CENTRAL COAST COUNCIL

PO Box 220
19 King Edward Street
Ulverstone Tasmania 7315
Tel (03) 6429 8900

admin@centralcoast.tas.gov.au
www.centralcoast.tas.gov.au

Kellie Keating

Application for Planning

S.57 Land Use Planning and Approvals Act 1993

The following application has been received:

Application No.: **DA2025214**

Location: **14 Cornelia Street, Ulverstone, 29 McCulloch Street, Ulverstone and McCulloch Street (CT55485/16 & CT55485/17), Ulverstone**

Proposal: **Residential - redevelopment of existing assisted housing**

The application may be inspected at the Administration Centre, 19 King Edward Street, Ulverstone during Office hours and on the council's website: www.centralcoast.tas.gov.au Any person may make representation in relation to the applications (in accordance with S.57(5) of the Act) by writing to the Chief Executive Officer, PO Box 220, Ulverstone 7315 or by email to admin@centralcoast.tas.gov.au and quoting the Application No. Any representations received by the Council are classed as public documents and will be made available to the public where applicable under the *Local Government (Meeting Procedures) Regulations 2025*.

The representation must be made on or before **30 March 2026**

Date of Notification: **14 March 2026**

Vicki Brereton
CHIEF EXECUTIVE OFFICER

CENTRAL COAST COUNCIL
PO Box 220
19 King Edward Street
ULVERSTONE TASMANIA 7315
Ph: (03) 6429 8900
Email: planning@centralcoast.tas.gov.au
www: centralcoast.tas.gov.au

CENTRAL COAST COUNCIL

Land Use Planning and Approvals Act 1993

Tasmanian Planning Scheme – Central Coast

PLANNING PERMIT APPLICATION

CENTRAL COAST COUNCIL
LAND USE PLANNING

Received: 6/03/2026
Application No: DA2025214
Doc ID: 546708

Office use only: *Zone:* *Permit Pathway – NPR/Permitted/Discretionary*

Use or Development Site:

Site Address: 14 Cornelia Street, Ulverstone ; 29 McCulloch Street, Ulverstone ; and adjoining Council owned reserve

Certificate of Title Reference: 153349 / 2 ; 55485 / 15 ; 55485 / 16 ; 55485 / 17

Land Area: 7205

Heritage Listed Property **NO** [x] **YES** [ ]

Applicant(s)

First Name(s): Mark

Surname(s): O'Brien

Company name (if applicable): Era Advisory C/O Motor Accidents Insurance Board

Contact No: (03) 6165 0443

Postal Address: Level 1, 125A Elizabeth Street, Hobart TAS 7000

Email address: enquiries@era-advisory.com.au

Please tick box to receive correspondence and any relevant information regarding your application via email. [x]

Owner(s) (note – if more than one owner, all names must be indicated)

First Name(s):

Middle Names(s):

Surname(s):

Company name (if applicable): Motor Accidents Insurance Board ; Director of Housing ; and Central Coast Council

Postal Address: Level 1, 33 George Street, Launceston TAS 7250

PERMIT APPLICATION INFORMATION

(If insufficient space for proposed use and development, please attach separate documents)

"USE" is the purpose or manner for which land is utilised.

Proposed Use Residential (assisted housing)

Use Class
Office use only

"Development" is the works required to facilitate the proposed use of the land, including the construction or alteration or demolition of buildings and structures, signs, any change in ground level and the clearing of vegetation.

Proposed Development (please submit all documentation in PDF format to planning@centralcoast.tas.gov.au separating A4 documents & forms from A3 documents).

Redevelopment of existing assisted housing - see attached planning application documents

Value of the development – (to include all works on site such as outbuildings, sealed driveways and fencing)

$ 13,947,000 ..... Estimate/ Actual

Total floor area of the development ...1579.....m^2

Declaration of Notice to Landowner

If land is NOT in the applicant's ownership

I Mark O'Brien , declare that the owner/each of the owners of the land has been notified of the intention to make this permit application under section 52(1) of the *Land Use Planning and Approvals Act 1993*.

Signature of Applicant  Date 18 February 2026

If the application involves land within a Strata Corporation

I , declare that the owner/each of the owners of the body corporation has been notified of the intention to make this permit application.

Signature of Applicant Date

If the application involves land owned or administered by the CENTRAL COAST COUNCIL

Central Coast Council consents to the making of this permit application.

General Managers Signature _____ Date 5.3.26

Daryl Connelly
Director Strategic Growth

If the permit application involves land owned or administered by the CROWN

I, _____the Minister

responsible for the land, consent to the making of this permit application.

Minister (Signature) _____ Date

NB: If the site includes land owned or administered by the Central Coast Council or by a State government agency, the consent in writing (a letter) from the Council or the Minister responsible for Crown land must be provided at the time of making the application - and this application form must be signed by the Council or the Minister responsible.

Applicants Declaration

I/ we Mark O'Brien

declare that the information I have given in this permit application to be true and correct to the best of my knowledge.

Signature of Applicant/s _____ Date 18 February 2026

Office Use Only	
Planning Permit Fee	$ .....
Public Notice Fee	$ .....
Permit Amendment / Extension Fee	$ .....
No Permit Required Assessment Fee	$ .....
TOTAL	**$ .....**
Validity Date	

CENTRAL COAST COUNCIL

5 March 2026

I, Daryl Connelly, Director Strategic Growth, under delegation from the Chief Executive Officer of Central Coast Council, pursuant to Section 52 of the *Land Use Planning and Approvals Act 1993*, hereby give written permission for the lodgement of a planning application for works associated with stormwater upgrades at McCulloch Street, Ulverstone, being Certificates of Title 55485/16 and 55485/17, as detailed in Planning Application DA2026214 and the plans and documentation received on 4 March 2026.

.....

Daryl Connelly
DIRECTOR STRATEGIC GROWTH

PO Box 220
19 King Edward Street
Ulverstone Tasmania 7315
Tel 03 6429 8900

admin@centralcoast.tas.gov.au
www.centralcoast.tas.gov.au

125A Elizabeth St
Nipaluna (Hobart) TAS 7000
(03) 6165 0443

enquiries@era-advisory.com.au
era-advisory.com.au
ABN: 21 681 443 103

18 February 2026
Reference: 2425-013

Director of Housing
Homes Tasmania
134 Macquarie Street
Hobart
TAS 7000

To whom it may concern,

Lodgement of planning permit application for assisted accommodation upgrades

Era Advisory Pty Ltd (Era) has been engaged to provide planning assistance for redevelopment of the assisted housing facilities at 14 Cornelia Street, Ulverstone (site known as Lomandra).

The development includes stormwater works on 29 McCulloch Street (CT 55485/15), owned by the Director of Housing. Specifically, the works include abandoning (by grout filling or removing) a section of redundant underground stormwater pipe within an existing easement on the title. Details of the works are provided in the attached engineers advice.

Pursuant to Section 52(1) of the *Land Use Planning and Approvals Act 1993*, I advise you that Era intend to apply for planning approval with Central Coast Council for the abovementioned development.[1]

Should you have any questions, please contact me at enquiries@era-advisory.com.au or on 03 6165 0443.

Yours sincerely,

Mark O'Brien
Principal Planner

Attachment *Engineers advice from Gandy and Roberts*

[1] It is understood that the Director of Housing is a separate legal entity established by the *Homes Act 1935* and is a corporation sole with his own powers independent of the Crown. Therefore, Crown landowner consent is not required pursuant to Section 52(1B).

ENGINEERS ADVICE

TO	ERA Advisory	**DATE**	17/02/2026
FROM	Dale Hayers	**TIME**	
PROJECT	MAIB Facilities Upgrade	**PROJECT №**	24.0238
SUBJECT	29 McCulloch Onsite Works	**REF №**	EA-C06

GANDY AND ROBERTS
159 DAVEY ST
HOBART TASMANIA
AUSTRALIA 7000
CONSULTING ENGINEERS

The purpose of this engineers advice is to provide details of works proposed on the 29 McCulloch St title as part of development works proposed at 14 Cornelia St in Ulverstone.

BACKGROUND

Gandy and Roberts Consulting Engineers have been engaged to provide engineering design for the proposed redevelopment of the existing MAIB owned care facility at 14 Cornelia St in Ulverstone. This site is known as “Lomandra”. The site is to be developed to provide additional primary and independent living units.

To achieve the desired building layout, a diversion of an existing Central Coast Council owned stormwater main is proposed within the 14 Cornelia St title. Review of the existing Council stormwater network upstream of the development site has indicated the system is convoluted in nature, likely because of ad-hoc additions and improvements to the system over many years, refer Figure 1.

As such, the development intends to provide a stormwater system designed to:

- Meet or exceed the existing level of service of the Council system.
- Provide infrastructure that can be more easily maintained.
- Provide infrastructure that achieves the required design life.

To achieve this, it is considered beneficial to streamline the existing network and provide capacity improvements where possible.

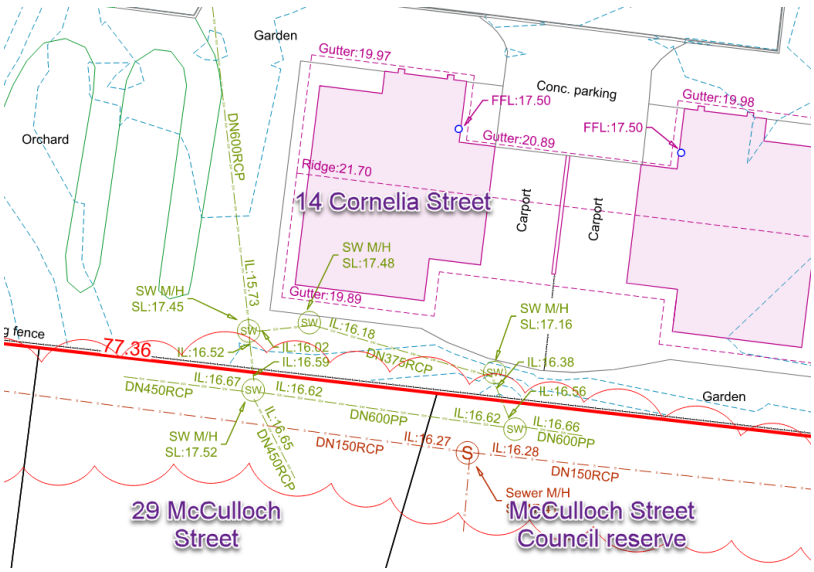


Figure 1: Existing Council Stormwater network.

GANDY AND ROBERTS
159 DAVEY ST
HOBART TASMANIA
AUSTRALIA 7000
CONSULTING ENGINEERS

SPECIFIC WORKS PROPOSED FOR 29 McCULLOCH ST

More broadly, stormwater improvement works within the council owned title adjacent to 29 McCulloch St are proposed. The current works proposed at 29 McCulloch St are:

- Making redundant the existing DN450 stormwater main currently dissecting the rear of the property.
- Capping the DN450 inlet to the existing manole located centrally at the rear of the title.
- Capping the DN600 outlet to the manhole located centrally at the rear of the site such that flows are directed east to the council owned land title.

Removal of the asset sees in improved capability to develop the rear of the property without consideration to easements or clearance from utility assets. The overall network improvements are likely to reduce the need for council officers to require access to the rear of the property to inspect/maintain the existing manhole.

Figure 2: Proposed works within 29 McCulloch St title

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

CENTRAL COAST COUNCIL
LAND USE PLANNING
Received: 4/03/2026
Application No: DA2025214
Doc ID: 546527

Tasmanian Government

OWNER: Director of Housing

FOLIO REFERENCE : F/R145268/1 & F/R38484/1

GRANTEE: Part of Lot 5320, 15A-1R-33P Gtd. to William Rowland

PLAN OF SURVEY

BY SURVEYOR L. C. MACKENZIE

LOCATION

TOWN OF ULVERSTONE

SCALE 1:800 LENGTHS IN METRES

REGISTERED NUMBER

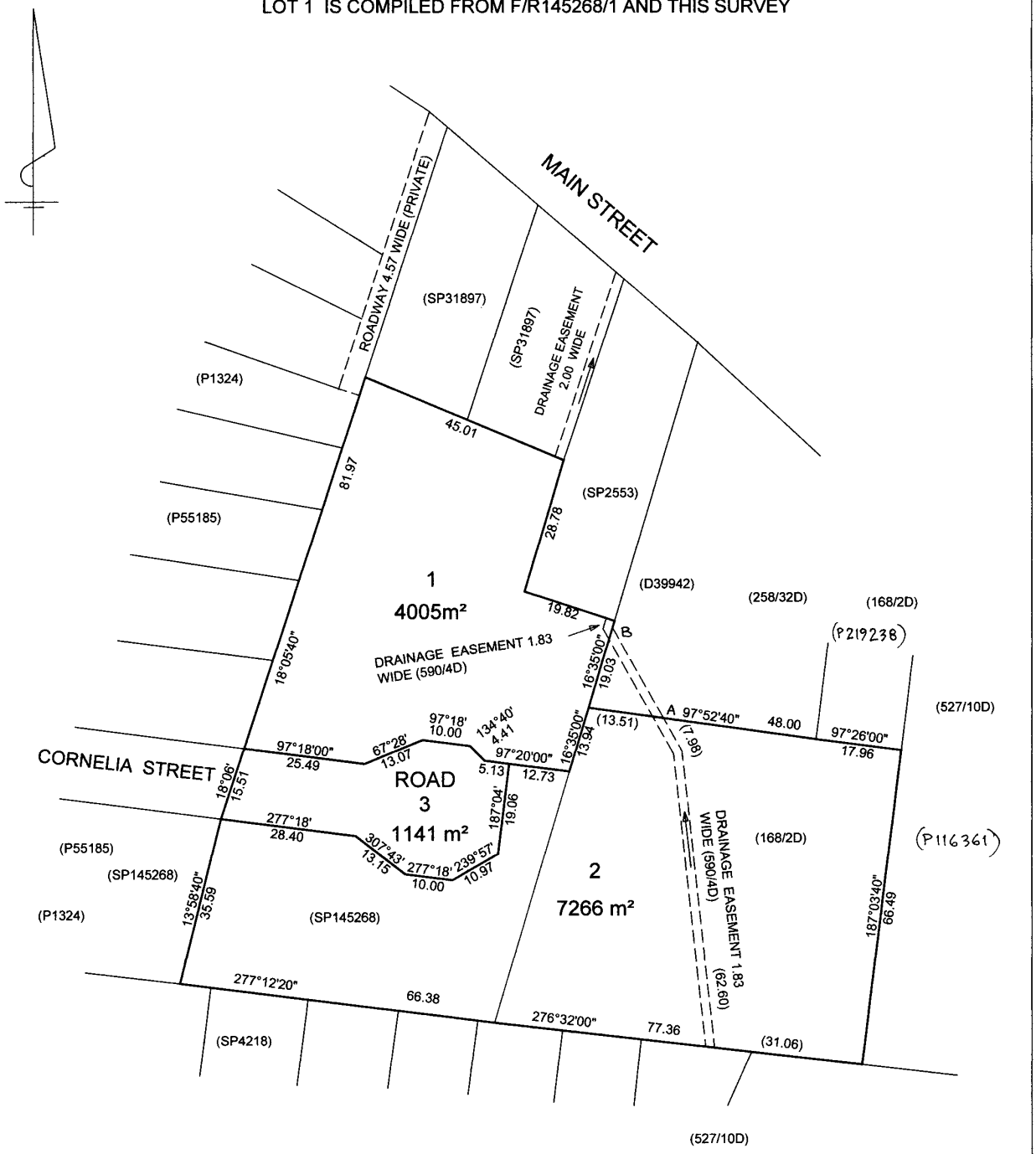
SP153349

~~APPROVED~~ EFFECTIVE FROM 16 APR 2008

Alice Kava
Recorder of Titles

MAPSHEET MUNICIPAL CODE No. (4244-43) 104	LAST 6304217 UPI No 6304075	LAST PLAN No. (D38484) (SP145268)	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

LOT 1 IS COMPILED FROM F/R145268/1 AND THIS SURVEY



Kathryn Adams 13/12/2007
COUNCIL DELEGATE DATE

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
153349	2
EDITION	DATE OF ISSUE
2	03-Jul-2008

SEARCH DATE : 02-Sep-2024
SEARCH TIME : 02.07 PM

DESCRIPTION OF LAND

Town of ULVERSTONE
Lot 2 on Sealed Plan 153349
Derivation : Part of Lot 5320, 15A-1R-33P Gtd. to William Rowland
Prior CTs 145268/1 and 38484/1

SCHEDULE 1

M179883 TRANSFER to MOTOR ACCIDENTS INSURANCE BOARD
Registered 03-Jul-2008 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP153349 EASEMENTS in Schedule of Easements

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 153349

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.
That portion of Lot 2 on the plan formerly comprised in Lot 1 on D38484 is together with a right of drainage over the Drainage Easement 1.83 wide marked AB on the plan.

Lot 1 on the Plan is together with a right of carriageway over the Roadway 4.57 wide (Private) on the Plan.

Lot 1 on the Plan is together with a right of drainage over the drainage easement 2.00wide on the Plan

Lot 1 on the Plan is subject to a right of drainage (appurtenant to Lot 2 to 17 and 20 on Sealed Plan No.4218 and Lot 2 on the Plan) over the drainage easement 1.83 wide passing through Lot 1 on the Plan.

Lot 2 on the Plan is together with a right of drainage over the drainage easement 1.83 wide ~~on the Plan.~~ shown passing through Lot 1 on the plan.

Lot 2 on the Plan is subject to a right of drainage (appurtenant to Lots 2 to 17 and 20 on the Sealed Plan No.4218) over the drainage easement 1.83 wide passing through Lot 2 on the Plan.

Signed by GLENN JEFFREY HARDWICK)
a person authorised under Section)
6AB of the *Homes Act 1935* in the)
presence of:)

DIRECTOR OF HOUSING TASMANIA

.....

Signature of witness

PATRICIA DAVIS

Name of witness (block letters)

4th FLOOR, 99 MACQUARIE ST HOBART

Address of witness

PUBLIC SERVANT

Occupation

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: Director of Housing FOLIO REF: 145268/1 & 38484/1 SOLICITOR & REFERENCE: Crown Solicitor	PLAN SEALED BY: CENTRAL COAST COUNCIL DATE: 15 OCTOBER 2007 SUB2006.23 REF NO. Council Delegate

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

Tasmanian Government

Owner: Director of Housing

Title Reference: 2226-99, 2945-37

Areas of Parcels

Lot Number	Area	Lot Number	Area
Total		Total	

PLAN OF SURVEY

of land situated in the

TOWN OF ULVERSTONE

P/I

Grantee: Part of 500ac Lot 400 Granted to Andrew Risby

Scale 150 feet to an inch

For Office Use:

Registered Number S.P.4218

Filed by:

on 5379 of 1982

Receipt No.

Receiving Clerk

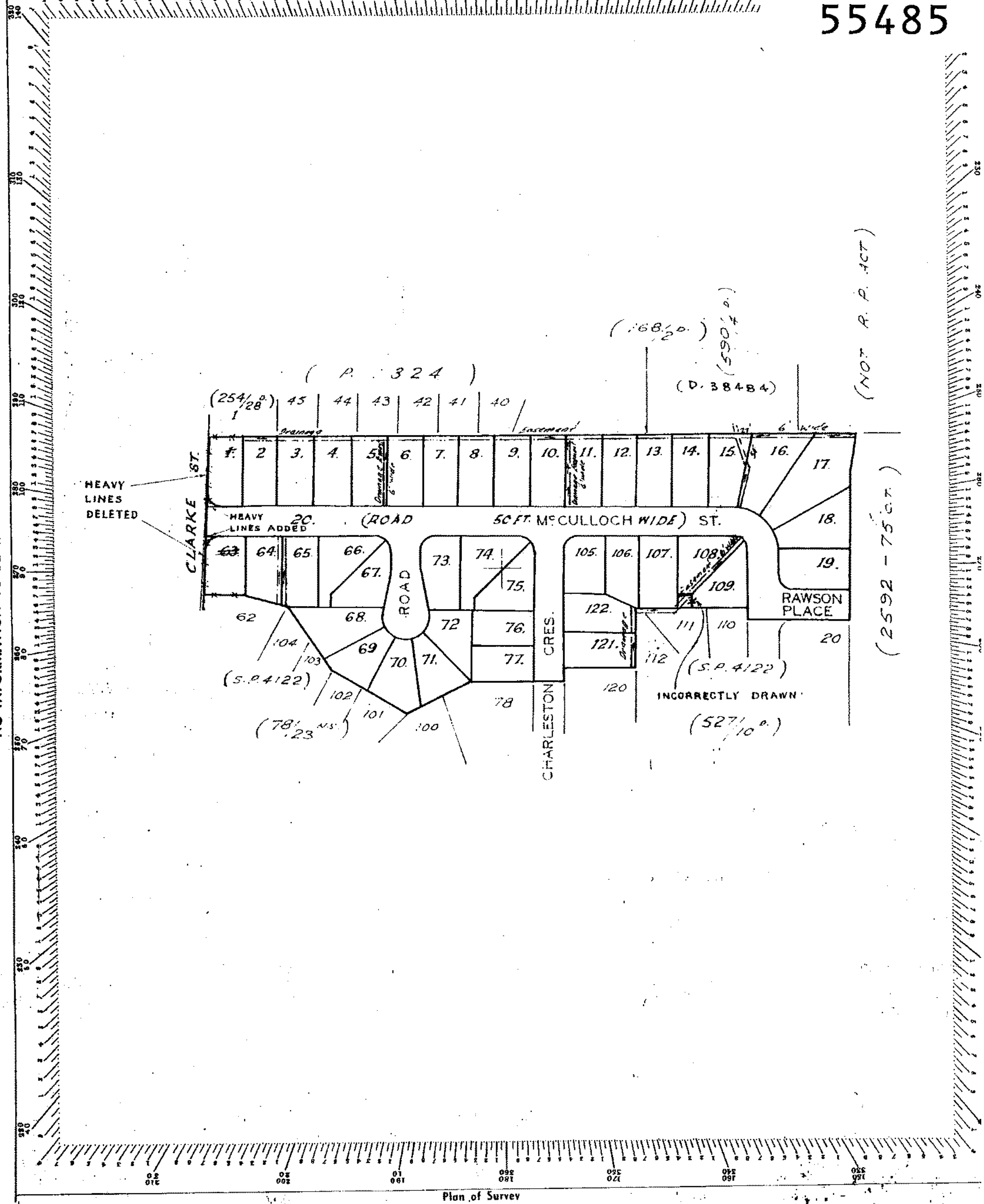
Effective from 26-11-73

Recorder of Titles / Registrar of Deeds

REGISTERED NUMBER

55485

NO INFORMATION TO BE WRITTEN WITHIN THIS SPACE



Plan of Survey

STAPLE HERE

ANNEXURE SHEET No. 1. (of 2. annexures) to Plan by Surveyor

This sheet contains detailed drawings of parcels shown on the index plan to which it is attached, which plan bears my declaration dated 29 · 3 · 68, and that declaration extends to the detail shown on this sheet.

Surveyor Jon Wyson

Signed for the purposes of identification.

Council Clerk

Owner Housing Department

Title Reference

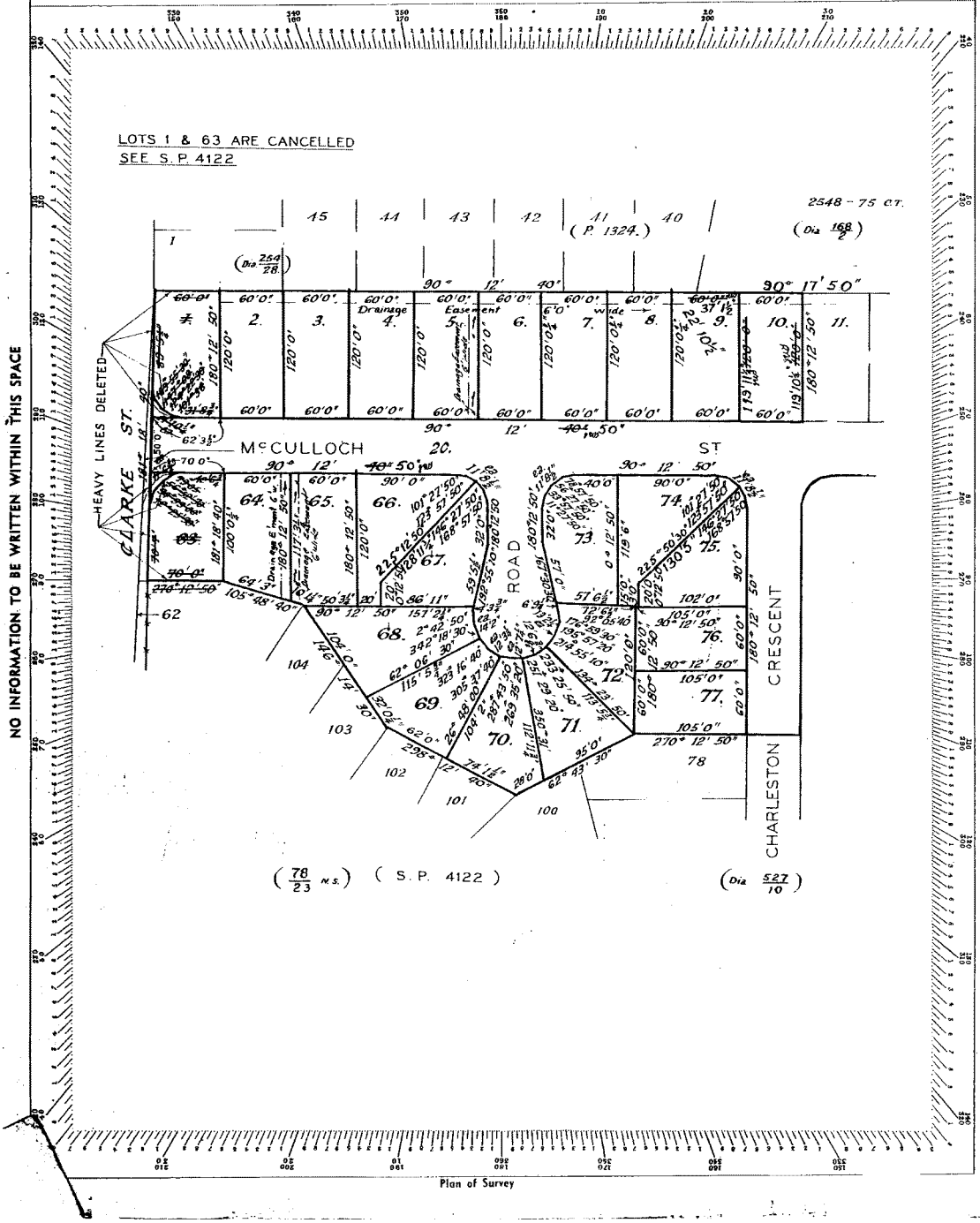
Registered Number S.P.4218

Areas of Parcels			
Lot Number	Area	Lot Number	Area
~~1~~	~~26 0/10 P~~	~~63~~	~~25 P~~
2.	26 9/10"	64.	24 9/10 P
3.	26 9/10"	65.	26 9/10"
4.	26 9/10"	66.	26 8/10"
5.	26 9/10"	67.	23 9/10"
6.	26 9/10"	68.	30 9/10"
7.	26 9/10"	69.	23 7/10"
8.	26 9/10"	70.	25 3/10"
9.	26 9/10"	71.	23 9/10"
10.	26 9/10"	72.	~~23 9/10~~ 23 1/10 PS
Total		73.	28 9/10"
		74.	26 9/10"
		75.	25 8/10"
		76.	23 1/10"
		77.	23 1/10"
		Total	

Lot Number	Area
Total	

Scale 80 feet to an inch

LOTS 1 & 63 ARE CANCELLED
SEE S.P. 4122



NO INFORMATION TO BE WRITTEN WITHIN THIS SPACE

Plan of Survey

STAPLE HERE

ANNEXURE SHEET No. 2. (of 2. annexures) to Plan by Surveyor

Owner: The Director of Housing

Title Reference

Registered Number: S.P.4218

This sheet contains detailed drawings of parcels shown on the index plan to which it is attached, which plan bears my declaration dated 29 · 3 · 68, and that declaration extends to the detail shown on this sheet.

Surveyor: Jon Wyson

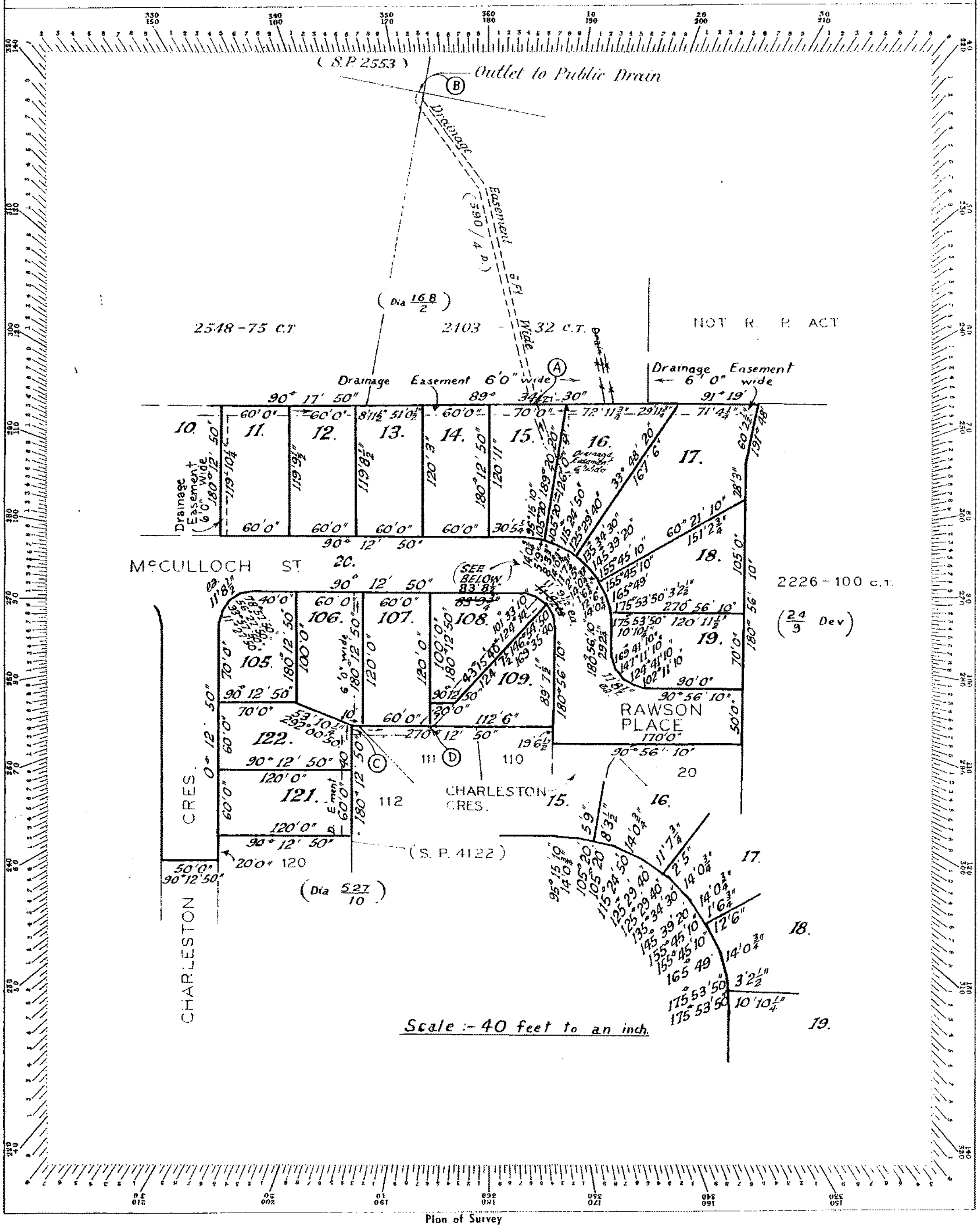
Signed for the purposes of identification.

Council Clerk

Areas of Parcels

Lot Number	Area	Lot Number	Area	Lot Number	Area
11.	26 4/10 Ps.	105.	24 9/10 Ps		
12.	26 4/10 "	106.	24 6/10 "		
13.	~~26 4/10~~ 26 1/10	107.	26 4/10 "		
14.	26 6/10 "	108.	24 1/10 "		
15.	26 9/10 "	109.	~~23 2/10~~ 25 Ps		
16.	33 4/10 "	122	24 6/10 "		
17.	1R 9 9/10 "	121.	26 4/10		
18.	31 3/10 "				
19.	31 8/10 "				
20	~~1-3-25 2/10~~ 1A 3R 23 ...				
Total		Total	8 A · 1 R · 31 6/10 P	Total	

Scale 80 feet to an inch



NO INFORMATION TO BE WRITTEN WITHIN THIS SPACE

Plan of Survey

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
55485	17
EDITION	DATE OF ISSUE
2	05-July-1996

CENTRAL COAST COUNCIL
LAND USE PLANNING
Received: 4/03/2026
Application No: DA2025214
Doc ID: 546527

SEARCH DATE : 16-Feb-2026
SEARCH TIME : 01.34 pm

DESCRIPTION OF LAND

Town of ULVERSTONE
Lot 17 on Sealed Plan 55485 (formerly being SP4218)
Derivation : Part of Lot 400 Gtd. to A. Risby
Prior CT 3376/36

SCHEDULE 1

B957840 TRANSFER to CENTRAL COAST COUNCIL Registered 05-July-1996 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 55485 EASEMENTS in Schedule of Easements (if any)

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

1

RECORDER OF TITLES TASMANIA

SCHEDULE OF EASEMENTS PLAN NO. 4218

NOTE:—The Town Clerk or Council Clerk must sign the certificate on the back page for the purpose of identification.

The Schedule must be signed by the owners and mortgagees of the land affected. Signatures should be attested.

THIS COPY SCHEDULE CONSISTS OF 2 PAGE/S

EASEMENTS

Rights of Drainage

Each lot on the plan is together with such rights of drainage over the drainage easements shewn on the plan as may be necessary to drain the stormwater and other surplus water from such lot.

Each lot on the plan is subject to such rights of drainage over the drainage easements (if any) shewn on the plan as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan.

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

Lots 2 to 17 and 20 are each together with a right of drainage over the drainage easement marked AB hereon.

Lots 121 and 122 are each together with a right of drainage over the drainage easement marked CD hereon.

~~Lot 64 is subject to a right of drainage~~ (appurtenant to Lots 61, 62, 102, 103 ~~and 104 on Sealed Plan No. 4122) over the drainage easement shown passing through that lot.~~ See following page

Lots 107, 108 and 109 are each subject to a right of drainage (appurtenant to Lots 111, 112, 118, 119 and 120 on Sealed Plan No. 4122) over the drainage easement shown passing through that lot.

Lots 121 and 122 are each subject to a right of drainage (appurtenant to Lots 118, 119 and 120 on Sealed Plan No. 4122) over the drainage easement shown passing through that lot.

SIGNED by Allan Arthur STUBBS
The Registered Proprietor of Certificate of Title Volume 2403, Folio 32 in the presence of :-

THE DIRECTOR OF HOUSING,
Registered Proprietor of the land shown on the Plan in the presence of:-

SIGNED by Jack SODEN The Registered Proprietor of Certificate of Title Volume 2548, Folio 75 in the presence of :-

Certified Correct for the purposes of the Real Property Act, 1862, as amended.

Leslie Ferguson Allwinton,
DIRECTOR OF HOUSING.

SIGNED by THE DIRECTOR OF WAR SERVICE HOMES as Mortgagee of Mortgage Nos. A29939, A232805, A295573 in Certificate of Title Volume 2548, Folio 75 in the presence of :-

Director of War Service Homes
by his Attorney
Assistant Director
War Service Homes Branch
Department of Housing, Tasmania
WHO DECLARES THAT NO NOTICE OF REVOCATION OF THE POWER OF ATTORNEY HAS BEEN RECEIVED. No2595

25/2/73

Lot 64 is subject to a right of drainage (appurtenant to Lots 143 to 150 inclusive and Lot 136 on Sealed Plan No. 4122) over the drainage easement shown passing through that Lot

Amendment to drainage easements relating to lot 64 made by me pursuant to Request to Amend No. A752156 made under Section 481 of the Local Government Act 1964.

.....
Acting Deputy Recorder of Titles

13/ 7/ 1981

This is the schedule of easements attached to the plan of Castra Road Subdivision

Ulverstone comprising part of the land in

Certificate of Title Volume 2226, Folio 99 and Volume 2945, Folio 37.
(*Insert Title Reference*)

Sealed by Municipality of Ulverstone on 20th Feb. 1973.

56158

Council Clerk/~~Town Clerk~~

Owner Director of Housing

Title Reference 2226-99, 2945-37

Areas of Parcels

Lot Number	Area	Lot Number	Area
Total		Total	

PLAN OF SURVEY

of land situated in the

TOWN OF ULVERSTONE

P/1

Grantee : Part of 500ac Lot 400 Granted to Andrew Risby

Scale 150 feet to an inch

For Office Use:

Registered Number

S.P.421

Filed by : [illegible]

on 5379 at 0119

Receipt No. .....

Receiving Clerk .....

Effective from 26-11-73

Recorder of Titles / Registrar of Deeds

REGISTERED NUMBER

55485

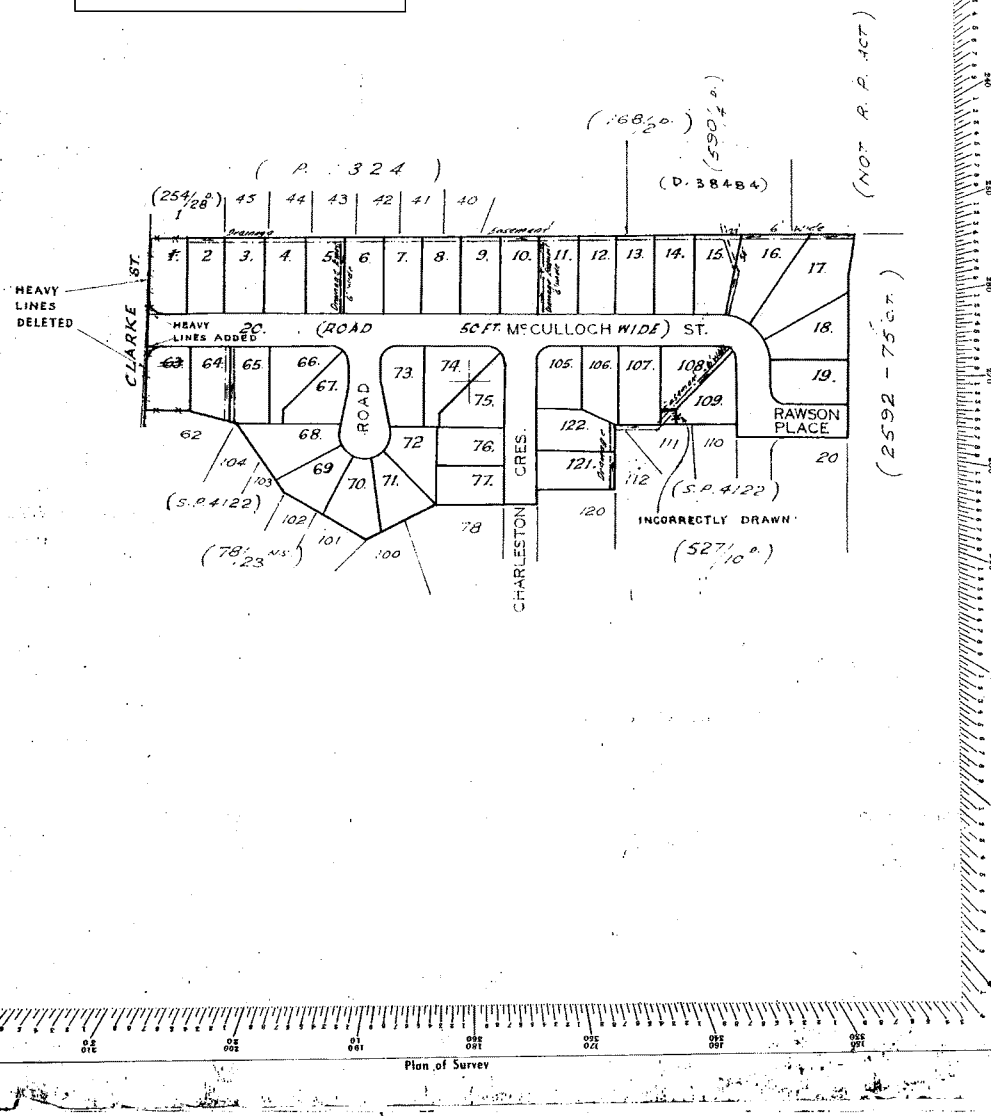
CENTRAL COAST COUNCIL
LAND USE PLANNING

Received: 4/03/2026

Application No: DA2025214

Doc ID: 546527

NO INFORMATION TO BE WRITTEN WITHIN THIS SPACE



Plan of Survey

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Surveyor Jon Wyson

Signed for the purposes of identification.

Council Clerk

Owner Housing Department

Title Reference

Areas of Parcels

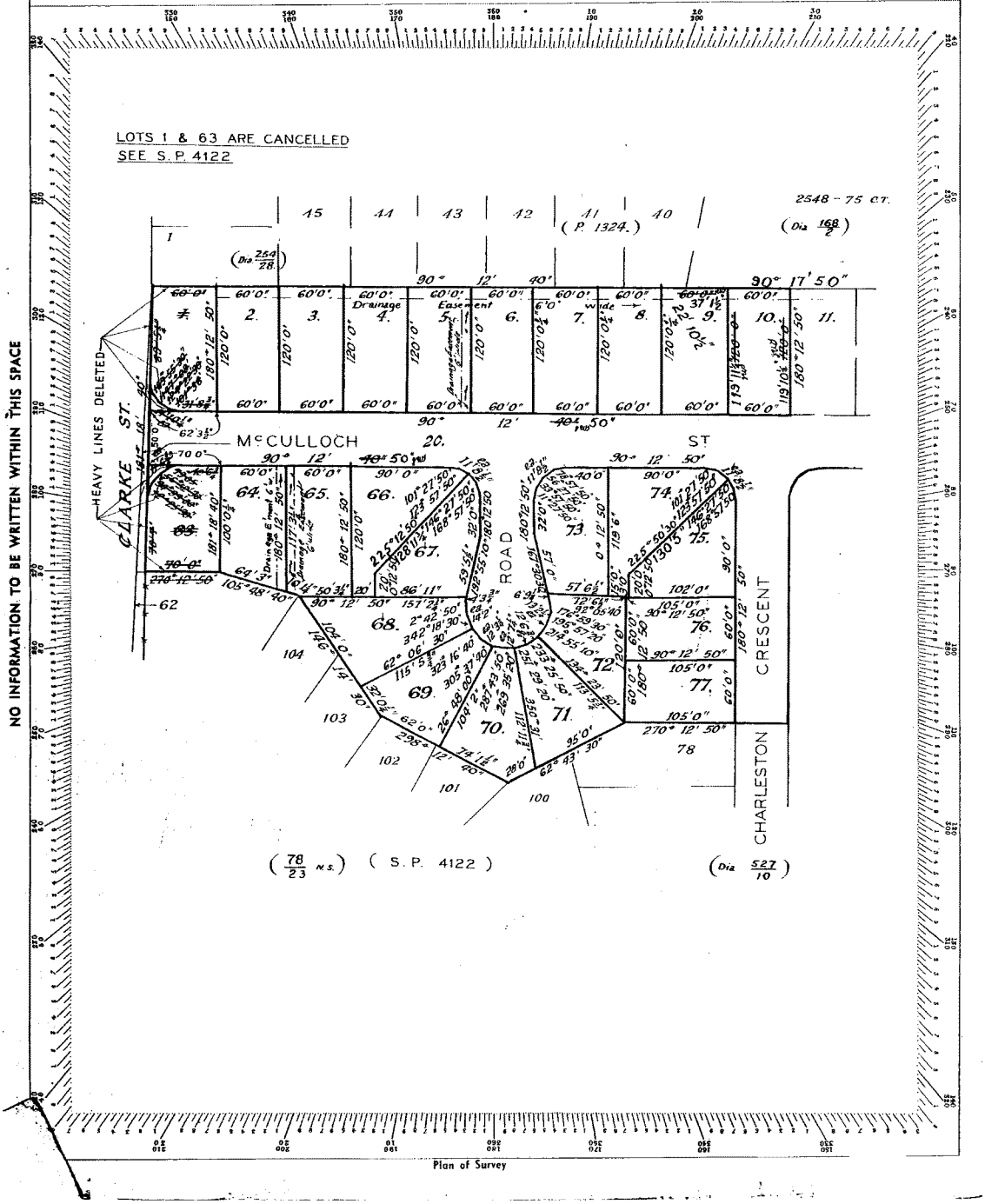
Lot Number	Area	Lot Number	Area
~~1~~	~~26 0 P~~	~~63~~	~~25 P~~
2.	26 9/10"	64.	24 9/10 P
3.	26 9/10"	65.	26 9/10"
4.	26 9/10"	66.	26 8/10"
5.	26 9/10"	67.	23 9/10"
6.	26 9/10"	68.	30 9/10"
7.	26 9/10"	69.	23 7/10"
8.	26 9/10"	70.	25 3/10"
9.	26 9/10"	71.	23 9/10"
10.	26 9/10"	72.	~~23 9/10~~ 23 1/10 PS
Total		73.	28 9/10"
		74.	26 9/10"
		75.	25 8/10"
		76.	23 1/10"
		77.	23 1/10"
		Total	

Registered Number

S.P.4218

Lot Number	Area
Total	

Scale 80 feet to an inch



Plan of Survey

STAPLE HERE

ANNEXURE SHEET No. 2. (of 2. annexures) to Plan by Surveyor

This sheet contains detailed drawings of parcels shown on the index plan to which it is attached, which plan bears my declaration dated 29 · 3 · 68, and that declaration extends to the detail shown on this sheet.

Surveyor Jon Wilson

Signed for the purposes of identification.

Council Clerk

Owner The Director of Housing

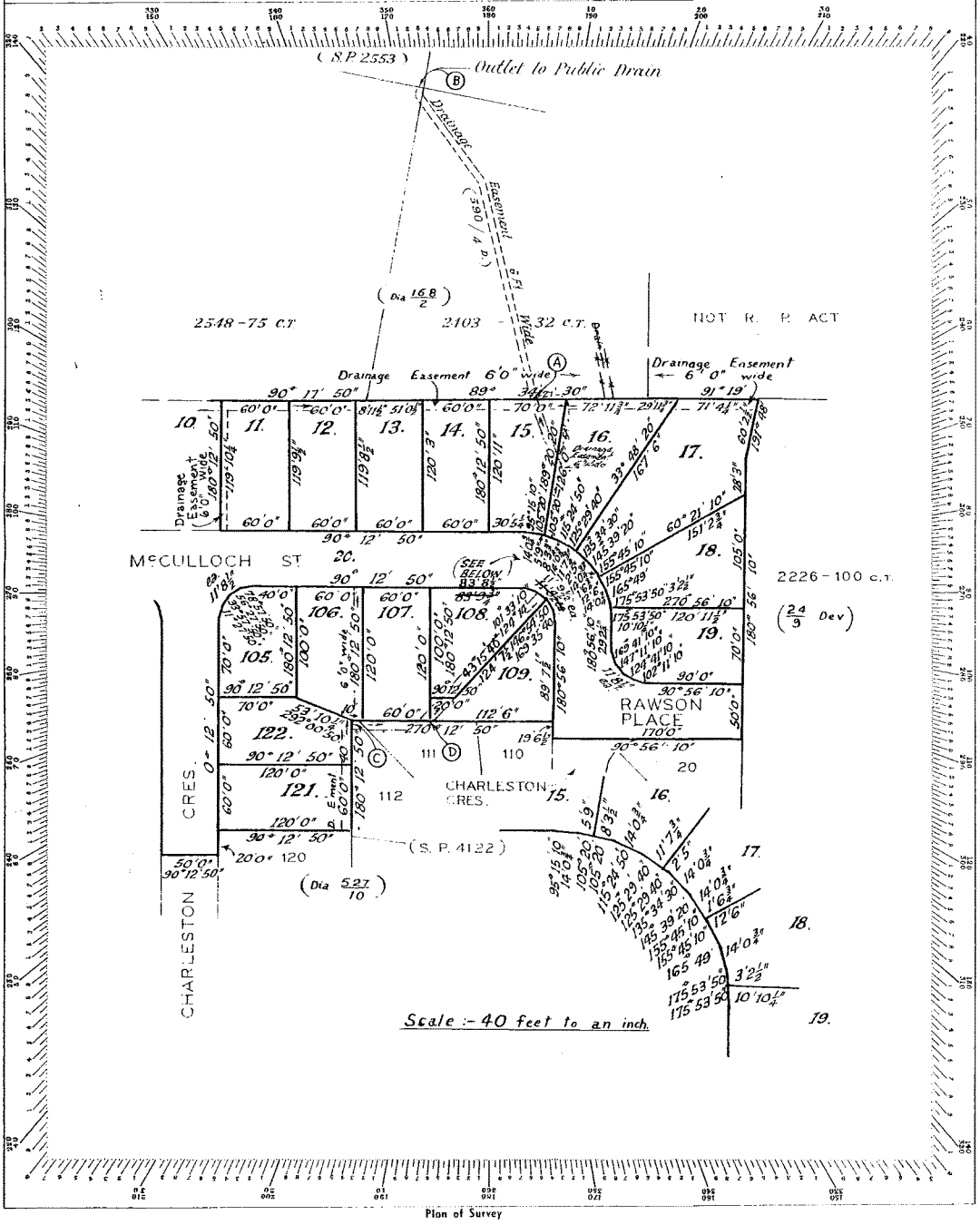
Title Reference

Registered Number S.P.4218

Areas of Parcels

Lot Number	Area	Lot Number	Area	Lot Number	Area
11.	26 9/10 Ps.	105.	24 9/10 Ps		
12.	26 9/10 "	106.	24 9/10 "		
13.	~~26 9/10~~ 26 9/10 "	107.	26 9/10 "		
14.	26 9/10 "	108.	24 1/10 "		
15.	26 9/10 "	109.	~~23 2/10~~ 2.5 Ps		
16.	33 9/10 "	122	24 6/10 "		
17.	18 9/10 "	121.	26 4/10		
18.	31 3/10 "				
19.	31 9/10 "				
20	~~A 3 R 25 P 7/10~~ A 1 R 3 P 23 m				
Total		Total	A R P 8 · 1 · 31 m	Total	

Scale 80 feet to an inch



Plan of Survey

NO INFORMATION TO BE WRITTEN WITHIN THIS SPACE

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
55485	16
EDITION	DATE OF ISSUE
2	05-July-1996

CENTRAL COAST COUNCIL
LAND USE PLANNING
Received: 4/03/2026
Application No: DA2025214
Doc ID: 546527

SEARCH DATE : 16-Feb-2026
SEARCH TIME : 01.32 pm

DESCRIPTION OF LAND

Town of ULVERSTONE
Lot 16 on Sealed Plan 55485 (formerly being SP4218)
Derivation : Part of Lot 400 Gtd. to A. Risby
Prior CT 3376/35

SCHEDULE 1

B957840 TRANSFER to CENTRAL COAST COUNCIL Registered 05-July-1996 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 55485 EASEMENTS in Schedule of Easements (if any)

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

1

RECORDER OF TITLES TASMANIA

SCHEDULE OF EASEMENTS PLAN NO. 4218

NOTE:—The Town Clerk or Council Clerk must sign the certificate on the back page for the purpose of identification.

