

DEVELOPMENT APPLICATION

APPLICATION NUMBER:	PLN-26-007
PROPOSED DEVELOPMENT:	Boat Building Factory and Demolition
LOCATION:	4 Hornby Road Goodwood
APPLICANT:	Era Advisory
ADVERTISING START DATE:	24/03/2026
ADVERTISING EXPIRY DATE:	10/04/2026

Plans and documentation are available for inspection at Council's Offices, located at 374 Main Road, Glenorchy between 8.30 am and 5.00 pm, Monday to Friday (excluding public holidays) and the plans are available on Glenorchy City Council's website (www.gcc.tas.gov.au) until **10/04/2026**.

During this time, any person may make representations relating to the applications by letter addressed to the Chief Executive Officer, Glenorchy City Council, PO Box 103, Glenorchy 7010 or by email to gccmail@gcc.tas.gov.au.

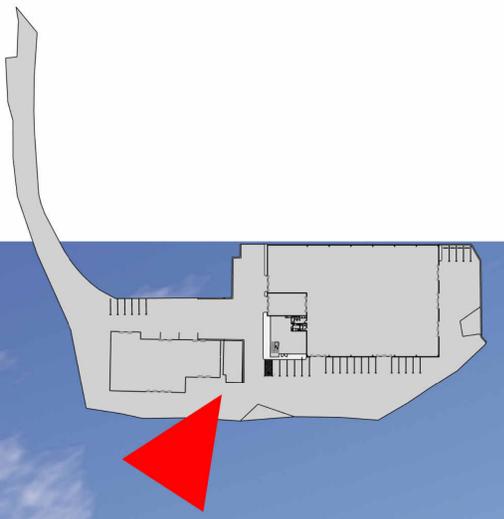
Representations must be received by no later than 11.59 pm on **10/04/2026**, or for postal and hand delivered representations, by 5.00 pm on **10/04/2026**.

PROPOSED INDUSTRIAL DEVELOPMENT

ADDRESS: LOT 154 HORNBY ROAD, GOODWOOD, PRINCE OF WALES BAY

FOR: SILVERLEAF INVESTMENTS

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-26-007
DATE RECEIVED: 13 March 2026



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LOCATION PLAN

SCALE: 1 : 2000



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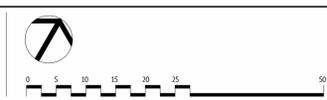


EXISTING SURVEY OVERALL

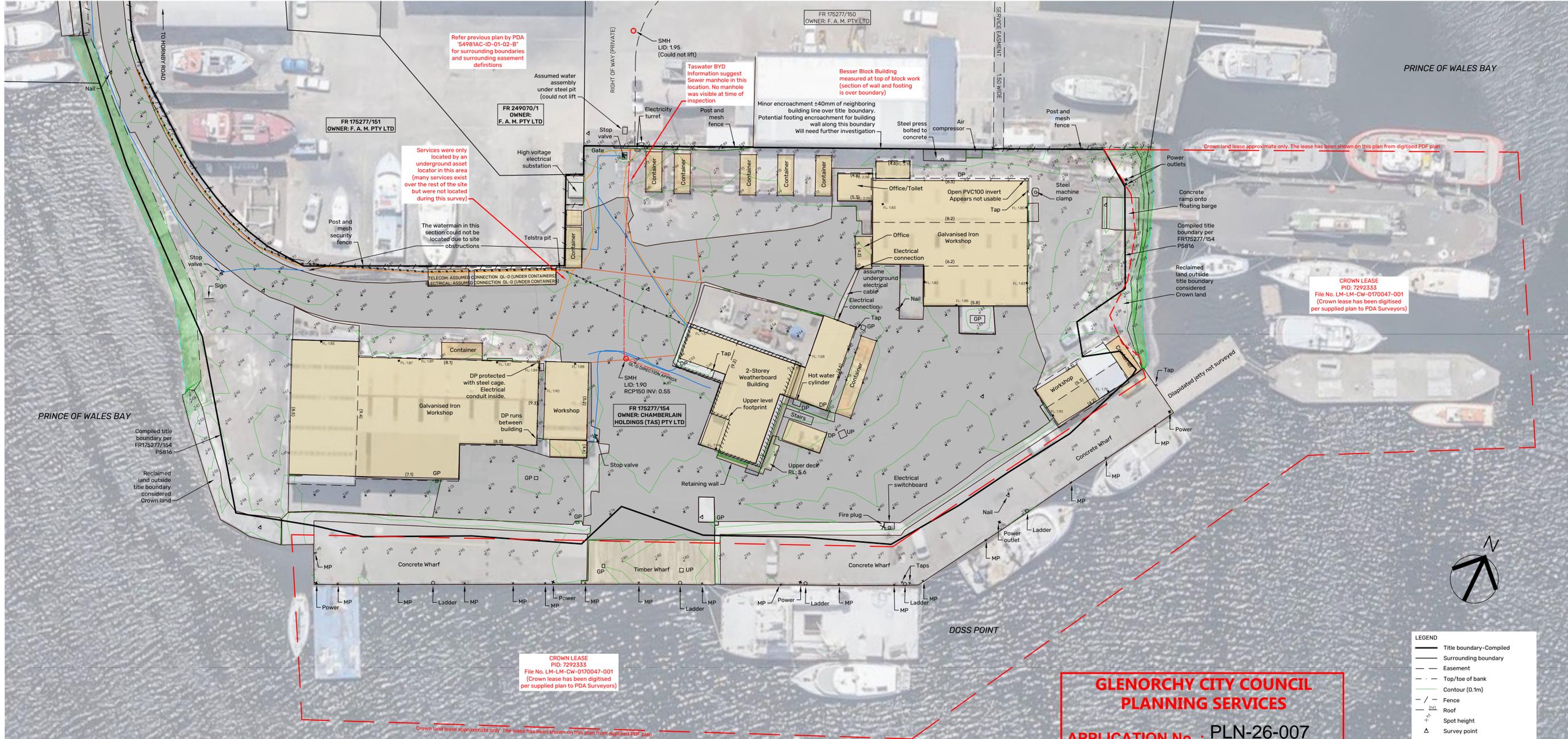
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PROPOSED INDUSTRIAL DEVELOPMENT
LOCATION : LOT 154 HORNBY ROAD, GOODWOOD, PRINCE OF WALES BAY
BY : SILVERLEAF INVESTMENTS



DATE:	FEB 2026	PROJECT NUMBER
REVISION:	SK019	P25-9647
SHEET:	A - 2	© Meyer Shircore & Associates ACN 115 189 216 Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008 PO Box 1294 Subiaco WA 6904 t: 08 9381 8511 e: msa@meyershircore.com.au
SCALE:	1 : 500 @B1	



**GLENORCHY CITY COUNCIL
PLANNING SERVICES**

APPLICATION No. : PLN-26-007

DATE RECEIVED: 13 March 2026

LEGEND

	Title boundary - Compiled
	Surrounding boundary
	Easement
	Top/toe of bank
	Contour (0.1m)
	Fence
	Roof
	Spot height
	Survey point
	Crown lease
Underground services detected	
	Electricity (QL-B)
	Sewer main (QL-B)
	Telecom (QL-B)
	Water (QL-B)
	Asphalt
	Concrete
	Building
	Decking/Timber
	Down pipe
	Floor level
	Grated pit
	Moorling point
	Sewer maintenance hole

NOTES

Date of Survey: 29 September & 2 October 2025

Bearing datum is GDA2020 per GNSS Observations.

Horizontal datum is plane with MGA2020 coordinate adopted at SPM9576, with coordinates of E 524094.032 N 5258096.453 per the LIST.

Vertical datum is AHD per SPM9576 with reputed RL 3.27m.

Contour Interval 0.10m

Only those features/points specifically requested by survey brief supplied by Meyer Shircore architects have been located by this survey.

All coordinates within this file, although stated to the nearest 0.001 metre, are approximate only and are only within ±0.020m of the stated coordinate (horizontally and vertically).

The boundaries shown on this plan are compiled from various survey plans (P5816, P5595, SPT15227 & P11324) and if any works are to be conducted on or near the boundary a re-establishment survey will be required.

The title boundary shown on this plan has been compiled from existing survey information. The title boundary has been shown on this plan for reference only. If the title boundary is critical or works are to be conducted on or near the title boundary a re-establishment survey is required by a Registered Land Surveyor.

The title boundary location on this plan cannot be used for set out from this plan/model or be used to reference any set out in relation to the boundary shown. Any design offsets to the title boundary or works conducted on or near the title boundary, must be verified prior to any works by a registered Land Surveyor.

During the compilation of the title boundary it is noted that a transcription error was found in the survey notes for P5816. We believe a transcription error for a leg on the traverse compiling the high water mark at station 35.

The compiled boundary within this model has been compiled by PDA on the basis of this error.

Due to this error any works conducted on or near the title boundary will require a better title survey or remark survey prior to works to have any error found registered.

The marine lease outline shown is per supplied PDF plan noted at 4B Hornby Avenue. File reference NL-LM-LM-CW-0170047-001. As no coordination for the lease has been supplied, the boundary has been scaled and digitised from the supplied PDF plan and is approximate only.

Any DTM modeling that is to be done from the accompanying 3D digital file must be done using only the layer 'TRIANGLE_1 SURFACE' to ensure that surface matches that verified by PDA Surveyors, Engineers & Planners. No responsibility is taken for the use or interpretation of this data in any other format.

Some feature levels are not shown on this plan for clarity. These can be found turned on in model space or on the OFF Levels layer.

UNDERGROUND SERVICES

Underground service locations have been conducted by Protech underground asset locations. Underground service locations have been conducted in areas where above ground services were visible.

This is not a complete site investigation. Further private services for existing buildings may exist onsite. Full site will be required prior to any demolition, excavation of final design.

