- (k) *minimising impacts on coastal processes, including sand movement and wave action;*
- (l) *minimising the need for future works for the protection of natural assets, infrastructure and property;*
- (m) *the environmental best practice guidelines in the Wetlands and Waterways Works Manual; and*
- (n) *the guidelines in the Tasmanian Coastal Works Manual.*

With regard for the Performance Criteria, the following is relevant:

The proposed works for a grassed swale and detention basin are subject to standard conditions for a soil and water management plan to be implemented during construction per (a), inclusive of best practice for working in waterways per (m) and (n). Subsequent to construction, the existing stock dam can also function as a sediment basin, ensuring higher downstream water quality.

For (b), (c) and (d), it is a recommended condition of approval that no tree with a diameter at breast height of greater than 30cm be removed to facilitate the detention basin or open swale construction. It is entirely feasible to undertake the works to provide the swale and detention basin without wholly removing the larger trees within this area, which are significant natural assets.

For (e) waterflows are maintained, though there is little value in this sense as the downstream of the tributary is heavily modified and eventually piped in any event. For this reason fish passage is also unlikely (f).

For (g), no land filling is proposed, and for (h) there are no facilities proposed, only works for drainage.

For (i), no cut or fill is proposed, and for (j) no buildings are proposed within the overlay.

For (k), coastal processes are unaffected, and no future works beyond maintenance are anticipated per (l).

Subject to recommended conditions of approval the proposal is considered to comply with P1.1.

As the development is not within the spatial extent of tidal waters, the criteria under P1.2 are not relevant.

Performance Criteria Assessment 7 – clause C7.7.1 P1 Subdivision within a waterway and coastal protection area or a future coastal refugia area

As the proposal is for subdivision, the services to support this subdivision are separately required to be considered against clause C7.7.1 of the Natural Assets Code. The waterway, its natural assets, and the works are however precisely the same as those considered previously under C7.6.1.

Though the Performance Criteria tend toward the same outcome, for this standard the criteria are worded anticipating future development, it is the case in this instance though that the development is being applied for the at the same time as the subdivision.

The Performance Criteria require:

Each lot, or a lot proposed in a plan of subdivision, within a waterway and coastal protection area or a future coastal refugia area, must minimise adverse impacts on natural assets, having regard to:

- (a) the need to locate building areas and any associated bushfire hazard management area to be outside a waterway and coastal protection area or a future coastal refugia area; and*
- (b) future development likely to be facilitated by the subdivision.*

The proposal generally affords development areas clear of the waterway coastal protection area per (a), (ref Figure 3).

For (b), the infrastructure proposed to service the development has been concurrently applied for and assessed under clause C7.6.1. For the same reasons articulated under the C7.6.1 consideration of this report, the proposal can minimise impacts to natural assets where undertaken subject to recommended conditions. These conditions relating to the retention of large trees, and the implementation of a soil and water management plan can likewise achieve the intended outcome of C7.7.1.

Subject to the recommended condition of approval the proposal is considered to comply.

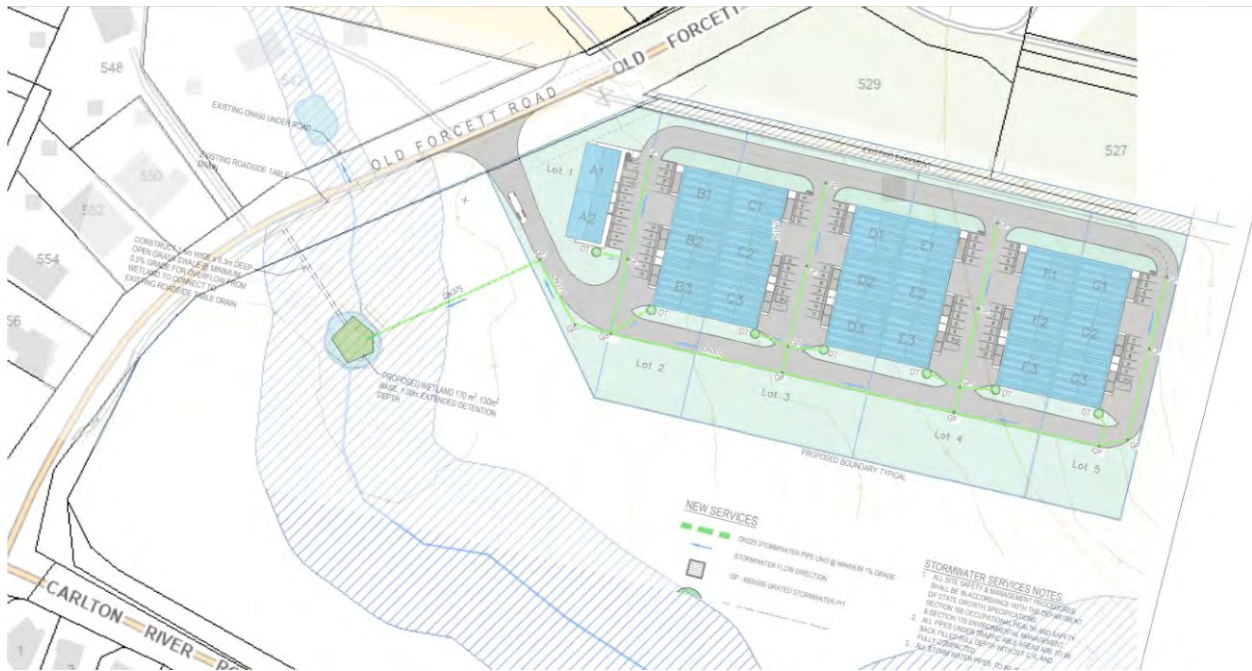


Figure 3. Composite image of the development within proposed lots, relative to the waterway coastal protection area (blue hatched), and proposed stormwater infrastructure to detention basin.



Figure 4. Image denoting trees within the waterway coastal protection area, where larger trees are to be retained by way of a recommended condition.

