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.: **DA2025241**

Location: **90 Trevor Street, Ulverstone (including works within 78 Trevor Street, Ulverstone and road reserve)**

Proposal: **Subdivision - 27 residential lots and a road - staged**

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 **10 February 2026**

Date of Notification: **24 January 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: 9/10/2025
Application No: DA2025241
Doc ID: 533630

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

Use or Development Site:

Site Address 90 TREVOR STREET, ULVERSTONE
(WORKS WITHIN 78 TREVOR STREET AND ROAD RESERVE)

Certificate of Title Reference 123031/2 (135575/2)

Land Area 2.916ha **Heritage Listed Property** **NO** ☑ **YES** ☐

Applicant(s)

First Name(s) **Surname(s)**

Company name (if applicable) REBECCA GREEN & ASSOCIATES P/L OBO 40:43 DEVELOPMENTS P/L **Contact No:** 0409 284422

Postal Address: PO Box 2108
LAUNCESTON TAS 7250

Email address: admin@rgassociates.com.au

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

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

First Name(s) Howard George Crispin
Selina Jan Crispin

Middle Names(s)

Surname(s) Noel Raymond Woodhouse
Karen Maree Woodhouse

Company name (if applicable)

Postal Address: 90 Trevor Street, Ulverstone
78 Trevor Street, Ulverstone

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 N/A - Subdivision

Use Class N/A
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).

27 Lot Subdivision and Road

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

$..... Estimate/ Actual Stage 1 - $208,000 Stage 2 - $935,000 Total - $1,143,000

Total floor area of the development ..... — .....m²

Declaration of Notice to Landowner

If land is NOT in the applicant's ownership

I Rebecca Green, 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 //Green Date 9 October 2025

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 27/10/25

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 Rebecca Green (Rebecca Green & Associates P/L) 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 R Green Date 9 October 2025

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

CENTRAL COAST COUNCIL

22 October 2025

I, Vicki Brereton, Chief Executive Officer of Central Coast Council, under Section 52 of the *Land Use Planning and Approvals Act 1993*, hereby give my written permission for the lodgement of a planning application for a Subdivision (27 Lots) at 90 Trevor Street, Ulverstone as detailed in Planning Application - DA202541 plans, and documentation received 9 October 2025.

.....

Vicki Brereton
CHIEF EXECUTIVE OFFICER

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

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

RESULT OF SEARCH

ASSISTANT RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
123031	2
EDITION	DATE OF ISSUE
6	02-Jan-2024

CENTRAL COAST COUNCIL
LAND USE PLANNING
Received: 9/10/2025
Application No: DA2025241
Doc ID: 533627

SEARCH DATE : 24-Sep-2025
SEARCH TIME : 11.01 AM

DESCRIPTION OF LAND

Town of ULVERSTONE
Lot 2 on Sealed Plan 123031
Derivation : Part of Lot 350, 630 acres Gtd to John Thompson, Frederick Maitland Innes & Adye Douglas.
Prior CT 114257/8

SCHEDULE 1

(C383074) E83735 HOWARD GEORGE CRISPIN and SELINA JAN CRISPIN Registered 06-Feb-2017 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP123031 EASEMENTS in Schedule of Easements
SP114257, SP123031 COVENANTS in Schedule of Easements
SP123031 FENCING PROVISION in Schedule of Easements
SP 114257 FENCING PROVISION in Schedule of Easements
C20041 AGREEMENT pursuant to Section 71 of the Land Use Planning and Approvals Act 1993 Registered 19-Jun-1997 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

EARLY ISSUE

OWNER Parkhite Developments Pty. Ltd.

FOLIO REFERENCE C.T. 114257-8

GRANTEE Part of Lot 350, 630 Acs John Thompson, Frederick Maitland Innes and Adye Douglas, pur.

PLAN OF SURVEY

BY SURVEYOR MR. M.J. WARD
LESTER, FRANKS & CO. PTY. LTD.

LOCATION
TOWN OF ULVERSTONE

SCALE 1: 2500 LENGTHS IN METRES

REGISTERED NUMBER
SP 123031

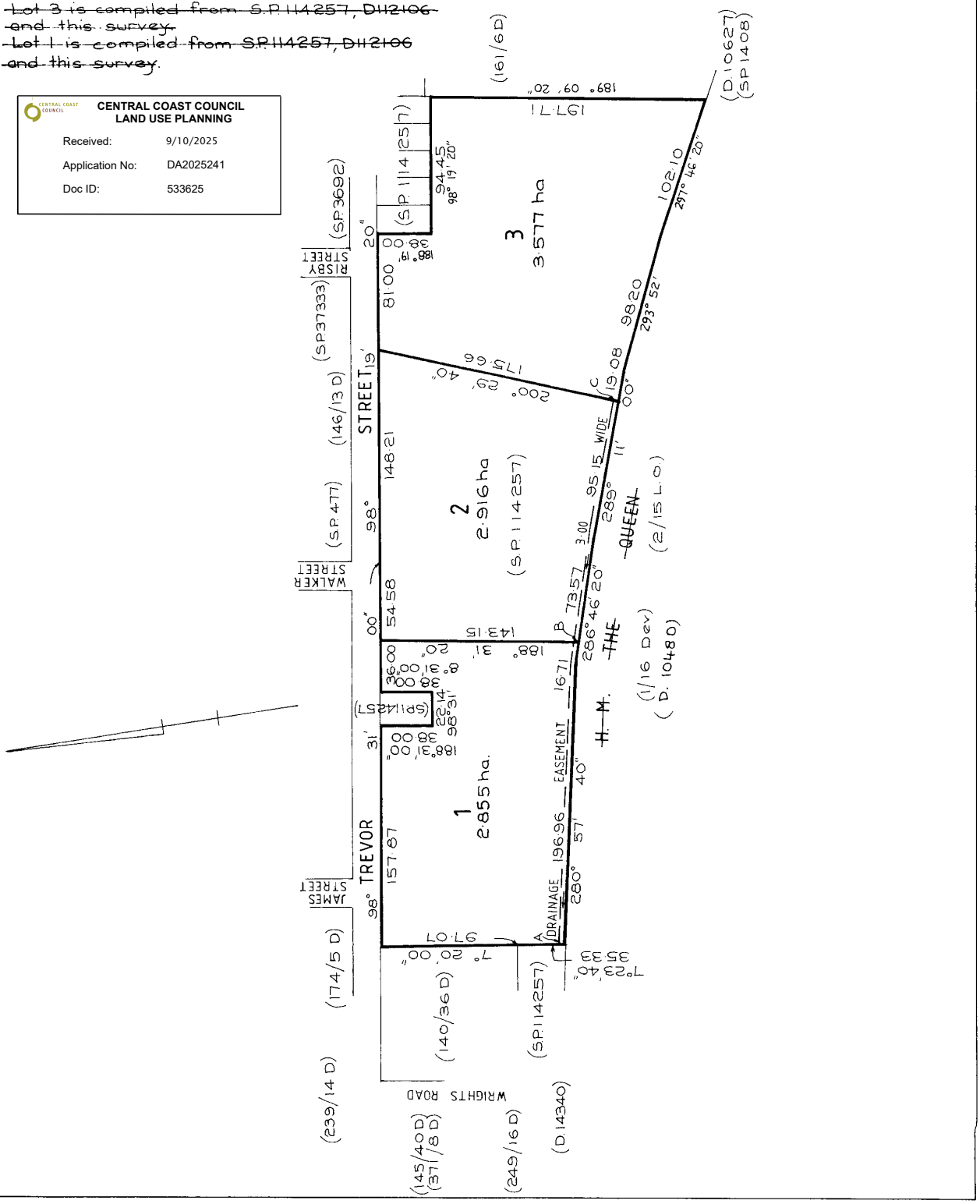
APPROVED
EFFECTIVE FROM - 7 MAR 1996

Recorder of Titles

MAPSHEET MUNICIPAL CODE No. 104	LAST UPI No. 6313015	LAST PLAN No. S.P 114257	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

~~Lot 3 is compiled from S.P.114257, D112106 and this survey.~~
~~Lot 1 is compiled from S.P.114257, D112106 and this survey.~~

CENTRAL COAST COUNCIL
LAND USE PLANNING
Received: 9/10/2025
Application No: DA2025241
Doc ID: 533625



A-148

RESULT OF SEARCH

ASSISTANT RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
135575	2
EDITION	DATE OF ISSUE
6	30-Nov-2007

CENTRAL COAST COUNCIL
LAND USE PLANNING
Received: 9/10/2025
Application No: DA2025241
Doc ID: 533628

SEARCH DATE : 24-Sep-2025
SEARCH TIME : 10.59 AM

DESCRIPTION OF LAND

Town of ULVERSTONE
Lot 2 on Sealed Plan 135575
Derivation : Part of Lot 350 (630 Acres) Gtd to John Thompson, Frederick Maitland Innes & Adye Douglas
Prior CT 127418/3 and 129471/0

SCHEDULE 1

C473706 TRANSFER to NOEL RAYMOND WOODHOUSE and KAREN MAREE WOODHOUSE Registered 09-Sep-2003 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 135575 SP 127418 SP 125519 SP 123031 SP 114257 COVENANTS in Schedule of Easements
SP 127418, SP 125519 FENCING COVENANT in Schedule of Easements
SP 114257, SP 123031 FENCING PROVISION in Schedule of Easements
C827906 MORTGAGE to Commonwealth Bank of Australia Registered 30-Nov-2007 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

OWNER: LEVENDALE LODGE ESTATES PTY LTD
THE OWNERS OF 2 LEVENDALE COURT ULVERSTONE

FOLIO REFERENCE: FR127418-3
FR129471-0

GRANTEE: PART OF LOT 350, 630A-0R-0P, JOHN THOMPSON, FREDERICK MAITLAND INNES AND ADYE DOUGLAS, PUR

PLAN OF SURVEY

BY SURVEYOR MR M.J. WARD
LESTER FRANKS & CO PTY LTD
LOCATION
TOWN OF ULVERSTONE

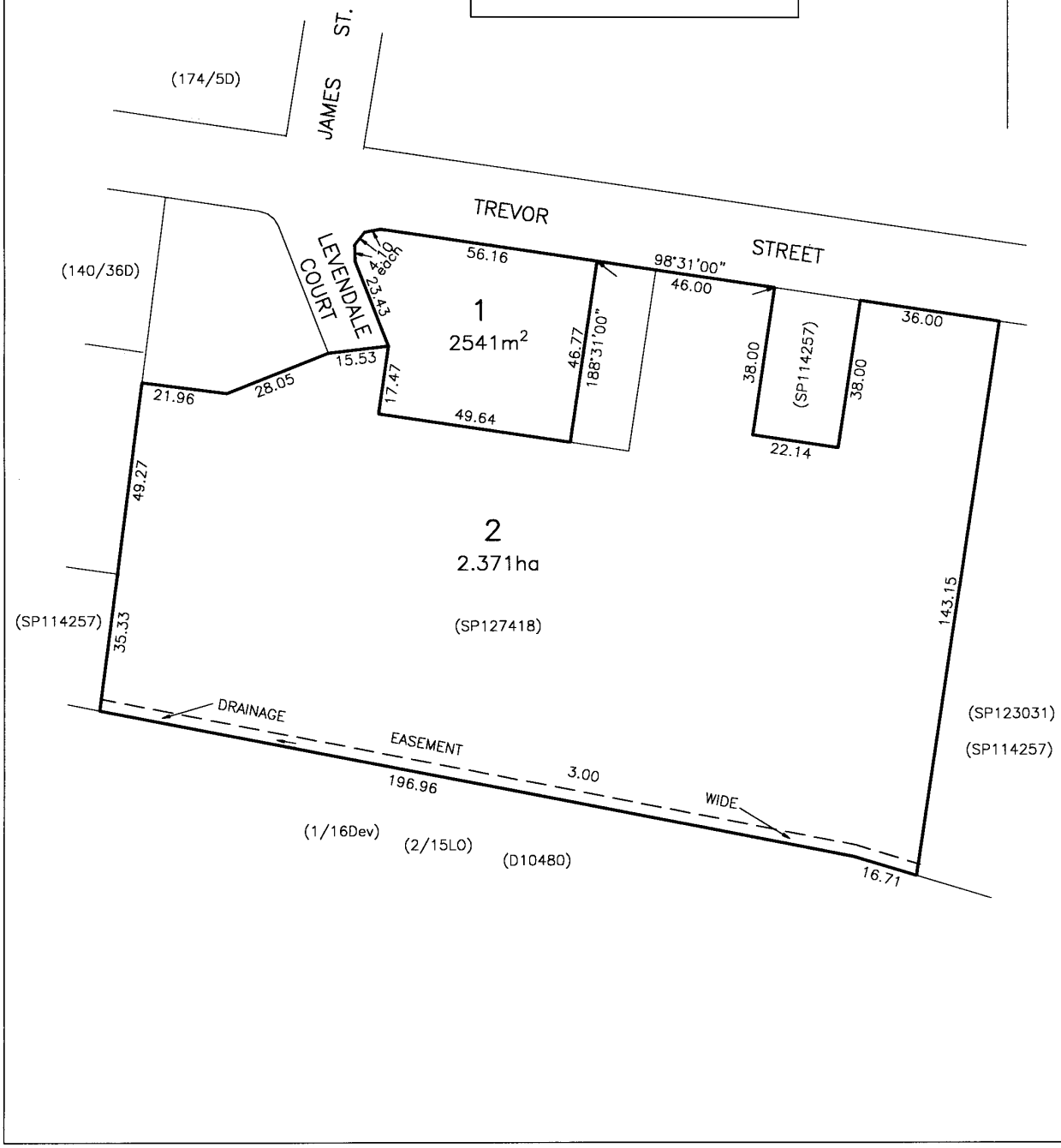
SCALE 1:1000 LENGTHS IN METRES

REGISTERED NUMBER
SP135575

APPROVED
EFFECTIVE FROM - 6 DEC 2001
Alice Kawa
Recorder of Titles

MAPSHEET MUNICIPAL CODE No.	LAST UPI No.	LAST PLAN No.	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN
104 (4244-43)	FKM89 FKM90	SP127418	

CENTRAL COAST COUNCIL
LAND USE PLANNING
Received: 9/10/2025
Application No: DA2025241
Doc ID: 533626



CENTRAL COAST COUNCIL
LAND USE PLANNING
Received: 9/10/2025
Application No: DA2025241
Doc ID: 533633

SCHEDULE OF EASEMENTS

NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.

Registered Number

SP 135575

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.

COVENANTS:

Lots `1 and 2 on the plan which together formerly comprised Lot 2 on Sealed Plan No. 125519 and Part of Lot 1 on Sealed Plan No. 125519 and Part of Lot 8 on Sealed Plan No. 114257 and being parts of Lots 2 and 3 on Sealed Plan No. 127418 are burdened by the restrictive covenants more fully set forth in Sealed Plan No. 114257 and Sealed Plan No. 127418.

There are no other easements, covenenants or profits a prendre created to benefit or burden any of the lots shown on the plan.

Signed by Tasmanian Trustees Limited as Mortgagee in Possession as Mortgagees under Mortgage C19903 covering Folios of the Register Vol. 129471 Folio 2 and Vol. 127418 Folio 3.

The Common Seal of Tasmanian Trustees Limited was hereunto affixed by authority of the Directors in the presence of

DIRECTOR

SECRETARY

COMMON SEAL
TASMANIAN TRUSTEES LIMITED
A.C.N. 009 475 629

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: Tasmanian Trustees Ltd	PLAN SEALED BY: Central Coast Council
FOLIO REF:	DATE: 24/09/2001
SOLICITOR & REFERENCE:	SUB2000.19 REF NO.
	Council Delegate

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

SCHEDULE OF EASEMENTS

NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.

REGISTERED NUMBER

SP 123031

EASEMENTS AND PROFITS

Each lot on the plan is together with:-
(1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
(2) any easements or profits a prendre described hereunder.
Each lot on the plan is subject to:-
(1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
(2) any easements or profits a prendre described hereunder.
The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

EASEMENTS

LOT 1 on the plan is subject to a right of drainage appurtenant to Lots 2 and 3 on the plan over the strip of land marked "DRAINAGE EASEMENT 3.00 WIDE AB" on the Plan.

LOT 2 on the plan is:-

(a) together with a right of drainage over the strip of land marked "DRAINAGE EASEMENT 3.00 WIDE AB" on the Plan;

(b) subject to a right of drainage appurtenant to Lot 3 on the Plan over the strip of land marked "DRAINAGE EASEMENT 3.00 WIDE BC" on the Plan;

LOT 3 on the plan is together with a right of drainage over the strip of land marked "DRAINAGE EASEMENT 3.00 WIDE ABC" on the Plan;

FENCING COVENANT

The owner of each lot on the plan covenants with PARKHITE DEVELOPMENTS PTY LTD ("the Vendor") that the Vendor shall not be required to fence.

COVENANTS See Next Page

No other easements, covenants or profits a prendre are created to benefit or burden any of the lots shown on the Plan.

SUBDIVIDER :	PARKHITE DEVELOPMENTS PTY LTD
FOLIO REF :	C/T 114257 / 8
SOLICITOR & REFERENCE :	LEVIS STACE & COOPER (LRW)

PLAN SEALED BY : Central Coast Council

DATE : 29 January 1996

SUB95616 REF No.

General Manager

NOTE: THE COUNCIL GENERAL MANAGER MUST SIGN THE CERTIFICATE FOR THE PURPOSE OF IDENTIFICATION.

SCHEDULE OF EASEMENTS

PAGE 2 OF 2 PAGES

Registered Number

SP 123031

DEFINITION

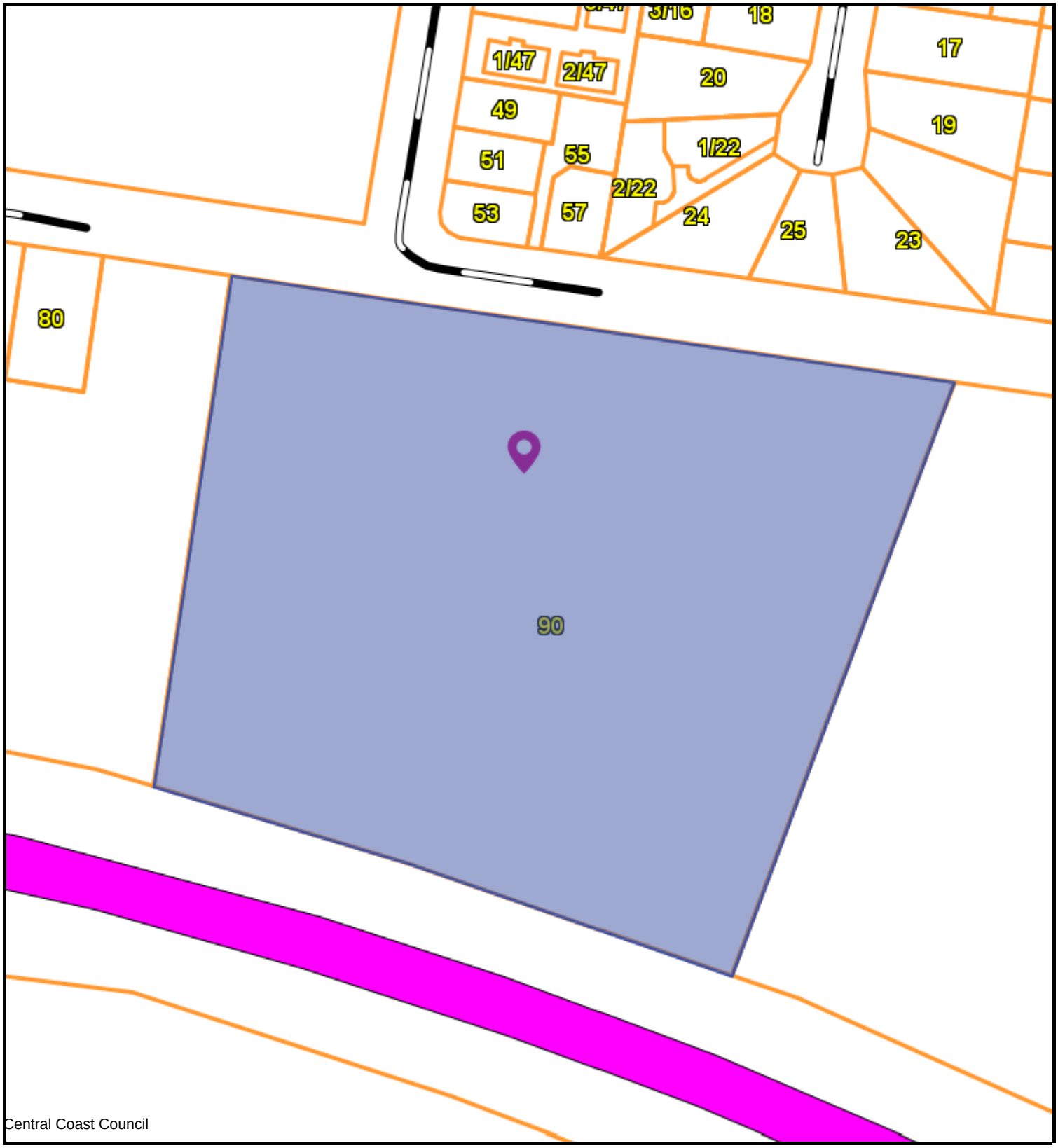
"Right of drainage" has the meaning expressed in Schedule 8 of the Conveyancing Law of Property Act 1884.

THE COMMON SEAL of PARKHITE DEVELOPMENTS PTY LTD the registered proprietor of the land comprised in Folio of the Register Volume 114257 Folio 8 in the presence of:-

Common Seal
PARKHITE DEVELOPMENTS PTY. LTD.
ACN 065 823 663

COVENANTS

Lots 1 to 3 on the plan which together formerly comprised Lot 8 on Sealed Plan No. 114257 are burdened by the restrictive covenants more fully set forth in Sealed Plan No. 114257.



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

22-Jan-2026

90 TREVOR STREET, ULVERSTONE (INCLUDING WORKS WITHIN 78 TREVOR STREET, ULVERSTONE AND ROAD RESERVE) DA2025241

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

Rebecca Green & Associates

Planning Submission

90 Trevor Street, Ulverstone

(Works within F.R. 135575/2)

40:43 Developments Pty Ltd

Rebecca Green & Associates

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Appendices

Appendix A: Certificates of Title
Appendix B: Plan of Subdivision & Services Plans
Appendix C: Bushfire Hazard Assessment Report
Appendix D: Traffic Impact Assessment
Appendix E: Noise Assessment Report

1. Executive Summary

1.1 Proposal Overview

This submission is prepared on behalf of 40:43 Developments Pty Ltd in support of a proposal for a 27 lot subdivision at 90 Trevor Street, Ulverstone, identified in F.R. 123031/2. One new road lot forms part of the proposal. An existing sewer main is to be upgraded and relocated within F.R. 135575/2. Written consent of the Central Coast Council General Manager is requested under separate cover for works proposed within the Trevor Street road reservation, including road pavement widening and two vehicular crossovers.

The owners of the subject land are Howard and Selina Crispin as well as Noel and Karen Woodhouse. This application is made with the knowledge of the owners.

This application is made under Section 57 of the *Land Use Planning and Approvals Act 1993*, which provides for the submission of an application for a discretionary planning permit. The proposal has been prepared in accordance with the provisions of the *Tasmanian Planning Scheme – Central Coast* and the objectives of the *Land Use Planning and Approvals Act 1993*.

The proposal is summarised as:

- Proposed Plan of Subdivision, and is illustrated in plans, provided at Appendix B.

1.2 Proposal Compliance Assessment

Element	Compliance requirement
Use	
Subdivision	In accordance with clause 6.2.6, subdivision does not need to be categorised into one of the Use Classes.
Development Standards	
8.6.1 Lot Design	P2, P3 and P4
8.6.2 Roads	P1
C2.6.1 Construction of parking areas	P1
C2.6.2 Design and layout of parking areas	P1
C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	P1
C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area	P1

2. Subject Land and Locality

2.1 Subject Land Description

The subject land is located at 90 Trevor Street, Ulverstone (F.R. 123031/2). The current registered owners of 90 Trevor Street are Howard George Crispin and Selina Jan Crispin. A contract of sale is current on this site for 40:43 Developments Pty Ltd to purchase this property. A sewer upgrade and relocation is proposed on land located at 78 Trevor Street, Ulverstone (F.R. 135575/2). The owners of 78 Trevor Street are Noel Raymond Woodhouse and Karen Maree Woodhouse.

A copy of the title documentation is provided in Appendix A. Figure 1, below, illustrates the location of the subject land.

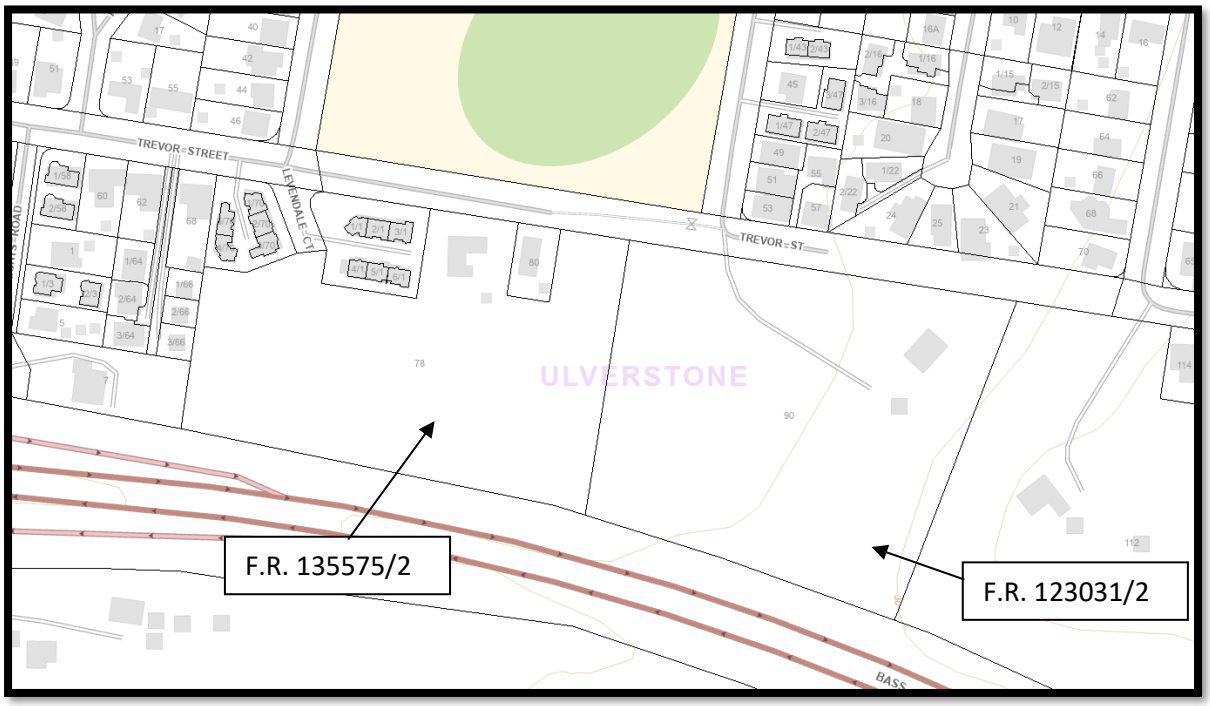

Figure 1 – Location of subject land. (Image courtesy of www.thelist.tas.gov.au)

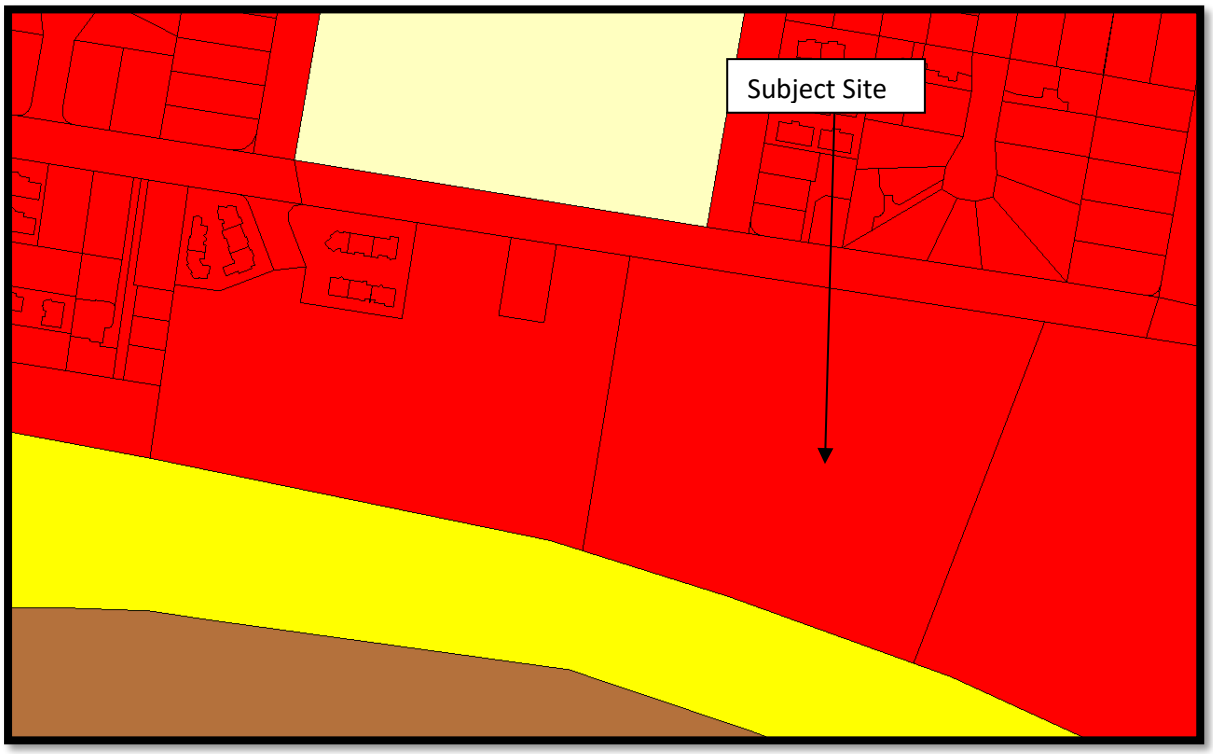

Figure 2 – Site zoning and surrounding zoning. (Image courtesy of www.thelist.tas.gov.au)

Red = General Residential, Yellow = Utilities, Cream: Community Purpose, Brown: Agriculture

90 Trevor Street comprises an area of 2.916ha, with the property containing an existing single dwelling and a number of associated outbuildings.

The subject site is located on the outskirts of Ulverstone, immediately adjacent to the Bass Highway. The site is surrounded by general residential zoned land to the north, east and west with Utilities zone to the south with Agriculture zoned land further to the south of the Bass Highway.

2.2 Access and Movement

A new road is proposed as part of this proposal extending south from Trevor Street, off Walker Street. Vehicle crossovers to each lot are proposed to either the new road or Trevor Street. The General Urban Speed Limit of 50km/hr applies in the vicinity of the development. Traffic generations for the proposed 27 lot subdivision is estimated at up to 252 vpd and 24 vph at peak times. The proposed new road is to have a sealed width of 8.9m from face to face of kerb and footpath on one site. The proposed road includes a Cul-De-Sac which will have a total minimum 12m outer radius, including roll over kerb with footpath to allow for emergency services vehicles in accordance with the Bushfire Hazard Assessment Report, contained at Appendix C to this submission. It is not proposed to provide a road connection between Walker Street and Udiminia Drive, as detailed in the Traffic Impact Assessment, contained at Appendix D to this submission, such connectivity would be counterproductive for residential amenity, encouraging unnecessary through traffic. Such a link would also involve considerable earthworks to negotiate the topography which has a grade of 20 to 25%.

2.3 Services

The subject site is located within the urban area of Ulverstone; it can be provided with reticulated water, sewerage, stormwater, power and communications supplies. Concept Services Plan attached at Appendix B to this submission, noting that all lots proposed can be serviced.

2.4 Heritage

The subject site is not identified to be of heritage significance.

2.5 Flora and Fauna

The site is located within the urban area of Ulverstone and does not support any remnant native vegetation and hence, any habitat of threatened species. A search of the Natural Values Atlas has revealed no recorded species on the subject site.

3. Proposal

3.1 Development Proposal

The proposal is to create 27 new residential lots from one existing lot, varying from 450m^2 to 5832m^2. The proposal is to be undertaken in two stages. Stage 1 will comprise Lots 24, 25, 26 and 27. Lots 24 and 25 will be provided with vehicular accesses to Trevor Street together with road pavement widening. Lots 26 and 27 will be provided with a right of carriageway 5.0m over the Balance with a 4.0m wide gravel driveway to provide for the existing dwelling to be subdivided as part of the contractual agreement pertaining to the sale of the subject site. A sewer main upgrade from a 100DN to 150DN together with relocation together with required easements will be undertaken within the adjacent property at 78 Trevor Street as part of this first stage.

Stage 2 will see the remainder of the lots being undertaken together with a new road, concluding with a cul-de-sac.

Attached at Appendix B to this submission is a proposed plan of subdivision, prepared by Civilvision Consulting.

4. Planning Assessment

4.1 Tasmanian Planning Scheme – Central Coast

The subject site is zoned General Residential within the Central Coast Local Provision Schedule of the Tasmanian Planning Scheme (SPP Version 14, effective 11 September 2025, LPS Version 5, effective 9 July 2025).

The entire site is mapped as being Bushfire Prone, with portions of the site mapped as within the Landslip Hazard Code – Low Landslip Hazard Band overlay.

The relevant Planning Scheme definition is:

subdivide	*means to divide the surface of a lot by creating estates or interests giving separate rights of occupation otherwise than by:* *(a) A lease of a building or of the land belonging to and contiguous to a building between the occupiers of that building;* *(b) A lease of airspace around or above a building;* *(c) A lease of a term not exceeding 10 years or for a term not capable of exceeding 10 years;* *(d) The creation of a lot on a strata scheme or a staged development scheme under the Strata Titles Act 1998; or*

	(e) An order adhering existing parcels of land.

In accordance with clause 6.2.6 development which is for subdivision does not need to be categorised into one of the Use Classes.

8.0 General Residential Zone **8.1 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 the residential character.
Comment Complies with the Zone Purpose

8.6 Development Standards for Subdivision **8.6.1 Lot Design**	
Objective: That each lot: (a) Has an area and dimensions appropriate for use and development in the zone; (b) Is provided with appropriate access to a road; (c) Contains areas which are suitable for development appropriate to the zone purpose, located to avoid natural hazards; and (d) Is orientated to provide solar access for future dwellings.	
Acceptable Solutions	**Performance Criteria**
A1 Each lot, or lot proposed in a plan of subdivision, must: (a) Have an area of not less than 450m^2 and: (i) be able to contain a minimum area of 10m x 15m, with a gradient not steeper than 1 in 5, clear of: a. all setbacks required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; and b. easements or other title restrictions that limit or restrict development; and (ii) existing buildings are consistent with the setback required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2;	**P1** Each lot, or lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to: (a) The relevant requirements for development of buildings on the lots; (b) The intended location of buildings on the lots; (c) The topography of the site; (d) The presence of any natural hazards; (e) Adequate provision of private open space; and (f) The pattern of development existing on established properties in the area.

(b) Be required for public use by the Crown, a Council or a State Authority; (c) Be required for the provision of Utilities; or (d) Be for the consolidation of a lot with another lot provided each lot is within the same zone.	
Comment Complies with the Acceptable Solution A1 (a) for all lots. Lots 1-27 proposed will each have an area of at least 450m^2 and shall be able to contain a minimum area of 15m x 20m clear of all setbacks required by Clause 8.4.2 A1 and A2 and easements. The existing sheds on proposed Lot 27 will each be at least 1.5m from a side boundary.	
A2 Each lot, or lot proposed in a plan of subdivision, excluding public open space, a riparian or littoral reserve or Utilities, must have a frontage not less than 12m.	**P2** Each lot, or lot proposed in a plan of subdivision, excluding public open space, a riparian or littoral reserve or Utilities, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for its intended use, having regard to: (a) The width of frontage proposed, if any; (b) The number of other lots which have the land subject to the right of carriageway as their sole or principal means of access; (c) The topography of the site; (d) The functionality and useability of the frontage; (e) The ability to manoeuvre vehicles of the site; and (f) The pattern of development existing on established properties in the area, and is not less than 3.6m wide.
Comment All proposed lots comply with the Acceptable Solutions, whereby proposed lots have a frontage of at least 12m to with an existing road or a new road, except for Lots 6, 7, 8, 13, 14, 15, 16, 19, 26, 27, which rely on assessment against the performance criteria. Lots 13-16 will each be provided with a frontage to the end of the cul-de-sac head of the new proposed road. Lots 6, 7 and 8 will each be provided with a frontage to the outer curve of the new road, whilst Lot 19 is an internal lot with a frontage at least 4.0m, and Lot 27 also an internal lot with a frontage of at least 5.0m. Lot 26 is not provided with a frontage, although it is provided with a boundary to the unmade section of Trevor Street, this lot will have a right of carriageway over the access strip of Lot 27 to the new road. The proposed frontages to these lots are sufficient in width for the intended residential use of each lot. One right of carriageway is proposed for the final second stage, whilst a right of carriageway is proposed for Lots 26 and 27 over the balance for the first stage of the subdivision., The lot sizes allow for vehicles to adequately manoeuvre on site for the type of vehicle anticipated to access the lots. The pattern of development proposed is consistent with that already occurring in the surrounding area, particularly internal lots at 39A Walker Street, 2A View Street, 64 Trevor Street,	

66 Trevor Street and 7 Jernej Way. The proposal is considered to be consistent with the performance criteria.	
A3 Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.	**P3** Each lot, or a lot proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to: (a) The topography of the site; (b) The distance between the lot or building area and the carriageway; (c) The nature of the road and the traffic; (d) The anticipated nature of vehicles likely to access the site; and (e) The ability for emergency services to access the site.
Comment Complies with the Acceptable Solutions and can be appropriately conditioned upon any approval to ensure construction is to Council standards for all lots except for Lot 26. Lot 26 relies on the performance criteria as a right of carriageway is proposed over Lot 27 access strip to the new road. Lot 26 does front the unmade section of Trevor Street; however access will be via the arrangement proposed. Lot 26 is provided with reasonable vehicular access to a boundary of a lot taking into consideration the distance of the carriageway. A minimum 5.0m right of carriageway is proposed, which is sufficient for the low number of vehicular movements anticipated for the two residential lots accessing the vehicular access pathway. The arrangement also allows for vehicles to manoeuvre and enter and exit the road in a forward nature as well as providing for the ability for emergency services to access the site. Stage 1 will see a similar arrangement for both Lots 26 and 27, to allow for the sale of the subject site, with minimal infrastructure works in this first stage to allow a viable option of development to proceed. The proposal is considered to be consistent with the performance criteria.	
A4 Any lot in a subdivision with a new road, must have the long axis of the lot between 30 degrees west of true north and 30 degrees east of true north.	**P4** Subdivision must provide for solar orientation of lots adequate to provide solar access for future dwellings, having regard to: (a) The size, shape and orientation of the lots; (b) The topography of the site; (c) The extent of overshadowing from adjoining properties; (d) Any development on the site; (e) The location or roads and access to lots; and (f) The existing pattern of subdivision in the area.
Comment Acceptable solution met for Lots 9-16, Lots 18-19 and Lots 25-27. Lots 1-8, Lot 17 and Lots 20-24 are predominantly orientated with an east-west long axis however due to the size of the proposed lots and orientation, each lot is capable of provision of solar access for future dwellings with the ability for passive solar design at the design phase for each vacant lot,	

with the long axis of these lots east-west, the ability for northern orientated windows is maximised. The proposal is considered to be consistent with the performance criteria.

