Meander Valley Council
Working Together

PLANNING NOTICE

An application has been received for a Permit under s.57 of the Land Use Planning Approvals Act 1993:

APPLICANT:	**PDA Surveyors Engineers & Planners – obo – T Stephens - PA\25\0114**
PROPERTY ADDRESS:	**75 Hill Street ELIZABETH TOWN (CT: 198171/4)**
DEVELOPMENT:	**Subdivision (4 lots) – Lot design, not connected to sewerage and stormwater.**

The application can be inspected until **Thursday, 8 May 2025**, at www.meander.tas.gov.au or at the Council Office, 26 Lyall Street, Westbury (during normal office hours).

Written representations may be made during this time addressed to the General Manager, PO Box 102, Westbury 7303, or by email to planning@mvc.tas.gov.au. Please include a contact phone number. Please note any representations lodged will be available for public viewing.

Please note: Council will be closed from 5pm Thursday 17 April 2025 & will reopen at 8:30am Wednesday 23 April 2025

If you have any questions about this application please do not hesitate to contact Council's Planning Department on 6393 5320.

Dated at Westbury on 19 April 2025.

Jonathan Harmey
GENERAL MANAGER

APPLICATION FORM

PLANNING PERMIT

Land Use Planning and Approvals Act 1993

Meander Valley Council
Working Together

- Application form & details MUST be completed **IN FULL**.
- Incomplete forms will not be accepted and may delay processing and issue of any Permits.

OFFICE USE ONLY

Property No: | | | | | | **Assessment No:** | | - | | | | | - | | | | |

DA | | **PA** | | **PC** | |

- Is your application the result of an illegal building work? ☐ Yes ☑ No
- Have you already received a Planning Review for this proposal? ☐ Yes ☑ No
- Is a new vehicle access or crossover required? ☑ Yes ☐ No

Indicate by ✓ box

PROPERTY DETAILS:

Address: 75 Hill Street Certificate of Title: 198171

Suburb: Elizabeth Town 7304 Lot No: 4

Land area: 4.1ha *m^2 / ha*

Present use of land/building: Residential *(vacant, residential, rural, industrial, commercial or forestry)*

- Does the application involve Crown Land or Private access via a Crown Access Licence: ☐ Yes ☑ No
- Heritage Listed Property: ☐ Yes ☑ No

DETAILS OF USE OR DEVELOPMENT:

Indicate by ✓ box ☐ Building work ☐ Change of use ☐ Subdivision ☐ Demolition ☐ Forestry ☐ Other

Total cost of development *(inclusive of GST):* $ *Includes total cost of building work, landscaping, road works and infrastructure*

Description of work:

Use of building: (main use of proposed building – dwelling, garage, farm building, factory, office, shop)

New floor area: m^2 New building height: m

Materials: External walls: Colour:

Roof cladding: Colour:

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
198171	4
EDITION	DATE OF ISSUE
4	27-Apr-2009

SEARCH DATE : 10-Sep-2024
SEARCH TIME : 10.20 AM

DESCRIPTION OF LAND

Town of ELIZABETH TOWN
Lot 4 on Plan 198171
Derivation : Whole of Lot 4, Section K Gtd to J H Huett
Prior CT 2660/42

SCHEDULE 1

M225476 TRANSFER to MARK ANDREW STEPHENS and TERESKA NAOMI STEPHENS Registered 27-Apr-2009 at noon

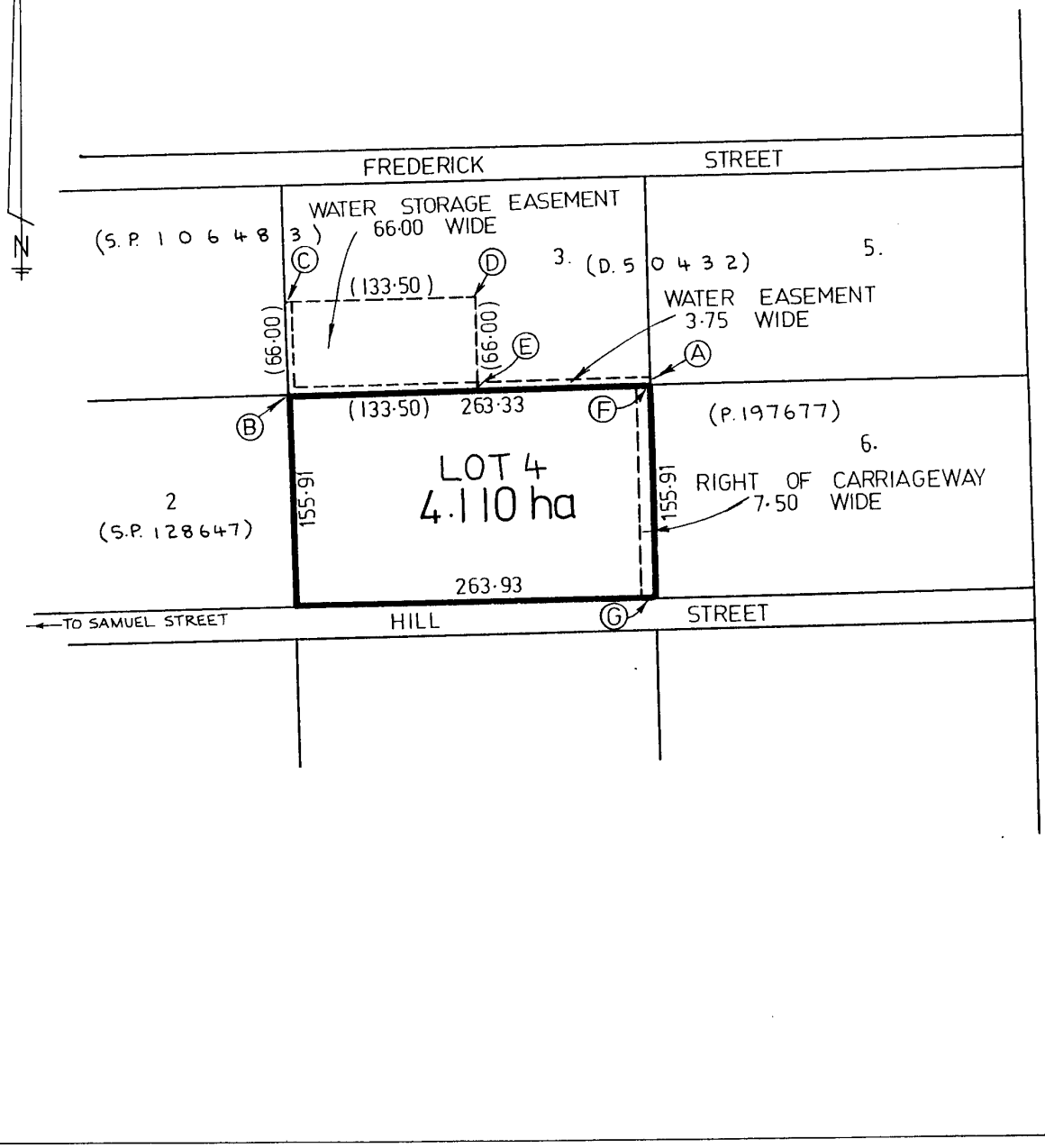
SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BENEFITING EASEMENT: the right to draw pump and convey water from a dam constructed within the land marked B.C.D.E. on Plan No. 198171 for normal domestic and garden use and for market gardening watering and watering livestock depasturing on the said land within described along and within the land A.B.C. on Plan No. 198171 by means of a pump motor through a pipe (the outlet of which shall not exceed 20 millimetres in diameter) and not less than 460 millimetres below the surface of the said land marked A.B.C. with the right to erect a shed to protect the pump and motor and to convey electric power to the said motor by wires hanging not lower than six metres above the surface of the said land marked A.B.C. and to erect poles within the said land marked A.B.C. for that purpose
BENEFITING EASEMENT: the right from time to time and at all times to maintain and clean a dam within the said land marked B.C.D.E. and the right to store water behind such dam within the said land marked B.C.D.E.
BURDENING EASEMENT: a right of carriageway (appurtenant to the land comprised in Certificate of Title Volume 4054 Folio 20) over the strip of land marked F.G. on Plan No. 198171
C911017 MORTGAGE to Trust Company Fiduciary Services Limited Registered 27-Apr-2009 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

OWNER FOLIO REFERENCE C.T. 2660/42 GRANTEE	**PLAN OF TITLE** LOCATION TOWN OF ELIZABETH TOWN (SEC. K) FIRST SURVEY PLAN No. COMPILED BY LTO SCALE 1: 3000 LENGTHS IN METRES	Registered Number P.198171 APPROVED 29 MAR 1999 Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 121 (4640)	LAST UPI No FHA70	LAST PLAN No.
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		



A 143
DAB

PLAN OF SUBDIVISION

Owners
MARK & TERESKA STEPHENS

Title References
FR 198171/4

Address
75 Hill Street,
Elizabeth Town 7304

Council
Meander Valley Council

Planning scheme
Tasmanian Planning Scheme - Meander

Zone
10.0 Low Density

Zone Overlay
Bushfire Prone Areas &
Natural Assets

Specific Area Plan
Elizabeth Town SAP

PID
7124743

Point of interest GDA94 MGA55
464404E, 5409243N

Schedule of Easements
As shown

NOTES

1. This plan has been prepared only for the purpose of obtaining preliminary subdivision approval from the Council and the information shown hereon should be used for no other purpose. All measurements and areas are subject to final survey.