Where pits have been lifted and pipe inverts measured these have been applied to model data. These services are shown as 'QL-A' level.

Where depths were located by ground penetrating radar (GPR). These have been applied to model & shown as 'QL-B' level.

Where a service is shown from other existing records or indicative only these are shown as 'QL-D' level.

All water lines are QL-B except as indicated under steel and equipment (QL-D).

All Telecom lines are QL-B except as indicated under containers (QL-D).

All Electrical lines are QL-B except as indicated under containers (QL-D).

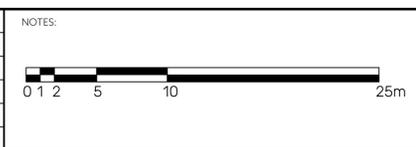
All Sewer lines are QL-B except where pits were lifted and inverts found (QL-A), and as indicated in direction only (QL-D).

Quality levels as described in AS5488-2013

QL-A Maximum horizontal and vertical tolerance +/- 50mm

QL-B Maximum horizontal tolerance +/- 300mm
Maximum Vertical tolerance +/- 500mm

QL-D Tolerances does not apply



SURVEYOR	JMC	GEOCIVIL	54981
DRAWN	NJA/JMC	CHECKED	AC
DATE	27 OCTOBER 2025		

DETAIL SURVEY PLAN
PRINCE OF WALES BAY
for SILVERLEAF INVESTMENTS



127 Bathurst Street
Hobart, Tasmania, 7000
PHONE: +61 03 6234 3217
EMAIL: pda.hbt@pda.com.au
www.pda.com.au
Also at: Huonville, Launceston,
Swansea, Devonport & Burnie

SCALE	PAPER
1:300	(A1)
JOB NUMBER	DRAWING
54981AC-DS-02-0	



**GLENORCHY CITY COUNCIL
PLANNING SERVICES**
APPLICATION No. : PLN-26-007
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Prince Of Wales Bay

Lot 154

NEGARA CRESCENT

HOWARD ROAD

HORNBY ROAD

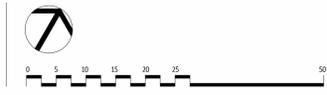
NEGARA CRESCENT

EXISTING SITE PLAN

SCALE: 1 : 500



PROPOSED INDUSTRIAL DEVELOPMENT
 LOCATION : LOT 154 HORNBY ROAD, GOODWOOD, PRINCE OF WALES BAY
 BY : SILVERLEAF INVESTMENTS



DATE:	FEB 2026	PROJECT NUMBER
REVISION:	SK019	P25-9647
SHEET:	A - 4	© Meyer Shircore & Associates ACN 115 189 216 Suite 2, Ground Floor 437 Roberts Road, Subiaco WA 6008 PO Box 1294 Subiaco WA 6004 t: 08 9381 8511 e: msa@meyershircore.com.au
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SITE CRITERIA

1. Site Area		
a. Site Area		7,350m ²
2. Landscaping		
a. Provided		0m ²
Soft		0m ²
	Total	0m ²
3. Floor Area (GFA)		
a. Factory		2,000m ²
b. Office		359m ²
c. Existing Building		620m ²
	Total	2,979m ²
4. Carparking		
i. Cars Required		
a. Factory	2,000m ² @ 1/200m ²	10 Cars
b. Office	359m ² @ 1/40m ²	8.96 Cars
c. Existing Building	620m ² @ 1/200m ²	3.1 Cars
	Total Car required	22.06 Cars
ii. Staff Parking		
a. Existing Building		5 Staff
b. Proposed Building		30 Staff
	Total	35 Staff
iii. Cars Provided		
a. On grade		44 Cars
	Total Car provided	44 Cars
iii. Motorcycle Bays		
		6 Bays
		6 Bays

Landscaping
A. Soft Landscaping
Defined as vegetative landscaping.

Gross Floor Area: GFA
A. All Floor Areas on this plan are shown as GROSS FLOOR AREA.
Unless otherwise noted as Net Floor Area.
B. Definition of Gross Floor Area is defined as:
i. GROSS FLOOR AREA OF TENANCY:
Gross Floor Area of an individual Tenancy is defined as the area contained between the centre line of common tenancy walls and the outside edge of external walls.
ii. GROSS FLOOR AREA OF A BUILDING:
Gross Floor Area of a Building is defined as the total area contained between the outside edge of external walls.

Net Floor Area: NFA
A. Net Floor Area of a Tenancy on this plan is defined as the area between external or tenancy dividing walls.
B. This area is inclusive of toilets if the toilets are exclusive to the Tenancy.

LEGEND

-  BUILDING FOOTPRINT - SHOWROOM / WAREHOUSE / FACTORY
-  EXTENT OF BITUMEN PAVING
-  EXTENT OF CERAMIC TILES
-  EXTENT OF BRICK PAVING / CONCRETE PAVING
-  EXTENT OF LANDSCAPING

**GLENORCHY CITY COUNCIL
PLANNING SERVICES**

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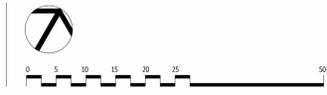
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PROPOSED SITE PLAN

SCALE: 1 : 500



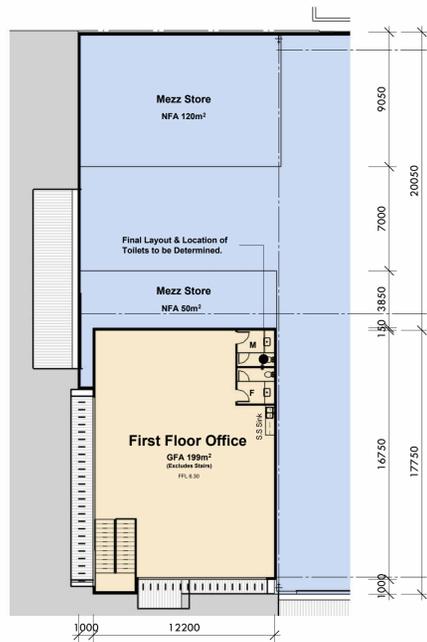
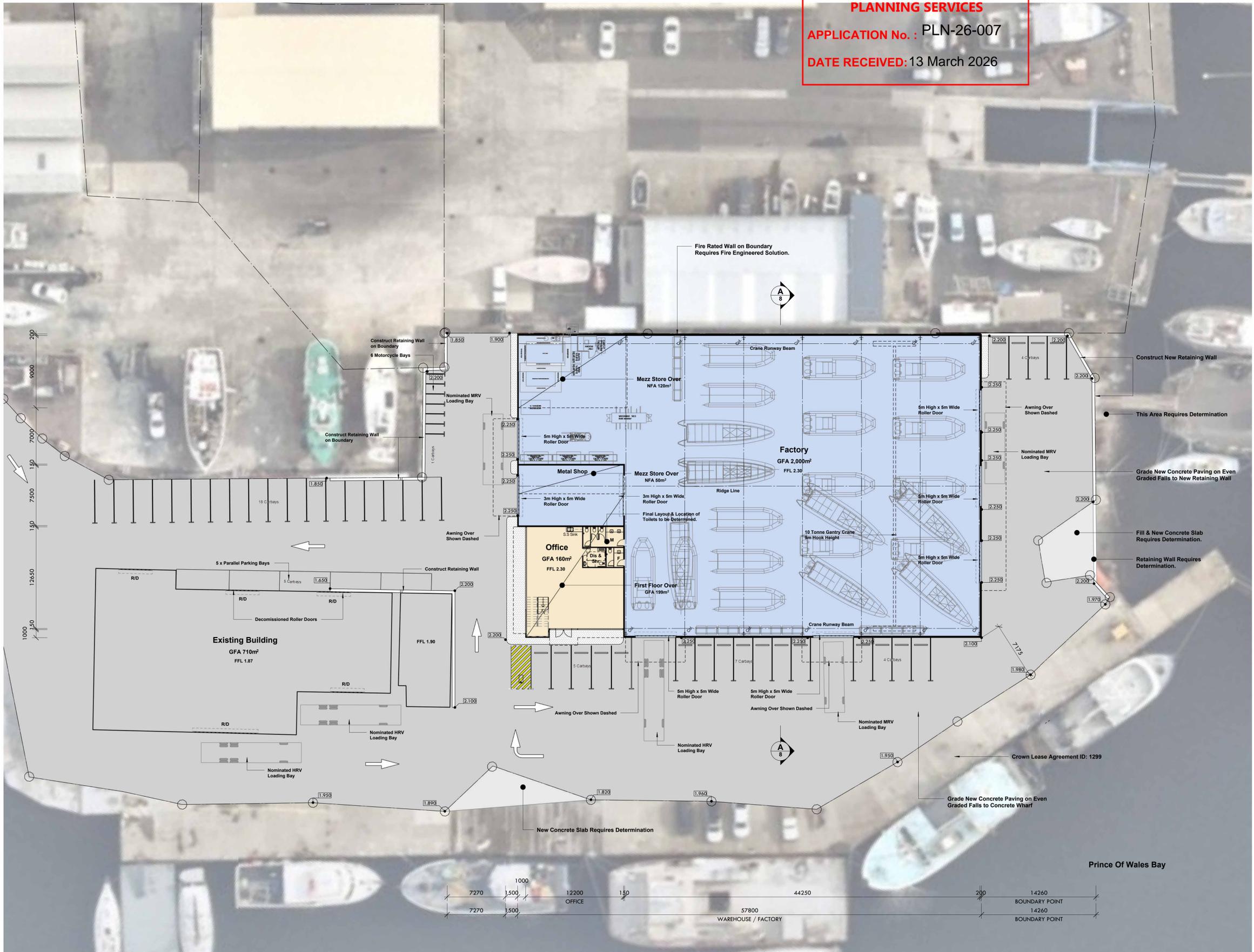
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REVISION: SK019 **P25-9647**
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SCALE: As indicated @B1