8.6.2 Roads

Objective:
That the arrangement of new roads within a subdivision provides for:

(a) Safe, convenient and efficient connections to assist accessibility and mobility of the community;
(b) The adequate accommodation of vehicular, pedestrian, cycling and public transport traffic; and
(c) The efficient ultimate subdivision of the entirety of the land and of surrounding land/

Acceptable Solutions	Performance Criteria
A1 The subdivision includes no new roads.	**P1** The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety and convenient for vehicles, pedestrians and cyclists, having regard to: (a) Any road network plan adopted by the council; (b) The existing and proposed road hierarchy; (c) The need for connecting roads and pedestrian and cycling paths, to common boundaries with adjoining land, to facilitate future subdivision potential; (d) Maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks; (e) Minimising the travel distance between key destinations such as shops and services and public transport routes; (f) Access to public transport; (g) The efficient and safe movement of pedestrians, cyclists and public transport; (h) The need to provide bicycle infrastructure on new arterial and collector roads in accordance with the *Guide to Road Design Part 6A: Paths for Walking and Cycling 2016*; (i) The topography of the site; and (j) The future subdivision potential of any balance lots on adjoining or adjacent land.

Comment

One new road is proposed; the proposal will rely on the performance criteria. The proposed new road is to have a sealed width of 8.9m from face to face of kerb and footpath on one site. The proposed road includes a Cul-De-Sac which will have a total minimum 12m outer radius, including roll over kerb with footpath to allow for emergency services vehicles in accordance with the

Bushfire Hazard Assessment Report, contained at Appendix C to this submission. It is not proposed to provide a road connection between Walker Street and Udiminia Drive, as detailed in the Traffic Impact Assessment, contained at Appendix D to this submission, such connectivity would be counterproductive for residential amenity, encouraging unnecessary through traffic. Such a link would also involve considerable earthworks to negotiate the topography which has a grade of 20 to 25%. The arrangement and construction of the road within the subdivision provides an appropriate level of access, connectivity, safety and convenient for vehicles, pedestrians and cyclists based on advice from a suitably qualified person. The proposal is considered to be consistent with the performance criteria.

8.6.3 Services	
Objective: That the subdivision of land provides services for the future use and development of the land.	
Acceptable Solutions	**Performance Criteria**
A1 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a full water supply service.	**P1** A lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a limited water supply service, having regard to: (a) Flow rates; (b) The quality of potable water; (c) Any existing or proposed infrastructure to provide the water service and its location; (d) The topography of the site; and (e) Any advice from a regulated entity.
Comment Complies. Each of the proposed lots will have a connection to a full water supply service.	
A2 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.	**P2** No Performance Criterion.
Comment Complies. Each of the proposed lots will have a connection to a reticulated sewerage system.	
A3 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.	**P3** Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an on-site stormwater management system adequate for the future use and development of the land, having regard to: (a) The size of the lot; (b) Topography of the site; (c) Soil conditions; (d) Any existing buildings on the site;

	(e) Any area of the site covered by impervious surfaces; and (f) Any watercourse on the land.
Comment Complies. Each of the proposed lots will have a connection to a public stormwater system.	

4.2 Other Planning Considerations

CODES		
C1.0	Signs Code	N/A
C2.0	Parking and Sustainable Transport Code	Complies – See code assessment below
C3.0	Road and Railway Assets Code	Complies – See code assessment below
C4.0	Electricity Transmission Infrastructure Protection Code	N/A
C5.0	Telecommunications Code	N/A
C6.0	Local Historic Heritage Code	N/A
C7.0	Natural Assets Code	N/A
C8.0	Scenic Protection Code	N/A
C9.0	Attenuation Code	N/A
C10.0	Coastal Erosion Hazard Code	N/A
C11.0	Coastal Inundation Hazard Code	N/A
C12.0	Flood-Prone Areas Hazard Code	N/A
C13.0	Bushfire-Prone Areas Code	Complies – See code assessment below
C14.0	Potentially Contaminated Land Code	N/A
C15.0	Landslip Hazard Code	Complies – See code assessment below
C16.0	Safeguarding of Airports Code	N/A

C2.0 Parking and Sustainable Transport Code **C2.1 Code Purpose**
The purpose of the Parking and Sustainable Transport Code is:

C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development.
C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.
C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.
C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.
C2.1.5 To ensure that parking spaces and accesses meet appropriate standards.
C2.1.6 To provide for parking precincts and pedestrian priority streets.

Comment
The proposal complies with the Code Purpose.

C2.5 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 Solutions	Performance Criteria
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	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. P1.2 The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:

	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.	(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.

Comment

Whilst future use of each of the proposed lots is unknown at this point in time, each lot will have sufficient area to provide for on-site car parking for the anticipated residential use on each lot.

For example, in accordance with Table C2.1 a proposed Residential use (single dwelling) requires two parking spaces for a dwelling comprising at least 2 bedrooms. Lot areas proposed are sufficient and future use and carparking requirements will be considered at a later stage. Lot 27 site area accommodates parking associated with the existing residential use on this site. At least two car parking spaces exist as shown below:

C2.5.2 Bicycle parking numbers	
Objective: That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.	
Acceptable Solutions	**Performance Criteria**
A1 Bicycle parking spaces must: (a) be provided on the site or within 50m of the site; and (b) be no less than the number specified in Table C2.1.	P1 Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to: (a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and

	(b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.
Comment Not applicable.	

C2.5.3 Motorcycle parking numbers	
Objective: That the appropriate level of motorcycle parking is provided to meet the needs of the use.	
Acceptable Solutions	**Performance Criteria**
A1 The number of on-site motorcycle parking spaces for all uses must: (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.	P1 Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to: (a) the nature of the proposed use and development; (b) the topography of the site; (c) the location of existing buildings on the site; (d) any constraints imposed by existing development; and (e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.
Comment Not applicable.	

C2.5.4 Loading Bays	
Objective: That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.	
Acceptable Solutions	**Performance Criteria**
A1 A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.	P1 Adequate space for loading and unloading of vehicles must be provided, having regard to: (a) the type of vehicles associated with the use; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the location of the site; (e) the nature of traffic in the surrounding area; (f) the area and dimensions of the site; and (g) the topography of the site; (h) the location of existing buildings on the site; and (i) any constraints imposed by existing development.
Comment Not applicable.	

C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone

Not applicable.

C2.6 Development Standards for Buildings and Works **C2.6.1 Construction of parking areas**	
Objective: That parking areas are constructed to an appropriate standard.	
Acceptable Solutions	**Performance Criteria**
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.
Comment The proposed access for the existing dwelling associated with Lot 27 will be concrete sealed and drained for the portion of the access strip to the body of the title. The remainder of the access and car parking spaces will be compacted gravel surfaced, which is existing and have been for many years. The concrete access strip combined with the existing gravel manoeuvring and parking areas will ensure that all parking, access ways, manoeuvring and circulation spaces are readily identifiable and constructed so that they are useable in all weather conditions. With the implementation of the concreted access strip, the likelihood of transportation of sediment or debris from the site as well as the likelihood of dust generation is mitigated. The proposal is considered to be consistent with the performance criteria.	

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 Solutions	**Performance Criteria**
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;	P1 All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to: (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area;

(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.[1] [1] Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016.	(i) the proposed means of parking delineation; and (j) 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.

Comment

The proposed new access for the existing dwelling associated with Lot 27 will have a sealed access width of 4.0m compliant with the requirements for property access for fire appliance purposes in accordance with the Bushfire Hazard Assessment Report, no passing bays are provided. Car parking spaces for Lot 27 are compliant with the requirements of Table C2.3. Access is provided within Lot 27 as existing, which enables vehicles to enter and exit the site in a forward movement. The access strip is relatively flat and straight providing for sufficient visual lines and with the limited length of the access strip it is not warranted to have a passing bay as per Table C2.2. The use of Lot 27 is a single dwelling with minimal traffic movements. The proposed access strip is an improvement of the current driveway to the dwelling on Lot 27, as it will be provided in accordance with the requirements of the Bushfire Hazard Assessment Report. The proposal is considered to be consistent with the performance criteria.

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 Solutions	**Performance Criteria**
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.	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.
Comment Complies with the provisions of A1 (a) and (b).	
A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.	P2 Within the Central Business Zone or in a pedestrian priority street, any new accesses must: (a) not have an adverse impact on: (i) pedestrian safety and amenity; or (ii) traffic safety; and (b) be compatible with the streetscape.
Comment Not applicable.	

C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone
Not applicable.

C2.6.5 Pedestrian access
Not applicable.

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.

C2.7 Parking Precinct Plan
Not applicable.

C3.0 Road and Railway Assets Code **C3.1 Code Purpose**
The purpose of the Road and Railway Assets Code is:

C3.1.1 To protect the safety and efficiency of the road and railway networks; and C3.1.2 To reduce conflicts between sensitive uses and major roads and the rail network.
Comment The proposal complies with the Code Purpose.

C3.5 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 Solutions	**Performance Criteria**
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.	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 advice received from the rail or road authority.
Comment Clauses A1.1, and A1.3 and A1.5 do not apply. A1.2 is currently not satisfied as written consent from the Central Coast Council has not been issued. A Traffic Impact Assessment, contained at Appendix D to this submission has been prepared to assist Council in assessing the proposal.	

A1.4 is not satisfied from Table C3.1 as proposal involves up to 252vpd.

A Traffic Impact Assessment, prepared by Traffic & Civil Services accompanies this application as Appendix D demonstrating compliance with the performance criteria.

The assessment has determined that there are no traffic safety or capacity issues due to the proposal.

C3.6 Development Standards for Buildings or Works
C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area

Objective: To minimise the effects of noise, vibration, light and air emissions on sensitive uses within a road or railway attenuation area, from existing and future major roads and the rail network.

Acceptable Solutions	Performance Criteria
A1 Unless within a building area on a sealed plan approved under this planning scheme, habitable buildings for a sensitive use within a road or railway attenuation area, must be: (a) within a row of existing habitable buildings for sensitive uses and no closer to the existing or future major road or rail network than the adjoining habitable building; (b) an extension which extends no closer to the existing or future major road or rail network than: (i) the existing habitable building; or (ii) an adjoining habitable building for a sensitive use; or (c) located or designed so that external noise levels are not more than the level in Table C3.2 measured in accordance with Part D of the Noise Measurement Procedures Manual, 2nd edition, July 2008.	P1 Habitable buildings for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise adverse effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to: (a) the topography of the site; (b) the proposed setback; (c) any buffers created by natural or other features; (d) the location of existing or proposed buildings on the site; (e) the frequency of use of the rail network; (f) the speed limit and traffic volume of the road; (g) any noise, vibration, light and air emissions from the rail network or road; (h) the nature of the road; (i) the nature of the development; (j) the need for the development; (k) any traffic impact assessment; (l) any mitigating measures proposed; (m) any recommendations from a suitably qualified person for mitigation of noise; and (n) any advice received from the rail or road authority.

Comment
Not applicable.

C3.7 Development Standards for Subdivision
C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area

Objective: To minimise the effects of noise, vibration, light and air emissions on lots for sensitive uses within a road or railway attenuation area, from existing and future major roads and the rail network.	
Acceptable Solutions	**Performance Criteria**
A1 A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.	P1 A lot, or a lot proposed in a plan of subdivision, intended for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise the effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to: (a) the topography of the site; (b) any buffers created by natural or other features; (c) the location of existing or proposed buildings on the site; (d) the frequency of use of the rail network; (e) the speed limit and traffic volume of the road; (f) any noise, vibration, light and air emissions from the rail network or road; (g) the nature of the road; (h) the nature of the intended uses; (i) the layout of the subdivision; (j) the need for the subdivision; (k) any traffic impact assessment; (l) any mitigating measures proposed; (m) any recommendations from a suitably qualified person for mitigation of noise; and (n) any advice received from the rail or road authority.
Comment Habitable buildings (future) for sensitive uses are proposed/anticipated within the General Residential zone and within 50 of the Bass Highway reservation (the road attenuation area). The road noise level may be >63 dB. The proposed dwelling sites for Lots 7 to 14 are beyond 25m of the Bass Highway. The Bass Highway has a natural buffer in the form of Poplars and other trees. A Traffic Impact Assessment, prepared by Traffic & Civil Services accompanies this application at Appendix D demonstrating compliance with the performance criteria. A Noise Assessment Report, prepared by es&d accompanies this application as Appendix E further demonstrating compliance with the performance criteria. A solid wooden lapped and capped fencing with 50mm boards with no gaps and a height of at least 2.4m is required along the southern boundary of the lot. It is reasonable of the Permit Authority that this fence be required by way of conditions at Stage 2 of the proposed subdivision.	

C13.0 Bushfire-Prone Areas Code **C13.1 Code Purpose**
The purpose of the Bushfire-Prone Areas Code is:

C13.1.1 To ensure that use and development is appropriately designed, located, serviced, and constructed, to reduce the risk to human life and property, and the cost to the community, caused by bushfires.
Comment Complies with the Code Purpose

C13.6 Development Standards for Subdivision **C13.6.1 Provision of hazard management areas**	
Objective: That subdivision provides for hazard management areas that: (a) Facilitate an integrated approach between subdivision and subsequent building on a lot; (b) Provide for sufficient separation of building areas from bushfire-prone vegetation to reduce the radiant heat levels, direct flame attack and ember attack at the building area; and (c) Provide protection for lots at any stage of a staged subdivision.	
Acceptable Solutions	**Performance Criteria**
A1 (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of hazard management areas as part of a subdivision; or (b) The proposed plan of subdivision: (i) shows all lots that are within or partly within a bushfire-prone area, including those developed at each stage of a staged subdivision; (ii) shows the building area for each lot; (iii) Shows hazard management areas between bushfire-prone vegetation and each building area that have dimensions equal to, or greater than, the separation distances required for BAL 19 in Table 2.6 of *Australian Standard AS3959:2018 Construction of buildings in bushfire-prone Areas*; and (c) If hazard management areas are to be located on land external to the proposed subdivision the application is accompanied by the written consent of the owner of that land to	**P1** A proposed plan of subdivision shows adequate hazard management areas in relation to the building areas shown on lots within a bushfire-prone area, having regard to: (a) The dimensions of hazard management areas; (b) A bushfire risk assessment of each lot at any stage of staged subdivision; (c) The nature of the bushfire-prone vegetation including the type, fuel load, structure and flammability; (d) The topography, including site slope; (e) Any other potential forms of fuel or ignition sources; (f) Separation distances from the bushfire-prone vegetation not unreasonably restricting subsequent development; (g) An instrument that will facilitate management of fuels located on land external to the subdivision; and (h) Any advice from the TFS.

enter into an agreement under section 71 of the Act that will be registered on the title of the neighbouring property providing for the affected land to be management in accordance with the bushfire hazard management plan.	

Comment

Complies with A1 (b). A Bushfire Hazard Assessment Report & Bushfire Hazard Management Plan prepared by Rebecca Green BFP-116 accompanies this application at Appendix C demonstrating compliance with the acceptable solution.

C13.6.2 Public and fire fighting access

Objective: That access roads to, and the layout of roads, tracks and trails, in a subdivision:

(a) Allow safe access and egress for residents, fire fighters and emergency service personnel;
(b) Provide access to the bushfire-prone vegetation that enables both property to be defended when under bushfire attack, and for hazard management works to be undertaken;
(c) Are designed and constructed to allow for fire appliances to be manoeuvred;
(d) Provide access to water supplies for fire appliances; and
(e) Are designed to allow connectivity, and where needed, offering multiple evacuation points.

Acceptable Solutions	**Performance Criteria**
A1 (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant specific measures for public access in the subdivision for the purposes of fire fighting; or (b) A proposed plan of subdivision showing the layout of roads, fire trails and the location of property access to building areas, is included in a bushfire management plan that: (i) Demonstrates proposed roads will comply with Table C13.1, proposed property accesses will comply with Table C13.2 and proposed fire trails will comply with Table C13.3 and (ii) is certified by the TFS or an accredited person.	**P1** A proposed plan of subdivision shows access and egress for residents, fire-fighting vehicles and emergency service personnel to enable protection from bushfires, having regard to: (a) Appropriate design measures, including: (i) two way traffic; (ii) all weather surfaces; (iii) height and width of any vegetation clearances; (i) Load capacity; (ii) Provision of passing bays; (iii) Traffic control devices; (iv) Geometry, alignment and slope of roads, tracks and trails; (v) Use of through roads to provide for connectivity; (vi) Limits on the length of cul-de-sacs and dead-end roads; (vii) Provision of turning areas; (viii) Provision for parking areas; (ix) Perimeter access; and

	(x) Fire trails; and (b) The provision of access to: (i) bushfire-prone vegetation to permit the undertaking of hazard management works; and (ii) fire fighting water supplies; and (c) Any advice from the TFS.
Comment Complies with A1 (b). A Bushfire Hazard Assessment Report & Bushfire Hazard Management Plan prepared by Rebecca Green BFP-116 accompanies this application at Appendix C demonstrating compliance with the acceptable solution.	

C13.6.3 Provision of water supply for fire fighting purposes	
Objective: That an adequate, accessible and reliable water supply for the purposes of fire fighting can be demonstrated at the subdivision stage to allow for the protection of life and property associated with the subsequent use and development of bushfire-prone areas.	
Acceptable Solutions	**Performance Criteria**
A1 In areas serviced with reticulated water by the water corporation: (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of a water supply for fire fighting purposes; (b) A proposed plan of subdivision showing the layout of fire hydrants, and building areas, is included in a bushfire hazard management plan approved by the TFS or accredited person as being compliant with Table C13.4; or (c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.	**P1** No Performance Criterion.
Comment	

Complies with A1 (b). A Bushfire Hazard Assessment Report & Bushfire Hazard Management Plan prepared by Rebecca Green BFP-116 accompanies this application at Appendix C demonstrating compliance with the acceptable solution.	
A2 In areas that are not serviced by reticulated water by the water corporation: (a) The TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant provision of a water supply for fire fighting purposes; (b) The TFS or an accredited person certifies that a proposed plan of subdivision demonstrates that a static water supply, dedicated to fire fighting, will be provided and located compliant with Table C13.5; or (c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.	**P2** No Performance Criterion.
Comment Complies with A1 (b) for Lot 27 (and Lot 26 is developed prior to completion of Stage 2). A Bushfire Hazard Assessment Report & Bushfire Hazard Management Plan prepared by Rebecca Green BFP-116 accompanies this application at Appendix C demonstrating compliance with the acceptable solution.	

C15.0 Landslip Hazard Code **C15.1 Code Purpose**
The purpose of the Landslip Hazard Code is: C15.1.1 To ensure that a tolerable risk can be achieved and maintained for the type, scale and intensity and intended life of use or development on land within the landslip hazard area.
Comment Complies with the Code Purpose

In accordance with C15.4.1 (d)(i)(a.) development, including subdivision, on land within a low landslip hazard band is exempt from this Code, if it does not involve significant works in the mapped area. As detailed in the image below, no works at all are proposed within the Low Landslip Hazard Area. A

hose lay is shown only within the overlay, this is purely to demonstrate that the building area on Lot 15 is within 120m hose lay of a proposed fire hydrant.

SPECIAL PROVISIONS	
7.1 Changes to an Existing Non-conforming Use	N/a
7.2 Development for Existing Discretionary Uses	N/a
7.3 Adjustment of a Boundary	N/A
7.4 Demolition	N/a
7.4 Change of Use of a Place listed on the Tasmanian Heritage Register or a Local Heritage Place	N/a
7.5 Change of Use	N/a
7.6 Access and Provision of Infrastructure Across Land in Another Zone	N/a

7.7 Buildings Projecting onto Land in a Different Zone	N/a
7.8 Port and Shipping in Proclaimed Wharf Areas	N/a
7.9 Demolition	N/a
7.10 Development Not Required to be Categorised into a Use Class	N/a
7.11 Use or Development Seaward of the Municipal District	N/a
7.12 Sheds on Vacant Sites	N/a
7.13 Temporary Housing	N/a
7.14 Container Refund Points	N/a

4.3 State Policies

4.3.1 State Coastal Policy 1996

The *State Coastal Policy 1996* came into operation on 10 October 1996. This policy applies to the coastal zone, which includes all State waters and land within 1km from the High-Water Mark.

The site is not located within 1km of the coast and the State Coastal Policy therefore does not apply to the land.

4.3.2 State Policy on Water Quality Management 1997

This Policy applies to all surface waters, including coastal waters, and ground waters, other than:

i. Privately owned waters that are not accessible to the public and are not connected to, or flow directly into, waters that are accessible to the public; or
ii. Waters in any tank, pipe or cistern.

The purpose of the Policy is to achieve the sustainable management of Tasmania's surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development in accordance with the objectives of Tasmania's Resource Management and Planning System (Schedule 1 of the *State Policies and Projects Act 1993*).

The objectives of this Policy are to:

1. *Focus water quality management on the achievement of water quality objectives which will maintain or enhance water quality and further the objectives of Tasmania's Resource Management and Planning System;*

2. *Ensure that diffuse source and point source pollution does not prejudice the achievement of water quality objectives and that pollutants discharged to waterways are reduced as far as is reasonable and practical by the use of best practice environmental management;*
3. *Ensure that efficient and effective water quality monitoring programs are carried out and that the responsibility for monitoring is shared by those who use and benefit from the resource, including polluters, who should bear an appropriate share of the costs arising from their activities, water resource managers and the community;*
4. *Facilitate and promote integrated catchment management through the achievement of objectives (1) to (3) above; and*
5. *Apply the precautionary principle to Part 4 of this Policy.*

Proposal Response

The proposal involves collection and discharge of stormwater via Council's stormwater collection network including extensions proposed. The objectives of this Policy will therefore be managed in this urban environment.

The proposal is consistent with the policy.

4.3.3 State Policy on Protection of Agricultural Land 2009

The *State Policy on the Protection of Agricultural Land 2009* came into operation on 3 September 2009. The Policy applies to all agricultural land in Tasmania.

The Agricultural Land Policy defines 'Agricultural land' as:

> *Means all land that is in agricultural use or has the potential for agricultural use, that has not need zoned or developed for another use or would not be unduly restricted for agricultural use by its size, shape and proximity to adjoining non-agricultural uses.*

The subject site is within the urban area of Ulverstone and therefore is not considered to have any agricultural value.

4.4 Land Use Planning and Approvals Act 1993

The *Land Use Planning and Approvals Act 1993* provides objectives for all development considered under this Act. The proposal has been considered against the objectives of this Act. The proposal has been prepared to be consistent with the provisions of the *Tasmanian Planning Scheme – Central Coast*. The proposal is therefore considered to be consistent with the objectives of the Act.

4.5 National Environment Protection Measures

A series of National Environment Protection Measures (NEPMs) have been established by the National Environment Protection Council. These measures are:

- Ambient air quality;
- National pollutant inventory;
- Movement of controlled waste;
- Use packaging materials;
- Assessment of site contamination; and
- Diesel vehicle emissions.

Proposal Response

It is considered that the NEPMs are not relevant to the proposed development.

5. Conclusion

The approval sought is for a 27 lot subdivision at 90 Trevor Street, Ulverstone, identified in F.R. 123031/2. One new road lot forms part of the proposal. An existing sewer main is to be upgraded and relocated within F.R. 135575/2, and is illustrated in a plan of subdivision, provided at Appendix B.

The proposal complies with the development standards prescribed by the Scheme and can be approved under the *Tasmanian Planning Scheme – Central Coast*. This application is therefore made due to the development standards pursuant to Section 57 of the *Land Use Planning and Approvals Act 1993.*

The proposal is consistent with the relevant State and local policies, Planning Scheme objectives and considerations and objectives of the *Land Use Planning and Approvals Act 1993.* It is therefore recommended that the proposal be considered for planning approval.

Author	Version	Date
Rebecca Green	2	21 November 2025

Appendix A: Certificates of Title

Appendix B: Plan of Subdivision & Services Plans

Appendix C: Bushfire Hazard Assessment Report

Appendix D: Traffic Impact Assessment

Appendix E: Noise Assessment Report

Noise Assessment Report

90 Trevor Street ULVERSTONE

For: 4043 Developments

Project No: 9857

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Project Summary

Municipality	Central Coast
Location	90 Trevor Street Ulverstone
Client	4043 Developments
Date of Assessment	14 August 2025

Figure 1 – Site Aerial

1 Background

Environmental Services and Design Pty Ltd have been engaged by 4043 Developments to conduct a noise survey of the property at 90 Trevor Stret Ulverstone to satisfy the requirements of Code C3 of the Tasmanian Planning Scheme – Central Coast and make recommendations, if necessary, for noise attenuation measures for a proposed residential subdivision.

Assessment of the traffic noise is required under the Tasmanian Planning Scheme – Central Coast Code C3 – Road and Railways Assets Code. Code C3 clause C3.6.1 A1 (c) Table C2 requires an $L_{10\ (18hr)}$ of no more than 63dB(A).

The southern boundary of the proposed subdivision is adjacent to and 15m from the east bound lanes of the Bass Highway. The alignment of the highway is approximately 2m above the level of the subject lot.

The author has been involved in environmental and occupational noise measurement and control since 1996 and is suitably qualified to conduct noise measurements and recommend noise control measures. Summary of experience is as follows:

a. 1996 – 2001 – Noise measurement and control of occupational and environmental noise for Royal Australian Air Force equipment, aircraft, workshops, office areas and base surveys. Including assisting Australian Acoustics Laboratory with on-site noise surveys,
b. 2004 and 2007 – Noise measurement and control for Australian and foreign Defence forces in the Middle East,
c. 2001 – 2015 – Local Government Environmental Health Officer addressing environmental noise issues under EMPCA for Burnie, Circular Head and Devonport Councils,
d. 2015 -2025 – Environmental noise surveys and control measure recommendations for clients throughout the North and North-West of Tasmania.

2 Site Assessment

Three consecutive 1 hour measurements were conducted on 13 August 2025 between 10.19 am and 1.21pm. The measurements were attended and traffic volumes recorded.

All measurements were carried out in accordance with the Tasmanian EPA Noise Measurements Procedures Manual. Measurements were taken 10m from the southern boundary to simulate the minimum setback of sensitive uses to also comply with a bushfire hazard management area for bushfire rating (BAL) of 19. Figure 2 shows the measurement location with reference to proposed southern lots.

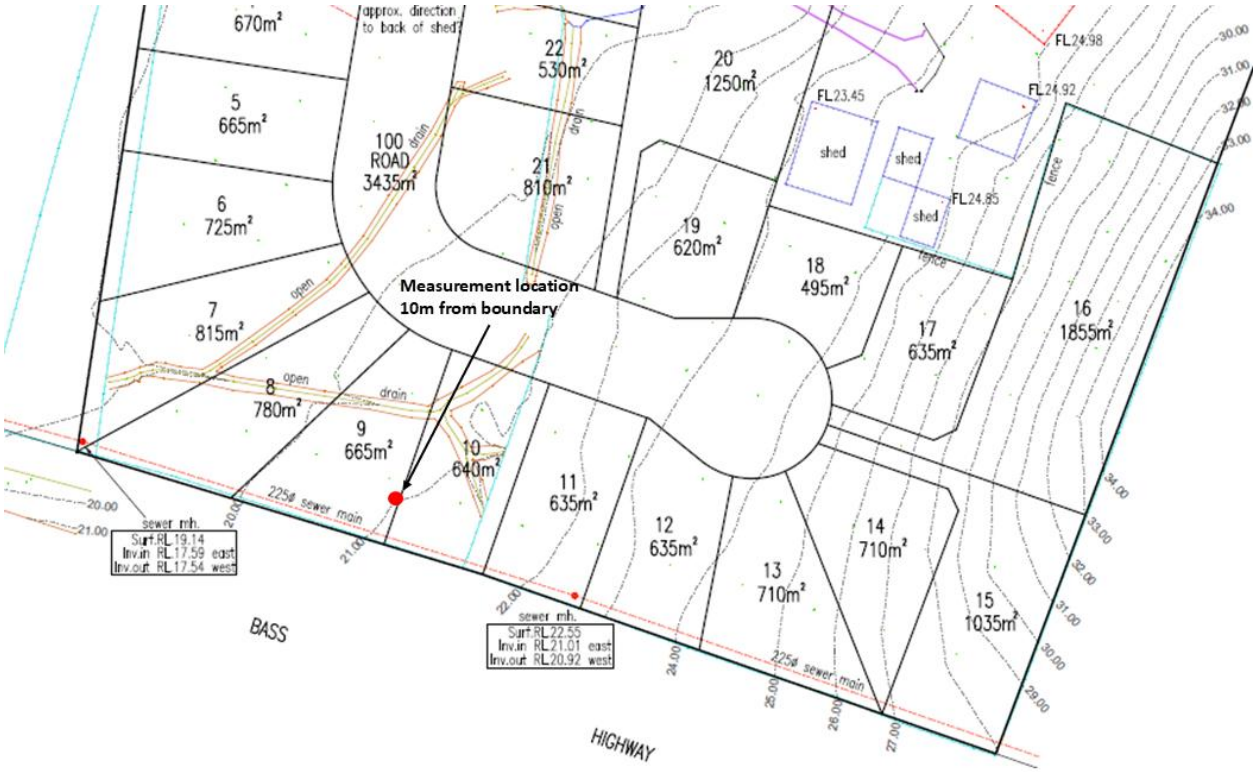

Figure 2 – Measurement location

2.1 Noise

Noise measurements were recorded at the location shown in figure 2 – 10m north of the southern boundary.

Code C3 of the Tasmanian Planning Scheme – Central Coast does not set limits for, nor does it require measurement of background noise levels. Therefore, background noise measurements were not taken as there is no limit to compare results to.

The measurement location was chosen based on initial site observations and proximity to the Bass Highway.

2.2 Observations

The lot is relatively flat from the sample point to the west and has an upslope to the east and northeast.

There is a vegetation screen between the property boundary and the Bass Highway with a width of approximately 15m. The density of the vegetation does not create a noise reduction barrier between the highway and the sensitive use. Although, the vegetation should be retained as a visual screen.

2.3 Traffic Routes

The Bass Highway is 4 lanes. Two heading east and two heading west. The speed limit at the section of the highway where measurements were taken is 110KPH. There is an incline heading west to east with a corresponding decline east to west. The road surface was dry with only occasional audible deceleration of large trucks heading west.

The majority of traffic with potential to affect the proposed sensitive uses is during the daytime and evening between 7am and 7pm. Traffic flow over the 3 hour measurement period averaged 873 vehicles per hour (trucks, vans, cars and motorcycles).

2.4 Sound Level Meter

All measurements were taken with a Type 1 Rion NL32 sound level meter with an annual calibration conducted 10 March 2025. Pre and post measurement field calibrations were conducted with a Rion acoustic calibrator model NC-74 last calibrated 10 March 2025. There was a 0.1dB(A) deviation in the pre and post calibration measurement readings which is insignificant.

2.5 Conditions

Conditions for the sound level measurements were as follows:

- 13 August 2025 10.19am to 1.21pm,
- Clear with minimal cloud cover,
- Wind – calm,
- Sound level meter mounted on tripod at 1.2m above ground level,
- Free field - no walls or reflective surfaces within 10m,
- Measurements taken in accordance with the EPA Tasmania Noise Measurements Procedures Manual 2008.

2.6 Field Measurements - Noise

Noise measurements were taken 10m from the southern boundary to simulate the location of sensitive premises. Prior to conducting the sound level measurements, it was noted that:

- noise from the highway traffic was the dominant noise source,
- there was minimal intrusive noise from other sources,
- there were no tonal or impulse characteristics to the noise source.

In accordance with section 18 of the noise assessment procedures manual 3 consecutive 1hr L_{10} measurements were taken between 10.19 am to 1.21pm.

The shortened measurement procedure, as described in section 18.9 of the noise measurement procedures manual was used to calculate the $L_{10(18hr)}$. Record of the noise measurements is shown in Table 1 below.

As the measurements were taken in free-field conditions, section 18.3 of the noise measurement procedures manual requires an 'absence-of-façade' adjustment of +2.5 dB(A) to be made to each measurement.

Table 1 – Noise Measurement Data

Measurement dB(A)	1	2	3
Time	10.19 – 11.19am	11.20am – 12.20pm	12.21 – 1.21pm
L_{10}	65.3	65.2	64.8
Absence of facade	+2.5	+2.5	+2.5
Total	67.8	67.7	67.3

Calculation of $L_{10(18hr)}$ = Mean of the $L_{10(3hr)}$ measurements – 1dB(A).

Mean of the 3 L_{10} measurements is 67.6 (202.8/3) – including s18.3 adjustment of each measurement

$L_{10(18hr)}$ = $L_{10(3hr)}$ 67.6dB(A) – 1dB(A) = 66.6dB(A)

3 Discussion

Table C3.2 of Tasmanian Planning Scheme – Central Coast requires an $L_{(10\ 18hr)}$ of no more than 63dB(A) for road traffic noise.

The calculated $L_{10(18hr)}$ for the subject subdivision 10m from the southern boundary is 66.6dB(A). This exceeds the limit by 3.6dB(A).

It should be noted that the distance from the boundary was not an arbitrary figure but is based on the minimum hazard management area required for bushfire protection. As dwellings cannot be less than 10m from the southern boundary this will be the distance of any sensitive premises from the boundary.

Using the inverse square law for sound the noise reduction by distance from the source can be calculated.

The measurements were taken at a total distance of 25m from the noise source (Bass Highway). The predicted $L_{10(18hr)}$ for a distance of 50m from the source for each measurement is:

- Measurement period 1 – 65.3dB(A) @ 25m reduced to 59.28dB(A) @50m,
- Measurement period 2 – 65.2dB(A) @25m reduced to 59.18dB(A) @ 50m, and
- Measurement period 3 – 64.8dB(A) @ 25m reduced to 58.78dB(A) @ 50m.

This results in an $L_{10(18hr)}$ of 59.28dB(A) + 2.5dB(A) absence of façade adjustment = 61.78dB(A) – 1dB(A) = 60.78 dB(A) at 50m.

Based on the sound attenuation over a 50m distance from the southern boundary not all lots of the proposal would be impacted by the exceedance over 63dB(A). The lots identified as being impacted by exceedance are those within 50m of the highway being specifically lots 8 to 15.

Noise mitigation measures are required to reduce the traffic noise levels to lots 8 to 15 to comply with the requirements of Code C3.

The ground level of the proposed lots is approximately 2m lower than the Bass Highway. To reduce the outdoor traffic noise levels a barrier along the southern boundary and the roadway will be required. There are a number of options for a barrier:

- Wooden fencing with 50mm thick lapped and capped boards with no gaps and a height of at least 2.4m,
- Sound attenuation barrier with a height of at least 2.4m,
- Double skin colorbond fence and a height of 2.4m.

A solid wooden lapped and capped fence with 50mm thick boards without gaps has the potential to reduce noise levels by between 5-10dBA. Acoustic fencing has the potential to reduce the noise levels by in excess of 20dBA. A double skin colorbond fence has the potential to reduce noise levels by 25dB(A).

To comply with the Code LA_{10}(18hour) limit of 63dB(A) for lots 8 to 15 an overall reduction of 3.6dB(A) is required. Although the exceedance is relatively low an attenuation barrier will be required to address fluctuations and increases in traffic flow on the highway.

Reducing the outdoor noise levels by between 5-10dB(A) with a wooden fence, as noted above, will meet the Code limit of less than 63dB(A).

The use of standard double-glazed windows for energy efficiency and with a minimum Rw value of 15dB(A) and standard insulation will also reduce the indoor noise levels.

4 Conclusion

Noise levels in the area are dominated by the traffic along the Bass Highway with inclines and declines in both directions.

Location of a sensitive use within close proximity to the Bass Highway can be achieved by reducing the impact of the traffic noise of the outdoor environment to below the level required by Code C3 – Road and Railway Assets Code. This in turn reduces the potential indoor noise levels.

5 Recommendations

To reduce potential environmental impacts created by the traffic noise from the Bass Highway and to comply with Code C3 the following recommendation is made:

- Solid wooden lapped and capped fencing with 50mm boards with no gaps and a height of at least 2.4m is required along the southern boundary of the lot.

Bruce Harpley
Senior Environmental Consultant

Rebecca Green & Associates

Bushfire Hazard Assessment Report &

Bushfire Hazard Management Plan

90 Trevor Street, Ulverstone

Prepared for (Client)

40:43 Developments Pty Ltd

sam@4043.com.au

Assessed & Prepared by

Rebecca Green

Senior Planning Consultant & Accredited Bushfire Hazard Assessor

Rebecca Green & Associates

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Version 1

26 September 2025

Job No: RGA-B2839

Executive Summary

The proposed development at 90 Trevor Street, Ulverstone, is subject to bushfire threat. A bushfire attack under extreme fire weather conditions is likely to subject buildings at this site to considerable radiant heat, ember attack along with wind and smoke.

The site requires bushfire protection measures to protect the buildings and people that may be on site during a bushfire.

These measures include provision of hazard management areas in close proximity to the buildings, implementation of safe egress routes, establishment of a water supply and construction of buildings as described in AS 3959-2018 Construction of Buildings in Bushfire Prone Areas.

Rebecca Green & Associates

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Schedule 1 – Bushfire Report

1.0 Introduction

The Bushfire Attack Level (BAL) Report and Bushfire Hazard Management Plan (BHMP) has been prepared for submission with a Planning Permit Application under the *Land Use Planning and Approvals Act 1993; Bushfire-Prone Areas Code* and/or a Building Permit Application under the *Building Act 2016 & Regulations 2016*.

The Bushfire Attack Level (BAL) is established taking into account the type and density of vegetation within 100 metres of the proposed building site and the slope of the land; using the simplified method in AS 3959-2018 Construction of Buildings in Bushfire Prone Areas; and includes:

- The type and density of vegetation on the site,
- Relationship of that vegetation to the slope and topography of the land,
- Orientation and predominant fire risk,
- Other features attributing to bushfire risk.

On completion of assessment, a Bushfire Attack Level (BAL) is established which has a direct reference to the construction methods and techniques to be undertaken on the buildings and for the preparation of a Bushfire Hazard Management Plan (BHMP).

1.1 Scope

This report was commissioned to identify the Bushfire Attack Level for the existing property. ALL comment, advice and fire suppression measures are in relation to compliance with *Bushfire-Prone Areas Code* of the Tasmanian Planning Scheme – Central Coast, the National Construction Code and Australian Standards, *AS 3959-2018, Construction of buildings in bushfire-prone areas*.

1.2 Limitations

The inspection has been undertaken and report provided on the understanding that:-

1. The report only deals with the potential bushfire risk, all other statutory assessments are outside the scope of this report.
2. The report only identifies the size, volume and status of vegetation at the time the site inspection was undertaken and cannot be relied upon for any future development.
3. Impacts of future development and vegetation growth have not been considered.

No action or reliance is to be placed on this report; other than for which it was commissioned.

1.3 Proposal

The proposal is for the development of a subdivision, Lots 1-27. The proposed subdivision is to be undertaken in two stages, stage 1 will comprise Lots 24, 25, 26 and 27. Stage 2 will comprise Lots 1-23 and road. The owner of each individual residential lot, as well as the balance is responsible to ensure that land is maintained as Low Threat (whole of each residential lot together with a 50m wide

portion of the balance to the west and 14m wide portion to the south and east, as detailed in the Hazard Management plan) at time of Council seal of final plan and into perpetuity.

Access to Lots 24 and 25 will be to an existing Council maintained road (Trevor Street). Stage 1 access to Lots 26 and 27 will be via a right of carriageway over Balance to Trevor Street. Stage 2 will provide Lots 1-23 and Lot 27 with direct frontage to a new Council maintained road. Lot 26 will retain right of carriageway over Lot 27 access strip to the new Council maintained road.