REV	AMENDMENTS	DRAWN	DATE	APPR.
E				
D				
C				
B				
A				

NOTES:

SURVEYOR	GEOCIVIL
N/A	N/A
DRAWN	CHECKED
AB	LK
DATE	
25/03/2025	

MARK & TERESKA STEPHENS
75 Hill Street, Elizabeth Town
4 Lot Subdivision
FR 198171/4

PDA
SURVEYORS, ENGINEERS & PLANNERS
3/23 Brisbane Street,
Launceston, Tasmania, 7250
PHONE: +61 03 6331 4099
FAX: +61 03 6334 3098
EMAIL: pda.ltn@pda.com.au
www.pda.com.au
Also at: Hobart, Burnie,
Devonport & Kingston

SCALE	PAPER
1:1250	(A3)
JOB NUMBER	DRAWING
53488 - P02	

PDA
SURVEYORS, ENGINEERS & PLANNERS

Planning Report

75 Hill Street, Elizabeth Town

53488| 17/10/2024

Table of Contents

PDA Contributors

Planning	Allan Brooks	17/010/2024

Revision History

Revision	Description	Date
01	First issue	17/10/2024

EXECUTIVE SUMMARY

Council approval is sought for a 4 lot subdivision at 75 Hill Street, Elizabeth Town (FR 198171/4).

The proposal satisfies the *Tasmanian Planning Scheme – Meander Valley*.

A permit is sought in accordance with Section 57 of the *Land Use Planning and Approvals Act 1993* and Clause 6.8.1 (b) of the *Tasmanian Planning Scheme – Meander Valley*.

Development Details:

Property Address	75 Hill Street, Elizabeth Town
Proposal	4 Lot Subdivision
Land Area	4.11ha

C/T	198171/4
PID	7124743
Planning Ordinance	Tasmanian Planning Scheme – Meander Valley
Land Zoning	Low Density Residential
Specific Area Plan	Elizabeth Town Specific Area Plan
Code Overlays	Bushfire Prone Area

1. Introduction/Context

Council approval is sought for a 4 lot subdivision at 75 Hill Street, Elizabeth Town (FR 198171/4). In support of the proposal, the following associated documents have been provided in conjunction with this planning assessment:

- Subdivision Proposal Plan
- Completed Development Application Form
- The title plan and folio text
- Bushfire Hazard Assessment

1.1. The Land

Figure 1. Existing aerial image of the subject land (LISTmap, 2024)

The land is majority vacant, with dwelling and associated outbuildings.

1.2. Existing Development

The site has an existing dwelling and associated outbuildings on proposed Lot 1.

1.3. Natural Values

There are no known natural values on the site.

2. The Proposal

A planning permit for a 4 Lot subdivision is sought in accordance with Section 57 of the *Land Use Planning and Approvals Act 1993 and Clause 6.8.1 of the Tasmanian Planning Scheme – Meander Valley*. It is proposed to create 4 lots. Proposed lot 1 will contact the existing dwelling and outbuildings and the remaining lots are vacant. Each lot will have its own access apart from Lot 4 which will utilise the same access as the 89 Hill Street.

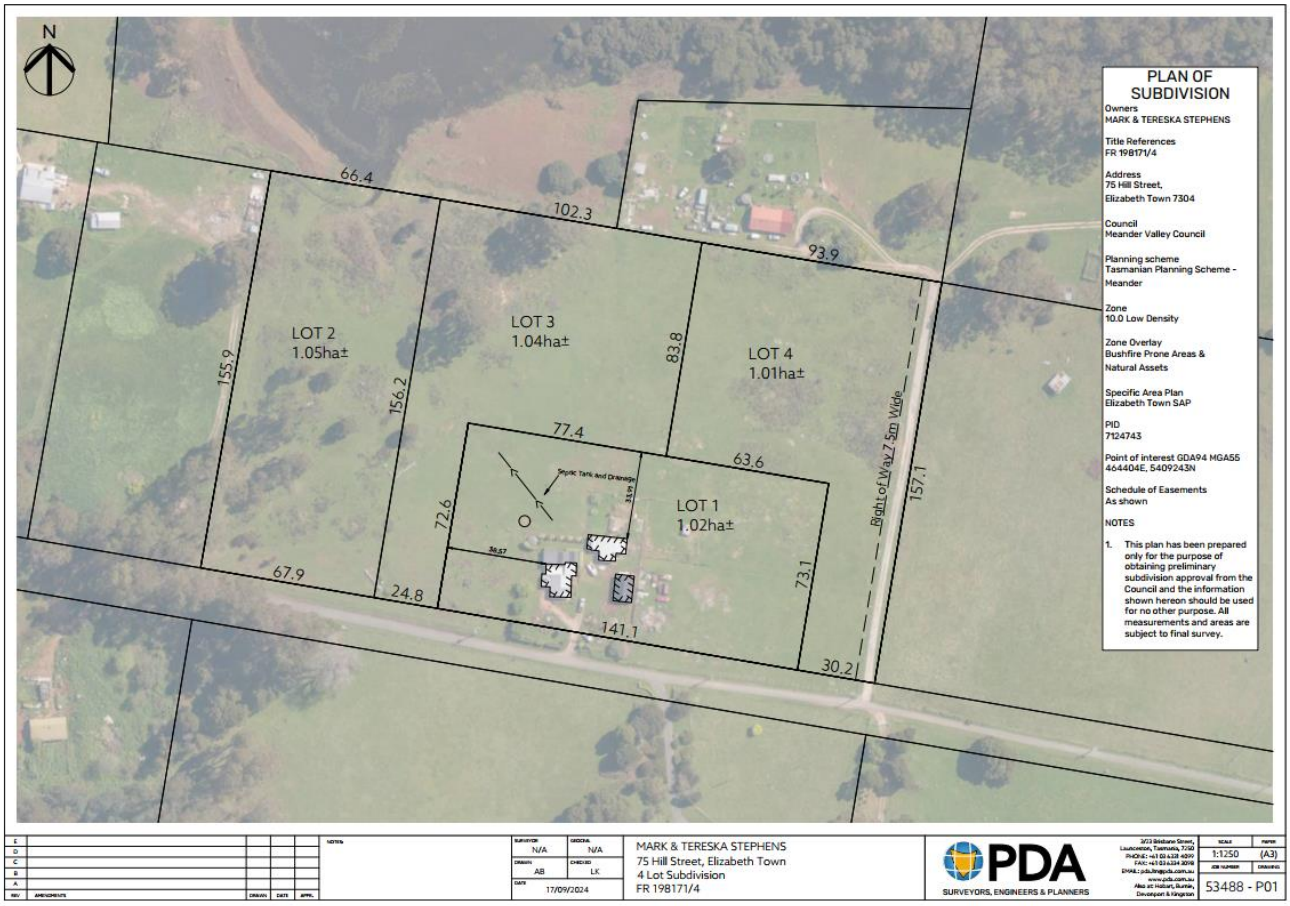


Figure 2. Proposed Plan of Subdivision

3. Planning Assessment

This current proposal for a 4 lot Subdivision has been developed in accordance with the *Tasmanian Planning Scheme – Meander Valley*.

3.1 Zoning

Figure 3. Zoning identification of the subject land and surrounds (LISTmap, 2024)

The subject land is located within the Low Density Zone and surrounded by the same zone.

3.2 MEA-S9.8 Development Standards for Subdivision

MEA-S9.8.1 Lot Design

This clause is in substitution for Low Density Residential Zone – Clause 10.6.1 Lot Design A1 and P1

Objective:

To provide for:

a) Density and dimensions of lots consistent with the character of the historic lot pattern and sizes within Elizabeth Town settlement;
b) Dimensions of lots that enables building areas that are substantially separated or can be screened; and
c) Area and dimensions of lots that are appropriate to accommodate a dwelling and associated on-site drainage and on-site wastewater requirements.

Acceptable Solutions	Performance Criteria
A1 Each lot, or a lot proposed in a plan of subdivision, must: a) Have an area no less than 1ha and: i. Be able to contain a 70m diameter circle with a gradient not steeper than 1 in 5; and ii. Existing buildings are consistent with the setback required by clause 10.4.3 A1 and A2; b) be required for public use by the Crown, a council or state authority; c) be required for the provisions of Utilities; or d) be for the consolidation of a lot with another lot provided each lot is within the same zone	**P1** Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use and the intended character, having regard to: a) the plan purpose; b) the relevant requirements for development of buildings on the lots; c) the intended location of buildings on the lots and wheather the lots can achieve 50m separate between new building areas and existing building areas; d) the topography of the site; e) features that may screen visibility between building areas; f) adequate provision of private open space; g) adequate provision of drainage and wastewater disposal; h) the pattern of development existing on established properties in the area; i) any constraints to development. j)

Comment:

P1 is met. Due to the 70m diameter circle, we can't meet the requirements of the acceptable solution. Each lot is over 1ha in size and meets the character of the area of Elizabeth Town.

Each lot has adequate area for development with an onsite drainage building, and likely, buildings would be separated by more than 50m. There is no limitation with the topography of the site to development apart from the north west corner that has a waterway. This waterway and the existing right of way are the only constraints on further developing the vacant lots but there is adequate area outside of these to develop.

3.3 Zone Standards – Low Density

10.6.1 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 residential development.

Acceptable Solutions	Performance Criteria
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 frontage not less than 20m.	**P2** Each lot, or proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be provided with a frontage or legal connection to a road by right of carriageway, that is sufficient for the 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 mean of access; c) the topography of the site; d) the ability to manoeuvre vehicles on the site; and e) the pattern of development existing on established properties in the area, and is not less than 3.6m wide.