The Schedule must be signed by the owners and mortgagees of the land affected. Signatures should be attested.

THIS COPY SCHEDULE CONSISTS OF 2 PAGE/S

EASEMENTS

Rights of Drainage

Each lot on the plan is together with such rights of drainage over the drainage easements shewn on the plan as may be necessary to drain the stormwater and other surplus water from such lot.

Each lot on the plan is subject to such rights of drainage over the drainage easements (if any) shewn on the plan as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan.

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

Lots 2 to 17 and 20 are each together with a right of drainage over the drainage easement marked AB hereon.

Lots 121 and 122 are each together with a right of drainage over the drainage easement marked CD hereon.

~~Lot 64 is subject to a right of drainage~~ (appurtenant to Lots 61, 62, 102, 103 ~~and 104 on Sealed Plan No. 4122) over the drainage easement shown passing through that lot.~~ See following page

Lots 107, 108 and 109 are each subject to a right of drainage (appurtenant to Lots 111, 112, 118, 119 and 120 on Sealed Plan No. 4122) over the drainage easement shown passing through that lot.

Lots 121 and 122 are each subject to a right of drainage (appurtenant to Lots 118, 119 and 120 on Sealed Plan No. 4122) over the drainage easement shown passing through that lot.

SIGNED by Allan Arthur STUBBS
The Registered Proprietor of Certificate of Title Volume 2403, Folio 32 in the presence of :-

THE DIRECTOR OF HOUSING,
Registered Proprietor of the land shown on the Plan in the presence of:-

SIGNED by Jack SODEN The Registered Proprietor of Certificate of Title Volume 2548, Folio 75 in the presence of :-

Certified Correct for the purposes of the Real Property Act, 1862, as amended.

Leslie Ferguson Allwinton,
DIRECTOR OF HOUSING.

SIGNED by THE DIRECTOR OF WAR SERVICE HOMES as Mortgagee of Mortgage Nos. A29939, A232805, A295573 in Certificate of Title Volume 2548, Folio 75 in the presence of :-

Director of War Service Homes
by his Attorney
Assistant Director
War Service Homes Branch
Department of Housing, Tasmania
WHO DECLARES THAT NO NOTICE OF REVOCATION OF THE POWER OF ATTORNEY HAS BEEN RECEIVED. No2595

25/2/73

Lot 64 is subject to a right of drainage (appurtenant to Lots 143 to 150 inclusive and Lot 136 on Sealed Plan No. 4122) over the drainage easement shown passing through that Lot

Amendment to drainage easements relating to lot 64 made by me pursuant to Request to Amend No. A752156 made under Section 481 of the Local Government Act 1964.

.....
Acting Deputy Recorder of Titles

13/7/1981

This is the schedule of easements attached to the plan of Castra Road Subdivision

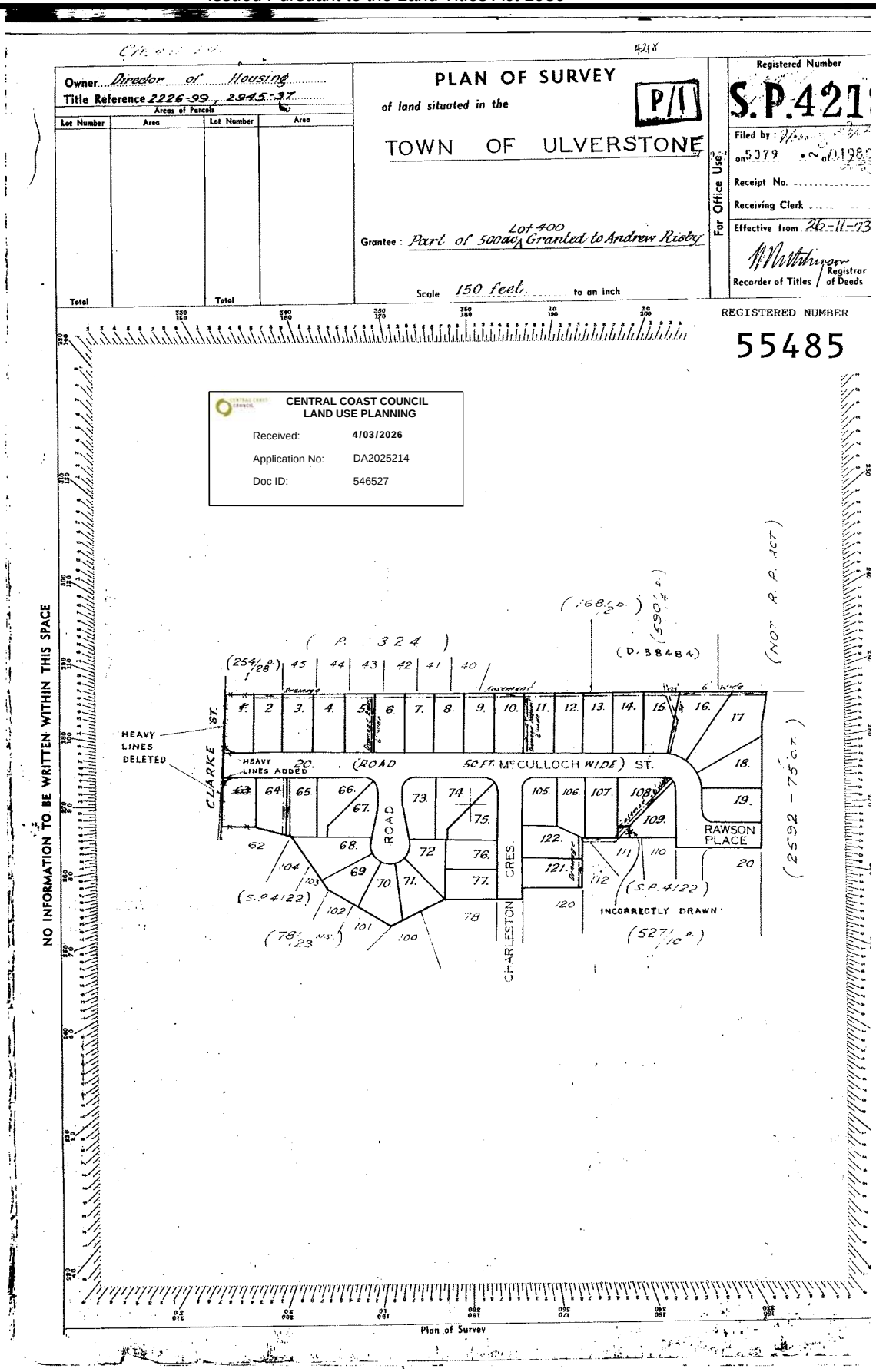
Ulverstone comprising part of the land in

Certificate of Title Volume 2226, Folio 99 and Volume 2945, Folio 37.
(*Insert Title Reference*)

Sealed by Municipality of Ulverstone on 20th Feb. 1973

Council Clerk/~~Town Clerk~~

56158


Owner Director of Housing
Title Reference 2226-99 , 2945-37
Areas of Parcels
Lot Number
Area
Total
PLAN OF SURVEY
of land situated in the
P/1
TOWN OF ULVERSTONE
Grantee : Part of 500ac Lot 400 Granted to Andrew Risby
Scale 150 feet to an inch
For Office Use
Registered Number
S.P.421
Filed by :
on 5379
Receipt No.
Receiving Clerk
Effective from 26-11-73
Recorder of Titles / Registrar of Deeds
REGISTERED NUMBER
55485
CENTRAL COAST COUNCIL
LAND USE PLANNING
Received: 4/03/2026
Application No: DA2025214
Doc ID: 546527
NO INFORMATION TO BE WRITTEN WITHIN THIS SPACE
HEAVY LINES DELETED
HEAVY LINES ADDED
CLARKE ST.
(ROAD 50 FT. WIDE) ST.
McCULLOCH
ROAD
CRES.
CHARLESTON
RAWSON PLACE
INCORRECTLY DRAWN
(P. 324)
(D. 38484)
(S.P.4122)
(NOT R.P. ACT)
Plan of Survey

STAPLE HERE

ANNEXURE SHEET No. 1. (of 2. annexures) to Plan by Surveyor

This sheet contains detailed drawings of parcels shown on the index plan to which it is attached, which plan bears my declaration dated 29 · 3 · 68, and that declaration extends to the detail shown on this sheet.

Surveyor Jon Wyson

Signed for the purposes of identification.

Council Clerk

Owner Housing Department

Title Reference

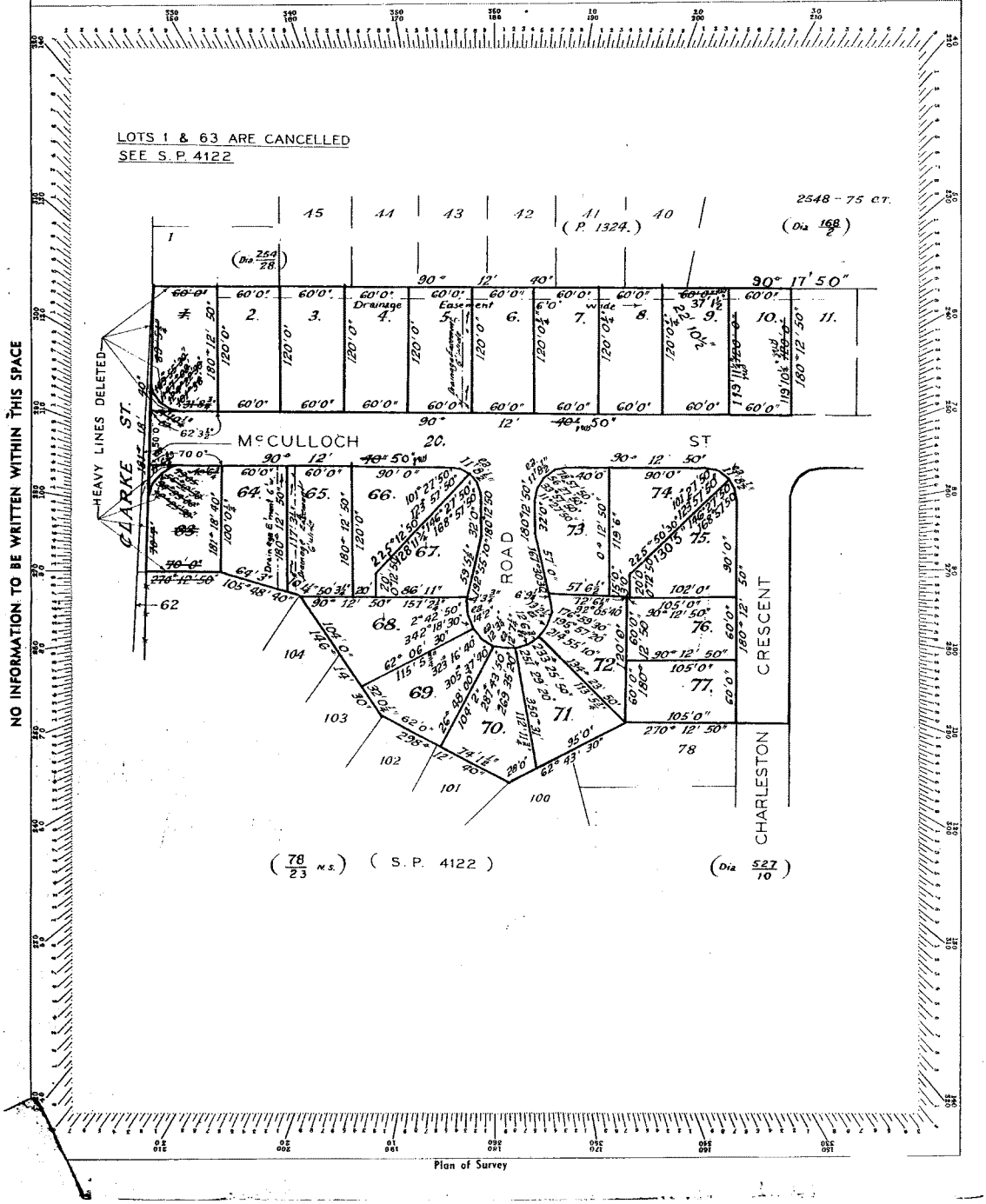
Areas of Parcels

Lot Number	Area	Lot Number	Area
~~1~~	~~26 0 P~~	~~63~~	~~25 P~~
2.	26 9/10"	64.	24 9/10 P
3.	26 9/10"	65.	26 9/10"
4.	26 9/10"	66.	26 8/10"
5.	26 9/10"	67.	23 9/10"
6.	26 9/10"	68.	30 9/10"
7.	26 9/10"	69.	23 7/10"
8.	26 9/10"	70.	25 3/10"
9.	26 9/10"	71.	23 9/10"
10.	26 9/10"	72.	~~23 9/10~~ 23 1/10 PS
		73.	28 9/10"
		74.	26 9/10"
		75.	25 8/10"
		76.	23 1/10"
		77.	23 1/10"
Total		Total	

Registered Number S.P.4218

Lot Number	Area
Total	

Scale 80 feet to an inch



STAPLE HERE

ANNEXURE SHEET No. 2. (of 2. annexures) to Plan by Surveyor

This sheet contains detailed drawings of parcels shown on the index plan to which it is attached, which plan bears my declaration dated 29 · 3 · 68, and that declaration extends to the detail shown on this sheet.

Surveyor Jon Wyson

Signed for the purposes of identification.

Council Clerk

Owner The Director of Housing

Title Reference

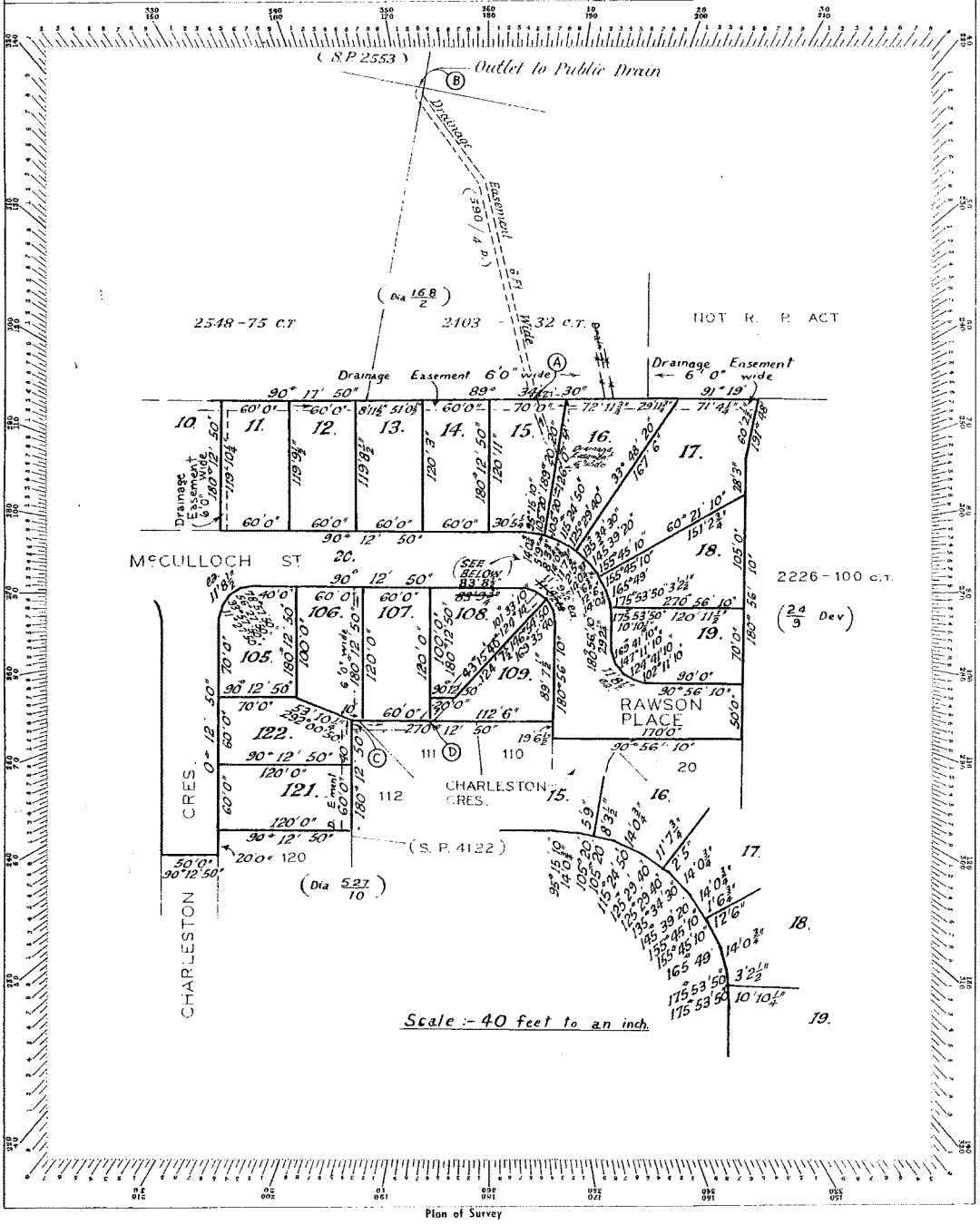
Registered Number S.P.4218

Areas of Parcels

Lot Number	Area	Lot Number	Area
11.	26 9/10 Ps.	105.	24 9/10 Ps
12.	26 9/10 "	106.	24 9/10 "
13.	~~26 9/10~~ 26 9/10 "	107.	26 9/10 "
14.	26 9/10 "	108.	24 1/10 "
15.	26 9/10 "	109.	~~23 2/10~~ 2.5 Ps
16.	33 9/10 "	122	24 6/10 "
17.	18 9/10 "	121.	26 4/10
18.	31 3/10 "		
19.	31 8/10 "		
20	~~1 A 3 R 25 2/10 P~~ 1 A 3 R 23 m P		
Total		Total	8 A 1 R 31 m P

Lot Number	Area
Total	

Scale 80 feet to an inch



Plan of Survey

NO INFORMATION TO BE WRITTEN WITHIN THIS SPACE

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Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
55485	15
EDITION	DATE OF ISSUE
2	30-Sept-2022

CENTRAL COAST COUNCIL
LAND USE PLANNING
Received: 4/03/2026
Application No: DA2025214
Doc ID: 546527

SEARCH DATE : 16-Feb-2026
SEARCH TIME : 01.30 pm

DESCRIPTION OF LAND

Town of ULVERSTONE
Lot 15 on Sealed Plan 55485 (formerly being SP4218)
Derivation : Part of Lot 400 Gtd. to A. Risby
Prior CT 3376/34

SCHEDULE 1

A230953 & M945436 DIRECTOR OF HOUSING Registered 30-Sept-2022 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 55485 EASEMENTS in Schedule of Easements (if any)

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

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RECORDER OF TITLES TASMANIA

SCHEDULE OF EASEMENTS PLAN NO. 4218

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Assistant Director War Service Homes Branch Department of Housing, Tasmania

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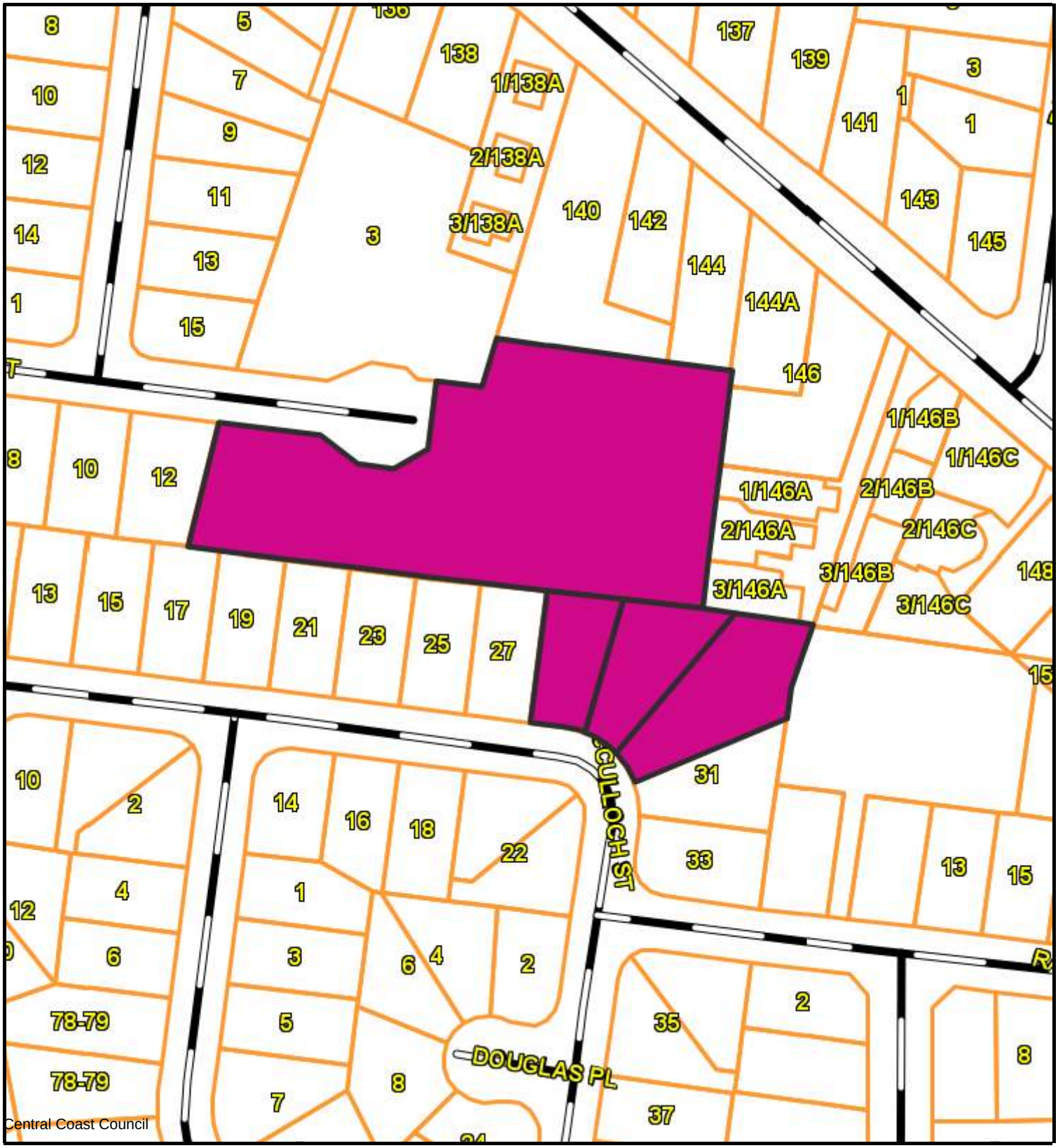
Council Clerk/~~Town Clerk~~



CENTRAL COAST COUNCIL
19 King Edward St
Ulverstone
TAS 7315
Telephone: 03 6429 8900
admin@centralcoast.tas.gov.au

12-Mar-2026

14 CC
29 MC
AND M
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[redacted]
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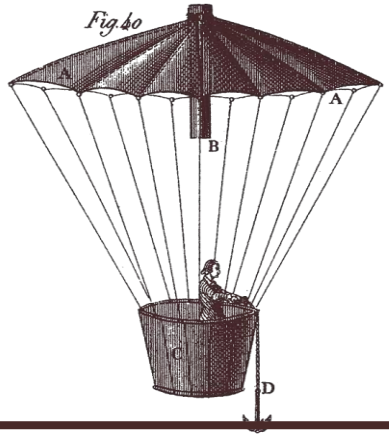
6

IMPORTANT
This map was produced on the GEOCENTRIC DATUM OF AUSTRALIA 1994 (GDA94), which has superseded the Australian Geographic Datum of 1984 (AGD66/84). Heights are referenced to the Australia Height Datum (AHD). For most practical purposes GDA94 coordinates, and satellite derived (GPS) coordinates based on the World Geodetic Datum 1984 (WGS84), are the same.

50 m

Scale = 1:1470.420

GANDY AND ROBERTS
159 DAVEY ST
HOBART TASMANIA
AUSTRALIA 7000
CONSULTING ENGINEERS



Concept Services Report

Planning Scheme Compliance & Existing Infrastructure Assessment

Lomandra Site

14 Cornelia Avenue, Ulverstone

for MAIB

February 2026

Version control

Revision	Description	Issue date	Issued by
A	Client Review	15/08/2025	Dale Hayers
B	Planning Approval	03/09/2025	Dale Hayers
C	Planning Approval Revised	03/02/2025	Dale Hayers

PROJECT NUMBER **24.0238**
REPORT AUTHOR **Dale Hayers**
CHECKED BY **Adam Kohl**

Gandy and Roberts Consulting Engineers
STRUCTURAL CIVIL HYDRAULICS

ph (03) 6223 8877
fx (03) 6223 7183
mail@gandyandroberts.com.au
159 Davey Street Hobart, Tasmania 7000
www.gandyandroberts.com.au

Contents

1 Context

Gandy and Roberts Consulting Engineers have been engaged by JasMax Architects to provide concept servicing documentation for the proposed redevelopment of the existing MAIB owned care Supported Accommodation at 14 Cornelia St in Ulverstone. This site is known as “Lomandra”. The site is to be developed to provide increased functionality via new primary and independent living units.
The report aims to discuss the methodology in which the sites sewer, water and stormwater infrastructure is currently connected to existing TasWater and the Central Coast Council (CCC) owned infrastructure and changes proposed by the site development.

1.1 Development Site and Details

14 Cornelia St is located at the end of the cul-de-sac within Cornelia St and shares boundaries with properties of a residential nature. Part of the site is currently undeveloped. Several TasWater and CCC owned utility mains are located within the title boundary. Formalising and creating new easements over utility mains is proposed as part of the development.

1.2 Surrounding Properties

No works are proposed on surrounding private owned land titles.

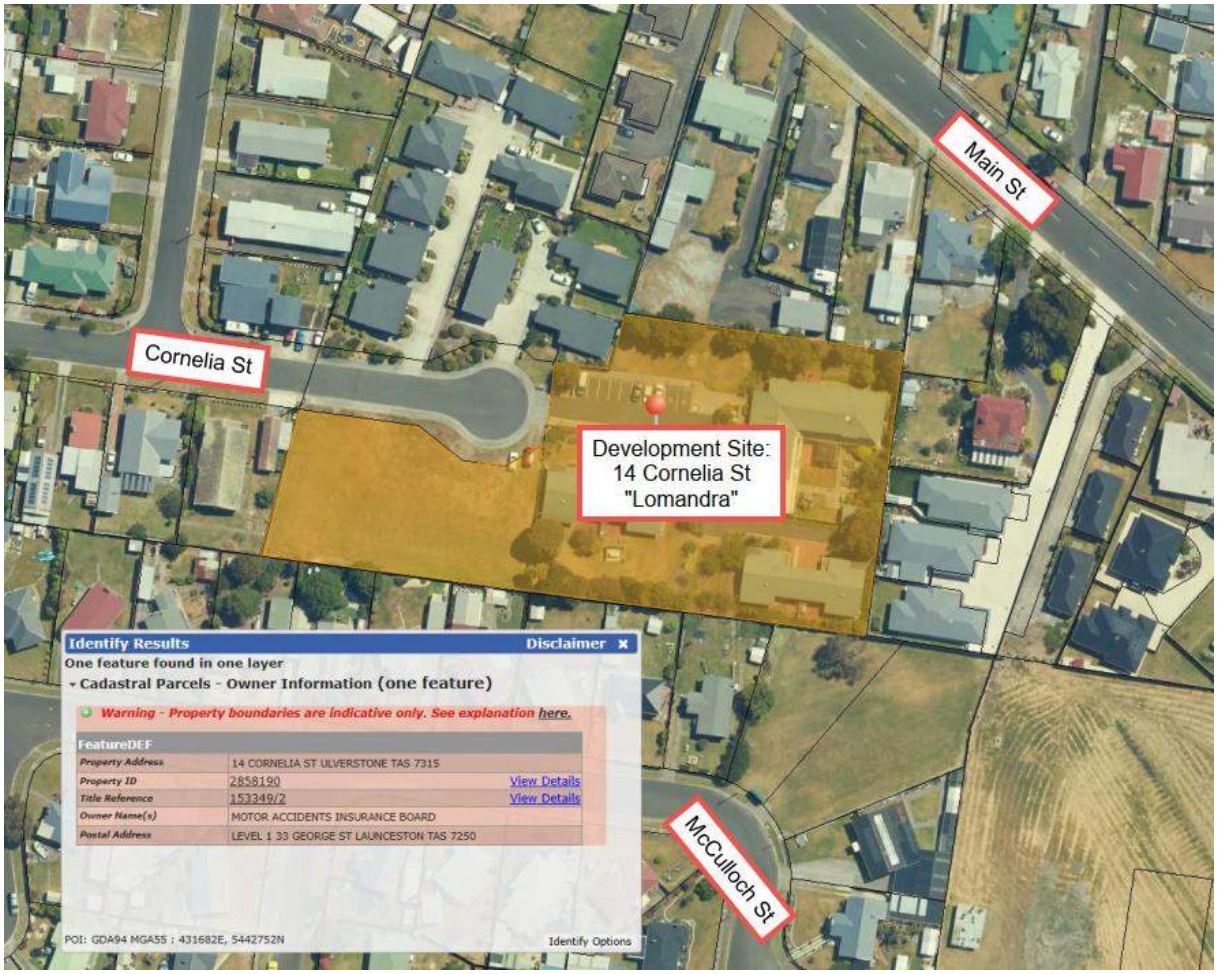


Figure 1: Site Locality

2 Existing Site Services

2.1 Site Sewer Connections

TasWater GIS for the site is presented in Figure 2. GIS shows a DN150 sewer main running through the site. This main is currently located under an existing building. The private lot sewer connection has been confirmed onsite as DN100 in size and is made direct to the TasWater owned manhole at the north of the site, asset A687030. A DN100 lateral connection to 3 Cornelia St also extends along the northern boundary.

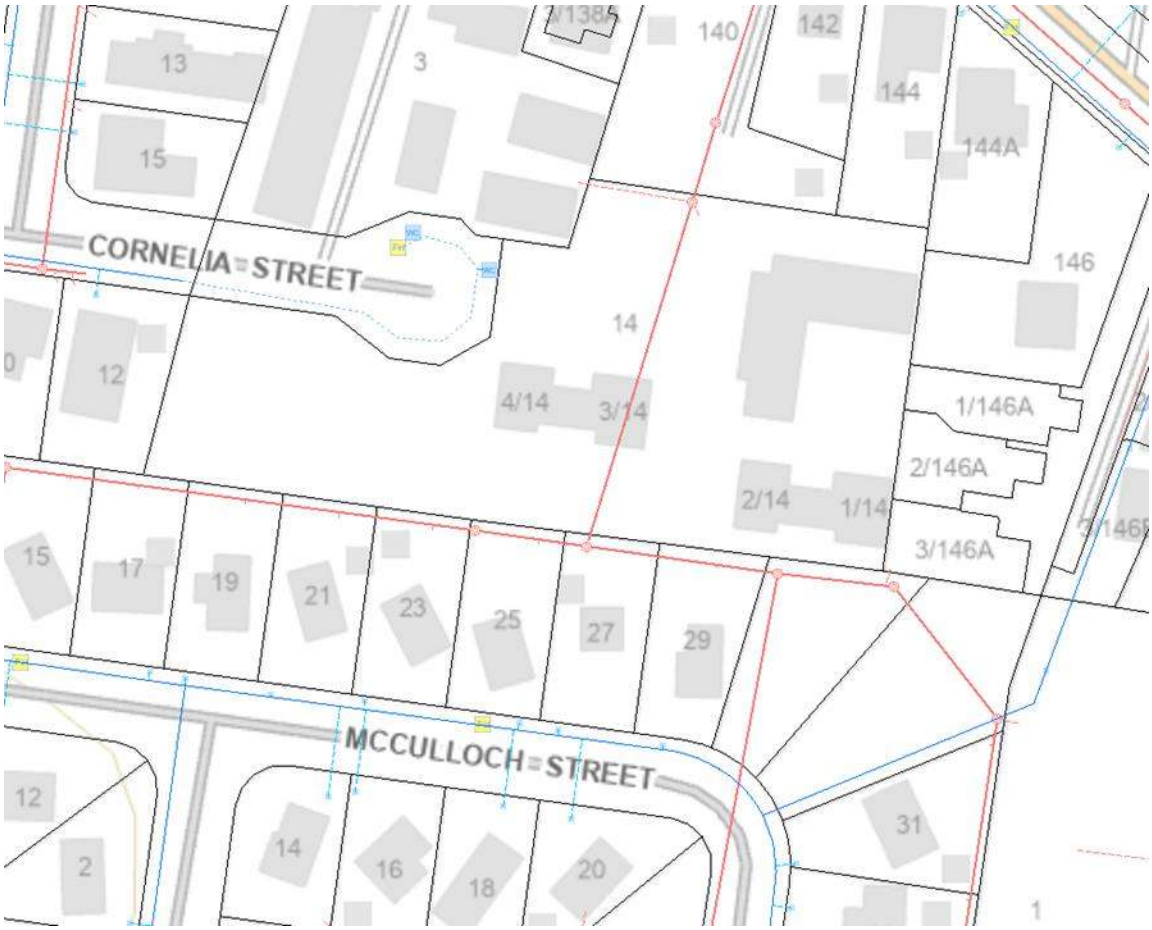


Figure 2: TasWater GIS surrounding site

The existing site has four two-bedrooms independent living units spread acorss two buildings; along with a six-bed Primary Living Unit building. Existing sewer flows from the site are presented in Table 1.

Table 1: Existing Sewage Equivalent Tenements

Taswater ET code	Rate	Equivalent Tenements
AP01	0.971/bed	5.83 ET's
RM02	0.75/dwelling	3.0 ET's
TOTAL		8.83 ET's

Review of TasWater invoices for the site suggest current invoicoing is for 6.7 sewer ET's.

2.2 Site Water Connections

2.2.1 Domestic Water Connections

TasWater GIS and Google Street view indicates the site is serviced by a DN100 combined domestic water/fire service. Upstream of this metered connection within the site, the water system splits to dedicated domestic water and fire services pipework.

Table 2: Existing Water Equivalent Tenements

Taswater ET code	Rate	Equivalent Tenements
AP01	0.657/bed	3.94 ET's
RM02	0.6/dwelling	2.4 ET's
TOTAL		6.34

2.2.2 Fire

Fire hydrant protection for the site is currently provided from a fire plug at the front of 3 Cornelia St, along with an internal fire hydrant. Based on as-built information, it appears a single internal hydrant is located within the parking area, and it provides coverage to all existing buildings.

Sprinklers are provided to the main existing care building, with a booster provided on the building façade, this as noted in a report by BRT Consulting Engineers dated 20.10.2022.

The BRT reports suggests a sprinkler demand of 3.33 L/s (200L/min) and with the hydrant demand of 10 L/s, total existing site demand is suggested at 13.33 L/s.

2.2.3 TasWater Network Information

TasWater have provided the following water network information:

- Pressure Zone: VON BIBRAS RESERVOIR, Zone ID: GWW02, Pressure Head Level: 63.5m
- Site elevation ~ 20m .
- Approx distance from Reservoir: 3km x 5m = 15m (assumed head loss in pipework)
- Approx. 28.5m static head.

Onsite testing of the street plug adjacent to the site has provided the results presented in Table 3.

Table 3: Hydrant Flow Test Information

Hydrant Flow Test Pressure (kPa)	Flow Rate (L/s)
350	10.50
200	16.52
0	18.94
425	0

2.3 Site Stormwater Connections

This site is serviced by several stormwater connections made direct to the DN600 CCC stormwater main that runs central through the site. Generally, a stormwater detention tank is installed upstream of each connection.

Further information has been sought from Central Coast Council as to the upstream network and the possibility of existing detention being installed within the council owned title in McCulloch St to the south of the development site.

Figure 3: Central Coast Council stormwater GIS surrounding site

3 Proposed Service Connections

3.1 Sewer

It is proposed that the existing DN150 sewer main will be redirected as part of development works. The design for this diversion is presented in Gandy and Roberts Consulting Engineers drawing C500. Information was provided by TasWater through service enquiry SI2024/733 that the existing system has capacity to be maintained as a DN150 service, based on an estimate 150 connections upstream. Table 5.6 of MRWA WSA02-2014 Part 3.1 suggests that a DN150 main at grade 0.59% can service up to 160 dwellings and so the proposed diversion can service the upstream catchment.

The existing DN100 sewer lot connection is proposed to be upgraded to DN150, in accordance with MRWA-S-104A Table 104A-A for the lot size of nom 7200m². A second DN150 sewer connection is further proposed, as clearance over the proposed DN750 stormwater main cannot be achieved via a private drainage crossing.

Proposed equivalent tenement calculations, along with fixture units calculations to AS3500.2 are provided in Table 4 below.

Table 4: Development Sewage Flows

Design Parameter	Unit
Fixture Units (AS3500.2:2021)	233
Assisted Living Units x10 beds (AP01) *(support worker beds not considered in calculation)*	9.7 ET's
Average Dry Weather Flow (ADWF)	0.052L/s
Peaking Factor 'd'	8.26
Peak Dry Weather Flow (PDWF)	0.433L/s

3.2 Water & Fire

Proposed equivalent tenement calculations, along with fixture units calculations to AS3500.1 are provided in Table 5 below.

Table 5: Development Water Flows

Design Flows	Unit
Assisted Living Units x10 beds (AP01) *(support worker beds not considered in calculation)*	6.57 ET's
Domestic Water (AS3500.1:2021)	1.42 L/s at max pressure available from main (nom 400kPa)
Fire Services (Hydrants)	10 L/s @ 200kPa (Class 9c building max compartment size less than 1000sqm based on AS2419:2021)
Fire Services (Sprinklers)	3.33 L/s @ 250kPa (Class 9c building max compartment size less than 1000sqm)

The DN100 water connection to the site is to be maintained and extended to within the lot proper but split off such to a dedicated fire services connection and a dedicated domestic water connection. Proposed connections are:

- DN50 high hazard above ground domestic water connection
- DN100 high hazard above ground fire connection

3.3 Stormwater

Stormwater detention is to be provided in accordance with the CCC Stormwater Management Policy. The final system design is to be confirmed during detailed design and in consultation with Council.

Gandy and Roberts are currently in negotiation with CCC on their preferred requirements for management of stormwater through the site. During the feasibility study undertaken earlier in 2025, council that they would be supportive of any diversion of the existing stormwater main through the site to support new development.

It is the client's intent to provide rainwater re-use on the site for the purpose of irrigation, toilet flushing and potentially clothes washing. Tank locations are to be resolved during detailed design.

4 Design Drawings

- C001 – Drawing Index and Notes
- C200 – Siteworks Plan
- C400 – Stormwater Plan
- C500 – Sewer Plan
- C600 – Water Plan

JASMAX NSW (AUST) LIMITED
MAIB FACILITIES UPGRADE
14 CORNELIA STREET
ULVERSTONE, TAS, 7315

DRG No.	DRAWING TITLE	REV.	ISSUE DATE
C001	DRAWING INDEX AND NOTES	C	03.02.2026
C100	BULK EARTHWORKS PLAN	A	30.01.2026
C101	SITE SECTIONS 01	A	30.01.2026
C102	SITE SECTIONS 02	A	30.01.2026
C200	SITEWORKS PLAN	C	03.02.2026
C400	STORMWATER PLAN	C	03.02.2026
C410	SW LONG SECTION 01	A	03.02.2026
C411	SW LONG SECTION 02	C	30.01.2026
C500	SEWER PLAN	C	03.02.2026
C510	SEWER LONG SECTION	C	30.01.2026
C600	WATER PLAN	C	03.02.2026
C700	DETAILS 01	C	30.01.2026

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www.1100.com.au

LOCALITY PLAN

SCALE: NTS

CIVIL/HYDRAULIC NOTES

GENERAL

G1. THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT DRAWINGS AND SPECIFICATIONS. ANY DISCREPANCIES SHALL BE REFERRED TO GANDY AND ROBERTS FOR CLARIFICATION.

G2. SETTING OUT DIMENSIONS AND LEVELS SHOWN ON THE DRAWINGS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO COMMENCEMENT.

G3. DIMENSIONS SHALL NOT BE OBTAINED BY SCALING THESE DRAWINGS.

G4. DURING CONSTRUCTION THE CONTRACTOR SHALL MAINTAIN EXCAVATIONS AND STRUCTURES IN A STABLE CONDITION AND ENSURE THAT NO PART IS OVERSTRESSED UNDER CONSTRUCTION ACTIVITIES.

G5. THE CONTRACTOR IS RESPONSIBLE FOR THE CREATION AND MAINTENANCE OF TEMPORARY SITE ACCESSES. STRENGTHENING OF DESIGN PAVEMENTS TO CARRY CONSTRUCTION VEHICLES (IN EXCESS OF THE DESIGN ALLOWANCE) SHALL BE AT THE CONTRACTOR'S EXPENSE.

G6. LOCATION AND VERIFICATION OF EXISTING SERVICES IS THE CONTRACTOR'S RESPONSIBILITY. REFER ANY SERVICES DISCOVERED ONSITE WHICH ARE NOT SHOWN ON THE DRAWINGS, OR ARE IN A DIFFERENT LOCATION TO THAT SHOWN, TO GANDY AND ROBERTS. THE CONTRACTOR SHALL UNDERTAKE ALL NECESSARY INVESTIGATIONS, INCLUDING LIAISON WITH SERVICE AUTHORITIES, TO DETERMINE IF THE DISCOVERED SERVICES ARE LIVE. THE CONTRACTOR SHALL NOTIFY GANDY AND ROBERTS IN WRITING THAT REDUNDANT SERVICES HAVE BEEN LOCATED AND REQUEST APPROVAL TO SEAL AND ABANDON THOSE SERVICES.

G7. PROTECT ALL EXISTING SERVICES AND OTHER INFRASTRUCTURE FROM DAMAGE DURING CONSTRUCTION. SHOULD DAMAGE OCCUR, ADVISE GANDY AND ROBERTS IMMEDIATELY ALONG WITH DETAILS OF PROPOSED REMEDIAL ACTION. THE COST OF REMEDIAL WORK (INCLUDING REDESIGN IF REQUIRED) SHALL BE BORNE BY THE CONTRACTOR.

G8. THE CONTRACTOR IS RESPONSIBLE FOR UNDERTAKING WHATEVER DILAPIDATION SURVEYS OF EXISTING BUILDINGS/INFRASTRUCTURE THEY CONSIDER NECESSARY PRIOR TO CONSTRUCTION COMMENCING, AND CONSULTATION WITH ADJOINING LAND OWNERS TO MINIMISE DISRUPTION TO SERVICES/ACCESS ETC. DURING CONSTRUCTION.

G9. ALL SURPLUS CONSTRUCTION MATERIALS (INCLUDING EXCESS CUT AND FILL MATERIAL) SHALL BE REMOVED FROM THE SITE (UNLESS INSTRUCTED OTHERWISE) AT COMPLETION OF THE WORKS

G10. SURVEY INFORMATION HAS BEEN SUPPLIED BY LARK & CREESE LAND AND ENGINEERING SURVEYORS FOR THE PURPOSES OF PREPARING THE DESIGN DRAWINGS. ALL OTHER SURVEY REQUIRED TO SETOUT AND CONSTRUCT THE WORKS SHALL BE PROVIDED BY THE CONTRACTOR USING A REGISTERED SURVEYOR.

G11. ALL WORKS ARE TO BE UNDERTAKEN BY THE CONTRACTOR AND THEIR SUBCONTRACTORS UNLESS NOTED OTHERWISE ON THE DRAWINGS.

G12. PROPOSED CHANGES TO THE DESIGN OF ANY PART OF THE WORKS SHALL BE SUBMITTED TO GANDY AND ROBERTS FOR REVIEW. THE CONTRACTOR SHALL BEAR ALL COSTS ASSOCIATED WITH THE DESIGN CHANGE.

G13. THE CONTRACTOR IS TO ALLOW FOR ALL TESTING OF RAW MATERIALS AND CONSTRUCTED WORKS THAT IS REQUIRED TO DEMONSTRATE COMPLIANCE WITH THE NOMINATED AUSTRALIAN STANDARDS, SPECIFICATIONS, AND STANDARD DRAWINGS. RESULTS OF TESTS SHALL BE PROVIDED TO GANDY AND ROBERTS ON REQUEST.

G14. IF PROTECTION WORKS ARE REQUIRED THE CONTRACTOR SHALL ADVISE THE PROPERTY OWNER THAT THEY ARE REQUIRED TO NOTIFY ADJOINING PROPERTY OWNERS OF THEIR INTENTION TO UNDERTAKE PROTECTION WORKS IN ACCORDANCE WITH PART 6 OF THE BUILDING ACT 2016. THE CONTRACTOR SHALL REFER THE PROPERTY OWNER TO FORM 6 – NOTICE FOR PROPOSED PROTECTION WORK AVAILABLE ON THE CBOS WEBSITE. THE CONTRACTOR SHALL NOT COMMENCE WORKS UNTIL CONFIRMATION HAS BEEN RECEIVED FROM THE PROPERTY OWNER THAT THIS PROCESS HAS BEEN COMPLETED IN ACCORDANCE WITH THE REQUIREMENTS OF THE BUILDING ACT 2016.

G15. THE IDENTIFICATION OF A PROPRIETARY ITEM DOES NOT NECESSARILY IMPLY EXCLUSIVE PREFERENCE FOR THE ITEM IDENTIFIED BUT SHALL BE DEEMED TO INDICATE THE REQUIRED PROPERTIES OF THE ITEM, SUCH AS QUALITY, PERFORMANCE AND THE LIKE. SIMILAR ITEMS HAVING THE REQUIRED PROPERTIES MAY BE OFFERED BY THE CONTRACTOR FOR APPROVAL. WHEN OFFERING AN ALTERNATIVE FOR APPROVAL THE CONTRACTOR MUST PROVIDE ALL AVAILABLE TECHNICAL INFORMATION REQUESTED BY THE SUPERINTENDENT.

G16. PROPRIETARY ITEMS SHALL BE USED, FITTED, INSTALLED AND FINISHED IN ACCORDANCE WITH THE WRITTEN INSTRUCTIONS AND RECOMMENDATIONS OF THE SUPPLIER OR MANUFACTURER.

G17. ON COMPLETION, THE CONTRACTOR SHALL SUPPLY AS CONSTRUCTED DRAWINGS (PREPARED BY A REGISTERED SURVEYOR IN ACCORDANCE WITH AS 1100.401) AND FULL SERVICE MANUAL IN BOTH HARD COPY (3 SETS) AND ELECTRONIC (.PDF AND .DWG) FORMATS. AS CONSTRUCTED DRAWINGS SHALL BE PREPARED IN ACCORDANCE WITH TASWATER'S,THE LOCAL AUTHORITY'S AND/OR THE CLIENT'S REQUIREMENTS.

TEMPORARY WORKS

THE CONTRACTOR IS REQUIRED TO CARRY OUT ALL TEMPORARY WORKS NECESSARY TO ENABLE COMPLETION OF THE WORKS (INCLUDING THE ENGAGEMENT OF SUITABLY QUALIFIED DESIGNERS AND IS RESPONSIBLE FOR ALL ASSOCIATED COSTS), THIS INCLUDES (BUT IS NOT LIMITED TO) THE FOLLOWING: PRECAST PANEL PROPPING, FORMWORK, SCAFFOLDING, SHORING, BACK PROPPING OF SUSPENDED SLABS.

APPROVALS

A1. PRIOR TO CONSTRUCTION COMMENCING, THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT A VALID BUILDING AND ENGINEERING PERMIT IS IN PLACE FOR THE WORK AND THAT THE RELEVANT AUTHORITIES ARE NOTIFIED AND ALLOWED TO INSPECT AT THE NOMINATED HOLD POINTS.

A2. WHERE PUBLIC WORKS ARE BEING UNDERTAKEN THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING THE LOCAL AUTHORITY AND/OR TASWATER PERMIT TO CONSTRUCT, AS APPLICABLE, PRIOR TO CONSTRUCTION COMMENCING. THIS INCLUDES SUBMITTING REQUESTS FOR LOCAL AUTHORITY ROAD OPENING, STORMWATER CONNECTIONS AND TASWATER SERVICE CONNECTIONS.