Lot 27 will be provided with a static water supply at Stage 1, prior to Council seal of final plan for this Stage. Should Lot 26 be developed for habitable building(s) prior to Stage 2 infrastructure works being completed including installation of hydrants, a static water supply will be required at the time of construction of habitable building(s) on this lot. New water mains and hydrants (Stage 2) will be installed as part of the subdivision, ensuring that a building area on each residential lot (except for Lot 27) can be adequately protected via a reticulated water supply.

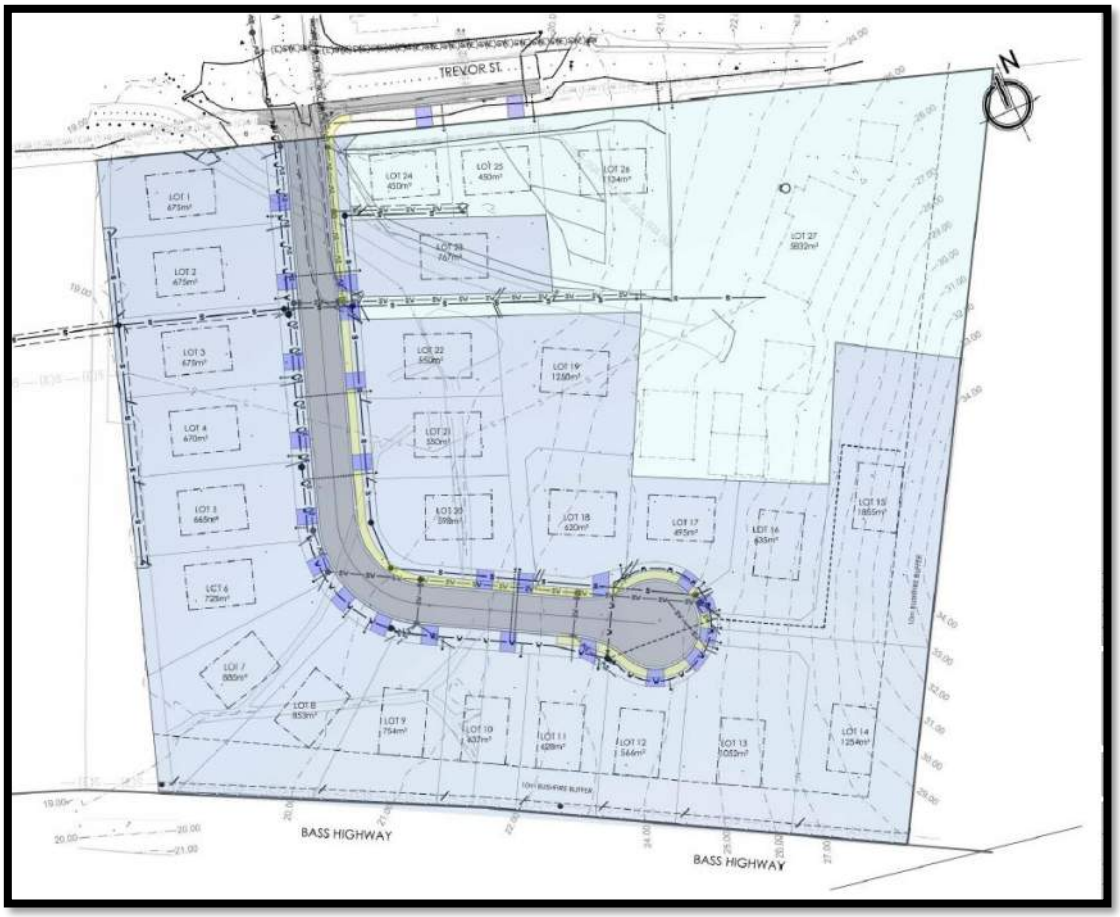


Figure 1: Subdivision Plan

2.0 Site Description for Proposal (Bushfire Context)

2.1 Locality Plan

Figure 2: Location Plan of 90 Trevor Street, Ulverstone

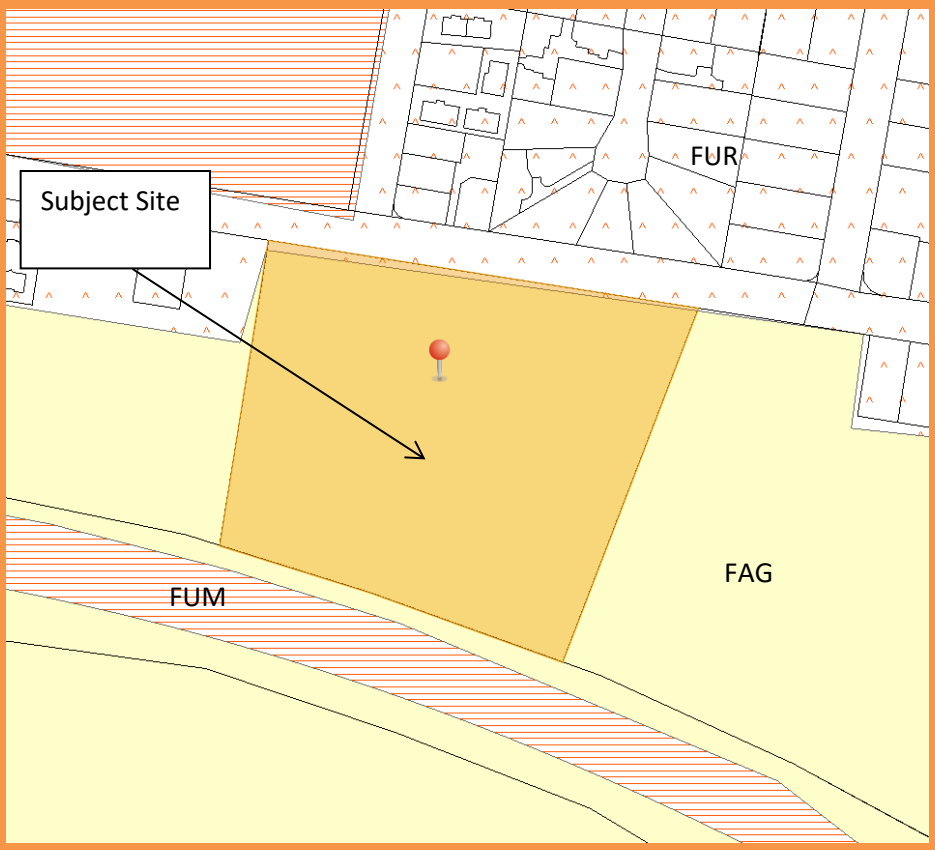
Property Address	90 Trevor Street, Ulverstone
Certificate of Title	Volume 123031 Folio 2
Owner	Howard George Crispin and Selina Jan Crispin (under contract)
Existing Use	Residential
Type of Proposed Work	Subdivision – Lots 1-27 and Road
Water Supply	Reticulated TasWater supply available. It is noted that all indicative building areas on residential lots (Lots 1-26) will be within 120m hose lay at the completion of Stage 2. Lots 24 and 25 will be within 120m hose lay at the completion of Stage 1. Onsite water supply – Lot 27.
Road Access	New Council maintained road (extension of Trevor Street – Stage 2) Trevor Street (Stage 1)

3.0 Bushfire Site Assessment

3.1 Vegetation Analysis

3.1.1 TasVeg Classification

Reference to Tasmanian Vegetation Monitoring & Mapping Program (TASVEG) indicates the land in and around the property is generally comprising of varying vegetation types including:



Code	Species	Vegetation Group
FUR	• Urban areas	Modified land
FUM	• Extra-urban miscellaneous	Modified land
FAG	• Agricultural land	Modified land

3.1.2 Site & Vegetation Photos

Existing fire plug – adjacent to 78 and 80 Trevor Street

Existing fire plug – Trevor Street located adjacent to proposed Lot 25

Looking east along Trevor Street – North of Lots 24 and 25

Looking north from Trevor Street toward Walker Street

Looking west from existing dwelling – proposed Lot 27

Looking north from existing dwelling – proposed Lot 27

Looking east from existing dwelling – proposed Lot 27

Looking south from existing dwelling – proposed Lot 27

Looking south from boundary – proposed Lot 27

Looking east from Lot 15

Looking east toward 112 Trevor Street

Looking west – area of Lot 15

Looking north – area of Lot 17

Looking east – area of Lot 17

Looking south– area of Lot 17

Looking west– area of Lot 17

Looking south of subject site

Looking north– Lot 20/21

Looking east– Lot 20/21

Looking south– Lot 20/21

Looking west– Lot 20/21

Looking west of subject site toward 78 Trevor Street

Looking southwest– from area of Lot 3 toward 78 Trevor Street

Looking north – area of Lot 26

3.1.3 Vegetation Type and Separation

A site visit was conducted on 23rd July 2025. An analysis of the land and bushfire prone vegetation within and surrounding the subject site is provided below.

Direction	Analysis
North	Land to the north is classified as predominantly grassland (unmade section of Trevor Street) with managed land for the Council maintained road portion, and further to the north urban in nature and classified as managed.
East	Land to the east is classified as predominantly grassland.
South	Land to the south is predominantly grassland, with the Bass Highway adjacent.
West	Land to the west is classified as predominantly grassland.

3.2 BAL Assessment – Subdivision

The Acceptable Solution in Clause 13.6.1, C13.0 Bushfire-Prone Areas Code requires all lots within the proposed subdivision to demonstrate that each lot can achieve a Hazard Management Area between the bushfire vegetation and each building on the lot with distances equal to or greater than those specified in Table 2.6 of AS3959-2018 Construction of Buildings in Bushfire Prone Areas for **BAL 19, BAL 12.5 and LOW.**

Although mapped as Bushfire Prone Area, the rating of the following lots is BAL LOW as final subdivision completion will ensure that all lots are greater than 50m from Bushfire Prone Vegetation (grassland). The developer is to provide for a managed balance lot around Stage 1, where located within the internal boundary of the subdivision (50m to the west, and 14m to the south and east). This managed areas of the balance lot is to be cleared and mown prior to Council sealing a final plan for Stage 1.

BAL LOW
Lots 18, 20, 21, 22

Lots 1, 2, 3, 4, 5, 6 & 7	North	East	South	West
Vegetation within 100m of Building Area	0-100m managed	0-100m managed	Subject site – managed (grassland at road reserve)	0m to grassland at boundary
Slope (degrees, over 100m)	N/A	N/A	Upslope/flat	Upslope/flat
BAL rating at boundary (existing vegetation)	N/A	N/A	N/A	FZ
BAL rating with setbacks/HMA	N/A	N/A	N/A	BAL12.5/19

Lots 8, 9, 10, 11, 12, 13	North	East	South	West
Vegetation within 100m of Building Area	0-100m managed	Subject site – managed (grassland at 112 Trevor Street)	Subject site – managed (grassland at road reserve)	Subject site – managed (grassland at 78 Trevor Street)
Slope (degrees, over 100m)	N/A	N/A	Upslope/flat	N/A
BAL rating at boundary (existing vegetation)	N/A	N/A	FZ	N/A
BAL rating with setbacks/HMA	N/A	N/A	BAL12.5/19	N/A

Lot 14	North	East	South	West
Vegetation within 100m of Building Area	0-100m managed	Subject site – managed (grassland at 112 Trevor Street)	Subject site – managed (grassland at road reserve)	Subject site – managed (grassland at 78 Trevor Street)
Slope (degrees, over 100m)	N/A	Upslope/flat	Upslope/flat	N/A
BAL rating at boundary (existing vegetation)	N/A	FZ	FZ	N/A
BAL rating with setbacks/HMA	N/A	BAL12.5/19	BAL12.5/19	N/A

Lot 15	North	East	South	West
Vegetation within 100m of Building Area	0-100m managed	Subject site – managed (grassland at 112 Trevor Street)	Subject site – managed (grassland at road reserve)	Subject site – managed (grassland at 78 Trevor Street)
Slope (degrees, over 100m)	N/A	Upslope/flat	N/A	N/A
BAL rating at boundary (existing vegetation)	N/A	FZ	N/A	N/A
BAL rating with setbacks/HMA	N/A	BAL12.5/19	N/A	N/A

Lot 16	North	East	South	West
Vegetation within 100m of Building Area	0-100m managed	Subject site – managed (grassland at 112 Trevor Street)	Subject site – managed (grassland at road reserve)	Subject site – managed (grassland at 78 Trevor Street)
Slope (degrees, over 100m)	N/A	Upslope/flat	Upslope/flat	N/A
BAL rating at boundary (existing vegetation)	N/A	BAL12.5	BAL12.5	N/A
BAL rating with setbacks/HMA	N/A	BAL12.5	BAL12.5	N/A

Lot 17	North	East	South	West
Vegetation within 100m of Building Area	0-100m managed	Subject site – managed (grassland at 112 Trevor Street)	Subject site – managed (grassland at road reserve)	Subject site – managed (grassland at 78 Trevor Street)
Slope (degrees, over 100m)	N/A	Upslope/flat	Upslope/flat	N/A
BAL rating at boundary (existing vegetation)	N/A	BAL12.5/LOW	BAL LOW	N/A
BAL rating with setbacks/HMA	N/A	BAL12.5/LOW	BAL LOW	N/A

Lot 19	North	East	South	West
Vegetation within 100m of Building Area	Subject site – managed (grassland in unmade road reserve portion of Trevor Street)	Subject site – managed (grassland at 112 Trevor Street)	Subject site – managed (grassland at road reserve)	Subject site – managed (grassland at 78 Trevor Street)
Slope (degrees, over 100m)	Upslope/flat	N/A	N/A	N/A
BAL rating at boundary (existing vegetation)	BAL12.5/LOW	N/A	N/A	N/A
BAL rating with setbacks/HMA	BAL12.5/LOW	N/A	N/A	N/A

Lots 23 and 24	North	East	South	West
Vegetation within 100m of Building Area	Subject site – managed (grassland in unmade road reserve portion of Trevor Street)	Subject site – managed (grassland at 112 Trevor Street)	Subject site – managed (grassland at road reserve)	Subject site – managed (grassland at 78 Trevor Street)
Slope (degrees, over 100m)	Upslope/flat	N/A	N/A	N/A
BAL rating at boundary (existing vegetation)	BAL12.5	N/A	N/A	N/A
BAL rating with setbacks/HMA	BAL12.5	N/A	N/A	N/A

Lots 25 and 26	North	East	South	West
Vegetation within 100m of Building Area	Subject site – managed (grassland in unmade road reserve portion of Trevor Street)	Subject site – managed (grassland at 112 Trevor Street)	Subject site – managed (grassland at road reserve)	Subject site – managed (grassland at 78 Trevor Street)
Slope (degrees, over 100m)	Upslope/flat	N/A	N/A	N/A
BAL rating at boundary (existing vegetation)	BAL12.5/19	N/A	N/A	N/A
BAL rating with setbacks/HMA	BAL12.5/19	N/A	N/A	N/A

Lot 27	North	East	South	West
Vegetation within 100m of Building Area	Subject site – managed (grassland in unmade road reserve portion of Trevor Street)	Subject site – managed (grassland at 112 Trevor Street)	Subject site – managed (grassland at road reserve)	Subject site – managed (grassland at 78 Trevor Street)
Slope (degrees, over 100m)	Upslope/flat	Upslope/flat	N/A	N/A
BAL rating at boundary (existing vegetation)	BAL12.5/19	BAL12.5/19	N/A	N/A
BAL rating with setbacks/HMA	BAL12.5/19	BAL12.5/19	N/A	N/A

Specified Hazard Management Areas/ BAL Rating – All Residential Lots

Lot	Rating	Setback	Hazard Management Area
18, 20, 21, 22	LOW	No setback required	Entire Lot
17	BAL 12.5 LOW *(see note 1)*	No setback required 50m from grassland adjacent to east at 112 Trevor Street	Entire Lot
19	BAL 12.5 LOW *(see note 1)*	No setback required 50m from grassland unmade road reserve portion of Trevor Street	Entire Lot
1, 2, 3, 4, 5, 6, 7	BAL 19 BAL 12.5 *(see note 2)*	10.0m from grassland vegetation on adjacent to west 14.0m from grassland vegetation on adjacent to west	Entire Lot
8, 9, 10, 11, 12, 13	BAL 19 BAL 12.5 *(see note 2)*	10.0m from grassland vegetation on adjacent to south	Entire Lot

		14.0m from grassland vegetation on adjacent to south	
14	BAL 19 BAL 12.5 *(see note 2)*	10.0m from grassland vegetation on adjacent to south 10.0m from grassland vegetation on adjacent to east 14.0m from grassland vegetation on adjacent to south 14.0m from grassland vegetation on adjacent to east	Entire Lot
15	BAL 19 BAL 12.5 *(see note 2)*	10.0m from grassland vegetation on adjacent to east 14.0m from grassland vegetation on adjacent to east	Entire Lot
16, 23 and 24	BAL 12.5	No setback required	Entire Lot
25 and 26	BAL 19 BAL 12.5 *(see note 2)*	10.0m from grassland unmade road reserve portion of Trevor Street 14.0m from grassland unmade road reserve portion of Trevor Street	Entire Lot
27	BAL 19 BAL 12.5 *(see note 2)*	10.0m from grassland unmade road reserve portion of Trevor Street 10.0m from grassland vegetation on adjacent to east 14.0m from grassland unmade road reserve portion of Trevor Street 10.0m from grassland vegetation on adjacent to east	Entire Lot

Note 1 – BAL LOW: Habitable buildings must be fully constructed to BAL 12.5 if any façade is within the BAL 12.5 building area.

Note 2 – BAL 12.5: Habitable buildings must be fully constructed to BAL 19 if any façade is within the BAL 19 building area.

3.3 Staging of the Subdivision

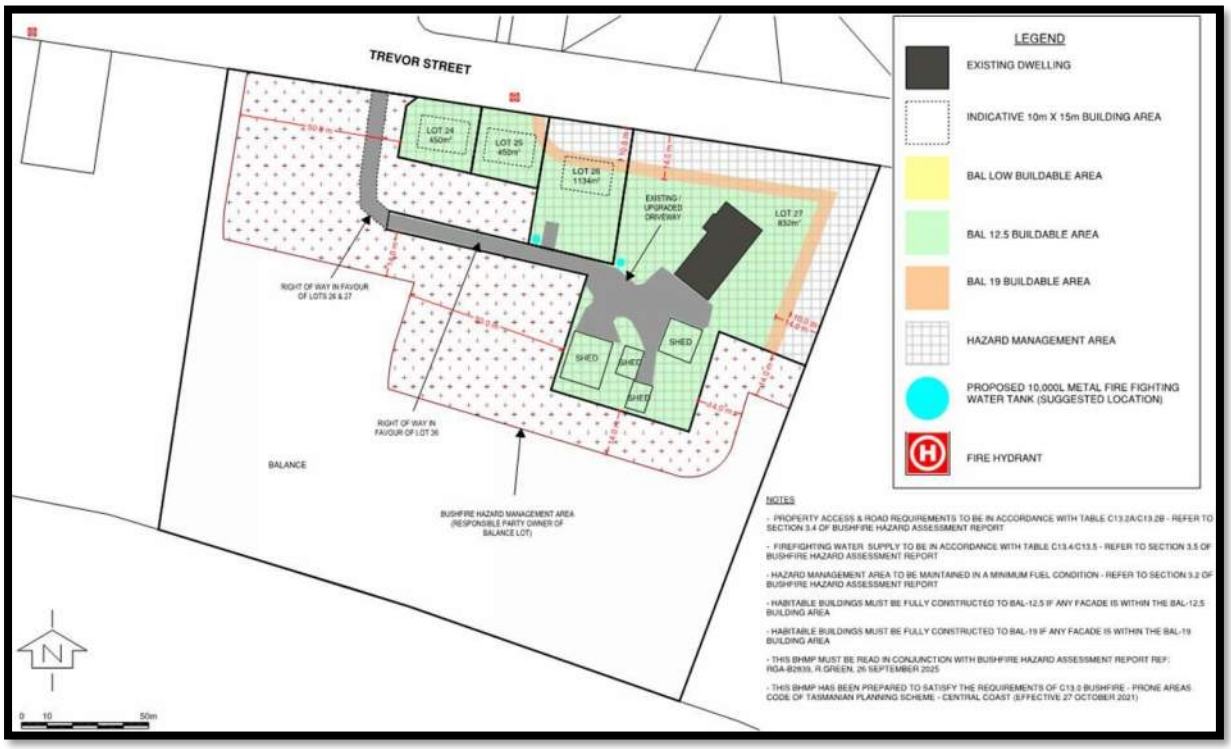
Hazard management areas include the area to protect the buildings as well as the access and water supplies. Low threat vegetation includes maintained lawns (<100mm in height), gardens and orchards.

Staging of the subdivision is proposed. Stage 1 will comprise Lots 24-27. Stage 2 will comprise Lots 1-23 and Road.

At any stage all developed lots and the balance lot (50m to west and 14m to south and east) must be managed as low threat vegetation from sealing of titles and in perpetuity. The owner of a lot is responsible for management of vegetation within a lot.

Staged Hazard Management

Stage 1 (Balance (50m to west and 14m to south and east) to be maintained prior to sealing final plan of survey)



3.4 Road Access

Roads are to be constructed to provide vehicle access to the site to assist firefighting and emergency personnel to defend the building or evacuate occupants; and provide access at all times to the water supply for firefighting purposes on the building site.

Private access roads are to be maintained from the entrance to the property cross over with the public road through to the buildings on the site.

ROAD – Stage 2	The new access road providing road frontage to all lots (except Lots 24-26) is to be constructed to a standard not less than Table C13.1, including carriageway width.
BAL LOW LOTS	No specified design and construction requirements.
ACCESS LESS THAN 30m; OR ACCESS IS NOT REQUIRED FOR A FIRE APPLIANCE TO ACCESS A FIRE FIGHTING WATER POINT	Private access driveways are to be constructed/maintained from the entrance of the property cross over at the public road through to **any new** habitable building. Private access roads are to be maintained to a standard not less than specified in Table **C13.2A**.
ACCESS GREATER THAN 30m or ACCESS FOR A FIRE APPLIANCE TO A FIRE FIGHTING POINT (Lot 26)	Private access driveways are to be constructed/maintained from the entrance of the property cross over at the public road through to **any new** habitable building. Private access roads are to be maintained to a standard not less than specified in Table **C13.2B**.
ACCESS GREATER THAN 30m or ACCESS FOR A FIRE APPLIANCE TO A FIRE FIGHTING POINT (Lot 27)	Private access driveways are to be maintained from the entrance of the property cross over at the public road through to existing habitable building and on-site dedicated firefighting water supply prior to Final Plan of Survey for subdivision to be signed off by Council. Private access roads are to be maintained to a standard not less than specified in Table **C13.2B**.

Table C13.1: Standards for Roads

Unless the development standards in the zone require a higher standard, the following apply:

(a) Two-wheel drive, all-weather construction;
(b) Load capacity of at least 20 tonnes, including for bridges and culverts;
(c) Minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac road;
(d) Minimum vertical clearance of 4m;
(e) Minimum horizontal clearance of 2m from the edge of the carriageway;
(f) Cross falls of less than 3 degrees (1:20 or 5%);
(g) Maximum gradient of 15 degrees (1:3:5 or 28%) for sealed roads, and 10 degrees (1:5:5 or 18%) for unsealed roads;

(h) Curves have a minimum inner radius of 10m;
(i) Dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7m in width;
(j) Dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius; and
(k) Carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with *Australian Standard, AS 1743-2001 Road signs-Specifications.*

Table C13.2A: Standards for Property Access

There is no specified design and construction requirements for property access length less than 30m; or access is not required for a fire appliance to access a fire fighting water point.

Table C13.2B: Standards for Property Access

The following design and construction requirements apply to property access length is 30 metres or greater or access for a fire appliance to a fire fighting point:

(a) All weather construction;
(b) Load capacity of at least 20 tonnes, including for bridges and culverts;
(c) Minimum carriageway width of 4 metres;
(d) Minimum vertical clearance of 4 metres;
(e) Minimum horizontal clearance of 0.5 metres from the edge of the carriageway;
(f) Cross falls of less than 3 degrees (1:20 or 5%);
(g) Dips less than 7 degrees (1:8 or 12.5%) entry and exit angle;
(h) Curves with a minimum inner radius of 10 metres;
(i) Maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; and
(j) Terminate with a turning area for fire appliances provided by one of the following:
    a) A turning circle with a minimum inner radius of 10 metres;
    b) A property access encircling the building; or
    c) A hammerhead "T" or "Y" turning head 4 metres wide and 8 metres long.

3.5 Water Supply

A building that is constructed in a designated bushfire prone area must provide access at all times to a sufficient supply of water for firefighting purposes on the building site.

All residential lots (except Lot 27, and Lot 26 if developed prior to new hydrants in Stage 2) - Reticulated Water Supply	The proposed plans show the location of hydrants. Building areas are compliant with Table **C13.4**, being within 120m of a hydrant.

Lot 27 – Static Water Supply (new)	On-site water supply is to be established/maintained for the existing habitable building prior to Final Plan of Survey for subdivision to be signed off by Council. A water tank of at least 10,000 litres per building area to be protected and above ground pipes and fittings used for a stored water supply must be of non-rusting, non-combustible, non-heat-deforming materials and must be situated more than 6m from a building area to be protected.

Table C13.4: Reticulated Water Supply for Fire Fighting

Column 1		**Column 2**
Element		**Requirement**
A.	Distance between building area to be protected and water supply	The following requirements apply: (a) The building area to be protected must be located within 120 metres of a fire hydrant; and (b) The distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area.
B.	Design criteria for fire hydrants	The following requirements apply: (a) Fire hydrant system must be designed and constructed in accordance with *TasWater Supplement to Water Supply Code of Australia WSA 03-2011-3.1 MRWA 2nd Edition*; and (b) Fire hydrants are not installed in parking areas.
C.	Hardstand	A hardstand area for fire appliances must be: (a) No more than 3m from the hydrant, measured as a hose lay; (b) No closer than 6m from the building area to be protected; (c) A minimum width of 3m constructed to the same standard as the carriageway; and (d) Connected to the property access by a carriageway equivalent to the standard of the property access.

Table C13.5: Static Water Supply for Fire Fighting

Column 1		**Column 2**
Element		**Requirement**
A.	Distance between building area to be protected and water supply	The following requirements apply: (c) The building area to be protected must be located within 90 metres of the fire fighting water point of a static water supply; and

		(d) The distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area.
B.	Static Water Supplies	A static water supply: (c) May have a remotely located offtake connected to the static water supply; (d) May be a supply for combined use (fire fighting and other uses) but the specified minimum quantity of fire fighting water must be available at all times; (e) Must be a minimum of 10,000 litres per building area to be protected. This volume of water must not be used for any other purpose including fire fighting sprinkler or spray systems; (f) Must be metal, concrete or lagged by non-combustible materials if above ground; and (g) If a tank can be located so it is shielded in all directions in compliance with Section 3.5 of AS 3959-2018 the tank may be constructed of any material provided that the lowest 400mm of the tank exterior is protected by: (a) Metal; (b) Non-combustible material; or (c) Fibre-cement a minimum 6mm thickness.
C.	Fittings, pipework and accessories (including stands and tank supports)	Fittings and pipework associated with a fire fighting water point for a static water supply must: (1) Have a minimum nominal internal diameter of 50mm; (2) Be fitted with a valve with a minimum nominal diameter of 50mm; (3) Be metal or lagged by non-combustible materials if above ground; (4) if buried, have a minimum depth of 300mm; (5) Provide a DIN or NEN standard forged Storz 65mm coupling fitted with a suction washer for connection to fire fighting equipment; (6) Ensure the coupling is accessible and available for connection at all times; (7) Ensure the coupling is fitted with a blank cap and securing chain (minimum 220mm length); (8) Ensure underground tanks have either an opening at the top of not less than 250mm diameter or a coupling compliant with this Table; and (9) If a remote offtake is installed, ensure the offtake is in a position that is: (a) Visible; (b) Accessible to allow connection by fire fighting equipment; (c) At a working height of 450-600mm above ground level; and

		(d) Protected from possible damage, including damage from vehicles.
D.	Signage for static water connections	The fire fighting water point for a static water supply must be identified by a sign permanently fixed to the exterior of the assembly in a visible location. The sign must comply with: (1) water tank signage requirements within AS 2304-2011 Water storage tanks for fire protection systems; or (2) *Water Supply Signage Guideline*, version 1.0, Tasmanian Fire Service, February 2017.
E.	Hardstand	A hardstand area for fire appliances must be provided: (1) No more than 3m from the fire fighting water point, measured as a hose lay (including the minimum water level in dams, swimming pools and the like); (2) No closer than 6m from the building area to be protected; (3) a minimum width of 3m constructed to the same standard as the carriageway; and (4) Connected to the property access by a carriageway equivalent to the standard of the property access.

3.6 Hazard Management Areas

The Hazard Management Area (defendable space) is provided between the vegetation and the buildings subject to bushfire risk. The space provides for management of vegetation and reduction in fuel loads in an attempt to:

- Prevent flame impingement on the dwelling;
- Provide a defendable space for property protection;
- Reduce fire spread;
- Deflect and filter embers;
- Provide shelter from radiant heat; and
- Reduce wind speed.

The *Building Act 2016*, requires a hazard management area to be established and maintained between the bushfire prone vegetation and the building at a distance equal to, or greater than the separation distance specified for the Bushfire Attack Levels (BAL) in *AS 3959-2018 Construction of Buildings in Bushfire Prone Areas*.

Refer to the attached BHMP Site Plan in Schedule 2 of this management plan for specific details on the Hazard Management Area.

3.6.1 Vegetation (Fuel) Management

Managing an area in a minimum fuel condition generally means a reduction in the amount and altering the arrangement of fuels. Most fine fuels are at or close to the ground, often as part of a grass, litter or shrub layer. If there is enough fuel, when a fire comes these fuels will ignite the trees above or set the bark alight which will burn up into the tree canopy causing the most dangerous of bushfire situation; a crown fire.

To prevent crown fires occurring it is necessary to remove the "ladder of fuel" between the ground and the tree crowns and to make sure the amount of ground fuel is not sufficient to set the crowns alight. Without fire burning below, a crown fire should not be sustained. Further removing continuity and separation of the vegetation canopies both horizontally and vertically will assist.

All vegetation will burn under the influence of bushfire; shrub layers need to be modified to remove tall continuous walls of vegetation and establish clear separation between the ground and the bottom of the tree canopy. Further minimisation of flammable ground litter such as leafs, twigs, bark, ferns and debris will further reduce fuel load with potential to burn or contribute to the growth of a bushfire.

Fuels do not need to be totally removed however fuels close to the building and inside the Hazard Management Area are to be kept to a minimum. As a general practice 5 tonnes per hectare is accepted as being controllable with normal firefighting resources. This can be visualised as grass cut to about 10 centimetres in height or ground litter about 2 centimetres thick. This is considered to be a low fuel level.

3.6.2 Other Risk Management Actions

Other actions that can be implemented to reduce the bushfire risk in the Hazard Management Areas include:

1. Establishing non-combustible paths and driveways around buildings.
2. Establish plantings of low flammability shrub species.
3. Ensure garden beds and shrubs are established well away from buildings.
4. Tree planting to be located at the outer edge of the Hazard Management Area and spaced well apart to ensure canopy separation.
5. Cut lawns short and maintain.
6. Remove fallen limbs, leaf and bark litter.
7. Avoid using pine bark and other flammable mulch in gardens.
8. Prune trees to ensure canopy separation horizontally and vertically, remove low hanging branches to ensure separation from ground litter.
9. Where the amount of land permits extend the vegetation management in to a secondary hazard management zone.

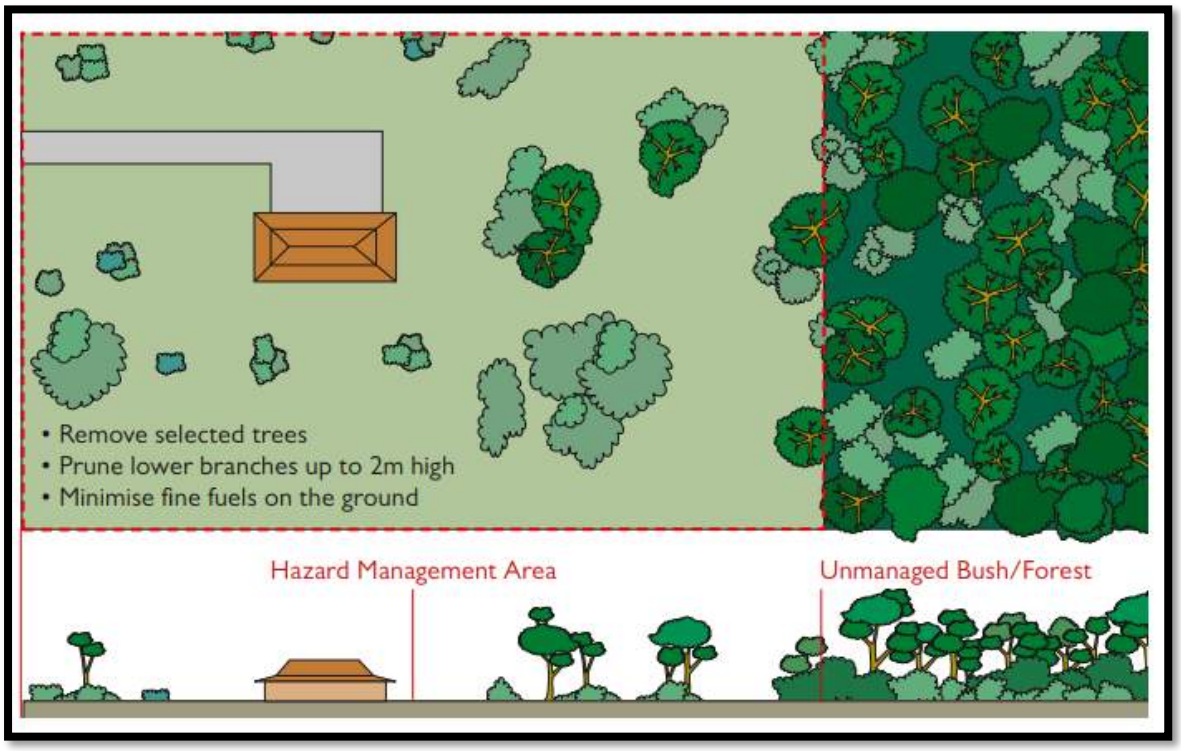


Figure 3: Hazard Management Area

4.0 Bushfire-Prone Areas Code Assessment Criteria

Assessment has been completed below to demonstrate the BAL and BHMP have been developed in compliance with the Acceptable Solutions and/or the Performance Criteria as specified in the Bushfire-Prone Areas Code.

C13.4 – Exemptions – Not applicable.

C13.6.1 Subdivision

C13.6.1.1 Hazard Management Areas		
		Comments
☒ **A1**	(a) & (b)	Specified distances for Hazard Management Areas for BAL LOW/BAL 12.5/BAL 19 as specified on the plan are in accordance with AS3959. The proposal complies.
☐ **P1**		Not applicable.
C13.6.2 Public Access		
		Comments
☐ **A1**	(a)	Not applicable.
☒ **A1**	(b)	The private driveway to all lots (except Lots 26 and 27) (excluding BAL LOW lots) will be constructed/maintained in accordance with Table C13.2A at the time of future habitable building. Access to Lot 26 and Lot 27 shall be maintained prior to Council sealing the final plan of survey (Stage 1) in accordance with Table C13.2B and maintained into perpetuity. Proposed roads will comply with Table C13.1.

☐ **P1**		Not applicable.
C13.6.3 Water supply for fire fighting purposes		
		Comments
☒ **A1**	(a) (b)	Not applicable. All residential lots indicative dwellings are located within 120m hose lay of existing/ proposed fire plugs in the new road and Trevor Street (Except Lot 27, and Lot 26 if developed prior to completion of Stage 2). The acceptable solution is achieved.
☐ **P1**	No PC	
☒ **A2**	(a) (b)	Not applicable. Any new habitable building on Lot 26, at building application stage consideration with a stored water supply in a water supply tank at least 10,000 litres per building area to be protected, with a fitting suitable for TFS access in accordance with Table C13.5, if Stage 2 including new hydrants has not been completed. The existing dwelling on Lot 27, prior to the final plan of survey being sealed by Council, shall be provided with a stored water supply in a water supply tank at least 10,000 litres per building area to be protected, with a fitting suitable for TFS access in accordance with Table C13.5
☐ **A2**	(c)	Not applicable.
☐ **P2**	No PC	

5.0 Layout Options

Not relevant to this proposal.

6.0 Other Planning Provisions

Not relevant to this proposal.