Comment:

A2 is met

All lots have frontage greater than 20m.

Acceptable Solutions	Performance Criteria
A3 Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from boundary of the lot to a road in accordance with the requirements of the road authority.	**P3** Each lot, or 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:

A3 is met: Each lot will have a vehicular access from a boundary in accordance with the requirements of the road authority.

10.6.2 Roads

Objective:
That the arrangement of new roads within a subdivision provides;
a) the provisions of 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, convenience and legibility for vehicles, pedestrians and cyclists, having regard to: a) any relevant road network plan adopted by council; b) the existing and proposed road hierarchy;

	c) the need for connecting roads and pedestrian path, 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) minimise 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:

A1 is met: No new road is proposed as part of the subdivision.

10.6.3 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: a) be connected to a full water supply service if the frontage of the lot is	**P1** No Performance Criterion.

within 30m of a full water supply service; or: b) be connected to a limited water supply service if the frontage of the lot is within 30m of a limited water supply service, unless a regulated entity advises that the lot is unable to be connected to the relevant water supply service.	

Comment:

A1 is N/A Site isn't in an area with a water supply.

Acceptable Solutions	Performance Criteria
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** Each lot, or proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of accommodating an onsite wastewater treatment system adequate for the future use and development of the land.

Comment:

P2 is met: Lot 1 has an existing onsite-waste water system, the remaining lots have adequate area for onsite drainage. Lots are consistent with the surrounding area and meet the requirements of MEA-S9.8 Acceptable solution lot size.

Acceptable Solutions	Performance Criteria
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 proposed in a plan of subdivision, must be capable of accommodating an onsite stormwater management system adequate for the future use and development of the land, having regards to: a) the size of the lots 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:

P3 is met: Each loach lot can contain stormwater onsite through natural drainage. Onsite Stormwater to be utilised for each lot, no concentrated stream to affect any neighbouring lot and stormwater to disperse through the soil. There is no water supply in the area, so capture of rain will be required for water supply, further limiting stormwater discharge from impervious surfaces.

3.4 Codes

Figure 4. Scheme Overlay identification of the subject land and surrounds (LISTmap, 2024)

Code	*Comments:*
C1.0 Signs Code	N/A

C2.0 Parking and Sustainable Transport Code	As this Code is relevant to this proposal, an assessment is provided below
C3.0 Road and Railway Assets Code	N/A
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 no proposed works are within the overlay.
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	Please find attached Bushfire Hazard Management report by Livingston Natural Resource Services.
C14.0 Potentially Contaminated Land Code	N/A
C15.0 Landslip Hazard Code	N/A
C16.0 Safeguarding of Airports Code	N/A

C2.0 Parking and Sustainable Transport Code

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.	

Response:

A1 is met: Each lot has no more than one vehicle access point per road frontage

C13.0 Bushfire-Prone Areas Code

A Bushfire Hazard Assessment and Hazard Management Plan has been prepared and supplied to support the proposed subdivision. Please see the bushfire report for recommendations.

Conclusion

The planning assessment and supporting documentation provided demonstrate that the development proposal for a 4 Lot subdivision at 75 Hill Street, Elizabeth Town meets all applicable requirements of the Tasmanian Planning Scheme – Meander Valley.

Yours faithfully,

Allan Brooks

On behalf of
PDA Surveyors, Engineers and Planners

Contact

For any enquiries, please contact one of our offices:

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WALTER SURVEYS
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P: 0419 532 669 (Tom Walter)
E: tom.walter@waltersurveys.com.au

Bushfire Hazard Management Report: Subdivision

Report for: **Terry Stephens**

Property Location: **75 Hill Street, Elizabeth Town**

Prepared by: Scott Livingston
Livingston Natural Resource Services

Date: 14th November 2024
Version: 1

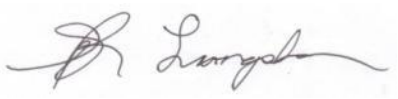
Summary

Client: Terry Stephens

Property identification: CT 198171/4, PID 7124743
75 Hill Street, Elizabeth Town
Current zoning: Low Density Residential, Tasmanian Planning Scheme -Meander Valley

Proposal: A 4 lot subdivision is proposed from an existing title CT 198171/4 at 75 Hill Street, Elizabeth Town.

Assessment by:



_____

Scott Livingston,
Master Environmental Management,
Natural Resource Management Consultant.
Accredited Person under part 4A of the Fire Service Act 1979:
Accreditation # BFP-105.

Contents

DESCRIPTION

A 4 lot subdivision is proposed from an existing title CT 198171/4 at 75 Hill Street, Elizabeth Town. The area is mapped as Bushfire prone in Planning Scheme overlays.

The property is pasture with occasional trees in the northwestern portion. Lot 1 has an existing dwelling and outbuildings. Surrounding land is grassland and forest mosaic.

There is an existing right of way along the eastern boundary to service 2 lots to the north. The area is not serviced by a reticulated water supply.

See Appendix 1 for maps and site plan, and appendix 2 for photographs.

BAL AND RISK ASSESSMENT

The land is mapped as Bushfire Prone in Planning Scheme Overlays.

VEGETATION AND SLOPE

Lot		North	East	South	West
1	Vegetation within 100m of existing dwelling	0-7m low threat, 7-100m grassland	0-26m low threat, 26-100m grassland	0-25m low threat, 25-100m grassland	0-8m low threat, 8-100m grassland
	Slope (degrees, over 100m)	Downslope 0-5°	Flat/ Upslope	Flat/ Upslope	Downslope 0-5°
	BAL Rating at boundary	BAL 29	BAL 12.5	BAL 12.5	BAL FZ
	BAL Rating with extended HMA	BAL 19			
2	Vegetation within 100m of lot boundaries	0-100m grassland / water	0-100m grassland	0-35+m forest, 35+-100m grassland	0-100m grassland
	Slope (degrees, over 100m)	Downslope 0-5°	Flat/ Upslope	Flat/ Upslope	Downslope 0-5°
	BAL Rating at boundary	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL Rating with setback and HMA	BAL 12.5 / BAL 19			
3, 4	Vegetation within 100m of lot boundaries	0-65m grassland low threat mosaic, 65-100m forest	0-100m grassland	0-100m grassland	0-100m grassland

	Slope (degrees, over 100m)	Downslope 0-5°	Downslope 0-5°	Flat/ Upslope	Downslope 0-5°
	BAL Rating at boundary	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL Rating with setback and HMA	BAL 12.5 / BAL 19			

BUILDING AREA BAL RATING

Setback distances for BAL Ratings have been calculated based on the vegetation that will exist after the development and management of land within the subdivision and has also considered slope gradients.

Where no setback is required for fire protection other Planning Scheme setbacks may need to be applied.

The BAL ratings applied are in accordance with the Australian Standard AS3959-2018, *Construction of Buildings in Bushfire Prone Areas*, and it is a requirement that any habitable building, or building within 6m of a habitable building be constructed to the BAL ratings specified in this document as a minimum.

Bushfire Attack Level (BAL)	**Predicted Bushfire Attack & Exposure Level**
BAL-Low	Insufficient risk to warrant specific construction requirements
BAL-12.5	Ember attack, radiant heat below 12.5kW/m²
BAL-19	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 12.5-19kW/m²
BAL-29	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 19-29kW/m²
BAL-40	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 29-40kW/m²
BAL-FZ	Direct exposure to flames radiant heat and embers from the fire front

BUILDING SETBACKS

Setbacks from vegetation for BAL 12.5 & 19 Construction.

	Slope	**Grassland**	**Forest**
BAL 12.5	Flat/ Upslope	14m	32m
	Down slope 0-5°	16m	38m
BAL 19	Flat/ Upslope	10m	23m
	Down slope 0-5°	11m	27m