A3. UNLESS NOMINATED OTHERWISE, THE FOLLOWING INSPECTION REGIME SHALL BE ADOPTED:

- ROAD FORMATIONS

  INSPECTION OF SUBGRADE, SUBBASE AND BASE LIFTS, KERBING AND SEAL BY THE LOCAL AUTHORITY AND GANDY AND ROBERTS;
- STORMWATER

  INSPECTION OF STORMWATER LINES BY THE LOCAL AUTHORITY;
- SEWER AND WATER

  SEWER AND WATER INFRASTRUCTURE TO BE OWNED BY TASWATER TO BE INSPECTED AND SELF-CERTIFIED BY CIVIL CONTRACTOR OR THEIR SUBCONTRACTOR. SEWER PIPELINE PRIOR TO BACKFILLING BY GANDY AND ROBERTS ;
- AS-BUILT SERVICES SURVEYS

  WATER, SEWER, STORMWATER SURVEYS UNDERTAKEN BY CONTRACTOR'S REGISTERED LAND SURVEY OR (DEPTH OF WATER RETICULATION RECORDED PRIOR TO BACKFILLING);
- INSTALLATION OF OTHER IN-GROUND SERVICES

  POWER, COMMUNICATIONS, GAS ETC. UNDERTAKEN BY THE RELEVANT MANAGING AUTHORITY;
- DEFECT'S LIABILITY INSPECTION

  BY GANDY AND ROBERTS.

A4. A MINIMUM OF 24 HOURS NOTICE IS REQUIRED FOR GANDY AND ROBERTS TO ATTEND THE SITE. DO NOT RELY UPON FACSIMILE OR EMAIL TO COMMUNICATE REQUESTS – MAKE CONTACT WITH OUR OFFICE TO CONFIRM ATTENDANCE.

A5. INSPECTION OF ROAD FORMATIONS MAY INVOLVE PROOF ROLLING WITH A TEST VEHICLE. CONFIRM WITH GANDY AND ROBERTS AND ENSURE A SUITABLE VEHICLE IS AVAILABLE AT THE TIME OF INSPECTION. REFER NOTE R11 FOR ADDITIONAL REQUIREMENTS

A6. PHOTOGRAPHIC DOCUMENTATION IS NOT AN ADEQUATE BASIS TO PROCEED BEYOND A HOLD POINT UNLESS APPROVED BY GANDY AND ROBERTS.

WORK HEALTH AND SAFETY

HS1. THE MAIN CONTRACTOR AND ALL SUB-CONTRACTORS SHALL COMPLY WITH THE STATE WORK HEALTH AND SAFETY ACT, REGULATIONS, AND ALL RELEVANT CODES OF PRACTICE.

HS2. THE GANDY AND ROBERTS DESIGN SAFETY REPORT 24.0238 REVISION A FORMS AN INTEGRAL PART OF THIS DOCUMENTATION. THIS REPORT IDENTIFIES SAFETY RISKS AND PROPOSES CONTROL MEASURES TO BE FOLLOWED BY THE CONTRACTOR AND THE BUILDING OPERATOR. CONTROLS AND HAZARDS REQUIRING MORE EXPLANATION THAN IN THE SAFETY REPORT ARE HIGHLIGHTED IN OUR DRAWINGS WITH AN EXCLAMATION MARK IN THE TRIANGLE SYMBOL AS SHOWN. ⚠

HS3. SHOULD THE MAIN CONTRACTOR OR SUB-CONTRACTORS IDENTIFY OMISSIONS OR ERRORS IN THE REPORT RELATED TO THE SCOPE OF GANDY AND ROBERT'S WORK ON THE PROJECT, OR HAVE SAFER WAYS OF WORKING, THEY SHOULD CONTACT GANDY AND ROBERTS PRIOR TO CONSTRUCTION.

HS4. SHOULD THE CONTRACTOR PROPOSE AN ALTERNATIVE DESIGN, THIS SHALL BE PRESENTED WITH APPROPRIATE SAFETY RISK PLANNING TO GANDY AND ROBERTS FOR REVIEW.

EARTHWORKS

E1. ALL EARTHWORKS SHALL BE IN ACCORDANCE WITH AS3798 "GUIDELINES ON EARTHWORKS FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENTS" WITH TESTING METHODS IN ACCORDANCE WITH AS1289 "METHODS OF TESTING SOILS FOR ENGINEERING PURPOSES".

E2. THE EXISTING SURFACE INCLUDING VEGETATION AND DEBRIS UNDER THE BUILDING AND PAVED AREAS SHALL BE TOTALLY REMOVED OR REMOVED TO A DEPTH OF NOT LESS THAN 200 mm WHICHEVER IS THE LESSER TREATMENT. THE LAYER TO BE REMOVED INCLUDES ANY MATERIAL THAT MAY BE UNSUITABLE TO SUPPORT THE PROPOSED WORKS. TOP SOIL TO BE STOCKPILED AS DIRECTED, AND VEGETATION AND DEBRIS REMOVED FROM SITE UNLESS NOTED OTHERWISE. TREE STUMPS SHALL BE FULLY GRUBBED, MINIMUM DEPTH OF 300 mm, AND HOLES FILLED WITH MATERIAL SIMILAR TO THE SURROUNDING MATERIAL AND COMPACTED TO THE SAME DEGREE AS THE SURROUNDING MATERIAL.

E3. FOR EXCAVATION PURPOSES, ROCK IS DEFINED AS HARD OR STRONGLY CEMENTED BEDS OR MASSES WHICH CANNOT BE RIPPED AT THE FOLLOWING PRODUCTION RATES (INSITU VOLUMES) FOR THE PARTICULAR CLASS OF EQUIPMENT, AS DEFINED IN AS2868.

GENERAL EXCAVATION:

MACHINE EQUIPPED WITH A HEAVY DUTY, SINGLE TINE PARALLELOGRAM RIPPER (APPROVED BY THE MACHINE MANUFACTURER FOR USE ON THE PARTICULAR MACHINE IN ROCK).

EXCAVATOR OPERATING MASS ≥27T <38T: EXCAVATION RATE SOLID 10 m3 PER HOUR.

EXCAVATOR OPERATING MASS ≥38T <44T: EXCAVATION RATE SOLID 15 m3 PER HOUR.

TRENCH EXCAVATION:

MACHINE FITTED WITH A HEAVY DUTY BUCKET AND TEETH WITH HIGH PENETRATION BOOTS (APPROVED BY THE MACHINE MANUFACTURER FOR USE ON THE PARTICULAR MACHINE IN ROCK).

EXCAVATOR OPERATING MASS ≥12.5T <15T, 450mm WIDE BUCKET, MAXIMUM PRODUCTION RATE SOLID OF 1.5 m3 PER HOUR.

EXCAVATOR OPERATING MASS ≥19T <23T, 600mm WIDE BUCKET, MAXIMUM PRODUCTION RATE SOLID OF 3 m3 PER HOUR.

E4. ANY INTERFACE BETWEEN CUT AND FILL SHALL BE NO STEEPER THAN 1V:4H. CUT HORIZONTAL BENCHES FOR ANY FILL PLACED ON GROUND STEEPER THAN 1V:4H.

E5. ALL EXCAVATIONS SHALL BE INSPECTED BY GANDY AND ROBERTS AND/OR THE LOCAL AUTHORITY BEFORE PROCEEDING ANY FURTHER. INSPECTION AND TESTING SHALL OCCUR AFTER EACH LIFT DURING FILLING. TESTING (IN ACCORDANCE WITH TABLE 8.1 OF AS 3798) SHALL BE ARRANGED BY THE CONTRACTOR SUCH THAT THE RESULTS ARE AVAILABLE AT THE TIME OF INSPECTION. THE CONTRACTOR SHALL ENGAGE A SUITABLY QUALIFIED GEOTECHINCAL ENGINEER TO UNDERTAKE LEVEL 1 INSPECTION AND TESTING OF COMPACTED FILL WITHIN COMMERCIAL AND RESIDENTIAL PROPERTIES IN ACCORDANCE WITH AS 3798 AND PROVIDE A STATEMENT OF COMPLIANCE. EARTHWORKS WITHIN PUBLIC ROAD RESERVATIONS ARE NOT REQUIRED TO BE SUPERVISED BY THE GEOTECHINCAL ENGINEER.

E6. THE SUBGRADE SHALL BE COMPACTED TO ACHIEVE 98% STANDARD DENSITY RATIO TO A DEPTH OF 300 mm PRIOR TO FILLING, SUBGRADE IS TO BE PROOF ROLL TESTED. THE TEST SHALL CONSIST OF WITNESSING SOIL DEFLECTION FROM THE TYRE OF A SINGLE REAR AXLE TRUCK DRIVEN AT WALKING SPEED WITH A MINIMUM 8 TONNE REAR AXLE LOAD AND A TYRE PRESSURE OF 550 kPa. EACH LAYER SHALL BE PROOF ROLL TESTED WITH NO VISIBLE MOVEMENT OBSERVED. OTHER VEHICLES THAT MAY BE ALLOWED BY GANDY AND ROBERTS ARE A 12 TONNE STATIC ROLLER WITH 6 TONNE/m LOAD, OR 20 TONNE PLANT WITH 450 kPa TYRES AND GREATER THAN 0.035 m^2 CONTACT AREA PER TYRE.

E7. FILL SHALL BE PLACED IN HORIZONTAL LAYERS OF 200 TO 300 mm DEEP LOOSE MEASUREMENT, UNLESS TESTING CAN DEMONSTRATE TO GANDY AND ROBERTS THAT COMPACTION IS ADEQUATE WITHIN LARGER LIFTS. COMPACT EACH LAYER OF FILL WITHIN 1% OF ITS OPTIMUM MOISTURE CONTENT. MAXIMUM PARTICLE SIZE IS TWO THIRDS DEPTH OF EACH LIFT. EACH LAYER IS TO BE PROOF ROLL TESTED, NUCLEAR DENSITY TESTING TO BE UNDERTAKEN AT A FREQUENCY BASED ON AS3798 (TYPICALLY THE GREATER OF FOUR TESTS PER INSPECTION OR ONE TEST PER 1000 m^2). FOR MATERIAL 60 mm AND COARSER, IN-LIEU OF DENSITY TESTING A TEST BY DEFLECTION SHALL BE DONE USING SPOT LEVEL DIFFERENCE AT REPRESENTATIVE LOCATIONS BEFORE AND AFTER ROLLING THREE TIMES WITH A 12 TONNE STATIC ROLLER, WITH ACCEPTABLE DIFFERENCES BEING LESS THAN 2 mm.

E8. ALL PROOF ROLLING SHALL BE WITNESSED BY GANDY AND ROBERTS. A MINIMUM OF TWO PASSES FOR EACH SECTION BEING TESTED IS REQUIRED, WITH A PASS DEFINED AS TRAVEL ACROSS ONE FULL LENGTH OF THE AREA BEING TESTED. COMPLIANCE WITH PROOF ROLLING REQUIREMENTS SHALL BE WHEN AN AREA WITHSTANDS PROOF ROLLING WITHOUT VISIBLE DEFORMATION OR SPRINGING.

E9. COHESIONLESS (GRANULAR) FILL SHALL BE USED UNLESS OTHERWISE APPROVED BY GANDY AND ROBERTS. COHESIONLESS (GRANULAR) FILL SHALL HAVE LESS THAN 15% PASSING THE 75 MICRON SIEVE, WITH GRADING CURVES SUBMITTED FOR APPROVAL. COHESIONLESS FILL SHALL BE COMPACTED TO THE REQUIREMENTS OF TABLE 5.1 OF AS 3798. COHESIVE FILL SHALL HAVE A MINIMUM 4 DAY SOAKED CBR OF 5% AND A MAXIMUM CBR SWELL OF 1%. MINIMUM STANDARD DENSITY RATIOS FOR COHESIVE MATERIAL SHALL BE AS PER TABLE 5.1 OF AS 3798. REACTIVE CLAY SHALL HAVE A MAXIMUM STANDARD DENSITY RATIO OF 100%. LANDSCAPING ZONES SHOULD BE COMPACTED TO STANDARD DENSITY RATIO OF 85% UNLESS NOTED OTHERWISE.

ROADWORKS

R1. ALL ROADWORKS, FOOTPATHS & DRIVEWAYS SHALL BE IN ACCORDANCE WITH THE LOCAL GOVERNMENT ASSOCIATION TASMANIA "TASMANIAN MUNICIPAL STANDARDS" INCLUDING TMS SPECIFICATIONS, DRAWINGS AND SUBDIVISION GUIDELINES. IPWEA STANDARD DRAWINGS ARE REFERENCED IN THIS DRAWING SET BY THE ABBREVIATION "TSD".

R2. IT IS ASSUMED ROADS ACCESSING THE DEVELOPMENT SITE ARE ADEQUATE TO TAKE THE DESIGN TRAFFIC LOAD DURING THE DESIGN LIFE OF 40 YEARS.

R3. PAVEMENT DEPTH SHALL BE AS SHOWN ON THE TYPICAL CROSS SECTION BUT SHALL BE SUBJECT TO CBR TESTING OF THE SUBGRADE OR PROOF ROLLING BY THE CONTRACTOR, WITH FINAL DEPTH TO BE CONFIRMED BY GANDY AND ROBERTS.

R4. KERB AND CHANNEL SHALL BE FORMED ON A MINIMUM OF 100 mm SUB-BASE WHICH SHALL EXTEND A MINIMUM 150 mm BEYOND THE BACK OF THE KERB.

R5. SUBSOIL DRAINS SHALL BE PROVIDED AT ALL LOCATIONS WHERE THE PAVEMENT IS BELOW GROUND LEVEL AND AS SHOWN ON THE DRAWINGS. PIPE AND FITTINGS SHALL BE PROPRIETARY ITEMS COMPLYING WITH AS2439.1.

R7. ALL RADII ARE TO THE BACK OF KERB UNLESS NOTED OTHERWISE.

ROADWORKS (CONTINUED)

R8. THE ROAD PROFILE AND CROSS FALL SHALL BE FINISHED TO THE SATISFACTION OF GANDY AND ROBERTS AND SHALL BE TO THE LINE AND LEVEL INDICATED ON THE DRAWINGS, FREE OF ANY LOCAL HIGH OR LOW AREAS WHICH MAY HOLD WATER.

R9. ALL GRAVEL SHALL COMPLY WITH THE FOLLOWING TASMANIAN DEPARTMENT OF STATE GROWTH (DSG) SPECIFICATIONS:

BASE COURSE: CLASS 2 FINE CRUSHED ROCK (FCR) (PREVIOUSLY R40 CLASS A – 20 mm)

SUB-BASE COURSE: CLASS 3 FCR (PREVIOUSLY SUB-BASE 1 – 40 mm)

R10. SUB-BASE AND BASE SHALL HAVE A MINIMUM DRY DENSITY RATIO OF 95% AND 98% MODIFIED COMPACTION RESPECTIVELY, WITH NUCLEAR DENSITY TEST RESULTS AVAILABLE AT THE PROOF ROLL INSPECTION. TESTS TO BE TAKEN AT A FREQUENCY BASED ON AS3798 (TYPICALLY THE GREATER OF FOUR TESTS PER INSPECTION OR ONE TEST PER 1000 m^2).

R11. EACH PAVEMENT COURSE SHALL BE PROOF ROLL TESTED. ALL PROOF ROLL TESTING SHALL BE WITNESSED BY GANDY AND ROBERTS. THE TEST SHALL CONSIST OF WITNESSING DEFLECTION FROM THE TYRE OF A SINGLE REAR AXLE TRUCK DRIVEN AT WALKING SPEED WITH A MINIMUM 8 TONNE REAR AXLE LOAD AND A TYRE PRESSURE OF 550 KPa. COMPLIANCE WITH THE TEST ROLLING REQUIREMENTS SHALL BE WHEN AN AREA WITHSTANDS TEST ROLLING WITHOUT VISIBLE DEFORMATION OR SPRINGING.

R12. PAVEMENT COURSE TOLERANCES SHALL COMPLY WITH THE DSG SPECIFICATION, SECTION 304, CLAUSE 304.06 WITH SCALE C SURFACE LEVEL REQUIREMENTS APPLYING.

R13. TRENCHES AND EXCAVATIONS WITHIN TRAFFICABLE PAVEMENTS SHALL BE BACKFILLED TO SUBGRADE LEVEL WITH 20 mm FCR TO A MINIMUM DENSITY OF 95% STANDARD COMPACTION. MATCH EXISTING PAVEMENT ABOVE SUBGRADE. NUCLEAR DENSITY TESTING TO BE UNDERTAKEN AS DIRECTED WITHIN COMMERCIAL SITES AND PUBLIC ROAD RESERVES.

R14. ASPHALT SEALS SHALL BE A TYPE B MIX WITH CLASS 170 BITUMEN IN ACCORDANCE WITH AAPA ADVISORY NOTE 5, UNLESS NOTED OTHERWISE ON THE DRAWINGS. THE SEAL SHALL BE PLACED ON A CLEAN SWEPT SURFACE WITH A BITUMEN EMULSION COAT APPLIED.

R15. SPRAYED BITUMINOUS SURFACINGS SHALL BE IN ACCORDANCE WITH DSG SPECIFICATION SECTION 408. REMOVAL OF LOOSE AGGREGATE SHALL BE UNDERTAKEN IN ACCORDANCE WITH CLAUSE 408.14 OF THE SPECIFICATION.

R16. ALL LANDSCAPED AREAS AFFECTED BY THE WORKS SHALL BE REINSTATED TO MATCH EXISTING. REFER LANDSCAPE ARCHITECT FOR SPECIFIC REQUIREMENTS.

STORMWATER

SW1. ALL WORKS SHALL BE IN ACCORDANCE WITH LOCAL GOVERNMENT ASSOCIATION TASMANIA – IPWEA STANDARD DRAWINGS, REFERENCED IN THIS DRAWING SET BY THE ABBREVIATION "TSD".

SW2. ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE LOCAL AUTHORITY'S SPECIFICATIONS, BY-LAWS AND AS/NZS 3500.3.

SW3. PIPE AND CHANNEL INFRASTRUCTURE HAS BEEN DESIGNED TO CONVEY 5% ANNUAL EXCEEDANCE PROBABILITY (AEP) STORMS, WITH OVERLAND FLOW PATHS PROVIDED FOR 1% AEP STORMS. IT IS ASSUMED THAT WATER FLOWING ONTO THE DEVELOPMENT SITE IS CONTAINED WITHIN LOCAL AUTHORITY INFRASTRUCTURE FOR 5%AEP STORMS AND THE ROAD RESERVE FOR 100 YEAR ARI STORMS.

SW4. STORMWATER TRENCHES, PIPE BEDDING AND BACK FILLING SHALL COMPLY WITH AS/NZS 3725 INSTALLATION REQUIREMENTS FOR TYPE HS2 SUPPORT.

SW5. BELOW GROUND PIPEWORK AND FITTINGS SHALL BE PVC-U DWV SN10 FOR DN100 AND SN8 FOR DN150 OR GREATER, JOINTS SHALL BE OF SOLVENT CEMENT TYPE OR FLEXIBLE JOINTS MADE WITH APPROVED RUBBER RINGS UNLESS OTHERWISE STATED ON THE DRAWINGS.

SW6. ALL TRENCHES UNDER TRAFFICKED AREAS, INCLUDING FUTURE DRIVEWAY EXTENSIONS, SHALL BE BACK FILLED WITH APPROVED COMPACTED CLASS 2 FCR OR CEMENT STABILISED SAND WITH NOT LESS THAN 4% CEMENT BY WEIGHT OF CEMENT.

SW7. MINIMUM GRADE OF PAVED AREAS AND PIPEWORK SHALL BE 1 IN 100. PAVED AREAS SHALL BE SHAPED TO DRAIN TO GRATED PITS AND TRENCHES WITHOUT PONDING (ACCEPTABLE LIMIT IS 3 mm UNDER A 2 m STRAIGHT EDGE).

SW8. SURFACE WATER DRAINS, CATCH PITS/GRATED PITS AND JUNCTION BOXES SHALL BE CONSTRUCTED AS DETAILED OR AS SPECIFIED BY THE MANUFACTURER. GRATED PITS TO HAVE SUMPS AS NOTED ON THE DRAWINGS. PITS AND LIDS TO BE CLASS A IN NON-TRAFFICKED AREAS AND CLASS B IN RESIDENTIAL DRIVEWAYS. PRE-CAST CONCRETE PITS AND LIDS WITH CLASS C OR CLASS D RATING SHALL BE USED ELSEWHERE OR AS NOTED ON THE DRAWINGS. ALL COVERS AND GRATES SHALL COMPLY WITH AS3796. CONVEY TRENCH WATER INTO PITS/MANHOLES THROUGH WEEP HOLES ON UPSTREAM SIDE USING 2 m OF DN100 SUBSOIL DRAIN WITH FILTER SOCK.

SW9. SUBSOIL DRAINS SHALL BE INSTALLED TO THE REQUIREMENTS OF AS/NZS 3500 AND PART 3.1.2. OF THE BCA. PERFORATED PVC DRAINAGE PIPE AND FITTINGS SHALL COMPLY WITH AS2439.1. ALL CONNECTIONS AND FITTINGS SHALL BE MADE USING PURPOSE SPECIFIC PROPRIETARY ITEMS.

SW10. ALL HYDRAULIC CONNECTIONS SHALL BE CLEAR OF DRIVEWAYS AND TRAFFICKED AREAS.

SW11. WHERE BOTH STORMWATER AND SEWER LINES ARE ALONG REAR AND SIDE BOUNDARIES THEY SHALL BE LOCATED TO FIT INSIDE A 3.0 m EASEMENT UNLESS NOTED OTHERWISE. A SINGLE STORMWATER LINE SHALL FIT WITHIN A 2.5 m EASEMENT.

SW12. ALL MANHOLES SHALL BE LOCATED CLEAR OF FUTURE FENCE LINES.

SW13. PROPERTY CONNECTIONS SHALL BE CLEAR OF DRIVEWAYS, CLEAR OF FUTURE FENCE LINES AND BE LOCATED 600mm INSIDE THE BOUNDARY.

SW14. ALL ACCESS COVERS, INCLUDING COVER BOXES, SHALL COMPLY WITH AS 3996:2019.

PUBLIC SEWER

S1. ALL WORKS SHALL BE IN ACCORDANCE WITH THE SEWERAGE CODE OF AUSTRALIA (SCA) W.S.A. 02-2014-3.1 M.R.W.A. EDITION – VERSION 2 AND TASWATER'S CURRENT SUPPLEMENT TO THE CODE.

S2. PROPERTY CONNECTIONS SHALL BE DN100 PVC-U WITH A MINIMUM GRADE OF 1 IN 60 (REFER ABOVE CODE FOR DETAILS) AND SHALL BE LOCATED CLEAR OF TRAFFICKED AREAS, DRIVEWAYS AND FENCES.

S3. WHERE BOTH STORMWATER AND SEWER LINES ARE LOCATED ALONG A REAR OR SIDE BOUNDARY THEY SHALL BE LOCATED IN AN EASEMENT THAT WHOLLY CONTAINS BOTH SERVICES AND THEIR RESPECTIVE APPURTENANCES. EASEMENTS AND OFFSETS SHALL BE IN ACCORDANCE WITH TABLE 111-C DRAWING MRWA-S-111 IN THE ABOVE CODE AND TASWATER'S SUPPLEMENT CLAUSE 5.2.8. CLEARANCES TO OTHER SERVICES SHALL BE IN ACCORDANCE WITH TABLE 5.4 IN THE ABOVE CODE.

S4. ALL MAINTENANCE STRUCTURES SHALL BE LOCATED CLEAR OF FUTURE FENCE LINES WITH END OF LINES TO BE 1.2 m PAST THE BOUNDARY FOR ANY FUTURE EXTENSION.

S5. ALL ACCESS COVERS, INCLUDING COVER BOXES, SHALL COMPLY WITH AS 3996:2019.

PUBLIC WATER

W1. ALL WORKS SHALL BE IN ACCORDANCE WITH THE WATER SUPPLY CODE OF AUSTRALIA (WSCA) W.S.A. 03-2011-3.1 M.R.W.A. EDITION -VERSION 2 AND TASWATER'S CURRENT SUPPLEMENT TO THE CODE

W2. UNLESS NOTED OTHERWISE, SINGLE HOUSE CONNECTIONS SHALL BE DN25 HDPE PN16 TO TASWATER'S STANDARD DRAWING TWS-W-0002 SERIES WITH VALVE, 'SENSUS' WATER METER, AND BOX TO EACH LOT. CONNECTIONS SHALL BE LOCATED 500 mm INSIDE BOUNDARY AND 500 mm FROM EDGE OF DRIVEWAY ON MIDDLE SIDE OF LOT, UNLESS NOTED OTHERWISE.

W3. ALL WATER MAINS SHALL BE TESTED AND WITNESSED BY TASWATER TO STATIC PRESSURE PLUS 50% PRIOR TO BACKFILLING.

W4. ALL HYDRAULIC CONNECTIONS AND TAPPINGS TO BE CLEAR OF DRIVEWAYS AND TRAFFICKED AREAS.

W5. FOR MINIMUM COVER OVER PIPES REFER WSCA DRAWING MRWA-W-202.

W6. FOR MINIMUM CLEARANCES TO OTHER SERVICES REFER TO TASWATER'S SUPPLEMENT CLAUSE 5.12.5.2. RECOMMENDATIONS.

PUBLIC WATER (CONTINUED)

W7. ALL TRENCHES UNDER TRAFFICKED AREAS SHALL BE BACK FILLED WITH APPROVED COMPACTED CLASS 2 FCR INCLUDING FUTURE DRIVEWAY EXTENSIONS.

W8. FLUSHING OF MAINS TO BE CARRIED OUT IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.

W9. ELECTROMAGNETIC TRACKER TAPE SHALL BE PLACED IN ALL WATER MAIN TRENCHES ABOVE THE PIPE.

W10. WATER MAINS SHALL BE BEDDED ON 80 mm APPROVED 7 mm CLEAN METAL.

W11. CONCRETE ANCHOR BLOCKS SHALL BE PROVIDED AT ALL SUDDEN CHANGES OF DIRECTION, BOTH VERTICALLY AND HORIZONTALLY AT TEES AND END OF LINES. REFER TO WSCA DRAWINGS MRWA-W-205A, MRWA-W-205B AND MRWA-W-205C.

W12. ROAD CROSSINGS:

DN100 PVC-U CONDUITS, CLASS SN6, FOR ALL HDPE.

DICL WITH PE WRAPPING SLEEVE TO AS 3680.

W13. FOR VALVE AND HYDRANT SURFACE BOX MARKINGS REFER TO TASWATER'S SUPPLEMENT CLAUSE 8.8 & CLAUSE 8.10.3. HYDRANT ROAD MARKINGS SHALL COMPLY WITH THE IPWEA TASMANIA DIVISION DOCUMENT TITLED FIRE HYDRANT GUIDELINES – REFER SECTION 8. ALL VALVES AND HYDRANTS TO BE RESILIENT SEATED POWDER COATED CLASS 16 AND ALL COMPONENTS TO BE DN100.

W14. ALL ACCESS COVERS, INCLUDING COVER BOXES, SHALL COMPLY WITH AS 3996:2019.

CONCRETE

C1. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH AS3600.

C2. CONCRETE GRADES (UNO ON DRAWINGS) :

ELEMENT	GRADE	ELEMENT	GRADE
GENERAL	N25	BLINDING	N15
FOOTINGS	N20	PAVEMENT	N25

C3. CONCRETE SHALL NOT BE POURED WHEN THE SITE TEMPERATURES ARE BELOW 5°C.

C4. CONCRETE SHALL BE CURED BY CONTINUOUS WETTING (WATER SPRAY, PONDING OR IRRIGATED HESSIAN) OR APPLICATION OF AN IMPERMEABLE MEMBRANE (SECURED PLASTIC OR CURING COMPOUND) FOR AN APPROPRIATE PERIOD OF TIME (NOT LESS THAN 3 DAYS). IN HOT DRY AND WINDY WEATHER SPRAY THE SURFACE WITH ALIPHATIC ALCOHOL WHILE CONCRETE IS PLASTIC, WATER CURE FOR AT LEAST 24 HOURS THEN COVER WITH IMPERMEABLE MEMBRANE (OR CONTINUE TO WATER CURE) FOR A FURTHER 2 DAYS.

C5. CONSTRUCTION JOINTS SHALL BE PROPERLY FORMED AND USED ONLY WHERE SHOWN OR SPECIFICALLY APPROVED BY GANDY AND ROBERTS. SAWN JOINTS SHALL BE CUT ONE THIRD OF THE WAY THROUGH A SLAB, THROUGH THE TOP MESH FOR 100 mm SLABS AND IN THICKER SLABS THE MESH SHALL BE PLACED TO AVOID BEING CUT. UNLESS NOTED ELSEWHERE, SAWN JOINTS SHALL BE AT 4.5 m CENTRES AND AT POINTS OF CHANGES IN GEOMETRY AND CONSTRUCTION JOINTS AT 18 m WITH JOINTED AREAS TO HAVE A PLAN ASPECT RATIO NO SLENDERER THAN 1:2.

C7. REINFORCEMENT SHALL BE DEFORMED, 500 MPa YIELD STRENGTH, NORMAL (N) DUCTILITY IN ACCORDANCE WITH AS/NZS 4671 FOR BARS AND LOW (L) DUCTILITY FOR MESH.

C8. FORMWORK SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH AS 3610 AND IS THE RESPONSIBILITY OF THE CONTRACTOR.

C9. ALL STEEL ITEMS TO BE CAST INTO THE CONCRETE SURFACE SHALL BE HOT DIP GALVANISED.

LEGEND

• 9.80	EXISTING SURFACE LEVEL
• 9.80	PROPOSED BULK EARTHWORKS LEVEL
• 9.60	PROPOSED FINISHED SURFACE LEVEL
(Δ-2.5)	CUT (-)/FILL DEPTH
EX W — EX W — EX W	EXISTING WATER SUPPLY EXTERNAL TO BUILDING
W — W — W	PROPOSED WATER SUPPLY EXTERNAL TO BUILDING
EX FS — EX FS — EX FS	EXISTING FIRE SUPPLY
FS — FS — FS	PROPOSED FIRE SUPPLY
EX S — EX S — EX S	EXISTING SEWER DRAIN
S — S — S	PROPOSED SEWER DRAIN
EX SW — EX SW — EX SW	EXISTING STORMWATER DRAIN
SW — SW — SW	PROPOSED STORMWATER DRAIN
▬ ▭ ▬ ▭ ▬	PROPOSED STORMWATER (LARGER)
SS → SS → SS →	PROPOSED DN100 SUBSOIL DRAIN WITH GEOTEXTILE SOCK
CJ — CJ — CJ	PROPOSED CONCRETE CONSTRUCTION JOINT
KJ — KJ — KJ	PROPOSED CONCRETE KEY JOINT
SJ — SJ — SJ	PROPOSED CONCRETE SAWN JOINT
TOP TOE	EXISTING BATTER
TOP TOE	PROPOSED BATTER
— - — - —	PROPERTY BOUNDARY
EJ	EXPANSION JOINT
SEJ	SWIVEL EXPANSION JOINT

REV	DESCRIPTION	APP'D	DATE	REV	DESCRIPTION	APP'D	DATE
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.	.	.	.				
C	PLANNING APPROVAL	DH	03.02.2026				
B	PLANNING APPROVAL	DH	03.09.2025				
A	CLIENT REVIEW	DH	15.08.2025				

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GANDY AND ROBERTS
CONSULTING ENGINEERS

159 DAVEY ST, HOBART
TASMANIA, AUSTRALIA 7000
www.gandyandroberts.com.au
mail@gandyandroberts.com.au
ph 03 6223 8877

MAIB FACILITIES UPGRADE
14 CORNELIA STREET, ULVERSTONE
TASMANIA 7315

DRAWING TITLE
DRAWING INDEX AND NOTES

0 50mm

SCALE	DESIGNED	DRAWN	CHECKED	PROJECT	DRAWING	REVISION
-	AB/RD	AB/RD	DH	24.0238	C001	C

2/3/2026 12:32:18 PM \\SERVERGRS\Data\Data\Projects\2024\24.0238 Cornelia St C.dwg

NOTES

1. LOCATION OF SOME EXISTING SERVICES BASED ON DIAL BEFORE YOU DIG INFORMATION. CONTRACTOR TO CONFIRM ACTUAL LOCATION ON SITE PRIOR TO COMMENCING WORKS.
2. LOCATION OF SOME EXISTING SERVICES BASED ON INFORMATION SUPPLIED BY LARK & CREESE LAND & ENGINEERING SURVEYORS. CONTRACTOR TO CONFIRM ACTUAL LOCATION ON SITE PRIOR TO COMMENCING WORKS.
3. LINE MARKING, WHERE INDICATED, DELINEATING PARKING SPACES TO BE 80mm WIDE USING WHITE WATER BASED ACRYLIC LINE MARKING PAINT.
4. PARKING SPACE NUMBERING OR VISITOR PARKING DESIGNATION, WHERE INDICATED,TO BE MIN. 200mm HIGH TEXT USING WHITE WATER BASED ACRYLIC LINE MARKING PAINT.
5. PROVIDE WHEEL STOPS, WHERE INDICATED, TO AS/NZS 2890.1.
6. ALL PITS TO BE FINISHED FLUSH WITH SURFACE LEVEL.
7. EXPOSE ALL EXISTING SERVICES WITHIN CARPARK AREA AND CONFIRM FULL DEPTH FCR BACKFILL OVER COMPACTED TO 98% DDR.
8. ALL EXISTING REDUNDANT SERVICES TO BE REMOVED IN FULL FROM UNDER BUILDINGS AND CARPARK ZONES. BACKFILL TRENCHES WITH FULL DEPTH FCR COMPACTED TO 98% DDR.

REV	DESCRIPTION	APP'D	DATE
C	PLANNING APPROVAL	DH	03.02.2026
B	PLANNING APPROVAL	DH	03.09.2025
A	CLIENT REVIEW	DH	15.08.2025

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mail@gandyandroberts.com.au
ph 03 6223 8877

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14 CORNELIA STREET, ULVERSTONE
TASMANIA 7315

DRAWING TITLE
SITEWORKS PLAN

SCALE 1:200 @A1

DESIGNED	DRAWN	CHECKED
AB/RD	AB/RD	DH

PROJECT	DRAWING	REVISION
24.0238	C200	C

NOTES

1. ALL PRIVATE STORMWATER INFRASTRUCTURE SHALL COMPLY WITH AS/NZS 3500.3, THE NCC AND ANY OTHER AUTHORITY HAVING JURISDICTION OVER THE INSTALLATION.
2. THE LOCATION OF SOME EXISTING SERVICES IS BASED ON DIAL BEFORE YOU DIG AND INFORMATION SUPPLIED BY LARK & CREESE LAND & ENGINEERING SURVEYORS. CONTRACTOR TO CONFIRM ACTUAL LOCATION ON SITE PRIOR TO COMMENCING WORKS.
3. CONTRACTOR SHALL UNDERTAKE DETAILED CCTV INSPECTION OF ALL EXISTING STORMWATER DRAINAGE WITHIN WORKS AREA AND PROVIDE INSPECTION REPORT AND FOOTAGE TO SUPERINTENDENT FOR REVIEW.
4. CONFIRM INVERT LEVEL OF ALL CONNECTION POINTS PRIOR TO COMMENCING ANY TRENCHING WORKS.
5. INSPECTION SHAFTS WITHIN THE DRIVEWAY ARE TO BE PROVIDED WITH A TRAFFICABLE COVER BOX FINISHED FLUSH WITH THE FINISHED SURFACE.
6. ALL PITS ARE TO BE FINISHED FLUSH WITH THE FINISHED SURFACE.
7. EXPOSE ALL EXISTING SERVICES WITHIN CARPARK AREA AND CONFIRM FULL DEPTH FCR BACKFILL OVER COMPACTED TO 98% DDR.
8. ALL EXISTING REDUNDANT SERVICES TO BE REMOVED IN FULL FROM UNDER BUILDINGS AND CARPARK ZONES. BACKFILL TRENCHES WITH FULL DEPTH FCR COMPACTED TO 98% DDR.

3 CORNELIA STREET
EXS DWELLING
140 MAIN ST
142 MAIN ST
144 MAIN ST
EXS DWELLING
CORNELIA STREET
12 CORNELIA STREET
GARDEN ROOM FFL 18.40
SHED FFL 17.80
146 MAIN ST
ILU 1 - 3 FFL 19.20
ILU 4 - 5 FFL 18.40
UNIT 1 146A MAIN ST
UNIT 2 146A MAIN ST
PLU FFL 18.40
UNIT 3 146A MAIN ST
17 MCCULLOCH ST
19 MCCULLOCH ST
21 MCCULLOCH ST
23 MCCULLOCH ST
25 MCCULLOCH ST
27 MCCULLOCH ST
29 MCCULLOCH ST
EXS POWER POLE
EXS SW GP. SL 17.75 IL 15.98
TBM NAIL IN TOK RL 18.38
NOMINAL EXS DN100 WATER MAIN
CONC FOOTPATH
EXS SW MH SL 16.50 IL IN: 15.23 IL OUT: 14.78
SW 1-1 REPLACE EXS SW MANHOLE WITH NEW 2.10m x 1.50m SW PIT AND CLASS D LID TO TSD-SW02-v3 AT DEVELOPER'S COST. RECONNECT EXS DN600 MAIN AND BENCH TO SUIT. RL: 17.10 DETENTION INLET IL15.68 IL OUT: 14.78
PROPOSED PIPELINE & SERVICES EASEMENT 3.00 WIDE
PROPOSED PIPELINE & SERVICES EASEMENT 4.00 WIDE
SW 8-2 PE 450 SQ PIT SL17.90
SW 8-1 PE 450 SQ PIT SL17.90
SW 2-2 1200MH CLASS D ORIFICE DETENTION OUTLET SL18.15 IL16.55
SW 7-2 1050 MH WITH NON-RETURN VAVE SL17.40
SW 7-3 NEW 900SQ GP SL17.40 IL OUT15.78
SWALE @ NOM 1.30%
SW 1-1A 1200 MH WITH GRATED CLASS B LID SL 18.00
NEW DN300 HEADWALL SL 17.9 IL 16.10
SW 1-2 1200 MH WITH GRATED CLASS B LID SL 18.00
SW 7-7 IOS SL17.62
FLOW WIDTH NOM MAX 3.30m
SW 4-1 IOS
SW 3-1 PE 450 SQ PIT SL17.90
SW 5-1 PE 450 SQ PIT SL18.35
SW 6-2 IOS
SW 6-1 HOR BEND
SW 4-2 IOS SL18.72
SW 4-3 PE 600 SQ PIT SL18.07
SW 3-2 PE 450 SQ PIT SL17.95
SW 3-3 PE 450 SQ PIT SL18.00
SW 4-4 HOR BEND
SW 4-5 HOR BEND
GRADE TO PIT
SMALL RAIN GARDEN (TYP)
SW 4-9 PE 450 SQ PIT
SW 4-8 PE 450 SQ PIT
SW 4-7 PE 450 SQ PIT
SW 4-6 HOR BEND
SW 3-4 PE 450 SQ PIT SL18.05
SW 7-8 IOS SL17.54
SW 7-9 HOR BEND
SW 7-11 IOS
SW 7-10 900SQ PIT
SEWER MH
EXS SW PIPE TO BE CAPPED
FLOW WIDTH 6m (RL NOM 17.85) ZONE TO END OF PLU TO BE MANAGED TO DIRECT 1% AEP FLOW THROUGH.
BLOCK FLOOD WALL REFER DETAIL ON SHEET C700
DETENTION STORAGE FROM COUNCIL LAND BEYOND.
SW1-3 EXS PIPE IL 16.56 GPT & ORIFICE PLATE RESTRICTING TO DN600 AT THIS LOCATION
DN150 PVC SN8 @ 1.00%

REV	DESCRIPTION	APP'D	DATE
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C	PLANNING APPROVAL	DH	03.02.2026
B	PLANNING APPROVAL	DH	03.09.2025
A	CLIENT REVIEW	DH	15.08.2025

REV	DESCRIPTION	APP'D	DATE

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GANDY AND ROBERTS CONSULTING ENGINEERS
159 DAVEY ST, HOBART
TASMANIA, AUSTRALIA 7000
www.gandyandroberts.com.au
mail@gandyandroberts.com.au
ph 03 6223 8877

MAIB FACILITIES UPGRADE
14 CORNELIA STREET, ULVERSTONE
TASMANIA 7315

DRAWING TITLE
STORMWATER PLAN

0 – 50mm	SCALE 1:200 @A1	
DESIGNED AB/RD	DRAWN AB/RD	CHECKED DH
PROJECT 24.0238	DRAWING C400	REVISION C

NOTES

1. PRIVATE SEWER INFRASTRUCTURE WORKS SHALL COMPLY WITH AS/NZS 3500.2, THE NCC AND ANY OTHER AUTHORITY HAVING JURISDICTION OVER THE INSTALLATION.
2. THE LOCATION OF SOME EXISTING SERVICES IS BASED ON DIAL BEFORE YOU DIG INFORMATION AND INFORMATION SUPPLIED BY LARK & CREESE LAND & ENGINEERING SURVEYORS. THE CONTRACTOR IS TO CONFIRM THE ACTUAL LOCATION ON SITE PRIOR TO COMMENCING WORKS.
3. CONTRACTOR SHALL UNDERTAKE DETAILED CCTV INSPECTION OF ALL EXISTING SEWER DRAINAGE WITHIN WORKS AREA AND PROVIDE INSPECTION REPORT, RAW FOOTAGE AND SITE PLAN OF EXISTING DRAINAGE TO SUPERINTENDENT FOR REVIEW.
4. CONFIRM INVERT LEVELS OF ALL CONNECTION POINTS PRIOR TO COMMENCING ANY TRENCHING WORKS.
5. INSPECTION SHAFTS WITHIN THE DRIVEWAY ARE TO BE PROVIDED WITH A TRAFFICABLE COVER BOX FINISHED FLUSH WITH THE SURFACE.
6. ALL ACCESS COVERS, INCLUDING COVER BOXES, SHALL COMPLY WITH AS 3996:2019.
7. EXPOSE ALL EXISTING SERVICES WITHIN CARPARK AREA AND CONFIRM FULL DEPTH FCR BACKFILL OVER COMPACTED TO 98% DDR.
8. ALL EXISTING REDUNDANT SERVICES TO BE REMOVED IN FULL FROM UNDER BUILDINGS AND CARPARK ZONES. BACKFILL TRENCHES WITH FULL DEPTH FCR COMPACTED TO 98% DDR.
9. DN150 TASWATER SEWER MAIN DIVERSION AT GRADE 0.60% IS SUITABLE IN ACCORDANCE WITH MRWA WSA02-2014-Part 3.1 MRWA VERSION 2 TABLE 5.6. MAX UPSTREAM UNITS ESTIMATE BY TASWATER AT 150 (SI2024/733) DATED 03.03.2025.

REV	DESCRIPTION	APP'D	DATE
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C	PLANNING APPROVAL	DH	03.02.2026
B	PLANNING APPROVAL	DH	03.09.2025
A	CLIENT REVIEW	DH	15.08.2025

REV	DESCRIPTION	APP'D	DATE

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GANDY AND ROBERTS
CONSULTING ENGINEERS
159 DAVEY ST, HOBART
TASMANIA, AUSTRALIA 7000
www.gandyandroberts.com.au
mail@gandyandroberts.com.au
ph 03 6223 8877

MAIB FACILITIES UPGRADE
14 CORNELIA STREET, ULVERSTONE
TASMANIA 7315

DRAWING TITLE
SEWER PLAN

0 50mm
SCALE 1:200 @A1

DESIGNED	DRAWN	CHECKED
AB/RD	AB/RD	DH
PROJECT	**DRAWING**	**REVISION**
24.0238	C500	C

NOTES

1. PRIVATE WATER INFRASTRUCTURE SHALL COMPLY WITH AS/NZS 3500.1, THE NCC AND ANY OTHER AUTHORITY HAVING JURISDICTION OVER THE INSTALLATION.
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REV	DESCRIPTION	APP'D	DATE
C	PLANNING APPROVAL	DH	30.01.2026
B	PLANNING APPROVAL	DH	03.09.2025
A	CLIENT REVIEW	DH	15.08.2025

REV	DESCRIPTION	APP'D	DATE

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GANDY AND ROBERTS
CONSULTING ENGINEERS
159 DAVEY ST, HOBART
TASMANIA, AUSTRALIA 7000
www.gandyandroberts.com.au
mail@gandyandroberts.com.au
ph 03 6223 8877

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14 CORNELIA STREET, ULVERSTONE
TASMANIA 7315

DRAWING TITLE
WATER PLAN

0 50mm

SCALE		
1:200 @A1		
DESIGNED	DRAWN	CHECKED
AB/RD	AB/RD	DH
PROJECT	DRAWING	REVISION
24.0238	C600	C

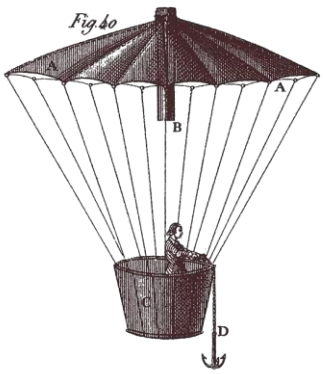
Fig. 40
A
A
B
C
D

ENGINEERS ADVICE

TO	Ashleigh Edinburg	**DATE**	24/02/2026
FROM	Joshua Farner	**TIME**	
PROJECT	MAIB Facilities Upgrade	**PROJECT №**	24.0238
SUBJECT	14 Cornelia St Council SW Realignment	**REF №**	EA-C04

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1. Introduction

Realignment of the existing Council stormwater drainage is proposed through 14 Cornelia Street, Ulverstone, to facilitate a proposed redevelopment of the site. This Engineer's Advice provides analysis of the urban catchments conveyed by the stormwater network, and provides recommendations to improve the existing Council network as part of the proposed works. This Engineer's Advice addresses items 2 & 3 of the Council RAI for DA2025214 received on 3 October 2025.

2. Existing Council Network

The existing Council stormwater network and catchments uphill of 14 Cornelia Street are presented in Appendix A (attached). Detail survey for the site is presented in Appendix B. Detail of the existing Council stormwater network crossing the boundary and entering the site into 14 Cornelia Street is presented in **Figure 1** below.

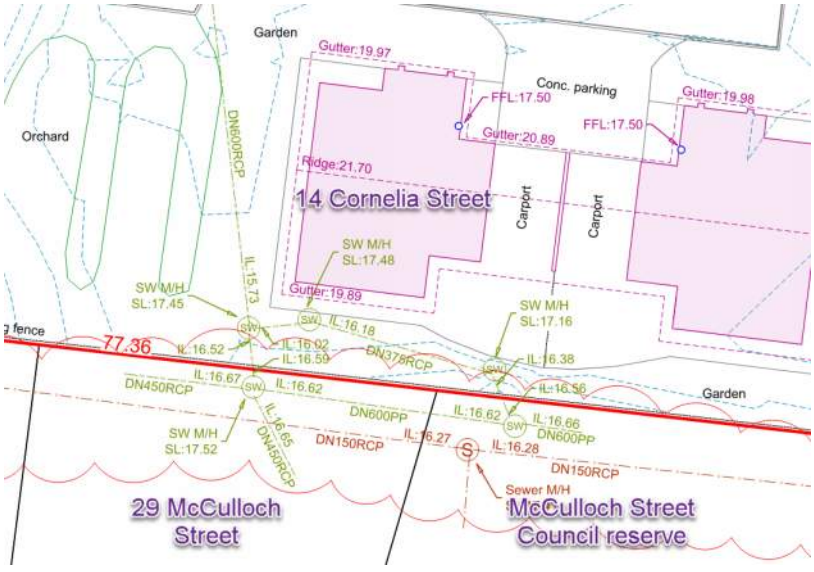

Figure 1: Existing Council Stormwater network.

3. Hydrological Analysis

Analysis of the uphill stormwater catchments was undertaken using XPSWMM 2026, with the following hydrological parameters:

- Rainfall depths obtained from the BOM at Latitude 146.182, Longitude -41.168. and adjusted by a factor of 1.2 in accordance with the SSP5-8.5 pathway for current climate conditions.

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- Zero Initial and Continuing losses for impervious catchments.
- 15 mm and 3.6 mm/h Initial and Continuing losses, respectively, for pervious catchments.[1]
- The Laurenson routing method was adopted as the hydrological analysis method.
- Manning's n of 0.06 and 0.014 for pervious and impervious routing, respectively.
- Zero depression storage for pervious and impervious catchment areas.
- Catchment parameters as defined in **Table 1**.

Table 1: Stormwater catchments and hydrological parameters adopted

	Catchment 1	Catchment 2	Catchment 3	Catchment 4	Catchment 5	Catchment 6
Area (ha)	7.9	3.3	6.1	6.4	15.9	1.5
% Impervious	30%	30%	30%	0%	0%	40%
Slope	9%	5%	1%	1.5%	9%	2.5%

The percentage impervious area for urban areas was based on a sample of the existing developed urban area, as shown in **Figure 2** below.

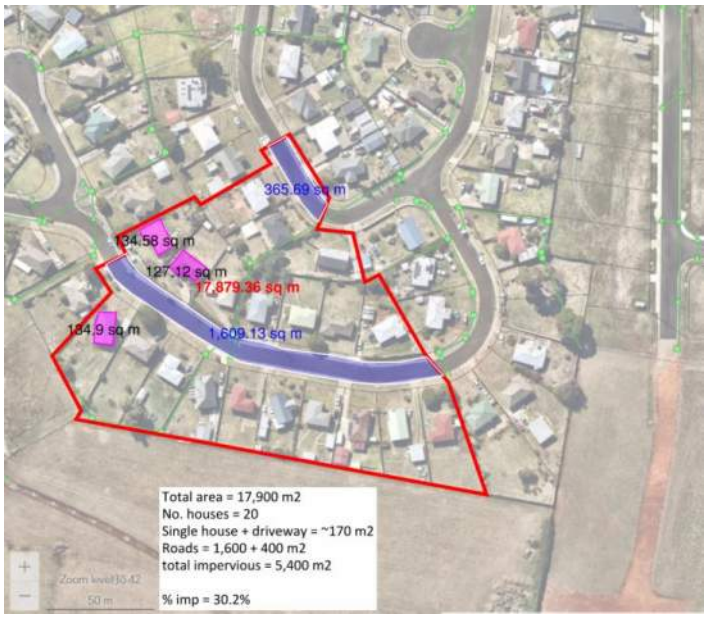

Figure 2: Percentage impervious area within the urban catchment.