7.0 Conclusions and Requirements

Mitigation from bushfire is dependent on the careful management of the site by maintaining reduced fuel loads within the hazard management areas and within the site generally and to provide sources of water supply dedicated for firefighting purposes and the construction and maintenance of a safe egress route.

a) **Hazard management areas meet the requirements of BAL LOW, BAL 12.5, BAL 19 for all residential lots.**

b) **Access roads/driveways comply with Table C13.1 and C13.2 (Noting Lots 26 and 27 to be provided in accordance with Table C13.2B prior to Stage 1 completion).**

c) **Water supply complies with Table C13.4. New hydrants are required in accordance with the TasWater Supplement to Water Supply Code of Australia WSA 03-2011-3.1 MRWA Edition 2:0 – Stage 2.**

d) **Water supply complies with Table C13.5 for Lot 27. The existing dwelling on Lot 27 prior to the Council sealing the final plan of survey for Stage 1, must be provided a stored water supply in a water supply tank at least 10,000 litres per building area to be protected, with a fitting suitable for TFS access.**

e) **Water supply complies with Table C13.5 for Lot 26, if developed prior to Stage 2 completion. Any new habitable building on Lot 26 at building application stage must be provided with a stored water supply in a water supply tank at least 10,000 litres per building area to be protected, with a fitting suitable for TFS access in accordance with Table C13.5 is greater than 120m hose lay of a fire hydrant.**

f) **The developer is to provide for Stage 1 of subdivision, the balance to be managed/low threat (50m internal of site and surrounding developed lots to the west, and 14m internal of the site and surrounding developed lots to the south and east) prior to the sealing of the final plan for Stage 1.**

g) **Hazard Management areas for each lot within any stage must be established prior to Council sealing a final plan and must be maintained in perpetuity.**

h) **Future buildings must Maintain Hazard Management Areas and follow recommendations as outlined in Bushfire Hazard Management Plan and as detailed in Schedule 2.**

i) **A copy of this report shall be made available to all prospective lot purchasers.**

Schedule 2 – Bushfire Hazard Management Plans

LEGEND

- EXISTING DWELLING
- INDICATIVE 10m X 15m BUILDING AREA
- BAL LOW BUILDABLE AREA
- BAL 12.5 BUILDABLE AREA
- BAL 19 BUILDABLE AREA
- HAZARD MANAGEMENT AREA
- PROPOSED 10,000L METAL FIRE FIGHTING WATER TANK (SUGGESTED LOCATION)
- FIRE HYDRANT

NOTES

- PROPERTY ACCESS & ROAD REQUIREMENTS TO BE IN ACCORDANCE WITH TABLE C13.2A/C13.2B - REFER TO SECTION 3.4 OF BUSHFIRE HAZARD ASSESSMENT REPORT

- FIREFIGHTING WATER SUPPLY TO BE IN ACCORDANCE WITH TABLE C13.4/C13.5 - REFER TO SECTION 3.5 OF BUSHFIRE HAZARD ASSESSMENT REPORT

- HAZARD MANAGEMENT AREA TO BE MAINTAINED IN A MINIMUM FUEL CONDITION - REFER TO SECTION 3.2 OF BUSHFIRE HAZARD ASSESSMENT REPORT

- HABITABLE BUILDINGS MUST BE FULLY CONSTRUCTED TO BAL-12.5 IF ANY FACADE IS WITHIN THE BAL-12.5 BUILDING AREA

- HABITABLE BUILDINGS MUST BE FULLY CONSTRUCTED TO BAL-19 IF ANY FACADE IS WITHIN THE BAL-19 BUILDING AREA

- THIS BHMP MUST BE READ IN CONJUNCTION WITH BUSHFIRE HAZARD ASSESSMENT REPORT REF: RGA-B2839, R.GREEN, 26 SEPTEMBER 2025

- THIS BHMP HAS BEEN PREPARED TO SATISFY THE REQUIREMENTS OF C13.0 BUSHFIRE - PRONE AREAS CODE OF TASMANIAN PLANNING SCHEME - CENTRAL COAST (EFFECTIVE 27 OCTOBER 2021)

BUSHFIRE HAZARD MANAGEMENT PLAN
BUSHFIRE ATTACK LEVEL (BAL) - LOW/12.5/19
27 LOT SUBDIVISION AND ROAD

90 TREVOR STREET, ULVERSTONE
VOLUME 123031 FOLIO 2
PROPERTY ID 6987918

DATE: 26 SEPTEMBER 2025
VERSION: 1
DRAWN: REBECCA GREEN
PHONE: 0409 284 422
EMAIL: ADMIN@RGASSOCIATES.COM.AU
BFP - 116, SCOPE - 1, 2, 3A, 3B, 3C

Rebecca Green & Associates

LEGEND

- EXISTING DWELLING
- INDICATIVE 10m X 15m BUILDING AREA
- BAL LOW BUILDABLE AREA
- BAL 12.5 BUILDABLE AREA
- BAL 19 BUILDABLE AREA
- HAZARD MANAGEMENT AREA
- PROPOSED 10,000L METAL FIRE FIGHTING WATER TANK (SUGGESTED LOCATION)
- FIRE HYDRANT

N

0 10 50m

NOTES

- PROPERTY ACCESS & ROAD REQUIREMENTS TO BE IN ACCORDANCE WITH TABLE C13.2A/C13.2B - REFER TO SECTION 3.4 OF BUSHFIRE HAZARD ASSESSMENT REPORT

- FIREFIGHTING WATER SUPPLY TO BE IN ACCORDANCE WITH TABLE C13.4/C13.5 - REFER TO SECTION 3.5 OF BUSHFIRE HAZARD ASSESSMENT REPORT

- HAZARD MANAGEMENT AREA TO BE MAINTAINED IN A MINIMUM FUEL CONDITION - REFER TO SECTION 3.2 OF BUSHFIRE HAZARD ASSESSMENT REPORT

- HABITABLE BUILDINGS MUST BE FULLY CONSTRUCTED TO BAL-12.5 IF ANY FACADE IS WITHIN THE BAL-12.5 BUILDING AREA

- HABITABLE BUILDINGS MUST BE FULLY CONSTRUCTED TO BAL-19 IF ANY FACADE IS WITHIN THE BAL-19 BUILDING AREA

- THIS BHMP MUST BE READ IN CONJUNCTION WITH BUSHFIRE HAZARD ASSESSMENT REPORT REF: RGA-B2839, R.GREEN, 26 SEPTEMBER 2025

- THIS BHMP HAS BEEN PREPARED TO SATISFY THE REQUIREMENTS OF C13.0 BUSHFIRE - PRONE AREAS CODE OF TASMANIAN PLANNING SCHEME - CENTRAL COAST (EFFECTIVE 27 OCTOBER 2021)

BUSHFIRE HAZARD MANAGEMENT PLAN
BUSHFIRE ATTACK LEVEL (BAL) - LOW/12.5/19
27 LOT SUBDIVISION AND ROAD
STAGE 1

90 TREVOR STREET, ULVERSTONE
VOLUME 123031 FOLIO 2
PROPERTY ID 6987918

DATE: 26 SEPTEMBER 2025
VERSION: 1
DRAWN: REBECCA GREEN
PHONE: 0409 284 422
EMAIL: ADMIN@RGASSOCIATES.COM.AU
BFP - 116, SCOPE - 1, 2, 3A, 3B, 3C

Rebecca Green & Associates

Form 55

CERTIFICATE OF QUALIFIED PERSON – ASSESSABLE ITEM

Section 321

Form **55**

To: 40:43 Developments Pty Ltd *Owner /Agent*

sam@4043.com.au *Address*

Suburb/postcode

Qualified person details:

Qualified person: Rebecca Green

Address: PO Box 2108 Phone No: 0409 284 422

Launceston 7250 Fax No:

Licence No: BFP-116 Email address: admin@rgassociates.com.au

Qualifications and Insurance details: Accredited to report on bushfire hazards under Part IVA of the *Fire Services Act 1979*

(description from Column 3 of the Director's Determination - Certificates by Qualified Persons for Assessable Items

Speciality area of expertise: Analysis of hazards in bushfire prone areas

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

Details of work:

Address: 90 Trevor Street Lot No: 2

ULVERSTONE TAS 7315 Certificate of title No: 123031

The assessable item related to this certificate: Subdivision – Lots 1-27 (Staged) and Road

(description of the assessable item being certified)
Assessable item includes –
- *a material;*
- *a design*
- *a form of construction*
- *a document*
- *testing of a component, building system or plumbing system*
- *an inspection, or assessment, performed*

Certificate details:

Certificate type: Bushfire Hazard

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

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

building work, plumbing work or plumbing installation or demolition work: ✓

or

a building, temporary structure or plumbing installation: ☐

In issuing this certificate the following matters are relevant –

Documents:	Bushfire Hazard Assessment Report & Bushfire Hazard Management Plan (Rebecca Green & Associates, 26 September 2025, Version 1, Job No. RGA-B2839)
Relevant	N/A
References:	*Tasmanian Planning Scheme – Central Coast, Bushfire-Prone Areas Code* *Australian Standard 3959-2018*

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

1. Assessment of the site Bushfire Attack Level (to Australian Standard 3959-2018)
2. Bushfire Hazard Management Plan showing BAL-LOW, BAL-12.5 & BAL-19 solutions.

Scope and/or Limitations

Scope

This report and certification was commissioned to identify the Bushfire Attack Level for the existing property. All comment, advice and fire suppression measures are in relation to compliance with *Tasmanian Planning Scheme – Central Coast, Bushfire-Prone Areas Code* C13.0, the *Building Act 2016* & *Regulations 2016*, *National Construction Code* and *Australian Standard 3959-2018, Construction of buildings in bushfire-prone areas*.

Limitations

The assessment has been undertaken and report provided on the understanding that:-

1. The report only deals with the potential bushfire risk all other statutory assessments are outside the scope of this certificate.
2. The report only identifies the size, volume and status of vegetation at the time the inspection was undertaken and cannot be relied upon for any future development.
3. Impacts of future development and vegetation growth have not been considered.
4. No assurance is given or inferred for the health, safety or amenity of the general public, individuals or occupants in the event of a Bushfire.
5. No warranty is offered or inferred for any buildings constructed on the property in the event of a Bushfire.

No action or reliance is to be placed on this certificate or report; other than for which it was commissioned.

I certify the matters described in this certificate.

	Signed:	*Certificate No:*	*Date:*
Qualified person:		RG-201/2025	26 September 2025

Attachment 1 – Certificate of Compliance to the Bushfire-prone Area Code

BUSHFIRE-PRONE AREAS CODE

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

1. Land to which certificate applies

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

Street address:	90 Trevor Street, Ulverstone TAS 7315
Certificate of Title / PID:	**F.R. 123031/2, PID 6987918**

2. Proposed Use or Development

Description of proposed Use and Development:	Subdivision – Lots 1-27 (Staged) and Road
Applicable Planning Scheme:	Tasmanian Planning Scheme – Central Coast

3. Documents relied upon

This certificate relates to the following documents:

Title	Author	Date	Version
General Arrangement – Stage 1 & 2 Ref: 25066, C02	Civilvision Consulting	26/09/2025	1
Bushfire Hazard Assessment Report	Rebecca Green	26 September 2025	1
Bushfire Hazard Management Plan	Rebecca Green	26 September 2025	1

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

4. Nature of Certificate

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

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

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

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

☒	**E1.6.1 / C13.6.1 Subdivision: Provision of hazard management areas**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.6.1 P1 / C13.6.1 P1	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☐	E1.6.1 A1 (a) / C13.6.1 A1(a)	Insufficient increase in risk
☒	E1.6.1 A1 (b) / C13.6.1 A1(b)	Provides BAL-19 for all lots (including any lot designated as 'balance') *Refer to Bushfire Hazard Assessment Report & Bushfire Hazard Management Plan, prepared by Rebecca Green & Associates,*

		26 September 2025 demonstrating BAL LOW/BAL 12.5/BAL 19 – Lots 1-27.
☐	E1.6.1 A1(c) / C13.6.1 A1(c)	Consent for Part 5 Agreement

☒	**E1.6.2 / C13.6.2 Subdivision: Public and fire fighting access**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.6.2 P1 / C13.6.2 P1	***Planning authority discretion required.***
☐	E1.6.2 A1 (a) / C13.6.2 A1 (a)	Insufficient increase in risk
☒	E1.6.2 A1 (b) / C13.6.2 A1 (b)	Access complies with relevant Tables *Refer to Bushfire Hazard Assessment Report & Bushfire Hazard Management Plan, prepared by Rebecca Green & Associates, 26 September 2025, all lots will have direct access to a Council maintained road. Proposed private accesses will comply with Table C13.2. The proposed road will comply with Table C13.1.*

☒	**E1.6.3 / C13.1.6.3 Subdivision: Provision of water supply for fire fighting purposes**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.6.3 A1 (a) / C13.6.3 A1 (a)	Insufficient increase in risk
☒	E1.6.3 A1 (b) / C13.6.3 A1 (b)	Reticulated water supply complies with relevant Table *Refer to Bushfire Hazard Assessment Report & Bushfire Hazard Management Plan, prepared by Rebecca Green & Associates, 26 September 2025. The bushfire hazard management plan showing proposed hydrant locations is included and demonstrates that each building area can be serviced (Lots 1-26).*
☐	E1.6.3 A1 (c) / C13.6.3 A1 (c)	Water supply consistent with the objective
☐	E1.6.3 A2 (a) / C13.6.3 A2 (a)	Insufficient increase in risk
☒	E1.6.3 A2 (b) / C13.6.3 A2 (b)	Static water supply complies with relevant Table *Refer to Bushfire Hazard Assessment Report & Bushfire Hazard Management Plan, prepared by Rebecca Green & Associates, 26 September 2025 (Lot 26 (if to be developed and fire hydrant >120m hose lay at time of construction i.e. stage 2 not undertaken, and Lot 27)*
☐	E1.6.3 A2 (c) / C13.6.3 A2 (c)	Static water supply consistent with the objective

5. Bushfire Hazard Practitioner

Name:	Rebecca Green	**Phone No:**	0409 284 422
Postal Address:	PO Box 2108 Launceston, Tas 7250	**Email Address:**	admin@rgassociates.com.au
Accreditation No:	BFP – 116	**Scope:**	1, 2, 3A, 3B, 3C

6. Certification

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

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

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

Signed:
certifier

Name: Rebecca Green **Date:** 26 September 2025

Certificate Number: RGA-061/2025

(for Practitioner Use only)

Attachment 2 – AS3959-2018 Construction Requirements

Rebecca Green & Associates

BAL Assessments

Revised for 2018 edition

	BAL—LOW	BAL-12.5	BAL-19	BAL-29	BAL-40	BAL –FZ (FLAMEZONE)
SUBFLOOR SUPPORTS	No special construction requirements	No special construction requirements	Enclosure by external wall or by steel, bronze or aluminium mesh	Enclosure by external wall or by steel, bronze of aluminium mesh. Non-combustible or naturally fire resistant timber supports where the subfloor is unenclosed	If enclosed by external wall refer below "External Walls" section in table or non-combustible sub-floor supports, or tested for bushfire resistance to AS1530.8.1	Enclosure by external wall or non-combustible with an FRL of 30/-/- or to be tested for bushfire resistance to AS1530.8.2
FLOORS	No special construction requirements	No special construction requirements	Concrete slab on ground or enclosure by external wall, metal mesh as above or flooring less than 400mm above ground level to be non-combustible, naturally fire resistant timber or protected on the underside with sarking or mineral wool insulation	Concrete slab on ground or enclosure by external wall, metal mesh as above or flooring less than 400mm above ground level to be non-combustible, naturally fire resistant timber or protected on the underside with sarking or mineral wool insulation	Concrete slab on ground or enclosure by external wall or protection of underside with a non-combustible material such as fibre cement sheet or be non-combustible or to be tested for bushfire resistance to AS1530.8.1	Concrete slab on ground or enclosure by external wall or an FRL of 30/30/30 or protection of under-side 30 minute incipient spread of fire system or to be tested for bushfire resistance to AS1530.8.2
EXTERNAL WALLS	No special construction requirements	As for BAL-19	Parts less than 400mm above ground or decks etc to be of non-combustible material, 6mm fibre cement clad or bushfire resistant/ naturally fire resistant timber	Non-combustible material (masonry, brick veneer, mud brick, aerated concrete, concrete) or timber framed, or steel framed walls sarked on the outside and clad with 6mm fibre cement sheeting or steel sheeting or bushfire resistant timber	Non-combustible material (masonry, brick veneer, mud brick, aerated concrete, concrete) or timber framed, or steel framed walls sarked on the outside and clad with 9mm fibre cement sheeting or steel or to be tested for bushfire resistance to AS1530.8.1	Non-combustible material (masonry, brick veneer, mud brick, aerated concrete, concrete) with a minimum thickness of 90mm or a FRL of -/30/30 when tested from outside or to be tested for bushfire resistance to AS1530.8.2
EXTERNAL WINDOWS	No special construction requirements	4mm grade A Safety Glass of glass blocks within 400m of ground, deck etc with Openable portion metal screened with frame of metal or metal reinforced PVC-U or bushfire resisting timber	5mm toughened glass or glass bricks within 400mm of the ground, deck etc with openable portion metal screened with frame of metal or metal reinforced PVC-U or bushfire resisting timber. Above 400mm annealed glass can be used with all glass screened	5mm toughened glass with openable portion screened and frame of metal or metal reinforced PVC-U, or bushfire resistant timber and portion within 400mm of ground, deck, screen etc screened	6mm toughened glass. Fixed and openable portion screened with steel or bronze mesh	Protected by bushfire shutter or FRL of -/30/- and openable portion screened with steel or bronze mesh or be tested for bushfire resistance to AS1530.8.2
EXTERNAL DOORS	No special construction requirements	As for BAL-19 except that door framing can be naturally fire resistant (high density) timber	Screened with steel, bronze or aluminium mesh or glazed with 5mm toughened glass, non-combustible or 35mm solid timber for 400mm above threshold, metal or bushfire resistant timber framed for 400mm above ground, decking etc. tight-fitting with weather strips at base	Screened with steel, bronze or aluminium mesh or non-combustible, or 35mm solid timber for 400mm above threshold. Metal or bushfire resistant timber framed tight-fitting with weather strips at base	Non-combustible or 35mm solid timber, screened with steel or bronze mesh, metal framed, tight-fitting with weather strips at base	Protected by bushfire shutter or tight-fitting with weather strips at base and a FRL of -/30/-
ROOFS	No special construction requirements	As for BAL-19 (including roof to be fully sarked)	Non-combustible covering, roof/wall junctions sealed. Openings fitted with non-combustible ember guards. Roof to be fully sarked.	Non-combustible covering. Roof/wall junction sealed. Openings fitted with non-combustible ember guards. Roof to be fully sarked	Non-combustible covering. Roof/wall junction sealed. Openings fitted with non-combustible ember guards. Roof to be fully sarked and no roof mounted evaporative coolers	Roof with FRL of 30/30/30 or tested for bushfire resistance to AS1530.8.2. Roof/wall junction sealed. Openings fitted with non-combustible ember guards. No roof mounted evaporative coolers
VERANDAS DECKS ETC.	No special construction requirements	As for BAL-19	Enclosed sub floor space—no special requirements for materials except within 400mm of ground. No special requirements for supports or framing. Decking to be non-combustible or bushfire resistant within 300mm horizontally and 400mm vertically from a glazed element	Enclosed sub floor space or non-combustible or bushfire resistant timber supports. Decking to be non-combustible or bushfire resistant timbers	Enclosed sub-floor space or non-combustible supports. Decking to be non-combustible	Enclosed sub floor space or non-combustible supports. Decking to have no gaps and be non-combustible

Please note: The information in the table is a summary of the construction requirements in the AS3959-2018 standard and is not intended as a design or construction guide. You should consult the standard for the full technical details.

Attachment 3 – Proposed Plans

Civilvision Consulting

LEGEND

- EXISTING STORMWATER
- EXISTING WATER
- EXISTING SEWER
- EXISTING TELECOM
- EXISTING UG ELECTRICITY
- EXISTING OVERHEAD ELECTRICITY
- NEW OVERFLOW PATH
- NEW STORMWATER
- NEW SEWER
- NEW SUBSOIL DRAIN
- NEW WATER

STAGING

- STAGE 1
- STAGE 2

COUNCIL APPROVAL

TASWATER APPROVAL

REV:	DESCRIPTION:	BY:	DATE:
1	AMEND SEWER LAYOUT	JM	26/09/25
	.		
	.		

STATUS: PLANNING

CIVILVISION CONSULTING
CREATIVE ENGINEERING

20b Loone Lane
Spreyton TAS 7310

Mob: 0412 439 184

ABN: 66 644 575 468

info@civilvisionengineering.com

PROJECT:
PROPOSED 27 LOT SUBDIVISION
90 TREVOR ST, ULVERSTONE

CLIENT:
4043 DEVELOPMENTS

DRAWING TITLE:
GENERAL ARRANGEMENT - STAGE 1 & 2

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:750	15/09/25	JM	JM

PROJECT NO:	DRAWING NO:	REVISION:
25066	C02	1

References

(a) Tasmanian Planning Commission 2021, *Tasmanian Planning Scheme – Central Coast (Effective 27 October 2021), C13.0 Bushfire-Prone Areas Code*, Tasmania.

(b) Australian Standards, AS 3959-2018, *Construction of buildings in bushfire-prone areas*, Standards Australia, Sydney NSW.

(c) Resource Management & Conservation Division of the Department Primary Industry & Water, TASVEG V4.0, *Tasmanian Vegetation Map*, Tasmania.

(d) Tasmanian Government, Land Information System Tasmania, www.thelist.tas.gov.au

TRAFFIC & CIVIL SERVICES

90 TREVOR STREET RESIDENTIAL SUBDIVISION ULVERSTONE

TRAFFIC IMPACT ASSESSMENT SEPTEMBER 2025

90 Trevor Street
Residential Subdivision
Ulverstone

TRAFFIC IMPACT ASSESSMENT

- Final Report
- September 2025

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Document history and status

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1	17th July 2025	R Burk	R Burk	17th July 2025	Draft
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Project manager:	Richard Burk
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Name of project:	90 Trevor St TIA
Name of document:	90 Trevor St TIA
Document version:	Final
Project number:	

1. Introduction

1.1 Background

General Residential subdivision is proposed at 90 Trevor Street, Ulverstone.

This TIA has been prepared based on Department of State Growth (DSG) guidelines and responds to the Tasmanian Planning Scheme – Central Cost, Road & Rail Assets Code C3.

1.2 Objectives

A Traffic Impact Assessment is a means for assisting in the planning and design of sustainable development that considers:

- Safety and capacity
- Equity and social justice
- Economic efficiency
- The environment and future development.

This TIA considers the impact of the proposal on projected traffic volumes expected by 2035.

1.3 Scope of Traffic Impact Assessment (TIA)

This TIA considers in detail the impact of the proposal on the junctions and streets surrounding the development site including Walker Street and Leven Street.

1.4 References

- NSW Guide to Transport Impact Assessments 2024
- Tasmanian Planning Scheme – Central Coast
- Austroads Guide Road Design Part 4A: Unsignalised & Signalised Intersections 2021
- Guide to Traffic Management Part 6: Intersections, Interchanges & Crossings 2020.

1.5 Glossary of Terms

AADT	Annual Average Daily Traffic - The total number of vehicles travelling in both directions passing a point in a year divided by the number of days in a year.
Acceleration Lane	An auxiliary lane used to allow vehicles to increase speed without interfering with the main traffic stream. It is often used on the departure side of intersections.
Access	The driveway by which vehicles and/or pedestrians enter and/or leave the property adjacent to a road.
ADT	Average Daily Traffic – The average 24-hour volume being the total number of vehicles travelling in both directions passing a point in a stated period divided by the stared number of days in that period.
Austroads	The Association of Australian and New Zealand road transport and traffic authorities and includes the Australian Local Government Association.
Delay	The additional travel time experiences by a vehicle or pedestrian with reference to a vase travel time (e.g. the free flow travel time).
DSG	Department of State Growth – The Tasmanian Government Department which manages the State Road Network.
GFA	Gross Floor Area
Intersection Kerb	The place at which two or more roads meet or cross. A raised border of rigid material formed at the edge of a carriageway, pavement or bridge.
km/h	Kilometres per hour
Level of Service	An index of the operational performance of traffic on a given traffic lane, carriageway or road when accommodating various traffic volumes under different combinations of operating conditions. It is usually defined in terms of the convenience of travel and safety performance.
m	Metres
Median	A strip of road, not normally intended for use by traffic, which separates carriageways for traffic in opposite directions. Usually formed by painted lines, kerbed and paved areas grassed areas, etc.
Movement	A stream of vehicles that enters from the same approach and departs from the same exit (i.e. with the same origin and destination).
Phase	The part of a signal cycle during which one or more movements receive right-of -way subject to resolution of any vehicle or pedestrian conflicts by priority rules. A phase is identified by at least one movement gaining right-of-way at the start of it and at least one movement losing right-of-way at the end of it.

Sight Distance	The distance, measured along the road over which visibility occurs between a driver and an object or between two drivers at specific heights above the carriageway in their lane of travel.
Signal Phasing	Sequential arrangement of separately controlled groups of vehicle and pedestrian movements within a signal cycle to allow all vehicle and pedestrian movements to proceed.
SISD	Safe Intersection Sight Distance – The sight distance provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation and to decelerate to a stop before reaching the collision point.
Speed	Distance travelled per unit time.
85th Percentile	The speed at which 85% of car drivers will travel slower and 15% will travel faster.
	A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian traffic demands.
Traffic-actuated Control	A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian tragic demands.
Traffic Growth Factor	A factor used to estimate the percentage annual increase in traffic volume.
Trip	A one-way vehicular movement from one point to another excluding the return journey. Therefore, a vehicle entering and leaving a land use is counted as two trips. (RTA Guide to Traffic generating Developments).
Turning Movement	The number of vehicles observed to make a particular turning movement (left or right turn, or through movement) at an intersection over a specified period.
Turning Movement Count	A traffic count at an intersection during which all turning movements are recorded.
Vehicle Actuated Traffic Signals	Traffic signals in which the phasing varies in accordance with the detected presence of vehicles on the signal approaches.
vpd	vehicles per day – The number of vehicles travelling in both directions passing a point during a day from midnight to midnight.
vph	vehicles per hour – The number of vehicles travelling in both directions passing a point during an hour.

1.6 Statement of Qualifications and Experience

This TIA has been prepared by Richard Burk, an experienced and qualified traffic engineer in accordance with the requirements of the Department of State Growth's guidelines and Council's requirements. Richard's experience and qualifications include:

- 38 years professional experience in road and traffic engineering industry
    - Director Traffic and Civil Services Pty Ltd since May 2017
    - Manager Traffic Engineering, Department of State Growth until May 2017.
    - Previous National committee memberships of Austroads Traffic Management and State Road Authorities Pavement Marking Working Groups
- Master of Traffic, Monash University, 2004
- Post Graduate Diploma in Management, Deakin University, 1995
- Bachelor of Civil Engineering, University of Tasmania, 1987
-

Richard Burk

BE (Civil) M Traffic Dip Man. MIE Aust CPEng
Director Traffic and Civil Services Pty Ltd

2. Site Description

Figures 1 & 2 show the development location, local road network and an aerial view of the site which is proposed to be accessed from Walker Street. The site is within an urban environment on land gently sloping downhill to the West.

Figure 1 – 90 Trevor Steet Development location

Source: LISTmap, DPIPWE

Figure 2 – Aerial view of the development site.

Source: LISTmap, DPIPWE

3. Proposal, Planning Scheme and Road Owner objectives

3.1 Description of Proposed Development

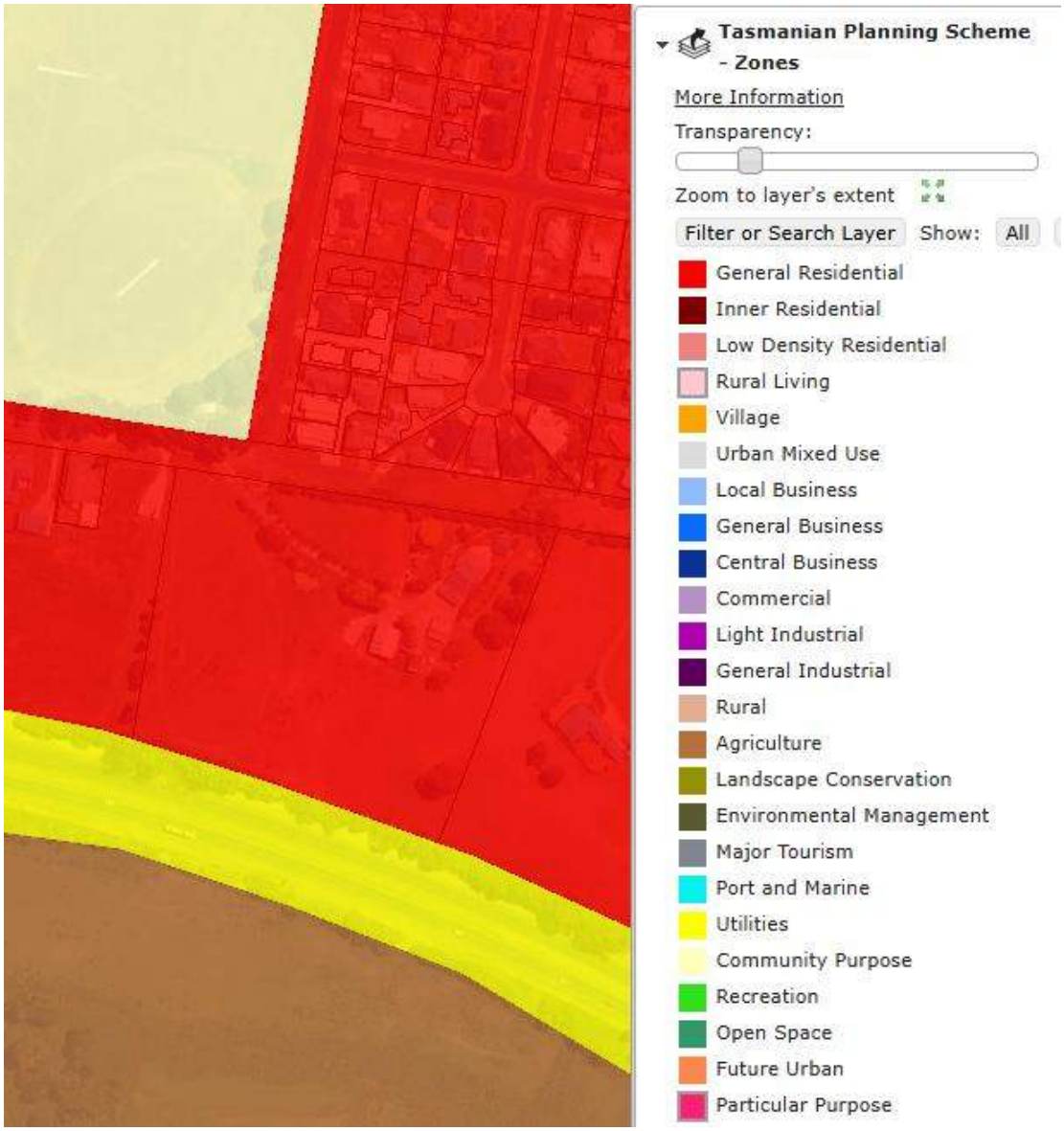
The proposal is to subdivide the land parcel with 27 lots, see Figure 3. The subdivision design drawing is attached in Appendix A.

Figure 3 – Proposed Walker Avenue extension and 90 Trevor Street subdivision layout.

3.2 Tasmanian Planning Scheme – Central Coast

The development site zoning is shown in Figure 4.

Figure 4 – Development site is zoned General Residential.



Source: LISTmap, DPIPWE

3.3 Local Road Network Objectives

Central Coast Council (CCC) is the authority responsible for the Council Road network impacted by the proposal. CCC objectives are to maintain traffic safety and capacity for relevant road users.

4. Existing Conditions

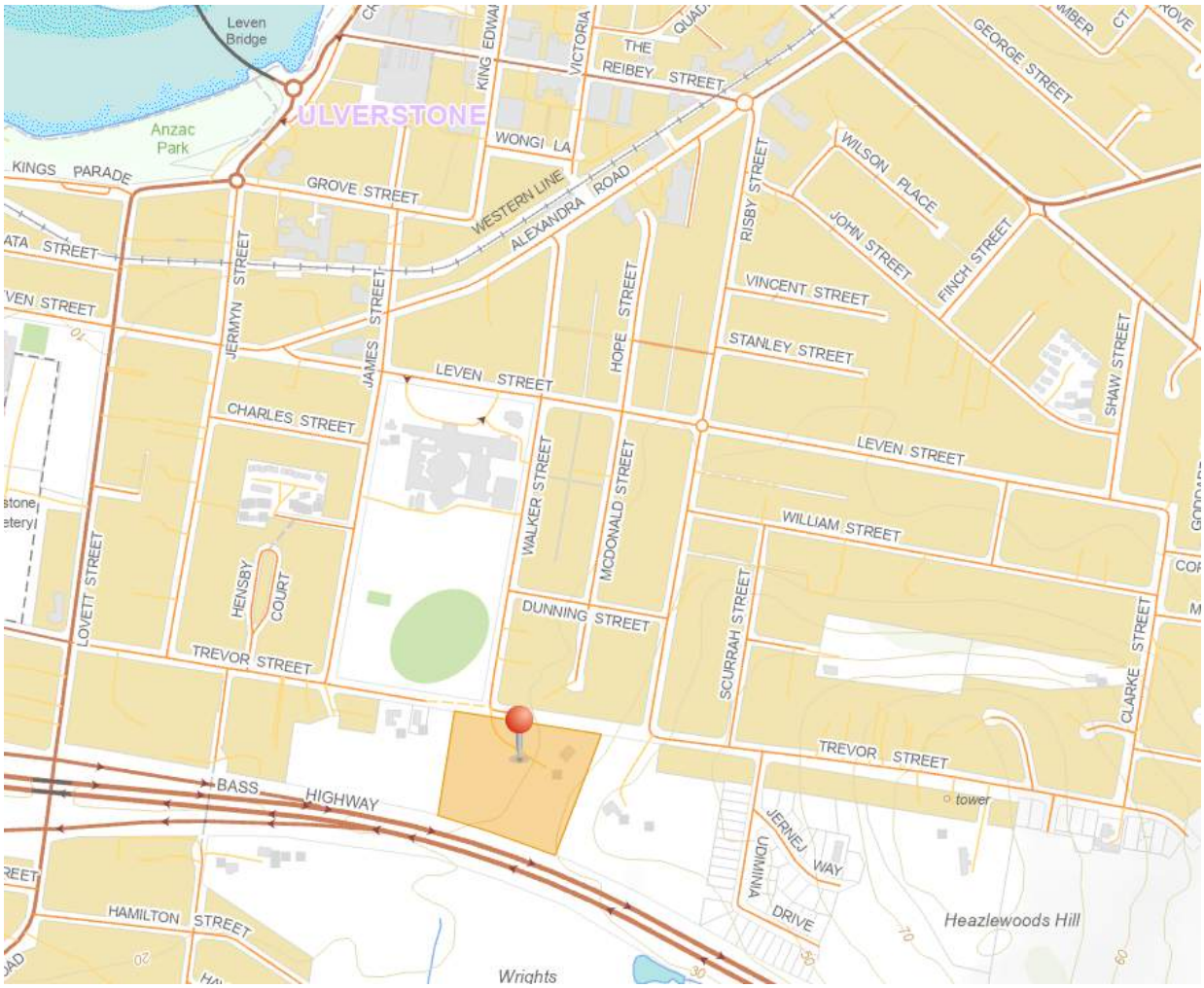
4.1 Transport Network

The proposed development site accesses the local road network as shown in Figure 5. The transport network in the vicinity of the development consists of Councils Roads that are not part of the Tasmanian 26m B Double Network, see Appendix D. The General Urban Speed Limit of 50km/h applies in the vicinity of the development.

Trevor Street is a discontinuous street which is considered desirable to preserve residential amenity and allows the existing collector road network to cater for Bass Highway and Ulverstone CBD access.

Walker Street provides access to Ulverstone via James Street and the Bass Highway via Lovett Street. Leven and James Streets are expected to experience a small increase in traffic due to the proposal because they afford direct access to the Ulverston CBD and elsewhere.

Figure 5 – Local Road network surrounding the development site.



Source: LISTmap, DPIPWE

4.2 Bass Highway

Bass Highway is a Category 1 Trunk Road in the State Road Hierarchy with dual lane grade separated carriageways and a 110km/k Speed Limit. The Bass Highway is part of the Tasmanian B Double network shown in Appendix D. The road is delineated with line marking and street lighting. At the Lovett Street Interchange Bass Highway has AADT of some 16,309 vpd (2023) with some 12.8% commercial vehicles, see Appendix F.

4.3 Lovett Street

Lovett Street is a Major Collector Road in the Council Road Hierarchy connecting Ulverstone with the Bass Highway. The road is part of the Tasmanian B Double network from the Bass Highway to Trevor Street, see Appendix D and is delineated with line marking and street lighting. Footpath is provided on the West side of the Street. The road has sealed width of 12.8m.

4.4 Leven Street

Leven Street is a Collector Road in the Council Road Hierarchy and is a two-lane two-way road with a 12.8m sealed width with footpath along the Southern side and beside the Ulverstone High School. Leven Street has an Electronic 40km/h School Zone and 50km/h Speed Limit outside school arrival and departure times. The road infrastructure is in good condition & delineated with line marking & street lighting.

4.5 Walker Street

Walker Street is a Residential Street in the Council Road Hierarchy connecting South Ulverstone with Leven Street. Walker Street has a 40km/h Static School Zone and 50km/h Speed Limit outside school arrival and departure times.

Walker Street is a two-way road with a 10.2m sealed width and footpath along the East and West side by the Ulverstone High School only. The road infrastructure is in good condition and delineated with line marking and street lighting.

4.6 Trevor Street

Trevor Street in the vicinity of the proposal operates as a minor residential service lane either side of Walker Street.

The service lanes have a sealed width of 5m with no footpaths and there is no street lighting.

4.7 James Street

James Street is a Collector Road North of Leven Street connecting South Ulverstone with the Ulverstone CBD. James Street has numerous roundabouts and a Level Crossing to manage through traffic.

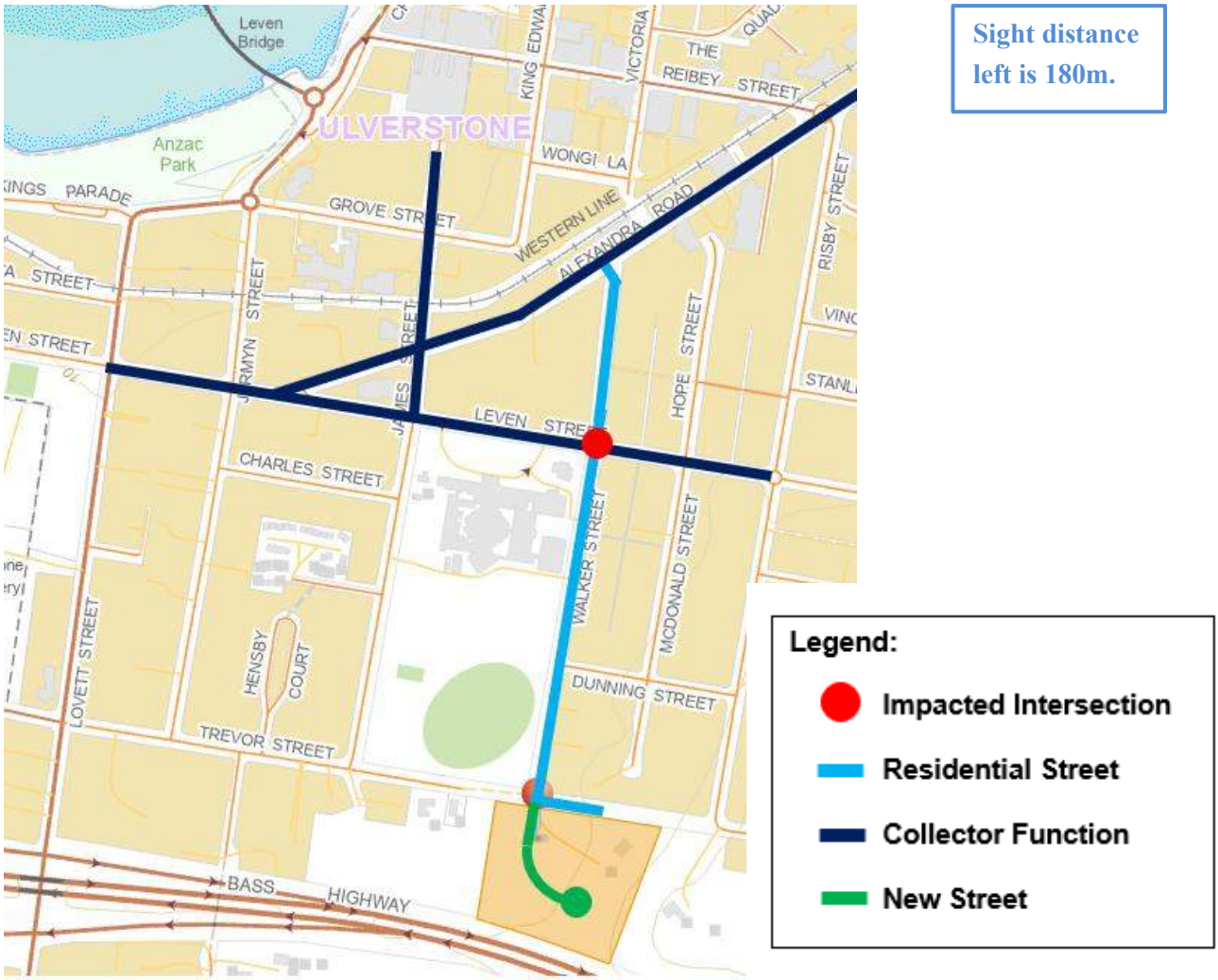
The street is two lane two-way road with a 10.2m sealed width with footpath both sides and facilities for pedestrians to cross the street. The road infrastructure is in good condition and delineated with line marking and street lighting.

4.8 impacted intersections.

The nature of the Council Road hierarchy in the vicinity of the proposal is shown in Figure 6.

Proposed access to the development site is via Walker Street. Accordingly, the intersection with Leven Street is the most immediately impacted however the Trevor Street service lane is also exposed to an increase of through traffic of some 252vpd.

Figure 6 – Impacted Streets and Intersections



Sight distance left is 180m.