C12 Flood-Prone Areas Code

Applicable zone standards		
Clause	Matter	Complies with acceptable solution?
C12.6.1	Buildings and works within a flood-prone hazard area	No - See Performance Criteria Assessment
C12.7.1	Subdivision within a flood-prone hazard area	No - See Performance Criteria Assessment

Performance Criteria Assessment 8 – clause C12.6.1 P1 Buildings and works within a flood-prone hazard area

The site is subject to expansive areas of inundation and proposes buildings and works within this area. The proposal is therefore reliant on the Performance Criteria which require:

P1.1

Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to:

- (a) the type, form, scale and intended duration of the development;*
- (b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures;*
- (c) any advice from a State authority, regulated entity or a council; and*
- (d) the advice contained in a flood hazard report.*

P1.2

A flood hazard report also demonstrates that the building and works:

- (a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and*
- (b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.*

The proposal is supported by a Flood Hazard Report which speaks to a tolerable risk being achieved where development is undertaken in accordance with specific recommendations. Principally these recommendations are for an open drain to the fore of the site, a low

wall to direct overland flows away from the development toward this open drain, and a finished floor level for warehouse A1 to be minimum 350mm above ground level.

For P1.2 of the standard, the Flood Hazard Report similarly assesses the contribution of flood offsite to adjacent land as an immaterial increase with no change to the hazard rating.

Subject to conditions related to the recommendations of the Flood Hazard Report, and subject to conditions requiring detailed engineering drawings for the management of stormwater, it is considered that the proposal complies.

Performance Criteria Assessment 9 – C12.7.1 Subdivision within a flood-prone hazard area

Similar to the consideration against the C7.0 Natural Assets Code, as the proposal includes both development of warehouses (buildings and works), and Subdivision, it is required to comply with both clause C12.6.1, and clause C12.7.1 of the planning scheme.

As Lot 1 cannot accommodate a building area outside of the flood prone hazard overlay, the proposal is reliant on the performance criteria which require:

Each lot, or a lot proposed in a plan of subdivision, within a flood-prone hazard area, must not create an opportunity for use or development that cannot achieve a tolerable risk from flood, having regard to

- (a) any increase in risk from flood for adjacent land;*
- (b) the level of risk to use or development arising from an increased reliance on public infrastructure;*
- (c) the need to minimise future remediation works;*
- (d) any loss or substantial compromise by flood of access to the lot, on or off site;*
- (e) the need to locate building areas outside the flood-prone hazard area;*
- (f) any advice from a State authority, regulated entity or a council; and*
- (g) the advice contained in a flood hazard report.*

As the proposal includes the development of each lot being created by the subdivision, and this development is supported by a Flood Hazard Report authored by a suitably qualified person, it is considered for those same reasons as under clause C12.6.1 that the development can achieve a tolerable risk.

The proposal is supported on the basis of the recommendations which mitigate the degree of risk of offsite impacts, and impact of overland flooding to the development by the development of a low wall and open drain. Post development flows and depths are inconsequential to the current hazard rating, and no future remediation works are anticipated.

Based on this advice and subject to the recommended conditions of approval, the proposal is considered to comply.

C.13 Bushfire-Prone Areas Code

As the proposal is not a vulnerable or hazardous use (as defined by the Code), the provisions of the Code do not apply.

C.16 Safeguarding of Airports Code

The proposal is within an airport obstacle limitation area, though the uppermost part of the development does not exceed the lower limit of this area at 152mAHD. The proposal is therefore exempt from the Code.

Public Open Space Policy

There are no opportunities within the site to provide land for public open space or connectivity. There is public open space nearby via the sporting oval, coast and recreation reserve and by the wide road reservation. As a rural zone parcel, cash-in-lieu contributions are not relevant.

Representations

Clause 6.10.1 of the planning scheme requires the consideration of any representation received but 'only insofar as each such matter is relevant to the particular discretion being exercised'.

One representation has been received, which is addressed in the following table.

Issue	Relevant Clause	Response
Tree removal and the appropriateness of biodiversity offsets as a	C7.6.1, C7.7.1	The proposal will result in the removal of a number of trees within the development footprint of the proposed warehouses. Also, works for the provision of a grassed swale and detention basin have the potential for tree removal to be required.

<p>condition of any approval.</p>		<p>For the former, there is no priority vegetation area overlay which the warehouse development can be considered against, nor are there any tree removal standards within the Rural Zone. In the absence of applicable standards for tree removal, this part of the development may proceed without consideration of the biodiversity impact of tree losses.</p> <p>For the latter, where subject to the waterway coastal protection area, the impact of the proposal on natural assets is a relevant consideration.</p> <p>As outlined in the body of this report, as it is entirely feasible to design and construct the open swale adjacent to larger trees, it is a recommended condition of approval that trees with a diameter at breast height of 30cm be retained where within the waterway coastal protection area.</p> <p>The representator is correct that the Kingborough Council has an environmental fund which is used to hold financial contributions obtained by conditions imposed on developments which require the removal of trees.</p> <p>Ultimately this practice is reliant on the standards within the Kingborough Interim Planning Scheme, which is an entirely different instrument to the one which this proposal is being assessed against, and which there are no equivalent standards on the matter of tree removal within the zone standards.</p> <p>In the absence of standards relating to tree removal, or a supporting Council policy for holding and allocating funds related to offsets, conditions requiring cash contributions for biodiversity offsets are not recommended. Given the Tasmanian Planning Scheme provisions, the matters raised are more relevant</p>
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		to Council policy than to the planning application.
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Conclusion

The application is considered to comply with each applicable standard of the *Tasmanian Planning Scheme – Sorell (Sorell LPS)* and is recommended for conditional approval.