PROPOSED LOT BAL RATING

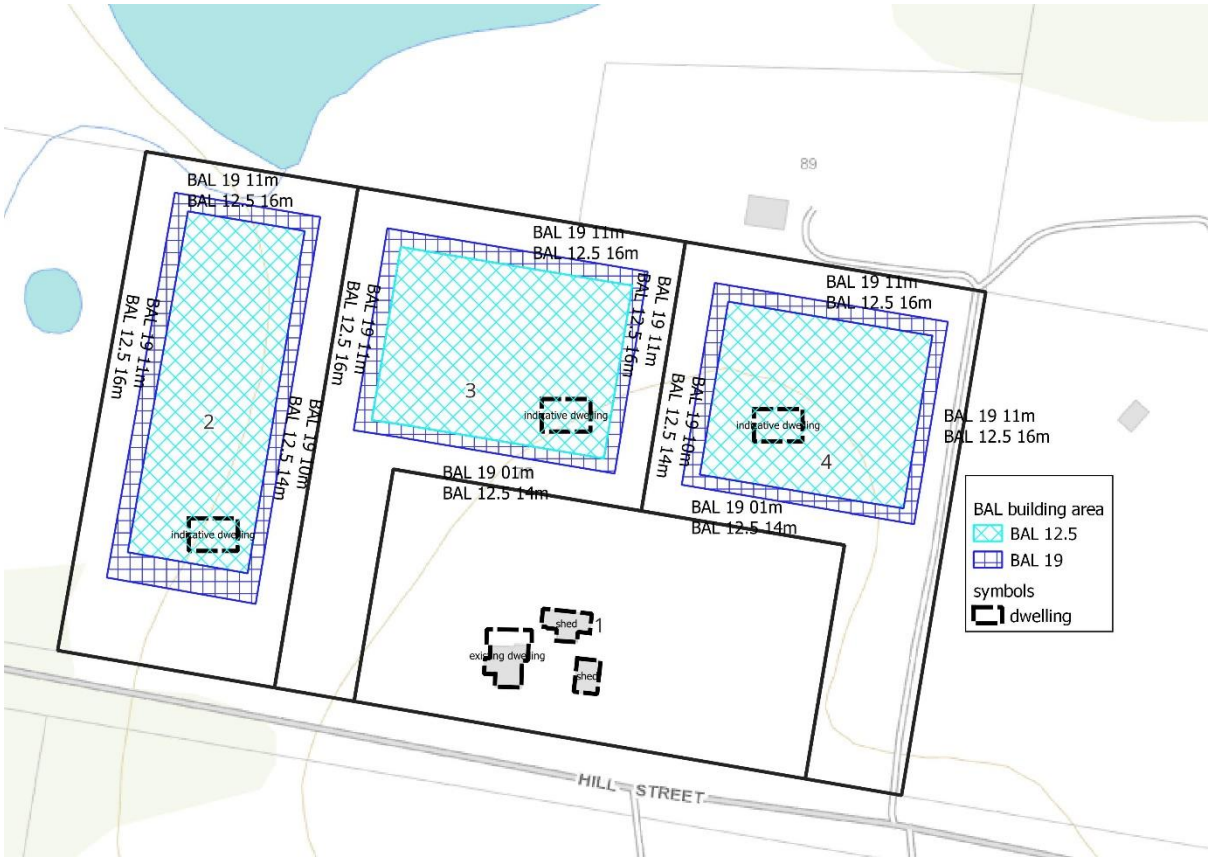


Figure 1: Proposed Lots BAL 19 building area

HAZARD MANAGEMENT AREA

An extended hazard management area of low threat vegetation must be maintained around the existing dwelling and outbuildings within 6m from sealing of titles and in perpetuity. Where the HMA extends into pasture areas they must be less tahan 100mm in height when cured.
A hazard management area of low threat vegetation must be maintained around any future habitable building from commencement of construction and in perpetuity.

Low threat vegetation, includes maintained lawns (<100mm in height) gardens and orchards

ROADS

Lots have frontage to Hill Street. No roads are required for the subdivision.

PROPERTY ACCESS

Access to a habitable building with must comply with the relevant elements of Table C13.2. Access to water supply points will be required and must met Element B. Access to Lot 1 existing dwelling is complaint no additional access is required unless the static water supply is more than 3m from that access.
The access on lot 4 is likely to utilise the existing access / ROW that services 2 lots to the north and if so will require a passing bay no more than 100m from the Hil Street entry.
Access to lots 2, 3 & 4 must be in place prior to the commencement of construction of a habitable building.

Table C13.2: Standards for Property Access

Element		Requirement
A.	Property access length is less than 30m; or access is not required for a fire appliance to	There are no specified design and construction requirements.

	access a fire fighting water point.	
B.	Property access length is 30m or greater; or access is required for a fire appliance to a fire fighting water point.	The following design and construction requirements apply to property access: (a) all-weather construction; (b) load capacity of at least 20t, including for bridges and culverts; (c) minimum carriageway width of 4m; (d) minimum vertical clearance of 4m; (e) minimum horizontal clearance of 0.5m 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 10m; (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: (i) a turning circle with a minimum outer radius of 10m; or (ii) a property access encircling the building; or (iii) a hammerhead "T" or "Y" turning head 4m wide and 8m long.
C.	Property access length is 200m or greater.	The following design and construction requirements apply to property access: (a) the requirements for B above; and (b) passing bays of 2m additional carriageway width and 20m length provided every 200m.
D.	Property access length is greater than 30m, and access is provided to 3 or more properties.	The following design and construction requirements apply to property access: (a) complies with requirements for B above; and (b) passing bays of 2m additional carriageway width and 20m length must be provided every 100m.

FIRE FIGHTING WATER SUPPLY

The subdivision is not serviced by a reticulated water supply, and all building areas will require a static water supply compliant with table C13.5. The Lot 1 existing dwelling must have a static water supply prior to sealing of titles. Future habitable buildings must have static water supplies prior to the commencement of construction.

Table C13.5

Ele		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 90 metres of the water connection point of a static water supply; and b) The distance must be measured as a hose lay, between the water point and the furthest part of the building area.
B.	Static Water Supplies	A static water supply: a) May have a remotely located offtake connected to the static water supply; b) 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; c) 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; d) Must be metal, concrete or lagged by non-combustible materials if above ground; and e) If a tank can be located so it is shielded in all directions in compliance with Section 3.5 of AS 3959-2009, the tank may be constructed of any material provided that the lowest 400 mm of the tank exterior is protected by: (i) metal; (ii) non-combustible material; or (iii) fibre-cement a minimum of 6 mm thickness.
C.	Fittings, pipework and accessories (including stands and tank supports)	Fittings and pipework associated with a water connection point for a static water supply must: (a) Have a minimum nominal internal diameter of 50mm; (b) Be fitted with a valve with a minimum nominal internal diameter of 50mm; (c) Be metal or lagged by non-combustible materials if above ground; (d) Where buried, have a minimum depth of 300mm (compliant with *AS/NZS 3500.1-2003 Clause 5.23);* (e) Provide a DIN or NEN standard forged Storz 65 mm coupling fitted with a suction washer for connection to fire fighting equipment; (f) Ensure the coupling is accessible and available for connection at all times; (g) Ensure the coupling is fitted with a blank cap and securing chain (minimum 220 mm length); (h) Ensure underground tanks have either an opening at the top of not less than 250 mm diameter or a coupling compliant with this Table; and (i) Where a remote offtake is installed, ensure the offtake is in a position that is:

Ele		Requirement
		(i) Visible; (ii) Accessible to allow connection by fire fighting equipment; (iii) At a working height of 450 – 600mm above ground level; and (iv) Protected from possible damage, including damage by vehicles
D.	Signage for static water connections	The water connection 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 (a) comply with: Water tank signage requirements within AS 2304-2011 *Water storage tanks for fire protection systems; or* (b) comply with water tank signage requirements within *Australian Standard AS 2304-2011 Water storage tanks for fire protection systems*; or (c) comply with the Tasmania Fire Service Water Supply Signage Guideline published by the Tasmania Fire Service.
E.	Hardstand	A hardstand area for fire appliances must be provided: (a) No more than three metres from the water connection point, measured as a hose lay (including the minimum water level in dams, swimming pools and the like); (b) No closer than six metres from the building area to be protected; (c) With a minimum width of three metres 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.

CONCLUSIONS

A 4 lot subdivision is proposed from an existing title CT 198171/4 at 75 Hill Street, Elizabeth Town. The area is mapped as bushfire prone.

There is a sufficient area on the proposed lots to provide for a BAL 19 building area, with reduced building area and increased setback at BAL 12.5. Hazard Management Areas and water supply will be required to be in place prior to the sealing of titles for the existing lot 1 dwelling and maintained in perpetuity.

Hazard Management Areas, access and water supply will be required to be in place prior to the commencement of construction of a habitable building and maintained in perpetuity. The existing right of way on lot 4 will require a passing bay at no more than 100m from Hill Street if used as access for lot 4.

REFERENCES

Tasmanian Planning Scheme – Meander Valley

Standards Australia. (2018). *AS 3959-2018 Construction of Buildings in Bushfire Prone Areas*

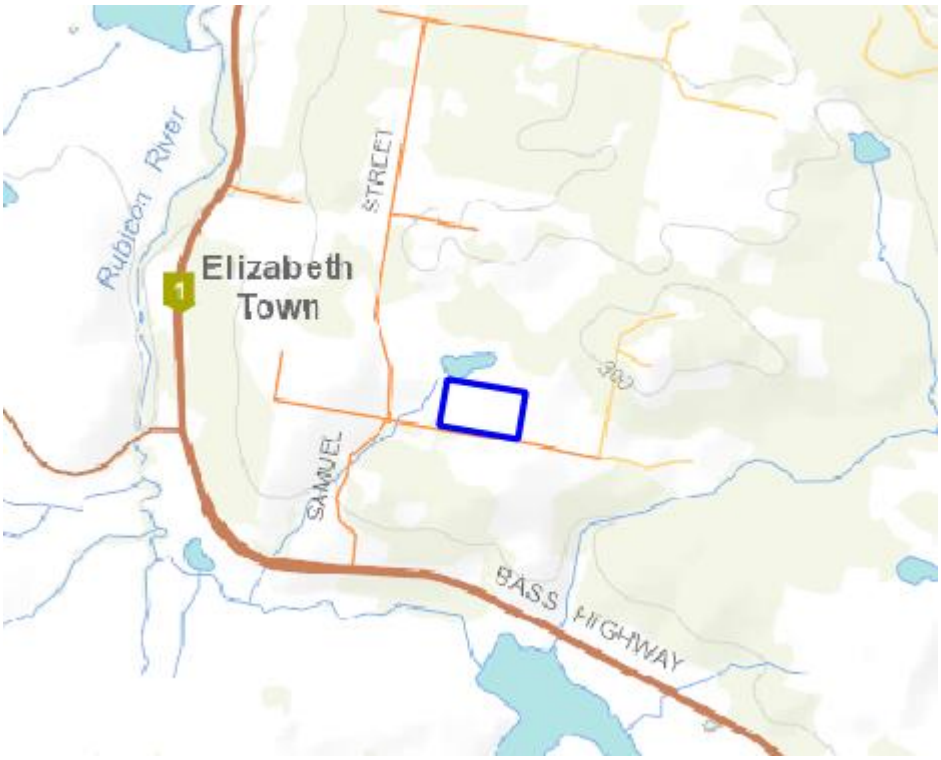


Figure 2: Location existing title in blue

Figure 3: Aerial Image

Figure 4: Proposed Subdivision Plan

APPENDIX 2 – PHOTO

Figure 5 Existing dwelling, lot 1

Figure 6: North across Lot 1

Figure 7: east across lot 4

Figure 8: north across lot 2

Bushfire Hazard Management Plan:

Proposed Development	4 lot subdivision from 1 title
Plan of Subdivision	PDA Surveyors, Proposed Subdivision
Property Owner	Terry Stephens
Address	75 Hill Street, Elizabeth Town
CT	198171/4
PID	7124743

Construction: BAL 12.5 / BAL 19 as shown

Buildings in Bushfire Prone Area to be built in accordance with the Building Code of Australia and Australian Standard AS3959.