4.8.1 Trevor / Walker Street junction

The existing road layout is shown in Figure 7 and the proposed junction approaches are shown in Figures 8 - 12.

90 Trevor Street is currently accessed from Trevor Street, West of the development site. With the proposal access to the development site would be via Walker Street.

Figure 7 – Aerial view of Trevor Street / Walker Street junction

Source: LISTmap, DPIPWE

Figure 8 – Trevor Street approach to Walker Street

Figure 9 – Looking right along Walker Street from Trevor Street

Sight distance right is > 97m.

Figure 10 – Looking left along Walker Street from Trevor Street

Sight distance left is > 97m.

Figure 11 – Trevor Street Eastern approach to Walker Street

Figure 12 – Looking East along Trevor Street from Walker Street

4.8.2 Leven / Walker Street intersection

The junction approaches are shown in Figures 13 – 18, with Walker St having priority.

Figure 13 – Aerial view of Leven / Walker Street intersection

Source: LISTmap, DPIPWE

Leven S.t (East – West) has double the traffic of Walker St.

Leven S.t is wider than Walker St.

Leven St. has a Collector Road function while Walker St. is a residential street.

Figure 14 – Walker Street Southern approach to Leven Street

Figure 15 – Looking right along Leven Street from Walker Street

Sight distance right is 165m.

Figure 16 – Looking left along Leven Street from Walker Street

Sight distance left is 357m.

Figure 17 – Leven Street Eastern approach to Walker Street

Figure 18 – Leven Street Western approach to Walker Street

4.8.3 James / Leven Street intersection

The intersection layout is shown in Figure 19.

Figure 19 – Aerial view of James / Leven Street intersection

Source: LISTmap, DPIPWE

4.8.4 James / Alexander Street intersection

The intersection layout is shown in Figure 20.

Figure 20 – Aerial view of James / Alexander Street intersection

Source: LISTmap, DPIPWE

4.8.5 James Street Level Crossing

The James Street Level Crossing is shown in Figure 21.

Figure 21 – Aerial view of the James Street Level Crossing

Source: LISTmap, DPIPWE

Stop Lines on the Level Crossing approaches are faded.

4.8.6 James / Grove / Gollan Street intersection

The James / Grove / Gollan Street intersection is shown in Figure 22.

Figure 22 – Aerial view of James/ Groves / Gollan intersection

Source: LISTmap, DPIPWE

4.9 Sight Distance Summary for junctions and accesses.

Sight distance guidelines and availability are summarised in Figure 23.

Figure 23 – Sight distance summary

Junction Major Rd - Minor Rd or property access	Speed Limit (km/h)	Speed Environment (km/h)	Road frontage sight distance			
			Austroads SISD (m)	Available Left(m)	Available Right(m)	AS/NZS 2890.1 SSD (m)
Walker - Trevor (East stub)	50	50	97	97*	97	NA
Walker - Leven	50	50	97	357	165	

Austroads Compliant. * compliant when built AS/NZS 2890.1 Access Compliant

4.10 Traffic Activity

From TCS traffic survey, see Appendix B, at the Walker / Leven Street intersection the following traffic volumes are estimated:

- Walker Street
  - South of Leven Street - 420 vpd (2025)
  - North of Leven Street - 750 vpd (2025)
- Leven Street
  - East of Walker Street – 1,250 vpd (2025)
  - West of Walker Street – 1,450 vpd (2025)

4.11 Crash History

The Department of State Growth is supplied with reported crashes by Tasmania Police. The Department maintains a crash database from the crash reports which is used to monitor road safety, identify problem areas and develop improvement schemes.

Crash histories can provide evidence of crash propensities. Accordingly, 5 year reported crash histories have been sourced for the following streets likely to be impacted by the proposal:

- James Street – 17 crashes
- Walker Street – 0 crashes
- Trevor Street. – 11 crashes

James Street

Figures 24 & 25 summarise the 5-year reported crash history and locations.

There is strong evidence of a Cross Traffic crash propensity at the Alexandra / James St intersection with 8 reported crashes of this type (3 minor injury and 5 PDO until June 2024)

In each case the minor injury crashes involved unusual circumstances:

- a bicyclist,
- a motorcyclist
- nighttime

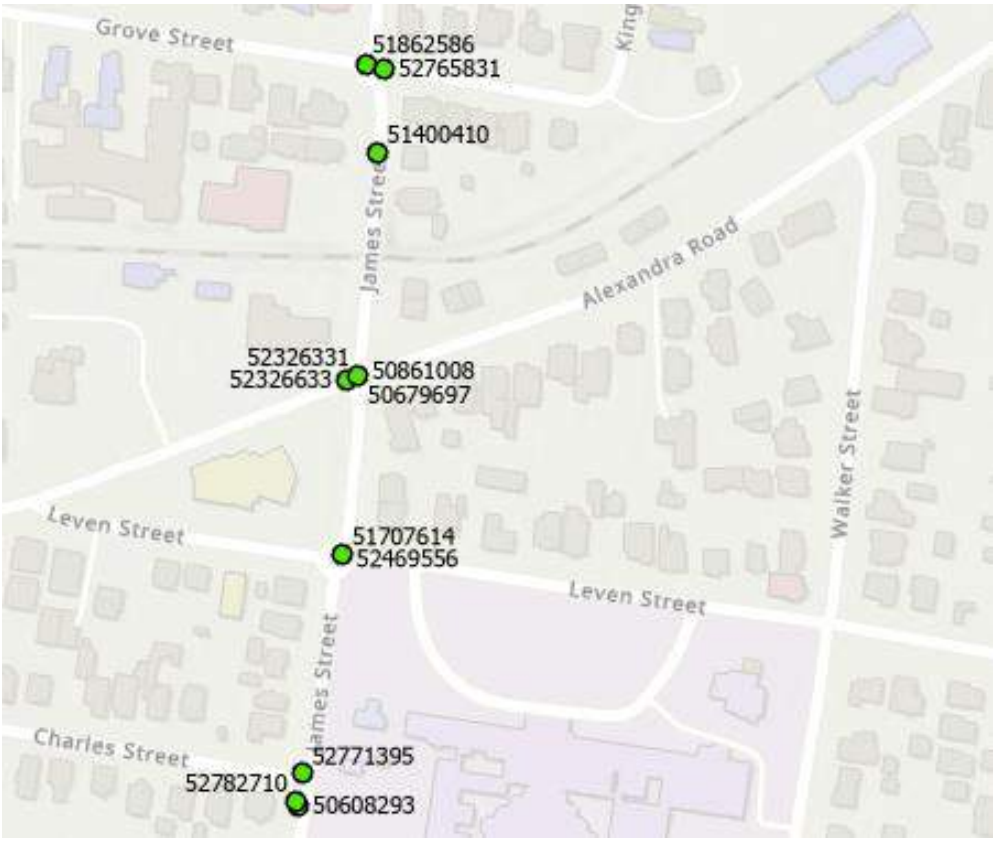
Figure 24 – 5 Year reported crash history for James Street

Crash ID	Units	Description	Date	Time	Severity	Light	Location
50608293	LV; LV	169 - Other on path	16-MAR-2020	21:07	PDO	Night	James St.
50679697	LV; LV	110 - Cross traffic	15-JUN-2020	11:45	PDO	Day	Alexandra Rd / James St Int.
50861008	LV; LV	110 - Cross traffic	13-NOV-2020	10:20	PDO	Day	Alexandra Rd / James St Int.
51180348	LV; LV	110 - Cross traffic	29-APR-2021	13:59	First Aid	Day	Alexandra Rd / James St Int.
51400410	LV; LV	147 - Emerging d/way	21-SEP-2021	15:10	PDO	Day	James St.
51637037	LV; LV	110 - Cross traffic	31-MAR-2022	00:30	PDO	Day	Alexandra Rd / James St Int.
51707614	LV; LV	110 - Cross traffic	20-JUN-2022	11:07	PDO	Day	James / Leven St Int.
51757213	LV; LV	110 - Cross traffic	01-SEP-2022	19:10	Minor	Night	Alexandra Rd / James St Int.
51862586	LV; LV	110 - Cross traffic	05-JAN-2023	20:29	First Aid	Day	James St / Gollan St / Grove St. Int.
52129212	LV; LV	110 - Cross traffic	21-SEP-2023	20:25	PDO	Night	Alexandra Rd / James St Int.
52326331	BC; LV	110 - Cross traffic	03-MAR-2024	10:25	Minor	Day	Alexandra Rd / James St Int.
52326633	LV; LV	-	27-MAR-2024	18:55	PDO	Day	Alexandra Rd / James St Int.
52415388	LV; MC	110 - Cross traffic	08-JUN-2024	13:15	Minor	Day	Alexandra Rd / James St Int.
52469556	LV; LV	110 - Cross traffic	29-JUL-2024	19:12	First Aid	Night	James / Leven St Int.
52765831	LV; LV	110 - Cross traffic	31-MAY-2025	17:50	First Aid	Night	James St / Gollan St / Grove St. Int.
52771395	LV; LV	-	06-JUN-2025	09:00	PDO	Day	James St / Charles St Int.
52782710	LV; LV	-	19-JUN-2025	15:00	PDO	Day	James St.

LV	Light vehicle
BC	Bicycle
MC	Motorcycle

PDO	Property Damage Only Crash
Minor	Minor Injury Crash

Figure 25 – 5 Year reported crash locations on James Street



Trevor Street

Figures 26 & 27 summarise the 5-year reported crash history and locations.

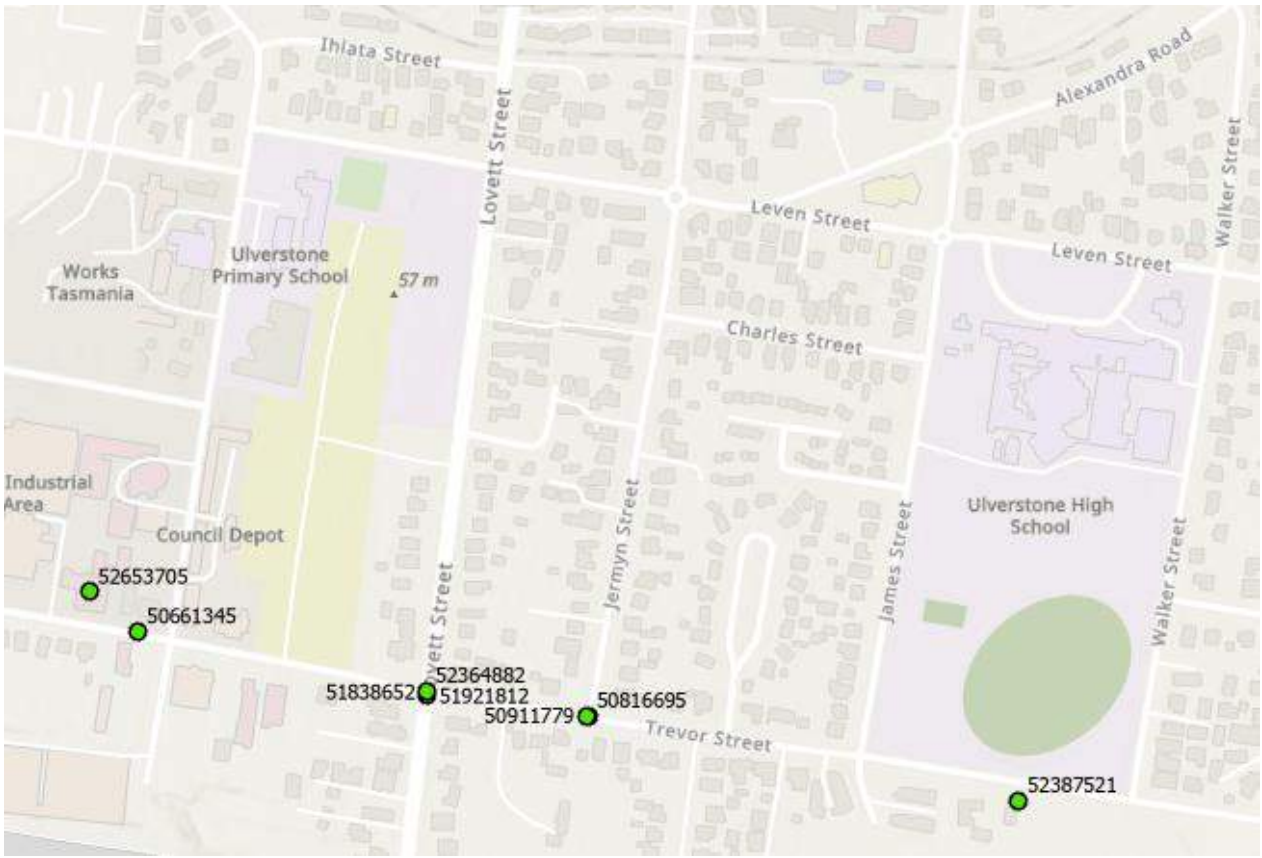
The crash history shows no crash propensity on Trevor Street in the vicinity of the proposal i.e Walker Street.

Figure 26 – 5 Year reported crash history for Trevor Street

Crash Id	Units	Description	Date	Time	Severity	Light	Location
50661345	HV	189 - Other curve	24-MAY-2020	12:19	PDO	Day	Trevor St.
50773119	LV; LV	111 - Right far	11-AUG-2020	17:59	First Aid	Night	Trevor / Scurrah St Jcn
50816695	LV	175 - Off end of road T jcn	28-AUG-2020	23:54	PDO	Night	Trevor / Jermyn S Jcn
50911779	LV		18-DEC-2020	03:24	PDO	Night	Trevor / Jermyn S Jcn
51838652	LV; LV	121 - Right through	14-DEC-2022	20:25	PDO	Day	Lovett St /Trevor St
51921812	LV; LV; LV	110 - Cross traffic	07-MAR-2023	15:00	First Aid	Day	Lovett St /Trevor St
52364882	LV; LV	132 - Veh. same lane/ rear	03-MAY-2024	16:00	PDO	Day	Lovett St /Trevor St
52378523	LV; LV	121 - Right through	13-NOV-2023	11:33	First Aid	Day	Lovett St /Trevor St
52387521	LV	-	18-MAY-2024	16:45	PDO	Day	Off Trevor St.
52536247	LV; LV	121 - Right through	03-OCT-2024	09:53	First Aid	Day	Lovett St /Trevor St
52653705	LV; LV	-	31-JAN-2025	08:50	PDO	Day	Off Trevor St.

LV	Light vehicle	PDO	Property Damage Only Crash
HV	Heavy vehicle	Minor	Minor Injury Crash

Figure 27 – 5 Year reported crash locations on Trevor Street



4.12 Road Safety Review

From road safety review the following determinations were made:

- Walker Street - No issues were identified.
- Leven Street - No issues were identified.
- Walker / Leven Street junction – Adverse intersection priority
- James Street – No issues
- James Street Level Crossing – Faded Stop lines approaching the Level Crossing.

4.13 Safe System Assessment.

Walker Street has been assessed in accordance with the Austroads Safe System assessment framework. This framework involves consideration of exposure, likelihood and severity to yield a risk framework score. High risk crash types and vulnerable road user crash types are assessed for each site and aggregated to provide an overall crash risk. Crash risk is considered in terms of three components:

- Exposure (is low where low numbers of through and turning traffic) i.e.1 out of 4
- Likelihood (is low where the infrastructure standard is high) i.e. 1 out of 4
- Severity (is low where the speed environment is low) i.e. 1 out of 4

The Austroads Safe System Assessment process enables the relative crash risk of an intersection or road link to be assessed. Vulnerable Road users are considered along with the most common crash types.

Crash risk score is an indicator of how well infrastructure satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury.*

Crash risk scores have been determined as follows:

- Walker Street – 15 / 448.

These crash risk scores align with the safe system objective, see Appendix E & Figure 28.

Figure 28 – Austroads Safe System Assessment alignment between crash score and risk

<40/448	Very low risk score
(40-80)/ 448	Low risk score
(80-180)/448	Moderate to high risk score
>180/448	High risk score

5. Traffic Generation and Assignment

This section of the report estimates how traffic generated by the proposal is distributed within the adjacent road network now and ten years future.

5.1 Traffic Growth

Assumed background traffic compound annual growth of:

- 0% on all Council Roads excluding the proposal.

5.2 Trip Generation

Proposed development ultimately consists of General Residential subdivision of 90 Trevor Street with 27 lots.

The standard traffic generation rates for residential dwellings abased on RTA guidelines:

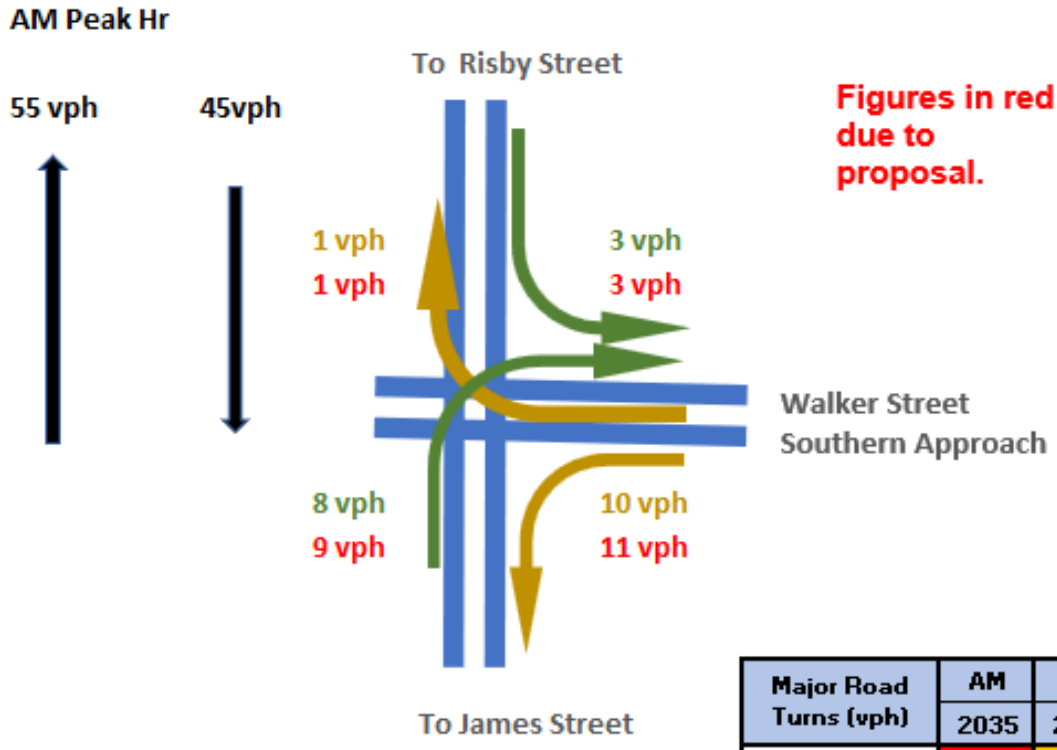
- 9.0 vpd & 0.85 vph / lot.

Accordingly, traffic generation is estimated at up to 252 vpd & 24 vph at peak times.

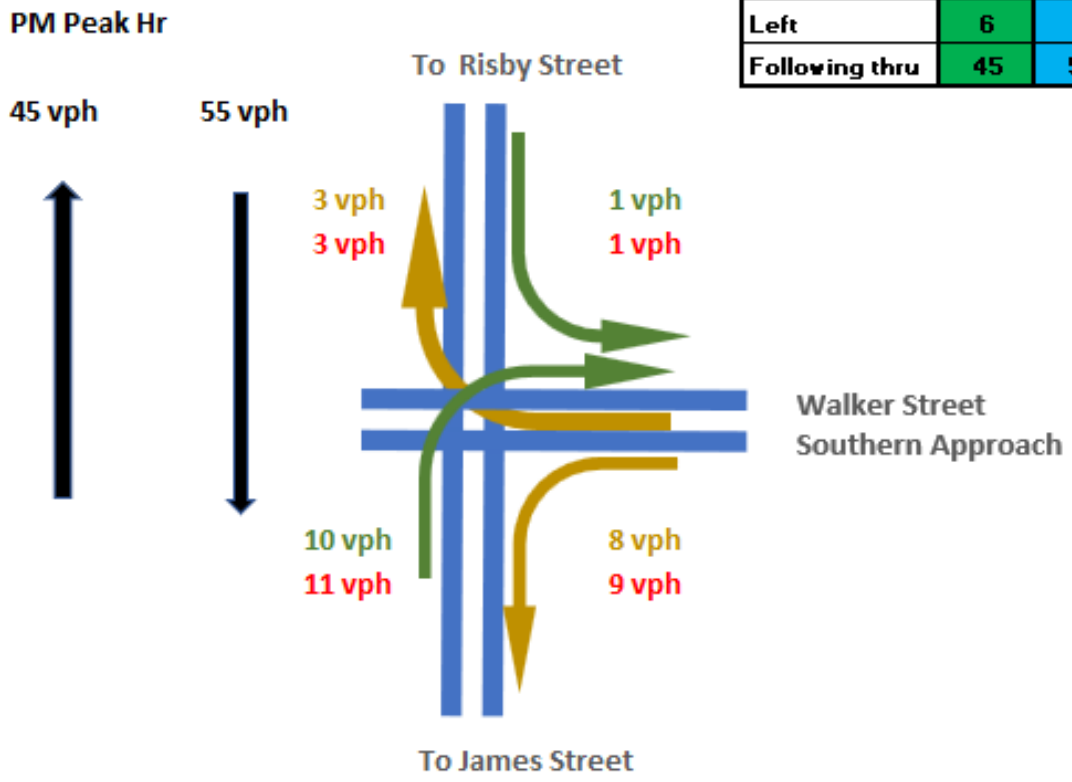
5.3 Trip Assignment

Estimated trip assignments for 2035 for the Leven / Walker Street intersection is shown in Figure 29.

Figure 29 – 2035 Traffic Activity at Leven / Walker Street intersection



Major Road Turns (vph)	AM	PM
	2035	2035
Right	17	21
Combined thru	106	102
Left	6	2
Following thru	45	55



6. Impact on Road Network

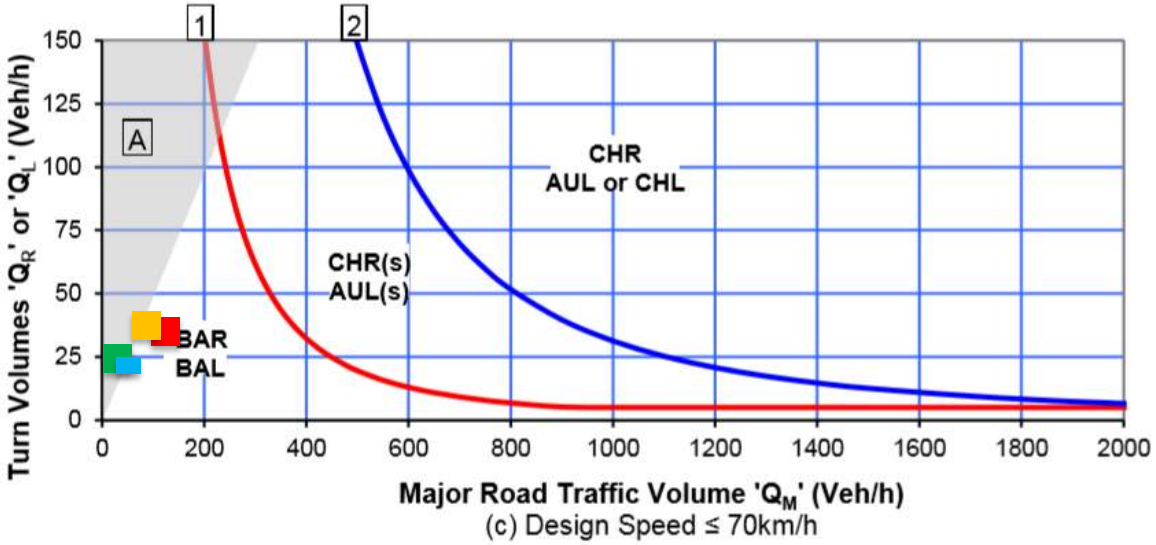
6.1 Junction and access requirements

Junction layouts are based on Austroads Guidelines which take into account the standard of the road, speed limit and through & side road traffic as outlined in Austroads Guide to Traffic Management Part 6: Intersections, Interchanges & Crossings – 2020.

Leven / Walker Street intersection

Based on the Austroad junction warrant shown in Figure 30 a BAR & BAL intersection layout is technically warranted. The current intersection has an adverse layout, see Figure 13. Reprioritisation would allow BAR and BAL operation.

Figure 30 – Austroads intersection warrant 2035.



Source: Austroads GTM Part 6-2020

Major Road Turns (vph)	AM 2035	PM 2035
Right	17	21
Combined thru	106	102
Left	6	2
Following thru	45	55

6.2 Impact of Proposal on Traffic Capacity

6.2.1 Walker/ Leven Street Intersection

Upon review of Austroads intersection warrants and the situation, the low through traffic volumes on Leven Street do not justify formal intersection analysis. Intersection performance is estimated at LOS A beyond 2035. See Appendix C for LOS descriptions.

6.2.2 Walker / Trevor Street junction

This junction will have minimal turning volumes and low through traffic and accordingly is estimated to operate at LOS A beyond 2035.

6.2.3 Other intersections

Other intersections in the area will experience a very small increases in through and turning traffic estimated to have negligible impact on LOS.

6.3 Impacts on road users.

6.3.1 Public Transport

There are no public transport services that would be affected by the proposal.

6.3.2 Delivery Vehicles

The proposal does not affect delivery vehicles.

6.3.3 Pedestrians and Cyclists

Footpaths should be provided along one side of the proposed subdivision street consistent with LGAT Standards for Urban Roads TSD-R06.

6.3.4 Motorcyclists

The proposal is estimated to have negligible impact on motorcyclists.

6.4 Other impacts

6.4.1 Environmental

No applicable environmental impacts were identified in relation to:

- Noise, vibration or visual impact
- Community severance, pedestrian amenity
- Hazardous loads, air pollution or ecological impacts
- Heritage and Conservation

6.4.2 Street Lighting and Furniture

The proposed subdivision street should be fitted with street lighting to council standard.

6.5 Proposed internal traffic management.

6.5.1 Proposed subdivision streets

The proposed streets should be designed to accommodate General Access vehicles and built with a cross section consistent with the LGAT Urban Roads standard drawing TSD-R06.
The proposed street should have a sealed width of 8.9m from face to face of kerb and footpath one side as per LGAT Urban Roads standard drawing TSD-R06.

The proposed street includes a Cul-De-Sac which should have an 18m diameter from face to face of kerb as per LGAT Urban Cul-De-Sac drawings TSD-R07 & R08.

6.5.2 Proposed Accesses

Driveways should be constructed to comply with LGAT Standard Drawing TSD-R09 for Urban Road Driveways. LGAT standard drawings are accessible online at:
https://www.lgat.tas.gov.au/__data/assets/pdf_file/0027/813735/Tasmanian-Municipal-Standards-Drawings-v3-December-20202.pdf

6.6 Impact on liveability, safety and amenity of the local area

According to Traffic Engineering and Management – KW Ogden and SY Taylor 1999, Chapter 2.2- Design of New Urban Networks:

To maximise the liveability, safety and amenity of the local area, road and street network layout should be such that:

- *A minimum of 60% of lots should abut residential streets with less than 300vpd passing traffic.*
- *A minimum of 80% of lots should abut residential streets with less than 600 vpd passing traffic.*
- *A maximum of 5% of single dwelling lots should abut residential streets with between 1,000-2,000 vpd passing traffic.*
- *A maximum of 1% of single dwelling lots should abut local streets or collectors with less than 3,000 vpd passing traffic, and*
- *No single dwelling lot should abut a route with more than 3,000 vpd passing traffic.*

By 2035 the estimated traffic activity on the Walker Street extension will be 252 vpd.
This traffic activity level is within range of liveability, safety and amenity targets.

6.7 Tasmanian Subdivision Guideline Considerations

No issues have been identified.

6.8 Transport Planning Considerations

The proposed extension of Walker Street as part of the 27-lot subdivision of 90 Trevor Street suits the topography of the site as well as liveability, safety and residential amenity targets.

The proposed subdivision layout results in a low speed, low traffic activity environment that is a desirable outcome for a General Residential Zone.

A road connection between Walker Street and Udiminia Drive would likely be counterproductive for residential amenity, encouraging unnecessary through traffic. Such a link would also involve considerable earthworks to negotiate the topography which has a grade of 20 to 25%.

6.9 Tasmanian Planning Scheme – Central Coast

Road and Railway Assets Code C3

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

Acceptable Solution A1.1 – **Not applicable** as the relevant roads are not Category 1.

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.*

The proposal involves extension of Walker Street to the South (Road Lot 100 in the proposal plan). Written consent from the CCC has not been issued. This TIA has been prepared to assist Council in assessing the proposal. **A1.2 is currently not satisfied.**

Acceptable Solution A1.3 **– Not applicable** as no rail network is involved.

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

Table C3.1 allows an increase of traffic of:

- 20% or 40 vpd for vehicles up to 5.5m in length on *other* roads.
- 10% or 10 vpd for vehicles up to 5.5m in length on *major* roads.

Other Roads
Walker St has estimated AADT of 0 vpd at the Southern end as it is a No Through road and therefore considered an *Other* road. The proposal increases traffic by an estimated 252 vpd.

Major Roads
Leven St has estimated AADT of 1,000 vpd and considered a *Major* Road. The proposal increases traffic by an estimated 252 vpd.

In both cases Table C3.1 is not satisfied. **A1.4 is not Satisfied**.

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 advice received from the rail or road authority.

The increase in traffic due to the proposal is estimated at 252 vpd with 24 vph at peak times. From review of Austroads junction warrants the development is supported as turning and through movements at the Leven / Walker Street intersection are low and the existing intersection is considered adequate to cope with the projected increase by 2035, see Section 6.2.

(a) The nature of the traffic generated by the use will be 98% light vehicles post residential construction phase. Intersection and road network analysis provides evidence that there should not be any traffic capacity issues with the proposal.

(b) Leven Street and Walker Street are of suitable standard to cope with projected traffic activity in 2035. The proposed road standard is consistent with LGAT standards for urban roads. The existing and proposed road junctions have suitable layouts.

(c) The General Urban Speed Limit of 50 Km/h applies and is suited to the proposal i.e General Residential subdivision.

(d) No alternative accesses are available.

(e) The proposed land use is consistent with the General Residential zoning of the area.

(f) This TIA finds no reason to disallow the proposal due to traffic impacts.

(g) No specific advice on traffic management has been received from Council.

In summary there are no traffic safety or capacity issues due to the proposal. **P1 is satisfied.**

Acceptable solution A1.5: Vehicular traffic must be able to enter and leave a major road in a forward direction.

A1.5 is satisfied.

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area.

Acceptable Solution A1

Unless within a building area on a sealed plan approved under this planning scheme, habitable buildings for a sensitive use within a road or railway attenuation area, must be:

(a) within a row of existing habitable buildings for sensitive uses and no closer to the existing or future major road or rail network than the adjoining habitable building;

(b) an extension which extends no closer to the existing or future major road or rail network than:

(i) the existing habitable building; or

(ii) an adjoining habitable building for a sensitive use; or

(c) located or designed so that external noise levels are not more than the level in Table C3.2 measured in accordance with Part D of the *Noise Measurement Procedures Manual, 2nd edition, July 2008*.

Table C3.2 Acceptable noise levels within a road or railway attenuation area

Roads
The arithmetic average of the A-weighted L10 sound pressure levels for each of the one-hour periods between 6:00am and midnight on any day [L10 (18-hour)] of 63 dB(A).

Habitable buildings sensitive uses) are proposed within the General Residential Zone and within 50m of the Bass Highway reservation (the road attenuation area), see Figure 31.

The road noise level may be > 63 dB. The Bass Highway at Ulverstone:

- has AADT of some 16,309 vpd (2023), see Appendix F,
- has a 110km/h speed limit
- is part of the Tasmanian 26m B Double Network, see Appendix D.
- 12.8 % of AADT is trucks which is a high percentage.

A1 is not satisfied.

Performance Criteria P1

Habitable buildings for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise adverse effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to:

(a) the topography of the site;

(b) the proposed setback;

(c) any buffers created by natural or other features;

(d) the location of existing or proposed buildings on the site;

(e) the frequency of use of the rail network;

(f) the speed limit and traffic volume of the road;

(g) any noise, vibration, light and air emissions from the rail network or road;

(h) the nature of the road;

(i) the nature of the development;

(j) the need for the development;

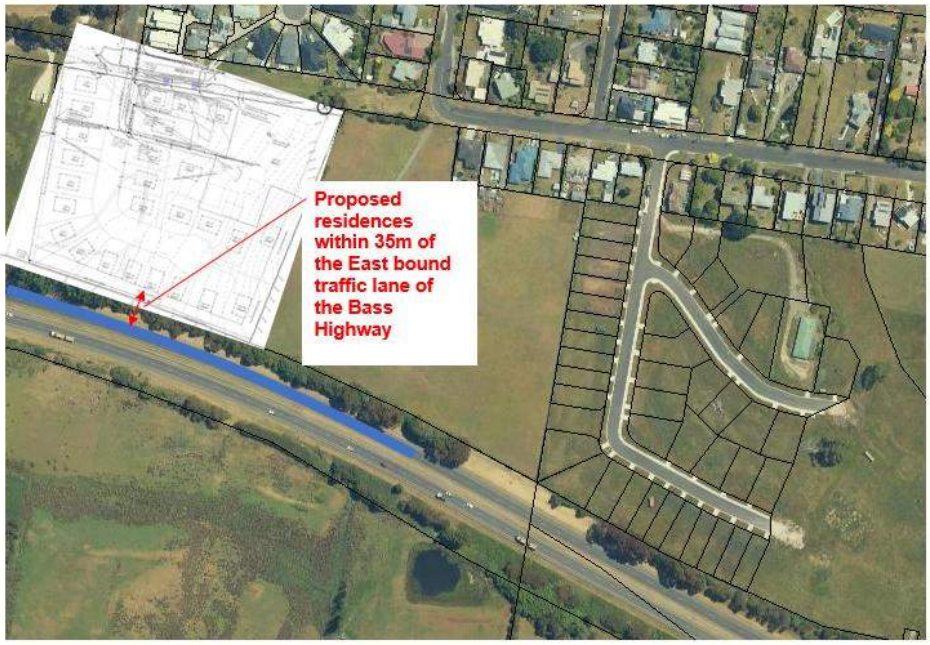
(k) any traffic impact assessment;

(l) any mitigating measures proposed;

(m) any recommendations from a suitably qualified person for mitigation of noise; and

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

Figure 31 –Bass Highway adjacent 90 Trevor Street property



a. The topography of the site is flat, and at about Bass Hwy elevation, see Figure 32.

Figure 32 –East bound carriageway of the Bass Highway adjacent 90 Trevor St.

b. Proposed dwelling sites for lots 7 to 14 are beyond 25m of the Bass Highway, see Figure 31. It is unlikely that the Bass Highway will be widened as there are already two lanes in each direction and a wide central median.

c. The Bass Hwy has natural buffer in the form of Poplars & other trees, see Figure 32.

d. Buildings on lots 7 to 14 are proposed to be setback some 35m from the edge of the East bound traffic lane of the Bass Highway, see Figure 32. i.e within 50m.

e. There is no rail network in the vicinity of the proposal.

f. Bass Highway traffic volume is estimated at 16,309 vpd (2023) in an 110km/h zone.

g. Road noise over 63 dB may occur though the trees will have a buffering affect.

h. The proposed extension of Walker Street is grade separated from the Bass Hwy.

i. The proposed development is for residential dwellings consistent with the Tasmanian Planning Scheme Land use Zoning – Central Coast.

j. The development is justified on commercial grounds.

k. This TIA determines that subject to the recommendations, the subdivision proposal will allow continued safe and efficient operation of the Council Roads and the Bass Hwy and is supported on traffic grounds.

l. Mitigations may be necessary to mitigate road noise concerns.

m. A noise assessment report appears necessary.
n. No advice has been received from the DSG.

P1 is satisfied.

C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area

Acceptable Solution A1

A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.

A residential subdivision (sensitive uses) is proposed within a General Residential Zone within 50m of the Bass Highway reservation (the road attenuation area). **A1 is not satisfied.**

Performance Criteria P1

A lot, or a lot proposed in a plan of subdivision, intended for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise the effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to:

(a) the topography of the site;

(b) any buffers created by natural or other features;

(c) the location of existing or proposed buildings on the site;

(d) the frequency of use of the rail network;

(e) the speed limit and traffic volume of the road;

(f) any noise, vibration, light and air emissions from the rail network or road;

(g) the nature of the road;

(h) the nature of the intended uses;

(i) the layout of the subdivision;

(j) the need for the subdivision;

(k) any traffic impact assessment;

(l) any mitigating measures proposed;

(m) any recommendations from a suitably qualified person for mitigation of noise; and

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

a. The topography of the site is flat, and the development site is some 1m above the Bass Hwy, see Figure 32.

b. The Bass Highway has a natural buffer in the form of trees adjacent to 90 Trevor St.

c. Proposed dwelling sites for lots 7 to 15 are beyond 25m of the Bass Highway, see Figure 31.

d. There is no rail network.

e. Bass Highway traffic volume is estimated at 16,309 vpd (2023) in an 110km/h zone.

f. There may be road noise from the Bass Highway in the 63 dB range.

g. The Bass Highway is part of the National Road Network and the Tasmanian 26m B Double network.

h. The proposed development is for General Residential dwellings consistent with the Tasmanian Planning Scheme Land Use Zoning – Central Coast.

i. The subdivision layout suits the site contours.

j. The proposed subdivision is justified on a commercial basis.

k. This traffic impact assessment determines that subject to the recommendations contained in this report, the subdivision proposal will allow continued safe and efficient operation of the Council Roads and the Bass Highway and is supported on traffic grounds.

l. Mitigations may be necessary to mitigate road noise concerns.

m. A noise assessment report appears necessary.

n. No advice has been received from the DSG.

P1 is satisfied.

7. Recommendations and Conclusions

This traffic impact assessment has been prepared to assess the proposed General Residential subdivision at 90 Trevor Street, Ulverstone. It is estimated the 27-lot proposal will generate up to 252 vpd and 24 vph at peak times once fully developed.

The assessment has reviewed traffic activity at the site, existing road conditions, road safety, crash history, Austroads junction warrants and the Tasmanian Planning Scheme – Central Coast requirements of Road and Railway Assets Code C3.

7.1 Traffic Capacity at impacted junctions:

The existing and proposed Walker Street intersections have been checked in terms of Austroads warrants and Safe Intersection Sight Distance requirements.

7.1.1 Walker / Leven Street intersection

Walker Street has an estimated AADT of 420 vpd (2025) and will experience an estimated increase of 252 vpd increase from the proposed 28 lot subdivision. The intersection is estimated to continue to operate at LOS A beyond 2035 however there is an opportunity to make traffic safety and efficiency improvements. These improvements include reprioritisation of Leven Street, as it has an East- West Collector Road function.

7.1.2 Walker / Trevor Street junction

This proposed junction extends Walker Street to the south by some 200m and terminates with a Cul-De-Sac. The junction will operate at LOS A beyond 2035.

7.1.3 Other intersections

Other intersections in the area will experience very small increases in through and turning traffic estimated to have negligible impact on LOS.

7.2 Traffic safety

7.2.1 Austroads Safey System Assessment

Crash risk scores have been determined as follows:

- Walker Street – 15 / 448

This crash risk score demonstrates close alignment with the safe system objective.

7.2.2 Road Safety Review

From road safety review the following issues were identified:

- Walker / Leven Street junction – Adverse intersection priority
- James Street Level Crossing – Faded Stop lines on Level Crossing approaches.