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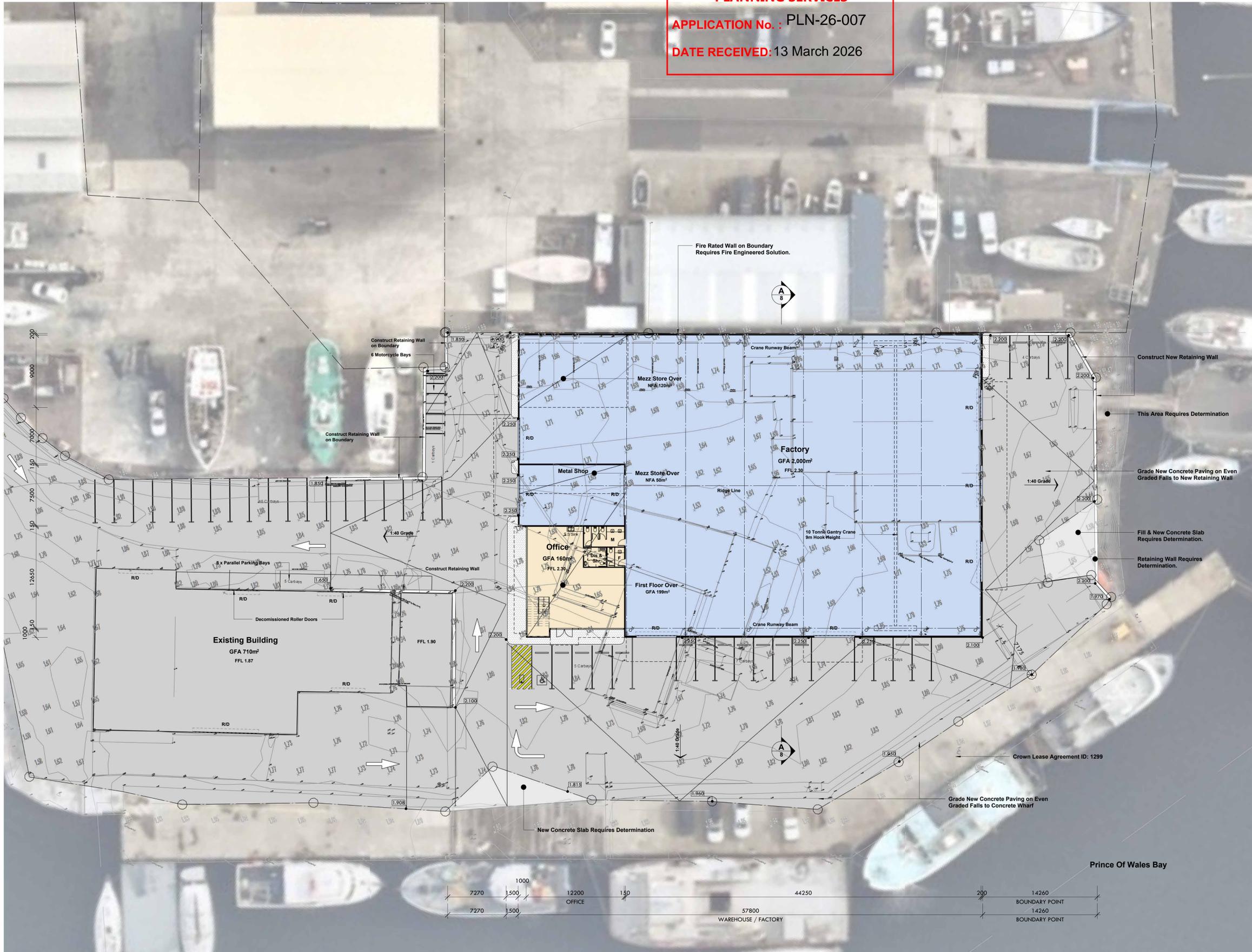
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FIRST FLOOR
SCALE: 1 : 200

GROUND FLOOR
SCALE: 1 : 200

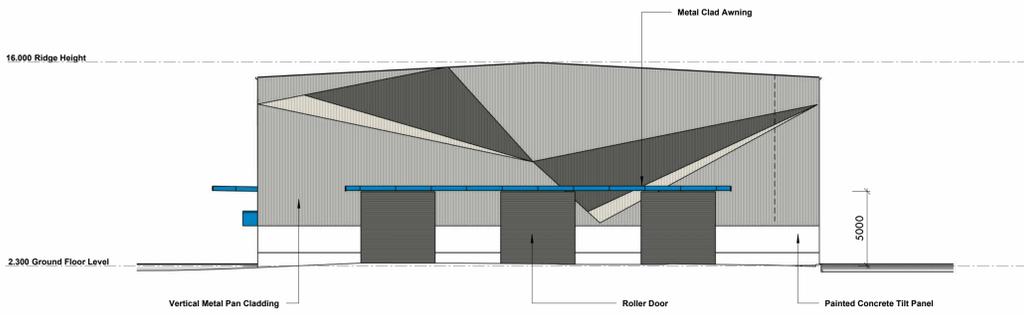
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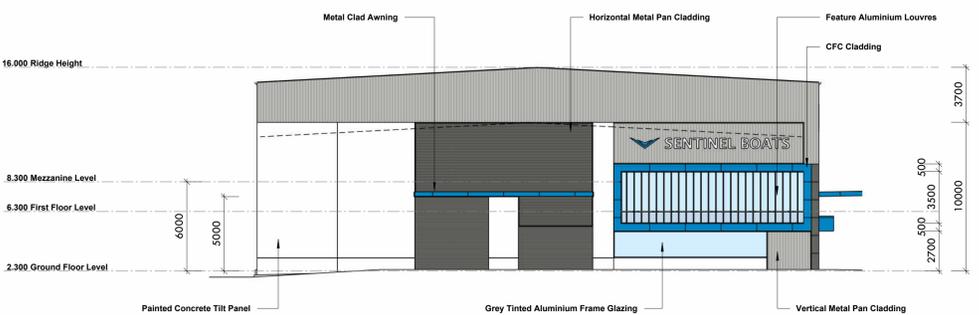
SITE FINISHED LEVEL PLAN

SCALE: 1 : 200

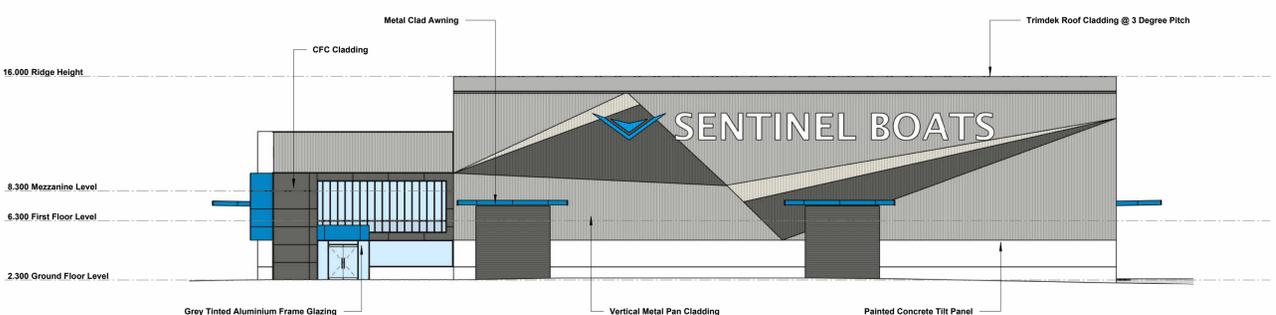
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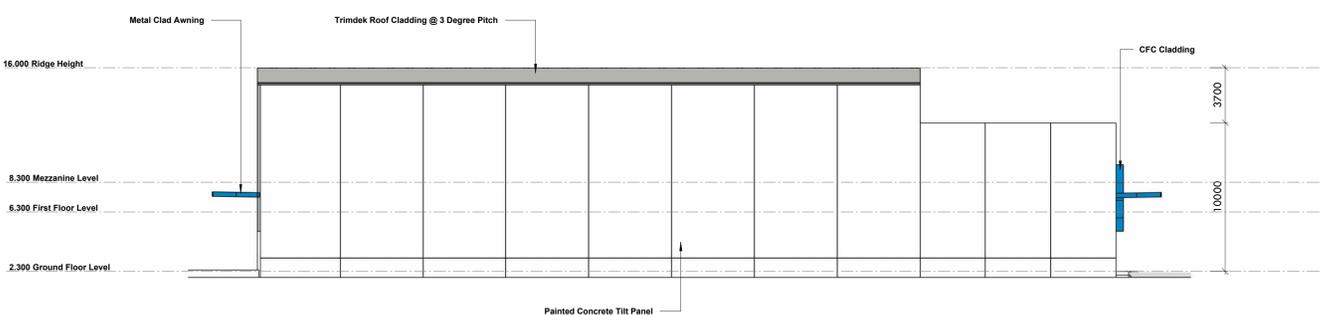
EAST ELEVATION
SCALE: 1 : 200