Shane Wells
Manager Planner

Attachments:
Representation
Building Designs

Separate Attachments:
Planning report, Flood Hazard Report, Stormwater Management Plan, Onsite Wastewater Assessment, Traffic Impact Assessment (pdf provided separately)

Sent: Friday, 31 October 2025 11:56 AM
To: Sorell Council
Subject: Att: General Manager - re 5.205.135.1 land adjacent to 531 Old Forcett Rd

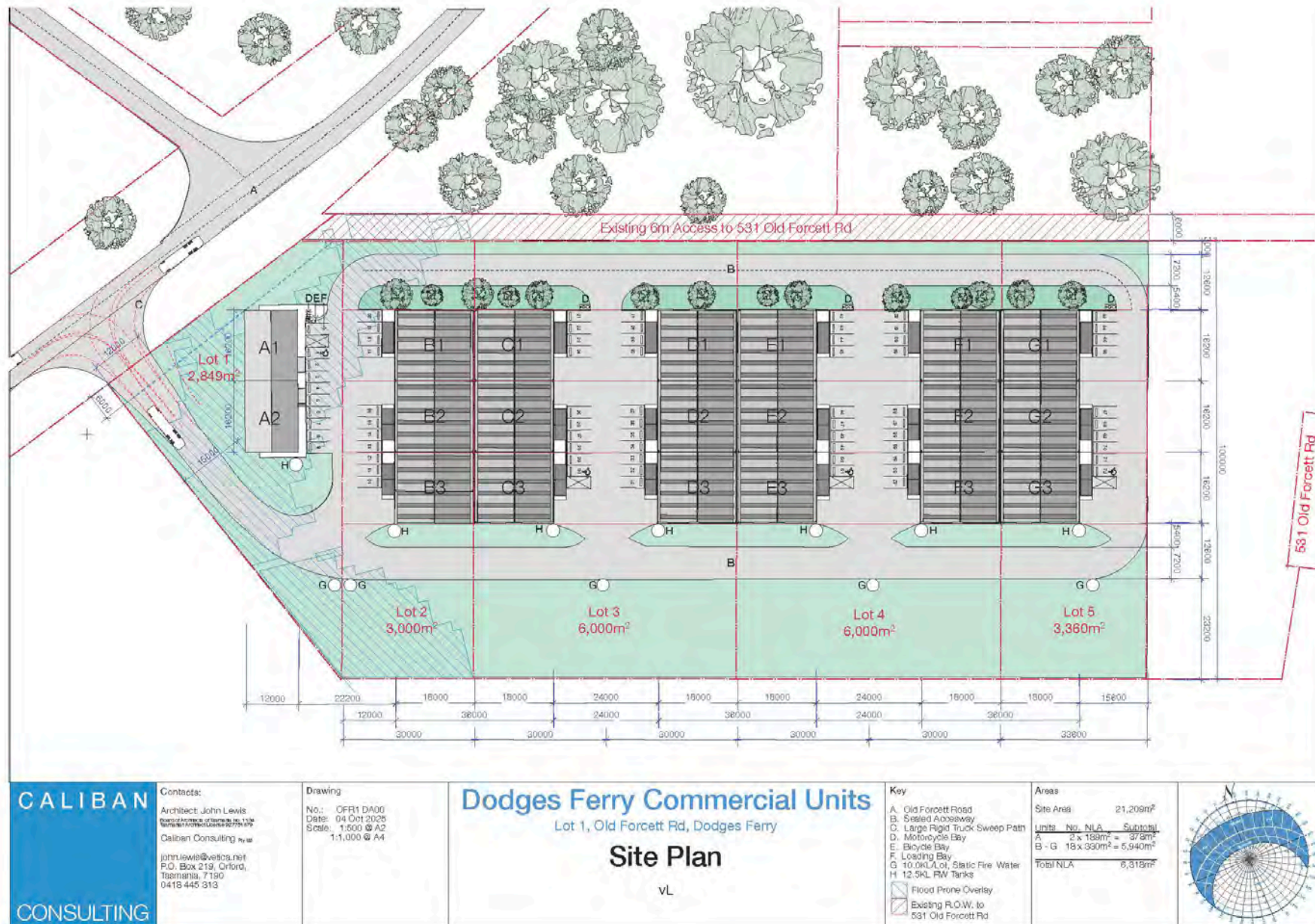
To the General Manager

I am writing to express my concerns around the loss of further mature eucalypts through development in Dodges Ferry, as indicated in the DA for land adjacent to 531 Old Forcett Rd, 5.205.135.1. Given these white gums' proximity to a council-owned reserve protecting threatened native vegetation community DVC (*eucalyptus viminalis* - *eucalyptus globulus* coastal forest and woodland) and functionally extending the canopy habitat of this community, I would suggest the clearing indicated by this development proposal constitutes a loss of high conservation value vegetation in the Sorell municipality, and a biodiversity offset should be considered for this loss. While clearing vegetation for development and subdivision may be unavoidable in some cases in a growing community, development is currently outpacing the establishment of replacement habitat for the natural values recently promoted in the Sorell Weed Management Strategy consultation paper.

White gums (*Eucalyptus viminalis*) are the signature gumtree of Dodges Ferry, and our community is characterised by mature habitat-bearing specimens of this local eucalypt, which provide amenity value, local character and critical habitat for a range of native species. The loss of hollow-bearing eucalypts and other priority vegetation is not readily replaceable (hollows can take over 100 years to develop), however Sorell Council could show some consideration to the protection and enhancement of available habitat through a financial offset scheme similar to the one adopted by Kingborough Council in 2004. The Kingborough Environment Fund collects financial offsets paid by developers and landowners to compensate for the loss of high conservation value vegetation in that municipality through development and subdivision. Like our LGA, their municipality contains a range of state and federally listed flora and fauna species and vegetation communities, and like our LGA, these values are threatened by development and fragmentation. While financial offsets may act as a disincentive to clear priority habitat to some landowners, unavoidable clearing may then be offset by funds that can be reinvested into the community through local environmental projects and conservation commitments.