7.2.3 5 Year Reported Crash History

From review of 5 year reported crash histories along nearby Council Roads the following crashes have been identified:

- James Street – 17 crashes
- Walker Street – 0 crashes
- Trevor Street. – 11 crashes

A crash propensity is apparent at the James Street / Alexandra Road intersection with 8 Cross Traffic type crashes to June 2024, 3 crashes involving minor injury crashes. It is noted however that the intersection is managed with a roundabout and Cross Intersection type crashes should not occur. It is not expected that the small increase in traffic at this intersection, due to the proposal, will impact the crash history on James Street or at the Alexandra Road intersection.

The crash history shows no crash propensity on Trevor Street in the vicinity of the proposal i.e Walker Street.

7.3 Tasmanian Planning Scheme – Central Coast

Evidence is provided demonstrating that the proposal complies with Road and Railway Assets Code C3. The proposal has a very minor impact on the surrounding road network.

Recommendations:

1. ***Construct the proposed road as a Southern extension of Walker Street with a simple junction layout provided for the Trevor Street stub to the East which will provide access to lots 24 & 25.***

2. ***Construct the proposed Walker Street extension to a sealed width of 8.9m from face to face of kerb and footpath along Western one side and as per LGAT Urban Roads standard drawing TSD-R06.***

3. ***Construct the proposed Cul-De-Sac in accordance with LGAT Urban Roads standard drawings TSD-R06, R07 & R08 with 6.9m seal width and 18m Cul-De-Sac diameter face to face of kerb.***

4. ***Construct driveways & footpaths to LGAT standards TSD-R09 & R11.***

5. ***Provide streetlighting to Central Coast Council standard.***

6. ***Mitigate noise from the Bass Highway in accordance with noise assessment report recommendations.***

Suggestions for Council consideration:

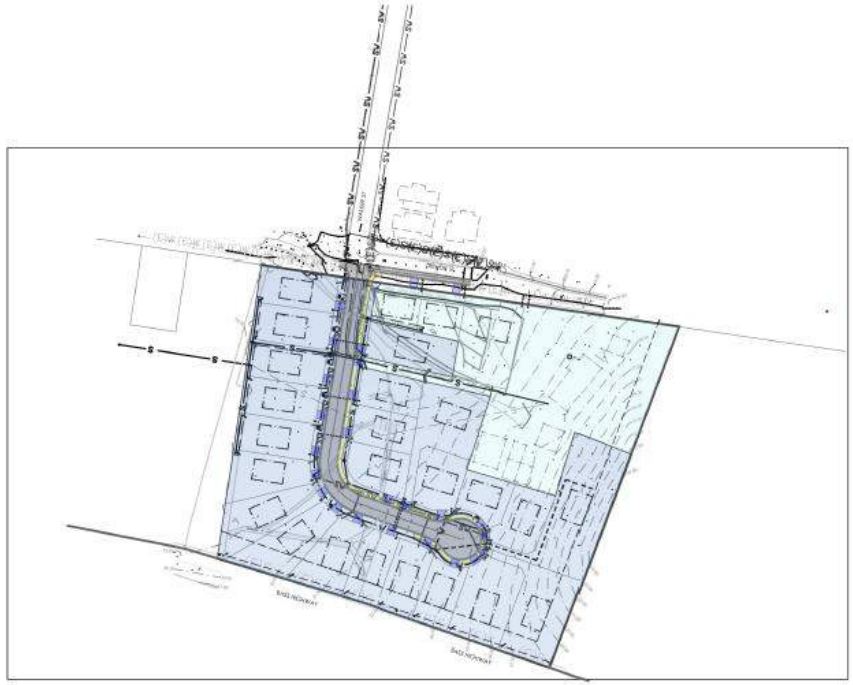
- ***Retrofit a micro roundabout at the Leven Street / Walker Street intersection or make Leven Street the priority road.***

- ***Remark Stop lines on the James Street Level Crossing approaches.***

Overall, it has been concluded that with the proposed development, the existing road network will continue to operate safely& efficiently subject to the above recommendations. Based on the findings of this report the proposal is supported on traffic grounds.

Appendices

Appendix A – Proposed development layout



STAGING

STAGE 1

STAGE 2

COUNCIL APPROVAL

TASWATER APPROVAL

REV	DESCRIPTION	BY	DATE
STATUS: PLANNING			

CIVILVISION CONSULTING
CREATIVE ENGINEERING
20b Loone Lane
Sprelton TAS 7310
Mob: 0412 439 184
ABN: 66 644 575 468
info@civilvisionengineering.com

PROJECT: PROPOSED 27 LOT SUBDIVISION
90 TREVOR ST, ULVERSTONE

CLIENT: 4043 DEVELOPMENTS

DRAWING TITLE: STAGING & STANDARD DRAWINGS

SCALE AT A3	DATE	DRAWN	CHECKED
N.T.S	15/09/25	JM	JM

PROJECT NO.	DRAWING NO.	REVISION
25066	C01	0

STANDARD DRAWINGS (LGAT)

ROADWORKS

TSD-G01.v3	TRENCH REINSTATEMENT FLEXIBLE PAVEMENTS
TSD-G02.v3	ROADS TYPICAL PROPERTY ACCESS
TSD-G04.v3	REFERENCE POINTS

ROADWORKS

TSD-R09.v3	URBAN ROAD DRIVEWAYS
TSD-R11.v3	URBAN ROADS FOOTPATHS
TSD-R12.v3	SUBSOIL DRAINS CONSTRUCTION DETAILS
TSD-R14.v3	CONCRETE KERBS AND CHANNELS DIMENSION
TSD-R15.v3	CONCRETE KERBS AND CHANNELS CONSTRUCTION DETAILS
TSD-R16.v3	CONCRETE KERBS AND CHANNELS VEHICULAR CROSSINGS
TSD-R18.v3	CONCRETE KERBS AND CHANNELS ACCESS RAMPS
TSD-R32.v3	LOCKABLE BOLLARDS

STANDARD DRAWINGS (LGAT)

STORMWATER

TSD-SW02.v3	MANHOLES 100 - 600 DIA. PIPES GENERAL ARRANGEMENTS
TSD-SW03.v3	MANHOLES 100 - 600 DIA. PIPES BENCHING DETAILS
TSD-SW04.v3	SIDE ENTRY PITS GRATED AND FRAME DETAILS
TSD-SW07.v3	SIDE ENTRY PITS TYPE 1
TSD-SW14.v3	STORMWATER 'GVP'
TSD-SW17.v3	OUTLET HEADWALLS
TSD-SW25.v3	STORMWATER PROPERTY CONNECTIONS TO MAINS
TSD-SW28.v3	GUIDELINES FOR SEDIMENT CONTROL

STANDARD DRAWINGS (TASWATER/WSAA)

SEWER

MRWA-S-201	TRENCHING AND TRENCHFILL
MRWA-S-202	EMBEDMENT
MRWA-S-301	RISER CONSTRUCTION DETAILS
MRWA-S-302	TYPE 1 PROPERTY CONNECTIONS
MRWA-S-303	TYPE 2 PROPERTY CONNECTIONS
MRWA-S-304	TYPE 4 PROPERTY CONNECTIONS
MRWA-S-305	MAINTENANCE SHAFTS
MRWA-S-313	TABLE 313-B: MAINTENANCE STRUCTURE COVER REQUIREMENTS

WATER

TW-W-300	PIPE INSTALLATION - THRUST BLOCKS
TW-W-306	STOP VALVES / FIRE PLUGS - TYPICAL INSTALLATION
TW-W-311	FIRE PLUGS MARKING - WITH KERB
TW-W-360	CUL-DE-SAC END OF WATER MAIN - POLY LOOP
TWS-W-0002	PROPERTY SERVICE CONNECTIONS
MRWA-W-110	PROPERTY SERVICE ARRANGEMENTS
MRWA-W-111	INSTALLATION OF DN25 & DN32 PE OFFTAKES
MRWA-W-202	PIPE TRENCH DETAILS
TWS-W-0015	CUL-DE-SAC END OF WATER MAIN - POLY LOOP


LEGEND
EXISTING STORMWATER
EXISTING WATER
EXISTING SEWER
EXISTING TELECOM
EXISTING U/G ELECTRICITY
EXISTING OVERHEAD ELECTRICITY
NEW OVERFLOW PATH
NEW STORMWATER
NEW SEWER
NEW SUBSOIL DRAIN
NEW WATER
STAGING
STAGE 1
STAGE 2
COUNCIL APPROVAL
TASWATER APPROVAL
PLANNING
CIVILVISION CONSULTING
PROPOSED 27 LOT SUBDIVISION
90 TREVOR ST, ULVERSTONE
4043 DEVELOPMENTS
GENERAL ARRANGEMENT - STAGE 1 & 2
25066
C02
TREVOR ST.
BASS HIGHWAY
BASS HIGHWAY
10m BUSHFIRE BUFFER
10m BUSHFIRE BUFFER


LEGEND
EXISTING STORMWATER
EXISTING WATER
EXISTING SEWER
EXISTING TELECOM
EXISTING UG ELECTRICITY
EXISTING OVERHEAD ELECTRICITY
NEW OVERFLOW PATH
NEW STORMWATER
NEW SEWER
NEW SUBSOIL DRAIN
NEW WATER
NEW ASPHALT SURFACE
NEW CONCRETE DRIVEWAY
NEW CONCRETE FOOTPATH
COUNCIL APPROVAL
TASWATER APPROVAL
STATUS: PLANNING
CIVILVISION CONSULTING
4043 DEVELOPMENTS
PROPOSED 27 LOT SUBDIVISION
90 TREVOR ST, ULVERSTONE
CONCEPT SERVICES - STAGE 1
25066
C03
TREVOR ST.
WALKER ST
BASS HIGHWAY
BASS HIGHWAY
WARNING
NOTES:


LEGEND
EXISTING STORMWATER
EXISTING WATER
EXISTING SEWER
EXISTING TELECOM
EXISTING UG ELECTRICITY
EXISTING OVERHEAD ELECTRICITY
NEW OVERFLOW PATH
NEW STORMWATER
NEW SEWER
NEW SUBSOIL DRAIN
NEW WATER
NEW ASPHALT SURFACE
NEW CONCRETE DRIVEWAY
NEW CONCRETE FOOTPATH
COUNCIL APPROVAL
TASWATER APPROVAL
PLANNING
CIVILVISION CONSULTING
20b Lorne Lane Spreyton TAS 7310
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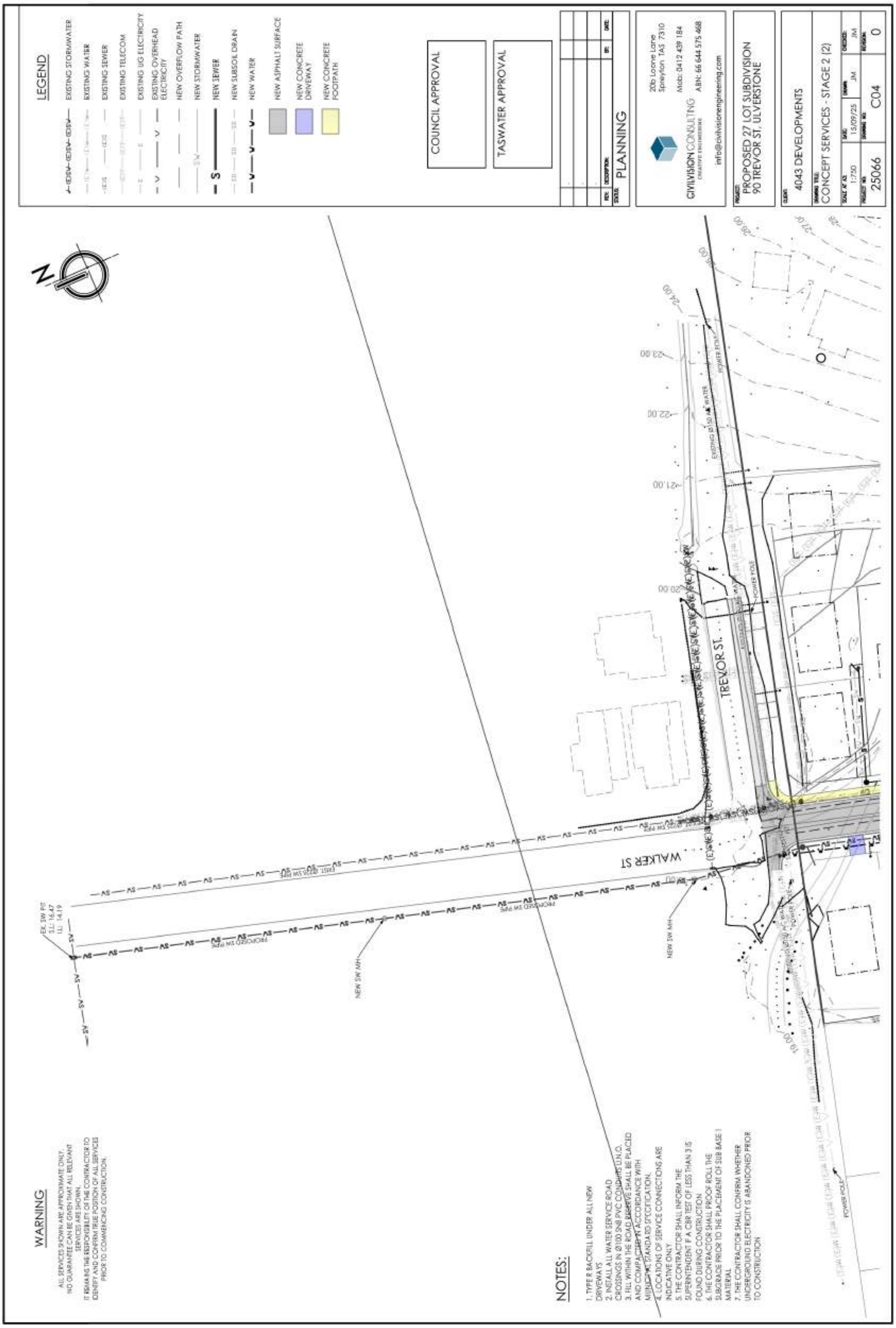
ABN: 66 644 575 468
info@civilvisionengineering.com
PROPOSED 27 LOT SUBDIVISION
90 TREVOR ST, ULVERSTONE
4043 DEVELOPMENTS
CONCEPT SERVICES - STAGE 2 (1)
1:750
13/09/25
25066
C04
0
BASS HIGHWAY
TREVOR ST.
WALKER ST
NOTES:
WARNING


LEGEND
EXISTING STORMWATER
EXISTING WATER
EXISTING SEWER
EXISTING TELECOM
EXISTING UG ELECTRICITY
EXISTING OVERHEAD ELECTRICITY
NEW OVERFLOW PATH
NEW STORMWATER
NEW SEWER
NEW SUBSOIL DRAIN
NEW WATER
NEW ASPHALT SURFACE
NEW CONCRETE DRIVEWAY
NEW CONCRETE FOOTPATH
COUNCIL APPROVAL
TASWATER APPROVAL
PLANNING
20b Loone Lane Spreyton TAS 7310
Mob: 0412 439 184
ABN: 66 644 575 468
info@civilvisionengineering.com
CIVILVISION CONSULTING
PROPOSED 27 LOT SUBDIVISION 90 TREVOR ST, ULVERSTONE
4043 DEVELOPMENTS
CONCEPT SERVICES - STAGE 2 (2)
1:750
15/09/25
JM
25066
C04
0
TREVOR ST.
WALKER ST
EX. SW PIT
NEW SW MH
POWER POLE
WARNING
ALL SERVICES SHOWN ARE APPROXIMATE ONLY. NO GUARANTEE CAN BE GIVEN THAT ALL RELEVANT SERVICES ARE SHOWN. IT REMAINS THE RESPONSIBILITY OF THE CONTRACTOR TO IDENTIFY AND CONFIRM TRUE POSITION OF ALL SERVICES PRIOR TO COMMENCING CONSTRUCTION.
NOTES:
1. TYPE B BACKFILL UNDER ALL NEW DRIVEWAYS
2. INSTALL ALL WATER SERVICE ROAD CROSSINGS IN Ø100 SN8 PVC CONDUIT U.N.O.
3. FILL WITHIN THE ROAD RESERVE SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH MUNICIPAL STANDARD SPECIFICATION.
4. LOCATIONS OF SERVICE CONNECTIONS ARE INDICATIVE ONLY
5. THE CONTRACTOR SHALL INFORM THE SUPERINTENDENT IF A CBR TEST OF LESS THAN 3% FOUND DURING CONSTRUCTION
6. THE CONTRACTOR SHALL PROOF ROLL THE SUBGRADE PRIOR TO THE PLACEMENT OF SUB BASE MATERIAL
7. THE CONTRACTOR SHALL CONFIRM WHETHER UNDERGROUND ELECTRICITY IS ABANDONED PRIOR TO CONSTRUCTION

Appendix B – Traffic Turning Count Data

Walker Street / Leven Street intersection

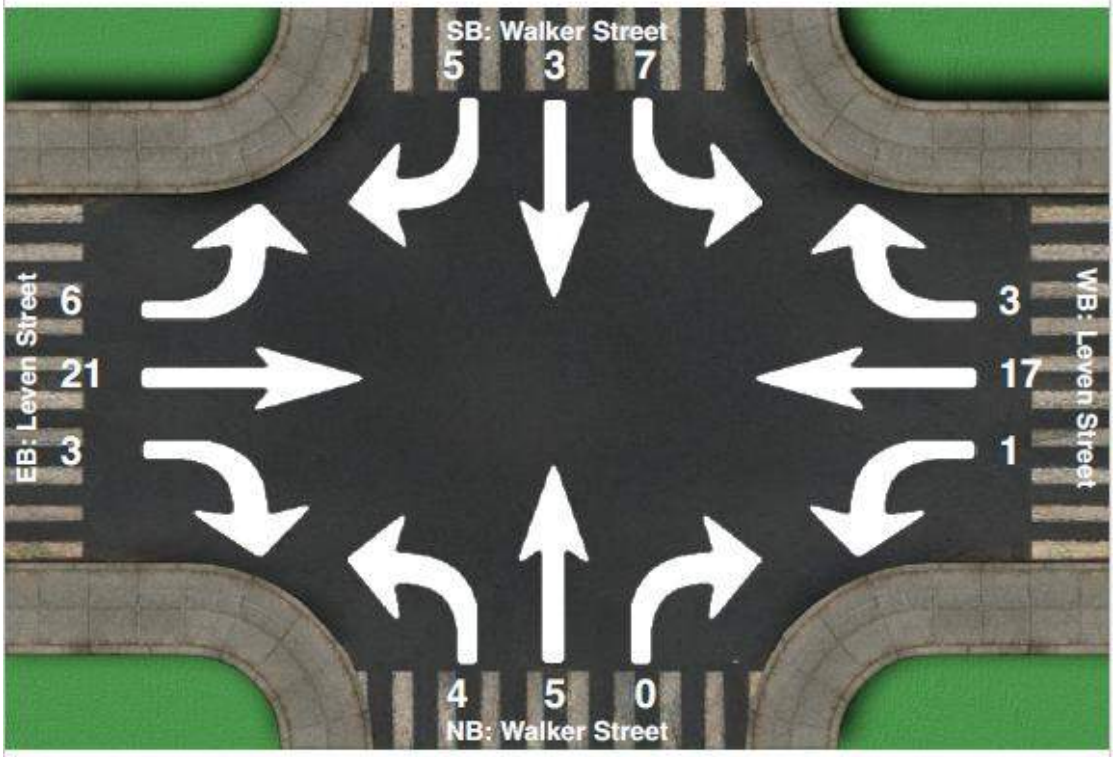
Intersection Count Summary

Location: Walker Street at Leven Street, Ulverstone
GPS Coordinates:
Date: 2025-07-16
Day of week: Wednesday
Weather:
Analyst: Sid Saxby

Estimated AADT (2025):

- **Walker St (N) - 750 vpd.**
- **Walker St (S) - 420 vpd.**

- **Leven St (W) – 1,450 vpd.**
- **Leven St (E) – 1,250 vpd.**



Intersection Count Summary

11:48 - 12:18

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	7	3	5	1	17	3	4	5	0	6	21	3	75

Turn Count Summary

Location: Walker Street at Leven Street, Ulverstone
GPS Coordinates:
Date: 2025-07-16
Day of week: Wednesday
Weather:
Analyst: Sid Saxby

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11:48	0	0	0	0	0	0	0	1	0	0	0	0	1
11:50	1	1	0	0	4	0	0	0	0	0	2	0	8
11:55	0	0	3	1	1	0	0	1	0	1	5	1	13
12:00	0	0	1	0	6	3	1	0	0	2	3	0	16
12:05	1	2	0	0	1	0	1	0	0	1	4	0	10
12:10	1	0	0	0	4	0	1	2	0	0	3	0	11
12:15	4	0	1	0	1	0	1	1	0	2	4	2	16

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11:48	0	0	0	0	0	0	0	1	0	0	0	0	1
11:50	1	1	0	0	4	0	0	0	0	0	2	0	8
11:55	0	0	3	1	1	0	0	1	0	1	5	1	13
12:00	0	0	1	0	6	3	1	0	0	2	3	0	16
12:05	1	2	0	0	1	0	1	0	0	1	4	0	10
12:10	1	0	0	0	4	0	1	2	0	0	3	0	11
12:15	4	0	1	0	1	0	1	1	0	2	4	2	16

Intersection Count Summary

11:48 - 12:18

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	7	3	5	1	17	3	4	5	0	6	21	3	75

Vehicle Summary

Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	7	3	5	1	17	3	4	5	0	6	21	3	75
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0

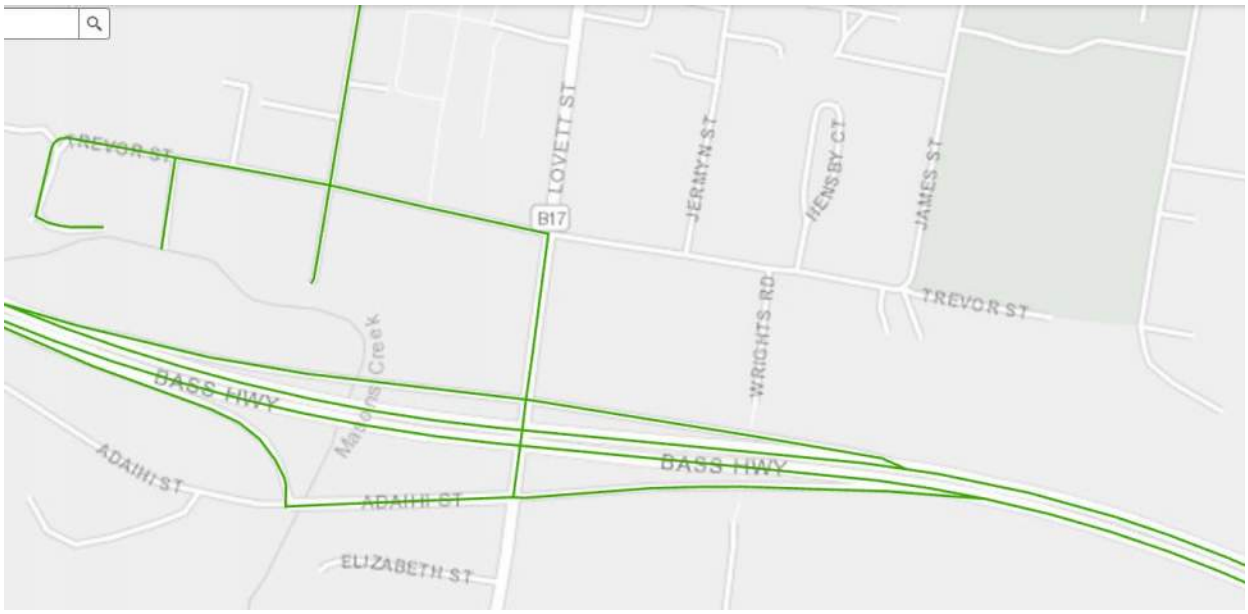
Pedestrians Summary

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	1	0	1	0	2	2	0	1	1	4

Appendix C – Austroads Level of Service descriptions

Level of service A	A condition of free-flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.
Level of service B	In the zone of stable flow where drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is a little less than with level of service A.
Level of service C	Also in the zone of stable flow, but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level.
Level of service D	Close to the limit of stable flow and approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.
Level of service E	Traffic volumes are at or close to capacity, and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause breakdown.
Level of service F	In the zone of forced flow, where the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow breakdown occurs, and queuing and delays result.

Appendix D – Tas. 26m B Double Network.



Legend

Network Access - State Growth

B Double (26m) Structures with conditions

- Conditionally approved B-Double overpass
- Conditionally approved B-Double bridge
- Restricted Structure

B Double (26m)

- 26m B-Double access
- Conditionally Approved 26m B-Double access
- Restricted Road

Network Access - not State Growth

B Double (26m) Structures with conditions

- Conditionally approved B-Double overpass
- Conditionally approved B-Double bridge
- Restricted Structure

B Double (26m)

- 26m B-Double access
- Conditionally Approved 26m B-Double access
- Restricted Road

Appendix E – Safe System Assessment

Safe System Assessment — **Walker Street (South of Leven Street)**

		Run-off-road	Head-on	Intersection	Bus Route	Pedestrian	Cyclist	Motorcyclist	
Exposure	**Justification (AADT 420 vpd)**	Low traffic volume ,no reported crashes	Low traffic volume ,no reported crashes	Low traffic volume on Leven St (1,450 vpd), no reported crashes	Low traffic volume, no reported crashes	Low pedestrian activity, no reported crashes.	Low cyclist activity, no reported crashes.	Low motorcyclist activity, no reported crashes.	
	Score /4	1	1	1	1	1	1	1	
Likelihood	**Justification**	Residential street standard with 10.2m street width, straight alignment and street lighting	Residential street standard with 10.2m street width, straight alignment and street lighting	Simple intersection layout.	Residential street standard with 10.2m street width, straight alignment and street lighting	Footpath both sides of street by Ulverstone High School frontage, no facilities for crossing the road	Residential street standard with 10.2m street width, straight alignment and street lighting	Residential street standard with 10.2m street width, straight alignment and street lighting	
	Score /4	1	1	3	1	1	1	1	
Severity	**Justification (50k/h & E40SZ speed limits)**	Low speed	Low speed	Low speed	Low speed	Moderate speed for vulnerable road users	Moderate speed for vulnerable road users	Moderate speed for vulnerable road users	
	Score /4	1	1	1	1	3	3	3	**Total /448**
Product	**Total Score /64**	**1**	**1**	**3**	**1**	**3**	**3**	**3**	**15**

Appendix F – Bass Hwy AADT at Lovett St Int.

A0249440

- Bass Highway 160m E Of Leven River Bridge Sth Abutment
City: Ulverstone
Route number: A0249

Site Data

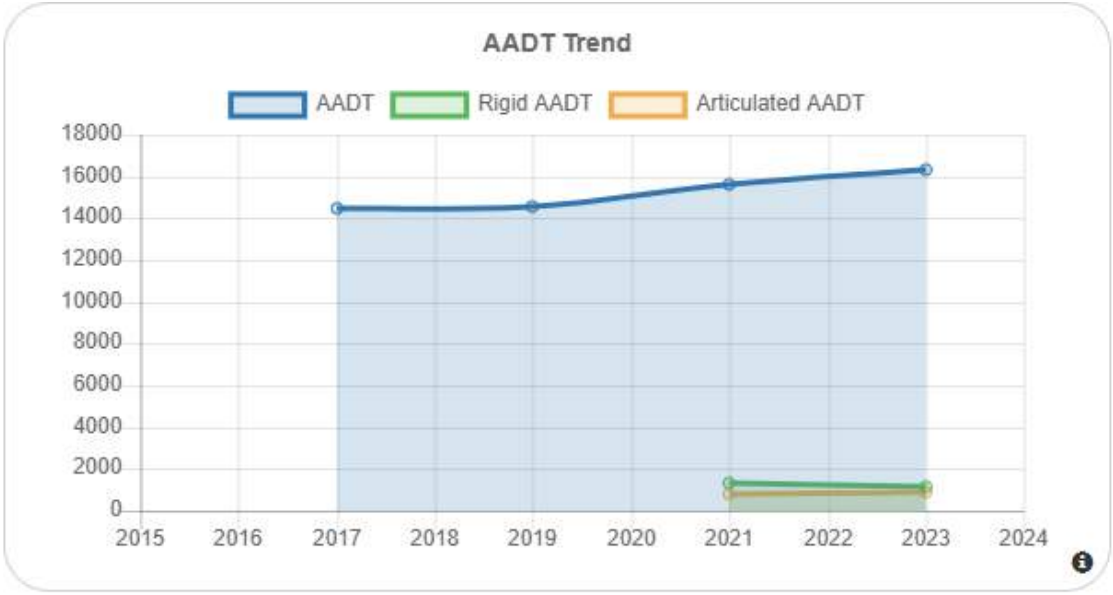
110 km/h

Traffic Statistics by Direction

Direction	Weekday average total traffic	7-day average traffic	Weekly traffic total
East	9,306	8,481	67,847
West	9,648	8,842	70,732
Total	18,954	17,323	138,579

Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	-	-	14,429	-	14,560	-	15,637	-	16,309	-
% HV	-	-	14.8%	-	16.1%	-	13.8%	-	12.8%	-


AADT Trend
AADT
Rigid AADT
Articulated AADT
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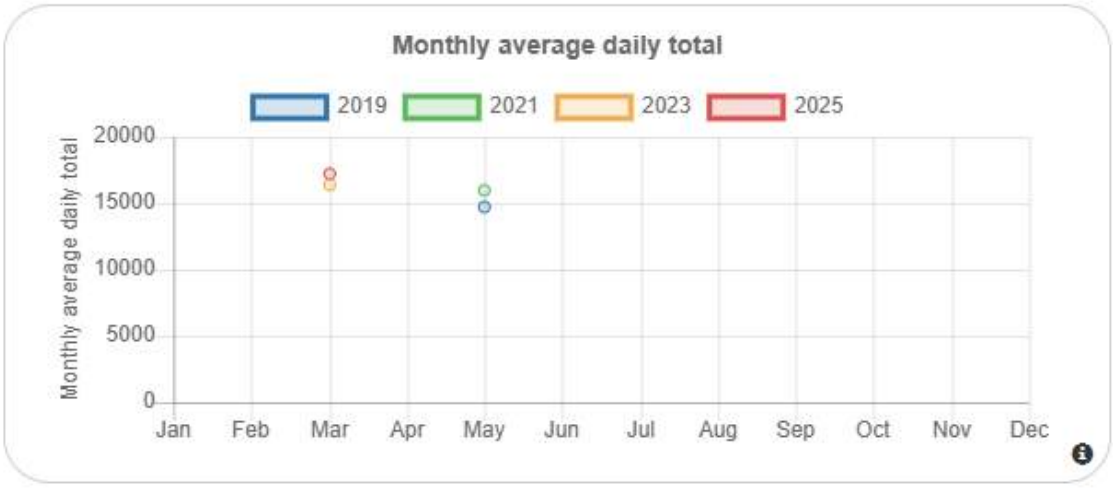
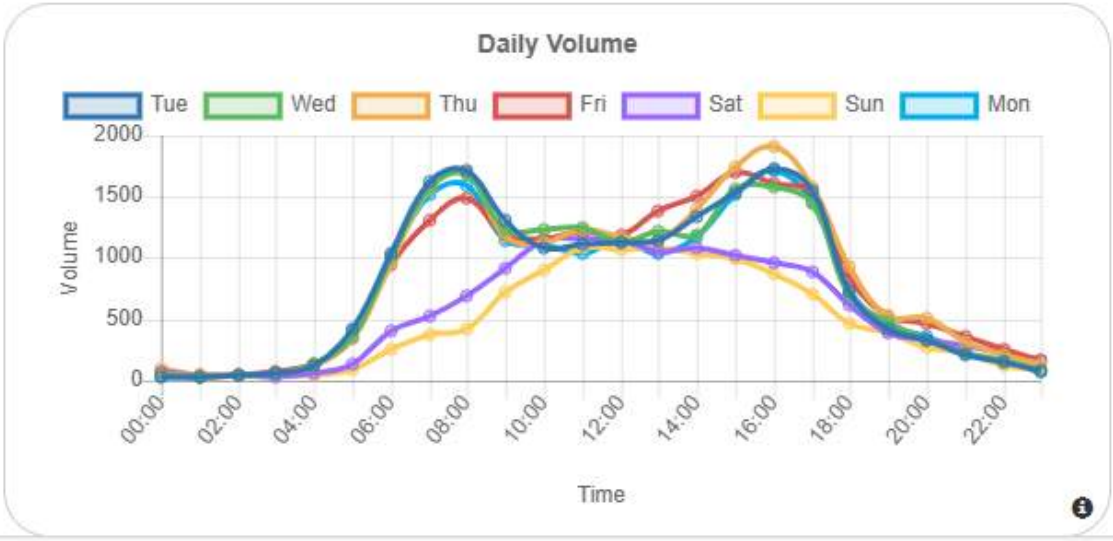
16000
14000
12000
10000
8000
6000
4000
2000
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024


Monthly average daily total
2019
2021
2023
2025
Monthly average daily total
20000
15000
10000
5000
0
Jan
Feb
Mar
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec


Daily Volume
Tue
Wed
Thu
Fri
Sat
Sun
Mon
Volume
2000
1500
1000
500
0
00:00
02:00
04:00
06:00
08:00
10:00
12:00
14:00
16:00
18:00
20:00
22:00
Time

NOTES

1.0 GENERAL

1.01 ALL WORK FOR STORMWATER SERVICES & ROADWORKS TO BE IN ACCORDANCE WITH LGAT STANDARD DRAWINGS.

1.02 ALL WORK RELATING TO SEWER & WATER SERVICES TO BE IN ACCORDANCE WITH TASWATER/MRWA STANDARD SPECIFICATION AND DRAWINGS.

1.03 PRIOR TO ANY EXCAVATION, CONTRACTOR IS TO LOCATE ALL EXISTING UNDERGROUND SERVICES.

1.04 STRIP TOPSOIL FROM ENTIRE AREA OF ROADWAYS AND EXTERNAL AREAS THAT ARE TO BE CUT OR FILLED. STOCKPILE TOPSOIL ON SITE.

1.05 GRASSED AREAS TO BE TOPSOILED AND SOWN AS PER NATURE STRIP DETAILS.

1.06 SERVICE TRENCHES UNDER TRAFFICKED AREAS SHALL BE BACKFILLED WITH COMPACTED GRANULAR BACKFILL.

1.07 FINISH TOPS OF MANHOLES TO MATCH ADJACENT FINISHED SURFACE LEVELS AND GRADES.

1.08 CONTRACTOR SHALL SUBMIT AN ENVIRONMENTAL MANAGEMENT PLAN FOR COUNCIL APPROVAL PRIOR TO COMMENCEMENT.

1.09 ORIGINAL SURVEY BY MICHELL HODGETTS SURVEYORS.

2.0 SEWER

2.01 ALL SEWER CONSTRUCTION TO:

· TASWATER STANDARDS

2.02 NEW PIPEWORK SHALL BE:

· AS SPECIFIED ON SEWER LONGITUDINAL SECTIONS

· PROPERTY CONNECTIONS: LESS THAN 25m TO BOUNDARY-100Ø PVC (SN10) RRJ AND IN ACCORDANCE WITH MRWA-S-302 INCLUDING BOUNDARY BOXES AS SHOWN.

· PROPERTY CONNECTIONS: GREATER THAN 25m TO BOUNDARY-150Ø PVC (SN8) RRJ AND IN ACCORDANCE WITH MRWA-S-302 INCLUDING BOUNDARY BOXES AS SHOWN.

· NOTE - INSPECTION OPENINGS SHALL BE 0.5m INSIDE THE PROPERTY BOUNDARY, NOT OUTSIDE THE BOUNDARY.

2.03 ALL LIVE CONNECTIONS BY TASWATER AT DEVELOPERS COST.

2.04 MANHOLE BENCHING:

· FULL DEPTH OF PIPE DIAMETER-AS PER WSA MRWA-S-310

2.05 MANHOLES, LIDS AND SURROUNDS:

· TRAFFICKED AREAS (MOST AREAS IN ROAD RESERVE)-CLASS D-'GATIC' HEAVY DUTY AS PER MRWA-S-313 - TABLE 313-B: MAINTENANCE STRUCTURE REQUIREMENTS.

· NON TRAFFICKED AREAS - 'GATIC' LIGHT DUTY

3.0 WATER

3.01 ALL WATER SUPPLY CONSTRUCTION TO:

· WATER SUPPLY CODE OF AUSTRALIA (WSA 03-2011-3.1 VERSION MRWA EDITION V2.0)-PART 2: CONSTRUCTION

· TASWATER'S STANDARD DRAWINGS TWS-W-0002 SERIES

· WATER METERING POLICY/METERING GUIDELINES

· BOUNDARY BACKFLOW CONTAINMENT REQUIREMENTS AND AS3500.1:2018.

3.02 NEW PIPEWORK SHALL BE:

· SERIES 2 OPVC PN16 - SIZE AS INDICATED ON THE DRAWINGS

· 63 OD PE PN16 (CUL-DE-SAC HEAD ONLY)

· ALL FITTINGS SHALL BE PN16 RATED

3.03 ALL LIVE CONNECTIONS BY TASWATER AT DEVELOPERS COST.

3.04 ALL STOP VALVES TO BE CLOCKWISE CLOSING.

3.05 PROVIDE C.I. VALVE BOX COVERS TO ALL VALVES AND FIRE PLUGS.

3.06 STOP VALVES AND FIRE PLUGS SHALL BE MARKED IN ACCORDANCE WITH THE IPWEA FIRE HYDRANT GUIDELINES: TASMANIA DIVISION.

3.07 FIRE PLUGS AND VALVE POSITIONS TO BE MARKED ON KERB BACKS IN ACCORDANCE WITH DRAWING TW-W-311

3.08 PROVIDE ELECTROMAGNETIC, METAL IMPREGNATED TAPE IN ALL NON-METALLIC PIPE TRENCHES. ENSURE TAPE TERMINATIONS ARE ACCESSIBLE.

3.09 MINIMUM COVER: UNDER ROADWAYS (EXCLUDING MAJOR ROADS) AND VEHICULAR CROSS OVERS - 600mm, RESIDENTIAL LAND - 450mm, AND COMMERCIAL LAND - 600mm.

3.10 ALL PROPERTY CONNECTIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH MRWA-W-110 AND MRWA-W-111 AND TASWATER STANDARD DRAWING TWS-W-0002 SERIES. THEY SHALL BE DN25 (ID 20) HDPE (PE100) SDR 11 PN16 PIPE U.N.O. WHERE UNDER ROADS, PIPES SHALL BE SLEEVED IN DN100 SN4 PIPE FITTED WITH TRACE WIRE AND TIGHT FITTING RUBBER WRAPS AT 2m CENTRES, TO PREVENT WATER HAMMER.