SOUTH WEST ELEVATION
SCALE: 1 : 200



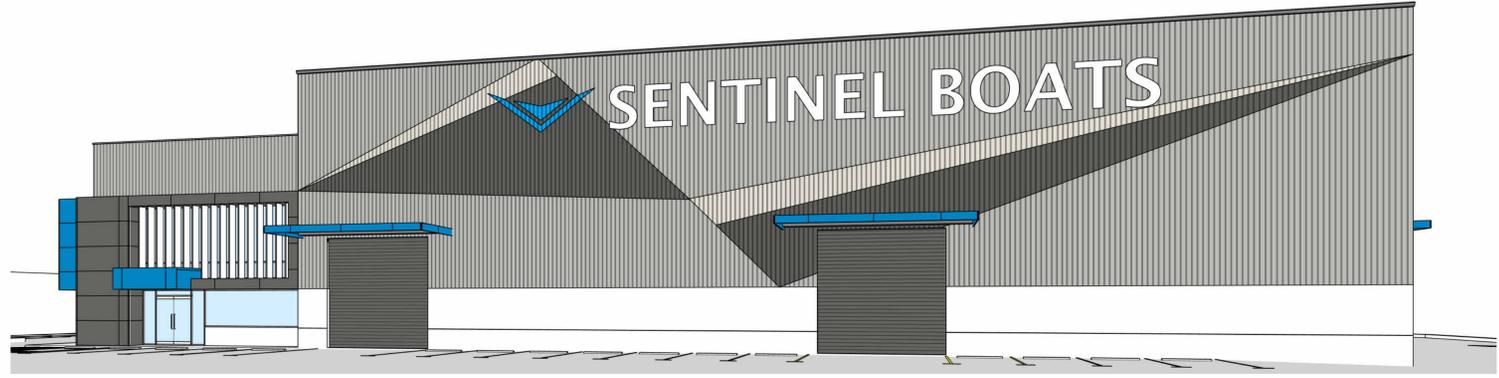
SOUTH EAST ELEVATION
SCALE: 1 : 200



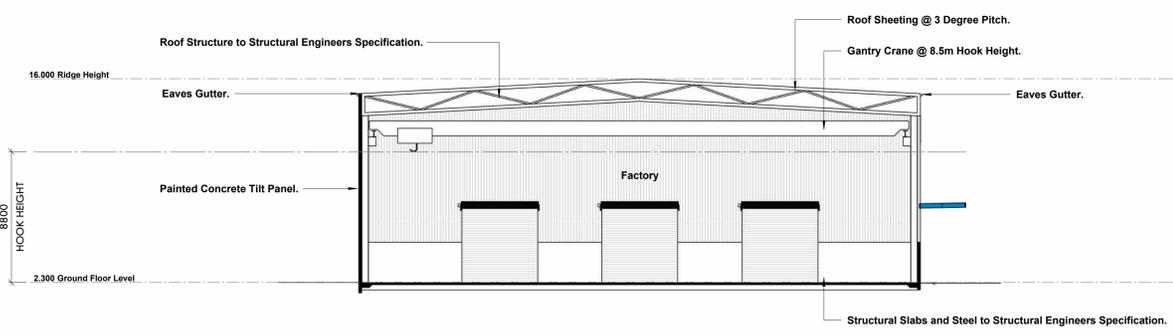
NORTH ELEVATION
SCALE: 1 : 200



VIEW 1
SCALE:



VIEW 2
SCALE:

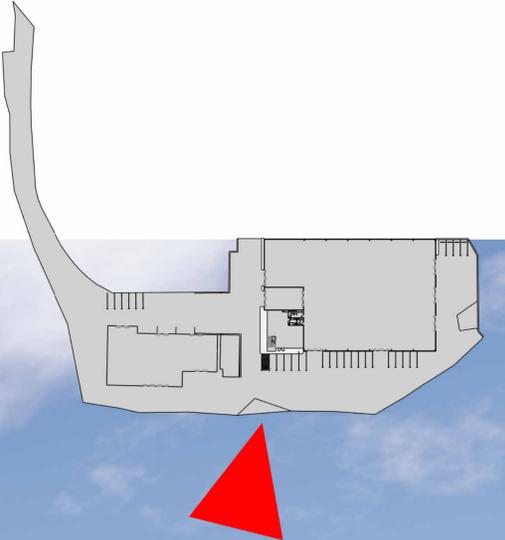


A SECTION
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**GLENORCHY CITY COUNCIL
PLANNING SERVICES**

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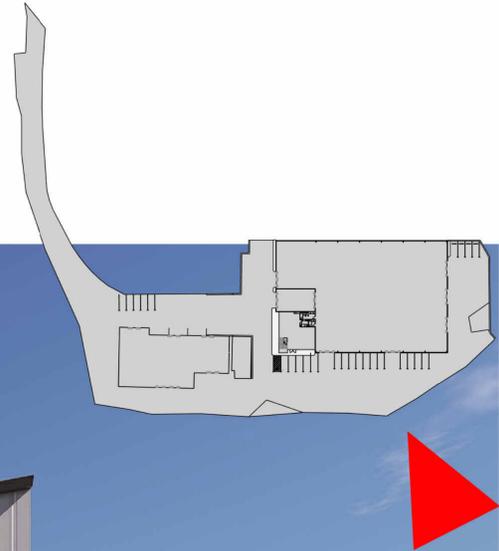
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**GLENORCHY CITY COUNCIL
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PARKING LAYOUT PLAN

SCALE: 1:200

4 Hornby Road, Goodwood

Supporting Planning Report

**GLENORCHY CITY COUNCIL
PLANNING SERVICES**

APPLICATION No.: PLN-26-007

DATE RECEIVED: 11 February 2026

era

Document Set ID: 3596465
Version: 1, Version Date: 19/03/2026

| 8 January 2026

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

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

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

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

We acknowledge that their sovereignty has never been ceded.

Always was, always will be.

Era Advisory Pty Ltd

ABN 21 681 443 103

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

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

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Client	Goodwood Tasmania Pty Ltd
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Document version	Final V2
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Date	6 February 2026
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Author	Georgina Young
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Reviewer	Clare Hester
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Job number	2526-048
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Permit overview

Permit application details

Applicant	Era Advisory Pty Ltd
Owner	Goodwood Tasmania Pty Ltd
Address	4 Hornby Road, Goodwood
Lot description	Folio of the Register 175277, Lot 154
Description of proposal	Demolition of two existing buildings and the construction of a boat building factory with ancillary office/storage.

Relevant Planning Provisions

Applicable planning scheme	Tasmania Planning Scheme - Glenorchy
Zone(s)	Light industrial
Codes	<ul style="list-style-type: none">· Parking and sustainable transport code· Coastal inundation hazard code (medium)· Flood-prone hazard areas code
Discretions	<ul style="list-style-type: none">· Clause 18.4.1 Building height (P1)· C2.5.2 Bicycle parking numbers (P1)· C2.5.3 Motorcycle parking numbers (P1)· C2.6.5 Pedestrian access ((P1)· Coastal inundation hazard code· Flood-prone areas hazard code

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1 Introduction

1.1 Purpose

Era Advisory has been engaged by Meyer Shircore Architects to provide planning services associated with the development of a new factory for boat building and an ancillary office/storage space located at 4 Hornby Road, Goodwood.

This planning application is for the development of the factory building including the demolition of two existing buildings.

1.2 Enquiries

Enquiries relating to this planning application should be directed to:

Georgina Young
Planner
Era Advisory
enquiries@era-advisory.com.au

1.3 Planning authority

The relevant planning authority is Glenorchy City Council (Council).

1.4 Planning scheme

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

1.5 Project site

The project is located at 4 Hornby Road, Goodwood with access through 6 – 8 Negara Crescent as listed in Table 1 and shown in Figure 1. The title documentation is provided in Appendix A. The landowner has been notified of the intent to lodge this application, in accordance with the requirements of Section 52(1B) of the *Land Use Planning and Approvals Act 1993*.

Table 1 - Title comprising the site.

Address	Owner	Title reference	Area
4 Hornby Road, Goodwood	Goodwood Tasmania Pty Ltd	CT 175277/154	7,521 m ²
6 – 8 Negara Crescent, Good wood	F. A. M. PTY LTD	CT 175277/152	1,820 m ²

Address	Owner	Title reference	Area
6 – 8 Negara Crescent, Good wood	F. A. M. PTY LTD	175277/153	124 m ²

2 Site and project description

2.1 Description of the site

The site is located at 4 Hornby Road, Goodwood. The site currently contains numerous buildings. There are three main buildings on the site with numerous smaller buildings. All buildings are associated with the current onsite use of boat building. The site has a total area of 7,521 m² and has access to Hornby Road via a right of carriage way over two titles that both form part of 6-8 Negara Crescent, Goodwood. The site is located on an area of land located on the edge of the Prince of Wales Bay.

An aerial photo of the site is included below in Figure 1.

The site is generally flat and has been cleared of all vegetation with hardstand areas across the entire site.

The site is in the Light industrial zone under the planning scheme, and all surrounding land is similarly zoned Light industrial, refer below to Figure 3.



Figure 1 Aerial view of the site. 4 Hornby outlined in blue; 6 – 8 Negara Crescent relied on for access to the site outlined in green; Council owned – Hornby Road outlined in red (source: www.thelist.tas.gov.au)

2.2 Project description

The proposal seeks approval for the use and development of a new factory for boat building purposes at 4 Hornby Road, Goodwood. The proposed factory would have a gross floor area (GFA) of 2,000 m² and would include a mezzanine level incorporating an office area with a GFA of 155 m² and a storage area with a GFA of 170 m². The proposal would incorporate the demolition of two existing buildings to make way for the proposed building.

The building would have a maximum height of 13.7 m and would be constructed of a combination of concrete tilt panel walls, metal panel cladding and compressed fibre cement (CFC) cladding, together with trimdeck roof cladding.

The proposal also includes the removal of multiple shipping containers and the formalisation of car parking on the site (resulting in a total of 31 car parking spaces).