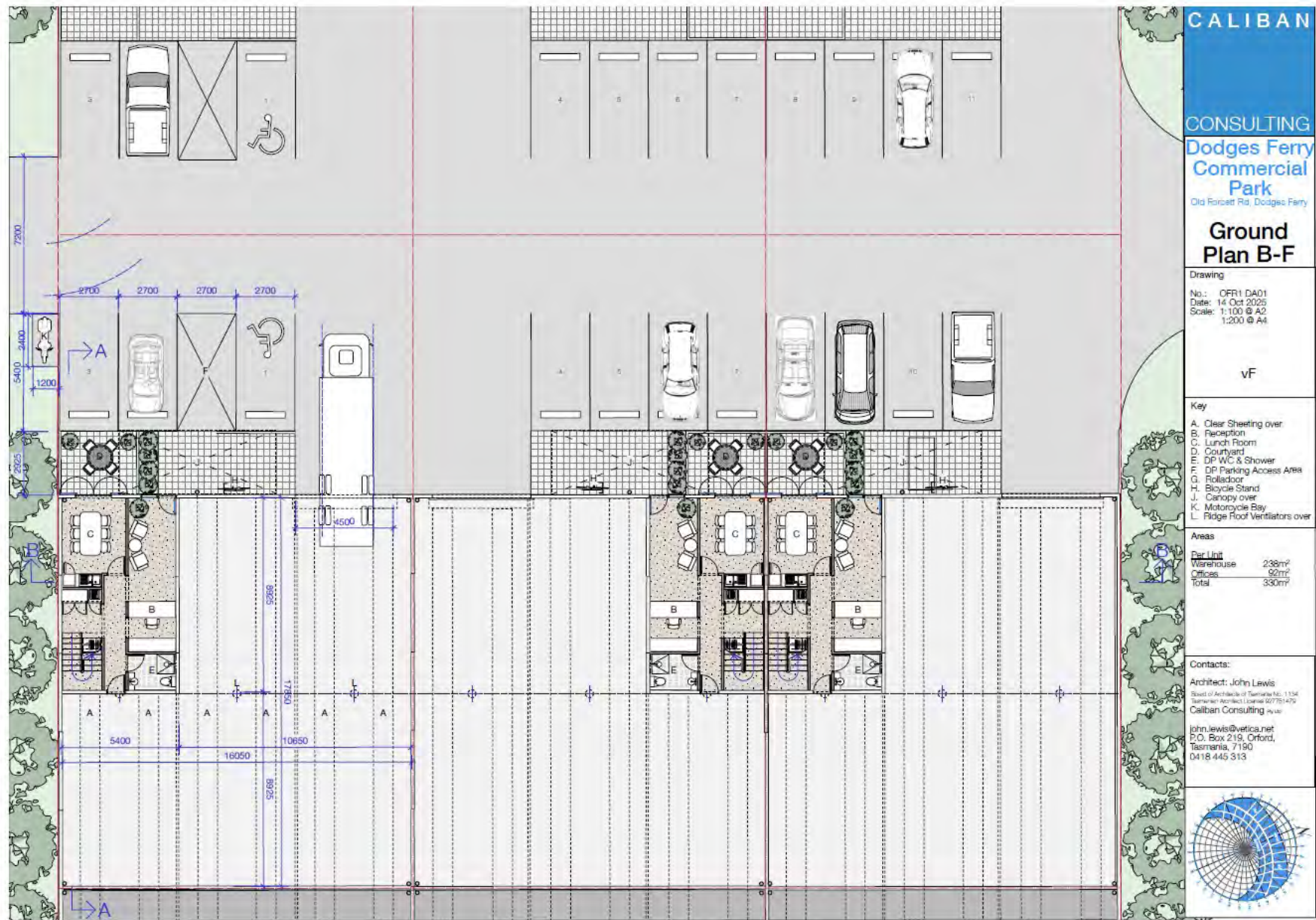
Sorell Council can make a significant impact on conserving the character of our rural/coastal communities and significant habitat by adopting these measures at this turning point in our municipality's growth.

Many thanks for your time.