3.11 ALL FITTINGS TO BE F.B.E. COATED.

3.12 FIRE PLUGS TO HAVE 100Ø RISERS WITH SPRING TYPE PLUGS.

3.13 TASWATER TO WITNESS PRESSURE TEST TO 1200 kPa PRIOR TO BACKFILL AT JOINTS.

3.14 MAIN TO BE DISINFECTED PRIOR TO CONNECTION TO THE RETICULATION NETWORK. REFER TO WSA CODE FOR DETAILS.

3.15 WATER MAINS SHALL NOT BE PLACED IN FILL.

3.16 DEVELOPER/CONTRACTOR TO PURCHASE LOOSE SUPPLIED WATER METERS FROM TASWATER.

4.0 STORMWATER

4.01 ALL SW LOT CONNECTIONS DN150

4.02 ALL SEP'S TO BE TYPE 1 TO LGAT STD DWG TSD-SW08-v1 U.N.O.

4.03 ALL MANHOLES ARE DN1050 SHAFTS U.N.O

4.04 ALL SW PROPERTY CONNECTIONS TO HAVE IO RAISED TO 0.5m ABOVE SURFACE WITH AN APPROVED COVER.

4.05 ALL LOT CONNECTIONS TO BE CONSTRUCTED IN ACCORDANCE WITH TSD-SW25.v1

4.06 INSTALL Ø100 SUBSOIL DRAIN TAIL AT EACH MH/SEP TO DRAIN TRENCH.

4.07 ALL INLET HEADWALLS TO BE INSTALLED WITH GRATED INLET AS PER STANDARD DRAWING TSD-SW24-v3

DRAWING SERIES:

00	COVER
C01	STAGING & STANDARD DRAWINGS
C02	GENERAL ARRANGEMENT
C03	CONCEPT SERVICES - STAGE 1 (1)
C04	CONCEPT SERVICES - STAGE 2 (1)
C05	CONCEPT SERVICES - STAGE 2 (2)
C06	DRIVEWAY PROFILES (LOTS 13 TO 16)
C07	TYPICAL ROAD SECTIONS
C08	SEWER LINE 1 - LONGSECTION (1)
C09	SEWER LINE 1 - LONGSECTION (2)
C10	SEWER LINE 1 - LONGSECTION (3)
C11	SEWER LINE 1 - LONGSECTION (4)
C12	SEWER LINE 2 - LONGSECTION
C13	SEWER LINE 3 - LONGSECTION (1)
C14	SEWER LINE 3 - LONGSECTION (2)
C15	SEWER LINE 4 - LONGSECTION
C16	SEWER LINE 5 - LONGSECTION

CENTRAL COAST COUNCIL
LAND USE PLANNING

Received: 12/01/2026

Application No: DA2025241

Doc ID: 542206

COUNCIL APPROVAL

TASWATER APPROVAL

REV:	DESCRIPTION:	BY:	DATE:
1	. AMEND SEWER LAYOUT	JM	26/09/25
2	. TASWATER & CCC RFI #1 (04/11/25)	JM	20/11/25
3	. ADDITIONAL CCC COMMENTS	JM	20/12/25

STATUS: PLANNING

CIVILVISION CONSULTING
CREATIVE ENGINEERING

20b Loone Lane
Spreyton TAS 7310

Mob: 0412 439 184

ABN: 66 644 575 468

info@civilvisionengineering.com

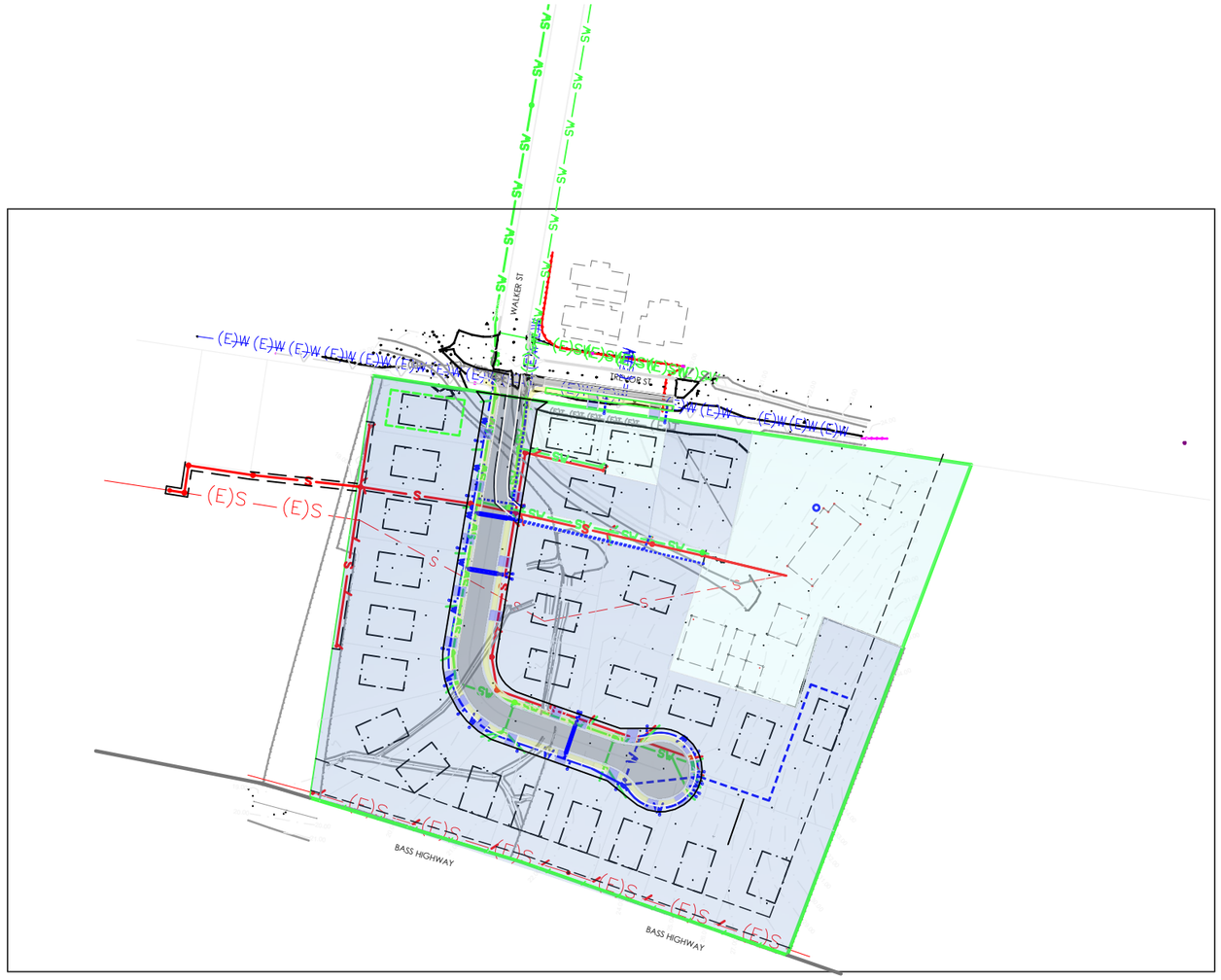
PROJECT:
PROPOSED 27 LOT SUBDIVISION
90 TREVOR ST, ULVERSTONE

CLIENT:
4043 DEVELOPMENTS

DRAWING TITLE:
COVER

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
N.T.S	15/09/25	JM	JM

PROJECT NO:	DRAWING NO:	REVISION:
25066	00	3



STANDARD DRAWINGS (LGAT)

ROADWORKS

TSD-G01.v3	TRENCH REINSTATEMENT FLEXIBLE PAVEMENTS
TSD-G02.v3	ROADS TYPICAL PROPERTY ACCESS
TSD-G04.v3	REFERENCE POINTS

ROADWORKS

TSD-R09.v3	URBAN ROAD DRIVEWAYS
TSD-R11.v3	URBAN ROADS FOOTPATHS
TSD-R12.v3	SUBSOIL DRAINS CONSTRUCTION DETAILS
TSD-R14.v3	CONCRETE KERBS AND CHANNELS DIMENSION
TSD-R15.v3	CONCRETE KERBS AND CHANNELS CONSTRUCTION DETAILS
TSD-R16.v3	CONCRETE KERBS AND CHANNELS VEHICULAR CROSSINGS
TSD-R18.v3	CONCRETE KERBS AND CHANNELS ACCESS RAMPS
TSD-R32.v3	LOCKABLE BOLLARDS

STANDARD DRAWINGS (LGAT)

STORMWATER

TSD-SW02.v3	MANHOLES 100 - 600 DIA. PIPES GENERAL ARRANGEMENTS
TSD-SW03.v3	MANHOLES 100 - 600 DIA. PIPES BENCHING DETAILS
TSD-SW04.v3	SIDE ENTRY PITS GRATED AND FRAME DETAILS
TSD-SW07.v3	SIDE ENTRY PITS TYPE 1
TSD-SW14.v3	STORMWATER 'GVP'
TSD-SW17.v3	OUTLET HEADWALLS
TSD-SW25.v3	STORMWATER PROPERTY CONNECTIONS TO MAINS
TSD-SW28.v3	GUIDELINES FOR SEDIMENT CONTROL

STANDARD DRAWINGS (TASWATER/WSAA)

SEWER

MRWA-S-201	TRENCHING AND TRENCHFILL
MRWA-S-202	EMBEDMENT
MRWA-S-301	RISER CONSTRUCTION DETAILS
MRWA-S-302	TYPE 1 PROPERTY CONNECTIONS
MRWA-S-303	TYPE 2 PROPERTY CONNECTIONS
MRWA-S-304	TYPE 4 PROPERTY CONNECTIONS
MRWA-S-305	MAINTENANCE SHAFTS
MRWA-S-313	TABLE 313-B: MAINTENANCE STRUCTURE COVER REQUIREMENTS

WATER

TW-W-300	PIPE INSTALLATION - THRUST BLOCKS
TW-W-306	STOP VALVES / FIRE PLUGS - TYPICAL INSTALLATION
TW-W-311	FIRE PLUGS MARKING - WITH KERB
TW-W-360	CUL-DE-SAC END OF WATER MAIN - POLY LOOP
TWS-W-0002	PROPERTY SERVICE CONNECTIONS
MRWA-W-110	PROPERTY SERVICE ARRANGEMENTS
MRWA-W-111	INSTALLATION OF DN25 & DN32 PE OFFTAKES
MRWA-W-202	PIPE TRENCH DETAILS
TWS-W-0015	CUL-DE-SAC END OF WATER MAIN - POLY LOOP

N

STAGING

STAGE 1

STAGE 2

CENTRAL COAST COUNCIL
LAND USE PLANNING

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Doc ID: 542206

COUNCIL APPROVAL

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CIVILVISION CONSULTING
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PROJECT:
PROPOSED 27 LOT SUBDIVISION
90 TREVOR ST, ULVERSTONE

CLIENT: 4043 DEVELOPMENTS

DRAWING TITLE: STAGING & STANDARD DRAWINGS

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
N.T.S	15/09/25	JM	JM

PROJECT NO:	DRAWING NO:	REVISION:
25066	C01	3

TREVOR ST.

BASS HIGHWAY

BASS HIGHWAY

10m BUSHFIRE BUFFER

10m BUSHFIRE BUFFER

ROAD RESERVE
3428m²

LOT 1
675m²

LOT 2
675m²

LOT 3
675m²

LOT 4
670m²

LOT 5
665m²

LOT 6
725m²

LOT 7
885m²

LOT 8
853m²

LOT 9
754m²

LOT 10
637m²

LOT 11
628m²

LOT 12
566m²

LOT 13
1052m²

LOT 14
1254m²

LOT 15
1855m²

LOT 16
635m²

LOT 17
495m²

LOT 18
620m²

LOT 19
1250m²

LOT 20
598m²

LOT 21
550m²

LOT 22
550m²

LOT 23
767m²

LOT 24
450m²

LOT 25
450m²

LOT 26
1134m²

LOT 27
5832m²

N

LEGEND

- EXISTING STORMWATER
- EXISTING WATER
- EXISTING SEWER
- EXISTING TELECOM
- EXISTING UG ELECTRICITY
- EXISTING OVERHEAD ELECTRICITY
- NEW OVERFLOW PATH
- NEW STORMWATER
- NEW SEWER
- NEW SUBSOIL DRAIN
- NEW WATER

STAGING

- STAGE 1
- STAGE 2

COUNCIL APPROVAL

TASWATER APPROVAL

REV:	DESCRIPTION:	BY:	DATE:
1	. AMEND SEWER LAYOUT	JM	26/09/25
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3	. ADDITIONAL CCC COMMENTS	JM	20/12/25

STATUS: PLANNING

CENTRAL COAST COUNCIL
LAND USE PLANNING
Received: 12/01/2026
Application No: DA2025241
Doc ID: 542206

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PROJECT:
PROPOSED 27 LOT SUBDIVISION
90 TREVOR ST, ULVERSTONE

CLIENT:
4043 DEVELOPMENTS

DRAWING TITLE:
GENERAL ARRANGEMENT - STAGE 1 & 2

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:750	15/09/25	JM	JM

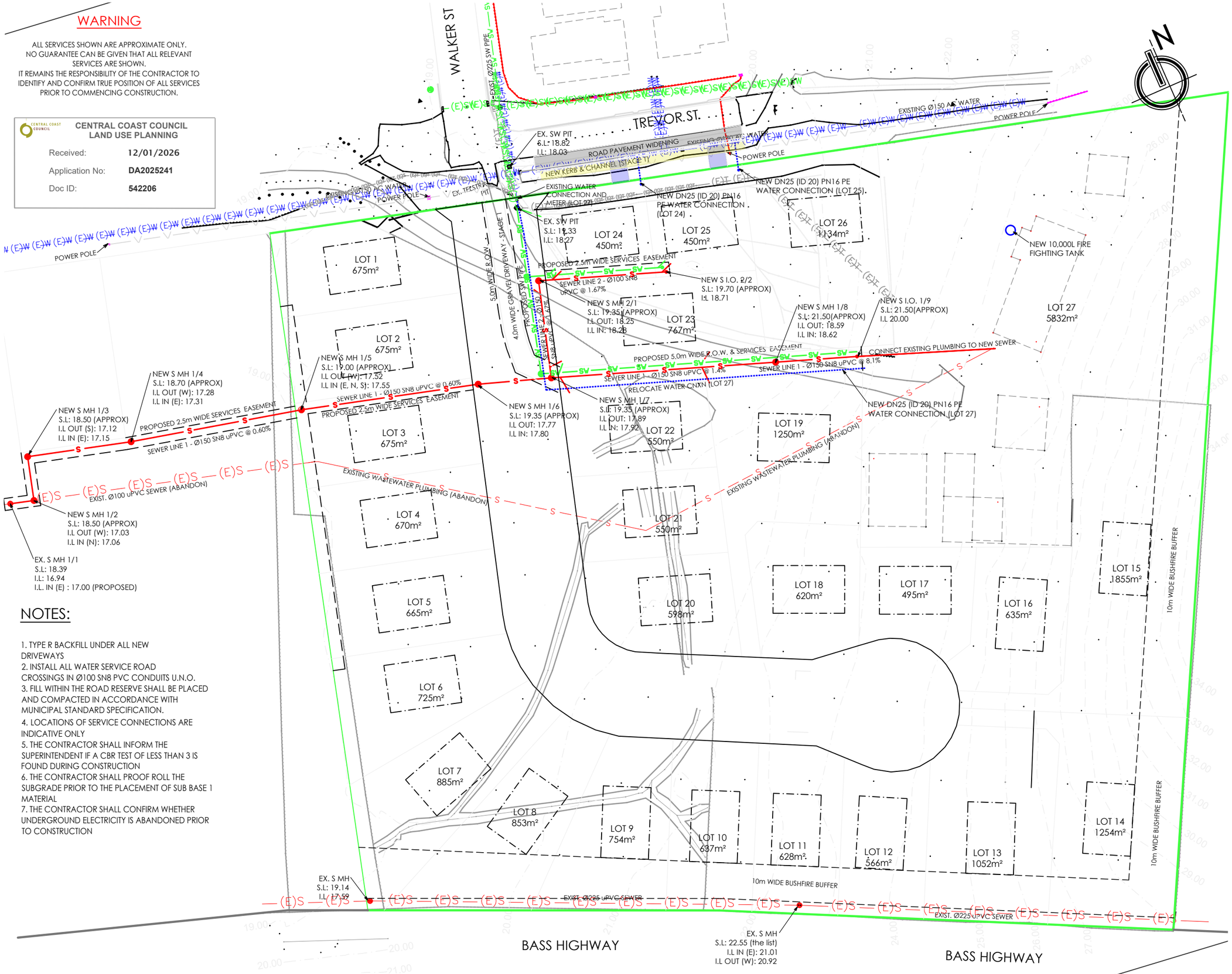
PROJECT NO:	DRAWING NO:	REVISION:
25066	C02	3

WARNING

ALL SERVICES SHOWN ARE APPROXIMATE ONLY.
NO GUARANTEE CAN BE GIVEN THAT ALL RELEVANT SERVICES ARE SHOWN.
IT REMAINS THE RESPONSIBILITY OF THE CONTRACTOR TO IDENTIFY AND CONFIRM TRUE POSITION OF ALL SERVICES PRIOR TO COMMENCING CONSTRUCTION.

CENTRAL COAST COUNCIL
LAND USE PLANNING

Received: **12/01/2026**
Application No: **DA2025241**
Doc ID: **542206**



NOTES:

1. TYPE R BACKFILL UNDER ALL NEW DRIVEWAYS
2. INSTALL ALL WATER SERVICE ROAD CROSSINGS IN Ø100 SN8 PVC CONDUITS U.N.O.
3. FILL WITHIN THE ROAD RESERVE SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH MUNICIPAL STANDARD SPECIFICATION.
4. LOCATIONS OF SERVICE CONNECTIONS ARE INDICATIVE ONLY
5. THE CONTRACTOR SHALL INFORM THE SUPERINTENDENT IF A CBR TEST OF LESS THAN 3 IS FOUND DURING CONSTRUCTION
6. THE CONTRACTOR SHALL PROOF ROLL THE SUBGRADE PRIOR TO THE PLACEMENT OF SUB BASE 1 MATERIAL
7. THE CONTRACTOR SHALL CONFIRM WHETHER UNDERGROUND ELECTRICITY IS ABANDONED PRIOR TO CONSTRUCTION

LEGEND

- EXISTING STORMWATER
- EXISTING WATER
- EXISTING SEWER
- EXISTING TELECOM
- EXISTING UG ELECTRICITY
- EXISTING OVERHEAD ELECTRICITY
- NEW OVERFLOW PATH
- NEW STORMWATER
- NEW SEWER
- NEW SUBSOIL DRAIN
- NEW WATER
- NEW ASPHALT SURFACE
- NEW CONCRETE DRIVEWAY
- NEW CONCRETE FOOTPATH

COUNCIL APPROVAL

TASWATER APPROVAL

REV:	DESCRIPTION:	BY:	DATE:
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STATUS: PLANNING

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PROJECT:
PROPOSED 27 LOT SUBDIVISION
90 TREVOR ST, ULVERSTONE

CLIENT:
4043 DEVELOPMENTS

DRAWING TITLE:
CONCEPT SERVICES - STAGE 1 (1)

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:750	15/09/25	JM	JM
PROJECT NO:	DRAWING NO:		REVISION:
25066	C03		3

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CENTRAL COAST COUNCIL
LAND USE PLANNING

Received:	12/01/2026
Application No:	DA2025241
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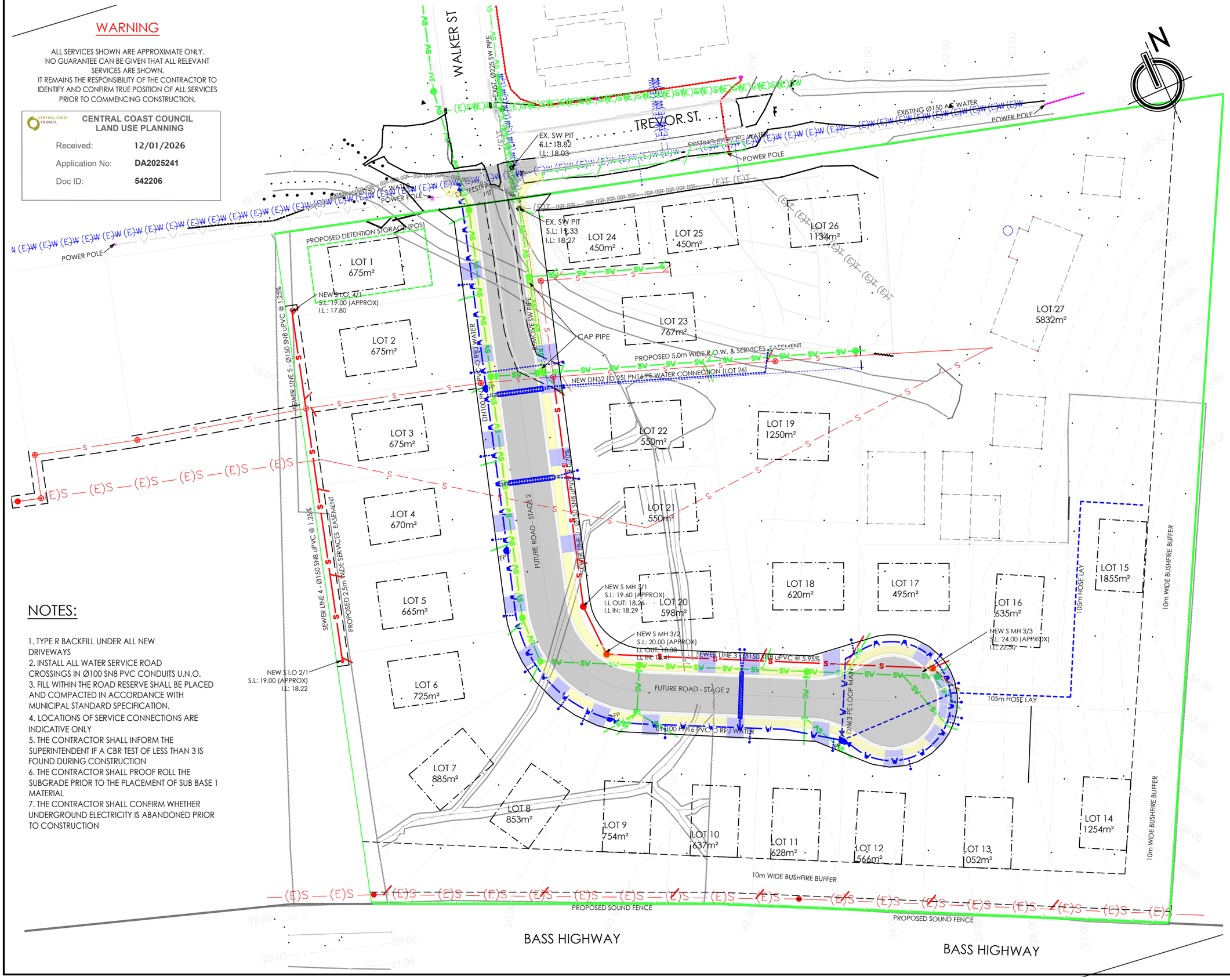

LEGEND

- EXISTING STORMWATER
- EXISTING WATER
- EXISTING SEWER
- EXISTING TELECOM
- EXISTING UG ELECTRICITY
- EXISTING OVERHEAD ELECTRICITY
- NEW OVERFLOW PATH
- NEW STORMWATER
- NEW SEWER
- NEW SUBSOIL DRAIN
- NEW WATER
- NEW ASPHALT SURFACE
- NEW CONCRETE DRIVEWAY
- NEW CONCRETE FOOTPATH

COUNCIL APPROVAL

TASWATER APPROVAL

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STATUS: PLANNING

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ABN: 66 644 575 468
info@civilvisionengineering.com

PROJECT:
PROPOSED 27 LOT SUBDIVISION
90 TREVOR ST, ULVERSTONE

CLIENT:
4043 DEVELOPMENTS

DRAWING TITLE:
CONCEPT SERVICES - STAGE 2 (1)

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:750	15/09/25	JM	JM
PROJECT NO:	DRAWING NO:		REVISION:
25066	C04		3

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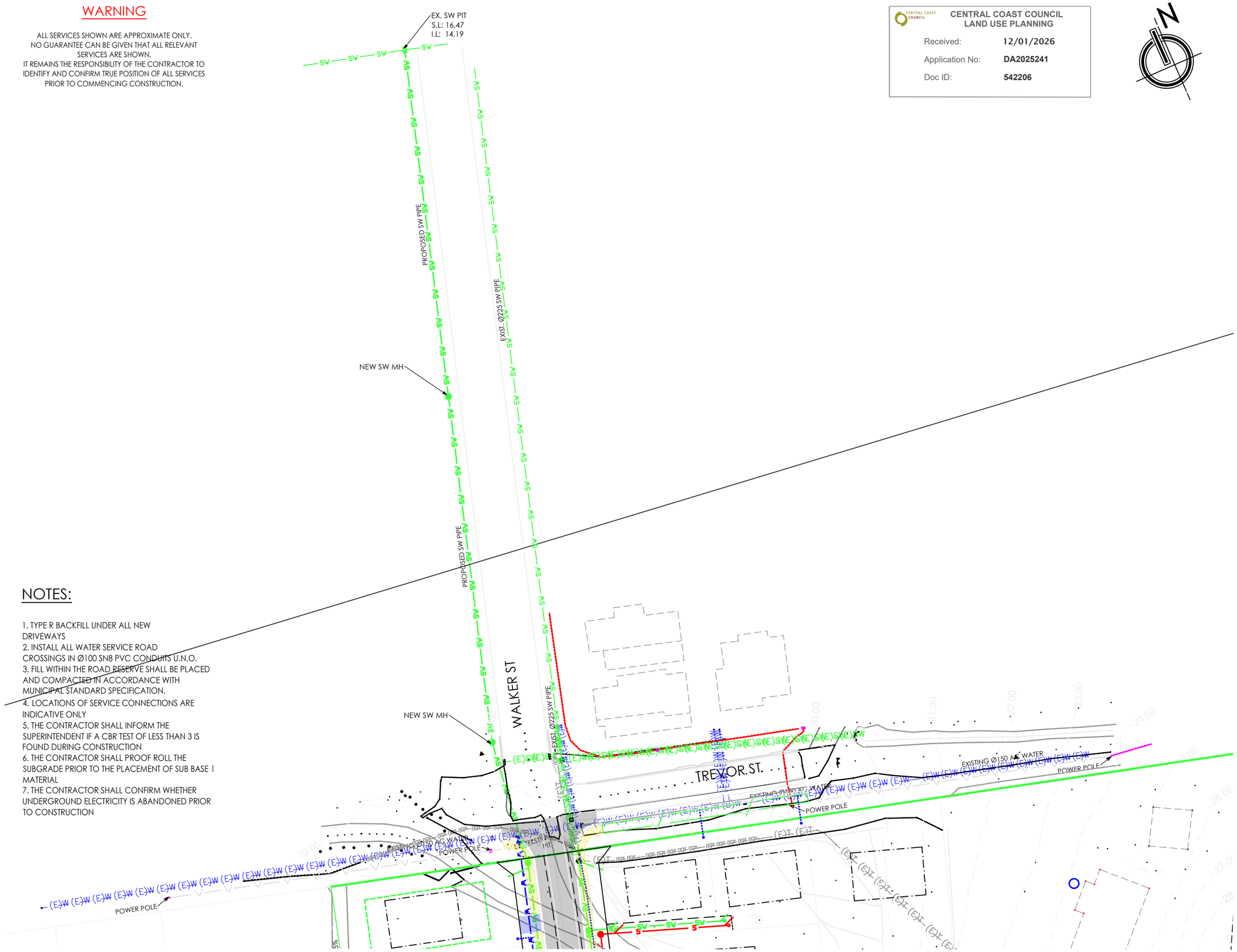

CENTRAL COAST COUNCIL
LAND USE PLANNING

Received: 12/01/2026
Application No: DA2025241
Doc ID: 542206

NOTES:

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4. LOCATIONS OF SERVICE CONNECTIONS ARE INDICATIVE ONLY
5. THE CONTRACTOR SHALL INFORM THE SUPERINTENDENT IF A CBR TEST OF LESS THAN 3 IS FOUND DURING CONSTRUCTION
6. THE CONTRACTOR SHALL PROOF ROLL THE SUBGRADE PRIOR TO THE PLACEMENT OF SUB BASE 1 MATERIAL
7. THE CONTRACTOR SHALL CONFIRM WHETHER UNDERGROUND ELECTRICITY IS ABANDONED PRIOR TO CONSTRUCTION

LEGEND

- EXISTING STORMWATER
- EXISTING WATER
- EXISTING SEWER
- EXISTING TELECOM
- EXISTING UG ELECTRICITY
- EXISTING OVERHEAD ELECTRICITY
- NEW OVERFLOW PATH
- NEW STORMWATER
- NEW SEWER
- NEW SUBSOIL DRAIN
- NEW WATER
- NEW ASPHALT SURFACE
- NEW CONCRETE DRIVEWAY
- NEW CONCRETE FOOTPATH

COUNCIL APPROVAL

TASWATER APPROVAL

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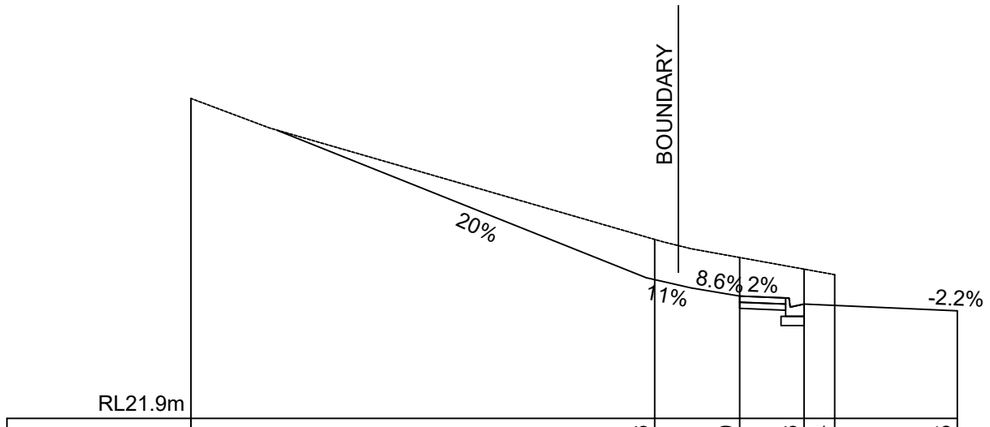
PROJECT:
PROPOSED 27 LOT SUBDIVISION
90 TREVOR ST, ULVERSTONE

CLIENT:
4043 DEVELOPMENTS

DRAWING TITLE:
CONCEPT SERVICES - STAGE 2 (2)

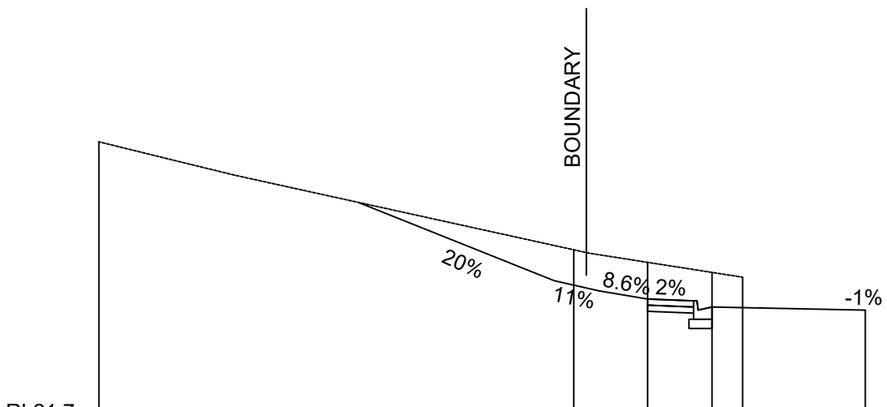
SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:750	15/09/25	JM	JM
PROJECT NO:	DRAWING NO:		REVISION:
25066	C05		3



RL21.9m						
DESIGN SURFACE		24.16	23.89	23.76	23.74	23.65
EXISTING SURFACE	27.12	24.82	24.52	24.33	24.24	
OFFSET	-20.00	-4.87	-2.10	0.00	1.00	5.00

LOTS 14 & 15

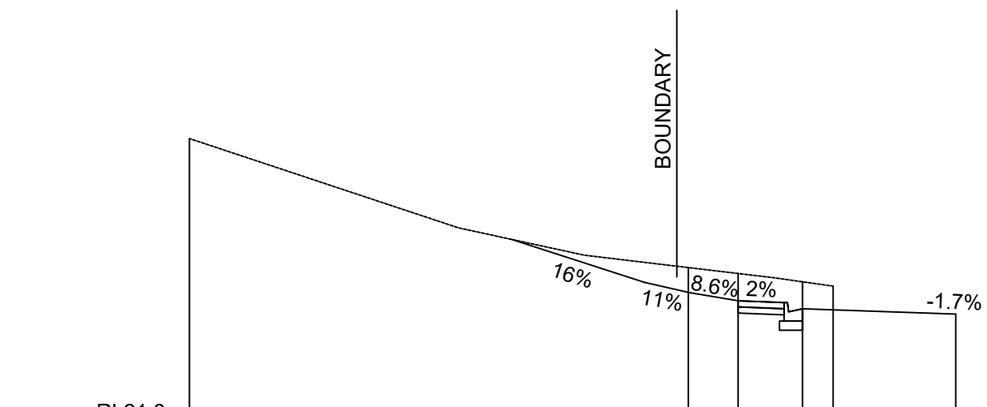
SCALE: HORIZONTAL 1:200 VERTICAL 1:100



RL21.7m						
		24.01	23.78	23.65	23.64	23.60
	26.34	24.58	24.38	24.21	24.14	
	-20.00	-4.51	-2.10	0.00	1.00	5.00

LOT 13

SCALE: HORIZONTAL 1:200 VERTICAL 1:100



RL21.8m						
DESIGN SURFACE		23.99	23.85	23.72	23.70	23.63
EXISTING SURFACE	26.50	24.39	24.30	24.16	24.09	
OFFSET	-20.00	-3.72	-2.10	0.00	1.00	5.00

LOT 16

SCALE: HORIZONTAL 1:200 VERTICAL 1:100

COUNCIL APPROVAL

TASWATER APPROVAL

REV:	DESCRIPTION:	BY:	DATE:
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2	. TASWATER & CCC RFI #1 (04/11/25)	JM	20/11/25
3	. ADDITIONAL CCC COMMENTS	JM	20/12/25

STATUS: PLANNING

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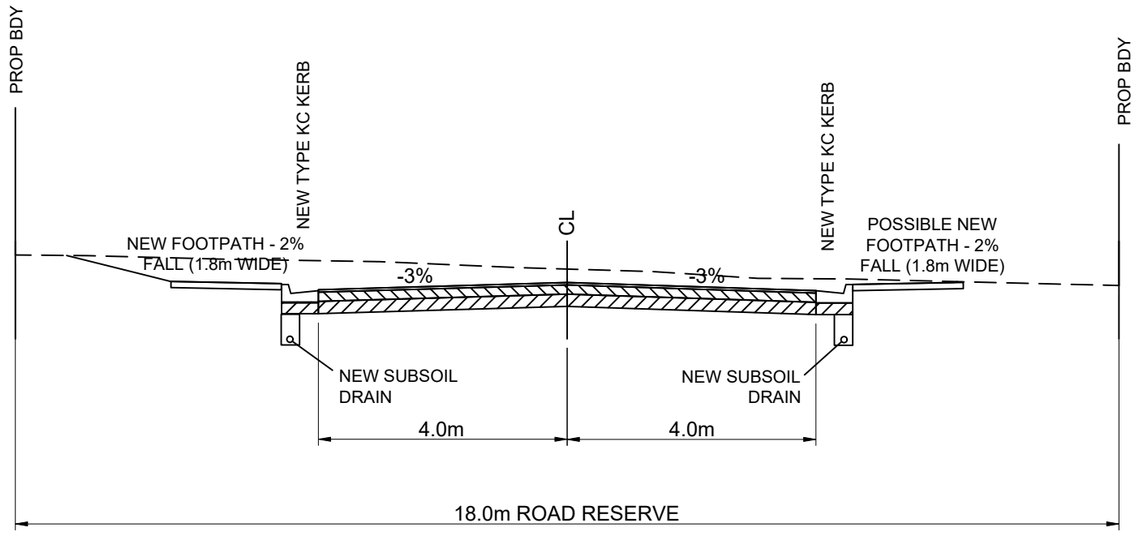
PROJECT:
PROPOSED 27 LOT SUBDIVISION
90 TREVOR ST, ULVERSTONE

CLIENT:
4043 DEVELOPMENTS

DRAWING TITLE:
DRIVEWAY PROFILES (LOTS 13 TO 16)

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:250	15/09/25	JM	JM

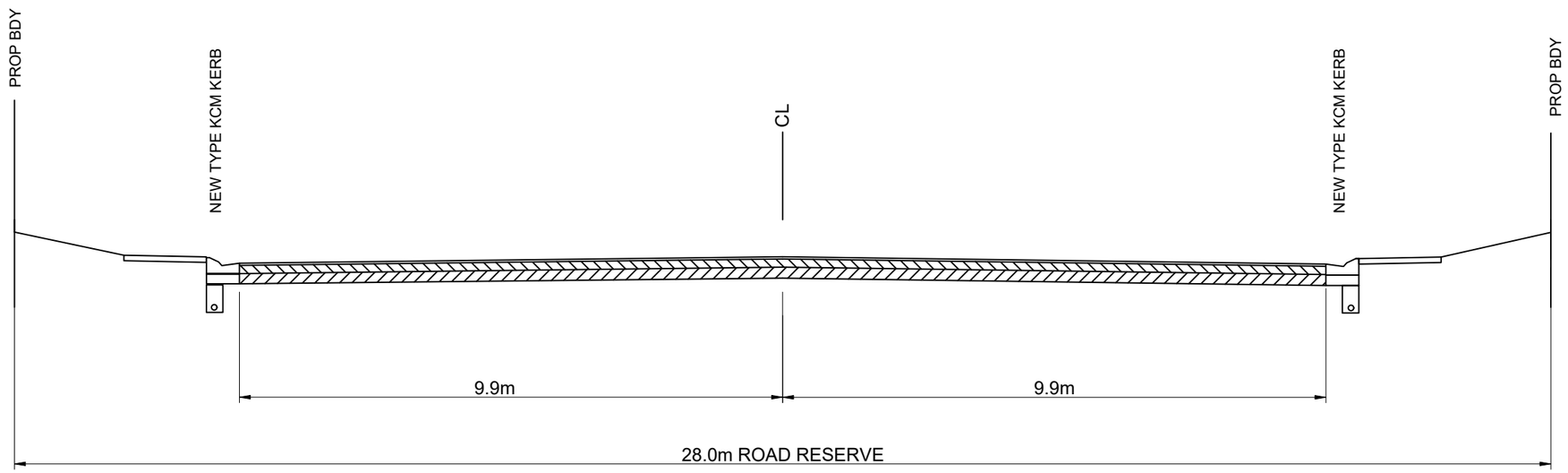
PROJECT NO:	DRAWING NO:	REVISION:
25066	C06	3



TYPICAL SECTION (NEW ROAD)
CH 00 - END
SCALE 1:100

PAVEMENT
40 THICK AC10 WEARING SURFACE, OVER
150 THICK BASE A, OVER
200 THICK SUB-BASE 1

DESIGN PARAMETERS
DESIGN LIFE: 40 YEARS
DESIGN ESA: 8,000
CBR: 3



TYPICAL SECTION (CULDESAC)

SCALE 1:100

COUNCIL APPROVAL

TASWATER APPROVAL

REV:	DESCRIPTION:	BY:	DATE:
1	. AMEND SEWER LAYOUT	JM	26/09/25
2	. TASWATER & CCC RFI #1 (04/11/25)	JM	20/11/25
3	. ADDITIONAL CCC COMMENTS	JM	20/12/25

STATUS: PLANNING

CIVILVISION CONSULTING
CREATIVE ENGINEERING
20b Loone Lane
Spreyton TAS 7310
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PROJECT:
PROPOSED 27 LOT SUBDIVISION
90 TREVOR ST, ULVERSTONE