[1] The pervious initial loss (IL) value for this assessment was adopted in line with SES Tasmanian Strategic Flood Mapping (WMAwater, *Addendum to the Tasmanian Strategic Flood Map Rubicon Study Area Calibration Report*, 2023), which used stream-gauge data to calibrate runoff modelling.

Mineral Resources Tasmania Geology Data and Maps classifies the site as *Sand gravel and mud of alluvial, lacustrine and littoral origin*, while further to the south (uphill and away from the coast) is classified as *basalt*. The IL value published on the ARR Data Hub for the local area is 9 mm. This is considered low compared to neighbouring catchments, and is likely appropriate for areas with underlying basalt geology. As such, the data calibrated for the Rubicon catchment was considered more appropriate for the lower reaches of the catchment and was adopted for analysis.

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4. Inflow to Site and Future Urban Development

Currently, catchments 1, 2 and 3 are conveyed by the piped Council stormwater network to 14 Cornelia Street. Catchments 1 and 2 constitute the original urban area, while catchment 3 encompasses a recently constructed subdivision off Rawson Street. Runoff results for these piped catchments are presented in **Figures 3, 4 and 5** below for the 10%, 5% and 1% AEP rainfall events, respectively.

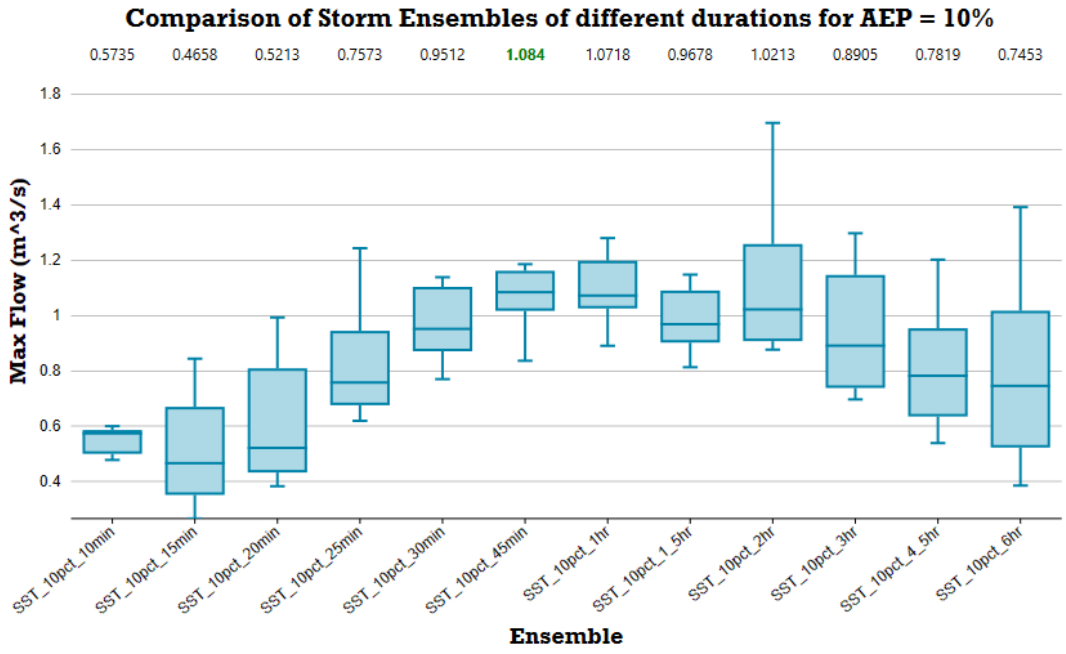

Figure 3: Rain-runoff for the existing urban catchment under a 10% AEP storm event

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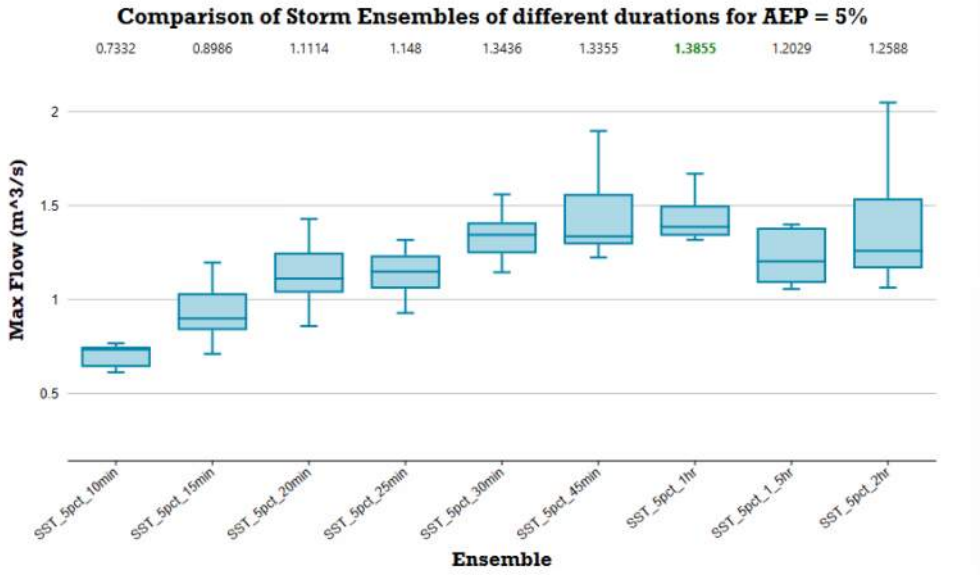

Figure 4: Rain-runoff for the existing urban catchment under a 5% AEP storm event.

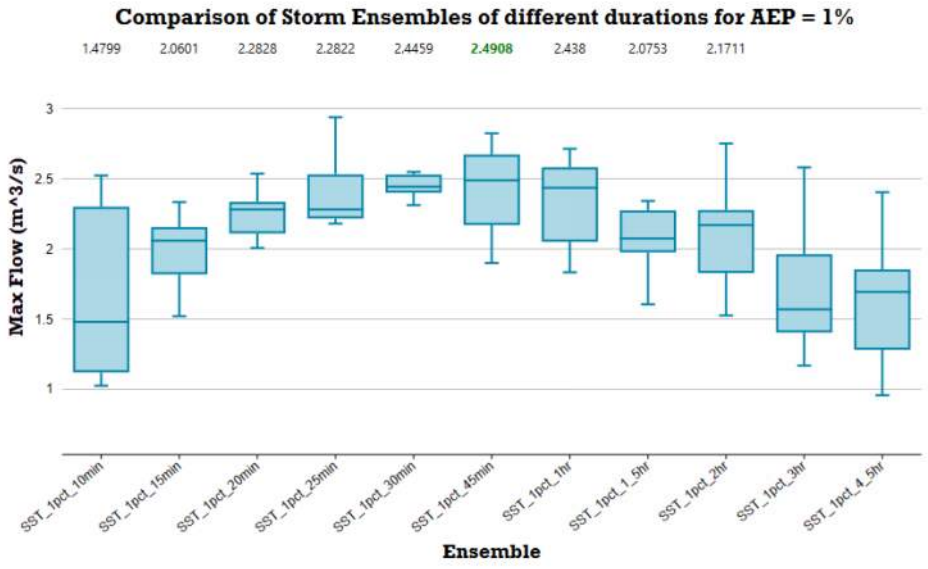

Figure 5: Rain-runoff for the existing urban catchment under a 1% AEP storm event.

Catchments 4, 5, and 6 currently report to the newly constructed Rawson Street subdivision as overland flow. As part of the subdivision development, reporting was prepared by CSE Tasmania Pty Ltd proposing that any future development shall convey all runoff within these catchments (up to the 1% AEP rainfall event) directly to Buttons Creek to the east. This diversion would reduce stormwater flow to the newly

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constructed Rawson Street subdivision and provide overland flow inundation protection to the subdivision.

For the purposes of the realignment of the Council stormwater main within 14 Cornelia Street, flow from these catchments shall not be considered within the piped network, on the basis that the advice from CSE Tasmania shall be adopted if this land is developed in future and no additional flows shall be directed to the Council network in question. Within the proposed redevelopment of 14 Cornelia Street, accommodation shall be made for overland flow from the uphill catchments to protect the site until such time that the works proposed by CSE Tasmania are implemented.

Runoff results for the undeveloped uphill catchment are presented in **Figure 6** below.

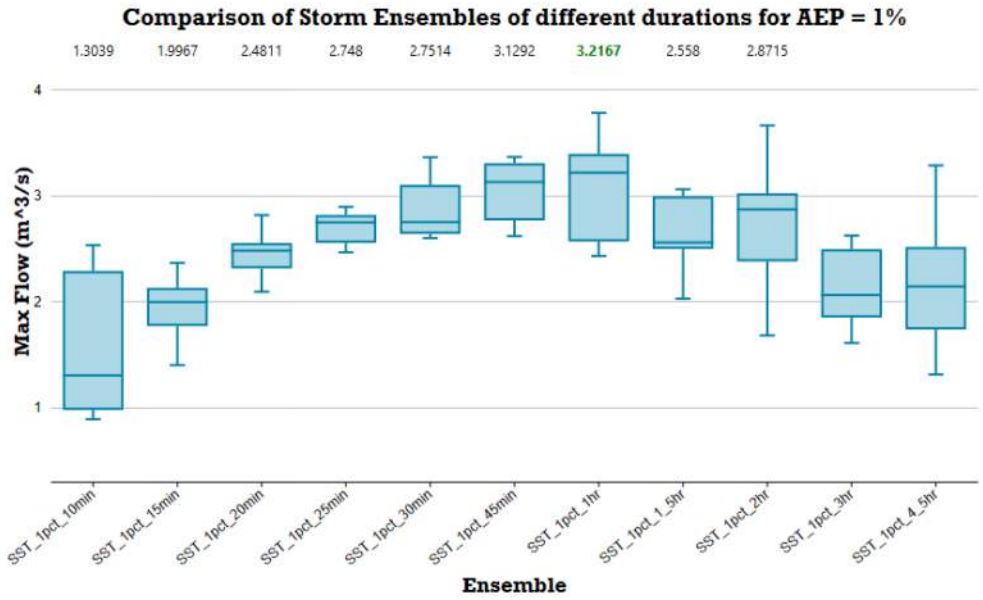

Figure 6: Rain-runoff for catchments 4-6 under a 1% AEP storm event (existing conditions).

Runoff results for the undeveloped uphill catchment and existing urban catchments are presented in **Figure 7** below. The 1-hour median storm pattern result (5.6 m^3/s) may be taken as the peak 1% AEP flow rate arriving to the site.

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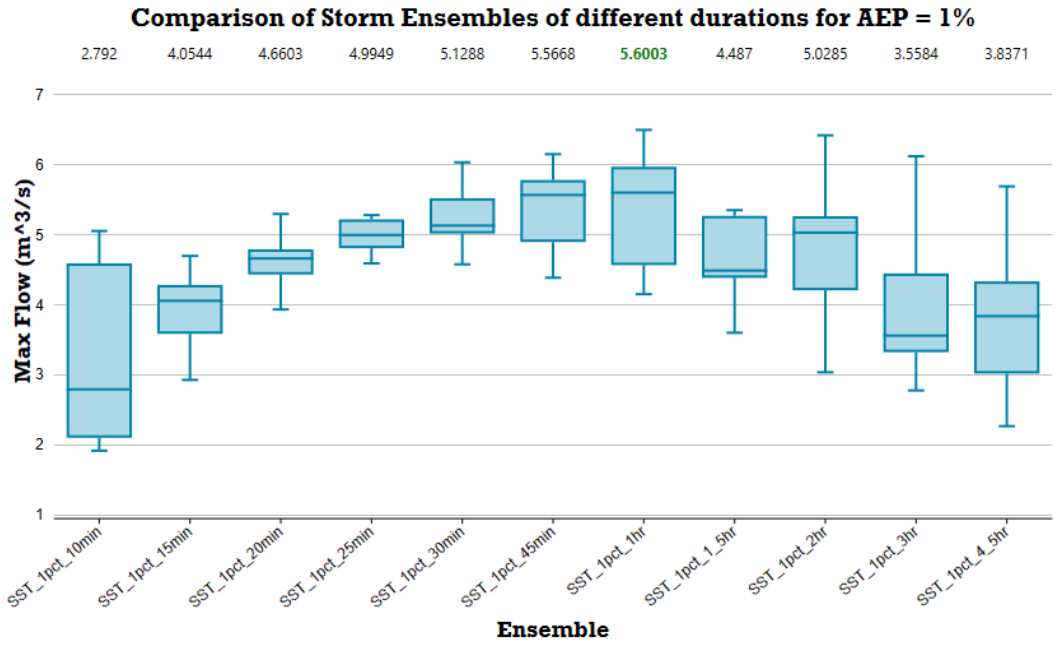

Figure 7: Combined 1% AEP rainfall runoff presenting to 14 Cornelia Street (both piped and overland flow).

5. On Site Detention (OSD)

To mitigate potential increase in stormwater runoff as a result of the new development, stormwater detention shall be provided in accordance with Central Coast Council Stormwater Detention Policy. In accordance with the policy, the Permissible Site Discharge has been calculated based on a 40% impervious site coverage for a 5% AEP design rainfall event, while OSD is provided for up to the 1% AEP rainfall event. The pre- and post-development impervious areas are presented in Table 2 below. The 5% AEP rainfall runoff results are presented in **Figures 8 & 9,** and 1% AEP results are presented in **Figures 10 & 11**.

Table 2: Pre- and post-development stormwater catchment areas

	Impervious (Driveway)	Impervious (Roof)	Pervious (Garden)
Pre-development*	2,906 m^2		4,360 m^2
Post-development	2,063 m^2	2,386 m^2	2,817 m^2

*Based on the lot being developed to a level of 40% impervious

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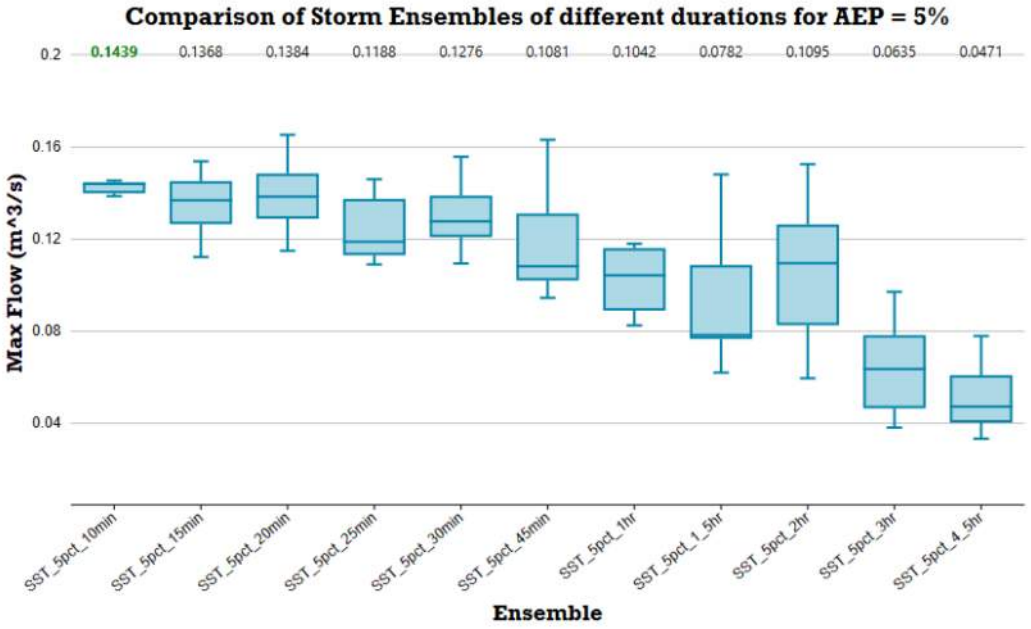

Figure 8: 14 Cornelia Street – 5% AEP pre-development runoff (40% impervious site coverage). Permissible Site Discharge (PSD) = 144 L/s

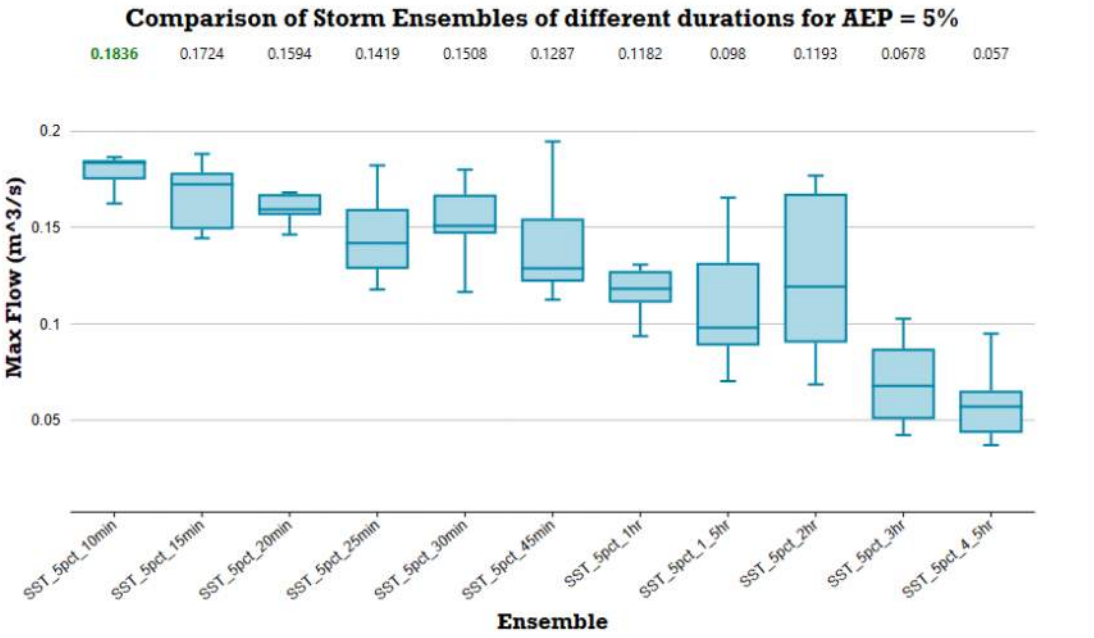

Figure 9: 14 Cornelia Street – 5% AEP post-development undetained runoff.

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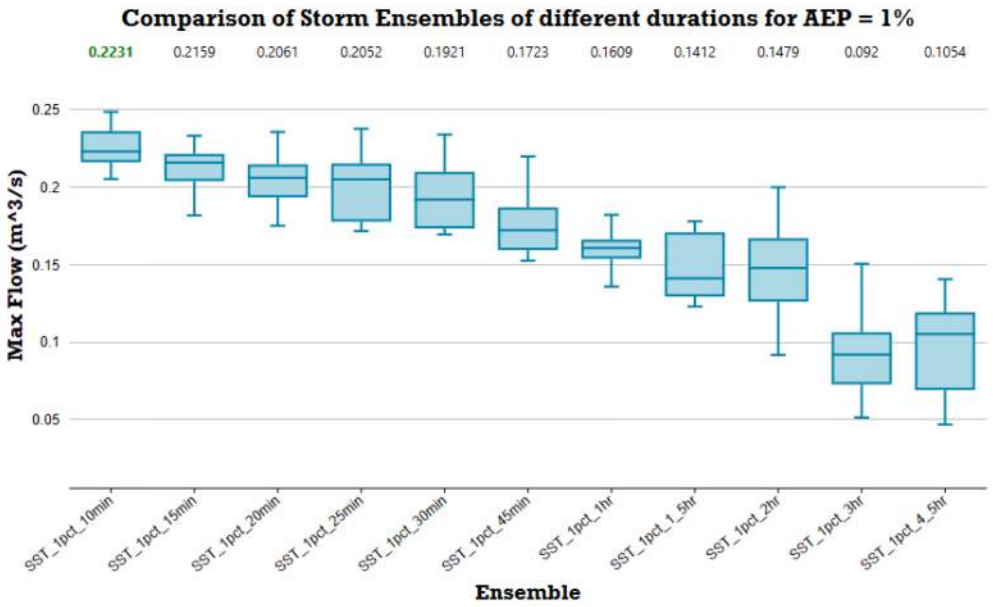

Figure 10: 14 Cornelia Street – 1% AEP pre-development runoff (40% impervious site coverage).

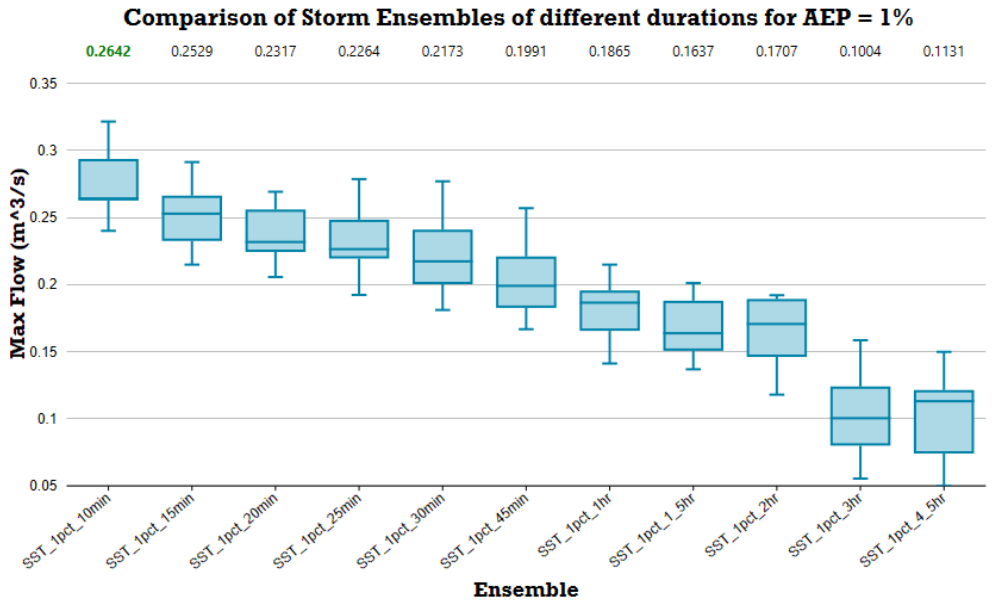

Figure 11: 14 Cornelia Street – 1% AEP post-development undetained runoff.

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Based on the post-development areas presented in **Table 2**, OSD volumes to meet the PSD of 144 L/s are presented in **Figures 12 & 13** below.

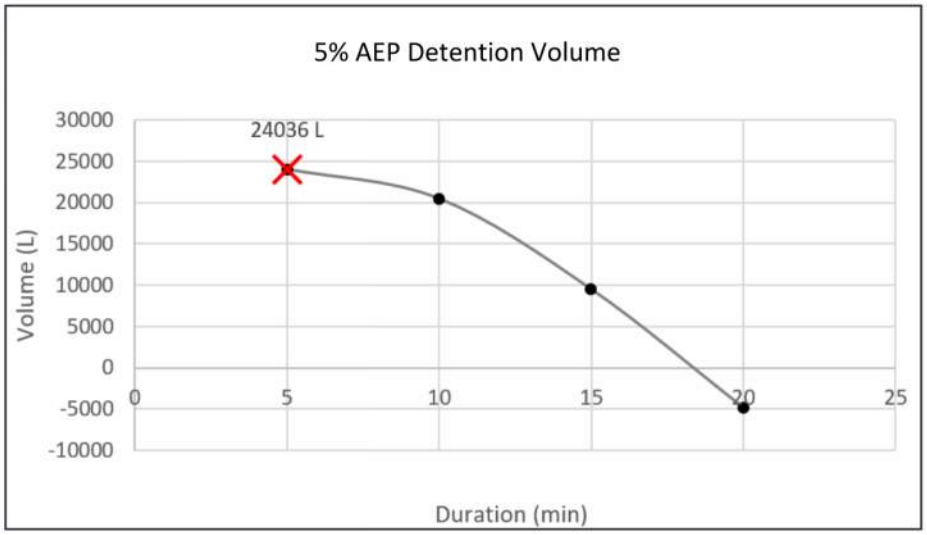

Figure 12: 14 Cornelia Street – 5% AEP on-site detention storage requirement.

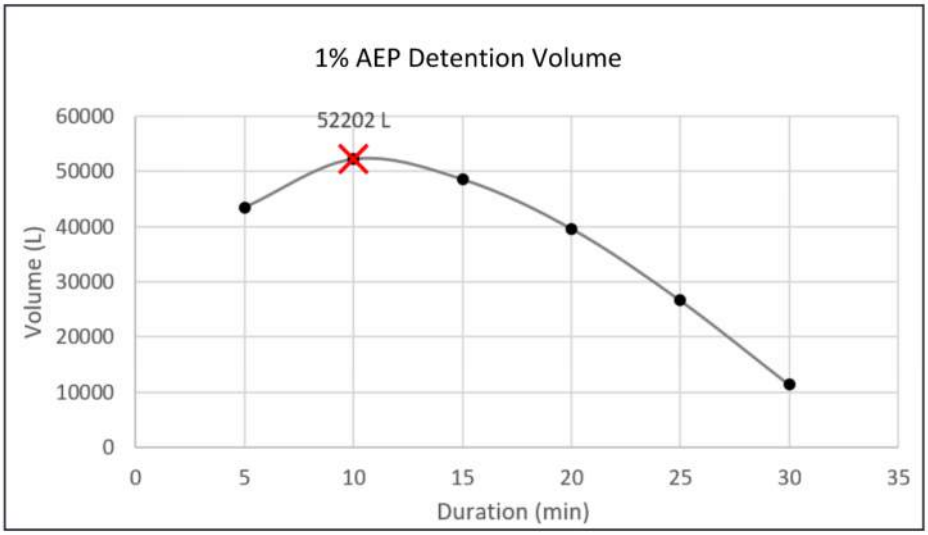

Figure 13: 14 Cornelia Street – 1% AEP on-site detention storage requirement.

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6. Proposed Council Works and Stormwater Realignment

The existing Council stormwater infrastructure entering 14 Cornelia Street is convoluted, likely because of ad-hoc additions and improvements to the system over many years. As part of the proposal to realign the stormwater main to facilitate redevelopment of 14 Cornelia Street, the design objectives are:

- To meet or exceed the existing level of service of the Council system.
- To provide infrastructure that can be maintained and will achieve the required design life.

To achieve this, it is considered beneficial to streamline the existing network and provide capacity improvement where possible.

The proposed realignment works are shown in **Figure 14**, with more detail provided in Appendix A (SK03). The following works are proposed:

- Construct a new detention basin within the Council reserve to the east of 29 McCulloch Street, providing detention for inflows from 'catchment 1'.
- Abandon (grout fill) the existing stormwater main running north-south within 29 McCulloch Street.
- Abandon (grout fill) the existing stormwater main passing from 29 McCulloch Street to 14 Cornelia Street, but maintain the DN600 passing from 29 McCulloch Street to the Council reserve.
- Upgrade and realign the stormwater network downhill from the new detention basin, with inflows maintained from the east and the west. It is noted that the pipe passing from 29 McCulloch Street to the Council reserve has minimal grade, and provision shall be made within the upgrade works such that this pipe could be relayed with additional grade if desired in future.

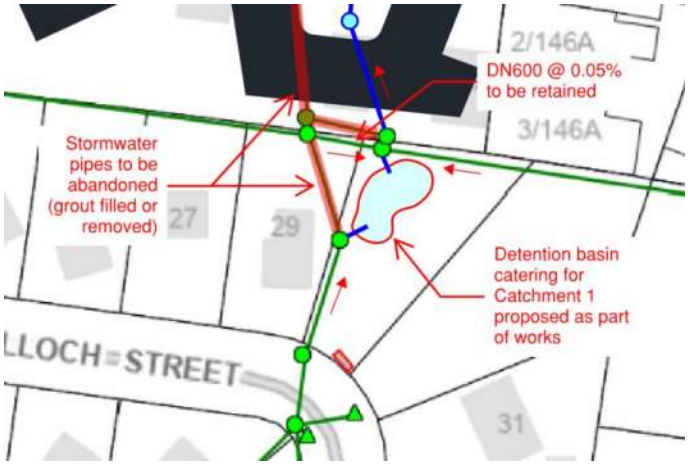

Figure 14: Proposed works to the Council SW system.

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7. Inundation Mitigation for 14 Cornelia Street

To limit and control overland flow impacting 14 Cornelia Street, an extension of the block wall along the rear boundary of 146A Main Street Ulverstone is proposed, with a 'notch' weir designed to safely control overland flow into 14 Cornelia Street, and a landscape berm is proposed within the Council land along the boundary of 29 McCulloch street. A concept mud-map is presented in **Figure 15** below.

These elements would be designed to integrate with the detention basin. For common rainfall events, the detention basin would be designed to hold excess flow within the Council network, with stormwater filling the basin before draining back into the Council network. For larger rain events, the basin would act as a surcharge point, with excess pipe flow and overland flow ponding both within basin and surrounding Council land.

Within 14 Cornelia Street, a dedicated flow path will be provided along the eastern boundary of the site for the 1% AEP overland flow, to safely convey overflow from the 'notch' weir to the existing overland flow path within the site.

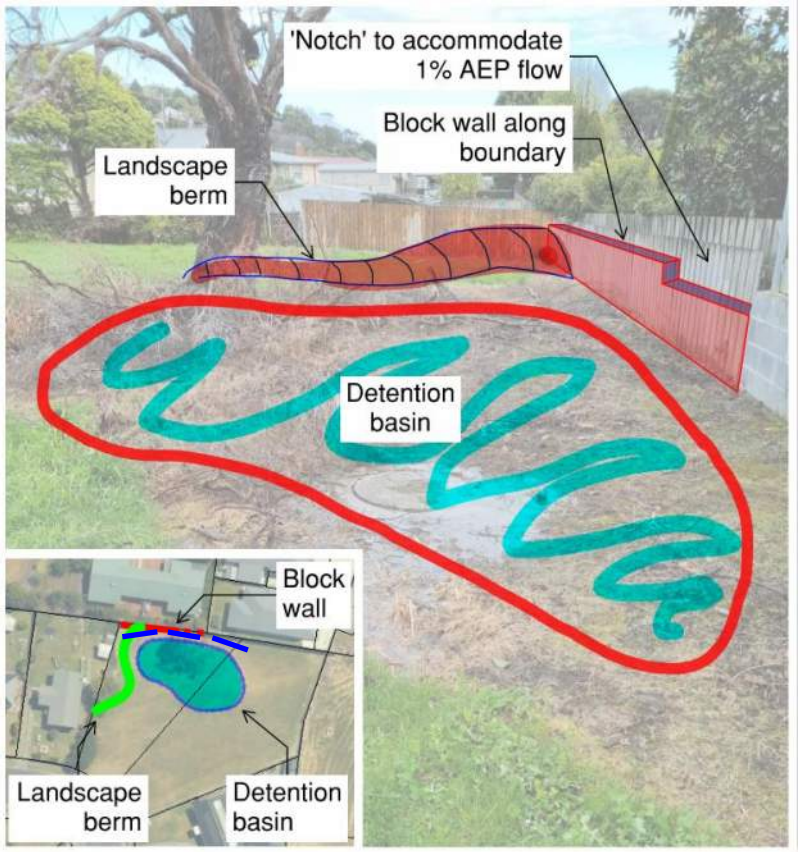

Figure 15: Proposed works within the Council title.

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8. Discussion

The existing Council stormwater network passing through 14 Cornelia Street has insufficient capacity for the 10% AEP design rainfall event. As outlined in Sections 5 and 7 respectively, on-site detention shall be provided for this development, while works are proposed within the Council land on McCulloch Street to mitigate and control the impacts of 1% AEP overland flow to the development site.

Inundation mapping analysis for the combined effect of these works is presented in Appendix C. In this analysis, the following scenarios are considered:

1. 'Small basin': In this scenario, a relatively small and shallow detention basin is considered within the Council title, with a detention capacity of 35 m^3. Inundation mitigation works have been modelled as outlined in Section 7, providing safe conveyance of stormwater and protecting the proposed development site for all rain events up to the 1% AEP + CC. As shown, some overtopping of the detention basin is predicted during a 10% AEP rainfall event.

2. 'Large basin': In this scenario, the detention basin within the Council title has been sized to ensure there is no overtopping of the basin for a 10% AEP design rainfall event. The indicative basin volume is 480 m^3. Note: this volume has been modelled using a 2D mesh (a slightly coarse modelling approach), and the basin volume could likely be refined during detail design.

9. Conclusion

The proposed works meet the design objectives to improve the capacity of the existing Council network while streamlining the system, improving capacity for maintenance and future upgrades.

Given the capacity limitations of the existing Council network, the proposed works only assist to control nuisance surcharge and overland flow within the local area. Comparing scenarios 1 and 2, inundation depths and extents under a 1% AEP rain event are predicted to be very similar, with the proposed detention basin 'filling up' before the overland flow impacts the site.

The size of the detention basin proposed within the Council title should be selected to achieve the desired level of service such that the basin overtopping is not a nuisance within the Council title. Given that works are proposed to protect the new redevelopment from the 1% AEP rainfall event and OSD is required within the private development property, the proposed detention basin within the Council title serves to simplify the Council network and reduce nuisance stormwater within the local area.

Pending Council support of this proposal, the final detention volume and cost apportionment shall be agreed with Council during detailed design. Detailed hydraulic analysis, as well as final inundation analysis, shall be undertaken and provided to Council for Building Approval.

10. Assessment Against the Tasmanian Planning Scheme

Due to the proposed development being situated within the 1% AEP overland flow path, an assessment under the Tasmanian Planning Scheme section C12.0 of Flood Prone Areas Hazard Code is required. The purpose of the Flood-Prone Areas Hazard Code is:

[C12.1.1] To ensure that use or development subject to risk from flood is appropriately located and managed, so that:

a) people, property and infrastructure are not exposed to an unacceptable level of risk;
b) future costs associated with options for adaptation, protection, retreat or abandonment of property and infrastructure are minimised; and
c) it does not increase the risk from flood to other land or public infrastructure.

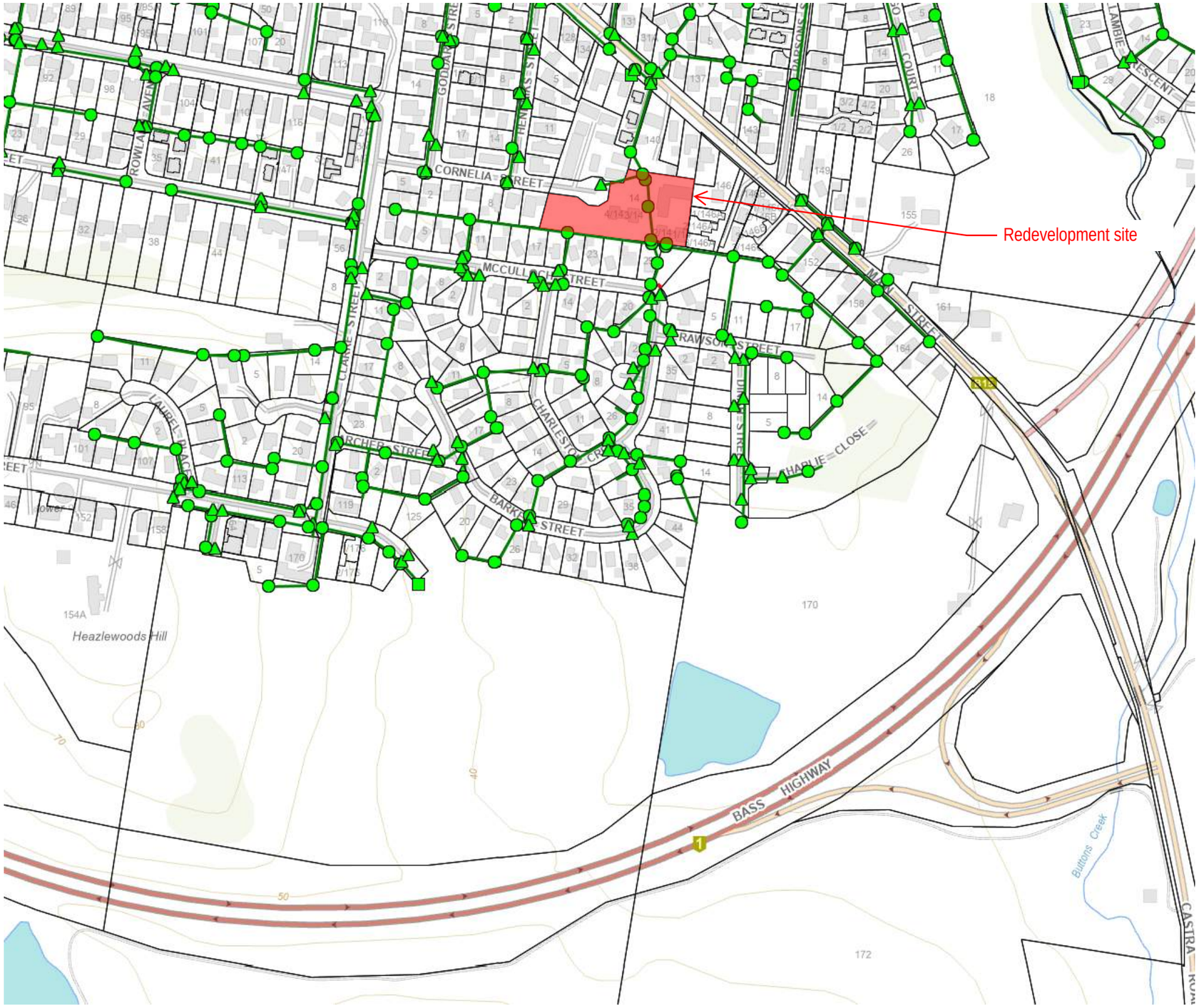
[C12.1.2] To preclude development on land that will unreasonably affect flood flow or be affected by permanent or periodic flood.

The proposed development requires assessment under clauses C12.5.1 P1, C12.5.2 P1 and P4; and C12.6.1. To satisfy these requirements, the following advice is provided:

- As demonstrated in Appendix C, the proposed buildings can achieve and maintain a tolerable risk from flood under the 1% AEP inundation event. By controlling the inundation arriving at the site within the Council land, and by providing a dedicated overland flow path along the eastern boundary of the site, the building floor level can be set such that inundation due to overland flow does not pose a risk to the building.
- By providing a dedicated overland flow path, emergency evacuation and access to the site and can be designed to avoid any localised inundation during a major rainfall event. If access is required directly adjacent to the proposed building along the eastern boundary of the site, this can be provided via an elevated walkway above the predicted inundation levels.
- The proposed works do not increase inundation risk to neighbouring properties. Works proposed within the Council land will assist to improve and formalise existing stormwater network deficiencies in the local area.

The proposed development is deemed to meet the relevant performance criteria of the Tasmanian Planning Scheme section C12.0.

Appendix A



REV	DESCRIPTION	APP'D	DATE

GANDY AND ROBERTS CONSULTING ENGINEERS

159 DAVEY ST, HOBART
TASMANIA, AUSTRALIA 7000
www.gandyandroberts.com.au
mail@gandyandroberts.com.au
ph 03 6223 8877 fx 03 6223 7183

MAIB FACILITIES UPGRADE
14 CORNELIA STREET, ULVERSTONE

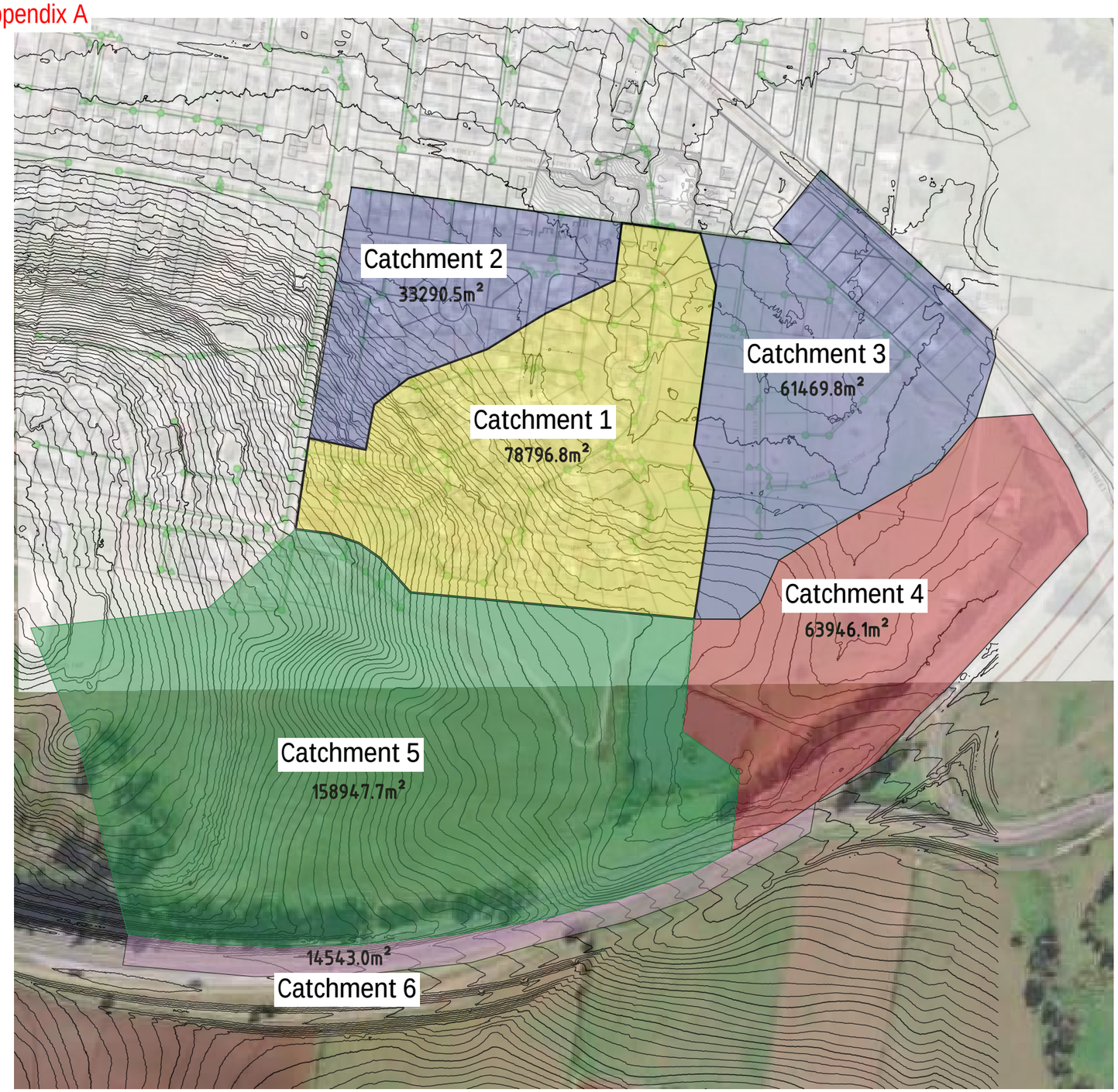
DRAWING TITLE
Council stormwater network

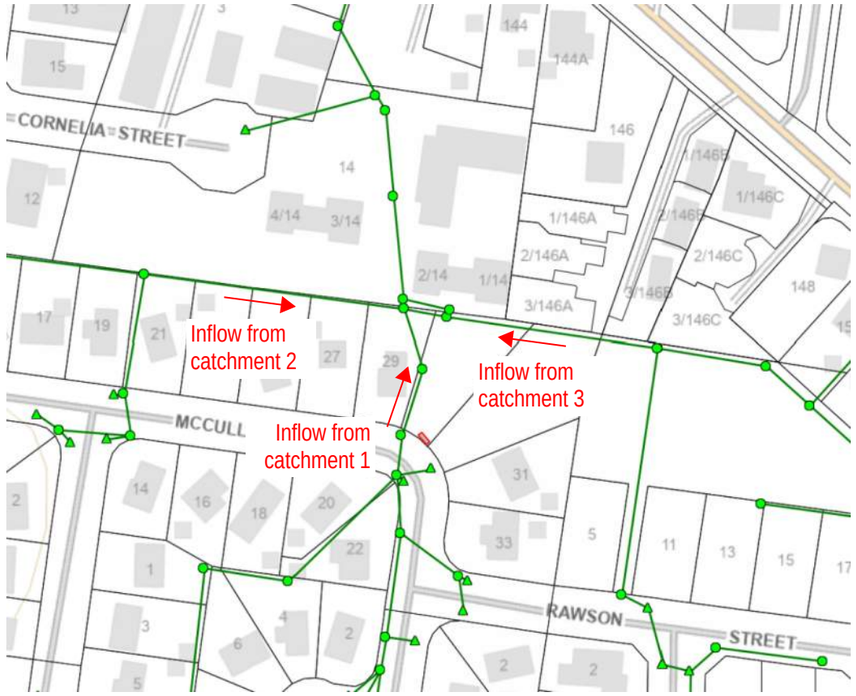
0 50mm

SCALE	DESIGNED	DRAWN	CHECKED
-	-	-	-

PROJECT	DRAWING	REVISION
24.0238	SK01	-

Appendix A





REV	DESCRIPTION	APP'D	DATE

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159 DAVEY ST, HOBART
TASMANIA, AUSTRALIA 7000
www.gandyandroberts.com.au
mail@gandyandroberts.com.au
ph 03 6223 8877 fx 03 6223 7183

MAIB FACILITIES UPGRADE
14 CORNELIA STREET, ULVERSTONE

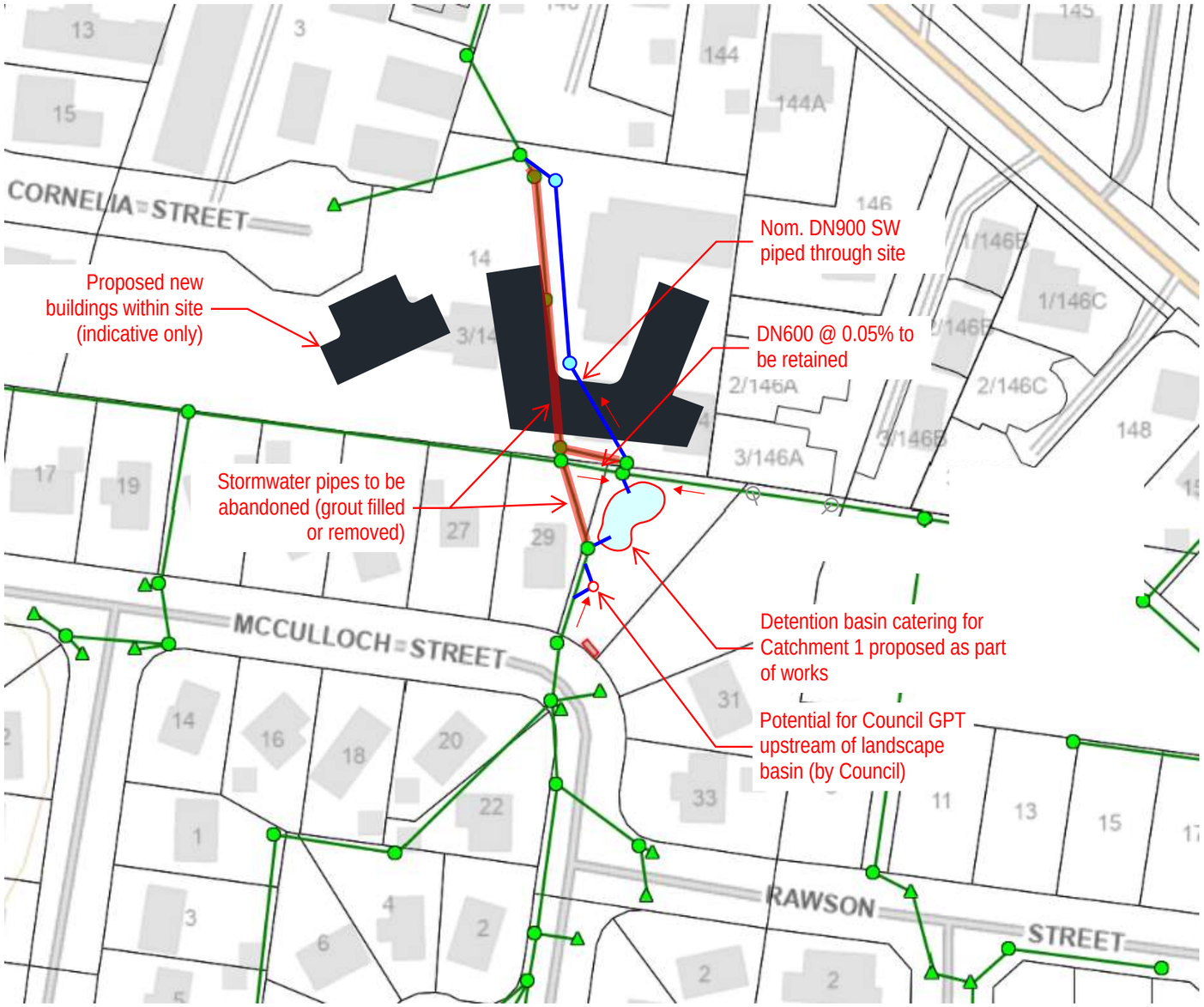
DRAWING TITLE
Council stormwater catchments

0 50mm SCALE -

DESIGNED	DRAWN	CHECKED
-	-	-

PROJECT	DRAWING	REVISION
24.0238	SK02	-

Appendix A



REV	DESCRIPTION	APP'D	DATE

GANDY AND ROBERTS CONSULTING ENGINEERS

159 DAVEY ST, HOBART
TASMANIA, AUSTRALIA 7000
www.gandyandroberts.com.au
mail@gandyandroberts.com.au
ph 03 6223 8877 fx 03 6223 7183

MAIB FACILITIES UPGRADE
14 CORNELIA STREET, ULVERSTONE

DRAWING TITLE
Council stormwater proposed upgrade

0 50mm SCALE -

DESIGNED	DRAWN	CHECKED
-	-	-

PROJECT	DRAWING	REVISION
24.0238	SK03	-

Appendix B

1_BOUNDARY_LOT
2_TEXT2.5
2_TEXT5.0
2_TEXT_BUILDING
2_TEXT_ELECTRICAL
2_TEXT_SEWER
2_TEXT_STORMWATER
2_TEXT_WATER
3_BUILDING
3_BUILDING_ROOFLINE
3_BUILDING_WINDOWS
3_BUILT_SURFACE
3_FENCE
3_ROAD
4_SERVICES_ELECTRICAL
4_SERVICES_SEWER
4_SERVICES_STORMWATER
4_SERVICES_WATER
4_SERVICES_WATER
5_EMBANKMENT
5_VEGETATION
7_CONTOURS
7_CONTOURS
Preview | Block Name
AirCon
Distribution board
Fire hydrant
Light Pole
Sewer IO
Sewer MH
Station
Stop valve
Stormwater IO
Stormwater MH
Tree
Water meter
INSET
MAIN STREET
SEE INSET LEFT
CORNELIA STREET
Bitumen
Conc. footpath
Communications pit
TBM Nail in top of kerb RL:18.38
Overhead power
Power pole
Electrical distribution box
UG Comms
UG Power
Light pole
Network meter
Grated pit SL:17.75
Brick & render dwelling
Weatherboard dwelling
Brick dwelling
Shed
Garden
Lawn
Orchard
Generator
Bitumen parking
Bitumen roadway
Conc. patio
Conc. parking
Conc. block retaining
Carport
Raised bed
Brick wall
Paling fence
GI Panel fence
GI Panel fence on concrete base
Detention Trap (private)
Sewer M/H
SW M/H
Dead tree
C.T.153349/2 7266m² (by title)
C.T.55485/16 855m² (by title)
C.T.55485/17 1254m² (by title)
48.00
17.96
66.49
22.24
9.14
21.75
18.35
8.61
51.06
38.41
77.36
66.39
35.59
28.40
13.15
10.00
10.97
19.06
12.73
13.94
0 5.0 10.0 15.0 20.0 25.0 metres
SCALE - 1 : 250
McCULLOCH ST

Coordinate Origin						
Mark	Easting	Northing	Method	Observations	PU	CSF
SPM9755	431810.086	5442787.738	RTK GPS	180 Epochs	±0.016	0.999655

NOTES:
1. Only that detail apparent on site at the time of survey has been located by this plan. Other features and services may exist on, under or over the site.
2. Boundaries are compiled from title surveys and may vary from original survey dimensions. A Remark Survey is recommended prior to any works occurring on or near the boundaries.
3. Underground services exist in this area. It is the responsibility of the developer to determine the location of these services prior to the commencement of site works.
4. This plan has been prepared for the purpose required by the client and depicts only those features specifically requested. Not all features on the site are necessarily shown on this plan.
5. This plan is not to be redistributed, reproduced, copied or used for any other purpose without the express permission of Lark & Creese Pty Ltd.