Building setbacks / BAL ratings apply to habitable buildings (Class 1, 2 3, 8 or 9) and class 10a buildings within 6m of a habitable building

Hazard Management Areas (HMA)

Land within the lots and within the distances shown must be managed as low threat vegetation. Low threat vegetation, includes maintained lawns (<100mm in height) gardens and orchards.

for the existing dwelling on lot 1 the following must installed/ compliant prior to sealing of titles and maintained in perpetuity:
(

- **Hazard Management Area**
- **Access (if required) to water supply point**
- **Water Supply**

for future habitable buildings the following must be installed/ compliant prior to the commencement of construction and be maintained in perpetuity:

- **Hazard Management Area**
- **Access**

Access & Water Supply

See report for specifications

This BHMP has been prepared to satisfy the requirements of the Tasmanian Planning Scheme –*Meander Valley* . This plan should be read in conjunction with the report titled: Bushfire Hazard Management Report 75 Hill St Elizabeth Town. Livingston Natural Resource Services.

Scott Livingston
Accreditation: BFP – 105: 1, 2, 3A, 3B, 3C
Date 14/11/2024

SRL24/70S

N
L R
S

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:	75 Hill Street, Elizabeth Town
Certificate of Title / PID:	CT 198171/4, PID 7124743

2. Proposed Use or Development

Description of proposed Use and Development:	Subdivision, 4 lots from 1 lot
Applicable Planning Scheme:	Tasmanian Planning Scheme -Meander Valley

3. Documents relied upon

This certificate relates to the following documents:

Title	Author	Date	Version
Bushfire Hazard Management Report, 75 Hill Street, Elizabeth Town	Scott Livingston	14/11/2024	1
Bushfire Hazard Management Plan, 75 Hill Street, Elizabeth Town	Scott Livingston	14/11/2024	1
Plan of Subdivision	PDA Surveyors	17/9/2024	P01

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**

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

☐	E1.4(a) / C13.4.1(a)	Insufficient increase in risk

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

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

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

☒	**E1.6.2 / C13.6.2 Subdivision: Public and fire fighting access**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.6.2 P1 / C13.6.2 P1	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***

☐	E1.6.2 A1 (a) / C13.6.2 A1 (a)	Insufficient increase in risk
☒	E1.6.2 A1 (b) / C13.6.2 A1 (b)	Access complies with relevant Tables

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

5. Bushfire Hazard Practitioner

Name:	Scott Livingston	**Phone No:**	0438 951 021
Postal Address:	PO Box 178 Orford. 7190	**Email Address:**	scottlivingston.lnrs@gmail.com
Accreditation No:	BFP – 105	**Scope:**	1, 2, 3A, 3B, 3C

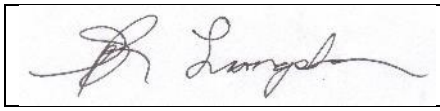
6. Certification

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: Scott Livingston **Date:** 14/11/2024

Certificate Number: SRL 24/70S
(for Practitioner Use only)

CERTIFICATE OF QUALIFIED PERSON – ASSESSABLE ITEM

Section 321

Form **55**

To: Terry Stephens — Owner /Agent

75 Hill Street — Address

Elizabeth Town — 7304 — Suburb/postcod

Qualified person details:

Qualified person: Scott Livingston

Address: PO Box 178 — Phone No: 0438 951 021

Orford — 7190 — Fax No:

Licence No: BFP-105 — Email address: scottlivingston.lnrs@gmail.com

Qualifications and Insurance details: Accredited Bushfire Assessor *(description from Column 3 of the Director of Building Control's Determination)*

Speciality area of expertise: Bushfire Assessment *(description from Column 4 of the Director of Building Control's Determination)*

Details of work:

Address: 75 Hill Street — Lot No: 2, 3, 4

Elizabeth Town — 7250 — Certificate of title No 198171/4

The assessable item related to this certificate: Bushfire Attack Level (BAL)

(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 of Building Control's Determination)*

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 Attack Level Assessment & Report
Relevant calculations:	
References:	Australian Standard 3959 Planning Directive No.5.1 Tasmanian Planning Scheme Building Amendment Regulations 2016

Director of Building Control, Determination

- Application of Requirements for Building in Bushfire Prone Areas. (Aug 2017)
- Director's Determination for Bushfire Hazard Areas v1.2 2024

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

1. Assessment of the site Bushfire Attack Level (BAL) to Australian Standards 3959

Assessed as - BAL 19 / BAL 12.5

2. Bushfire Hazard Management Plan

Proposal is compliant with DTS requirements, Director's Determination for Bushfire Hazard Areas v1.2 2024

Scope and/or Limitations

Scope:

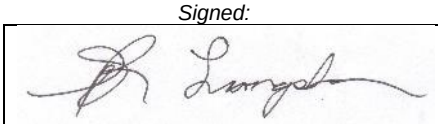
This report was commissioned to identify the Bushfire Attack Level for the existing property. All comment, advice and fire suppression measures are in relation to compliance with Tasmanian Planning Scheme Bushfire-Prone Areas Code issued by the Tasmanian Planning Commission, the Building Code of Australia and Australian Standards, AS 3959-2018, Construction of buildings in bushfire-prone areas.

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.

I certify the matters described in this certificate.

	Signed:	*Certificate No:*	*Date:*
Qualified person:		SRL 24/70S	14/11/2024

TRAFFIC & CIVIL SERVICES

75 HILL STREET SUBDIVISION
ELIZABETH TOWN

TRAFFIC IMPACT ASSESSMENT

MARCH 2025

75 Hill Street Subdivision
Elizabeth Town

TRAFFIC IMPACT ASSESSMENT

- Draft Report
- March 2025

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Contents

Document history and status

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Author:	Richard Burk
Project manager:	Richard Burk
Name of organisation:	
Name of project:	75 Hill St TIA
Name of document:	75 Hill St TIA
Document version:	Draft

1. Introduction

1.1 Background

In accordance with Tasmanian Planning Scheme – Meander Valley requirements a Traffic Impact Assessment (TIA) has been prepared to assess the proposed subdivision of 75 Hill Street, Elizabeth Town including consideration of:

- additional traffic.
- the impact of the additional traffic on the existing road network
- Any changes required to accommodate the additional traffic.

The TIA has been prepared based on Department of State Growth (DSG) guidelines.

1.2 Objectives

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

- Safety
- Capacity
- Equity and social justice
- Economic efficiency
- The environment
- Future development

This report considers traffic projections to 10 years beyond the opening of the development.

1.3 Scope of Traffic Impact Assessment (TIA)

This TIA considers in detail the impact of the proposal on Hill Street.

1.4 References

- RTA Guide to Traffic Generating Development 2002
- Tasmanian Planning Scheme – Meander Valley
- Austroads Guide Road Design Part 4A: Unsignalized & Signalised Intersections 2021
- Guide to Traffic Management Part 6: Intersections, Interchanges & Crossings 2020.
- LGAT Tasmanian Standard Drawings

1.5 Statement of Experience and Qualifications

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
    - Manager Traffic Engineering at the Department of State Growth until May 2017.
    - Previous National committee membership with Austroads Traffic Management Working Group and State Road Authorities Pavement Marking Working Group
- 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

1.6 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.

1.7 Site Specific Glossary of Terms

MVC	Meander Valley Council
SSA	Safe System Assessment

2. Site Description

The proposal involves subdivision of 75 Hill Street, Elizabth Town some 900m North of the Bass Highway. The site location, adjacent road network and lot layout are shown in Figures 1- 4 respectively, also see subdivision plan in Appendix A.