AGENDA

SORELL PLANNING AUTHORITY (SPA) MEETING
25 NOVEMBER 2025

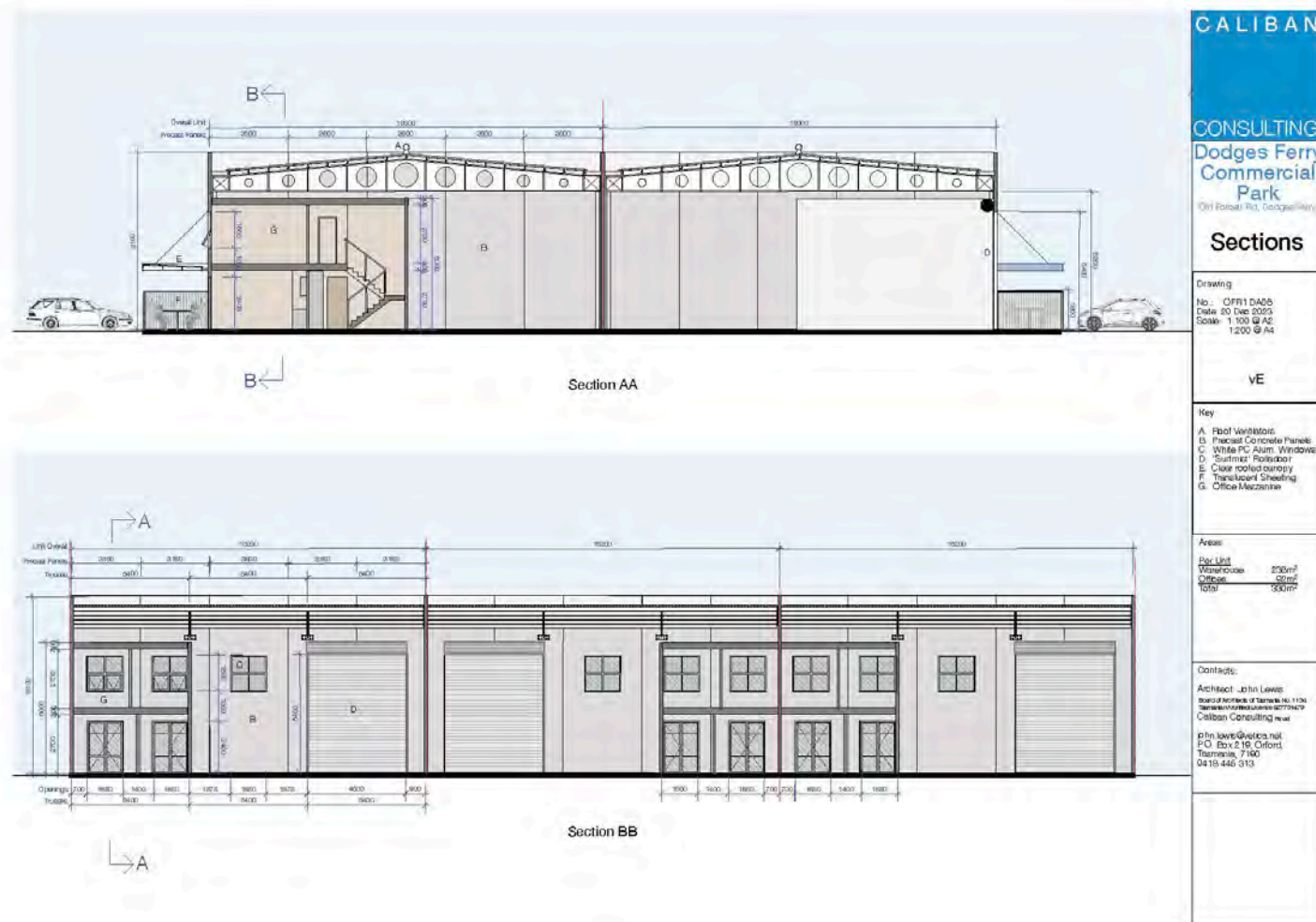