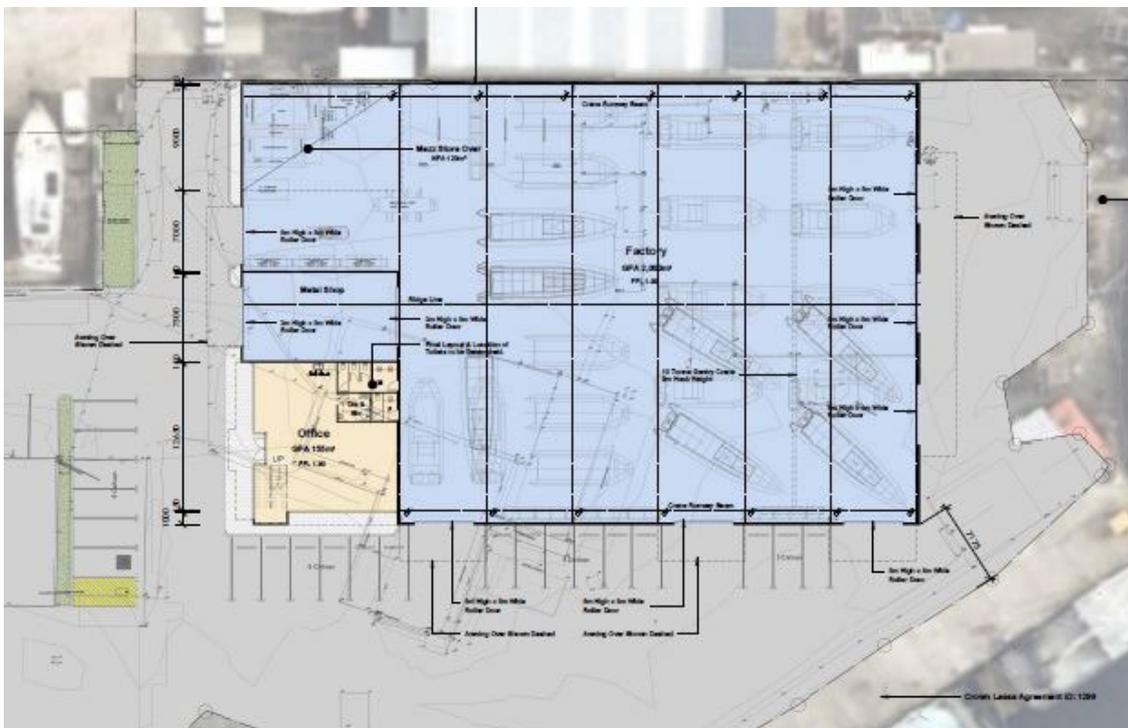


Figure 2 Site plan of proposed use and development (Source: Meyer Shircore Architects)

3 Zoning assessment

3.1 Zoning

The site is subject to the provisions of the Tasmanian Planning Scheme - Glenorchy, specifically the site as shown below in Figure 3 is in the Light industrial zone.

3.2 Use class and status

3.2.1 Use class

The proposed use is categorised as manufacturing and processing which has the following definition:

Use of land for manufacturing, assembling or processing products other than Resource Processing. Examples include boat building, brick making, cement works, furniture making, glass manufacturing, metal and wood fabrication, mineral processing and textile manufacturing.

The proposal includes the uses of a mezzanine office area and storage area.

Clause 6.2.2 of the scheme relates to categorising use and development and is as follows:

A use or development that is directly associated with and a subservient part of another use on the same site must be categorised into the same Use Class as that other use.

It is considered that the proposed office and storage area are directly associated with, and a subservient part of, the manufacturing and processing use and therefore must be categorised into the same use.

3.2.2 Use status

As per table 18.2 of the planning scheme manufacturing and processing is a permitted use in the light industrial zone.

3.3 Light industrial zone

3.3.1 Zone purpose

The purpose of the light industrial zone as per clause 18.1 of the planning scheme is as follows:

18.1.1 To provide for manufacturing, processing, repair, storage and distribution of goods and materials where off site impacts are minimal or can be managed to minimise conflict with, or unreasonable loss of amenity to, any other uses.

18.1.2 To provide for use or development that supports and does not adversely impact on industrial activity.

The proposal would provide for the manufacturing of boats where off site impacts would be minimal to any other uses. The use is permitted in the zone and is consistent with the zone purpose.

3.3.2 Light industrial zone local area objectives

The site is in the light industrial local objective overlay area and is therefore subject to the provisions of the light industrial local area objectives as follows:

The objectives for this area are to:

- (a) support the Prince of Wales Bay Maritime Industrial Precinct's role as a regional multi-user marine and industrial precinct and sheltered anchorage;*
- (b) promote the sustainable management of the Precinct's land and waters (including any future land reclamation processes) by supporting uses of appropriate scale and intensity;*
- (c) support uses which protect the amenity and safety of residents abutting and near the waterfront area, and the safety of recreational boat users, through the implementation of appropriate mitigation measures to manage noise, dust, light spill, increased traffic flow and security requirements; and*
- (d) support opportunities to improve public amenity within the Precinct.*

The proposal directly aligns with and supports the attainment of the local area objectives for the Prince of Wales Bay Maritime Industrial Precinct in that the purpose of the factory is to build boats on land that does not adjoin a residential area or will it affect public amenity.



Figure 3 Light industrial zoning of the subject site outlined in blue and the Port and marine zone in blue (source: www.thelist.tas.gov.au)

3.3.3 Applicable standards

Table 2 - Applicable standards in the Light industrial zone

Clause	Applicability
Use standards	
18.3.1 All Uses	A1 – Not applicable. The site is not within 50 m of a residential zone. A2 – Not applicable. The site is not within 50 m of a residential zone. A3 – Not applicable. The site is not within 50 m of a residential zone.
18.3.2 Discretionary uses	Not applicable. The use is a permitted use.
Development Standards	
18.4.1 Building height	A1 – Applicable. A2 – Not applicable. The building would not be within 10 m of a residential zone.
18.4.2 Setbacks	A1 – Applicable. A2 – Not applicable. None of the adjoining properties are in a residential zone. A3 – Not applicable. None of the adjoining properties are in residential zones.
18.4.3 Fencing	Not applicable. No fencing is proposed as part of this application.
18.4.4 Outdoor storage areas	Not applicable. No outdoor storage areas are proposed.
18.4.5 Landscaping	Not applicable. The subject site is an internal lot and therefore the building would not front a road.
Subdivision standards	
18.5 Development standards for subdivision	Not applicable. No subdivision is proposed as part of this application.

3.3.4 Development standards

Acceptable Solutions	Performance Criteria
Clause 18.4.1 Building height	
A1 Building height must be not more than 10m.	P1

Building height must be necessary for the operation of the use and not cause an unreasonable impact on adjoining properties, having regard to:

- (a) the bulk and form of the building;
 - (b) separation from existing uses on adjoining properties; and
 - (c) any buffers created by natural or other features.
-

Planner Response

The proposed building would have a maximum height of 13.7 m and therefore does not comply with the 10 m height set out in the acceptable solution. The proposal must therefore be assessed against the corresponding performance criteria (P1).

The height 13.7 m high ridge is required to achieve a minimum 8.5 m hook height for the gantry crane which is essential for the boat manufacturer.

The site adjoins a property to the north which is comprised of four titles (CT 175277/153, 175277/151, 249070/1, 175277/150) and known as 6 – 8 Negara Crescent. The northern elevation of the proposed building, would back on to 6-8 Negara Crescent, and would have a height of 13.7 m for approximately 44 m and would then step down to a maximum height of 10 m on the western end of the building for approximately 13 m. There is an existing building on the adjoining property of 6-8 Negara Crescent that is approximately 30 m in length. The proposed building would adjoin the existing building with a fire wall separating the buildings.

The existing building on 6-8 Negara Crescent would create a buffer between the properties minimising the bulk and form of the proposed building. Furthermore, the stepping down in height from 13.7 m to 10 m would further add to this.

To the northwest the proposed building has a setback of approximately 10 m; to the east, south and west there are no adjoining properties as the site adjoins Prince of Wales Bay.

It is therefore considered that the proposal is in accordance with performance criteria 18.4.1 (P1).

The performance criteria (P1) are satisfied.

Clause 18.4.2 Setbacks

A1

Buildings must have a setback from a frontage of:

- (a) not less than 5.5m;
- (b) not less than existing buildings on the site; or
- (c) not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.

P1

Buildings must have a setback from a frontage that provides adequate space for vehicle access, parking and landscaping, having regard to:

- (a) the topography of the site;
 - (b) the setback of buildings on adjacent properties; and
 - (c) the safety of road users.
-

Planner Response

The subject site is an internal lot that has water frontage on the eastern and western sides of the site. The minimum setback to the road frontage with Hornby Road is greater than 5 m. The proposal therefore complies with acceptable solution 18.4.2 Setbacks (A1).

The acceptable solution (A1) is met.

4 Code assessment

The relevant planning scheme codes which the proposal requires consideration against are as follows:

- Parking and sustainable transport code;
- Coastal inundation hazard code;
- Flood-prone hazard areas code; and

4.1 Parking and sustainable transport code

This code applies to all use and development.

Table 3 - Applicable standards in the Parking and sustainable transport code

Clauses	Applicability
Use standards	
C2.5.1 Car parking numbers	Applicable.
C2.5.2 Bicycle parking numbers	Applicable.
C2.5.3 Motorcycle parking numbers	Applicable.
C2.5.4 Loading bays	Applicable.
C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone	Not applicable. The site is not within the general residential or inner residential zone.
Development standards	
C2.6.1 Construction of parking areas	Applicable.
C2.6.2 Design and layout of parking areas	A1.1 Applicable.
	A1.2 Applicable.
C2.6.3 Number of accesses for vehicles	A1 Applicable
	A2 Not applicable. The site is not located in the central business zone or in a pedestrian priority street.
C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone	Not applicable. The site is not located in the general business zone or the central business zone.

Clauses

Applicability

C2.6.5 Pedestrian access

A1.1 Applicable.

A1.2 Applicable.

C2.6.6 Loading bays

A1

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone

A1 Not applicable. The subject site is not within one of the applicable zones.

A2 Not applicable. The site is not within the Central business zone.

C2.7 Parking precinct plan

A1 Not applicable. The site is not subject to a parking precinct plan.