Figure 1 - Location of proposed development

Source: LISTmap, DPIPWE

Figure 2 – Adjacent Road Network

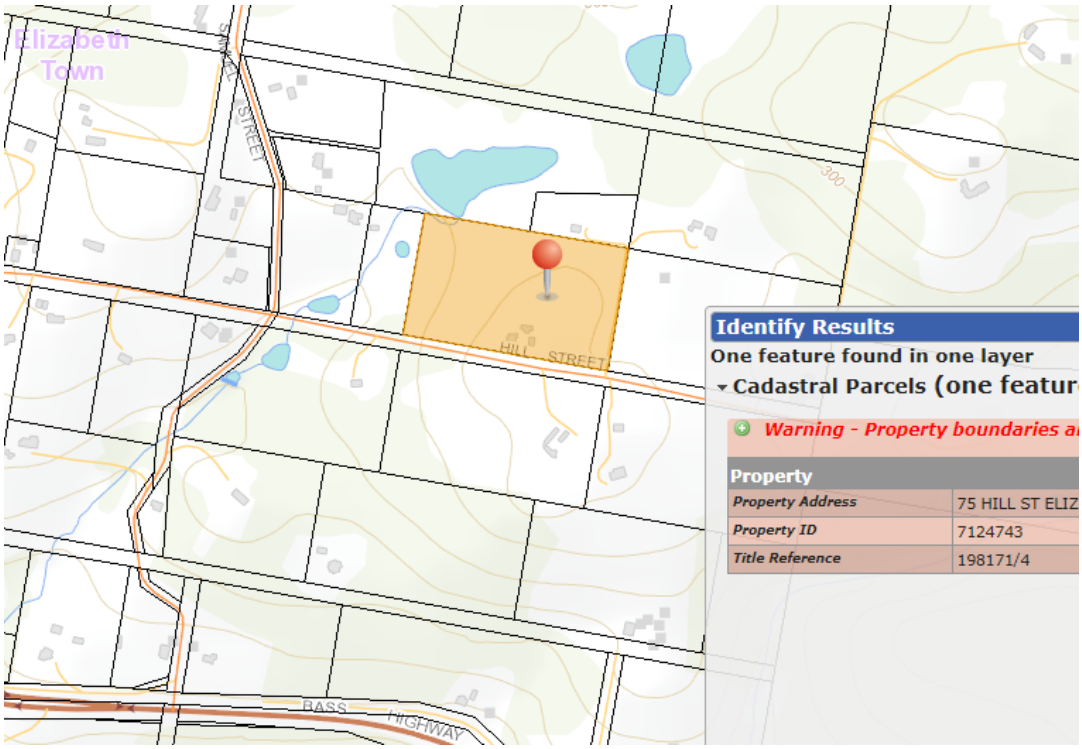


Figure 3 – Aerial view of road network adjacent the development site

Source: LISTmap, DPIPWE

3. Development Proposal & Planning Scheme

3.1 Description of Proposed Development

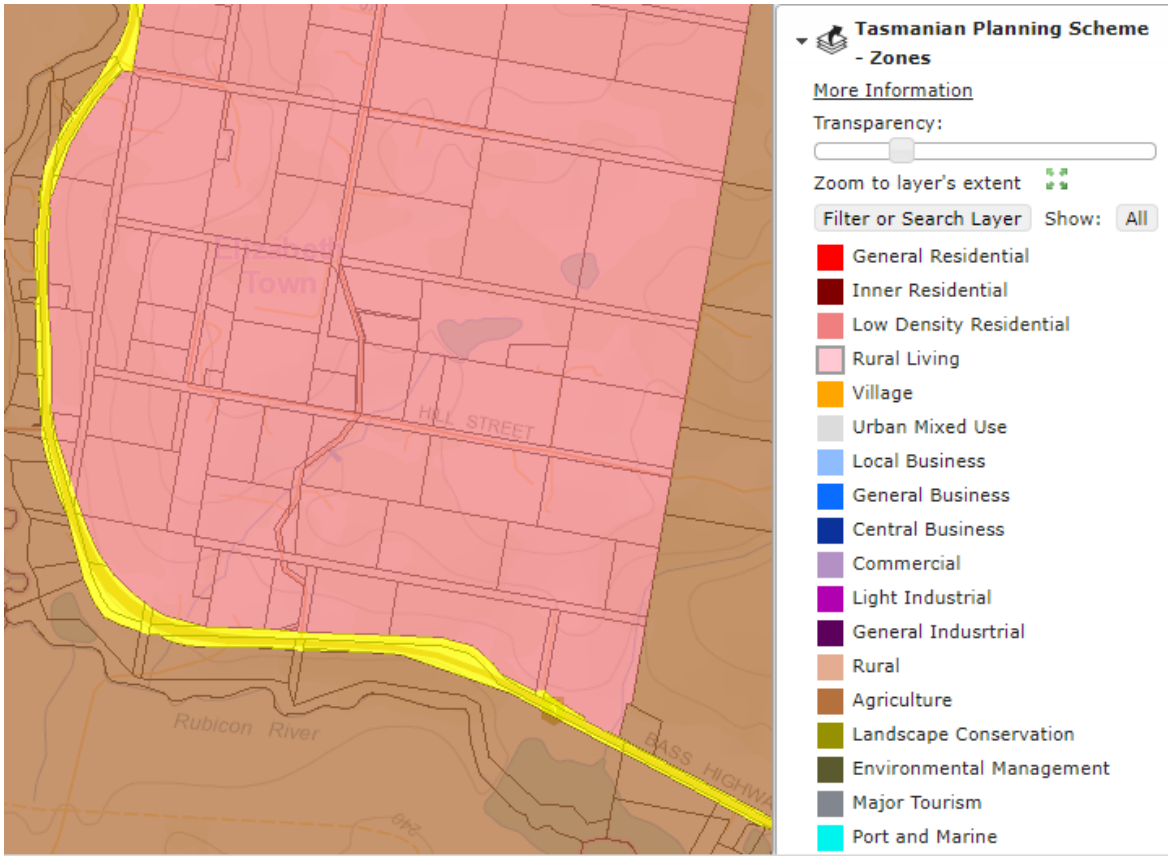
The proposed rezoning of the existing property at 75 Hill Street into 4 lots will eventually result in construction of accesses to proposed lots 2,3 & 4 with Lot 1 having the existing access. The subdivision layout plan is shown in Figure 4 and attached in Appendix A.

Figure 4 – Proposed lot layout at 75 Hill Street

3.2 Council Planning Scheme

The site involves land currently zoned Low Density Residential in accordance with the Tasmanian Planning Scheme – Meander Valley, see Figure 5.

Figure 5 – Development site zoned Low Density Residential.



Source: LISTmap, DPIPWE

3.3 Local Road Network Objectives

To maintain safe and efficient operation of the Council Road network for all road users and in accordance with the Tasmanian Planning Scheme – Meander Valley.

4. Existing Conditions

4.1 Transport Network

The transport network adjacent to the development site consists of Hill Street which is a Council Road and not part of the Tasmanian 26m B Double network, see Appendix D.

4.2 Samuel Street

Samuel Street is a rural standard road and provides access to Elizabeth Town. Accordingly, the street functions as a minor collector road in the Council Road Hierarchy but has a very low AADT estimated at 100 vpd (2025). Elizabeth Town is considered a Township and accordingly the General Urban Speed Limit of 50 km/h applies. The speed environment is estimated at 50km/h.

The road has a sealed rural standard with no footpaths or kerb and channel or on street parking. The road seal width is 4.5m with grassed verges. Guideposts provide delineation.

4.3 Hill Street

Hill Street is a rural standard road and provides access to local properties and is a No Through Road. Accordingly, Hill Street functions as a residential street in the Council Road Hierarchy but has a very low AADT estimated at 50 vpd (2025). The General Urban Speed Limit of 50 km/h applies, and the speed environment is estimated at 50km/h.

The road has a sealed rural standard with no footpaths or kerb and channel or on street parking. The road seal width is 3.0m with grassed verges. The road has no delineation.

4.4 Samuel Street / Hill Street intersection

The intersection approaches and sight lines are shown in Figures 6 – 12.

Figure 6 –Aerial view of Samuel Street / Hill Street junction.

Source: LISTmap, DPIPWE

Figure 7 – Samuel Street Southern approach to Hill Street.

Figure 8 – Samuel Street Southern approach at Hill Street.

Figure 9 – Samuel Street Northern approach to Hill Street.

Source: Google Maps

Figure 10 – Hill Street Eastern approach to Samuel Street.

Figure 11 – Looking right along Samuel Street from Hill Street.

Sight distance right is 120m.

Figure 12 – Looking left along Samuel Street from Hill Street.

Sight distance left is 97m.

4.5 75 Hill Street existing access (Future Lot 1)

The existing access approaches and sight lines are shown in Figures 13 – 19.

Figure 13 –Aerial view of proposed access to Lot 1.

Source: LISTmap, DPIPWE

Figure 14 – Hill Street Eastern approach to Lot 1.

Figure 15 – Hill Street Western approach to Lot 1.

Figure 16 – Looking right along Hill Street from proposed Lot 1 access.

Sight distance right is 60m.

Figure 17 – Looking left along Hill Street from proposed Lot 1 access.

Sight distance left is 60m.

Figure 18 – Elevation view of proposed access to Lot 1.

Figure 19 – Hill Street drainage at proposed access to Lot 1.

The existing access is at a crest in the road so a culvert is not necessary.

4.6 75 Hill Street existing access (Future Lot 2)

The existing access approaches and sight lines are shown in Figures 20 – 25.

Figure 20 –Aerial view of proposed access to Lot 2.

Source: LISTmap, DPIPWE

Figure 21 – Hill Street Eastern approach to Lot 2.

Figure 22 – Hill Street Western approach to Lot 2.

Figure 23 – Looking right along Hill Street from proposed Lot 2 access.

Sight distance right is 200m.

Figure 24 – Looking left along Hill Street from proposed Lot 2 access.

Sight distance left is 60m.

Figure 25 – Elevation view of proposed access to Lot 2.

4.7 Proposed Hill Street access to Lot 3

The proposed access approaches and sight lines are shown in Figures 26 – 31.

Figure 26 –Aerial view of proposed access to Lot 3.

Source: LISTmap, DPIPWE

Figure 27 – Hill Street Eastern approach to Lot 3.

Figure 28 – Hill Street Western approach to Lot 3.

Figure 29 – Looking right along Hill Street from proposed Lot 3 access.

Sight distance right is 200m.