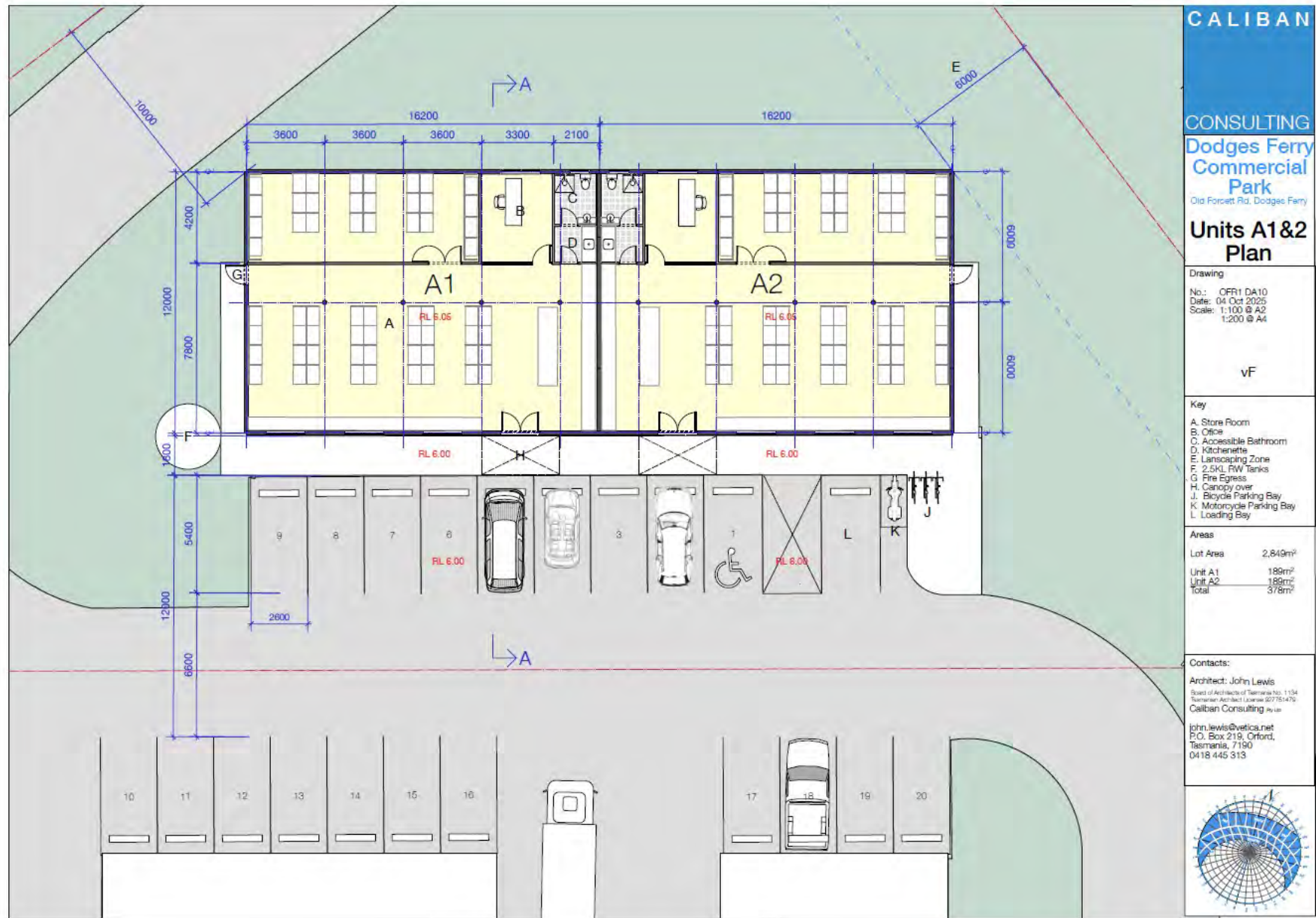


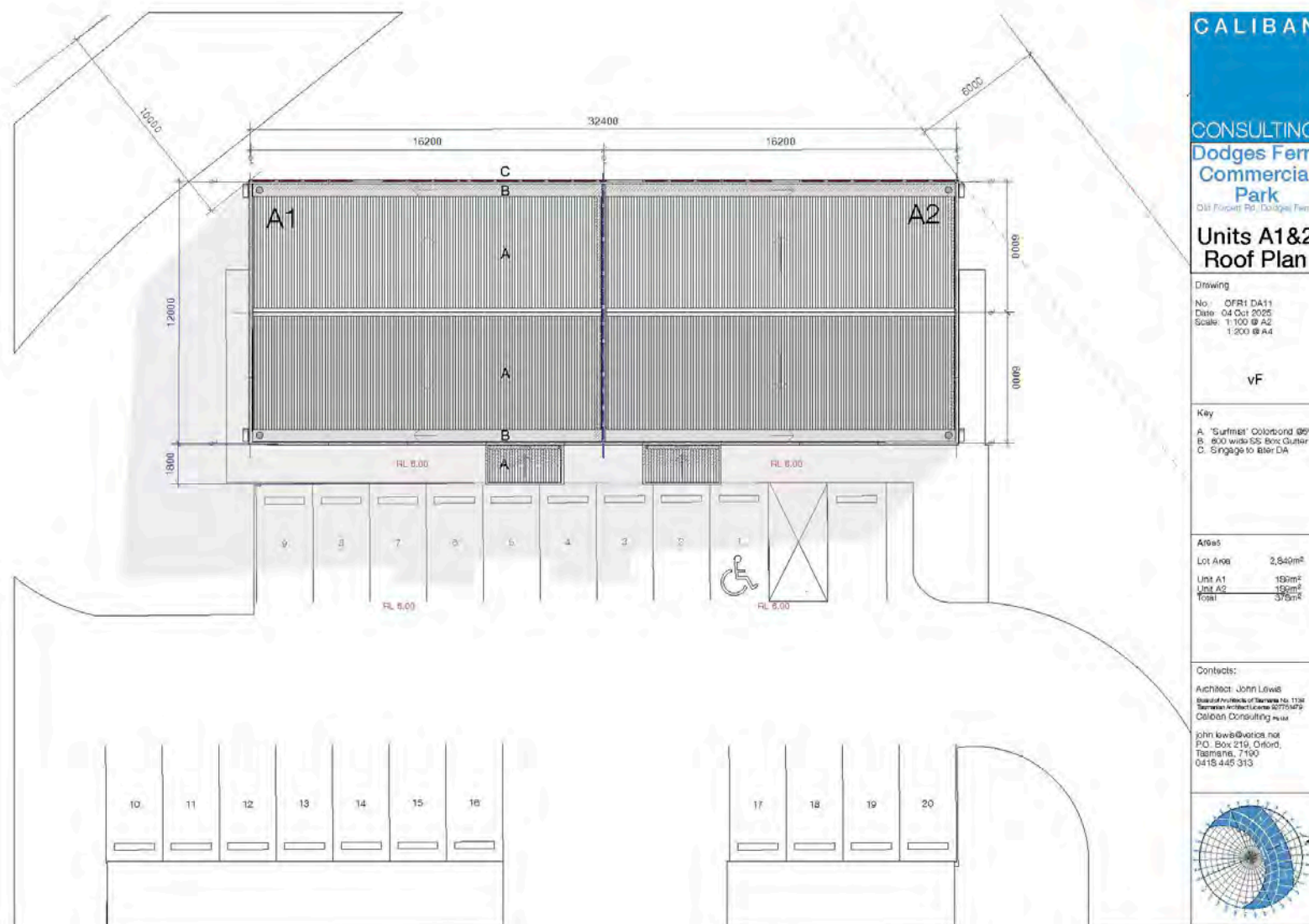