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

DETAIL PLAN

14 CORNELIA STREET ULVERSTONE

MOTOR ACCIDENTS INSURANCE BOARD

TITLE	153349/2	PROJECT	30743	DATE	19/03/2026
PID	2858190	DRAWING	52184-03	DRAWN	AC
CONTOUR	0.20m	SCALE	1:250@A1	CHECKED	NC

PLANE SCALE N MGA2020 AHD


C.T.153349/2
7266m²
(by title)
C.T.55485/16
855m²
(by title)
C.T.55485/17
1254m²
(by title)
McCULLOCH ST
RAWSON STREET
Bitumen roadway
Conc. parking
Garden
Lawn
Orchard
Generator
Paling fence
Conc. block retaining
Carport
Brick wall
Shed
Dead tree
Weatherboard dwelling
Brick dwelling (not fully visible)
GI Panel fence on concrete base
Remains of paling fence
Bus shelter
Power pole
Overhead power
UG Power
UG Comms
UG Water
Communications turret
Communications pit
Sewer M/H SL:18.47
Sewer M/H SL:17.41
Sewer M/H SL:17.59
Sewer M/H SL:18.06
Sewer M/H SL:18.71
SW M/H SL:17.45
SW M/H SL:17.48
SW M/H SL:17.16
SW M/H SL:17.52
SW M/H SL:17.80
SW M/H SL:18.23
SW M/H SL:18.21
SW M/H SL:18.28
Grated pit SL:17.17 IL:16.95
DN600RCP
DN450RCP
DN375RCP
DN150RCP
DN600PP
DN475 RCP
DN200 RCP
77.36
22.24
9.14
21.75
38.41
51.06
18.35
8.61
46.09
2.53
4.29
3.55
0.74
4.29
4.29
0.48
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2_TEXT5.0
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2_TEXT_ELECTRICAL
2_TEXT_SEWER
2_TEXT_STORMWATER
2_TEXT_WATER
3_BUILDING
3_BUILDING_ROOFLINE
3_BUILDING_WINDOWS
3_BUILT_SURFACE
3_FENCE
3_ROAD
4_SERVICES_ELECTRICAL
4_SERVICES_SEWER
4_SERVICES_STORMWATER
4_SERVICES_WATER
4_SERVICES_WATER
5_EMBANKMENT
5_VEGETATION
7_CONTOURS
7_CONTOURS
Preview
Block Name
AirCon
Distribution board
Fire hydrant
Light Pole
Sewer IO
Sewer MH
Station
Stop valve
Stormwater IO
Stormwater MH
Tree
Water meter
0 5.0 10.0 15.0 20.0 25.0 metres
SCALE - 1 : 250

Coordinate Origin						
Mark	Easting	Northing	Method	Observations	PU	CSF
SPM9755	431810.086	5442787.738	RTK GPS	180 Epochs	±0.016	0.999655

NOTES:
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+61 (03) 6229 6563
info@larkandcreese.com.au
www.larkandcreese.com.au

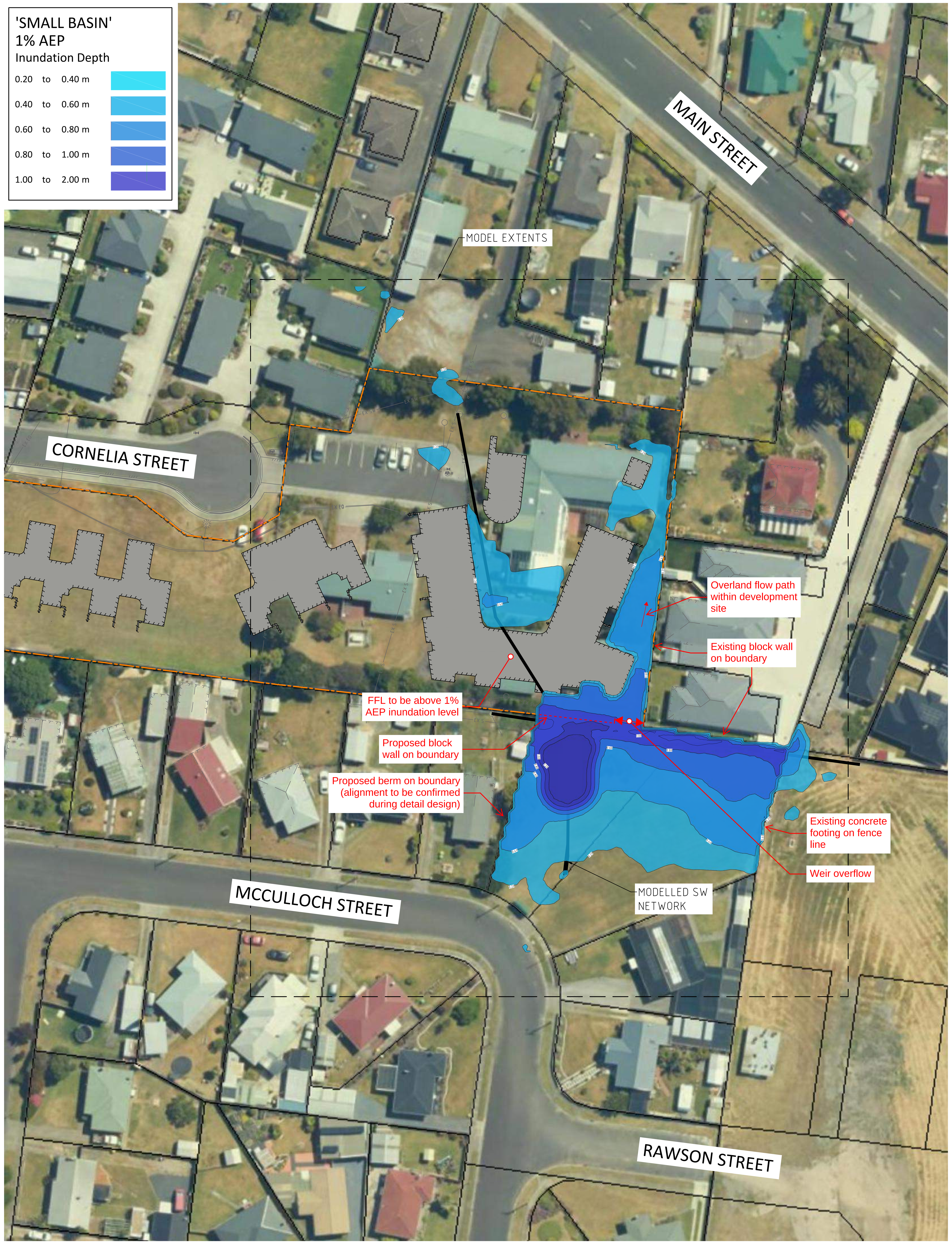
DETAIL PLAN

14 CORNELIA STREET
ULVERSTONE
MOTOR ACCIDENTS INSURANCE BOARD

TITLE	153349/2	PROJECT	30743	DATE	19/02/2026
PID	2858190	DRAWING	52184-03	DRAWN	AC
CONTOUR	0.20m	SCALE	1:250@A1	CHECKED	NC

PLANE SCALE N MGA2020 AHD

Appendix C



REV	DESCRIPTION	APP'D	DATE
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-	-	-	-
-	-	-	-
-	-	-	-
A	FOR INFORMATION	DH	02.02.2026

REV	DESCRIPTION	APP'D	DATE

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North

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CONSULTING ENGINEERS
159 DAVEY ST, HOBART
TASMANIA, AUSTRALIA 7000
www.gandyandroberts.com.au
mail@gandyandroberts.com.au
ph 03 6223 8877

MAIB FACILITIES UPGRADE
14 CORNELIA STREET, ULVERSTONE
TASMANIA 7315

DRAWING TITLE
INUNDATION MAPPING 01

0 — 50mm

SCALE		
1:500 @A1		
DESIGNED	DRAWN	CHECKED
JF	-	DH
PROJECT	DRAWING	REVISION
24.0238	C090	A

Appendix C

REV	DESCRIPTION	APP'D	DATE
A	FOR INFORMATION	DH	02.02.2026

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mail@gandyandroberts.com.au
ph 03 6223 8877

MAIB FACILITIES UPGRADE
14 CORNELIA STREET, ULVERSTONE
TASMANIA 7315

DRAWING TITLE
INUNDATION MAPPING 02

SCALE	DESIGNED	DRAWN	CHECKED	PROJECT	DRAWING	REVISION
1:500 @A1	JF	-	DH	24.0238	C091	A

NOTES

1. ALL PRIVATE STORMWATER INFRASTRUCTURE SHALL COMPLY WITH AS/NZS 3500.3, THE NCC AND ANY OTHER AUTHORITY HAVING JURISDICTION OVER THE INSTALLATION.
2. THE LOCATION OF SOME EXISTING SERVICES IS BASED ON DIAL BEFORE YOU DIG AND INFORMATION SUPPLIED BY LARK & CREESE LAND & ENGINEERING SURVEYORS. CONTRACTOR TO CONFIRM ACTUAL LOCATION ON SITE PRIOR TO COMMENCING WORKS.
3. CONTRACTOR SHALL UNDERTAKE DETAILED CCTV INSPECTION OF ALL EXISTING STORMWATER DRAINAGE WITHIN WORKS AREA AND PROVIDE INSPECTION REPORT AND FOOTAGE TO SUPERINTENDENT FOR REVIEW.
4. CONFIRM INVERT LEVEL OF ALL CONNECTION POINTS PRIOR TO COMMENCING ANY TRENCHING WORKS.
5. INSPECTION SHAFTS WITHIN THE DRIVEWAY ARE TO BE PROVIDED WITH A TRAFFICABLE COVER BOX FINISHED FLUSH WITH THE FINISHED SURFACE.
6. ALL PITS ARE TO BE FINISHED FLUSH WITH THE FINISHED SURFACE.
7. EXPOSE ALL EXISTING SERVICES WITHIN CARPARK AREA AND CONFIRM FULL DEPTH FCR BACKFILL OVER COMPACTED TO 98% DDR.
8. ALL EXISTING REDUNDANT SERVICES TO BE REMOVED IN FULL FROM UNDER BUILDINGS AND CARPARK ZONES. BACKFILL TRENCHES WITH FULL DEPTH FCR COMPACTED TO 98% DDR.

REV	DESCRIPTION	APP'D	DATE
.	.	.	.
.	.	.	.
C	PLANNING APPROVAL	DH	03.02.2026
B	PLANNING APPROVAL	DH	03.09.2025
A	CLIENT REVIEW	DH	15.08.2025

UNCONTROLLED REVISION

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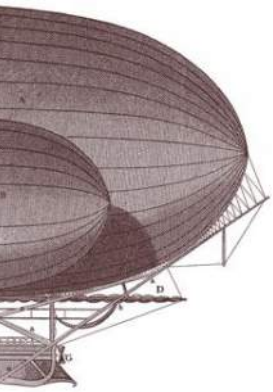
159 DAVEY ST, HOBART
TASMANIA, AUSTRALIA 7000
www.gandyandroberts.com.au
mail@gandyandroberts.com.au
ph 03 6223 8877

MAIB FACILITIES UPGRADE
14 CORNELIA STREET, ULVERSTONE
TASMANIA 7315
DRAWING TITLE
STORMWATER PLAN

0 50mm SCALE 1:200 @A1

DESIGNED	DRAWN	CHECKED
AB/RD	AB/RD	DH
PROJECT	DRAWING	REVISION
24.0238	C400	-

17/2/2026 3:32:58 PM S:\Projects\2024\24.0238 MAIB Facilities Upgrade\5 - GD drawings\GV - Working drawings, models\24.0238 Lumadata Cornelia St C.dwg



GANDY AND ROBERTS
159 DAVEY ST
HOBART TASMANIA
AUSTRALIA 7000
CONSULTING ENGINEERS

24 February 2026

Our ref: 24.0238

Ulverstone Administration Centre
19 King Edward Street
Ulverstone TAS 7315

Att: Phillip Bowen

Dear Phillip

14 Cornelia St Council SW Realignment

In relation to the proposed MAIB redevelopment at 14 Cornelia Street, Ulverstone, an Engineer's Advice (EA-C04, dated 3 February 2026) was submitted to Council outlining options and recommended works to the Council stormwater system. These works are intended to improve the performance of the public stormwater network and facilitate the proposed redevelopment.

In email correspondence dated 11 February 2026, Council provided further advice and identified a number of matters requiring clarification and additional information. In response, EA-C04 has been revised to address Council's requests (refer EA-C04, dated 24 February 2026).

Further information is also provided below to address the matters raised. For clarity, Council's comments are numbered in accordance with the original email correspondence, with responses provided beneath each item.

1. *Page 6 indicates that OSD is calculated based on a 5% event. Since the downstream overland flow path is over private property calculations based on 1% is required as per our Stormwater Detention Policy.*

On Site Detention (OSD) calculations have been revised in accordance with the Central Coast Council Stormwater Policy, and are presented in the revised Engineer's Advice.

5. *Page 11 indicates combining OSD requirements due to the increased impervious areas with flood mitigation works due to upstream catchment. This was not previously agreed, and I believe would not be accepted by the SW Authority. The two systems need to remain separate and the developed site OSD requirements contained within the development site.*

This has been revised within the Engineer's Advice. A private OSD system shall be provided for the new redevelopment at 14 Cornelia Street that is separate to any works associated with the Council stormwater system. The two systems shall remain separate and the private OSD shall be contained within the development site.

GANDY AND ROBERTS
159 DAVEY ST
HOBART TASMANIA
AUSTRALIA 7000
CONSULTING ENGINEERS

6. *The suggested storage requirement to assist in mitigating inundation is significant and I need an indication of the proposed storage depth.*

The size of the proposed Council basin ultimately comes down to the amenity of the area and the level of service desired by Council. The works proposed provide protection of the redevelopment for up to a 1% AEP + CC, hence the size of the Council basin is not a fixed requirement from the perspective of the development. An options analysis is provided within the revised Engineer's Advice. It is requested that the requirement for works to the Council system be conditioned within the Planning Permit for the proposed redevelopment, with the final selection and detail design to be agreed with Council following issue of the Planning Permit.

7. *It will need to be demonstrated that the indicated detention basin system remains impervious after dry spells.*

The proposed Council basin can be designed such that it is free-draining and will not remain boggy after rain events. Refer **Figure 1** below for additional information on the concept design.

9. *Appendix A indicates that a detention basin for catchment 1 is proposed as part of the works. This is not sufficient.*

As discussed during the consultation meeting with Council, space limitations mean that Council detention can only be provided for catchment 1. It should be noted that providing detention on one portion of the network ultimately benefits the whole network. Refer **Figure 1** below for additional information on the concept design.

Furthermore, the provided stormwater catchment analysis relies on the 170 Main Street subdivision proceeding and the bulk of that catchment being diverted to Buttons Creek. Whilst this is likely, the Authority needs to understand the consequences of that development not proceeding or possibly not proceeding as envisaged. As a result, all the relevant catchment areas need to be considered in the Developer's analysis.

The analysis presented in the Engineer's Advice considers all existing catchments as they currently report to the site. The analysis does not consider 1% AEP overland flow effects if future subdivisions are constructed uphill of the development site. This is considered standard practice, and the onus and responsibility is on any future development to take into account downhill receiving environments and infrastructure as part of their design process.

Joshua Farner BE(Hons)
Associate | Civil Engineer

GANDY AND ROBERTS
159 DAVEY ST
HOBART TASMANIA
AUSTRALIA 7000
CONSULTING ENGINEERS

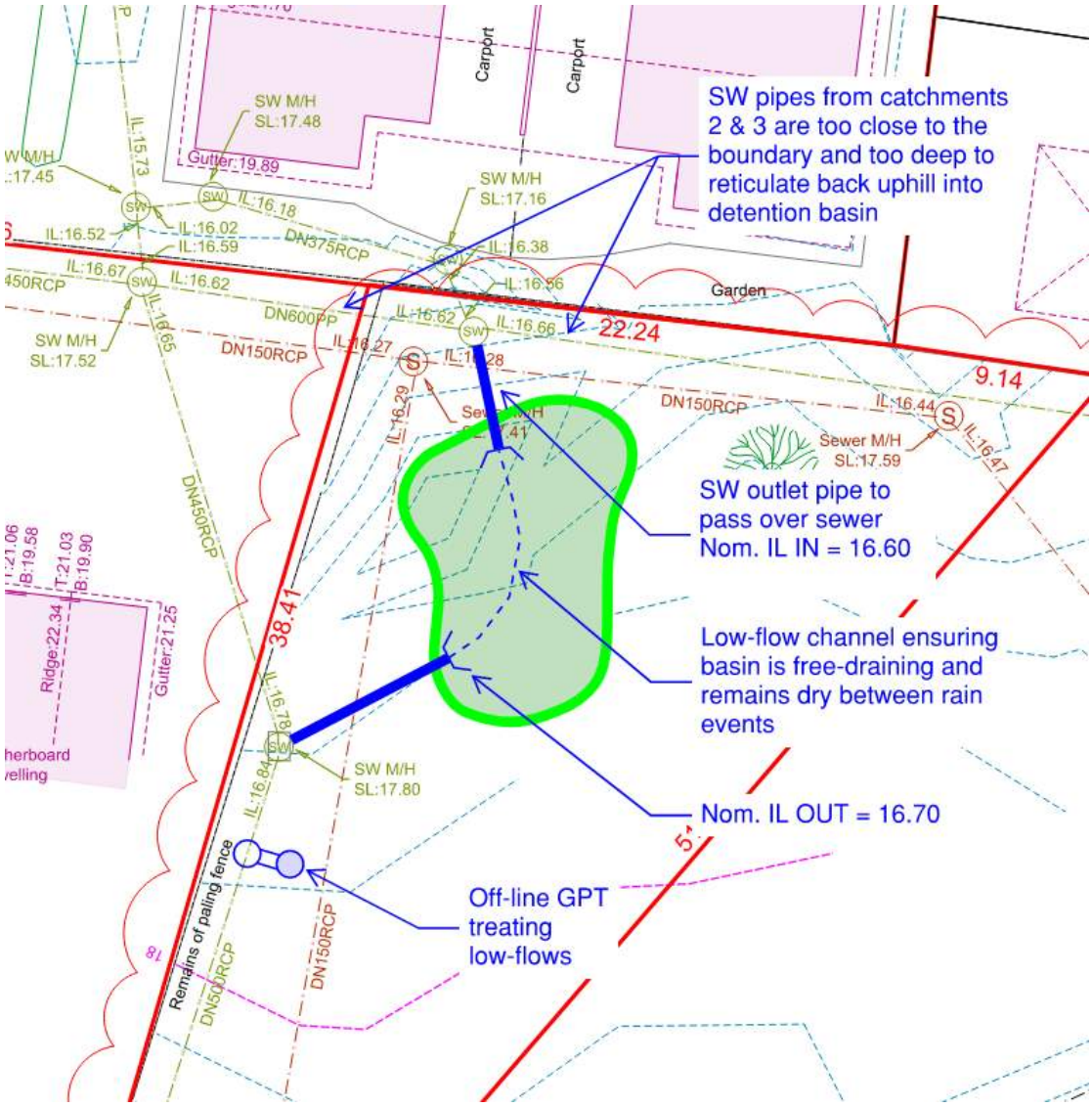


Figure 1: Proposed Council detention basin concept design levels.

Lomandra supported accommodation redevelopment

Supporting Planning Report

era

Final | February 2026

Era Advisory acknowledge palawa as the Traditional Owners of lutruwita (Tasmania).

They are the original custodians of our land, sky and waters.

We respect their unique ability to care for country and deep spiritual connection to it.

We honour and pay our respect to Elders past and present, whose knowledge and wisdom has and will ensure the continuation of culture and traditional practices.

We acknowledge that their sovereignty has never been ceded.

Always was, always will be.

Era Advisory Pty Ltd

ABN 21 681 443 103

Level 1, 125A Elizabeth St Hobart 7000
(03) 6165 0443

enquiries@era-advisory.com.au
era-advisory.com.au

Client	Jasmax obo MAIB
Document version	Final_V2
Date	February 2026
Author	Mark O'Brien
Reviewer	Clare Hester
Job number	2425-013

Permit overview

Permit application details

Applicant	Era Advisory Pty Ltd
Owner	Motor Accidents Insurance Board
Address	14 Cornelia Street, Ulverstone
Lot description	Folio of the Register 153349, Lot 2
Description of proposal	Redevelopment of existing assisted housing.

Relevant Planning Provisions

Applicable planning scheme	*Tasmanian Planning Scheme – Central Coast*
Zone(s)	General Residential Zone
Codes	Parking and Sustainable Transport Code Road and Railway Assets Code
Discretions	Clause 8.4.2 Setbacks and building envelope, P1 and P3 Clause C2.6.3 Number of accesses for vehicles, P1 Clause C2.6.5 Pedestrian access, P1 Clause C3.5.1 Traffic generation, P1 Clause C12.5.1 Use in a flood prone hazard area, P1 Clause C12.5.2 Critical use, hazardous use, or vulnerable use, P1 and P4 Clause C12.6.1 Buildings and works in a flood prone hazard area, P1

Contents

1 Introduction

1.1 Purpose

Era Advisory has been engaged by the Motor Accidents Insurance Board (MAIB) to provide planning services associated with the upgrade of Lomandra assisted housing, located at 14 Cornelia Street, Ulverstone. MAIB offer assisted housing for people impacted by motor vehicle accidents.

1.2 Enquiries

Enquiries relating to this report should be directed to:

Mark O'Brien
Principal Planner
Era Advisory
Email: mark@era-advisory.com.au
Mobile: 0415 407 294

1.3 Planning authority

The relevant planning authority is Central Coast Council (Council).

1.4 Planning scheme

The application must be considered by Council against the provisions of the *Tasmanian Planning Scheme – Central Coast* (the planning scheme).

1.5 Project site

The project is located at 14 Cornelia Street, Ulverstone. The proposal involves the following land, as described in Table 1 and depicted in Figure 1. Title documents are available at Appendix A.

The development includes stormwater works in land adjoining the site, including Council owned land in CTs 55485/16 and 55485/17. As detailed in Section 4.2 below, these works do not require a planning permit. Therefore, the adjoining land is not part of the project site subject to this planning permit application.

Table 1 - Land involved in the proposal

Address	Owner	Title reference	Area
14 Cornelia Street, Ulverstone TAS 7315	MAIB	153349/2	7,266 m²

2 Site and surrounds

2.1 Description of the site

The site is located at 14 Cornelia Street, Ulverstone, otherwise known as Lomandra. The site is currently used as assisted housing for MAIB, providing a total of 14 beds for people with acquired injuries. Specifically, the 14 beds are comprised of the following:

- Four independent living units (ILUs)[1], each with two bedrooms; and
- One primary living unit (PLU)[2] with six bedrooms.

The site is 7,266 m^2 in area and is on relatively flat land that is bordered by residential development. Figure 1 shows the site and adjoining Council owned land.

Figure 1 Aerial photography of the site and surrounds. Site highlighted orange and Council land highlighted green (Source: LISTmap)

[1] Independent living units (ILUs) are self-contained units that are available for residents with less intensive care needs. Support accommodation may or may not be included for care workers and/or family members to temporarily occupy.

[2] The primary living unit (PLU) includes a communal style dwelling for residents with more intensive care needs. Some private facilities are provided for residents, including a private bedroom, bathroom, and living space, but this supplemented by a communal kitchen, living areas, and treatment rooms. Overnight accommodation space is included for support workers to temporarily occupy.

3 Proposal

3.1 Description of proposal

The proposal seeks redevelopment of existing assisted housing on the site; the current use is to remain. The existing assisted housing is of a size and standard that is less conducive to contemporary living and care needs of residents. The proposal seeks the staged demolition of all buildings on site and redevelopment to provide 13 beds for assisted housing comprised of the following:

- Five ILUs[1], each with one bedroom and one parking space;
- One PLU[2], with four bedrooms and shared parking;
- Three support worker bedrooms - one bedroom in the PLU and three bedrooms in the ILU;
- Two outbuildings, being a multi-purpose room and storage shed;
- Single storey buildings to ensure level pedestrian access for less able bodied residents; and
- Landscaped gardens including the retention of many existing large trees.

The new accommodation will have a similar occupancy to the existing (one bed less). However, buildings will be more evenly spread across the site to cater for larger floor space needs, tree retention, and to enable staged demolition. Specifically, staging will allow existing residents to remain on site during construction, then relocate to new buildings so the existing buildings can be demolished.

Ancillary development works are also proposed including the realignment of underground sewer and upgrades to stormwater, and a second driveway providing separate access for the ILUs and PLU.

Proposal plans are available in Appendix B.

Figure 2 Propsoed site plan (source: Jasmax and Core Collective architects)

4 Zoning assessment

4.1 Zoning

The site is in the General Residential Zone, as shown in Figure 2.

Figure 3 Zoning of the subject site and surrounds (Source: LISTmap)

4.2 Use class and status

The proposed use is Residential. Residential use is defined in Table 6.2 of the planning scheme as:

> *use of land for self-contained or shared accommodation. Examples include a secondary residence, boarding house, communal residence, home-based business, home-based child care, residential care facility, residential college, respite centre, assisted housing, retirement village and single or multiple dwellings.*

The proposed use fits into the subclass of assisted housing, which is defined as:

> *…housing provided by an organisation for higher needs tenants or residents, including those with physical or intellectual disabilities, and may include associated support services.*

Residential use is permitted in the General Residential Zone.

4.2.1 No permit required and/or exempt use and development

Stormwater works in land adjoining the site are for minor utilities, which is defined as:

> *Minor utilities*
>
> *means use of land for utilities for local distribution or reticulation of services and associated infrastructure such as a footpath, cycle path, stormwater channel, water and sewer pipes, retention basin, telecommunication lines, gas pipelines or electricity substations and power lines up to but not exceeding 110kV.*

Minor utilities is a No Permit Required use in the General Residential Zone. The stormwater works meet all applicable acceptable solutions under the zone and code provisions. Therefore, the works do not require a planning permit. Rather, they will be assessed under separate legislation, such as the *Urban Drainage Act 2013*.

Noting that the proposed infrastructure provides a catchment wide stormwater solution, not solely for the subject site, works may also be considered exempt from requiring a planning permit pursuant to clause 4.2.2 of the planning scheme, which reads:

> *Stormwater infrastructure exemption*
>
> *Provision, removal, maintenance and repair of pipes, open drains and pump stations for the reticulation or removal of stormwater by, or on behalf of, the Crown, a council or a State authority unless the Landslip Hazard Code applies and requires a permit for the use or development.*

Irrespective of the above, it is understood that Council can and will include conditions on any planning permit issued regarding stormwater design, volume, and quality controls, pursuant to clause 6.11.2 of the planning scheme.

4.3 General Residential Zone

4.3.1 Zone purpose

The purpose of the General Residential Zone is:

8.1.1 *To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.*

8.1.2 *To provide for the efficient utilisation of available social, transport and other service infrastructure.*

8.1.3 *To provide for non-residential use that:*

(a) primarily serves the local community; and

(b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.

8.1.4 *To provide for Visitor Accommodation that is compatible with residential character.*

As the proposed use is permitted in the General Residential Zone, it is consistent with the zone purpose.

4.3.2 Applicable standards

Table 2 identifies the applicable standards in the General Residential Zone. An assessment against the applicable standards is provided in the sections following.

Table 2 - Applicable standards in the General Residential Zone.

Clause	Applicability
8.3.1 Discretionary uses	Not applicable. Permitted use proposed.
8.3.2 Visitor Accommodation	Not applicable. No visitor accommodation proposed.
8.4.1 Residential density for multiple dwellings	Not applicable. No multiple dwellings proposed.
8.4.2 Setbacks and building envelope	Applicable.
8.4.3 Site coverage and private open space	Applicable.
8.4.4 Sunlight to private open space of multiple dwellings	Not applicable. No multiple dwellings proposed.
8.4.5 Width of openings for garages and carports	Applicable.
8.4.6 Privacy for all dwellings	Applicable.
8.4.7 Frontage fences for all dwellings	Not applicable. Meets exemption at clause 4.6.3.
8.4.8 Waste storage for multiple dwellings	Not applicable. No multiple dwellings proposed.
8.5 Development Standards for Non-dwellings	Not applicable. No non-dwellings proposed.
8.6 Development Standards for Subdivision	Not applicable. No subdivision proposed.

4.3.3 Clause 8.4.2 Setbacks and building envelope for all dwellings

Acceptable Solutions	Performance Criteria

Objective:

The siting and scale of dwellings:

(a) provides reasonably consistent separation between dwellings and their frontage within a street;

(b) provides consistency in the apparent scale, bulk, massing and proportion of dwellings;

(c) provides separation between dwellings on adjoining properties to allow reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and

(d) provides reasonable access to sunlight for existing solar energy installations.

A1	P1
Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, not less than 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site;	A dwelling must have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints.

(b) if the frontage is not a primary frontage, not less than 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site;

(c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or

(d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level.

Planner Response

The proposed buildings are predominantly setback no less than 4.5 m from the primary frontage. However, the setback to ILUs 4 and 5 will be less than 4.5m. Therefore, assessment is required against the performance criteria.

The streetscape features buildings with setbacks ranging from approximately 3 m (e.g. 12 Cornelia Street, 15 Hendricks Street) to 8 m (e.g. 8 Cornelia Street). Although most of the proposed buildings on the site are setback no less than 4.5 m, the proposal will have a minimum setback of approximately 3 m, as shown in the proposal plans in Appendix B. This reduced setback is proposed to enable vehicle access and parking at the rear of the building while also retaining some existing large trees along the southern boundary.

The proposed setbacks are compatible with the streetscape and sit comfortably inside the range of existing building setbacks.

The performance criteria (P1) are satisfied.

A2

A garage or carport for a dwelling must have a setback from a primary frontage of not less than:

(a) 5.5m, or alternatively 1m behind the building line;

(b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or

(c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.

P2

A garage or carport for a dwelling must have a setback from a primary frontage that is compatible with the setbacks of existing garages or carports in the street, having regard to any topographical constraints.

Planner Response

The proposal includes uncovered shared parking for the PLU and covered carports for the ILUs. The carports are behind the building line and more than 5.5 m from the primary frontage. Refer to the proposal plans in Appendix B.

The acceptable solution (A2) is met.

A3

A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:

(a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by:

  (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and

  (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 8.5m above existing ground level; and

P3

The siting and scale of a dwelling must:

(a) not cause an unreasonable loss of amenity to adjoining properties, having regard to:

  (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;

  (ii) overshadowing the private open space of a dwelling on an adjoining property;

  (iii) overshadowing of an adjoining vacant property; and

  (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property;

(b) only have a setback of less than 1.5m from a side or rear boundary if the dwelling:

(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or

(ii) does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser).

(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and

(c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on:

(i) an adjoining property; or

(ii) another dwelling on the same site.

Planner Response

The proposed buildings are outside the building envelope, noting that the front setbacks to ILUs 4 and 5 are less than 4.5 m. Therefore, assessment is required against the performance criteria.

The assessment test under the performance criteria P3 requires consideration of overshadowing, visual impact, and building separation.

Overshadowing

Other than the front setback discretion, the proposed buildings are inside the permitted building envelope. Specifically, buildings are all single storey and setback no less than 3 m from all boundaries. Shadow diagrams have been submitted with the proposal plans in Appendix B to demonstrate overshadowing impacts on adjoining properties. The siting and scale of the proposal will result in minimal overshadowing between 9am and 3pm on the winter solstice. The overshadowing will not impact on any solar energy installations. Rather, impacts will be confined to only part of the private open space of an adjoining property, with most of the property experiencing unfettered sunlight access throughout the day.

Visual impact

Being single storey and separated into distinct building clusters, the scale and bulk of the proposal is similar to existing buildings on the site and not out of character with development in the area. The retention of existing large trees on the site, as well as new landscaped gardens, will reduce direct views of buildings from various view points from off the site. In addition, when viewed from adjoining properties, only part of the built form will be visible from any given point. Overall, when viewed in this context, the visual impact from the proposal will not cause an unreasonable loss of amenity.

Separation

Separation distances between adjoining dwellings in the area is variable. However, as with most general residential zoned areas, separation between dwellings is common. The existing dwellings on the site are setback approximately 3 to 4 m from the property boundary. The proposal will maintain or increase this setback, resulting in a dwelling separation to adjoining properties that is broadly consistent with the prevailing situation.

Overall, the proposal results in minimal overshadowing, reasonable visual impact, and separation between dwellings that is consistent with the prevailing situation.

The performance criteria (P3) are satisfied.

4.3.4 Clause 8.4.3 Site coverage and private open space for all dwellings

Acceptable Solutions	Performance Criteria

Objective:

That dwellings are compatible with the amenity and character of the area and provide:

(a) for outdoor recreation and the operational needs of the residents;

(b) opportunities for the planting of gardens and landscaping; and

(c) private open space that is conveniently located and has access to sunlight.

A1

Dwellings must have:

(a) a site coverage of not more than 50% (excluding eaves up to 0.6m wide); and

(b) for multiple dwellings, a total area of private open space of not less than 60m² associated with each dwelling, unless the dwelling has a finished floor level

P1

Dwellings must have:

(a) site coverage consistent with that existing on established properties in the area;

(b) private open space that is of a size and with dimensions that are appropriate for the size of the dwelling and is able to accommodate:

that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer).

(i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any common open space provided for this purpose within the development; and

(ii) operational needs, such as clothes drying and storage; and

(c) reasonable space for the planting of gardens and landscaping.

Planner Response

The proposal has a site coverage less than 50% and the proposal is not for multiple dwellings. The roof area schedule in the proposal plans in Appendix B demonstrates that the proposed site coverage is 37.1%.

The acceptable solution (A1) is met.

A2

A dwelling must have private open space that:

(a) is in one location and is not less than:

(i) 24m²; or

(ii) 12m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);

(b) has a minimum horizontal dimension of not less than:

(i) 4m; or

(ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);

(c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and

(d) has a gradient not steeper than 1 in 10.

P2

A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is:

(a) conveniently located in relation to a living area of the dwelling; and

(b) orientated to take advantage of sunlight.

Planner Response

The proposal includes substantial areas of private open space, including areas larger than 24 m^2 with a minimum horizontal dimension greater than 4 m for the ILUs, located close to living areas and on level ground. Refer to the proposal plans in Appendix B. It is also important to note that the proposal is for assisted housing, which is not multiple dwellings.

The acceptable solution (A2) is met.

4.3.5 Clause 8.4.5 Width of openings for garages and carports for all dwellings

Acceptable Solutions	Performance Criteria

Objective:

To reduce the potential for garage or carport openings to dominate the primary frontage.

A1

A garage or carport for a dwelling within 12m of a primary frontage, whether the garage or carport is free-standing or part of the dwelling, must have a total width of openings facing the primary frontage of not more

P1

A garage or carport for a dwelling must be designed to minimise the width of its openings that are visible from the street, so as to reduce the potential for the openings of a garage or carport to dominate the primary frontage.

than 6m or half the width of the frontage (whichever is the lesser).

Planner Response

The proposal includes uncovered shared parking for the PLU and covered carports for the ILUs. The carports are more than 12 m from the primary frontage. Refer to the proposal plans in Appendix B.

The acceptable solution (A1) is met.

4.3.6 Clause 8.4.6 Privacy for all dwellings

Acceptable Solutions	Performance Criteria

Objective:

To provide a reasonable opportunity for privacy for dwellings.

A1

A balcony, deck, roof terrace, parking space, or carport for a dwelling (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above existing ground level must have a permanently fixed screen to a height of not less than 1.7m above the finished surface or floor level, with a uniform transparency of not more than 25%, along the sides facing a:

(a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary;

(b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4m from the rear boundary; and

(c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m:

  (i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or

  (ii) from a balcony, deck, roof terrace or the private open space of the other dwelling on the same site.

P1

A balcony, deck, roof terrace, parking space or carport for a dwelling (whether freestanding or part of the dwelling) that has a finished surface or floor level more than 1m above existing ground level, must be screened, or otherwise designed, to minimise overlooking of:

(a) a dwelling on an adjoining property or its private open space; or

(b) another dwelling on the same site or its private open space.

Planner Response

The proposal does not include any finished floor levels more than 1 m above existing ground level. Refer to the proposal plans in Appendix B.

The acceptable solution (A1) is met.

A2

A window or glazed door to a habitable room of a dwelling, that has a floor level more than 1m above existing ground level, must satisfy (a), unless it satisfies (b):

(a) the window or glazed door:

  (i) is to have a setback of not less than 3m from a side boundary;

  (ii) is to have a setback of not less than 4m from a rear boundary;

P2

A window or glazed door to a habitable room of a dwelling that has a floor level more than 1m above existing ground level, must be screened, or otherwise located or designed, to minimise direct views to:

(a) a window or glazed door, to a habitable room of another dwelling; and

(b) the private open space of another dwelling.

(iii) if the dwelling is a multiple dwelling, is to be not less than 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and

(iv) if the dwelling is a multiple dwelling, is to be not less than 6m from the private open space of another dwelling on the same site.

(b) the window or glazed door:

(i) is to be offset, in the horizontal plane, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling;

(ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of not less than 1.7m above the floor level; or

(iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%.

Planner Response

The proposal does not include any finished floor levels more than 1 m above existing ground level. Refer to the proposal plans in Appendix B.

The acceptable solution (A2) is met.

A3

A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of not less than:

(a) 2.5m; or

(b) 1m if:

(i) it is separated by a screen of not less than 1.7m in height; or

(ii) the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level.

P3

A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise unreasonable impact of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.

Planner Response

Shared driveways and parking spaces are more than 2.5 m from windows and glazed doors of other units; noting that the proposed use is for assisted housing and not multiple dwellings. Refer to the proposal plans in Appendix B.

The acceptable solution (A3) is met.

5 Codes assessment

5.1 Applicable codes

The following codes apply to the proposal:

- Parking and Sustainable Transport Code
- Road and Railway Assets Code
- Flood Prone Areas Hazard Code

5.2 Parking and Sustainable Transport Code

5.2.1 Application of the code

The Parking and Sustainable Transport Code applies to all use and development.

5.2.2 Applicable standards

Not all standards in the Parking and Sustainable Transport Code are applicable to the project. Table 3 identifies the applicable standards.

Table 3 – Applicable standards in the Parking and Sustainable Transport Code

Clause	Applicability
Use standards	
C2.5.1 Car parking numbers	Applicable.
C2.5.2 Bicycle parking numbers	Not applicable. No requirement for assisted housing.
C2.5.3 Motorcycle parking numbers	Not applicable. Does not apply to Residential uses.
C2.5.4 Loading bays	Not applicable. Does not apply to Residential uses.
C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone	Not applicable. Does not apply to Residential uses.
Development standards	
C2.6.1 Construction of parking areas	Applicable.
C2.6.2 Design and layout of parking areas	Applicable.

Clause	Applicability
C2.6.3 Number of accesses for vehicles	Applicable (A1/P1 only).
C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone	Not applicable. Site is within the General Residential Zone.
C2.6.5 Pedestrian access	Applicable.
C2.6.6 Loading bays	Not applicable. No loading bays proposed.
C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone	Not applicable. Site is within the General Residential Zone.
C2.6.8 Siting of parking and turning areas	Not applicable. Site is within the General Residential Zone.
Parking Precinct Plan	
C2.7.1 Parking precinct plan	Not applicable. No relevant parking precinct plan.

5.2.3 Clause C2.5.1 Car parking numbers

Acceptable Solutions	Performance Criteria

Objective

That an appropriate level of car parking spaces are provided to meet the needs of the use.

A1

The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if:

(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;

(b) the site is contained within a parking precinct plan and subject to Clause C2.7;

(c) the site is subject to Clause C2.5.5; or

(d) it relates to an intensification of an existing use or development or a change of use where:

  (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or

  (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:

P1.1

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.

N = A + (C- B)

N = Number of on-site car parking spaces required

A = Number of existing on site car parking spaces

B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1

C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.

P1.2

The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:

(a) the nature and intensity of the use and car parking required;

(b) the size of the dwelling and the number of bedrooms; and

(c) the pattern of parking in the surrounding area.

Planner Response

Onsite parking provisions are more than the minimum requirements, as demonstrated in the Traffic Impact Assessment by Pitt & Sherry, available at Appendix C. The acceptable solution (A1) is met.

5.2.4 Clause C2.6.1 Construction of parking areas

Acceptable Solutions	Performance Criteria

Objective

That parking areas are constructed to an appropriate standard.

A1

All parking, access ways, manoeuvring and circulation spaces must:

(a) be constructed with a durable all weather pavement;

(b) be drained to the public stormwater system, or contain stormwater on the site; and

(c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.

P1

All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to:

(a) the nature of the use;

(b) the topography of the land;

(c) the drainage system available;

(d) the likelihood of transporting sediment or debris from the site onto a road or public place;

(e) the likelihood of generating dust; and

(f) the nature of the proposed surfacing.

Planner Response

All parking and access will be constructed with a durable all weather pavement that is drained to the public stormwater system, as detailed in the Traffic Impact Assessment by Pitt & Sherry (Appendix C) and the Concept Services Report by Gandy and Roberts (Appendix D). The acceptable solution (A1) is met.

5.2.5 Clause C2.6.2 Design and layout of parking areas

Acceptable Solutions	Performance Criteria

Objective

That parking areas are designed and laid out to provide convenient, safe and efficient parking.

A1.1

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

P1

(a) All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to

(a) comply with the following:
  (i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;
  (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;
  (iii) have an access width not less than the requirements in Table C2.2;
  (iv) have car parking space dimensions which satisfy the requirements in Table C2.3;
  (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;
  (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and
  (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or
(b) comply with Australian Standard AS 2890- Parking facilities, Parts 1-6.

A1.2

Parking spaces provided for use by persons with a disability must satisfy the following:

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

provide convenient, safe and efficient parking, having regard to:

(b) the characteristics of the site;
(c) the proposed slope, dimensions and layout;
(d) useability in all weather conditions;
(e) vehicle and pedestrian traffic safety;
(f) the nature and use of the development;
(g) the expected number and type of vehicles;
(h) the likely use of the parking areas by persons with a disability;
(i) the nature of traffic in the surrounding area;
(j) the proposed means of parking delineation; and
(k) the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off- -street commercial vehicle facilities.

Planner Response

Parking and access is designed to comply with the permitted standards, as demonstrated in the Traffic Impact Assessment by Pitt & Sherry, available at Appendix C. The acceptable solution (A1) is met.

5.2.6 Clause C2.6.3 Number of accesses for vehicles

Acceptable Solutions	Performance Criteria

Objective

That:

(a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;
(b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and
(c) the number of accesses minimise impacts on the streetscape.

A1

The number of accesses provided for each frontage must:

(a) be no more than 1; or
(b) no more than the existing number of accesses,
(c) whichever is the greater.

P1

The number of accesses for each frontage must be minimised, having regard to:

(a) any loss of on-street parking; and
(b) pedestrian safety and amenity;
(c) traffic safety;
(d) residential amenity on adjoining land; and
(e) the impact on the streetscape.

Planner Response

The site has an existing vehicle access, and the proposal includes a new vehicle access, resulting in two vehicle accesses for the site. This does not meet the acceptable solution. Therefore, assessment is required against the performance criteria.

The existing access will service the PLU as the main public access point, and the new access will service as a more private access for the ILUs and PLU. Noting the size and layout of the site, the second access will allow a safer and more efficient site access without impacting on residential amenity or the streetscape. For detailed assessment, refer to the Traffic Impact Assessment at Appendix C.

The performance criteria (P1) are satisfied.

5.2.7 Clause C2.6.5 Pedestrian access

Acceptable Solutions	Performance Criteria
Objective	
That pedestrian access within parking areas is provided in a safe and convenient manner.	
A1.1 Uses that require 10 or more car parking spaces must: (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles. **A1.2** In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.	**P1** 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.

Planner Response

The proposal includes pedestrian paths linking car parking to building entries. However, some of these paths are less than 2.5 m horizontal distance from the parking area without a separation barrier. This does not meet the acceptable solution at A1(a). Therefore, assessment is required against the performance criteria.

The few vehicles accessing the site each day are expected to be travelling at low speeds. Pedestrian access is provided from parking bays to building entry points in a safe and convenient manner. For detailed assessment, refer to the Traffic Impact Assessment at Appendix C.

The performance criteria (P1) are satisfied.

5.3 Road and Railway Assets Code

5.3.1 Application of the code

The Road and Railway Assets Code applies to use and development that includes a new vehicle crossing.

5.3.2 Applicable standards

Not all standards in the Road and Railway Assets Code are applicable to the project. Table 4 identifies the applicable standards.

Table 4 – Applicable standards in the Road and Railway Assets Code

Clause	Applicability
C3.5.1 Traffic generation	Applicable.
C3.6.1 Sensitive use in attenuation area	Not applicable. Site is not in the attenuation area.
C3.7.1 Subdivision in attenuation area	Not applicable. No subdivision proposed.

5.3.3 Clause C3.5.1 Traffic generation

Acceptable Solutions

A1.1

For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:

(a) a new junction;

(b) a new vehicle crossing; or

(c) a new level crossing.

A1.2

For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.

A1.3

For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.

A1.4

Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:

(a) the amounts in Table C3.1; or

(b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road.

A1.5

Vehicular traffic must be able to enter and leave a major road in a forward direction.

Performance Criteria

P1

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 adviSece received from the rail or road authority.

Planner Response

The proposal includes a new vehicle crossover to Cornelia Street without written consent of the road authority. This does not meet the acceptable solution. Therefore, assessment is required against the performance criteria.

As detailed in the Traffic Impact Assessment at Appendix C, the proposal will result in minimal traffic generation, noting that the proposed number of beds is less than that existing on the site. The additional vehicle access separates the public access point from the resident access point, providing more safe and convenient access arrangements for the site by provided separate accesses for residents. The additional access is sufficiently separated from existing accesses in the streetscape, and will not compromise the safety or efficiency of the road network. For detailed assessment, refer to the Traffic Impact Assessment at Appendix C.

The performance criteria (P1) are satisfied.

5.4 Flood Prone Areas Hazard Code

5.4.1 Application of the code

While the site is not mapped as being impacted by the flood prone hazard area overlay, the land is known by Council to be potentially subject to flooding. Therefore, the Flood Prone Areas Hazard Code applies pursuant to clause C12.2.3.

5.4.2 Applicable standards

Table 5 identifies the applicable standards in the Flood Prone Areas Hazard Code. An assessment against the applicable standards is provided in the sections following.

Table 5 - Applicable standards in the Flood Prone Areas Hazard Code

Clause	Applicability
C12.5.1 Use in a flood-prone hazard area	Applicable
C12.5.2 Critical use, hazardous use or vulnerable use	Applicable (Assisted housing is defined as a vulnerable use in the code; therefore, A1/P1 and A4/P4 apply)
C12.6.1 Buildings and works in a flood prone hazard area	Applicable
C12.7 Subdivision	No applicable. No subdivision proposed.

5.4.3 Clause C12.5.1 Uses in a flood prone hazard area

Acceptable Solutions	Performance Criteria
Objective: That a habitable building can achieve and maintain a tolerable risk from flood.	
A1 No Acceptable Solution.	**P1.1** A change of use that, converts a non-habitable building to a habitable building, or a use involving a new habitable room within an existing building, within a flood-prone hazard area must have a tolerable risk, having regard to: (a) the location of the building; (b) the advice in a flood hazard report; and (c) any advice from a State authority, regulated entity or a council.

P1.2

A flood hazard report also demonstrates that:

(a) any increase in the level of risk from flood does not require any specific hazard reduction or protection measures; or

(b) the use 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.

Planner Response

There is no acceptable solution. Therefore, assessment is required against the performance criteria.

The proposed stormwater management works ensure that the site achieves a tolerable risk from flood. For details refer to the supplementary engineering advice in Appendix D.

The performance criteria are satisfied.