4.1.1 Use standards

Acceptable Solutions

Performance Criteria

Clause C2.5.1 Car parking numbers

A1

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

- (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;
- (b) the site is contained within a parking precinct plan and subject to Clause C2.7;
- (c) the site is subject to Clause C2.5.5; or
- (d) it relates to an intensification of an existing use or development or a change of use where:
 - (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or
 - (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:

$$N = A + (C - B)$$

N = Number of on-site car parking spaces required

A = Number of existing on site car parking spaces

P1

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:

- (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.

- 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.

Planner Response

There would be 31 car parking spaces on site post development. Table C2.1 requires 1 space per 200 m² or 2 spaces per 3 employees whichever is greater. The total floor area on the site following the construction of the factory is 2,985 m².

The proposal therefore requires 14.9 (15) parking spaces based on the floor area or 23.3 (24) based on employee numbers. The greater number results from the employee numbers. The proposed 31 car spaces exceeds the minimum requirements of 24.

The acceptable solution (A1) is met.

Acceptable Solutions

Performance Criteria

Clause C2.5.2 Bicycle parking numbers

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.

Planner Response

The proposal is for 35 employees, which requires seven bicycle spaces pursuant to Table C2.1. No formal bicycle spaces are provided on site, and the proposal must be assessed against the corresponding performance criteria.

Given the relatively isolated nature of the site from active transport opportunities, the limited frequency of public transport, and the hours of operation for boat manufacturing, it is unlikely that there is a need for bicycle parking. Notwithstanding, it is noted that due to the size of the site, informal bicycle parking would be easily available.

The performance criteria (P1) are satisfied.

Acceptable Solutions

Performance Criteria

Clause C2.5.3 Motorcycle parking numbers

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.

Planner Response

As per table C2.4 the proposal would require 1 motorcycle parking space. Six motorcycle parking spaces have been provided on site, please refer to the submitted plans.

The acceptable solution (A1) is satisfied.

Acceptable Solutions

Performance Criteria

Clause C2.5.4 Loading Bays

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.
-

Planner Response

Four loading areas have been provided.

The acceptable solution (A1) is met.

4.1.2 Development standards

Acceptable Solutions

Performance Criteria

Clause C2.6.1 Construction of parking areas

A1

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

- (a) be constructed with a durable all weather pavement;
- (b) be drained to the public stormwater system, or contain stormwater on the site; and
- (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.

P1

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

- (a) the nature of the use;
 - (b) the topography of the land;
 - (c) the drainage system available;
 - (d) the likelihood of transporting sediment or debris from the site onto a road or public place;
 - (e) the likelihood of generating dust; and
 - (f) the nature of the proposed surfacing.
-

Planner Response

All of the proposed parking areas would be constructed of all-weather pavement and drained to public stormwater system.

The acceptable solution (A1) is met.

Clause C2.6.2 Design and layout of parking areas

A1.1

P1

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

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

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;
- (i) the proposed means of parking delineation; and
- (j) the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Offstreet car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.

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

Planner Response

All parking, access ways, manoeuvring and circulation areas including parking spaces for use by people with a disability will comply with AS 2890.

The acceptable solution (A1) is met.

Acceptable Solutions

Performance Criteria

Clause C2.6.3 Number of accesses for vehicles

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.

Planner Response

No new accesses are proposed as part of the development and therefore the proposal complies with acceptable solution Clause C2.6.3 of the planning scheme.

The acceptable solution (A1) is met.

Acceptable Solutions

Performance Criteria

Clause C2.6.5 Pedestrian access

A1.1

Uses that require 10 or more car parking spaces must:

- (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:
 - (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or
 - (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and
- (b) be signed and line marked at points where pedestrians cross access ways or parking aisles.

A1.2

In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.

P1

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

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

Planner Response

No footpath is proposed. Given the low turnover of the car parks due to the car parking generally being used by employees (rather than visitors), and all car parking being conveniently located near to the entrance of the building and abutting the building, the pedestrian access from the car park to the office is considered to be safe.

The performance criteria (P1) are satisfied.

Acceptable Solutions

Performance Criteria

Clause C2.6.6 Loading bays

A1

The area and dimensions of loading bays and access way areas must be designed in accordance with Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Off-street commercial vehicle facilities, for the type of vehicles likely to use the site.

P1

Loading bays must have an area and dimensions suitable for the use, having regard to:

- (a) the types of vehicles likely to use the site;
- (b) the nature of the use;
- (c) the frequency of loading and unloading;
- (d) the area and dimensions of the site;
- (e) the topography of the site;
- (f) the location of existing buildings on the site; and
- (g) any constraints imposed by existing development.

Planner Response

The loading bays will be designed to comply with Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Off-street commercial vehicle facilities.

The acceptable solution (A1) is met.

Acceptable Solutions

Performance Criteria

A2

P2

The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.

Access for commercial vehicles to and from the site must be safe, having regard to:

- (a) the types of vehicles associated with the use;
- (b) the nature of the use;
- (c) the frequency of loading and unloading;
- (d) the area and dimensions of the site;
- (e) the location of the site and nature of traffic in the area of the site;
- (f) the effectiveness or efficiency of the surrounding road network; and
- (g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.

Planner Response

The 7,521 m² site has a large area that can adequately provide for manoeuvring of commercial vehicles with the ability to exist the site in a forward direction.

The acceptable solution (A1) is met.

4.2 Coastal inundation hazard code

This code applies to use and development of land within a coastal inundation hazard area. The subject site is located within a coastal inundation hazard area (medium) and therefore must be assessed against this code.

Table 4 - Applicable standards in the Coastal inundation hazard code

Clause	Applicability
Use standards	
C11.5.1 Uses within a high coastal inundation hazard band	Not applicable. The site is not within a high coastal inundation hazard band.
C11.5.2 Uses located within a non-urban zone and within a medium coastal inundation hazard band	Not applicable. The site is not within a non-urban zone.
C11.5.3 Uses located within a non-urban zone and within a low coastal inundation hazard band	Not applicable. The site is not within a non-urban zone.
C11.5.4 Critical use, hazardous use or vulnerable	Not applicable. The use is not a critical, hazardous or vulnerable use.
Development standards	
C11.6.1 Buildings and works, excluding coastal protection works, within a coastal inundation hazard area	Applicable.
C11.6.2 Coastal protection works within a coastal inundation hazard area	Not applicable. The proposal does not involve coastal protection works.
Development standards for subdivision	Not applicable. The proposal does not involve a subdivision.

4.2.1 Development standards

Acceptable Solutions

Performance Criteria

C11.6.1 Buildings and works, excluding coastal protection works, within a coastal inundation hazard area

A1

No acceptable solution

P1.1

Buildings and works, excluding coastal protection works, within a coastal inundation hazard area must have a tolerable risk, having regard to:

- (a) whether any increase in the level of risk from coastal inundation requires any specific hazard reduction or protection measures;
- (b) any advice from a State authority, regulated entity or a council; and
- (c) the advice contained in a coastal inundation hazard report.

P1.2

A coastal inundation hazard report also demonstrates that the building or works:

- (a) do not cause or contribute to coastal inundation on the site, on adjacent land or public infrastructure; and
- (b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability coastal inundation event in 2100 for the intended life of the use without requiring any specific coastal inundation protection works.

Planner Response

A coastal hazard inundation report is currently being prepared and will be submitted to Council once it has been finalised.

4.3 Flood-prone areas hazard code

This code applies to development of land within a flood-prone hazard area.

Table 5 - Applicable standards in the flood-prone areas hazard code

Clauses	Applicability
Use standards	
C12.5.1 Uses within a flood-prone hazard area	Not applicable. The proposed building is not for a habitable building.
C12.5.2 Critical use, hazardous use or vulnerable use	Not applicable. The use is not a critical, hazardous or vulnerable use.
Development standards	
C12.6.1 Buildings and works within a flood-prone hazard area	Applicable.

Clauses**Applicability**

Subdivision standards

Not applicable. The proposal does not involve a subdivisions.

4.3.1 Development standards

Acceptable Solutions**Performance Criteria**

C12.6.1 Buildings and works within a flood-prone hazard area

A1

No acceptable solution.

P1.1

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

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

P1.2

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

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

Planner Response

A stormwater management plan is currently being prepared that will also address flood hazard on the site. Following finalisation of this work, the documents will be submitted to Council.

5 Conclusion

The proposal seeks planning approval for the use and development of the demolition of two buildings and the construction of a new factory building for the use of ship building, including a mezzanine level incorporating an office, and storage area. The building would have a gross floor area on the ground level of 2,000 m² with a mezzanine level for an office of 155 m² and a storage area of 170 m².

This report identifies that the proposal is subject to the provisions of the *Tasmanian Planning Scheme – Glenorchy*. In particular, the zone purpose, use and development standards in the Light industrial zone.

An assessment against all relevant standards has been outlined in this report and summarised below. The assessment has demonstrated that where the acceptable solutions cannot be met the proposal would comply with the corresponding performance criteria and therefore the proposal is recommended for approval.