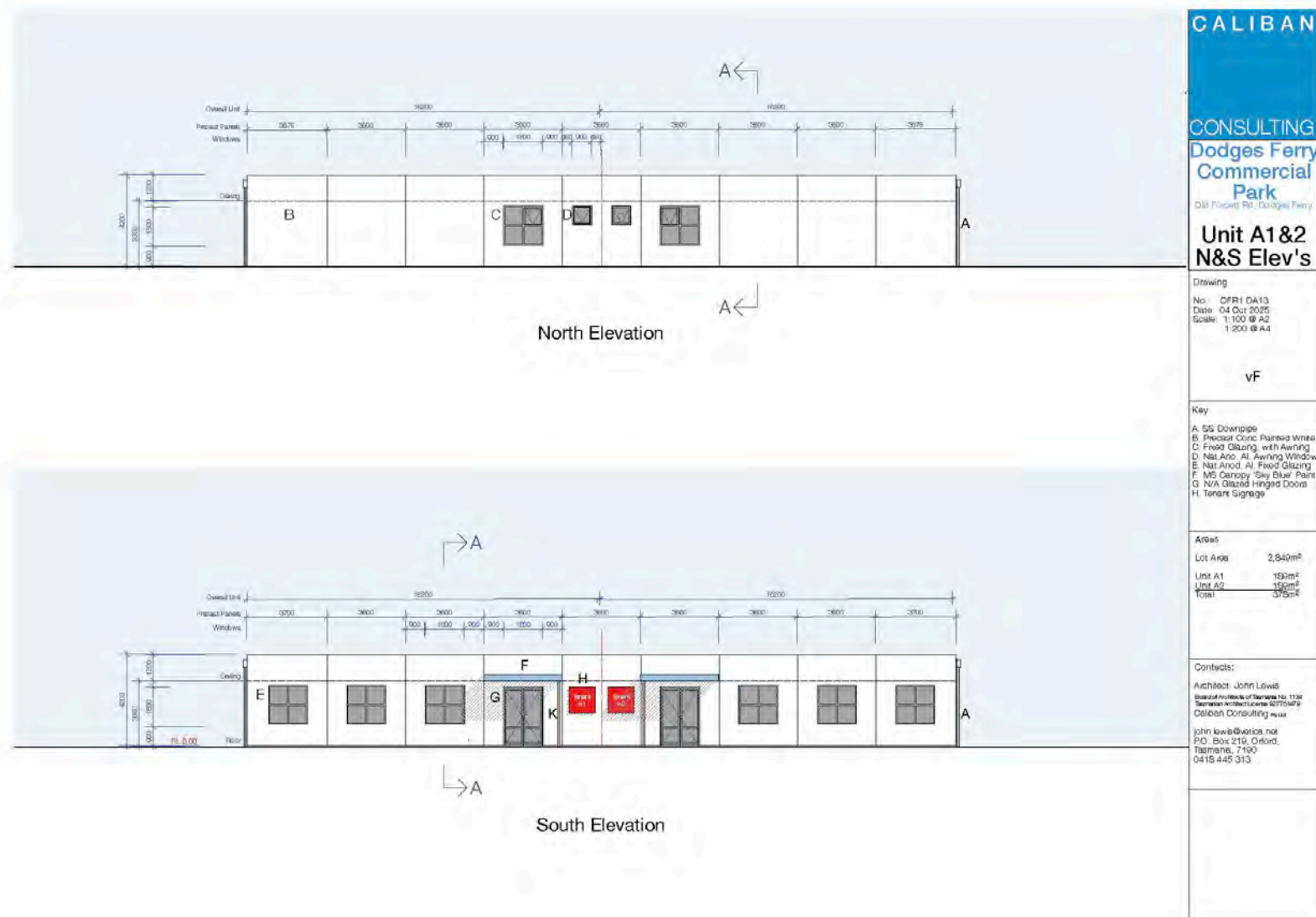


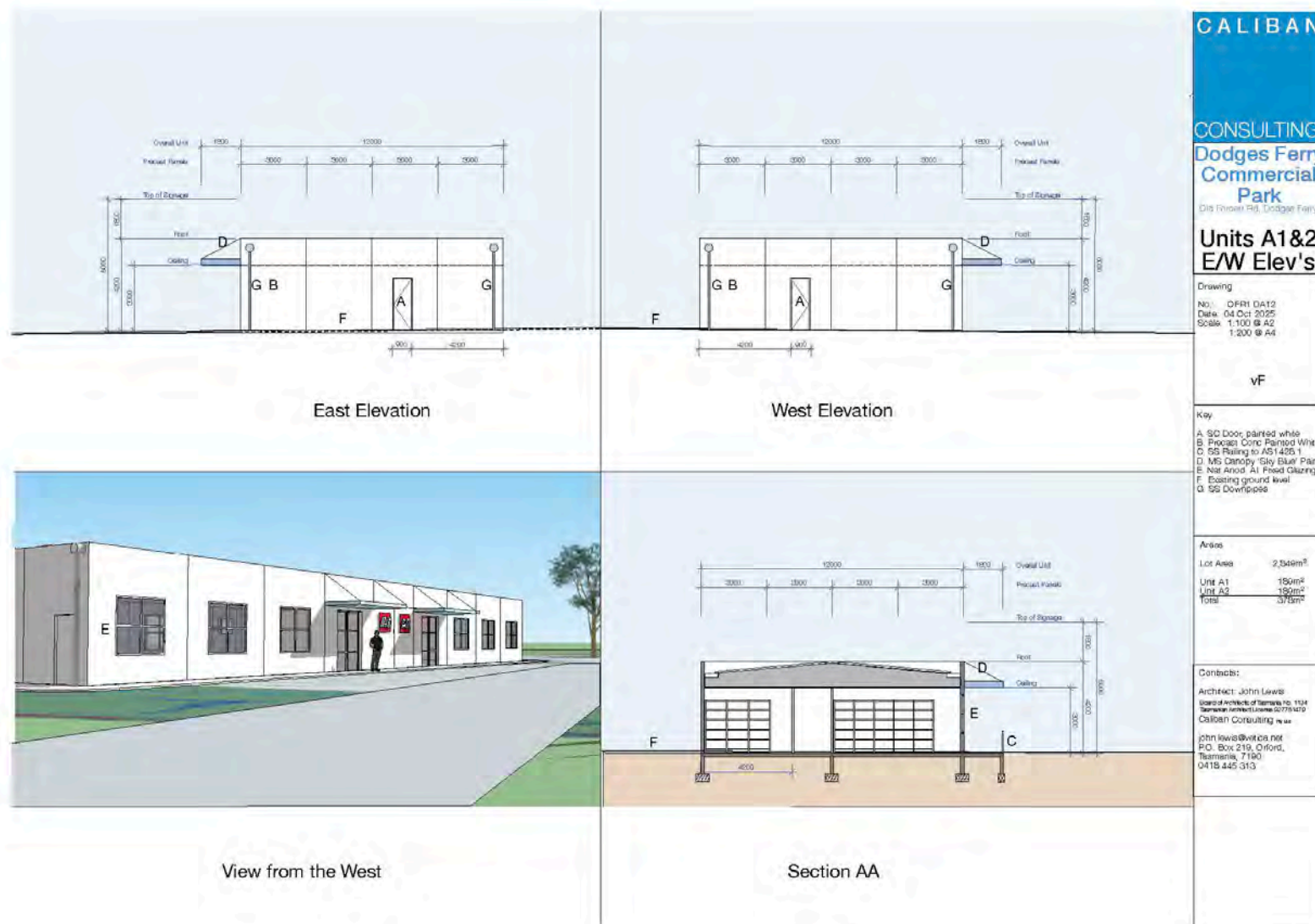


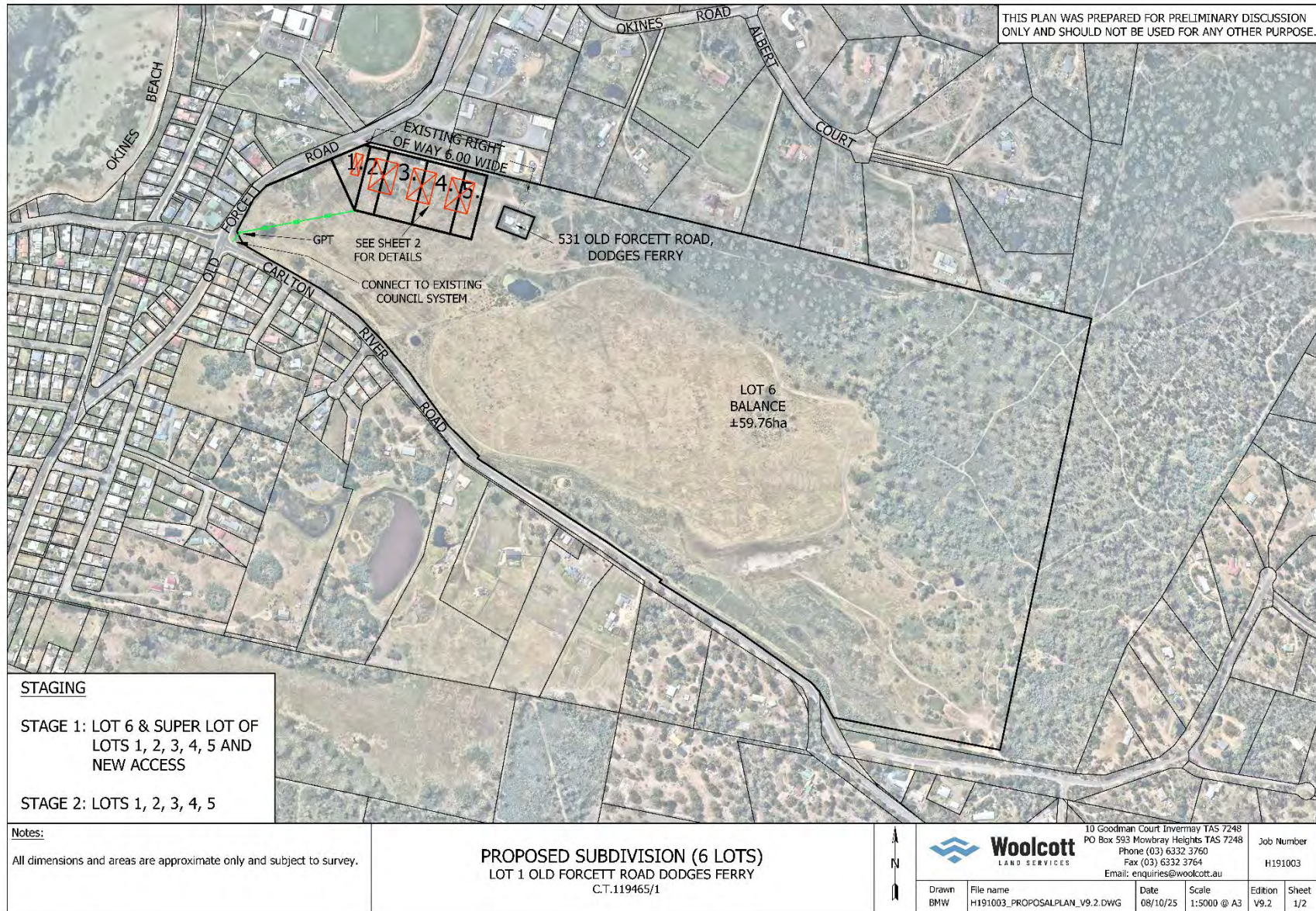