5.4.4 Clause C12.5.2 Critical use, hazardous use, or vulnerable use

Acceptable Solutions	Performance Criteria

Objective:

That critical, hazardous and vulnerable uses, located within a flood-prone hazard area can achieve and maintain a tolerable risk from flood.

A1

No Acceptable Solution.

P1

A critical, hazardous, or vulnerable use within a flood-prone hazard area must achieve a tolerable level of risk from flood, having regard to:

(a) the type form and duration of the use; and

(b) a flood hazard report that demonstrates that:

(i) any increase in the level of risk from flood does not warrant any specific hazard reduction or protection measures; or

(ii) the use 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.

Planner Response

There is no acceptable solution. Therefore, assessment is required against the performance criteria.

The proposed stormwater management works ensure that the site achieves a tolerable risk from flood. For details refer to supplementary engineering advice in Appendix D.

The performance criteria are satisfied.

A4

No Acceptable Solution.

P4

In addition to the requirements in clause C12.5.2 P1, a vulnerable use within a flood-prone hazard area, must be protected from flood, having regard to:

(a) any protection measures, existing or proposed;

(b) the ability and capability of people in a flood event who may live, work or visit the site, to:

(i) protect themselves;

(ii) evacuate in an emergency; and

(iii) understand and respond to instructions in the event of an emergency;

(c) any emergency evacuation plan;

(d) the level of risk for emergency personnel involved in evacuation and rescue tasks;

(e) the advice contained in a flood hazard report; and

(f) any advice from a State authority, regulated entity or a council.

Planner Response

There is no acceptable solution. Therefore, assessment is required against the performance criteria.

The proposed stormwater management works ensure that the vulnerable use is protected from flood. For details refer to the supplementary engineering advice in Appendix D.

The performance criteria are satisfied.

5.4.5 Clause C12.6.1 Buildings and works in a flood prone hazard area

Acceptable Solutions	Performance Criteria

Objective:

That:

(a) building and works within a flood-prone hazard area can achieve and maintain a tolerable risk from flood; and

(b) buildings and works do not increase the risk from flood to adjacent land and public infrastructure.

A1 No acceptable solution	**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.

Planner Response

There is no acceptable solution. Therefore, assessment is required against the performance criteria.

The proposed stormwater management works ensure that the site achieves a tolerable risk from flood. For details refer to the supplementary engineering advice in Appendix D.

The performance criteria are satisfied.

6 Conclusion

The proposal seeks approval for redevelopment of existing assisted housing at 14 Cornelia Street, Ulverstone. The assisted housing is for persons who have experienced trauma from road vehicle accidents and require accommodation that supports their needs and those of the support staff who assist them. The redevelopment will improve the quality of accommodation in line with modern living, health, and wellbeing expectations. This will maximise the opportunity for inclusive living and independence, and incorporate flexibility to cater for the changing needs of residents.

The proposal is subject to the provisions of the General Residential Zone, Parking and Sustaintable Transport Code, Road and Railway Assets Code, and Flood Prone Areas Hazard Code. An assessment has been undertaken in this report and is summarised in Table 6. The proposal complies with the acceptable solution in 6 out of 13 applicable standards. Where not complying with the acceptable solution, the peformance criteria is met, noting that the proposal is effectively an upgrade to an existing use and development on the site.

Table 6 - Summary of relevant standards and whether the proposal meets the acceptable solution or performance criteria

Clause	Assessment result
8.4.2 Setbacks and building envelope	Meets performance criteria
8.4.3 Site coverage and private open space	Complies with acceptable solution
8.4.5 Width of openings for garages and carports	Complies with acceptable solution
8.4.6 Privacy for all dwellings	Complies with acceptable solution
C2.5.1 Car parking numbers	Complies with acceptable solution
C2.6.1 Construction of parking areas	Complies with acceptable solution
C2.6.2 Design and layout of parking areas	Complies with acceptable solution
C2.6.3 Number of accesses for vehicles	Meets performance criteria
C2.6.5 Pedestrian access	Meets performance criteria
C3.5.1 Traffic generation	Meets performance criteria
C12.5.1 Use in a flood prone hazard area	Meets performance criteria
C12.5.2 Vulnerable use in flood prone hazard area	Meets performance criteria
C12.6.1 Buildings and works in flood prone hazard area	Meets performance criteria

Appendix A Title documents

Appendix B Proposal plans

Appendix C Traffic impact assessment

Appendix D Concept services

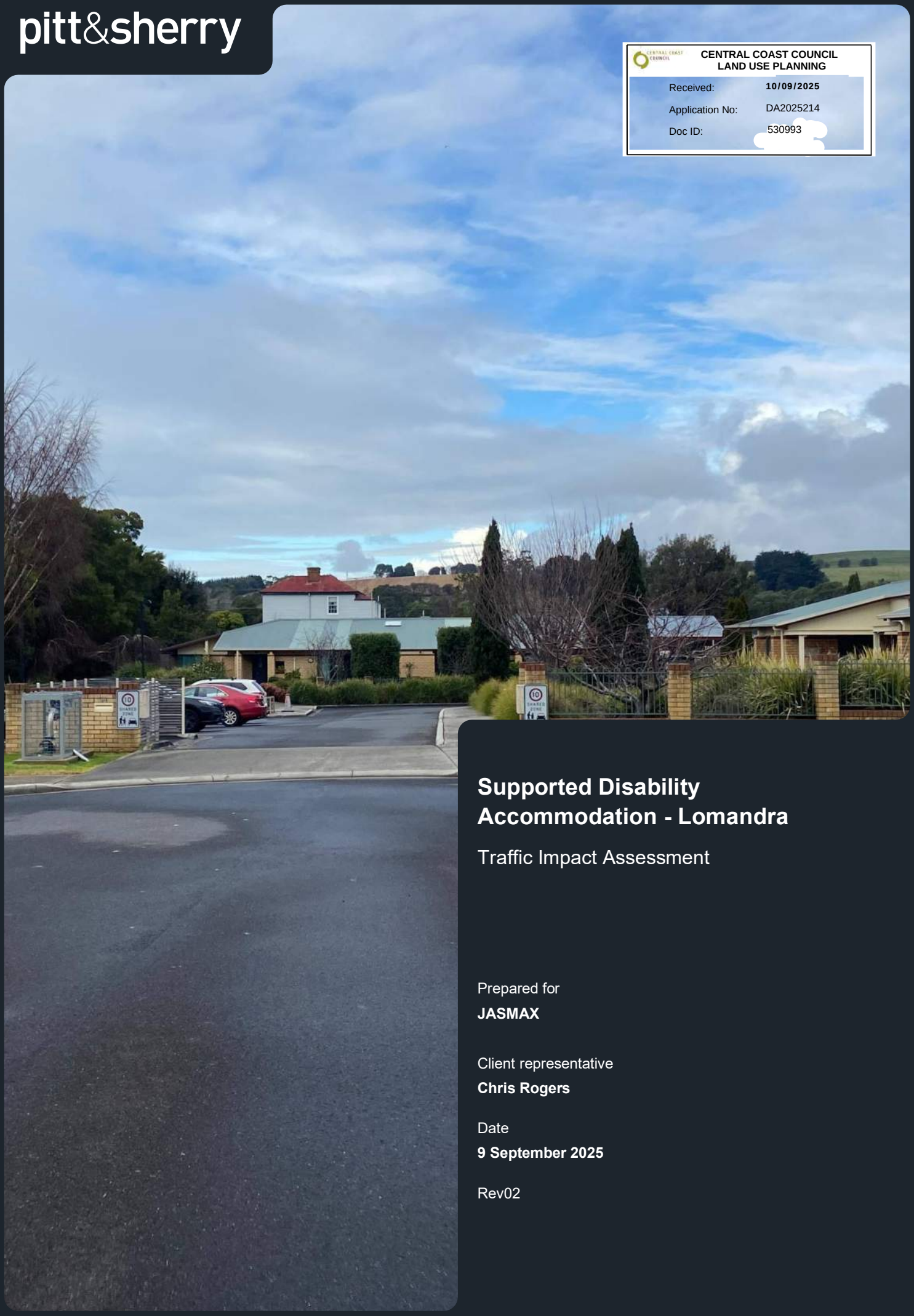
D.1 Concept Service Report

D.2 Supplementary engineering advice

Era Advisory
Level 1, 125A Elizabeth St
Hobart 7000

(03) 6165 0443
enquiries@era-advisory.com.au
era-advisory.com.au

pitt&sherry



Supported Disability Accommodation - Lomandra

Traffic Impact Assessment

Prepared for
JASMAX

Client representative
Chris Rogers

Date
9 September 2025

Rev02

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Appendices

Prepared by — Emma Calvert		**Date —** 9 September 2025
Reviewed by — Sandra Diaz		**Date —** 9 September 2025
Authorised by — Rebekah Ramm		**Date —** 9 September 2025

Revision History

Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
A	Traffic Impact Assessment - Draft	EC	SD	RR	08/08/2025
00	Traffic Impact Assessment	EC	SD	RR	02/09/2025
01	Traffic Impact Assessment – Minor Amendments	EC	SD	RR	04/09/2025
02	Traffic Impact Assessment – Minor Amendments	EC	SD	RR	09/09/2025

1. Introduction

1.1 Background

Motor Access Insurance Board (MAIB) have proposed a redevelopment of the Lomandra Supported Accommodation at 14 Cornelia Street in Ulverstone.

The site will include a combination of independent living units (ILU) of one and two-bedroom types, and a primary living unit (PLU) of less than 1,000 m2.

1.2 Scope

JASMAX has engaged pitt&sherry to prepare a traffic impact assessment (TIA) to investigate the impacts from the proposed Lomandra Supported Accommodation Redevelopment in Ulverstone.JASMAX has engaged pitt&sherry to prepare a traffic impact assessment (TIA) to investigate the impacts from the proposed Lomandra Supported Accommodation Redevelopment in Ulverstone.

This report has been prepared with reference to the Department of State Growth (State Growth)'s publication *Traffic Impact Assessments (TIA) Guidelines* and the *Tasmanian Planning Scheme – Central Coast* (Planning Scheme).

2. Existing conditions

2.1 Site location

The Lomandra site is located in Ulverstone. The site is approximately 1.0 km southwest of the Ulverstone General Business District. The site is currently being used by the MAIB as Supported Disability Accommodation.

The site has a land use classification of 8.0 General Residential under the *Tasmanian Planning Scheme – Central Coast*. Surrounding properties all have the land use classification 8.0 General Residential. Figure 1 shows the site location in the local context and the land use classification zoning in the vicinity of the site.

Figure 1: Site location (basemap source: https://maps.thelist.tas.gov.au)

2.2 Surrounding road network

2.2.1 Cornelia Street

Cornelia Street (shown in Figure 2 and Figure 3) is owned by the Central Coast Council (Council) and is classified as a Local Road[1]. Cornelia Street runs in an east-west direction and is configured with one lane in each direction. Unrestricted kerbside parking is located on both sides of Cornelia Street. No dedicated bicycle lanes are provided along Cornelia Street. Within the vicinity of the site pedestrian footpaths are provided on both sides of the road. However, directly west of the site the southern footpath terminates.

Along its length, Cornelia Street provides access to residential properties. Cornelia Street is subject to the Tasmanian urban road deault speed limit of 50 km/h. Cornelia Street carries approximately 480[2] vehicles per day.

Figure 2: Cornelia Street - facing west

Figure 3: Cornelia Street - facing east

2.2.2 Hendricks Street

Hendricks Street is a Council owned Local Road that runs in a north-south direction connecting Cornelia Street at the South to Main Street in the north. Hendricks Street is a primarily residential street that spans approximately 200m. Hendricks Street is a two-way two-lane street. Pedestrian footpaths are located on the western side of the street. No dedicated bicycle lanes are provided along Hendricks Street. Unrestricted kerbside parking is located on both sides of Hendricks Street.

Hendricks Street is subject to the Tasmanian urban default speed limit of 50km/h. Hendricks Street carries approximately 360[2] vehicles per day.

Figure 4: Hendricks Street - facing north

Figure 5: Hendricks Street - facing south

[1] Road hierarchy sourced from theLIST map “Road Centreline” layer.

[2] Daily vehicle volume calculated using traffic data collected in July 2025 and assuming a peak to daily ratio of 10%.

2.2.3 Main Street

Main Street (shown in Figure 6 and Figure 7) is a Council owned Sub Arterial Road that operates in a North-west South-east direction. It is a two-way two-lane street that provides access between the Ulverstone city centre to the northwest and the Bass Highway in the southeast. Within the vicinity of the site, pedestrian footpaths are provided only on the south-western side of the. Unrestricted kerbside parking is located along both sides of the road. No dedicated bicycle lanes are provided along Main Street.

Main Street has a sign-posted speed limit of 60km/h. Main Street carries approximately 11,300[3] vehicles per day.

Figure 6: Main Street - facing north-west

Figure 7: Main Street - facing south-east

2.2.4 Clarke Street

Clarke Street (shown in Figure 8 and Figure 9) is a Council owned Local Road that operates in a north-south direction. It is a two-way two-lane primarily residential street that operates between Leven Street to the North and Trevor Street to the south. Within the vicinity of the site pedestrian footpaths are provided on both side of Clarke Street. Unrestricted kerbside parking is available on both sides of Clarke Street.

Clarke Street is subject to the Tasmanian urban default speed limit of 50 km/h. Clarke Street carries approximately 1,160 vehicles per day[2].

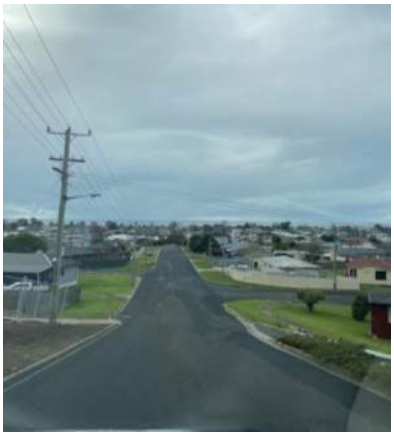


Figure 8: Clarke Street - facing north

Figure 9: Clarke Street - facing south

[3] Daily vehicle volume sourced from Sydney Coordinated Traffic System (SCATS) data at the Main Street/ Alexandra Road signalised intersection.

2.2.5 Leven Street

Leven Street (shown in Figure 10 and Figure 11) is a Council owned Local Road that operates in an east-west direction. It is a two-way two-lane road operating between Clarke Street to the east and Ulverstone primary School to the west. Within the vicinity of the site pedestrian footpaths are provided on the southern side of Leven Street. Unrestricted kerbside parking is provided along both sides of Leven Street. No dedicated bicycle facilities are provided along Leven Street. Along its length, Leven Street is home to Ulverstone Secondary College, Sacred Heart Catholic Church and Ulverstone Primary School.

Leven Street is subject to the Tasmanian urban default speed limit of 50km/h. within the vicinity of the site Leven Street carries approximately 880[2] vehicles per day.

Figure 10: Leven Street - facing west

Figure 11: Leven Street - facing east

2.3 Surrounding intersections

The following intersections are located in the vicinity of the site:

- Cornelia Street/ Hendricks Street
- Main Road/ Hendricks Street; and
- Cornelia Street/ Clarke Street.

2.4 Site access

The site is accessed via an existing access off the cul-de-sac at the end of Cornelia Street. The existing access is designated as a Shared Zone with a speed limit of 10km/h. Shared Zone signs prioritise pedestrian safety and require drivers to be extra cautious and give way to pedestrians.

2.5 Traffic volumes

2.5.1 Traffic data

Sydney Coordinated Adaptive Traffic System (SCATS) data collected from the week Monday 23 June 2025 to Sunday 29 June 2026 has been sourced at the Main Road/ Alexandra Road signalised intersection.

Based on the SCATS data, it was determined that the weekday AM peak hour and PM peak hour were as follows:

- AM peak hour 8:00am to 9:00am; and
- PM peak hour 4:30pm to 5:30pm.

Based on the above peak hours, pitt&sherry staff undertook traffic counts at the Main Road/ Hendricks Street intersection and the Cornelia Street/ Clarke Street intersection on Monday 28 July 2025 during the AM Peak Hour.

2.5.2 Traffic volumes

The existing AM peak hour traffic volumes at the Main Road/ Hendricks Street intersection and the Cornelia Street/ Clarke Street intersection are shown below in Figure 12.

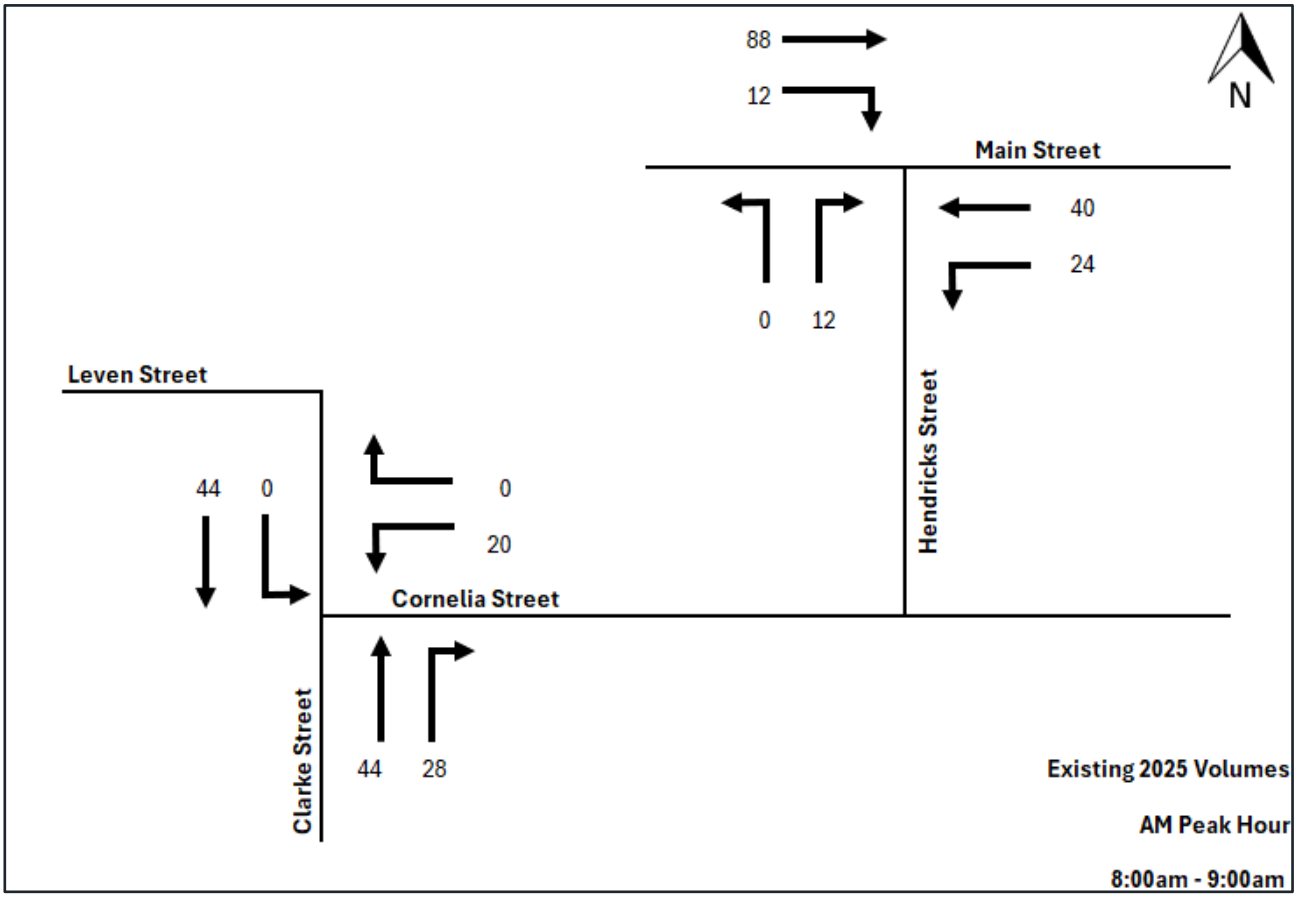


Figure 12: Existing AM peak hour volumes

2.6 Existing intersection performance

Due to the low traffic volumes at the Main Street/ Hendricks Street intersection and the Cornelia Street/ Clarke Street intersection it is expected that both intersections currently perform well with limited queues and delays and an overall LOS A can be confidently assumed without modelling.

2.7 Parking

Unrestricted kerbside parking is located on all streets within the vicinity of the site. No off-street public car parking facilities are located within the vicinity of the site.

The existing site has approximately 10 car parking spaces. It was noted during the sight visit in the AM peak hour that these existing car parking spaces were 40% occupied.

2.8 Road safety

State Growth have provided crash data for the most recent 10-year period in the vicinity of the site. Table 1 below shows the crash location, type, severity and numbers. Figure 13 shows the locations of the crashes within the vicinity of the site.

Table 1: Crash history

Location	Crash type	Severity	Count
Main Street	171 – Left off carriageway into object or parked vehicle	Minor	2
	169 – Other path	Property damage only	
Clarke Street	146 – Reversing into fixed object or parked vehicle	Property damage only	1
Lloyd Street	184 – Out of control on carriageway	First aid	1
Goddard Street	139 – Other same direction (including vehicle rolling backwards)	Property damage only	1
Cornelia Street/ Clarke Street Intersection	114 – Two right turning	Property damage only	2
	189 – Other curve		
Main Street/ Heathcote Street Intersection	132 – Vehicles in same lane/ right rear	Property damage only	1
Main Street/ Hendricks Street Intersection	132 – Vehicles in same lane/ right rear	Property damage only	1

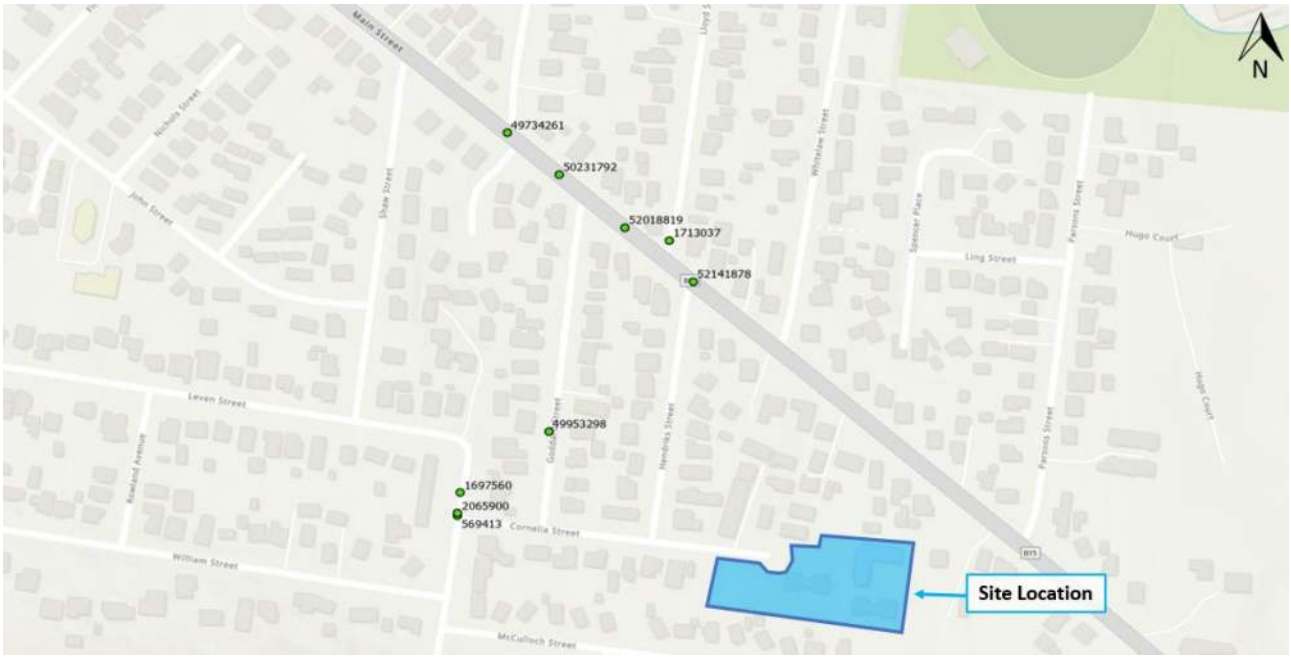


Figure 13: Crash history

In the last 10-year period 9 crashes occurred within the vicinity of the site. Based on the above, there do not appear to be any crash patterns of significance. All the crashes appear to be isolated incidents with no reoccurring crash types at any of the locations.

2.9 Public transport

Public transport within the area is serviced by the Kinetic bus service. Buses run between Ulverstone and Devonport approximately 4 times per day on weekdays and twice a day on weekends.

Within the vicinity of the site, the closest bus stop is on Eastlands Drive and is an approximately 10–15 minute walk from the site.

2.10 Pedestrian and cycling infrastructure

As previously mentioned, the road frontage of the site is equipped with an existing pedestrian footpath which connects around the cul-de-sac to the footpath on the northern side of Cornelia Street and extends the length of the road. Within the surrounding road network all streets have a pedestrian footpath on at least one side of the road, with some having pedestrian footpaths on both sides.

No on-road cycling facilities are available within the surrounding road network. However, due to the width of the roads, and low traffic volumes, the roads in the surrounding area are considered suitable for cyclists to ride on the roads. It is noted that cyclists in Tasmania are also allowed to ride on footpaths.

3. Proposed development

3.1 Overview

The proposed development comprises both Primary Living Units (PLUs) and Independent Living Units (ILUs), as well as an additional multipurpose space.

The ILUs consist of five self-contained units, each with its own private undercover DDA compliant car parking space. Two 24/7 double sided staff support rooms are located between Units 2-3 and Units 4-5, with the support room between Units 4-5 also offering an additional bedroom.

The PLU is set up for residents requiring higher levels of assistance and includes four one-bed studios and a communal lounge area for the residents to utilise. There is a large support (staff) area with offices and a bedroom/ ensuite area for staff staying overnight adjacent to PLU 1. Additionally, there is a communal service area with an office, laundry and storerooms.

Figure 14 below shows the configuration of the buildings, proposed access driveways and car parking layout. Full plans are included in Appendix A.

Figure 14: Site layout

3.2 Proposed operation

The proposed development is expected to operate 24 hours, 7 days a week. It will operate with two separate facilities, the PLU and the ILU. It is understood that the proposed development will cater for a maximum capacity of 4 residents in the PLU and a maximum capacity of 5 residents in the ILU.

It is understood that the proposed PLU development will typically have approximately 3 staff working during normal business hours and 2 staff working overnight (variable based on client needs).

In the ILU there is space for 3 staff to be working 24/7 depending on client needs.

3.3 Vehicular access

Two vehicular accesses have been proposed. The existing access off the eastern corner of the Cornelia Street cul-de-sac will be utilised to access the PLU and multi-purpose building. An additional access off the southern corner of the Cornelia Street cul-de-sac has been proposed to access the ILU units and the private entry to the PLU.

Both accesses are 4.5m wide and provide access to car parking as well as the PLU/ILU accommodation buildings.

3.4 Parking

The following car parking has been provided on the site and can be seen in Figure 14 above:

- 6 x 90-degree parking spaces – located in the PLU car park
- 2 x 90-degree DDA compliant parking spaces – located In the PLU car park
- 5 x parallel parking spaces – located at various point along the ILU and PLU access ways
- 5 x undercover DDA compliant parking spaces – located at each individual ILU
- 2 x loading/ drop-off zones – 1 located at the public entry to the PLU and 1 located at the rear entrance to the PLU; and
- 1x parking space for Anglicare Van – located opposite to ILU 5 near the rear entrance to the PLU.

No Bicycle or motorcycle parking has been provided on this site.

3.5 Deliveries and rubbish collection

The largest vehicles to make deliveries to and from the site are expected to be 6.4m small rigid vehicles (SRVs). Deliveries can be made at the loading/ drop-off area at the public entry or at the rear entrance to the PLU (opposite to ILU 5).

It is understood that ambulances are not expected to enter the site often, but in the rare case that they do need access the loading/ drop-off bays can be utilised to provide direct access to the PLU entrances. For access to any ILU an ambulance would be likely to park on Cornelia Street directly in front of the unit or use the internal access ways and access via the unit driveway.

Rubbish collection is expected to continue to occur kerbside; thus, the collection vehicle is not likely to enter the site. The rubbish collection truck is expected to be an 8.8m medium rigid vehicle (MRV).

3.6 Pedestrian paths

Pedestrian paths have been located at the front of each ILU providing access to Cornelia Street. A footpath is also shown from the front entrance of the PLU to the multi-purpose “Garden Room”. Other pedestrian paths are not shown on the schematic design plans.

The location of these pedestrian paths can be seen in Figure 14 above.

4. Transport assessment

4.1 Traffic impact assessment

4.1.1 Traffic generation

Due to the unique nature of this development, there are no suitable traffic generation rates specified in the *TfNSW Guide to Transport Impact Assessment* (TfNSW Guide) or the *ITE Trip Generation Manual*. As such, the traffic generation has been calculated based on the expected operation of the development under a conservative, worst-case scenario.

It is noted, as the total number of beds/residents will remain the same as existing, no increase to daily traffic generation is expected. However, the additional assessment has been undertaken to ensure any potential impacts are fully understood.

Independent Living Unit (ILU) traffic generation

The proposed ILU component of the development will accommodate five residents, each with access to a private car space. To be conservative, it has been assumed that all ILU residents will own a car and accounts for each resident using their car on one day. Additionally, it has been conservatively assumed that each ILU resident receives one daily visitor, which may include family, support worker or allied health professional.

If residents use their private cars daily, for the purpose of our modelling we have assumed they will depart during the AM peak hour and return in the PM peak hour. Visitors are assumed to arrive during the day (non-peak) and depart during the PM peak hour. The ILU will also have staffing provisions, with capacity for up to three staff working across 24/7 shifts. It is assumed that these staff members will change shifts during typical AM and PM periods.

The existing ILU development includes 4 x 2 bed units (assuming the second bed is to accommodate 24/7 staff if required) with 1 resident requiring 2 x 24/7 staff members. As the site already generates traffic movements the additional traffic volumes have been considered.

Based on the assumptions, the ILU related traffic generation of the existing development and the proposed development during the AM and PM peak hours is shown in Table 2.

Table 2: ILU traffic generation - existing

Assumptions	Existing development		Proposed development	
	AM peak	PM peak	AM peak	PM peak
Day staff	2	2	3	3
Night staff	1	1	3	3
Residents	4	4	5	5
Visitors		4		5
Total	7	11	11	16

Table 2 above shows that an additional 4 ILU related traffic movements are likely to occur during the AM peak hour and an additional 5 ILU related movements are likely to occur during the PM peak hour. Based on these additional traffic volumes the distribution in/out of the additional traffic movements is shown below in Table 3

Table 3: ILU traffic generation – proposed additional

Assumptions	AM peak hour		PM peak hour	
	Inbound	Outbound	Inbound	Outbound
Day staff	1			1
Night staff		2	2	
Residents		1	1	
Visitors				1
Total	1	3	3	2

Permanent Living Unit (PLU) traffic generation

The existing PLU component currently accommodates four residents, with three day staff and two night staff rostered across shifts. One of the residents owns and operates a vehicle. The facility typically receives one to two visitors per day.

For the traffic assessment, it is assumed that one resident with a vehicle departs in the AM peak and returns during the PM peak (assumed to be during peak periods to be conservative). Day staff are assumed to arrive during the AM peak and leave during the PM peak, while night staff follow the opposite pattern. Visitors are generally expected to arrive during the day (non-peak) and leave during the PM peak.

The existing PLU development includes 6 beds. It currently has up to three staff during the day and two staff overnight. As this site already generates traffic movements the additional traffic volumes have been considered.

Based on these assumptions, the PLU-related traffic generation of the existing development and the proposed development during the AM and PM peak hours is shown in Table 4.

Table 4: PLU traffic generation

Assumptions	Existing Development		Proposed Development	
	Inbound	Outbound	Inbound	Outbound
Day staff	3	3	3	3
Night staff	2	2	2	2
Residents	1	1	1	1
Visitors		2		2
Total	6	8	6	8

Table 4 above shows that the PLU site is not expected to generate any additional traffic. As a worst-case scenario has been assumed for the proposed development and the number of beds has been reduced there is a chance that the site will generate less traffic than the existing development.

Total traffic generation

Based on the above, the additional traffic generation for the proposed development during the AM and PM peak hours is as follows:

- AM Peak Hour 1 in/ 3 out; and
- PM Peak Hour 3 in/ 2 out.

4.1.2 Traffic impact

Currently both the Cornelia Street/ Clarke Street intersection and the Main Street/ Hendricks Street intersection have low traffic volumes with only 136 and 164 vehicles[4] recorded during the AM peak hour, respectively. Although unlikely, even if all vehicles travelling to and from site utilised only one of the intersections in the AM peak hour, the additional traffic movements would only contribute to an additional 2.9% of vehicles at the Cornelia Street/ Clarke Street or 2.3% at the Main Street/ Hendricks Street intersection.

Even under conservative assumptions, these additional traffic volumes are not expected to significantly affect the performance of the Cornelia Street/ Clarke Street intersection, the Main Street/ Hendricks Street intersection or any of the surrounding road network. Both intersections are expected to continue to perform well with minimal queues and delays and an overall LOS A post development and 10-years post development.

4.1.3 Road safety impacts

The crashes recorded in the vicinity of the site in the most recent 10-year period are considered to be isolated incidents and do not indicate any crash patterns of concern.

The expected traffic generation of the proposed development both immediately post development, and 10-years post development is not expected to increase the risk or severity of crashes in the vicinity of the site.

4.1 Parking layout assessment

The car parking layout has been reviewed against the Planning Scheme, the *Australian Standard AS/NZS2890.1:2004 Parking facilities: Off-Street car parking* (AS 2890.1) and the *Australian Standard AS/NZS2890.6:2009 Parking facilities: Off-street parking for people with disabilities* (AS 2890.6). In order to determine the class of parking, Table 1.1 of AS2890.1 has been reviewed. An excerpt of Table 1.1 of AS2890.1 is shown below in Figure 15.

TABLE 1.1

CLASSIFICATION OF OFF-STREET CAR PARKING FACILITIES

User class	Required door opening	Required aisle width	Examples of uses (Note 1)
1	Front door, first stop	Minimum for single manoeuvre entry and exit	Employee and commuter parking (generally, all-day parking)
1A	Front door, first stop	Three-point turn entry and exit into 90° parking spaces only, otherwise as for User Class 1	Residential, domestic and employee parking
2	Full opening, all doors	Minimum for single manoeuvre entry and exit	Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium-term parking)
3	Full opening, all doors	Minimum for single manoeuvre entry and exit	Short-term city and town centre parking, parking stations, hospital and medical centres
3A	Full opening, all doors	Additional allowance above minimum single manoeuvre width to facilitate entry and exit	Short term, high turnover parking at shopping centres
4	Size requirements are specified in AS/NZS 2890.6 (Note 2)		Parking for people with disabilities

Figure 15: Table 1.1 of Australian Standard AS 2890.1.

[4] Traffic data recorded by pitt&sherry staff on Monday 23 July 2025.

As the assisted residential accommodation will require residential, domestic and employee parking, the car parking was assessed against the User Class 1A requirements of AS 2890.1 and the requirements of AS 2890.6.

The site comprises four different parking types. Outlines of the parking types and the corresponding requirements of AS 2890.1/ AS 2890.6 and is as follows:

- 90-degree parking (requirements outlined in Figure 17)
- Parallel parking (requirements outlined in Figure 18); and
- DDA compliant 90-degree parking (requirements outlined in Figure 16).

The assessment is shown below in Table 5.

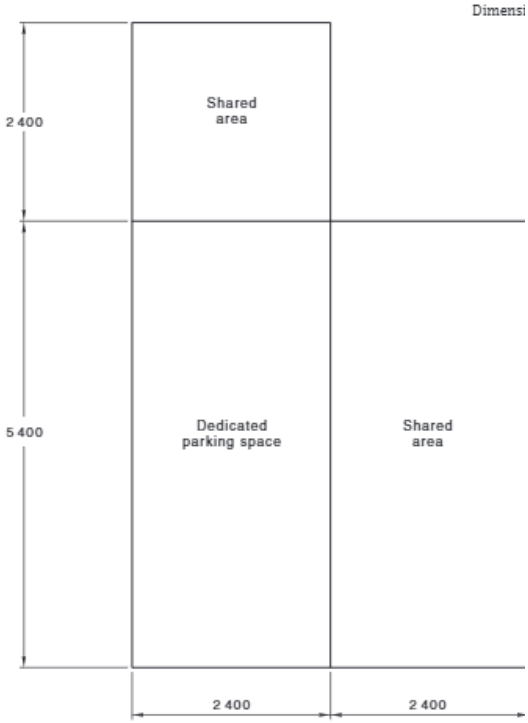
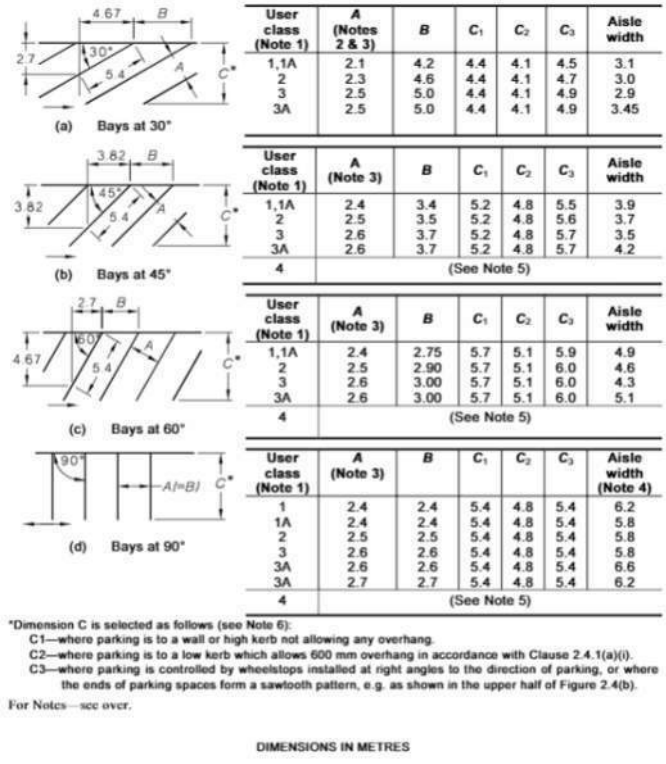


Figure 2.1 — Dimensions of angle parking spaces

Figure 16: Excerpt of Figure 2.1 in AS 2890.6



User class (Note 1)	A (Notes 2 & 3)	B	C_1	C_2	C_3	Aisle width
1,1A	2.1	4.2	4.4	4.1	4.5	3.1
2	2.3	4.6	4.4	4.1	4.7	3.0
3	2.5	5.0	4.4	4.1	4.9	2.9
3A	2.5	5.0	4.4	4.1	4.9	3.45

User class (Note 1)	A (Note 3)	B	C_1	C_2	C_3	Aisle width
1,1A	2.4	3.4	5.2	4.8	5.5	3.9
2	2.5	3.5	5.2	4.8	5.6	3.7
3	2.6	3.7	5.2	4.8	5.7	3.5
3A	2.6	3.7	5.2	4.8	5.7	4.2
4	(See Note 5)					

User class (Note 1)	A (Note 3)	B	C_1	C_2	C_3	Aisle width
1,1A	2.4	2.75	5.7	5.1	5.9	4.9
2	2.5	2.90	5.7	5.1	6.0	4.6
3	2.6	3.00	5.7	5.1	6.0	4.3
3A	2.6	3.00	5.7	5.1	6.0	5.1
4	(See Note 5)					

User class (Note 1)	A (Note 3)	B	C_1	C_2	C_3	Aisle width (Note 4)
1	2.4	2.4	5.4	4.8	5.4	6.2
1A	2.4	2.4	5.4	4.8	5.4	5.8
2	2.5	2.5	5.4	4.8	5.4	5.8
3	2.6	2.6	5.4	4.8	5.4	5.8
3A	2.6	2.6	5.4	4.8	5.4	6.6
3A	2.7	2.7	5.4	4.8	5.4	6.2
4	(See Note 5)					

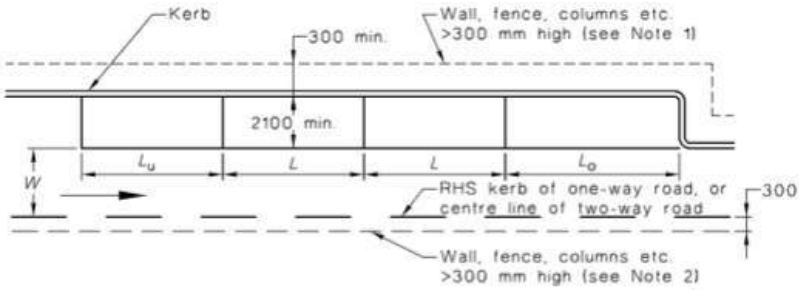
*Dimension C is selected as follows (see Note 6):
C1—where parking is to a wall or high kerb not allowing any overhang.
C2—where parking is to a low kerb which allows 600 mm overhang in accordance with Clause 2.4.1(a)(i).
C3—where parking is controlled by wheelstops installed at right angles to the direction of parking, or where the ends of parking spaces form a sawtooth pattern, e.g. as shown in the upper half of Figure 2.4(b).

For Notes—see over.

DIMENSIONS IN METRES

FIGURE 2.2 LAYOUTS FOR ANGLE PARKING SPACES

Figure 17: Excerpt of Figure 2.2 in AS 2890.1



metres

Aisle width (one-way), *W*	Space length, *L*	Space length obstructed end spaces, L_o	Space length unobstructed end spaces, L_u (Note 4)
3.0	6.3	6.6	5.4
3.3	6.1	6.4	5.4
3.6	5.9	6.2	5.4

NOTES:

1 Spaces shall be located at least 300 mm clear of obstructions higher than 150 mm such as walls, fences and columns.

2 Where the opposite side of the aisle is bounded by obstructions higher than 150 mm, Dimension W shall be increased by at least 0.3 m.

3 If a single space is obstructed at both ends, a further 0.3 m shall be added to dimensions in this column.

4 In New Zealand only, space lengths in this column may be reduced to 5.0 m.

FIGURE 2.5 MINIMUM SPACE LENGTH AND AISLE WIDTH COMBINATIONS FOR PARALLEL PARKING MANOEUVRE

Figure 18: Excerpt of Figure 2.5 in AS 2890.1

Table 5: Car parking dimensions

Car park	Feature	Proposed	Minimum requirement	Meets requirements?
User Class 1A – 90-Degree Parking	Parking Space Width ('A' in Figure 17)	2.4m	2.4m	✓
	Parking Space Length ('C_1' in Figure 17)	5.4m	5.4m	✓
	Parking Aisle Width (two-way)	5.8m	5.8m	✓
Parallel Parking	Parking Space Width	2.1m	2.1m	✓
	Parking Space Length ('L_U' in Figure 18)	Minimum 5.7m	5.4m	✓
	Parking Aisle Width (one-way)	Minimum 3.0m	3.0m	✓
DDA Accessible Parking – 90-Degree Parking	Parking Space Width	2.4m	2.4m	✓
	Parking Space Length	5.4m	5.4m	✓
	Shared Area (side)	2.4m wide, 5.4m long	2.4m wide, 5.4m long	✓
	Parking Aisle Width	Minimum 5.8m	5.8m	✓

Based on the above, the proposed car parking dimensions meet the requirements of AS 2890.1 and AS 2890.6.

Where accessible parking spaces are located under the roof space of the ILU, the required headroom must be considered. AS 2890.6 requires that car spaces for people with disabilities have a minimum of 2.5m of headroom to accommodate a wheelchair hoist mounted on top of a car. If specific vehicles (eg. specialised minivan) are expected to utilise these spaces, then the required headroom should be checked.

It is noted that for parking spaces within a single residence designed purposefully for use by the occupant of that residence no delineation is required in AS 2890.6. Thus, the DDA compliant car parking spaces within each ILU are not required to provide delineation.

Indicative swept paths for a B99 vehicle have been run to assess the DDA compliant parking spaces in each ILU. The swept paths can be found in Appendix B. The swept path assessment outlined that all DDA compliant car spaces within each ILU can be accessed by a B99 vehicle. It is noted that the full length of the turning bay located adjacent to ILU 1 is not required.

4.2 Site layout assessment

4.2.1 Site access

The existing access at 14 Cornelia Street will service the redeveloped PLU, and a second access off the head of the cul-de-sac is proposed to primarily service the ILU. Clause C2.6.3 of the planning scheme states there must be no more than 1 access per road frontage to meet Acceptable Solution A1. However considering the size and layout of the site, the second access will allow more efficient access and egress of vehicles to the ILU than if the vehicles utilised a single access, and it satisfies the Performance Criteria P1.

The vehicle access width has been assessed against AS 2890.1. In order to determine the access facility category and minimum access driveway widths Table 3.1 and Table 3.2 of the AS 2890.1 has been reviewed. Excerpts of Table 3.1 and Table 3.2 from AS 2890.1 are shown below in Figure 19 and Figure 20, respectively.

TABLE 3.1

SELECTION OF ACCESS FACILITY CATEGORY

Class of parking facility (see Table 1.1)	Frontage road type	Access facility category				
		Number of parking spaces (Note 1)				
		<25	25 to 100	101 to 300	301 to 600	>600
1,1A	Arterial	1	2	3	4	5
	Local	1	1	2	3	4
2	Arterial	2	2	3	4	5
	Local	1	2	3	4	4
3,3A	Arterial	2	3	4	4	5
	Local	1	2	3	4	4

Figure 19: Excerpt from Table 3.1 from Australian Standard AS/ NZS 2890.1:2004

TABLE 3.2

ACCESS DRIVEWAY WIDTHS

metres

Category	Entry width	Exit width	Separation of driveways
1	3.0 to 5.5	(Combined) (see Note)	N/A
2	6.0 to 9.0	(Combined) (see Note)	N/A
3	6.0	4.0 to 6.0	1 to 3
4	6.0 to 8.0	6.0 to 8.0	1 to 3
5	To be provided as an intersection, not an access driveway, see Clause 3.1.1.		

NOTE: Driveways are normally combined, but if separate, both entry and exit widths should be 3.0 m min.

Figure 20: Excerpt of Table 3.2 from Australian Standard AS/NZS 2890.1:2004

As seen in Figure 19, based on the location of vehicle entry and the number of car parking spaces located within the site the car parking spaces are defined as category 1 car parking spaces.

As outlined above in Figure 20, the minimum requirements for a category 1 access are a combined entry and exit width of 3.0m – 5.5m. As both car park access driveways are 4.5m wide they both meet the requirements of the standard.

4.2.2 Internal access ways

Internal access ways should be sized in accordance with Table C2.2 of the Planning Scheme (Figure 21).

Table C2.2 Internal Access Way Widths for Vehicles

Number of parking spaces served	Internal access way widths	Passing bay dimensions for two-way traffic in addition to the access way width
1 to 5	A width not less than 3m.	2m wide by 5m long, plus entry and exit tapers, every 30m, unless on land within the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone or Open Space Zone.
6 to 20	(a) A width not less than 4.5m for the first 7m from the road carriageway and 3m thereafter, and (b) At changes of direction or intersections have: (i) an internal radius of not less than 4m, or (ii) a width more than 4.2m.	2m wide by 5m long, plus entry and exit tapers, every 30m.
21 and over	A width not less than 5.5m.	Not applicable

Figure 21: Excerpt of Table C2.2 of the Planning Scheme

The PLU access way and the ILU access way have been assessed separately below.

PLU access way

The PLU access way is servicing 12 car parking spaces. Thus, the PLU access way must have a width no less than 4.5m for the first 7m from the road carriageway and 3m thereafter.

The PLU access way is currently 4.5m for the first 7m from the road carriageway, meeting the requirements of Table C2.2 of the Planning Scheme. The turning circle located adjacent to the public entry is 3.5m wide, which also meets the requirements of Table C2.2 of the Planning Scheme.

All other locations in the PLU access way are classified as parking aisles, in which they meet the minimum requirements of 5.8m and 3.0m behind the 90-degree parking and parallel parking respectively.

ILU access way

The ILU access way is servicing 9 car parking spaces and is subject to the same width requirements as the PLU access way. The ILU access way is currently 4.5m for the first 7m from the road carriageway, and a minimum of 3m at all sections that aren't classified as parking aisles, meeting the requirements of Table C2.2 of the Planning Scheme.

The remaining sections which function as parking aisles, also meet the minimum requirement of 3.0m for parallel parking.

4.3 Sight distance assessment

The *Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* (AGRD Part 4A) specifies that "*Desirably, sight distances at accesses should comply with the sight distance requirements for intersection*".

The Safe Intersection Sight Distance (SISD) at the PLU access and the ILU access has been assessed against the requirements of the AGRD Part 4A. The SISD was measured and recorded on site on Monday 28 July 2025 in accordance with AGRD Part 4A.

It is noted that vehicle speed refers to the 85th percentile speed vehicles travel throughout the site, which was determined during the site visit. The speed varies from the posted speed limit due to the provision of turning movements from Howard Street.

The SISD requirements and the observed sight distance for both the PLU access and the ILU access are shown below Table 6.

Table 6: Safe intersection sight distance assessment

Access location	Direction of vehicle travel	Speed	Sight distance requirement – Austroads (with desirable 2s reaction time)	Available sight distance	Meets requirements	Limitation
PLU Access	Eastbound	50 km/h	97m	220m	✓	-
ILU Access	Eastbound			135m	✓	-

Based on the assessment above, both the PLU and the ILU accesses meet the requirements of the AGRD Part 4A for cars travelling Eastbound.

As the accesses are situated at the end of Cornelia Street on the cul-de-sac head, a sight distance for westbound vehicles is not applicable.

5. Parking provision assessment

5.1.1 Car parking spaces

The supported disability accommodation facilities are primarily long-term residential facilities. An extract from Table C2.1 Parking space requirements from the Planning Scheme for residential use is shown in Table 7.