Table 6 - Relevant zone and code standards

Clause	Applicability
Light Industrial zone	
Clause 18.4.1 Building height	Relies on performance criteria
Clause 18.4.2 Setbacks	Complies
Parking and sustainable transport code	
Clause C2.5.1 Car parking numbers	Complies
Clause C2.5.2 Bicycle parking numbers	Relies on performance criteria
Clause C2.5.3 Motorcycle parking numbers	Relies on performance criteria
Clause C2.5.4 Loading bays	Complies
Clause C2.6.1 Construction of parking areas	Complies
Clause C2.6.2 Design of parking areas	Complies
Clause C2.6.3 Number of accesses for vehicles	Complies
Clause C2.6.5 Pedestrian access	Relies on Performance criteria
Clause C2.6.6 Loading bays	Complies

Clause**Applicability**

Coastal inundation hazard code

Clause C11.6.1 Buildings and works, excluding coastal protection works, within a coastal inundation hazard area

Relies on Performance criteria

Flood prone areas hazard code

Clause C12.6.1 Buildings and works within a flood prone area

Relies on Performance criteria

Appendix A Certificate of title

SEARCH OF TORRENS TITLE

VOLUME 175277	FOLIO 152
EDITION 1	DATE OF ISSUE 19-Oct-2018

SEARCH DATE : 08-Jan-2026

SEARCH TIME : 01.13 pm

DESCRIPTION OF LAND

City of GLENORCHY

Lot 152 on Sealed Plan [175277](#)

Derivation : Part of 58A-1R-24P Gtd. to S.E. Shoobridge

Prior CT [8069/3](#)

SCHEDULE 1

[C290746](#) TRANSFER to F. A. M. PTY LTD Registered 06-Apr-2001
at 12.01 pm

SCHEDULE 2

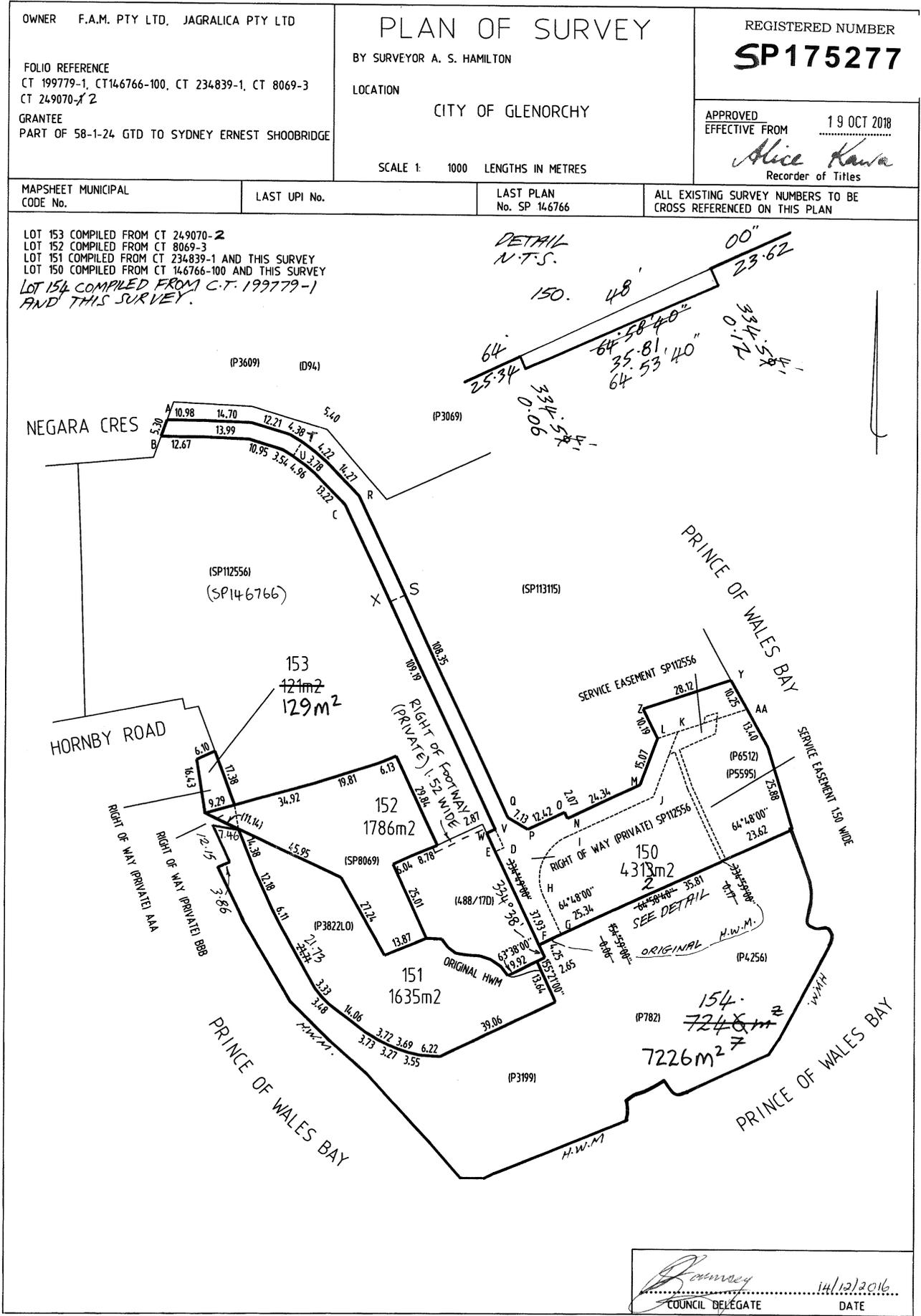
Reservations and conditions in the Crown Grant if any

[SP175277](#) EASEMENTS in Schedule of Easements

[A533973](#) FENCING PROVISION created by Transfer

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 175277

PAGE 1 OF 2 PAGE/S

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.

~~All that part of Lot 150 on the plan formerly contained within Certificate of Title Volume 146766 Folio 100 is subject to a service easement (as defined in SP146766) for the Glenorchy City Council, the Hydro Electric Commission, The Hobart Regional Water Board and The Crown over the land marked Service Easement (SP112556), Service Easement 1.50 wide, and that portion of the Right of Way (Private) (SP112566) marked TUCVDEFGHIJKLMNOPQRS and the area marked VWED shown on SP146766 the Plan~~

~~All that part of Lot 150 on the plan formerly contained within Certificate of Title Volume 146766 Folio 100 is subject to a right of carriageway (appurtenant to Lot 1 on SP113115 and Lot 1 on SP112556) over the Right of Way (Private) marked ABCDEFGHIJKLMNOPQRA on the plan more fully defined in SP113115.~~

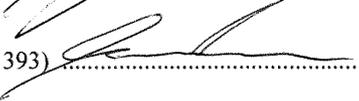
~~All that part of Lot 150 on the plan formerly contained within Certificate of Title Volume 146766 Folio 100 is subject to a right of carriageway (appurtenant to Lot 4 on SP112556) over that portion of the Right of Way (Private) marked ABUCVXSRTA on SP146766 the Plan~~

~~All that part of Lot 150 on the plan formerly contained within Certificate of Title Volume 146766 Folio 100 is subject to a Right of Carriageway (appurtenant to that portion of Lot 150 marked LZYA.A) over the Right of Way (Private) (SP112556) marked ABUCVDEFGHIJKLMNOPQRS on SP146766 the Plan~~

Signed by
F.A.M. PTY. LTD. (ACN 009 550 814)




Signed by
JAGRALICA PTY LTD (ACN 128 604 393)




(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: F.A.M. Pty. Ltd. (ACN 009 550 814) and Jagralica Pty Ltd (ACN 128 604 393) FOLIO REF: 249070/2, 8069/3, 234839/1, 146766/100 & 199779/1 SOLICITOR & REFERENCE: CURTIS BROWNE (CFB:TP 161286)	PLAN SEALED BY: GLENORCHY CITY COUNCIL DATE: 14/12/2016 PLN-13-049 REF NO.  Council Delegate
--	--

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

<p>ANNEXURE TO SCHEDULE OF EASEMENTS</p> <p>PAGE 2 OF 2 PAGES</p>	<p>Registered Number</p> <p>SP 175277</p>
<p>SUBDIVIDER: F.A.M. PTY LTD & JAGRALICA PTY LTD FOLIO REFERENCE: 249070/2, 8069/3, 234839/1, 146766/100 & 199779/1</p>	

~~All that part of Lot 153 on the plan formerly contained within Certificate of title Volume 249070 Folio 2 is subject to a right of footway (appurtenant to the balance of the land comprised in Certificate of Title Volume 635 Folio 9) over the land marked A.B.J.K. on D82941.~~

All those parts of Lots 150 and 154 on the plan that were formerly contained in the land marked A.B.C.D. on Plan No. 199779 are together with a right of footway over the land marked ~~E.F.G.H. on Plan No. 199779~~. Right of Footway (Private) 1.52 wide on the Plan

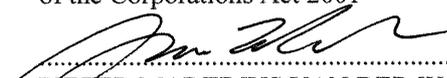
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EXECUTED by **F.A.M. PTY. LTD. (ACN)**
009 550 814 in accordance with section 127)
 of the Corporations Act 2001)

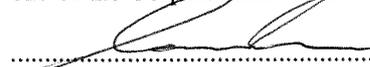


PIETER MARTINUS VAN DER WOUDE
 Director



JOSEPHINE MARY VAN DER WOUDE
 Secretary

EXECUTED by **JAGRALICA PTY LTD)**
(ACN 128 604 393) in accordance with section)
 127 of the Corporations Act 2001)



GRAEME MAXWELL PHILLIPS
 Director



JANICE ELAINE PHILLIPS
 Director/Secretary

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

SEARCH OF TORRENS TITLE

VOLUME 175277	FOLIO 153
EDITION 1	DATE OF ISSUE 19-Oct-2018

SEARCH DATE : 08-Jan-2026

SEARCH TIME : 01.10 pm

DESCRIPTION OF LAND

City of GLENORCHY
 Lot 153 on Sealed Plan 175277
 Derivation : Part of 58A-1R-24P Gtd. to S E Shoobridge.
 Prior CT 249070/2