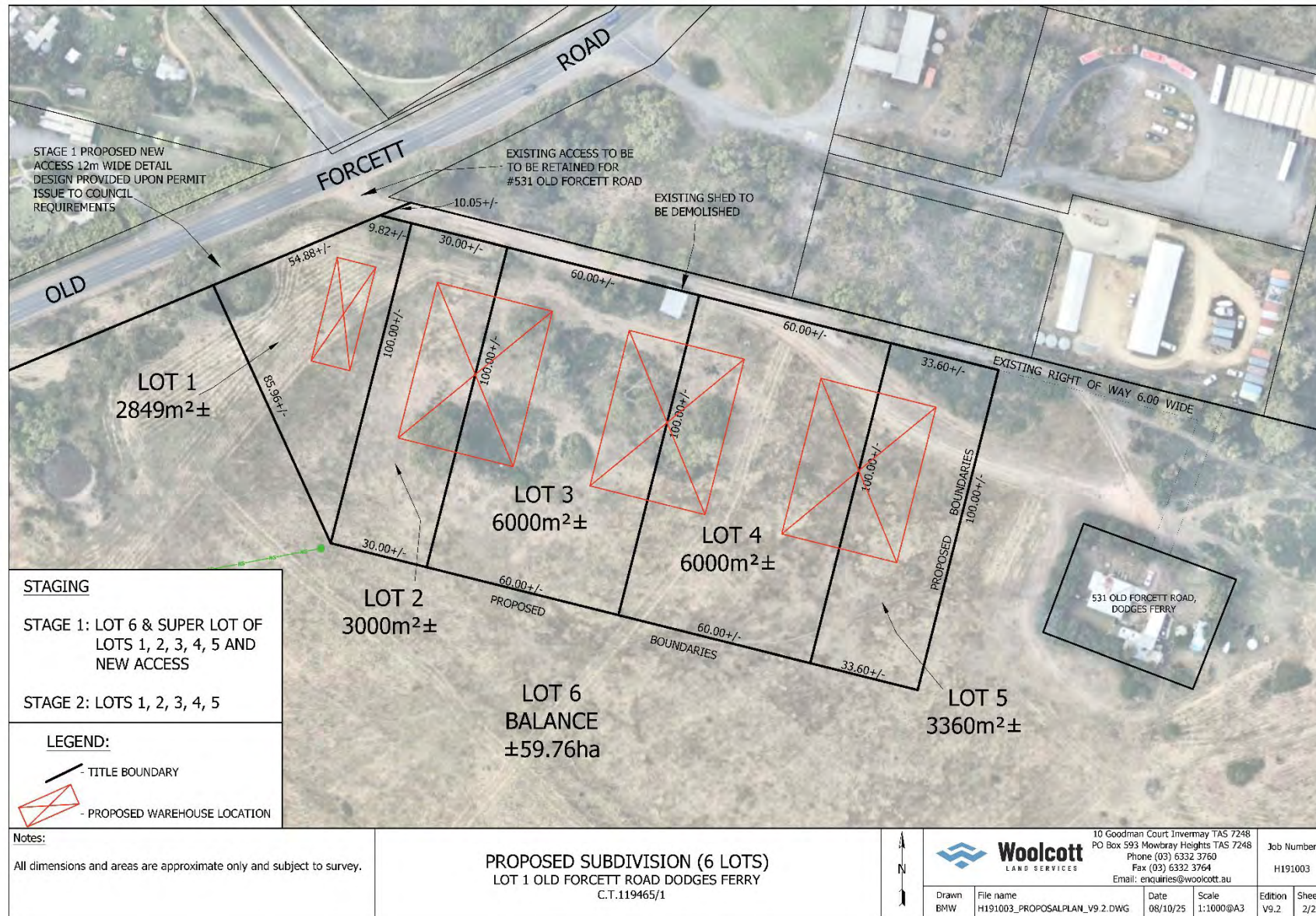






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