Table 7: Parking space requirements (extract from Table C2.1 of the Tasmanian Planning Scheme)

Use		**Parking space requirements**	
		Car	**Bicycle**
Residential	If a 1 bedroom or studio dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)	1 space per dwelling	No requirement
	If a 2 or more bedroom dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)	2 spaces per dwelling	No requirement
	Visitor parking for multiple dwellings in the General Residential Zone	1 dedicated space per 4 dwellings (rounded up to the nearest whole number); or if on an internal lot or located at the head of a cul-de-sac, 1 dedicated space per 3 dwellings (rounded up to the nearest whole number)	No requirement
	Other Residential use in the General Residential Zone	1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 10 bedrooms (rounded up to the nearest whole number)	No requirement for residential care facility, assisted housing and retirement village. All other uses require 1 space per 5 bedrooms in other forms of accommodation.
	Any Residential use in any other zone	1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 5 multiple dwellings or every 10 bedrooms for a non-dwelling residential use (rounded up to the nearest whole number)	No requirement for single dwellings, multiple dwellings, residential care facility, assisted housing and retirement village. All other uses require 1 space per 5 bedrooms in other forms of accommodation

The ILU can be considered as 1 bedroom or studio dwellings, or as 2 or more bedroom dwellings including the support space. The PLU are considered as Other residential use. On this basis the parking spaces required to meet the planning scheme are calculated in Table 8 below.

Table 8: Parking requirement assessment

		Parking Requirements: residential + visitor	Total requirement	Parking provided		Complies?
				Total	Type	
ILU	3 x 1 bed 2 x 1 bed +support	7 + 2	14	19	11 x standard spaces 8 x accessible spaces	✓
PLU	4 bed + support	4 + 1				

Our assessment shows that the proposed provision of parking is exceeds the planning scheme requirements.

5.1.2 Accessible parking spaces

In accordance with the National Construction Code D4D6, Class 9c Residential care buildings are required to provide 1 accessible (DDA) parking space for every 100 car parking spaces or part thereof. The parking provision has been designed with disabled residents in mind and an accessible space has been provided for every individual ILU and three for the PLU which exceeds this requirement.

5.1.3 Bicycle parking spaces

The supported disability accommodation is unlikely to generate bicycle use. There is no requirement under the Planning Scheme to provide bicycle parking spaces for residential use (see Table 7 above), and it is assumed that there is ample space within the grounds to accommodate any bicycles which do access the site.

5.1.4 Motorcycle parking spaces

In accordance with Clause C2.5.3 of the Planning Scheme, motorcycle parking space requirements are based on car parking space requirements. There is no requirement for motorcycle parking spaces for the first 20 car parking spaces, then 1 space for every additional 20 car parking spaces thereafter.

As the car parking space requirement is less than 20 spaces, there is no requirement for motorcycle parking to be provided at this site.

5.1.5 Deliveries and rubbish

It is understood that rubbish collection is to occur kerbside. Council rubbish trucks are typically an 8.8m medium rigid vehicle (MRV). As discussed above, it assumed that no MRVs will enter the site. As such, swept paths have not been run for any MRV movements.

Resident drop-off and deliveries will occur in two locations. A drop-off area is located at the public entry to the PLU and a second drop-off zone is located at the rear PLU entrance (opposite to ILU 5).

Indicative swept paths have been run for a 6.4m SRV to access both drop off zones. This size vehicle is representative of a small delivery truck, specialist mobility van for accessible passenger transport or an ambulance for emergency services. The swept paths can be found in Appendix B.

The swept path assessment for a 6.4m SRV shows that the vehicle can access the public entry van drop off zone and other vehicles can navigate the turning circle without encroaching on the drop off area.

The swept path assessment for the drop-off zone at the private entry (opposite to ILU 5) indicated that a 6.4m SRV cannot adequately turn around on the proposed amount of seal. It is recommended that the turning bay located adjacent to ILU 5 be extended 2.5m to improve ease of access for a SRV to reverse into the van drop off bay at the private entry.

Both car park spaces P2 and P3 are impeded by the SRV manoeuvring around the internal accessway junction. It is recommended to shuffle P1 and P2 5m north and shift space P3 2.5m east to provide adequate manoeuvring space. Additionally, it is recommended to widen car park space P4, including adjusting the column location to allow for the sweeping turning movement into the carpark if SRV use is required (as shown in the SRV swept path plan). Parking space P4 in its current layout is adequate for a B99 vehicle.

It is noted that the driveway entrance is adequate for a single vehicle to enter/exit at a time, but if side by side access is required the entrance would need to be widened. For the small traffic volumes expected, low speeds and clear sight distance to opposing vehicles this is considered satisfactory.

5.2 Pedestrian path assessment

The Planning Scheme states that uses that require 10 or more car parking spaces must have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisle. The ILU access only provides access to 9 car park spaces, thus is not subject to this requirement and no pedestrian paths have been provided to access the parallel parking.

However, the PLU car park supplies 10 car parking spaces so is required to provide this pedestrian path. As there has been no pedestrian path provided, the proposed development does not comply with Clause C2.6.5 of the Planning Scheme.

In saying this, it is expected that all vehicles will be travelling at low speeds and, there is not expected to be high volumes of vehicles within this car park. It is recommended that both the PLU car park area and the ILU access way are designated as Shared Zones to indicate that vehicles and pedestrians share the space and impose a speed limit of 10km/h. Shared Zone signs prioritize pedestrian safety and require drivers to be extra cautious and give way to pedestrians. This is considered suitable to facilitate pedestrian access for this site.

6. Planning Scheme assessment

6.1 Summary

The proposed development has been assessed against the relevant Planning Scheme requirements. A summary of the relevant Planning Scheme clauses is shown in Table 9.

Table 9: Planning Scheme clauses summary

Clause	Description	Compliance	Comment location reference
C2.5 Parking and Sustainable Transport Code – Use Standards			
C2.5.1	Car parking numbers	Complies with Acceptable Solution A1	Section 4.4.1
C2.5.2	Bicycle parking numbers	Not Applicable	-
C2.5.3	Motorcycle parking numbers	Not Applicable	-
C2.5.4	Loading bays	Not Applicable	-
C2.5.5	Number of car parking spaces within the General Residential Zone and Inner Residential Zone	Not Applicable	-
C2.6 Parking and Sustainable Transport Code – Development Standards			
C2.6.1	Construction of parking areas	Complies with Acceptable Solution A1	Section 3.4
C2.6.2	Design and layout of parking areas	Complies with Acceptable Solution A1.1 and A1.2	Section 4.1
C2.6.3	Number of accesses for vehicles	Satisfies Performance Criteria P1	Section 4.2.1
C2.6.4	Lighting of parking areas within the General Business Zone and Central Business Zone	Not Applicable	-
C2.6.5	Pedestrian access	Satisfies Performance Criteria P1	Section 4.6
C2.6.6	Loading bays	Not Applicable	-
C2.6.7	Bicycle parking and storage facilities within the General Business Zone and Central Business Zone	Not Applicable	-
C2.6.8	Siting of parking and turning areas	Not Applicable	-
C3.5 Road and Railway Assets Code – Use Standards			
C3.5.1	Traffic generation at a vehicle crossing, level crossing or new junction	Cannot Comply with Acceptable Solution A1.2 Complies with Acceptable Solution A1.4 and A1.5 Satisfies Performance Criteria P1	Section 4.2.1 Section 4.1.1

6.2 C2.5 Parking and Sustainable Transport Code – Use Standards

C2.5.1 Car parking numbers

Objective:

That an appropriate level of car parking spaces are provided to meet the needs of the use.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if: a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; b) the site is contained within a parking precinct plan and subject to Clause C2.7; c) the site is subject to Clause C2.5.5; or d) it relates to an intensification of an existing use or development or a change of use where: i. the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or ii. the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: N = A + (C- B) N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.	**Complies with Acceptable Solution A1** The ILU can be considered as 1 bedroom or studio dwellings, or as 2 or more-bedroom dwellings including the support space. The PLU are considered as Other residential use. The ILU is providing 3 x 1 bed units and 2 x 1 bed unit + support, and the PLU is providing 4 beds. Thus, Table C2.1 requires the ILUs to provide 7 residential car parking spaces and 2 visitor car parking spaces. Table C2.1 requires the PLU to provide 4 residential car parking spaces and 1 visitor car parking spaces. Thus, the proposed site is required to include a minimum of 14 parking spaces. As the site is providing 18 parking spaces it is in excess of Table C2.1, as such it complies with Acceptable Solution A1.

6.3 C2.6 Parking and Sustainable Transport Code – Development Standards

C2.6.1 Construction of parking areas

Objective:

That parking areas are constructed to an appropriate standard.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 All parking, access ways, manoeuvring and circulation spaces must: a) be constructed with a durable all weather pavement; b) be drained to the public stormwater system, or contain stormwater on the site; and c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.	**Complies with Acceptable Solution A1** It is understood that the carpark will be constructed with durable all-weather pavement and drained to the public stormwater system thus complying with Acceptable Solution A1.

C2.6.2 Design and layout of parking areas

Objective:

That parking areas are designed and laid out to provide convenient, safe and efficient parking.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1.1 Parking, access ways, manoeuvring and circulation spaces must either: a) comply with the following: i. have a gradient in accordance with *Australian Standard AS 2890 - Parking facilities, Parts 1-6;* ii. provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; iii. have an access width not less than the requirements in Table C2.2; iv. have car parking space dimensions which satisfy the requirements in Table C2.3; v. have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; **vi.** have a vertical clearance of not less than 2.1m above the parking surface level; and	**Complies with Acceptable Solution A1.1** All parking, access ways, manoeuvring and circulation spaces meet the requirements of AS 2890.1 thus the proposed development complies with Acceptable Solution A1.1. **Complies with Acceptable Solution A1.2** All proposed DDA parking spaces are located within a car port at each ILU or within the PLU parking and meet all requirements of AS 2890.6 thus the proposed development complies with Acceptable Solution A1.2.

C2.6.2 Design and layout of parking areas	
Objective: That parking areas are designed and laid out to provide convenient, safe and efficient parking.	
Acceptable Solution/ Performance Criteria	**Comment**
vii. excluding a single dwelling, be delineated by line marking or other clear physical means; or *b)* comply with *Australian Standard AS 2890-Parking facilities, Parts 1-6.* **Acceptable Solution A1.2** Parking spaces provided for use by persons with a disability must satisfy the following: a) be located as close as practicable to the main entry point to the building; b) be incorporated into the overall car park design; and be designed and constructed in accordance with *Australian/ New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.*	

C2.6.3 Number of accesses for vehicles	
Objective: That: a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses; b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and c) the number of accesses minimise impacts on the streetscape.	
Acceptable Solution/ Performance Criteria	**Comment**
Acceptable Solution A1 The number of accesses provided for each frontage must: a) be no more than 1; or b) no more than the existing number of accesses, whichever is the greater. **Performance Criteria P1** The number of accesses for each frontage must be minimised, having regard to: a) any loss of on-street parking; and b) pedestrian safety and amenity; c) traffic safety; d) residential amenity on adjoining land; and e) the impact on the streetscape.	**Satisfies Performance Criteria P1** As 2 accesses from Cornelian Street have been proposed for this development it cannot comply with Acceptable Solution A1. It does however satisfy Performance Criteria P1 as follows: a) Both accesses are located off the cul-de-sac thus no existing parking along Cornelia Street is affected b) Traffic volumes utilising both accesses are expected to be low, with safe pedestrian sight distances at both points, meaning no adverse pedestrian safety impacts c) As both accesses are located off the cul-de-sac at the end of Cornelia Street and as Cornelia Street has low traffic volumes traffic safety will be maintained d) An additional access will not affect the residential amenity for neighbouring properties; and e) The additional access off the cul-de-sac head to service the proposed development is in keeping with the existing streetscape.

C2.6.5 Pedestrian access

Objective:

That pedestrian access within parking areas is provided in a safe and convenient manner.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1.1 Uses that require 10 or more car parking spaces must: a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: i. a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or ii. protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and b) be signed and line marked at points where pedestrians cross access ways or parking aisles. **Acceptable Solution A1.2** In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building. **Performance Criteria P1** 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.	**Satisfies Performance Criteria P1** As pedestrian path access is not provided to all parking spaces within the PLU car park the proposed development cannot comply with Acceptable Solution A1. It does however satisfy Performance Criteria P1 as follows: a) The proposed site encompasses two types of accommodation: Primary Living Units and Independent Living Units. The site has two separate accesses b) The PLU car park is likely to be used predominantly by visitors and staff. Drop-off zones directly in front of the main public entrance and the rear entrance to the PLU building will be used for residents arriving/departing c) There are 8 90-degree parking spaces and 2 parallel parking spaces located within the PLU car park d) Traffic volumes within the PLU car park are expected be low and vehicles will be travelling slow e) Two DDA compliant car parking spaces have been provided within the PLU car park f) There are no footpath crossings g) As the car park is expected to have low traffic volumes and speeds there are no vehicle or pedestrian safety issues with pedestrians and vehicles sharing the aisle/ access h) A majority of the car parking spaces are all located on the northern side of the parking aisle/ access way, requiring all pedestrians to cross to the other side of the aisle/ access to access both the PLU and ILU; and i) No protective devices are being used for pedestrian safety.

6.4 C3.5 Road and Railway Assets Code – Use Standards

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

Objective:

To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: a) a new junction; b) a new vehicle crossing; or c) a new level crossing. **Acceptable Solution A1.2** For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority. **Acceptable Solution A1.3** For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority. **Acceptable Solution A1.4** Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: a) the amounts in Table C3.1; or b) allowed by a licence issued under Part IVA of the *Roads and Jetties Act 1935* in respect to a limited access road. **Acceptable Solution A1.5** Vehicular traffic must be able to enter and leave a major road in a forward direction. **Performance Criteria P1** 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;	**Cannot comply with Acceptable Solution A1.2** As a new access is being provided for this site, and no written consent from the road authority has been be provided, this site cannot comply with Acceptable Solution A1.2 **Complies with Acceptable Solution A1.4** As the use of the site is not changing and the site is only expected to generate an additional 4 vehicle movements in the AM peak hour and 5 vehicle movements in the PM peak hour vehicular traffic is not expected to increase by more than the amounts outlined in Table C3.1. Thus, the site complies with Acceptable Solution A1.4. **Complies with Acceptable Solution A1.5** As all vehicular traffic can enter and exit the site in a forward direction, the proposed development complies with Acceptable Solution A1.5. **Satisfies Performance Criteria P1** As no written consent from the road authority has been provided for the new access that is proposed for this site, the site cannot comply with Acceptable Solution A1.2. However, the site does satisfy Performance Criteria P1, as follows: a) There is an increase of traffic of 4 vehicles in the AM peak hour and 5 vehicles in the PM peak hour. As such, there is no concern regarding the increased traffic volumes on the surrounding road network b) The additional traffic generated is expected to all be light vehicles, causing no safety concerns to the surrounding road network c) Cornelia Street in a two-way two-lane local road with low traffic volumes, unrestricted parking on both sides of the road and pedestrian paths on the northern side of the street d) The speed limit of the surrounding road network is 50-60km/h. the existing road network operates with low traffic volumes and the surrounding intersection are expected to continue to have an overall LOS A, and operate with minimal queues and delays e) The site does not have road frontage on any other road for alternative access

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

Objective:

To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.

Acceptable Solution/ Performance Criteria	Comment
f) the need for the use; g) any traffic impact assessment; and h) any advice received from the rail or road authority.	i) The additional access provides separate access for the PLU and ILU development, minimising the traffic volumes at both accesses j) An assessment undertaken by a qualified traffic engineer (this TIA report) shows that there are no traffic concerns related to the additional access to this site. The additional access is located at the end of the cul-de-sac causing minimal impact to the surrounding residential properties; and k) No advice has been received from the rail or road authorities.

7. Conclusion

JASMAX have engaged pitt&sherry to undertake a Traffic Impact Assessment (TIA) for the Supported Disability Accommodation Redevelopment at 14 Cornelia Street, Ulverstone, Tasmania. The analysis and discussion presented in this report can be summarised as follows:

- The additional traffic movements generated by the proposed development are not expected to have a substantial impact on the Cornelia Street/ Clarke Street intersection and the Main Street/ Hendricks Street intersection post development and 10-years post development. Both intersections are expected to continue to perform well with minimal queues and delays and an overall LOS A
- The most recent 10-year crash history showed that there are no existing road safety concerns, and the proposed development is not expected to increase the risk of crashes
- Both site accesses meet the requirements of AS 2890.1 and the SISD meets the requirements of AGRD Part 4A at both accesses
- All car parking spaces meet the requirements of both AS 2890.1 and AS 2890.6
- Both the PLU access way and the ILU access way meet the requirements of the Planning Scheme; and
- The swept path assessment showed a B99 vehicle can navigate all accessways and access each car park space within ILU and PLU car parking areas. AN SRV can also navigate the PLU turning circle and loading/ drop off zone at the public entry.

8. Recommendations

- Relocate P1 and P2 approximately 5m north and P3 approximately 2.5m south to enable an SRV to navigate the ILU accessway junction without encroaching on the parking spaces
- Lengthen the turning bay adjacent to the loading/ drop-off zone at the rear PLU entrance to accommodate a 6.4m SRV to turn into the bay and reverse into the drop-off zone without coming off the seal
- If car parking space P4 is intended to be utilised by an SRV it should be widened, including repositioning the column, to accommodate the SRV swept path for forward entry
- Vehicle turning area adjacent to ILU 1 can be reduced as shown in swept paths, if preferred
- Rear driveway width can be reduced by 800mm without compromising vehicle access, as shown in swept paths; and
- Provide safe connections between car parks and the building entrances for pedestrians, including DDA accessible footpaths; and
- If pedestrian paths are installed in front of car parking spaces, wheel stops must be installed, and the car parking space must be designed to length C3 of Figure 2.2 of AS 2890.1 (Figure 17, above).

Important information about your report

In some circumstances the scope of services may have been limited by a range of factors such as time, budget, access and/or site disturbance constraints. The Report may only be used and relied on by the Client for the purpose set out in the Report. Any use which a third party makes of this document, or any reliance on or decisions to be made based on it, is the responsibility of the Client or such third parties.

The services undertaken by pitt&sherry in connection with preparing the Report were limited to those specifically detailed in the report and are subject to the restrictions, limitations and exclusions set out in the Report. The Report's accuracy is limited to the time period and circumstances existing at the time the Report was prepared. The opinions, conclusions and any recommendations in the Report are based on conditions encountered and information reviewed at the date of preparation of the Report. pitt&sherry has no responsibility or obligation to update the Report to account for events or changes occurring after the date that the report was prepared. If such events or changes occurred after the date that the report was prepared render the Report inaccurate, in whole or in part, pitt&sherry accepts no responsibility, and disclaims any liability whatsoever for any injury, loss or damage suffered by anyone arising from or in connection with their use of, reliance upon, or decisions or actions based on the Report, in whole or in part, for whatever purpose.

Site Plans

Appendix A

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LEGEND

- EXISTING TREES
- DEMOLISHED TREES
- EXISTING SITE FEATURES
- PROPERTY LINES
- OUTLINE OF DEMOLISHED BUILDINGS
- PROPOSED EASEMENT
- MAIN DRIVEWAY
- SECONDARY DRIVEWAY
- FOOTPATH
- COVERED OUTDOOR AREA
- SITE LANDSCAPE

CODES

PLU	Primary Living Unit
ILU	Independent Living Unit
GR	Garden Room
P.XX	Parking Space

MAIB - Supported Accommodation

JASMAX

core collective architects

ISSUED **29/08/2025**

DRAWING: **Overall Floor Plan - Lomandra, 14 Cornelia Street, Ulverstone**

100% Issue - Schematic Design

Project No. **224063**

SCALE @ A3 **1 : 500**

DRG No. **DA-AR-LM-11**

Licensed Building Services Provider
Core Collective Architects - Ryan Strating
License Number **CC4652M**
Category/Class - Architect
Nominated Architect (NSW)
Chris Rogers - 7759

Contact:
Core Collective Architects Pty Ltd
Board of Architects Tasmania Registration Number **F52**
JASMAX NSW (Aust) Ltd
20-40 Meagher Street Chippendale NSW 2008 Australia

CONFIDENTIAL / DRAFT

Swept Path Assessment

Appendix B

pitt&sherry

NORTH

EXISTING STORMWATER

PROPOSED SERVICE EASEMENT

SEWER LINE PROPOSED REDIRECTION. REFER CONCEPT SERVICING REPORT

1
DA-AR-LM-21

CORNELIA STREET

28.40

13.15

10.97

10.00

12.73

48.00

17.96

66.49

35.59

66.39

77.36

P7 P8 P9 P10 P11 P12 P13 P14

Booster

P5 P6

P15

PUBLIC ENTRY

GARDEN ROOM

SHED

EXISTING BUILDING DEMOLISHED

Proposed Attack Hydrant

ILU 1

ILU 2

ILU 3

SUPPORT

ILU 4

1 BED

ILU 5

SUPPORT

RESIDENT PARKING

VISITOR PARKING

P1 P2 P3 P4

PRIVATE ENTRY

PRIMARY LIVING UNIT

4
DA-AR-LM-21

3
DA-AR-LM-21

2
DA-AR-LM-21

Proposed location of Generator

EXISTING GENERATOR

B99 VEHICLE TURNING MOVEMENT DOES NOT REQUIRE FULL LEGTH OF TURNING BAY

B99 VEHICLES CAN MAKE ALL NECESSARY TURNING MOVEMENTS WHILE MAINTAINING A 0.8m OFFSET FROM THE BOUNDARY

LEGEND

- EXISTING TREES / NEW TREES
- OUTLINE OF AWNING OVER
- EXISTING SITE FEATURES
- OUTLINE OF DEMOLISHED BUILDINGS
- DRIVEWAY
- FOOTPATH
- COVERED PARKING
- UNCOVERED PARKING
- COVERED OUTDOOR AREA
- GARDEN

DRAWING REVISION HISTORY

No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE

APPROVED

ORIGINAL COPY ON FILE "e" SIGNED BY

SIGNED

DATE

SCALE (PLOTTED FULL SIZE) AS SHOWN

SHEET SIZE A3

5 0 5 10 15 20

SCALE IN METRES - 1:500

pitt&sherry

pittsh.com.au Phone 1300 748 874 ABN 67 140 184 309

CLIENT JASMAX

PROJECT SUPPORTED DISABILITY ACCOMMODATION

STATUS **PRELIMINARY**

DRAWING TITLE
LOMANDRA
SWEPT PATH ANALYSIS - B99 VEHICLE

DATUMS: AHD / MGA

CLIENT No. -

DRAWING No. S-P.25.0672-00-CIV-SKT-122

REVISION -

PRINT IN COLOUR

Sep. 1, 25 - 14:37:44 Name: S-P.25.0672-00-CIV-SKT-122.dwg

NORTH

EXISTING STORMWATER

PROPOSED SERVICE EASEMENT

SEWER LINE PROPOSED REDIRECTION. REFER CONCEPT SERVICING REPORT

1
DA-AR-LM-21

CORNELIA STREET

48.00

17.96

12.73

28.40

13.15

10.97

10.00

35.59

66.49

66.39

77.36

SHED

EXISTING BUILDING DEMOLISHED

GARDEN ROOM

PUBLIC ENTRY

Proposed Attack Hydrant

SMALL RIGID VEHICLE TURNING MOVEMENT EXCEEDS PROPOSED TURNING BAY.

ILU 1

ILU 2

ILU 3

ILU 4

ILU 5

1 BED

SUPPORT

RESIDENT PARKING

Booster

P1

P2

P3

P4

P5

P6

P7

P8

P9

P10

P11

P12

P13

P14

P15

4
DA-AR-LM-21

Proposed location of Generator

PRIVATE ENTRY

PRIMARY LIVING UNIT

3
DA-AR-LM-21

2
DA-AR-LM-21

SMALL RIGID VEHICLE TURNING MOVEMENT EXCEEDS PROPOSED SEALED ACCESS

SMALL RIGID VEHICLE TURNING MOVEMENT CONFLICTS WITH PROPOSED PARKING SPACES P2 & P3.

EXISTING GENERATOR

SMALL RIGID VEHICLES CAN MAKE ALL NECESSARY TURNING MOVEMENTS WHILE MAINTAINING A 0.8m OFFSET FROM THE BOUNDARY

LEGEND

- EXISTING TREES / NEW TREES
- OUTLINE OF AWNING OVER
- EXISTING SITE FEATURES
- OUTLINE OF DEMOLISHED BUILDINGS
- DRIVEWAY
- FOOTPATH
- COVERED PARKING
- UNCOVERED PARKING
- COVERED OUTDOOR AREA
- GARDEN

DRAWING REVISION HISTORY

No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE

APPROVED

ORIGINAL COPY ON FILE "e" SIGNED BY

SIGNED

DATE

SCALE (PLOTTED FULL SIZE) AS SHOWN

SHEET SIZE A3

5 0 5 10 15 20

SCALE IN METRES - 1:500

pitt&sherry

pittsh.com.au Phone 1300 748 874 ABN 67 140 184 309

CLIENT JASMAX

PROJECT SUPPORTED DISABILITY ACCOMMODATION

STATUS **PRELIMINARY**

DRAWING TITLE
LOMANDRA
SWEPT PATH ANALYSIS - SRV

DATUMS: AHD / MGA

CLIENT No. -

DRAWING No. S-P.25.0672-00-CIV-SKT-123

REVISION -

PRINT IN COLOUR

Sep. 1, 25 - 14:38:02 Name: S-P.25.0672-00-CIV-SKT-123.dwg

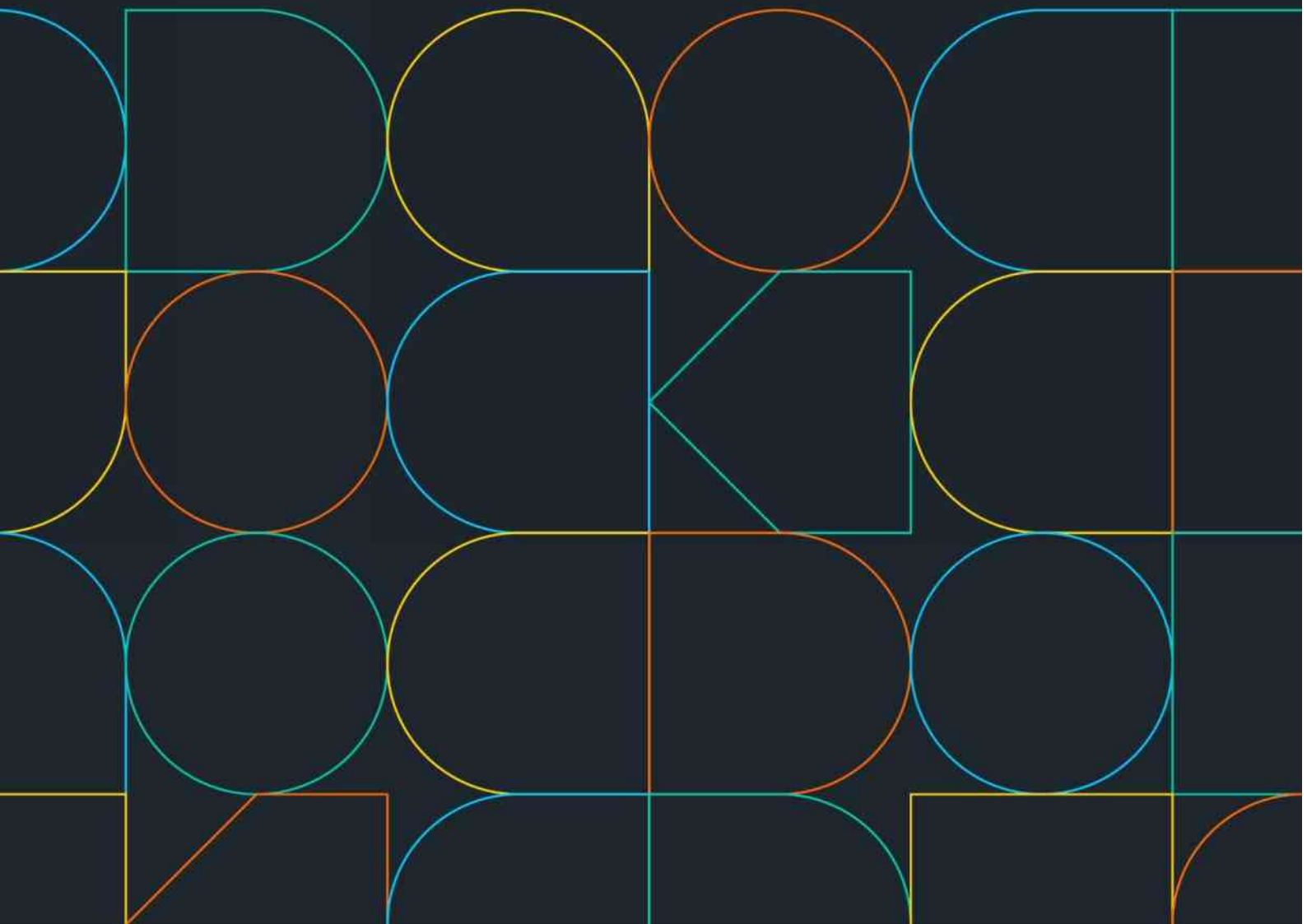
pitt&sherry

Supported Disability Accommodation - Lomandra

Pitt & Sherry (Operations) Pty Ltd
ABN 67 140 184 309

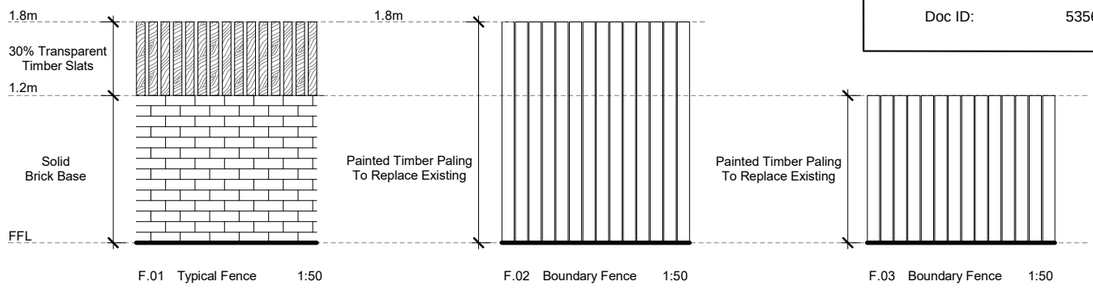
Phone 1300 748 874
info@pittsh.com.au
pittsh.com.au

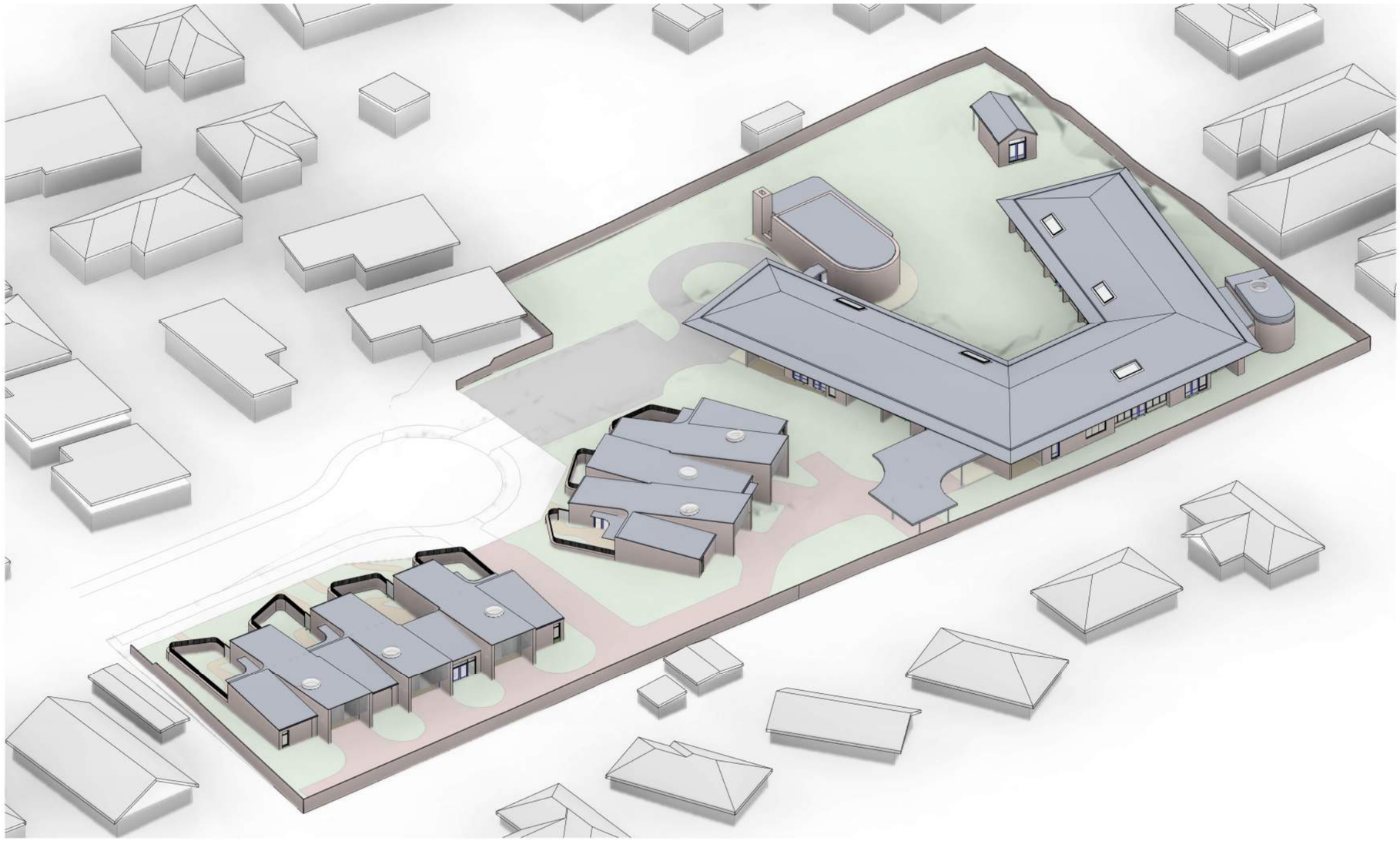
Located nationally —
Melbourne
Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport



DA Drawing List - Lomandra

Sheet Number	Sheet Name	Rev	Date
DA-AR-LM-00	Cover Sheet - Lomandra, 14 Cornelia St, Ulverstone	DA-B	09/10/2025
DA-AR-LM-01	Site Plan - Lomandra, 14 Cornelia Street, Ulverstone	DA-A	08/09/2025
DA-AR-LM-10	Existing Plan - Lomandra, 14 Cornelia Street, Ulverstone	DA-A	08/09/2025
DA-AR-LM-11	Overall Floor Plan - Lomandra, 14 Cornelia Street, Ulverstone	DA-B	09/10/2025
DA-AR-LM-12	Roof Plan - Lomandra, 14 Cornelia Street, Ulverstone	DA-A	08/09/2025
DA-AR-LM-13	Detail Plan ILUs- Lomandra, 14 Cornelia Street, Ulverstone	DA-A	08/09/2025
DA-AR-LM-14	Detail Plan PLU-Lomandra, 14 Cornelia Street, Ulverstone	DA-A	08/09/2025
DA-AR-LM-21	Overall Elevations - Lomandra, 14 Cornelia St, Ulverstone	DA-A	08/09/2025
DA-AR-LM-22	Detail Elevations ILU 1-3-Lomandra, 14 Cornelia St, Ulverstone	DA-B	09/10/2025
DA-AR-LM-23	Detail Elevations ILU 4-5-Lomandra, 14 Cornelia St, Ulverstone	DA-A	08/09/2025
DA-AR-LM-24	Detail Elevations PLU-Lomandra, 14 Cornelia St, Ulverstone	DA-A	08/09/2025
DA-AR-LM-91	Shadow Diagrams Existing-Lomandra, 14 Cornelia St	DA-A	08/09/2025
DA-AR-LM-92	Shadow Diagrams Proposed-Lomandra, 14 Cornelia St	DA-A	08/09/2025






MR.01 - Metal Deck Roof PV Panels


BW.01 - Brick Walls


BW.02 - Brick Walls


GL.01 - Glazed Windows
AL.01 - Aluminium Frames


F.01 - Brick Fence with Timber Slats and Timber Gate


F.02 - Timber Paling Fence

MAIB - Supported Accommodation

JASMAX core collective architects

ISSUED **09/10/2025 - Rev B**

DRAWING: **Cover Sheet - Lomandra, 14 Cornelia St, Ulverstone**

Development Application

Project No. **224063**

SCALE @ A3 **1 : 50**

DRG No. **DA-AR-LM-00**

Licensed Building Services Provider
Core Collective Architects - Ryan Strating
License Number **CC4652M**
Category/Class - Architect
Nominated Architect (NSW)
Chris Rogers - 7759

Contact:
Core Collective Architects Pty Ltd
Board of Architects Tasmania Registration Number **F52**
JASMAX NSW (Aust) Ltd
20-40 Meagher Street Chippendale NSW 2008 Australia

A - Site	
Site Area	7266 m²

Lomandra DA - Roof Area Schedule

Independent Living Unit 1-3 Roof	530 m²	7.3%
Independent Living Unit 4-5 Roof	436 m²	6.0%
Primary Living Unit Roof	1410 m²	19.4%
Garden Room Roof	161 m²	2.2%
Shed	33 m²	0.5%
Carport Awning	124 m²	1.7%
Total Roof Area	2694 m²	37.1%

CODES

PLU Primary Living Unit
ILU Independent Living Unit
GR Garden Room

MAIB - Supported Accommodation

JASMAX core collective architects

ISSUED **09/09/2025 - Rev A**

DRAWING: **Site Plan - Lomandra, 14 Cornelia Street, Ulverstone**

Development Application

Project No. **224063**

SCALE @ A3 **1 : 1000**

DRG No. **DA-AR-LM-01**

Licensed Building Services Provider
Core Collective Architects - Ryan Strating
License Number **CC4652M**
Category/Class - Architect
Nominated Architect (NSW)
Chris Rogers - 7759

Contact:
Core Collective Architects Pty Ltd
Board of Architects Tasmania Registration Number **F52**
JASMAX NSW (Aust) Ltd
20-40 Meagher Street Chippendale NSW 2008 Australia

CENTRAL COAST COUNCIL
LAND USE PLANNING

Received: 22/10/2025

Application No: DA2025214

Doc ID: 535667

Note:Single storey, timber framed construction with brick veneer exterior. Concrete slab floor and metal sheet roofing

MAIB - Supported Accommodation

JASMAX core collective architects

ISSUED **09/09/2025 - Rev A**

DRAWING: **Existing Plan - Lomandra, 14 Cornelia Street, Ulverstone**

Development Application

Project No. **224063**

SCALE @ A3 **1 : 500**

DRG No. **DA-AR-LM-10**

Licensed Building Services Provider
Core Collective Architects - Ryan Strating
License Number **CC4652M**
Category/Class - Architect
Nominated Architect (NSW)
Chris Rogers - 7759

Contact:
Core Collective Architects Pty Ltd
Board of Architects Tasmania Registration Number **F52**
JASMAX NSW (Aust) Ltd
20-40 Meagher Street Chippendale NSW 2008 Australia

LEGEND

- EXISTING TREES
- DEMOLISHED TREES
- SITE SERVICES
- PROPERTY LINES
- OUTLINE OF DEMOLISHED BUILDINGS
- PROPOSED EASEMENT
- MAIN DRIVEWAY
- SECONDARY DRIVEWAY
- FOOTPATH
- COVERED OUTDOOR AREA
- SITE LANDSCAPE

CODES

PLU	Primary Living Unit
ILU	Independent Living Unit
GR	Garden Room
P.XX	Parking Space
SK	Skylight

MAIB - Supported Accommodation

JASMAX core collective architects

ISSUED 09/10/2025 - Rev B

DRAWING: **Overall Floor Plan - Lomandra, 14 Cornelia Street, Ulverstone**

Development Application

Project No. **224063**

SCALE @ A3 **1 : 500**

DRG No. **DA-AR-LM-11**

Licensed Building Services Provider
Core Collective Architects - Ryan Strating
License Number **CC4652M**
Category/Class - Architect
Nominated Architect (NSW)
Chris Rogers - 7759

Contact:
Core Collective Architects Pty Ltd
Board of Architects Tasmania Registration Number **F52**
JASMAX NSW (Aust) Ltd
20-40 Meagher Street Chippendale NSW 2008 Australia

CORNELIA STREET

28.40
13.15
10.97
10.00
19.06
48.00
17.96
66.49
66.39
77.36
35.59

P1 P2 P3 P5 P6 P7 P8 P9 P10 P11 P12 P13 P14

ILU 1 PV MR.01 SK
ILU 2 PV SUPPORT SK
ILU 3 PV SK
ILU 4 PV 1 BED SK
ILU 5 PV MR.01 SK
SUPPORT
GARDEN ROOM GREEN ROOF MR.01
SHED MR.01
PUBLIC ENTRY MR.01
PV SK
PRIVATE ENTRY MR.01
PRIMARY LIVING UNIT PV SK
SK MR.01

LEGEND

- EXISTING TREES
- DEMOLISHED TREES
- SITE SERVICES
- PROPERTY LINES
- OUTLINE OF DEMOLISHED BUILDINGS
- PROPOSED EASEMENT
- MAIN DRIVEWAY
- SECONDARY DRIVEWAY
- FOOTPATH
- COVERED OUTDOOR AREA
- SITE LANDSCAPE

CODES

PLU	Primary Living Unit
ILU	Independent Living Unit
GR	Garden Room
P.XX	Parking Space
SK	Skylight

MAIB - Supported Accommodation

JASMAX core collective architects

ISSUED **09/09/2025 - Rev A**

DRAWING: **Roof Plan - Lomandra, 14 Cornelia Street, Ulverstone**

Development Application

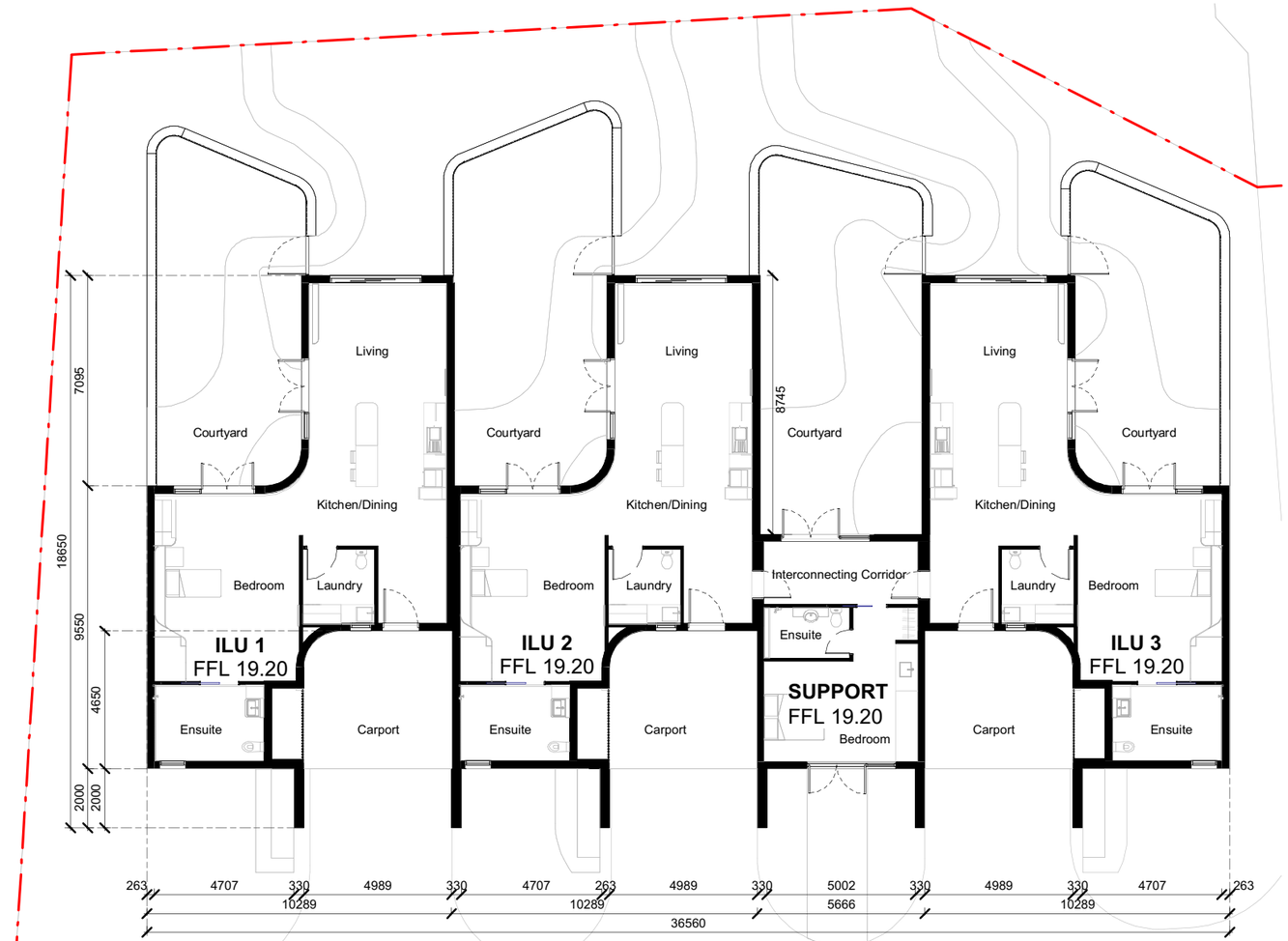
SCALE @ A3 **1 : 500**

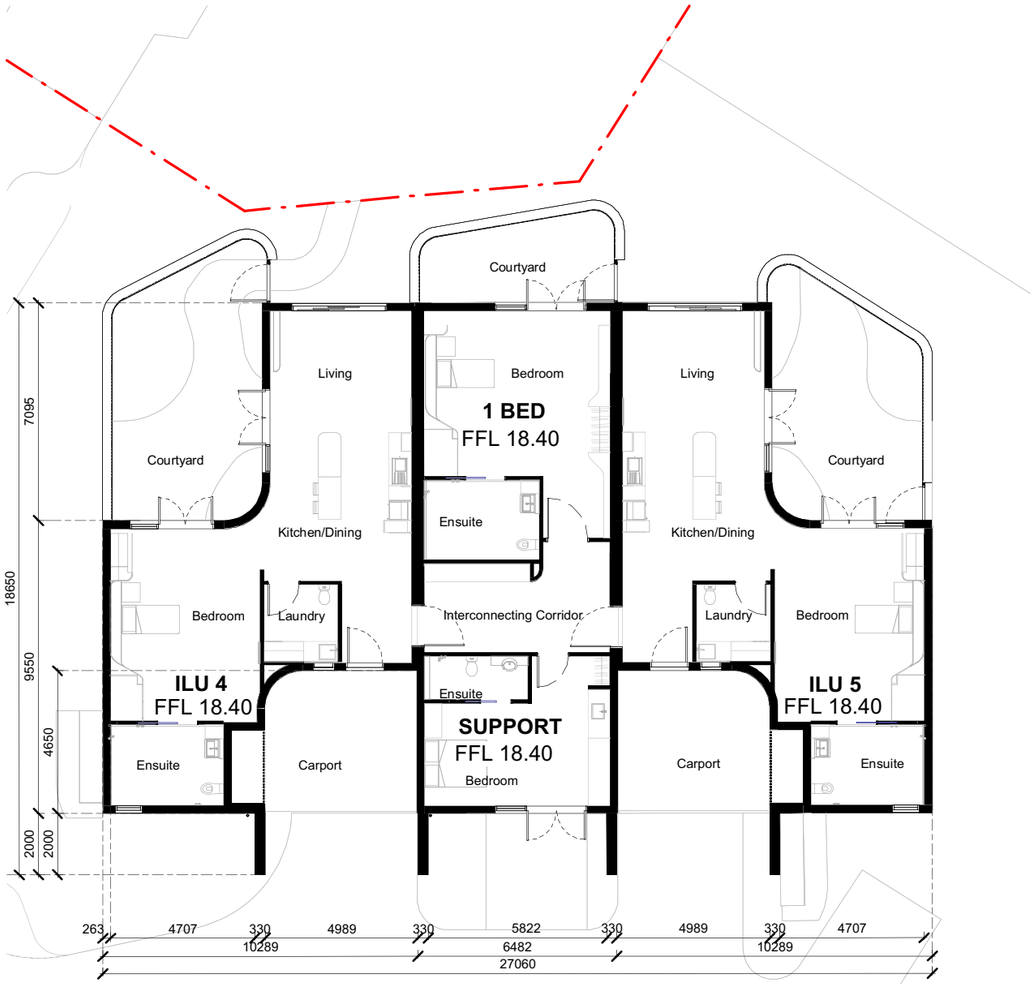
Project No. **224063**

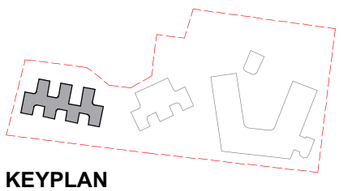
DRG No. **DA-AR-LM-12**

Licensed Building Services Provider
Core Collective Architects - Ryan Strating
License Number **CC4652M**
Category/Class - Architect
Nominated Architect (NSW)
Chris Rogers - 7759

Contact:
Core Collective Architects Pty Ltd
Board of Architects Tasmania Registration Number **F52**
JASMAX NSW (Aust) Ltd
20-40 Meagher Street Chippendale NSW 2008 Australia







KEYPLAN

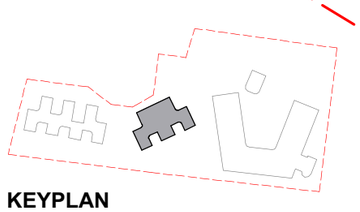
1 Part Plan
ILU 1-3 Floor Plan

CODES

PLU	Primary Living Unit
ILU	Independent Living Unit
SK	Skylight

CENTRAL COAST COUNCIL
LAND USE PLANNING

Received: **22/10/2025**
Application No: DA2025214
Doc ID: 535667



KEYPLAN

2 Part Plan
ILU 4-5 Floor Plan

MAIB - Supported Accommodation

JASMAX core collective architects

Licensed Building Services Provider
Core Collective Architects - Ryan Strating
License Number **CC4652M**
Category/Class - Architect
Nominated Architect (NSW)
Chris Rogers - 7759