Figure 30 – Looking left along Hill Street from proposed Lot 3 access.

Sight distance left is 60m.

Figure 31 – Elevation view of proposed access to Lot 3.

4.8 Proposed Hill Street access #4

The proposed access approaches and sight lines are shown in Figures 32 – 38.

Figure 32 – Aerial view of proposed access to Lot 4

Source: LISTmap, DPIPWE

Figure 33 – Hill Street Eastern approach to Lot 4.

Source: Google Maps

Figure 34 – Hill Street Western approach to Lot 4.

Figure 35 – Looking right along Hill Street from proposed Lot 4 access.

Sight distance right is 95m.

Figure 36 – Looking left along Hill Street from proposed Lot 4 access.

Sight distance left is 45m.with removal of trees on the sight line

Figure 37 – Elevation view of existing access to proposed Lot 4 access.

Figure 38 – Hill Street drainage at proposed Lot 4 access

4.9 Traffic Activity

TCS traffic observations are attached in Appendix B. survey data in the vicinity of the Samuel Street / Hill Street junction.

In the vicinity of the Samuel Street / Hill Street junction AADT is estimated at:

- Samuel Street - 100 vpd (2025)
- Hill Street - 50 vpd (2025)

4.10 Crash History

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

The 5-year reported crash history for Hill Street, Elizabth Town records no crashes as advised by DSG 25th Feb 2025.

4.11 Road Safety Review

From Road Safety Review of Hill Street, the following road safety issues were identified:

- Hill Street has no delineation.
- Hill Street has a seal width of 3m and is a very narrow road.

4.12 Safe Systems Assessment

Hill Street approaches to the proposed development have 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 scores indicate how well the infrastructure satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury.*

The SSA crash risk score for Hill Street subdivision site is 42/448 which shows good alignment with the Safe System Objective:

See Appendix C for the assessment details. Figure 39 indicates the severity of the SSA scores.

Figure 39 – Austroads Safe System Assessment alignment between crash score and risk

5. Traffic Generation and Assignment

This section of the report describes how traffic generated by the proposal is distributed within the adjacent road network now (2025) and in ten years (2035).

5.1 Traffic Growth

A compound annual growth rate for Elizabeth Town of 1% has been assumed.

Hill Street estimated AADT is:

- 50vpd (2025) with 5vph at peak times.
- 56vpd (2035) with 6vph at peak times.

5.2 Trip Generation

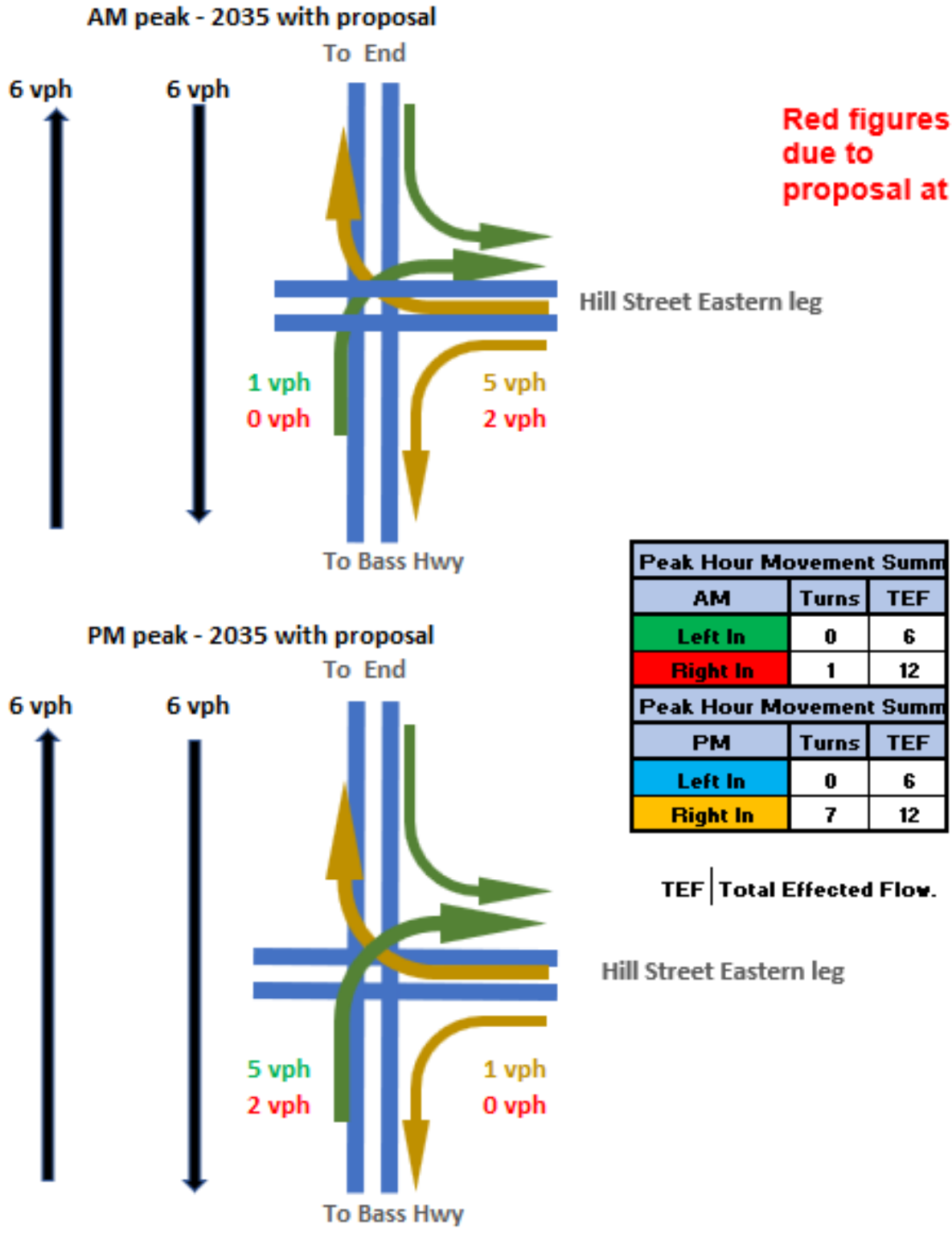
Traffic generation rates are sourced from the RTA Guide to Traffic Generating Developments 2002. Applicable traffic generation rate:

- Residential Dwellings in a Low-Density Residential Zone: 6 vpd and 0.6 vph
- Additional traffic due to 3 proposed lots is of 18 vpd & 2vph.

5.3 Trip Assignment

It is estimated that traffic generated by the proposed will travel to and from the Bass Hwy with movement East and West 50:50 each way. Figure 40 shows applicable traffic assignment.

Figure 40 - Assigned traffic at Samuel Street / Hill Street intersection.



Peak Hour Movement Summ		
AM	Turns	TEF
Left In	0	6
Right In	1	12
Peak Hour Movement Summ		
PM	Turns	TEF
Left In	0	6
Right In	7	12

TEF | Total Effected Flow.

6. Impact on Road Network

6.1 Impact on Traffic Capacity

This section considers the performance of the proposed intersection in 2035 based on assumed background traffic growth of 1% and the traffic generated by the proposed development. The additional three lots are estimated to generate some 18vpd by 2035.

- Hill St - AADT 50 vpd (2025) and has a seal width of 3.0m with no shoulders.
- Samuel St - AADT 100 vpd (2025) and has a seal width of 4.5m with no shoulders.

For these low AADT ranges LGAT Rural Sealed Road Standard Drawing TSD-R02 specifies:

- Code S2 (AADT 30-100 vpd) - 4m seal and 1m gravel shoulders
- Code S3 (AADT 100- 300vpd) – 5.5m seal, 0.9m shoulders & 0.5m verges

It appears that Council's accepted standard for streets within the Elizabeth Town enclave is at least a 3 m seal. If this is the case the proposal is acceptable as only some 18vpd of extra traffic is added.

6.2 Austroads Junction Warrants

As the intersection operates at very low traffic volumes a simple intersection layout as currently exists is adequate.

6.3 Sight Distance

The proposed accesses can satisfy sight distance criteria, see Figure 41.

Figure 41 – Sight distance requirements summary

Junction Major Rd / Minor Rd	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)
Samuel - Hill	50	50	97	97	120	NA
Existing Lot 1 access	50	50	NA	60	60	45
Proposed Lot 2 access	50	50		60	200	
Proposed Lot 3 access	50	50		60	200	
Proposed Lot 4 access	50	50		45	95	

Austroads Compliant AS/NZS2890.1 Compliant

6.4 Property access standard

Property access requirements are to be consistent with bushfire hazard report recommendations. Otherwise, low density residential zone accesses should be constructed in accordance with the LGAT Rural Road Property Access standard TSD- R03 available online:

https://www.lgat.tas.gov.au/__data/assets/pdf_file/0027/813735/Tasmanian-Municipal-Standards-Drawings-v3-December-20202.pdf.

As Hill Street is narrow (3m seal width) there is a high likelihood of vehicles tracking off the seal, driveable culvert endwalls type 1, see Appendix F, are required.

All accesses to be sealed to a width of 4m for firefighting vehicle access.

6.5 Other requirements

6.5.1 Environmental

No adverse environmental impact is anticipated in relation to:

- Noise, Vibration and Visual Impact
- Community Severance and Pedestrian Amenity
- Hazardous Loads, Air Pollution and Dust and Dirt
- Ecological Impacts and Heritage and Conservation

6.5.2 Street Lighting and Furniture

There are no applicable street lighting requirements.