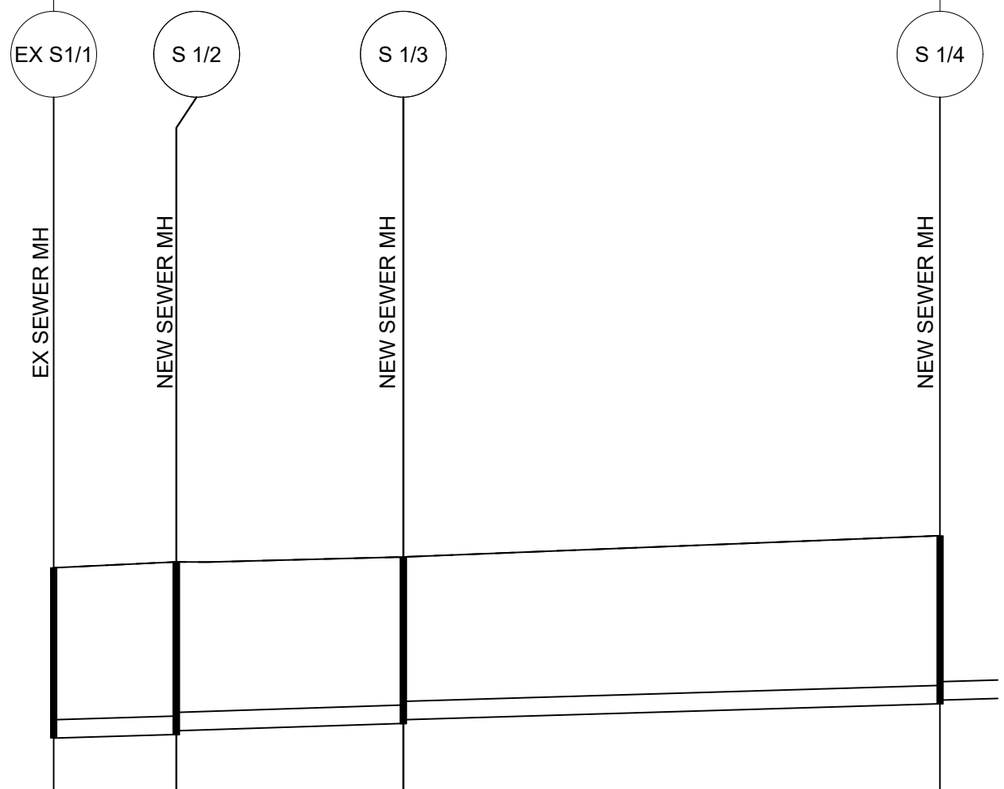
CLIENT:
4043 DEVELOPMENTS

DRAWING TITLE:
TYPICAL ROAD SECTIONS

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
AS_SHOWN	15/09/25	JM	JM

PROJECT NO:	DRAWING NO:	REVISION:
25066	C07	3

TYPE A EMBEDMENT MATERIAL WITH 7mm CRUSHED ROCK (ITEM C) AS PER TABLE 202-B
STANDARD DRAWING MRWA-S-202



PIPE DETAILS									
SLOPE %	DN150 uPVC SN8 RRJ (or SCJ) 0.60%		DN150 uPVC SN8 RRJ (or SCJ) 0.65%		DN150 uPVC SN8 RRJ (or SCJ) 0.59%				
DATUM RL 15									
DEPTH TO INVERT	1.39	1.41	1.38	1.35	1.32			1.37	1.34
INVERT LEVEL	17.00	17.03	17.06	17.12	17.15			17.28	17.31
FINISHED SURFACE	18.39	18.44		18.47				18.65	
EXISTING SURFACE	18.39	18.44		18.47				18.65	
CHAINAGE	0.00	5.00		14.26				36.14	
	5.00		9.26		21.88				

SEWER LONGITUNDINAL SECTION FOR LINE 1
SCALES: HORIZONTAL 1:250 VERTICAL 1:50

CENTRAL COAST COUNCIL
LAND USE PLANNING
Received: 12/01/2026
Application No: DA2025241
Doc ID: 542206

COUNCIL APPROVAL

TASWATER APPROVAL

REV:	DESCRIPTION:	BY:	DATE:
1	. AMEND SEWER LAYOUT	JM	26/09/25
2	. TASWATER & CCC RFI #1 (04/11/25)	JM	20/11/25
3	. ADDITIONAL CCC COMMENTS	JM	20/12/25

STATUS: PLANNING

REV:
CIVILVISION CONSULTING
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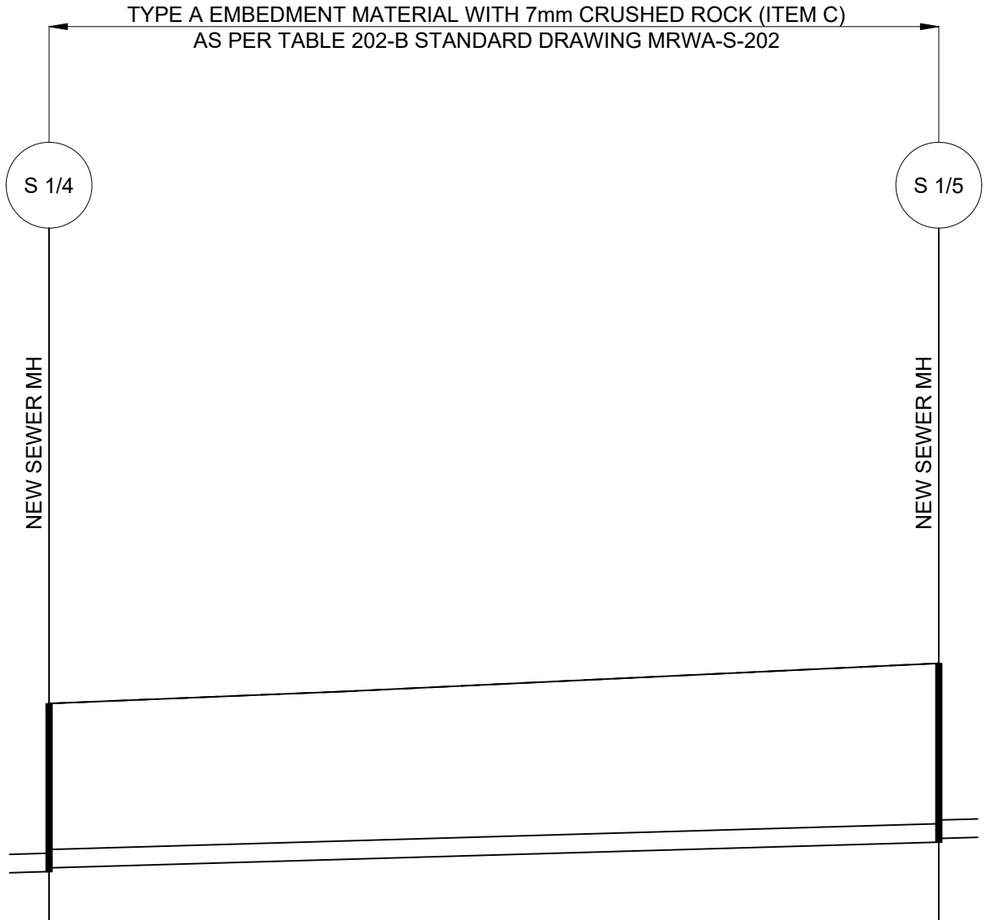
PROJECT:
PROPOSED 27 LOT SUBDIVISION
90 TREVOR ST, ULVERSTONE

CLIENT:
4043 DEVELOPMENTS

DRAWING TITLE:
SEWER LINE 1 - LONGSECTION (1)

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
AS_SHOWN	15/09/25	JM	JM
PROJECT NO:	DRAWING NO:		REVISION:
25066	C08		3



PIPE DETAILS
SLOPE %

DN150 uPVC SN8 RRJ (or SCJ)
0.58%

DATUM RL 15.3

DEPTH TO INVERT	1.37	1.34			1.46	1.43
INVERT LEVEL	17.28	17.31			17.52	17.55
FINISHED SURFACE		18.65			18.98	
EXISTING SURFACE		18.65			18.98	
CHAINAGE		36.14			72.42	
			36.28			

SEWER LONGITUNDINAL SECTION FOR LINE 1
SCALES: HORIZONTAL 1:250 VERTICAL 1:50

COUNCIL APPROVAL

TASWATER APPROVAL

REV:	DESCRIPTION:	BY:	DATE:
1	. AMEND SEWER LAYOUT	JM	26/09/25
2	. TASWATER & CCC RFI #1 (04/11/25)	JM	20/11/25
3	. ADDITIONAL CCC COMMENTS	JM	20/12/25

STATUS: PLANNING

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PROJECT:
PROPOSED 27 LOT SUBDIVISION
90 TREVOR ST, ULVERSTONE

CLIENT:
4043 DEVELOPMENTS

DRAWING TITLE:
SEWER LINE 1 - LONGSECTION (2)

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
AS_SHOWN	15/09/25	JM	JM

PROJECT NO:	DRAWING NO:	REVISION:
25066	C09	3

TYPE A EMBEDMENT MATERIAL WITH 7mm CRUSHED ROCK (ITEM C)
AS PER TABLE 202-B STANDARD DRAWING MRWA-S-202

PIPE DETAILS SLOPE % DATUM RL 15.5		DN150 uPVC SN8 RRJ (or SCJ) 0.59%				DN150 uPVC SN8 RRJ (or SCJ) 0.59%		
DEPTH TO INVERT	1.46	1.43			1.57	1.54	1.48	1.45
INVERT LEVEL	17.52	17.55			17.77	17.80	17.89	17.92
FINISHED SURFACE		18.98			19.34		19.37	
EXISTING SURFACE		18.98			19.34		19.37	
CHAINAGE		72.42	37.38		109.80	15.37	125.17	

SEWER LONGITUNDINAL SECTION FOR LINE 1
SCALES: HORIZONTAL 1:250 VERTICAL 1:50

COUNCIL APPROVAL

TASWATER APPROVAL

REV:	DESCRIPTION:	BY:	DATE:
1	. AMEND SEWER LAYOUT	JM	26/09/25
2	. TASWATER & CCC RFI #1 (04/11/25)	JM	20/11/25
3	. ADDITIONAL CCC COMMENTS	JM	20/12/25

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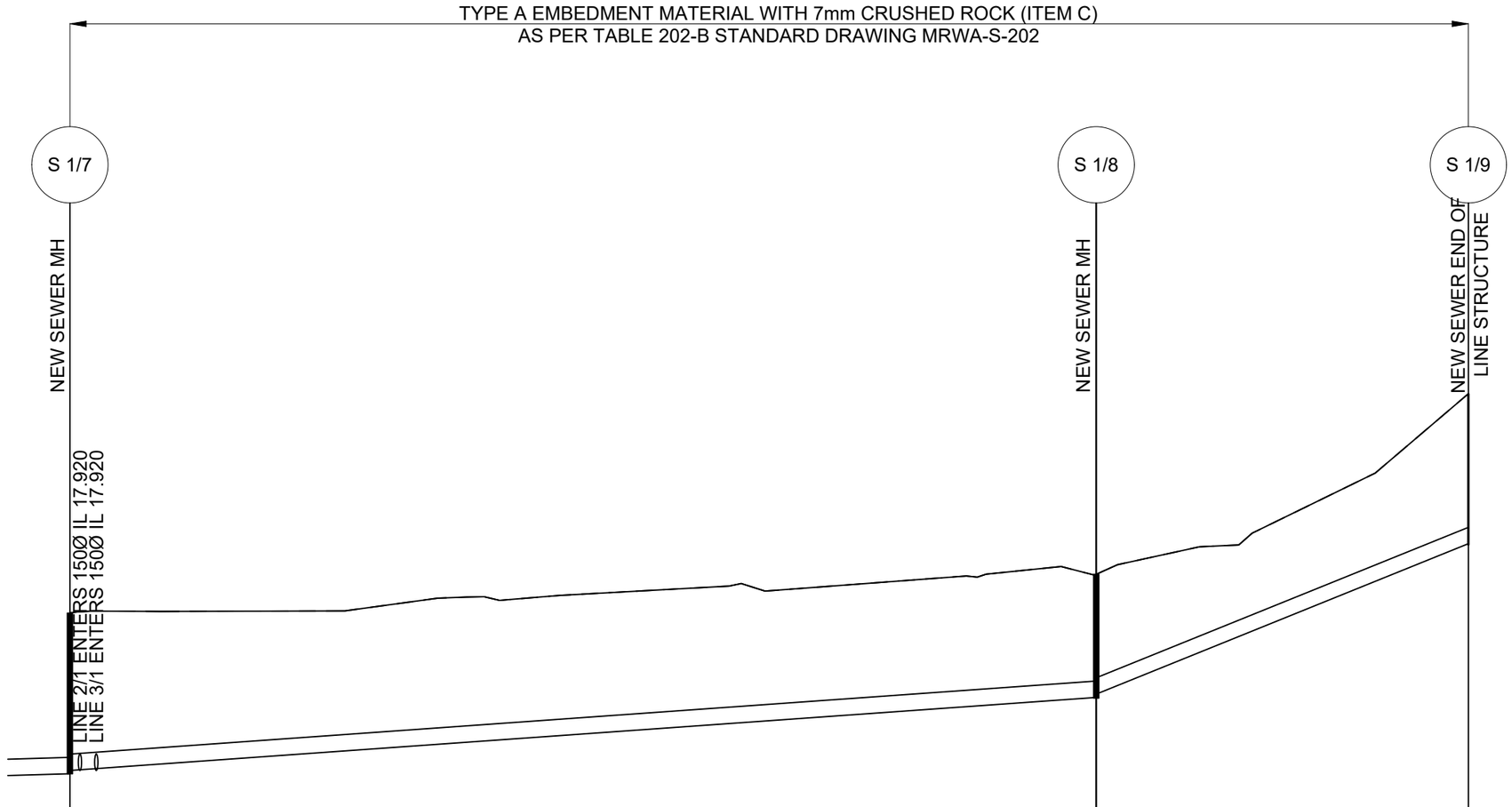
PROJECT:
PROPOSED 27 LOT SUBDIVISION
90 TREVOR ST, ULVERSTONE

CLIENT:
4043 DEVELOPMENTS

DRAWING TITLE:
SEWER LINE 1 - LONGSECTION (3)

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
AS_SHOWN	15/09/25	JM	JM
PROJECT NO:	DRAWING NO:		REVISION:
25066	C10		3



PIPE DETAILS		DN150 uPVC SN8 RRJ (or SCJ)	DN150 uPVC SN8 RRJ (or SCJ)
SLOPE %		1.42%	8.08%
DATUM RL 15.9			
DEPTH TO INVERT	1.48 / 1.45	1.13	1.10 / 1.38
INVERT LEVEL	17.89 / 17.92	18.59	18.62 / 20.00
FINISHED SURFACE	19.37	19.72	21.38
EXISTING SURFACE	19.37	19.72	21.38
CHAINAGE	125.17	172.25	189.32
		47.08	17.07

SEWER LONGITUNDINAL SECTION FOR LINE 1
SCALES: HORIZONTAL 1:250 VERTICAL 1:50

CENTRAL COAST COUNCIL
LAND USE PLANNING
Received: 12/01/2026
Application No: DA2025241
Doc ID: 542206

COUNCIL APPROVAL

TASWATER APPROVAL

REV:	DESCRIPTION:	BY:	DATE:
1	. AMEND SEWER LAYOUT	JM	26/09/25
2	. TASWATER & CCC RFI #1 (04/11/25)	JM	20/11/25
3	. ADDITIONAL CCC COMMENTS	JM	20/12/25

STATUS: PLANNING

CIVILVISION CONSULTING
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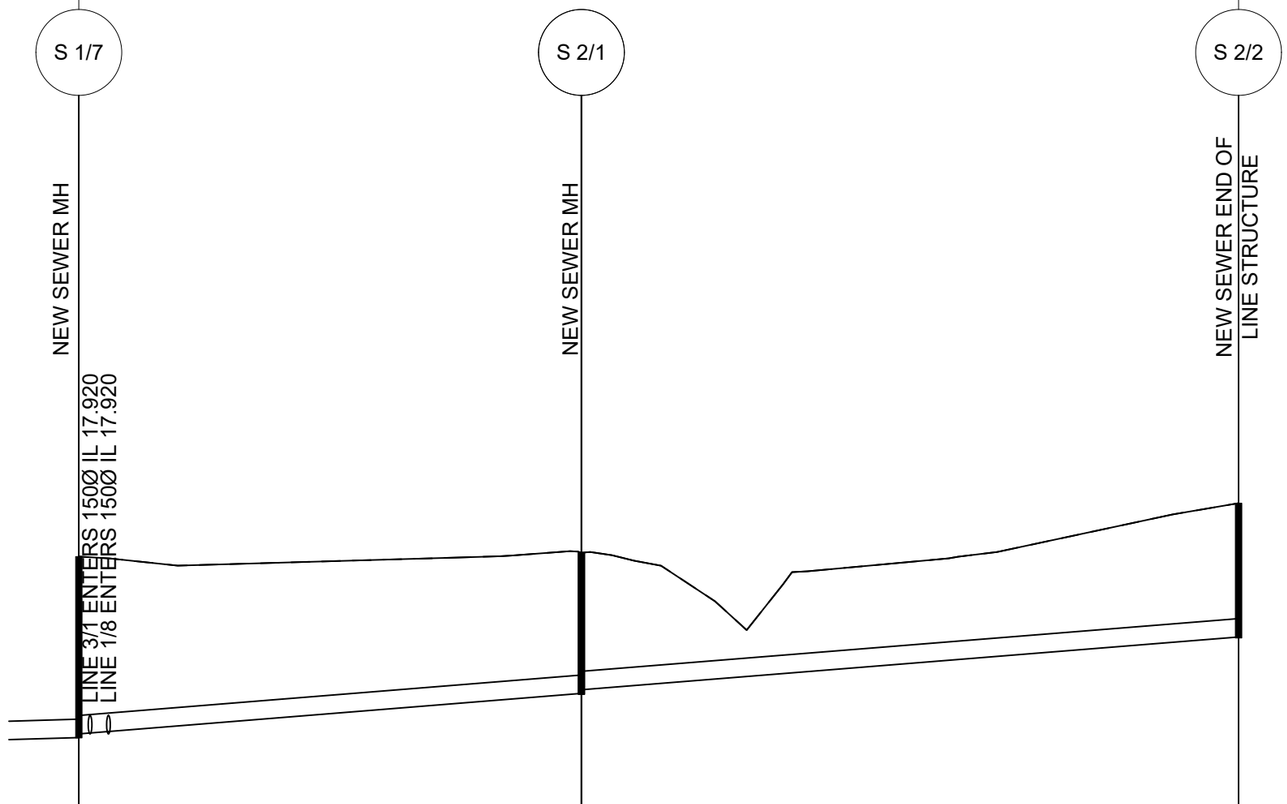
PROJECT:
PROPOSED 27 LOT SUBDIVISION
90 TREVOR ST, ULVERSTONE

CLIENT:
4043 DEVELOPMENTS

DRAWING TITLE:
SEWER LINE 1 - LONGSECTION (4)

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
AS_SHOWN	15/09/25	JM	JM
PROJECT NO:	DRAWING NO:		REVISION:
25066	C11		3

TYPE A EMBEDMENT MATERIAL WITH 7mm CRUSHED ROCK (ITEM C)
AS PER TABLE 202-B STANDARD DRAWING MRWA-S-202



PIPE DETAILS		DN150 uPVC SN8 RRJ (or SCJ)	DN150 uPVC SN8 RRJ (or SCJ)
SLOPE %		1.61%	1.60%
DATUM RL 15.9			
DEPTH TO INVERT	1.48	1.45 / 1.15	1.12 / 1.09
INVERT LEVEL	17.89	17.92 / 18.25	18.28 / 18.71
FINISHED SURFACE		19.37 / 19.40	19.80
EXISTING SURFACE		19.37 / 19.40	19.80
CHAINAGE		0.00 / 20.49	20.49 / 47.29
		20.49	26.80

SEWER LONGITUNDINAL SECTION FOR LINE 2
SCALES: HORIZONTAL 1:250 VERTICAL 1:50

CENTRAL COAST COUNCIL
LAND USE PLANNING
Received: 12/01/2026
Application No: DA2025241
Doc ID: 542206

COUNCIL APPROVAL

TASWATER APPROVAL

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1	. AMEND SEWER LAYOUT	JM	26/09/25
2	. TASWATER & CCC RFI #1 (04/11/25)	JM	20/11/25
3	. ADDITIONAL CCC COMMENTS	JM	20/12/25

STATUS: PLANNING

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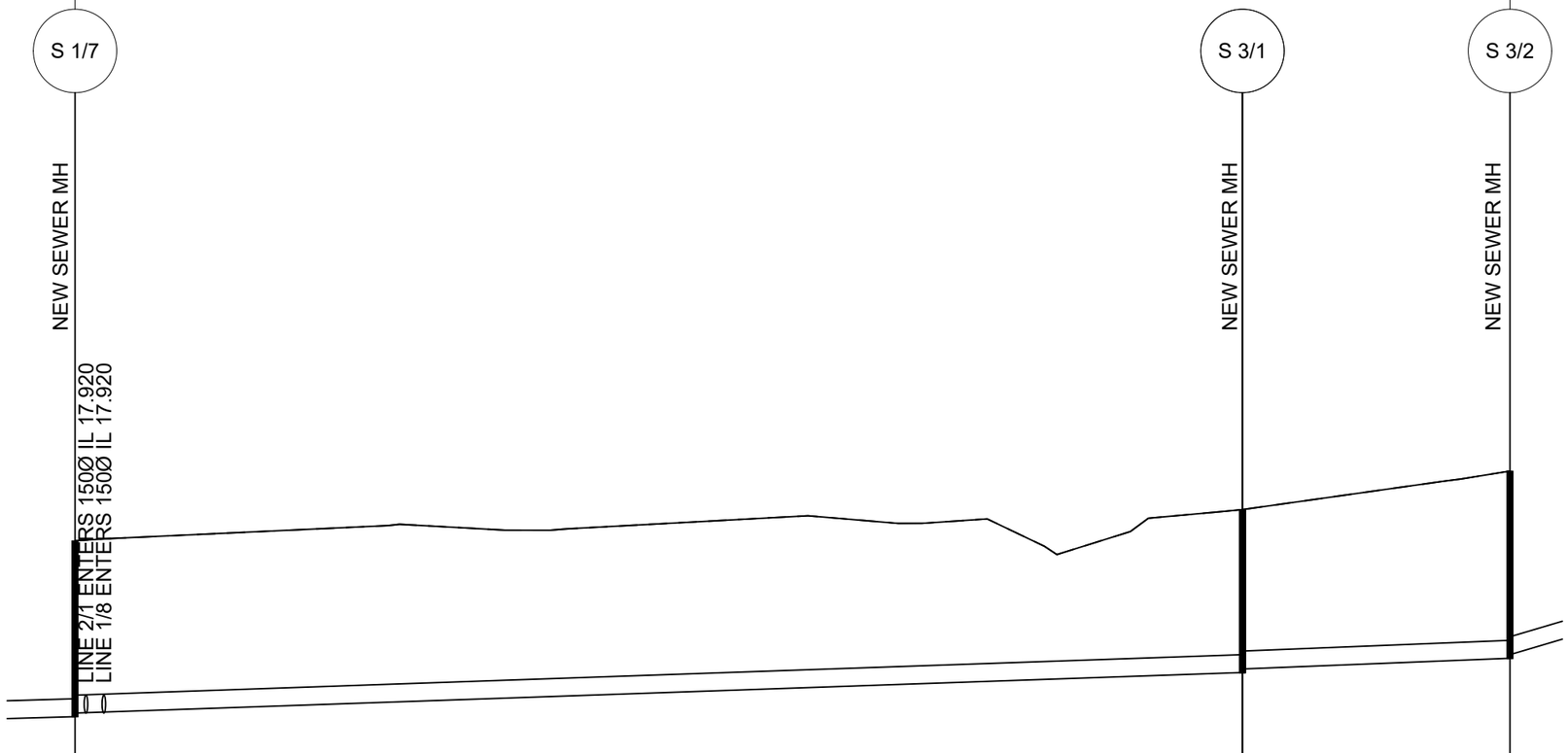
PROJECT:
PROPOSED 27 LOT SUBDIVISION
90 TREVOR ST, ULVERSTONE

CLIENT:
4043 DEVELOPMENTS

DRAWING TITLE:
SEWER LINE 2 - LONGSECTION

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
AS_SHOWN	15/09/25	JM	JM
PROJECT NO:	DRAWING NO:		REVISION:
25066	C12		3

TYPE A EMBEDMENT MATERIAL WITH 7mm CRUSHED ROCK (ITEM C)
AS PER TABLE 202-B STANDARD DRAWING MRWA-S-202



PIPE DETAILS		DN150 uPVC SN8 RRJ (or SCJ)					DN150 uPVC SN8 RRJ (or SCJ)		
SLOPE %		0.69%					0.80%		
DATUM RL 15.9									
DEPTH TO INVERT	1.48	1.45				1.37	1.34	1.57	1.54
INVERT LEVEL	17.89	17.92				18.26	18.29	18.38	18.41
FINISHED SURFACE		19.37				19.63		19.95	
EXISTING SURFACE		19.37				19.63		19.95	
CHAINAGE	0.00					48.97		60.19	
			48.97				11.22		

SEWER LONGITUNDINAL SECTION FOR LINE 3
SCALES: HORIZONTAL 1:250 VERTICAL 1:50

CENTRAL COAST COUNCIL
LAND USE PLANNING
Received: 12/01/2026
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COUNCIL APPROVAL

TASWATER APPROVAL

REV:	DESCRIPTION:	BY:	DATE:
1	. AMEND SEWER LAYOUT	JM	26/09/25
2	. TASWATER & CCC RFI #1 (04/11/25)	JM	20/11/25
3	. ADDITIONAL CCC COMMENTS	JM	20/12/25

STATUS: PLANNING

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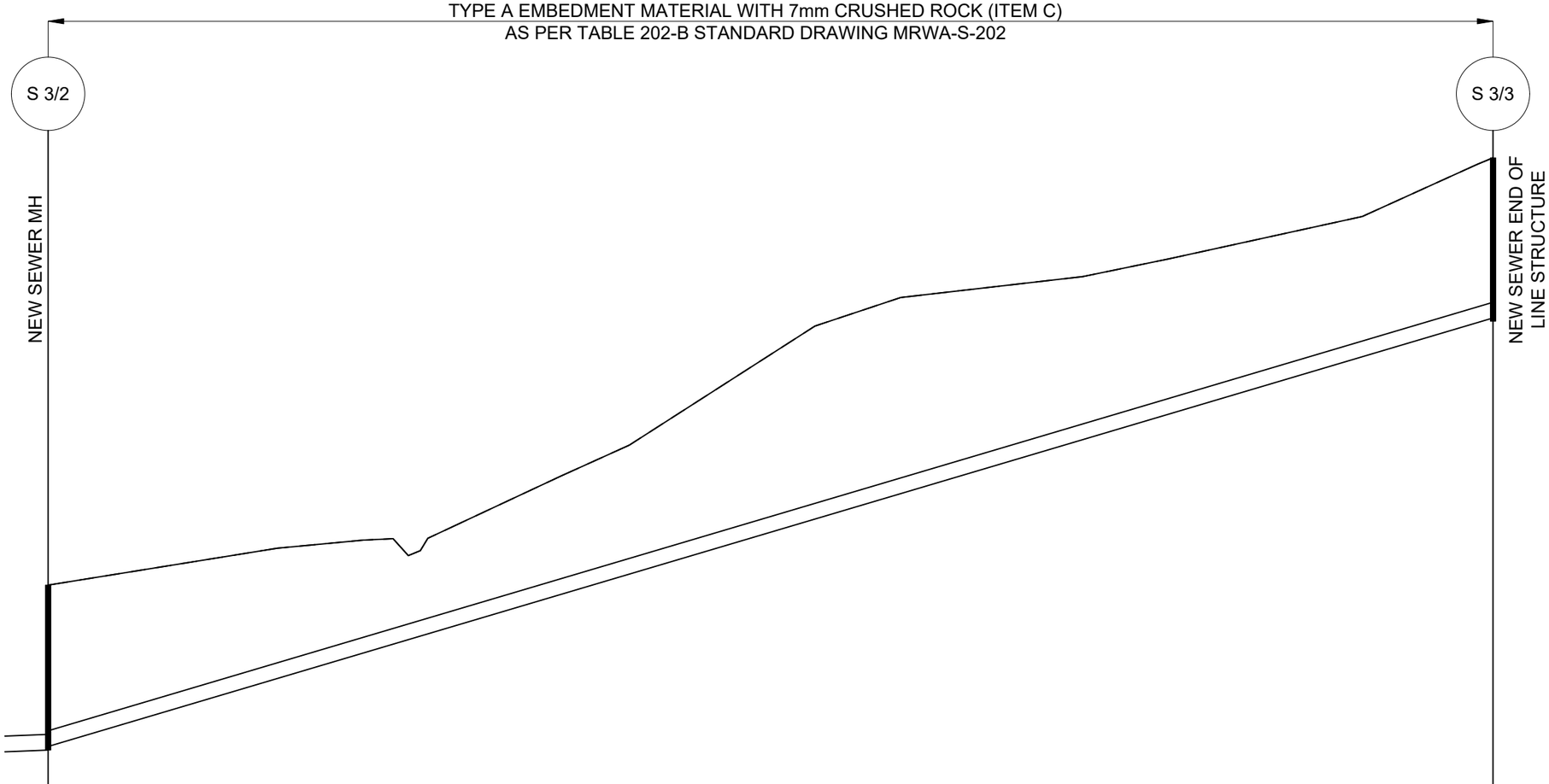
PROJECT:
PROPOSED 27 LOT SUBDIVISION
90 TREVOR ST, ULVERSTONE

CLIENT:
4043 DEVELOPMENTS

DRAWING TITLE:
SEWER LINE 3 - LONGSECTION (1)

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
AS_SHOWN	15/09/25	JM	JM

PROJECT NO:	DRAWING NO:	REVISION:
25066	C13	3



PIPE DETAILS		DN150 uPVC SN8 RRJ (or SCJ)	
SLOPE %		5.93%	
DATUM RL 16.4			
DEPTH TO INVERT	1.57	1.54	1.53
INVERT LEVEL	18.38	18.41	22.50
FINISHED SURFACE		19.95	24.03
EXISTING SURFACE		19.95	24.03
CHAINAGE	60.19		129.15
		68.96	

SEWER LONGITUNDINAL SECTION FOR LINE 3
SCALES: HORIZONTAL 1:250 VERTICAL 1:50

COUNCIL APPROVAL

TASWATER APPROVAL

REV:	DESCRIPTION:	BY:	DATE:
1	. AMEND SEWER LAYOUT	JM	26/09/25
2	. TASWATER & CCC RFI #1 (04/11/25)	JM	20/11/25
3	. ADDITIONAL CCC COMMENTS	JM	20/12/25

STATUS: PLANNING

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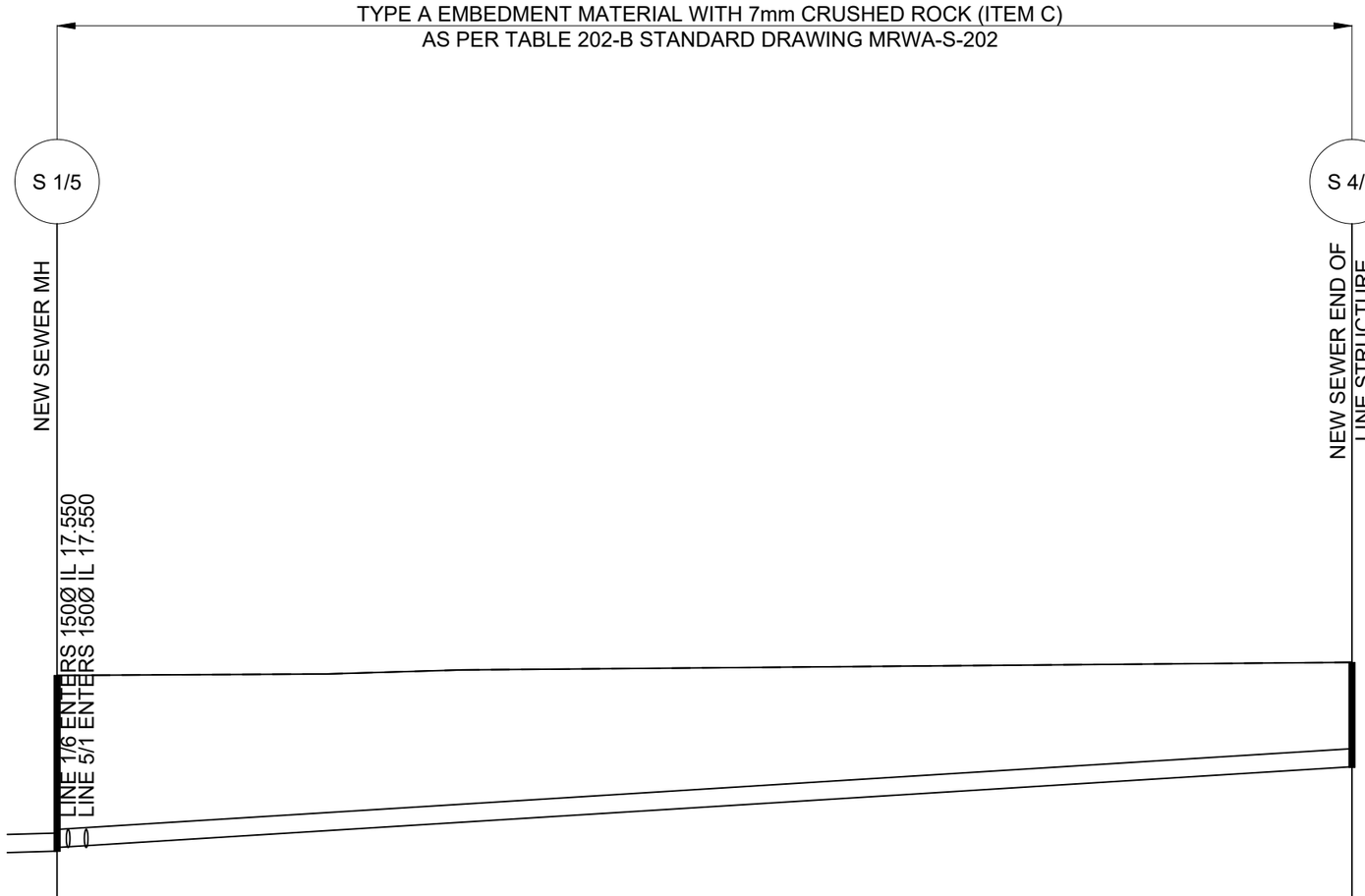
PROJECT:
PROPOSED 27 LOT SUBDIVISION
90 TREVOR ST, ULVERSTONE

CLIENT:
4043 DEVELOPMENTS

DRAWING TITLE:
SEWER LINE 3 - LONGSECTION (2)

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
AS_SHOWN	15/09/25	JM	JM

PROJECT NO:	DRAWING NO:	REVISION:
25066	C14	3



PIPE DETAILS		DN150 uPVC SN8 RRJ (or SCJ)	
SLOPE %		1.25%	
DATUM RL 15.5			
DEPTH TO INVERT	1.46	1.43	0.87
INVERT LEVEL	17.52	17.55	18.22
FINISHED SURFACE		18.98	19.09
EXISTING SURFACE		18.98	19.09
CHAINAGE	0.00		53.73
		53.73	

SEWER LONGITUNDINAL SECTION FOR LINE 4
SCALES: HORIZONTAL 1:250 VERTICAL 1:50

COUNCIL APPROVAL

TASWATER APPROVAL

REV:	DESCRIPTION:	BY:	DATE:
1	. AMEND SEWER LAYOUT	JM	26/09/25
2	. TASWATER & CCC RFI #1 (04/11/25)	JM	20/11/25
3	. ADDITIONAL CCC COMMENTS	JM	20/12/25

STATUS: PLANNING

CIVILVISION CONSULTING
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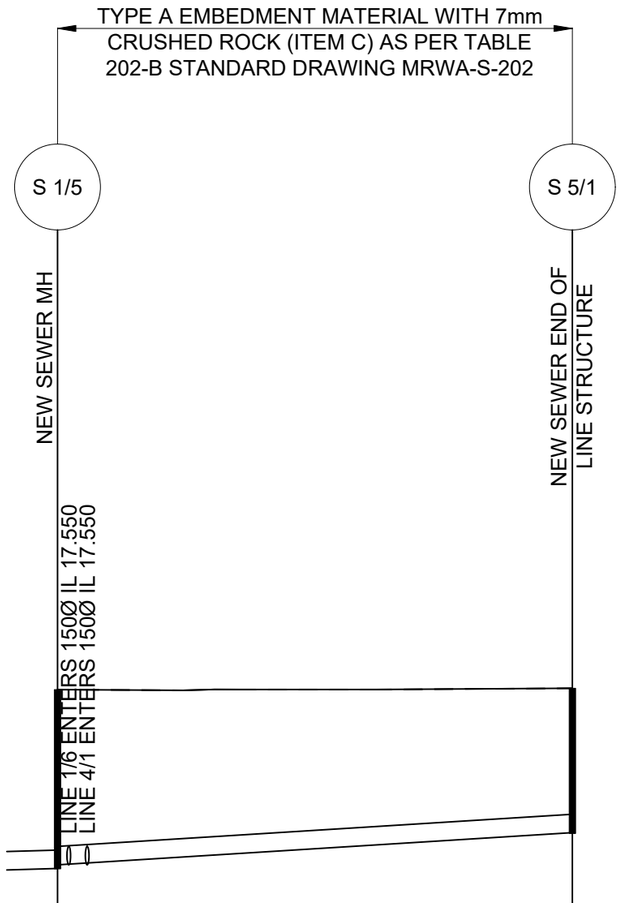
PROPOSED 27 LOT SUBDIVISION
90 TREVOR ST, ULVERSTONE

CLIENT:
4043 DEVELOPMENTS

DRAWING TITLE:
SEWER LINE 4 - LONGSECTION

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
AS_SHOWN	15/09/25	JM	JM

PROJECT NO:	DRAWING NO:	REVISION:
25066	C15	3



PIPE DETAILS		DN150 uPVC SN8 RRJ (or SCJ)	
SLOPE %		1.25%	
DATUM RL 15.5			
DEPTH TO INVERT	1.46	1.43	1.18
INVERT LEVEL	17.52	17.55	17.81
FINISHED SURFACE		18.98	18.99
EXISTING SURFACE		18.98	18.99
CHAINAGE		0.00	20.99
		20.99	

SEWER LONGITUNDINAL SECTION FOR LINE 5
SCALES: HORIZONTAL 1:250 VERTICAL 1:50

CENTRAL COAST COUNCIL
LAND USE PLANNING
Received: 12/01/2026
Application No: DA2025241
Doc ID: 542206

COUNCIL APPROVAL

TASWATER APPROVAL

REV:	DESCRIPTION:	BY:	DATE:
1	. AMEND SEWER LAYOUT	JM	26/09/25
2	. TASWATER & CCC RFI #1 (04/11/25)	JM	20/11/25
3	. ADDITIONAL CCC COMMENTS	JM	20/12/25

STATUS: PLANNING

CIVILVISION CONSULTING
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PROJECT:
PROPOSED 27 LOT SUBDIVISION
90 TREVOR ST, ULVERSTONE

CLIENT:
4043 DEVELOPMENTS

DRAWING TITLE:
SEWER LINE 5 - LONGSECTION

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
AS_SHOWN	15/09/25	JM	JM

PROJECT NO:	DRAWING NO:	REVISION:
25066	C16	3