Contact:
Core Collective Architects Pty Ltd
Board of Architects Tasmania Registration Number **F52**
JASMAX NSW (Aust) Ltd
20-40 Meagher Street Chippendale NSW 2008 Australia

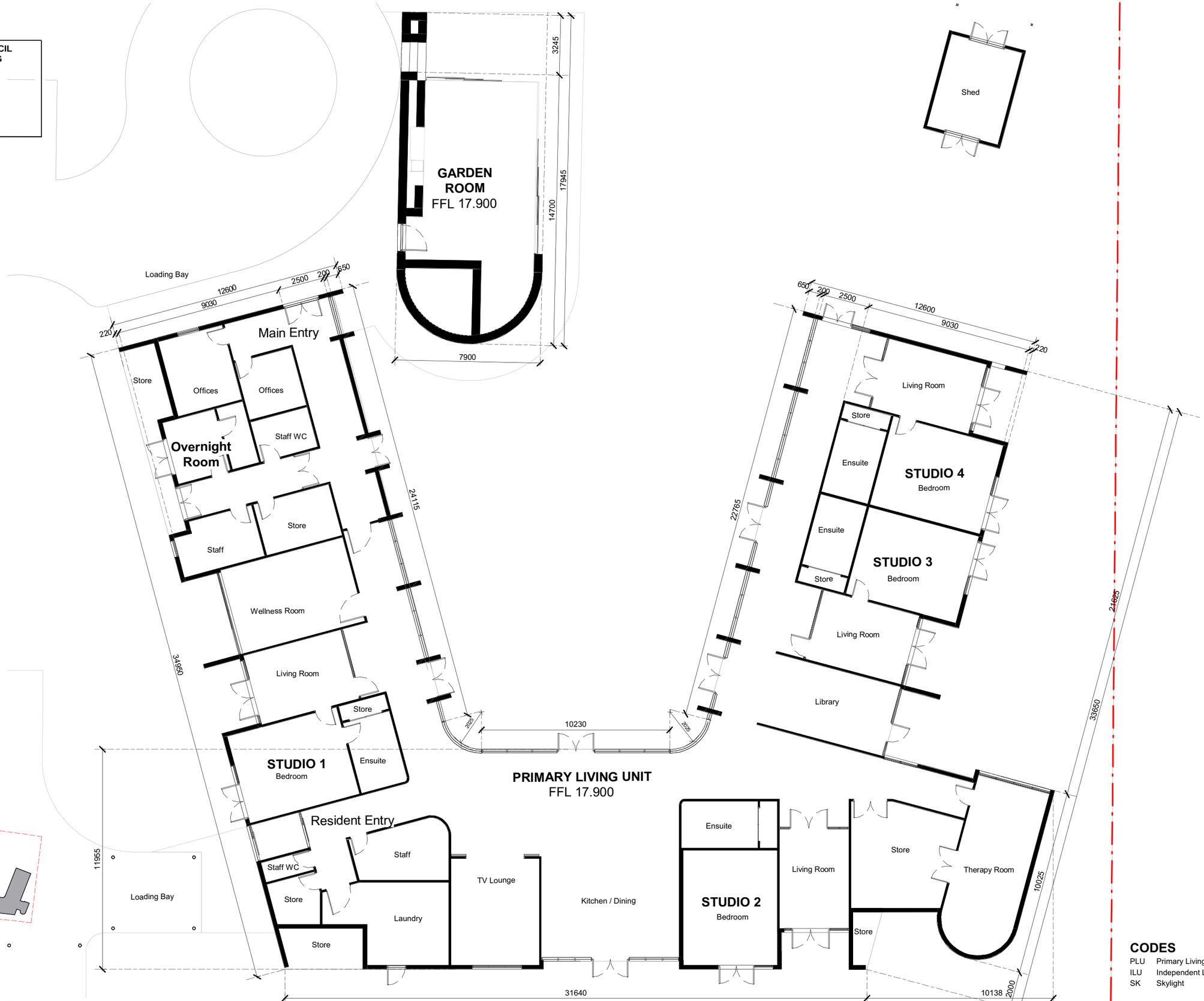
ISSUED **09/09/2025 - Rev A**
DRAWING: **Detail Plan ILUs- Lomandra, 14 Cornelia Street, Ulverstone**
Development Application
Project No. **224063**
SCALE @ A3 **1 : 200**
DRG No. **DA-AR-LM-13**

CENTRAL COAST COUNCIL
LAND USE PLANNING

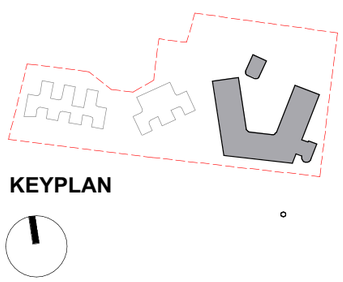
Received: **22/10/2025**

Application No: DA2025214

Doc ID: 535667



KEYPLAN



CODES

PLU	Primary Living Unit
ILU	Independent Living Unit
SK	Skylight

MAIB - Supported Accommodation

ISSUED **09/09/2025 - Rev A**

DRAWING: **Detail Plan PLU-Lomandra, 14 Cornelia Street, Ulverstone**

Development Application

SCALE @ A3 **1 : 200**

Project No. **224063**

DRG No. **DA-AR-LM-14**

JASMAX core collective architects

Licensed Building Services Provider
Core Collective Architects - Ryan Strating
License Number **CC4652M**
Category/Class - Architect
Nominated Architect (NSW)
Chris Rogers - 7759

Contact:
Core Collective Architects Pty Ltd
Board of Architects Tasmania Registration Number **F52**
JASMAX NSW (Aust) Ltd
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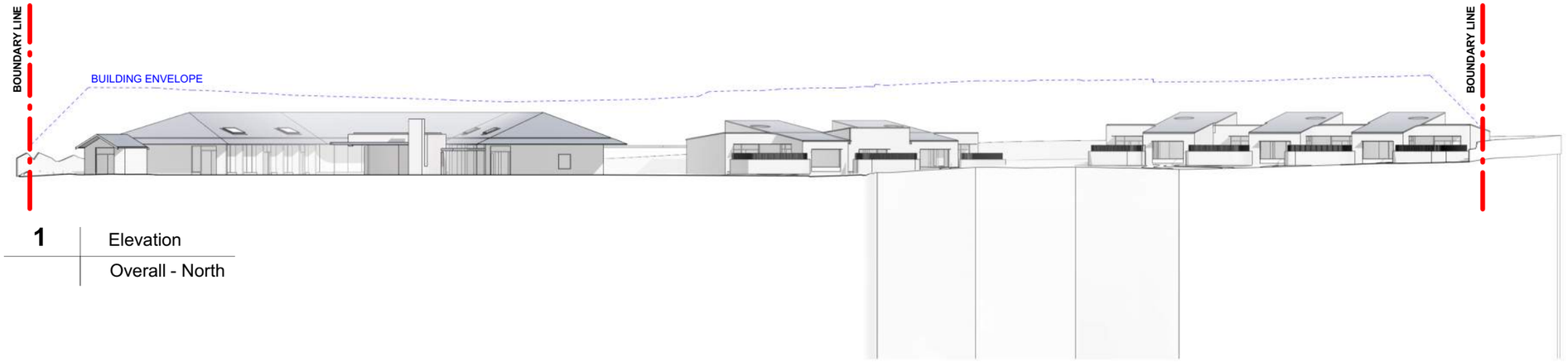
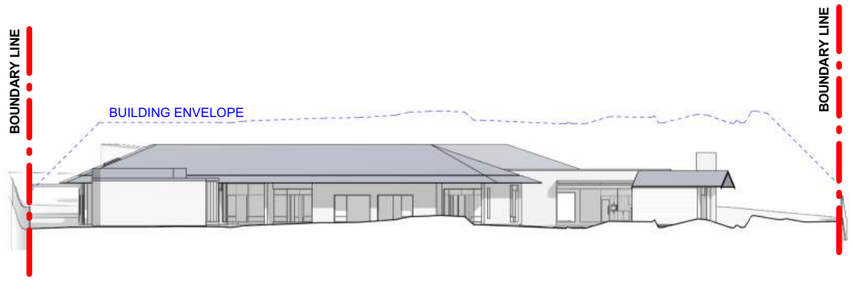
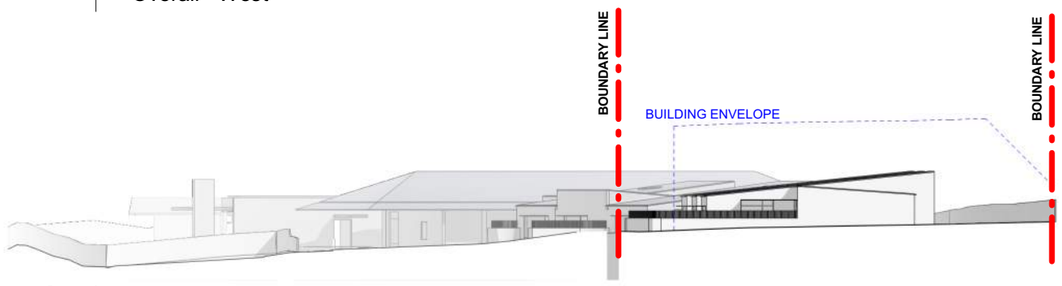


1 Elevation
Overall - North

2 Elevation
Overall - South



3 Elevation
Overall - West



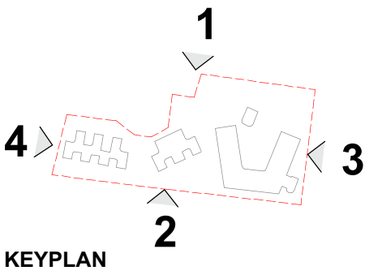
4 Elevation
Overall - East

CENTRAL COAST COUNCIL
LAND USE PLANNING

Received: **22/10/2025**

Application No: DA2025214

Doc ID: 535667



KEYPLAN

MAIB - Supported Accommodation

JASMAX core collective architects

ISSUED **09/09/2025 - Rev A**

DRAWING: **Overall Elevations - Lomandra, 14 Cornelia St, Ulverstone**

Development Application

Project No. **224063**

SCALE @ A3 **1 : 500**

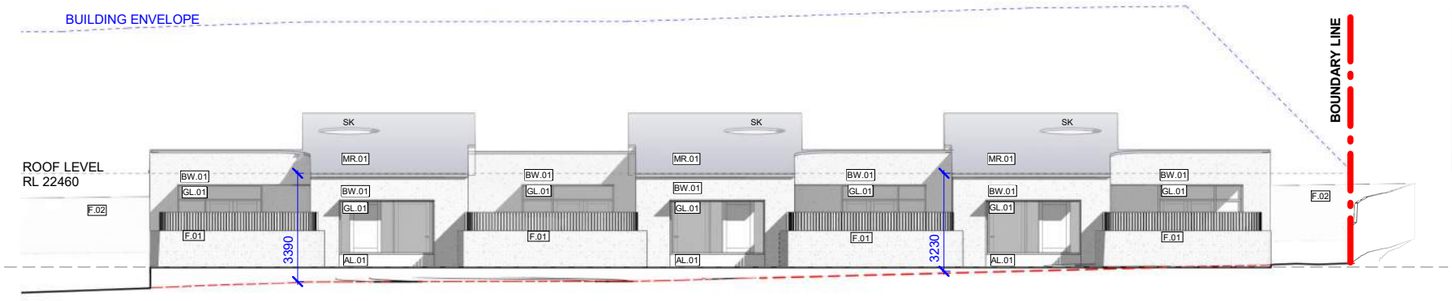
DRG No. **DA-AR-LM-21**

Licensed Building Services Provider
Core Collective Architects - Ryan Strating
License Number **CC4652M**
Category/Class - Architect
Nominated Architect (NSW)
Chris Rogers - 7759

Contact:
Core Collective Architects Pty Ltd
Board of Architects Tasmania Registration Number **F52**
JASMAX NSW (Aust) Ltd
20-40 Meagher Street Chippendale NSW 2008 Australia

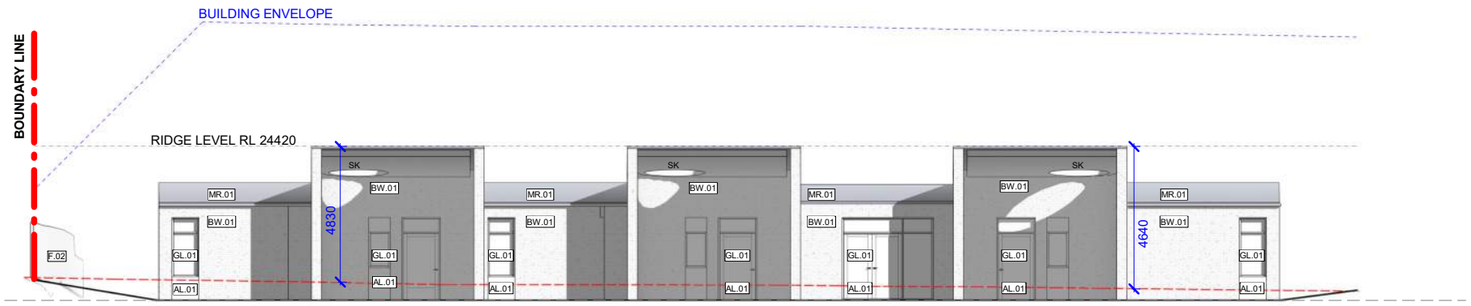
1 Elevation — ILU 1-3 North

FFL 19200.0
Ground Level ILU W



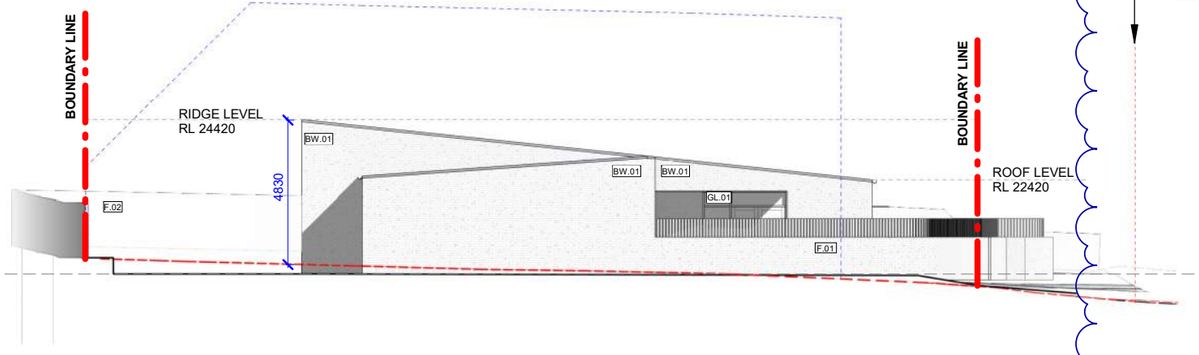
2 Elevation — ILU 1-3 South

FFL 19200.0
Ground Level ILU W



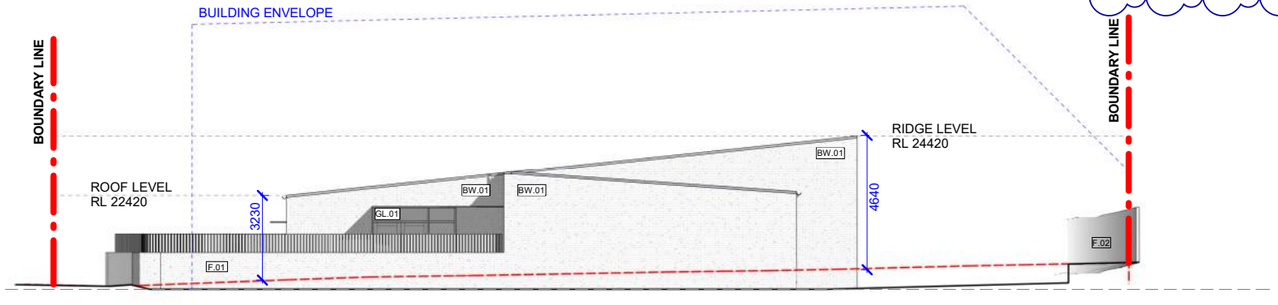
3 Elevation — ILU 1-3 East

FFL 19200.0
Ground Level ILU W



4 Elevation — ILU 1-3 West

FFL 19200.0
Ground Level ILU W



PROPERTY BOUNDARY ANGLES NORTH FROM LINE OF ELEVATION.
FURTHEST EXTENT OF BOUNDARY SHOWN DASHED.
ALL PROPOSED WORKS ARE LOCATED WITHIN THE PROPERTY BOUNDARY

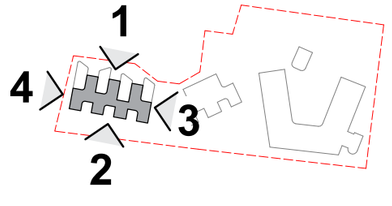
1:2000 SITE PLAN WITH EAST ELEVATION
MARKER ADDED FOR CLARITY

LEGEND

- mm — HEIGHT ABOVE NATURAL GROUND
- PERMISSABLE BUILDING ENVELOPE
- NATURAL GROUND
- PROPOSED GROUND

CODES

PLU	Primary Living Unit
ILU	Independent Living Unit
SK	Skylight



KEYPLAN

MAIB - Supported Accommodation

JASMAX core collective architects

ISSUED **09/10/2025 - Rev B**

Licensed Building Services Provider
Core Collective Architects - Ryan Strating
License Number **CC4652M**
Category/Class - Architect
Nominated Architect (NSW)
Chris Rogers - 7759

Contact:
Core Collective Architects Pty Ltd
Board of Architects Tasmania Registration Number **F52**
JASMAX NSW (Aust) Ltd
20-40 Meagher Street Chippendale NSW 2008 Australia

DRAWING: **Detail Elevations ILU 1-3-Lomandra, 14 Cornelia St, Ulverstone** **Development Application**

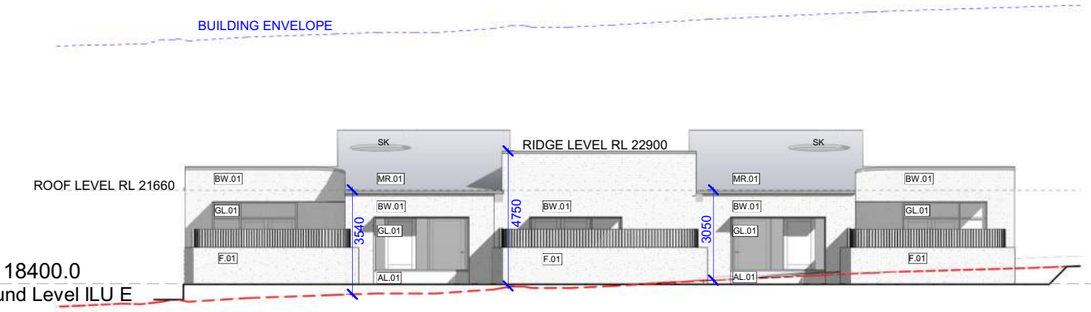
SCALE @ A3 : **1:200**

Project No. **224063**

DRG No. **DA-AR-LM-22**

1 Elevation
ILU 4-5 North

FFL 18400.0
Ground Level ILU E

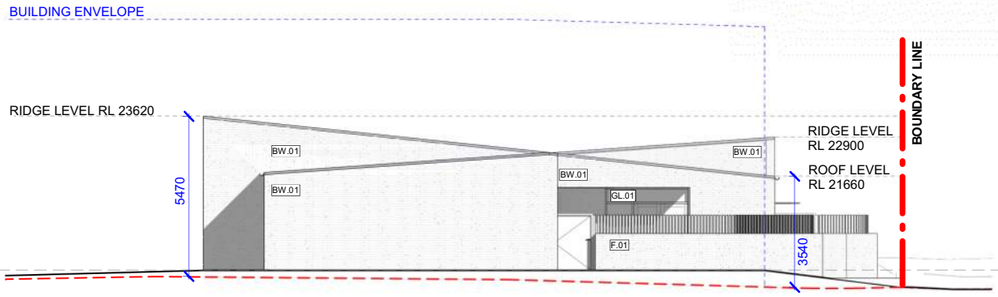


2 Elevation
ILU 4-5 South

FFL 18400.0
Ground Level ILU E

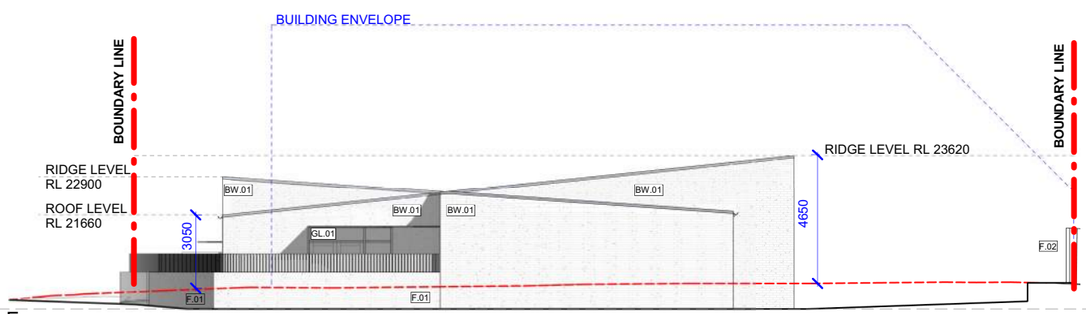
3 Elevation
ILU 4-5 East

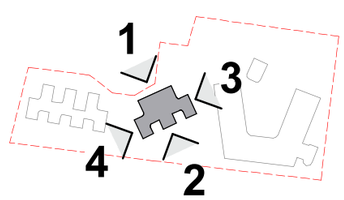
FFL 18400.0
Ground Level ILU E



4 Elevation
ILU 4-5 West

FFL 18400.0
Ground Level ILU E





KEYPLAN

LEGEND

mm HEIGHT ABOVE NATURAL GROUND
PERMISSABLE BUILDING ENVELOPE
NATURAL GROUND
PROPOSED GROUND

CODES

PLU Primary Living Unit
ILU Independent Living Unit
SK Skylight

MAIB - Supported Accommodation

ISSUED **09/09/2025 - Rev A**

DRAWING: **Detail Elevations ILU 4-5-Lomandra, 14 Cornelia St, Ulverstone** **Development Application**

Project No. **224063**

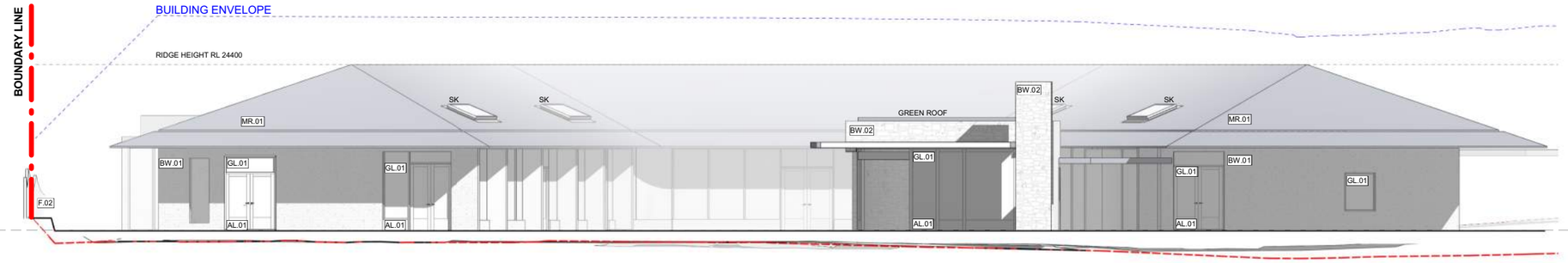
SCALE @ A3 **1 : 200**

DRG No. **DA-AR-LM-23**

JASMAX core collective architects

Licensed Building Services Provider
Core Collective Architects - Ryan Strating
License Number **CC4652M**
Category/Class - Architect
Nominated Architect (NSW)
Chris Rogers - 7759

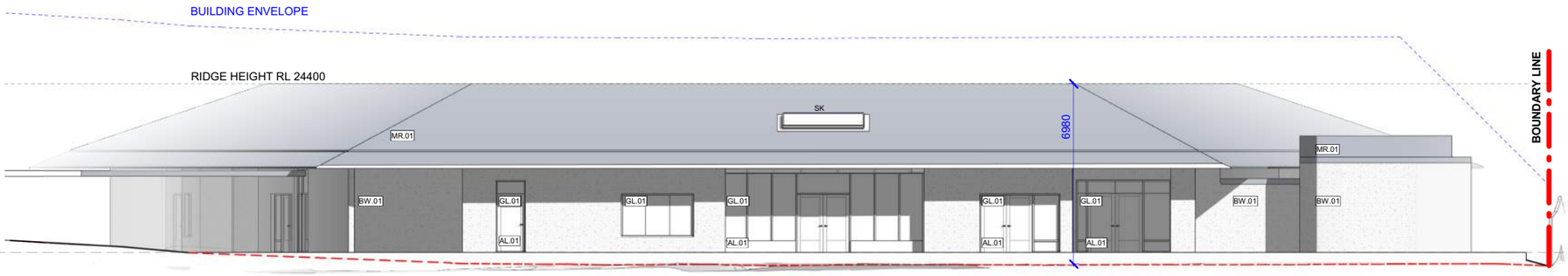
Contact:
Core Collective Architects Pty Ltd
Board of Architects Tasmania Registration Number **F52**
JASMAX NSW (Aust) Ltd
20-40 Meagher Street Chippendale NSW 2008 Australia



FFL 17900.0
Primary Living Unit FFL

1 Elevation

Primary Living Unit North



FFL 17900.0
Primary Living Unit FFL

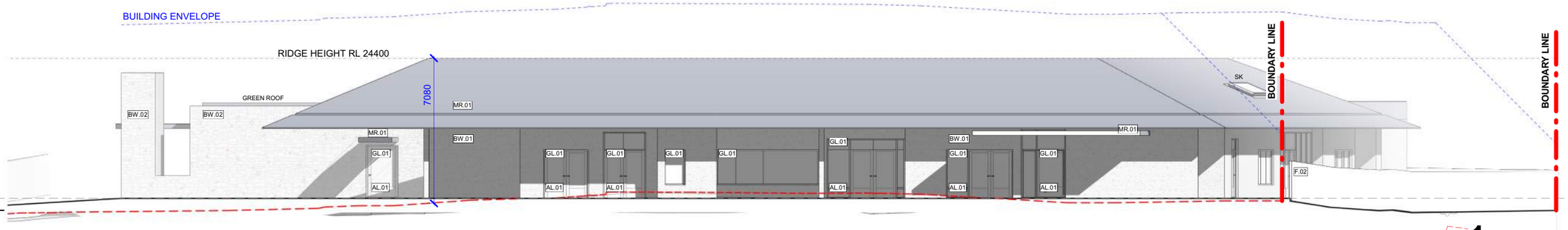
2 Elevation

Primary Living Unit South

FFL 17900.0
Primary Living Unit FFL

3 Elevation

Primary Living Unit East



FFL 17900.0
Primary Living Unit FFL

4 Elevation

Primary Living Unit West

LEGEND

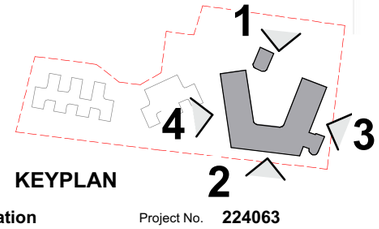
- mm — HEIGHT ABOVE NATURAL GROUND
- PERMISSABLE BUILDING ENVELOPE
- NATURAL GROUND
- PROPOSED GROUND

CODES

PLU	Primary Living Unit
ILU	Independent Living Unit
SK	Skylight

CENTRAL COAST COUNCIL
LAND USE PLANNING

Received: **22/10/2025**
Application No: DA2025214
Doc ID: 535667



KEYPLAN

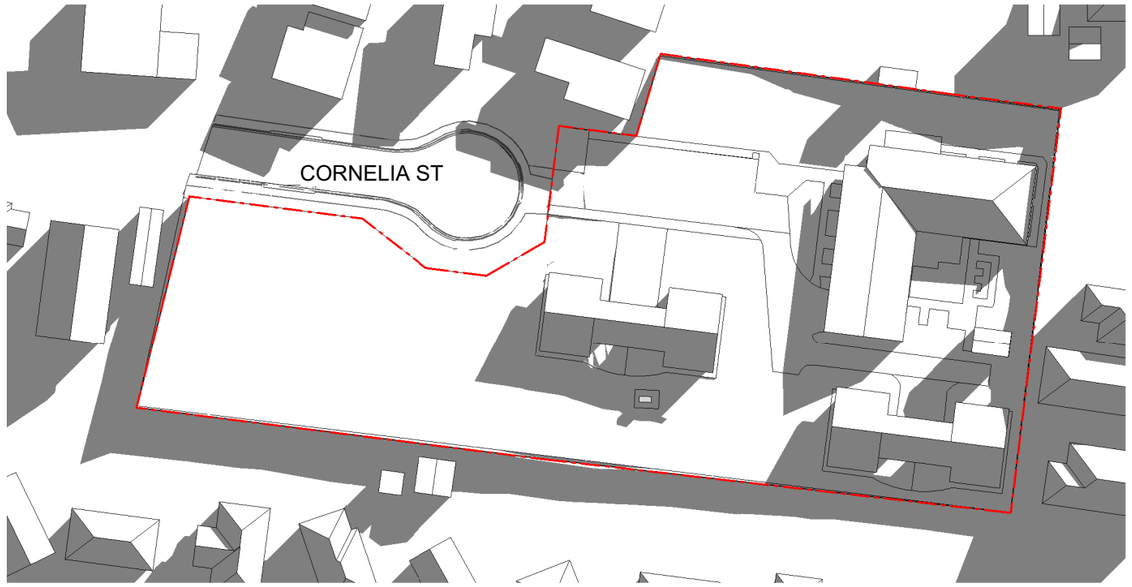
MAIB - Supported Accommodation

JASMAX core collective architects

Licensed Building Services Provider
Core Collective Architects - Ryan Strating
License Number **CC4652M**
Category/Class - Architect
Nominated Architect (NSW)
Chris Rogers - 7759

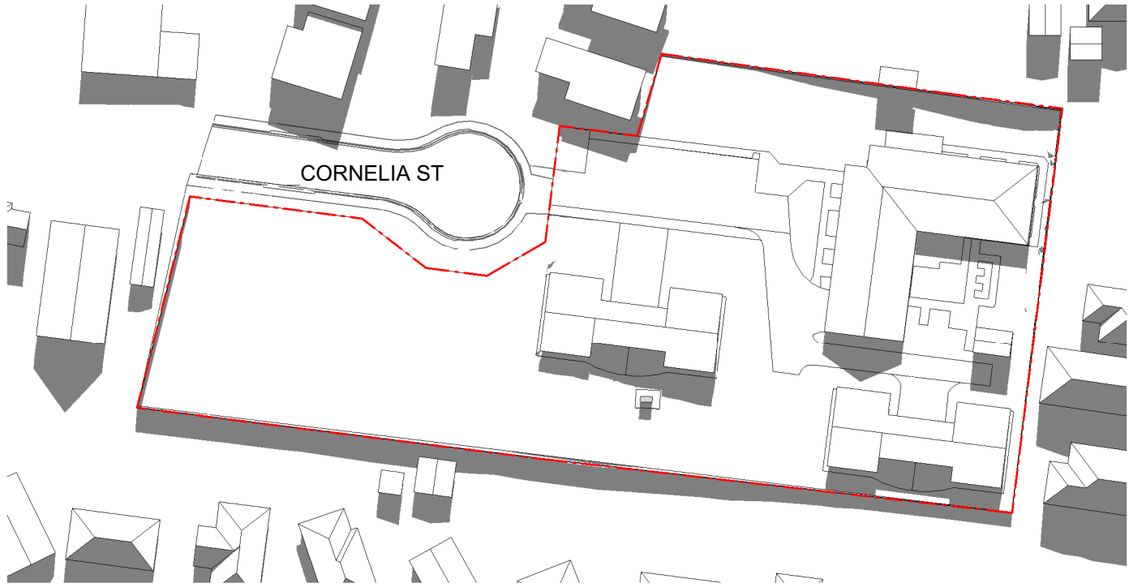
Contact:
Core Collective Architects Pty Ltd
Board of Architects Tasmania Registration Number **F52**
JASMAX NSW (Aust) Ltd
20-40 Meagher Street Chippendale NSW 2008 Australia

ISSUED **09/09/2025 - Rev A**
DRAWING: **Detail Elevations PLU-Lomandra, 14 Cornelia St, Ulverstone**
Development Application
SCALE @ A3 **1 : 200**
Project No. **224063**
DRG No. **DA-AR-LM-24**



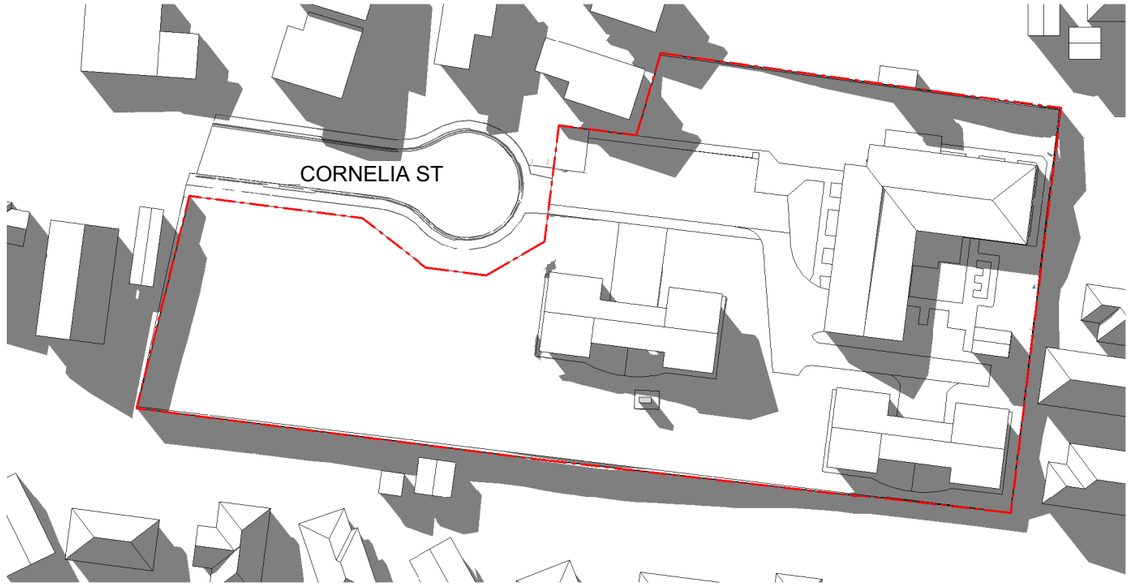
1 Site Plan

Shadow Diagrams - 9am June 21 Existing



2 Site Plan

Shadow Diagrams - 12pm June 21 Existing



3 Site Plan

Shadow Diagrams - 3pm June 21 Existing

CENTRAL COAST COUNCIL
LAND USE PLANNING

Received: 22/10/2025

Application No: DA2025214

Doc ID: 535667

MAIB - Supported Accommodation

JASMAX core collective architects

ISSUED **09/09/2025 - Rev A**

DRAWING: **Shadow Diagrams Existing-Lomandra, 14 Cornelia St**

Development Application

Project No. **224063**

SCALE @ A3 **1 : 1000**

DRG No. **DA-AR-LM-91**

Licensed Building Services Provider
Core Collective Architects - Ryan Strating
License Number **CC4652M**
Category/Class - Architect
Nominated Architect (NSW)
Chris Rogers - 7759

Contact:
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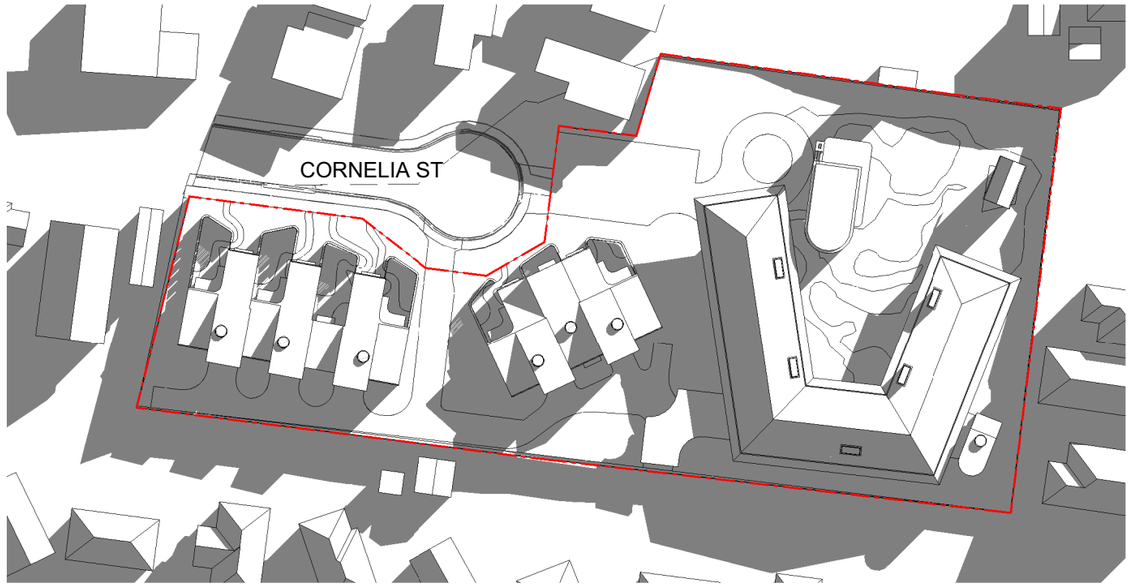
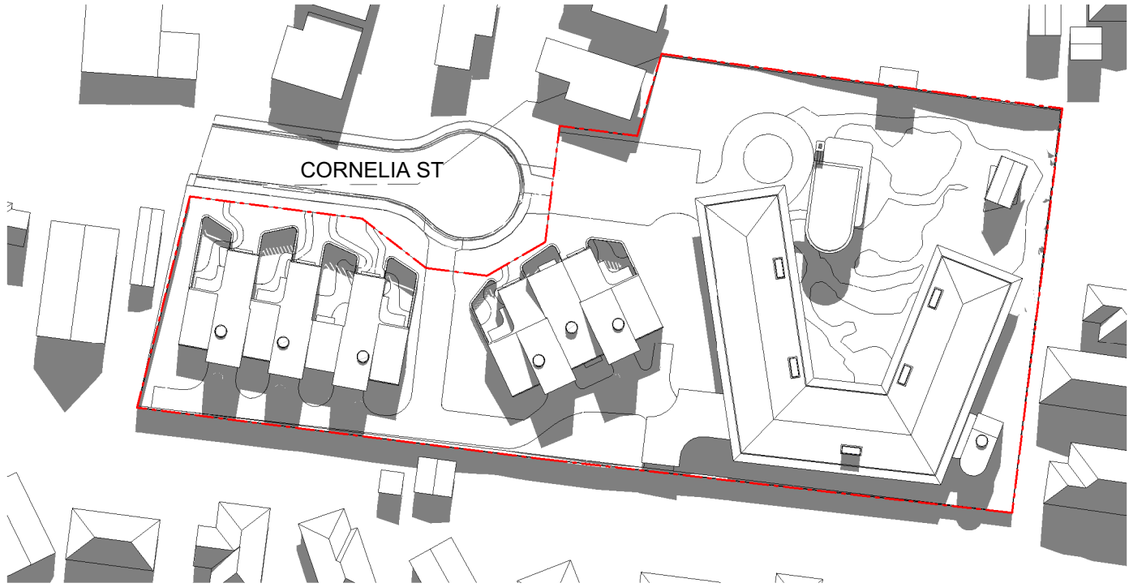
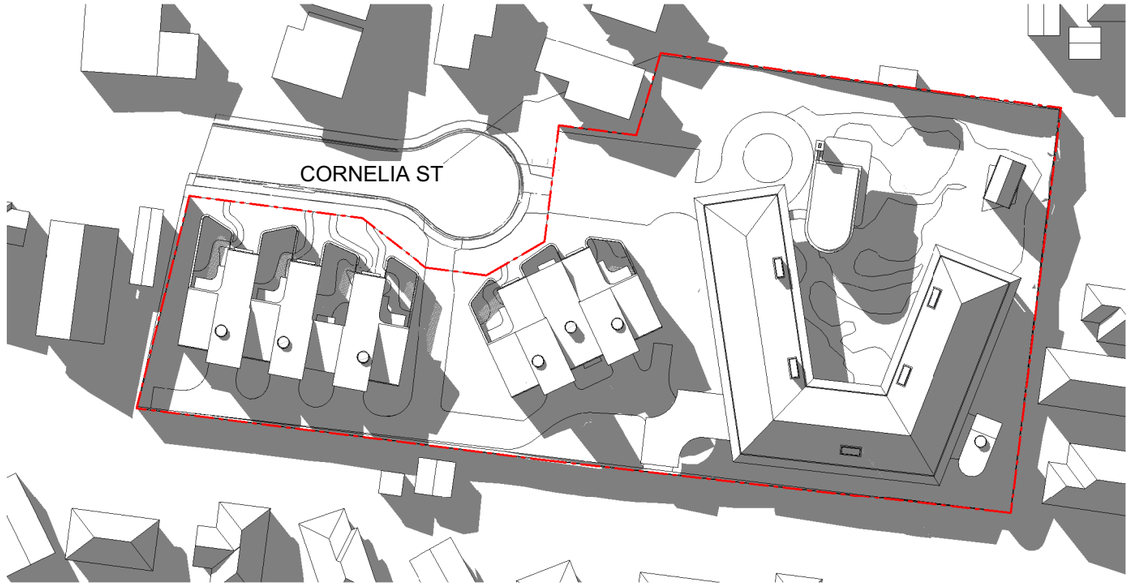
Board of Architects Tasmania Registration Number **F52**
JASMAX NSW (Aust) Ltd
20-40 Meagher Street Chippendale NSW 2008 Australia



1 | Site Plan
Shadow Diagrams - 9am June 21



2 | Site Plan
Shadow Diagrams - 12pm June 21



3 | Site Plan
Shadow Diagrams - 3pm June 21

CENTRAL COAST COUNCIL
LAND USE PLANNING
Received: 22/10/2025
Application No: DA2025214
Doc ID: 535667

MAIB - Supported Accommodation

JASMAX core collective architects

ISSUED **09/09/2025 - Rev A** DRAWING: **Shadow Diagrams Proposed-Lomandra, 14 Cornelia St** **Development Application** Project No. **224063**

SCALE @ A3 **1 : 1000** DRG No. **DA-AR-LM-92**

Licensed Building Services Provider
Core Collective Architects - Ryan Strating
License Number **CC4652M**
Category/Class - Architect
Nominated Architect (NSW)
Chris Rogers - 7759

Contact:
Core Collective Architects Pty Ltd
Board of Architects Tasmania Registration Number **F52**
JASMAX NSW (Aust) Ltd
20-40 Meagher Street Chippendale NSW 2008 Australia

Pitt & Sherry (Operations) Pty Ltd
ABN 67 140 184 309

Phone 1300 748 874
info@pittsh.com.au
pittsh.com.au

Located nationally —
Melbourne
Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport

21 October 2025

Kellie Keating
Land Use Planner
Central Coast Council
PO Box 220
ULVERSTONE TAS 7315

Dear Kellie

Re: DA2025214 – Residential (Redevelopment Of Existing Assisted Housing) - 14 Cornelia Street, Ulverstone

1. Background

I refer to Item 3 of the further clarification request regarding driveway and crossover widths.

> *Driveway and Crossover Widths*
>
> *The submitted plans indicate changes to both the crossover and driveway; however, the proposed dimensions do not comply with Council's standards.*
>
> *The existing crossover appears to be approximately 7.5 meters wide. Council permits either:*
>
> *One (1) driveway/crossover up to a maximum of 6.0 meters wide, or - Two (2) separate driveways/crossovers, each up to a maximum of 3.6 meters wide.*
>
> *One of the plans shows a 4.9-meter-wide driveway apron for the existing crossover to be constructed, but no dimensions are provided for the proposed new driveway.*
>
> *Revised plans to clearly show the width of all proposed driveways and crossovers. The design must comply with the above standards either a single 6.0m driveway (or existing) or two driveways not exceeding 3.6m each.*

The design plans have been revised showing two accesses, each at 4.5m wide, these plans are attached.

2. Planning Scheme and Suitability Assessment

The reasoning behind a single 6.0m driveway or two 3.6m driveways is understood to minimise crossover lengths.

There are two Planning Scheme clauses that are relevant to the driveways:

- C2.6.2 Design and layout of parking areas (points a.iii and b); and
- C2.6.3 Number of accesses for vehicles.

Each are assessed below.

C2.6.2 Design and Layout of Parking Areas

Objective:
That parking areas are designed and laid out to provide convenient, safe and efficient parking.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1.1 Parking, access ways, manoeuvring and circulation spaces must either: a) comply with the following: iii. have an access width not less than the requirements in Table C2.2;	**Complies with Acceptable Solution A1.1** The drive-way/ crossover to the PLU accesses 10 parking spaces. The drive-way/ crossover to the ILU's accesses 8 parking spaces. As per the planning scheme Table C2.2, accesses with 6 to 20 parking spaces served require an access width of not less than 4.5m for the first 7m from the road carriageway. This provision allows space for vehicles to pass at the access without requiring a vehicle to reverse if two vehicles meet. The ability for vehicles to safely pass each other at the driveway crossover is particularly important for this site, noting that residents have experienced road trauma. The access points have been designed at the allowed minimum to minimise the crossover width.
b) comply with *Australian Standard AS 2890-Parking facilities, Parts 1-6.*	**Complies with Acceptable Solution A1.1** Both accesses fall within the Australian Standard Category 1 driveway width. The Australian Standard allows a driveway width between 3.0 and 5.5m. The driveway widths of 4.5m are compliant.

C2.6.3 Number of Accesses for Vehicles	
Objective: That: a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses; b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and c) the number of accesses minimise impacts on the streetscape.	
Acceptable Solution/ Performance Criteria	**Comment**
Acceptable Solution A1 The number of accesses provided for each frontage must: a) be no more than 1; or b) no more than the existing number of accesses, whichever is the greater. **Performance Criteria P1** The number of accesses for each frontage must be minimised, having regard to: a) any loss of on-street parking; and b) pedestrian safety and amenity; c) traffic safety; d) residential amenity on adjoining land; and e) the impact on the streetscape.	**Satisfies Performance Criteria P1** Two accesses are being proposed as one access is utilised for the PLU and one for the ILUs. It is not possible to practically provide one access point to the site due to the layout and necessary size of buildings. Therefore, a single 3.6m access and 3.6m exit loop arrangement is not possible. As two accesses from Cornelia Street have been proposed for this development it cannot comply with Acceptable Solution A1. The performance criteria have therefore been addressed to provide commentary regarding the impact of the additional access, as follows: a) Both accesses are located off the cul-de-sac, in addition, there are currently two crossovers supplied for this lot, thus no existing parking along Cornelia Street is affected b) Traffic volumes utilising both accesses are expected to be low, with safe pedestrian sight distances at both points, meaning no adverse pedestrian safety impacts c) As both accesses are located off the cul-de-sac at the end of Cornelia Street and as Cornelia Street has low traffic volumes traffic safety will be maintained d) An additional access will not affect the residential amenity for neighbouring properties; and e) The site has a 80m frontage to Cornelia Street. The proposal for two 4.5m wide crossovers averages one crossover for every 40m of street frontage. This is consistent with size and frequency of existing crossovers in the streetscape. For example, the property at 3 Cornelia Street has two crossovers (both approximately 4.5m wide), at an average of one crossover for every 30m of street frontage. In addition, between 4 and 12 Cornelia Street, there are 5 crossover at an average of one crossover for every 20m of frontage. Therefore, the proposed number of crossovers is minimal considering the size of the site, and is compatible with the streetscape. Based on the above, providing two accesses would not be expected to result in any impact to parking, traffic or amenity.

3. Conclusion and Recommendation

For the site to operate efficiently and provide the necessary access to buildings, two separate access points are required.

Based on the number of parking spaces accessed from each driveway, to comply with the Planning Scheme, these driveways need to be a minimum of 4.5m wide. This allows space for vehicles to pass at the access without requiring a vehicle to reverse if two vehicles meet.

When considering the site, Planning Scheme and Australian Standard requirements, the provision of two 4.5m accesses is the most suitable arrangement, balancing crossover length with passing opportunities and Planning Scheme compliance.

Yours sincerely

Rebekah Ramm
Associate Roads and Traffic Engineer

Enc. Appendix A — Site Layout Plan

Site Layout Plan

Appendix A

pitt&sherry

LEGEND

- EXISTING TREES
- DEMOLISHED TREES
- SITE SERVICES
- PROPERTY LINES
- OUTLINE OF DEMOLISHED BUILDINGS
- PROPOSED EASEMENT
- MAIN DRIVEWAY
- SECONDARY DRIVEWAY
- FOOTPATH
- COVERED OUTDOOR AREA
- SITE LANDSCAPE

CODES

PLU	Primary Living Unit
ILU	Independent Living Unit
GR	Garden Room
P.XX	Parking Space
SK	Skylight

MAIB - Supported Accommodation

JASMAX core collective architects

ISSUED **09/10/2025 - Rev B**

Licensed Building Services Provider
Core Collective Architects - Ryan Strating
License Number **CC4652M**
Category/Class - Architect
Nominated Architect (NSW)
Chris Rogers - 7759

Contact:
Core Collective Architects Pty Ltd
Board of Architects Tasmania Registration Number **F52**
JASMAX NSW (Aust) Ltd
20-40 Meagher Street Chippendale NSW 2008 Australia

DRAWING: **Overall Floor Plan - Lomandra, 14 Cornelia Street, Ulverstone**

Development Application

SCALE @ A3 **1 : 500**

Project No. **224063**

DRG No. **DA-AR-LM-11**