6.6 Tasmanian Subdivision Guideline Considerations

The proposal is broadly compliant with Tasmanian Subdivision Guidelines.

6.7 Transport Planning Considerations

There are no transport planning issues with the proposal.

6.8 Provisions for all road users

6.8.1 Light Vehicles

Traffic safety and capacity requirements for light vehicles have been considered and the proposed accesses are considered suitable in terms of traffic safety and capacity.

6.8.2 Heavy Vehicles

Future development of each lot may increase truck traffic on Hill Street by some 10 vpd. The existing road network can cope with this small increase in truck traffic.

6.8.3 Public Transport

School Bus services will not be affected by the proposal.

6.8.4 Pedestrians

There are no pedestrian safety and capacity issues as the road is within a rural environment.

6.8.5 Cyclists

The proposal does not affect cyclists.

6.8.6 Motorcyclists

The proposal does not affect motorcyclists.

6.9 Services

Services do not appear to be impacted by the proposal.

6.10 Bushfire Prone Area

Property access requirements are to be consistent with bushfire hazard report recommendations.

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7. Tas. Plan. Scheme – Meander Valley

Road and Railway Assets Code C3

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

Acceptable Solution A1.1 *– For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:*

(a) A new junction
(b) A new vehicle crossing
(c) A new level crossing

Not applicable as the 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.*

A1.2 is not satisfied at this stage as no written consent has been issued by the road authority.

Acceptable Solution A1.3 *– For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.*

Not applicable as a new private level crossing is not required.

Acceptable solution A1.4:

Vehicular traffic to and from the site , using and 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

From Table C3.1 for vehicle crossings on other roads, the acceptable increase in AADT at the site is 0% or 40vpd whichever is greater. The proposal is estimated to generate 18 vpd.

A1.4 is satisfied.

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

A1.5 is not applicable as Hill Street is not a major road.

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

Not applicable as the proposal does not involve a road or railway attenuation area.

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

Not applicable as the proposal does not involve a road or railway attenuation area.

8. Recommendations and Conclusions

This traffic impact assessment has been prepared to assess the 4 lot subdivision of 75 Hill Street, Elizabeth Town. It has been prepared following a review of available traffic and crash data, existing conditions, Road Safety Review, Austroads Safe System Assessment, future growth projections for Hill Street, relevant traffic standards and Austroads guidelines.

From Road Safety Review and Safe System Assessment the local road network was determined to have a low crash risk. The 5-year reported crash history for Hill Street records no reported crashes.

As through and turning traffic volumes at the Samuel Street / Hill Street intersection are very low, the existing simple intersection layout is considered adequate. Austroads BAR and BAL junction requirements are not necessary as the situation involves a low crash risk and very low traffic activity.

Evidence provided demonstrates requirements of the Tasmanian Planning Scheme – Meander Valley – Road and Railway Asset Code C3 are satisfied.

Hill Street is narrow with a seal width of 3.0m and has no delineation, see Figures 14 to 38. It appears that Council's accepted standard for streets within the Elizabeth Town enclave is at least a 3 m seal. If this is the case the proposal is acceptable as only some 18vpd of traffic is added by the proposal. Also see discussion under section 6.1.

It is noted that the minimum LGAT standard (TSD – R02) for the situation is a Code S2 Road with 4m seal and 1m gravel shoulders.

Recommendations:

- *Clear sight line of trees looking left along Hill St. from access to Lot 4, see Figure 36.*
- *Seal all accesses to width of 4m to satisfy firefighting vehicle access requirement and otherwise consistent with LGAT standard drawing TSD- R03.*
- *Access to Lot 1 is at a crest and so does not require a culvert, see Figure 19.*
- *Install driveable culvert headwalls Type 1 – see Appendix F, consistent with LGAT standard drawing TSD- R03 at proposed accesses to Lots 2,3 & 4.*

Suggestion for Council Consideration:

- *Council consider installing guideposts on Hill Street to provide delineation.*

Subject to the above recommendations, the proposal will not disaffect traffic safety and efficiency along Hill Street and is supported on traffic grounds.

Appendices

Appendix A - Site Layout Plan

Appendix B - Traffic Count Data

Hill Street – TCS Traffic Survey

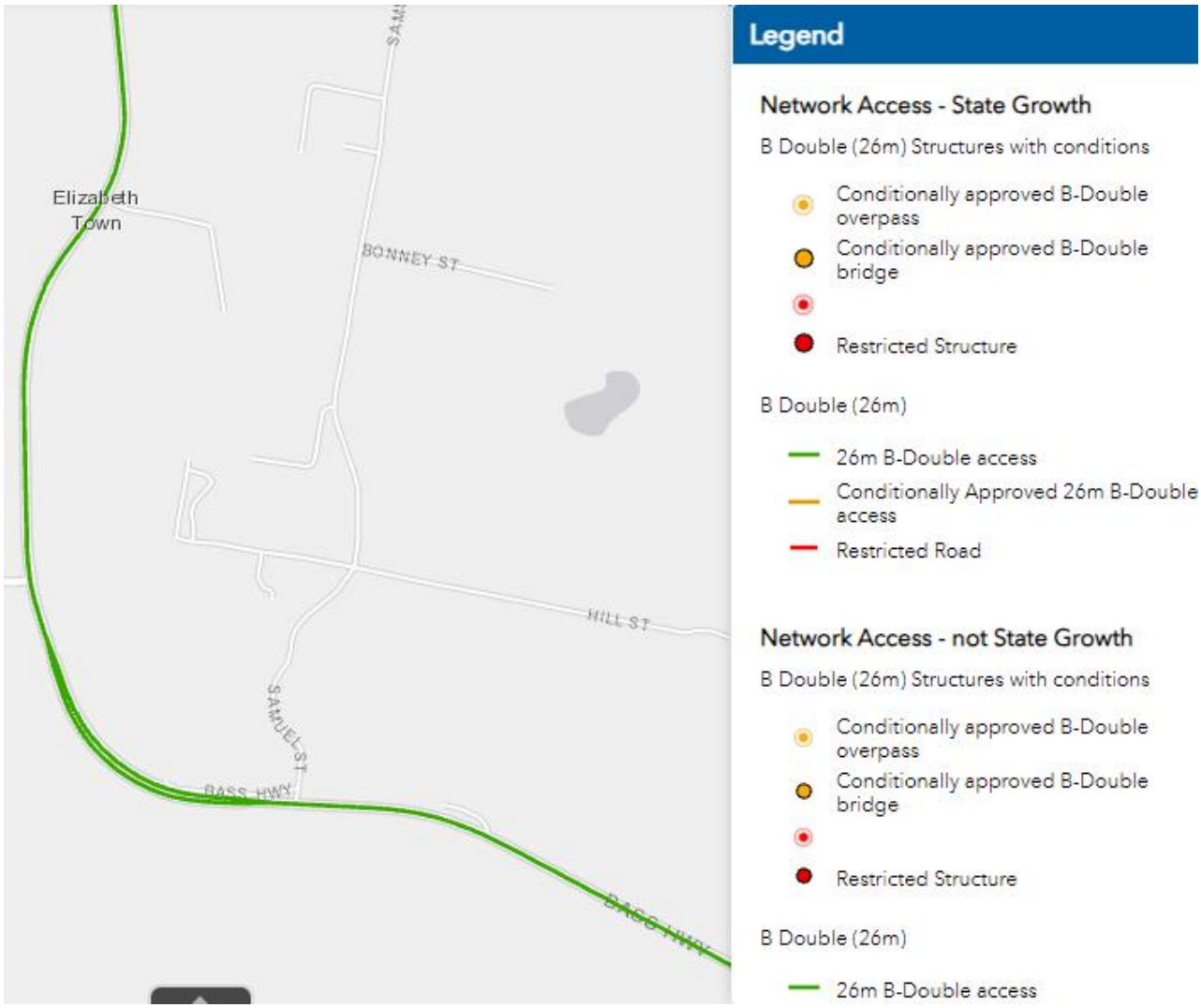
Estimated AADT: 50 vpd (2025) from site observations Wed 12th Feb 25

Appendix C - Safe Systems Assessment

Safe System Assessment — **Existing situation - Hill Street, Elizabeth Town**

		Run-off-road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclist	
Exposure	Justification (AADT 50vpd)	Low AADT	Low AADT	Samuel / Hill Street intersection very low AADT.	Low truck activity	Negligible pedestrian activity	Negligible cyclist activity	Very low motorcyclist activity	
	Score /4	1	1	1	1	1	1	1	
Likelihood	Justification	3m wide sealed road with no shoulders, straight alignment but with crest and dip, no delineation & no major roadside hazards	3m wide sealed road with no shoulders, straight alignment but with crest and dip, no delineation & no major roadside hazards	Simple intersection layout	3m wide sealed road with no shoulders, straight alignment but with crest and dip, no delineation & no major roadside hazards	No footpath, rural environment, pedestrian friendly road verges.	3m wide sealed road with no shoulders, straight alignment but with crest and dip, no delineation & no major roadside hazards	3m wide sealed road with no shoulders, straight alignment but with crest and dip, no delineation & no major roadside hazards	
	Score /4	3	3	2	2	2	3	3	
Severity	Justification (50km/h speed environment)	Low Speed	Low Speed	Low Speed	Low Speed	High speed for pedestrians	High speed for cyclists	High speed for Motorcyclists	
	Score /4	1	1	1	1	4	4	4	Total /448
Product	Total Score /64	3	3	2	2	8	12	12	42

Appendix D - Tas. 26m B Double Network



Appendix E - 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 F - Driveable Culvert Endwall Spec