SCHEDULE 1

C290746 TRANSFER to F. A. M. PTY LTD Registered 06-Apr-2001
 at 12.01 pm

SCHEDULE 2

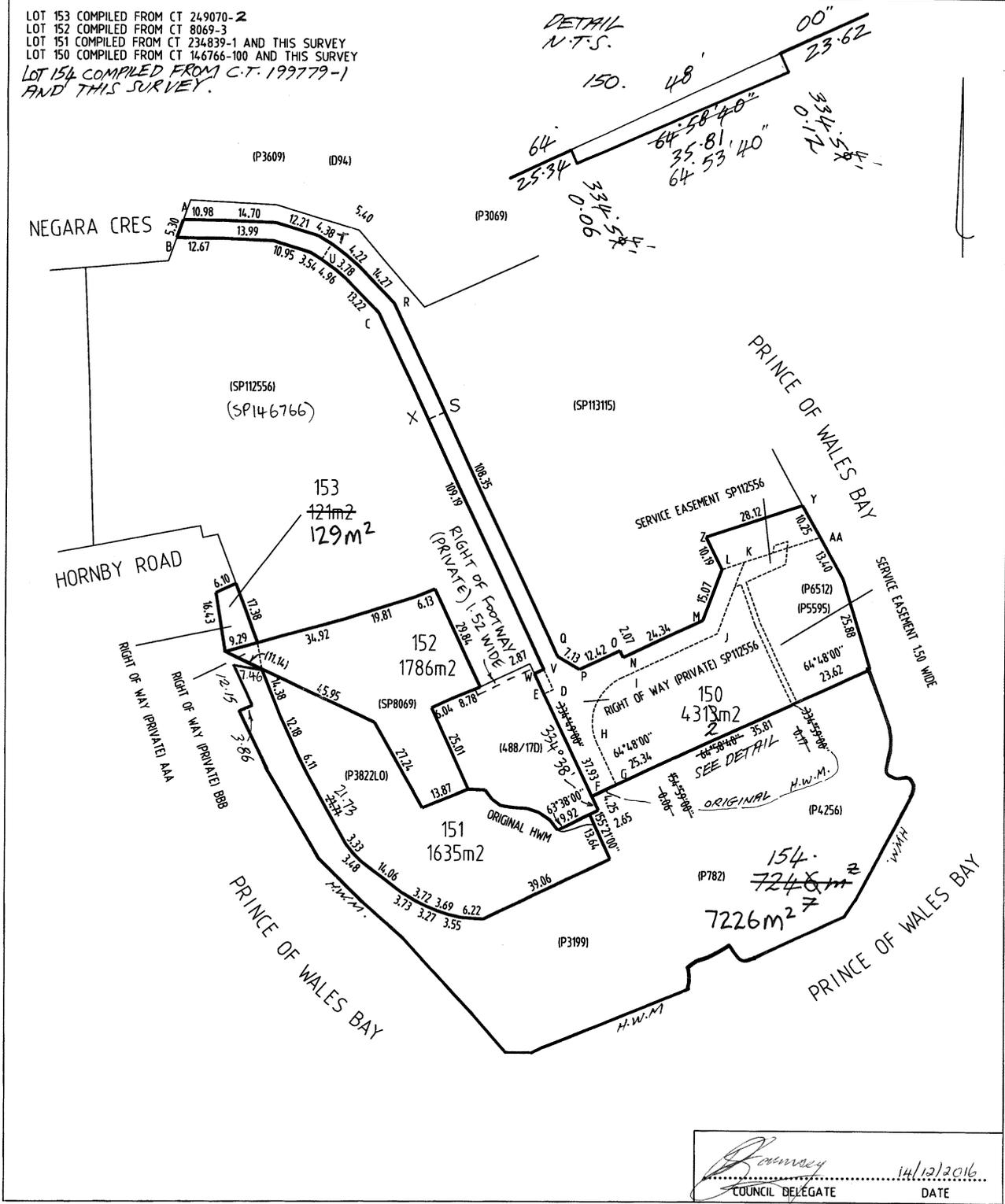
Reservations and conditions in the Crown Grant if any
 SP175277 EASEMENTS in Schedule of Easements
 A162963 FENCING CONDITION in Transfer

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

OWNER F.A.M. PTY LTD, JAGRALICA PTY LTD	PLAN OF SURVEY BY SURVEYOR A. S. HAMILTON LOCATION CITY OF GLENORCHY	REGISTERED NUMBER SP175277
FOLIO REFERENCE CT 199779-1, CT146766-100, CT 234839-1, CT 8069-3 CT 249070-1, 2		APPROVED EFFECTIVE FROM 19 OCT 2018 <i>Alice Kawa</i> Recorder of Titles
GRANTEE PART OF 58-1-24 GTD TO SYDNEY ERNEST SHOOBRIDGE	SCALE 1: 1000 LENGTHS IN METRES	

MAPSHEET MUNICIPAL CODE No.	LAST UPI No.	LAST PLAN No. SP 146766	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN
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Alice Kawa
 COUNCIL DELEGATE
 14/12/2016
 DATE

SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 175277

PAGE 1 OF 2 PAGE/S

EASEMENTS AND PROFITS

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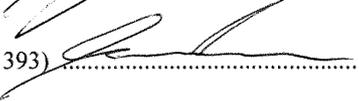
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Signed by
F.A.M. PTY. LTD. (ACN 009 550 814)

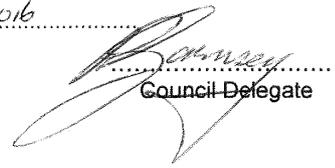



Signed by
JAGRALICA PTY LTD (ACN 128 604 393)




(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: F.A.M. Pty. Ltd. (ACN 009 550 814) and Jagralica Pty Ltd (ACN 128 604 393) FOLIO REF: 249070/2, 8069/3, 234839/1, 146766/100 & 199779/1 SOLICITOR & REFERENCE: CURTIS BROWNE (CFB:TP 161286)	PLAN SEALED BY: GLENORCHY CITY COUNCIL DATE: 14/12/2016 PLN-13-049 REF NO.
--	---



Council Delegate

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

<p>ANNEXURE TO SCHEDULE OF EASEMENTS</p> <p>PAGE 2 OF 2 PAGES</p>	<p>Registered Number</p> <p>SP 175277</p>
<p>SUBDIVIDER: F.A.M. PTY LTD & JAGRALICA PTY LTD FOLIO REFERENCE: 249070/2, 8069/3, 234839/1, 146766/100 & 199779/1</p>	

~~All that part of Lot 153 on the plan formerly contained within Certificate of title Volume 249070 Folio 2 is subject to a right of footway (appurtenant to the balance of the land comprised in Certificate of Title Volume 635 Folio 9) over the land marked A.B.J.K. on D82941.~~

All those parts of Lots 150 and 154 on the plan that were formerly contained in the land marked A.B.C.D. on Plan No. 199779 are together with a right of footway over the land marked ~~E.F.G.H. on Plan No. 199779~~. Right of Footway (Private) 1.52 wide on the Plan

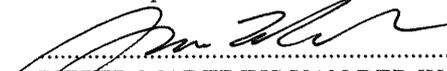
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EXECUTED by **F.A.M. PTY. LTD. (ACN 009 550 814)** in accordance with section 127 of the Corporations Act 2001



PIETER MARTINUS VAN DER WOUDE
 Director



JOSEPHINE MARY VAN DER WOUDE
 Secretary

EXECUTED by **JAGRALICA PTY LTD (ACN 128 604 393)** in accordance with section 127 of the Corporations Act 2001



GRAEME MAXWELL PHILLIPS
 Director



JANICE ELAINE PHILLIPS
 Director/Secretary

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

SEARCH OF TORRENS TITLE

VOLUME 175277	FOLIO 154
EDITION 2	DATE OF ISSUE 22-Nov-2022

SEARCH DATE : 22-May-2024

SEARCH TIME : 11.39 AM

DESCRIPTION OF LAND

City of GLENORCHY

Lot 154 on Sealed Plan 175277

Derivation : Part of 58A-1R-24P Gtd. to S.E. Shoobridge

Prior CT 199779/1

SCHEDULE 1

M983503 TRANSFER to CHAMBERLAIN HOLDINGS (TAS) PTY LTD
Registered 22-Nov-2022 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP175277 EASEMENTS in Schedule of Easements

A522332 FENCING PROVISION in Transfer

M981539 MORTGAGE to Nabaska Pty Ltd, Backspring Pty Ltd,
Jagralica Pty Ltd and Graeme Maxwell Phillips
Registered 22-Nov-2022 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 175277

PAGE 1 OF 2 PAGE/S

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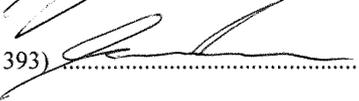
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Signed by
F.A.M. PTY. LTD. (ACN 009 550 814)




Signed by
JAGRALICA PTY LTD (ACN 128 604 393)




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ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 2 OF 2 PAGES	Registered Number SP 175277
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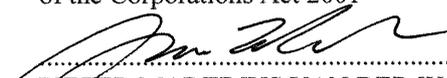
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 009 550 814) in accordance with section 127)
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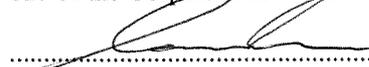


 PIETER MARTINUS VAN DER WOUDE
 Director

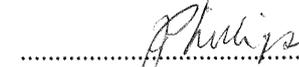


 JOSEPHINE MARY VAN DER WOUDE
 Secretary

EXECUTED by JAGRALICA PTY LTD)
 (ACN 128 604 393) in accordance with section)
 127 of the Corporations Act 2001)



 GRAEME MAXWELL PHILLIPS
 Director

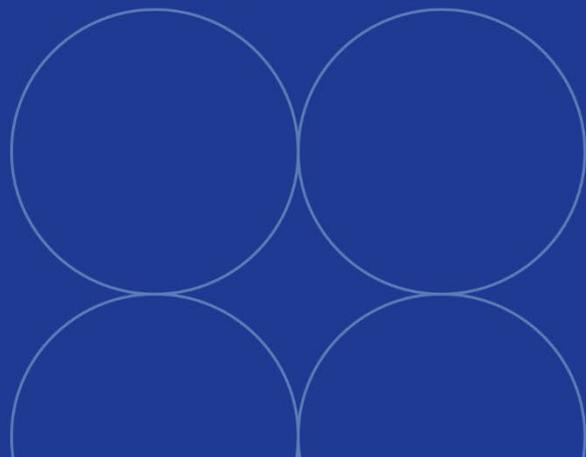
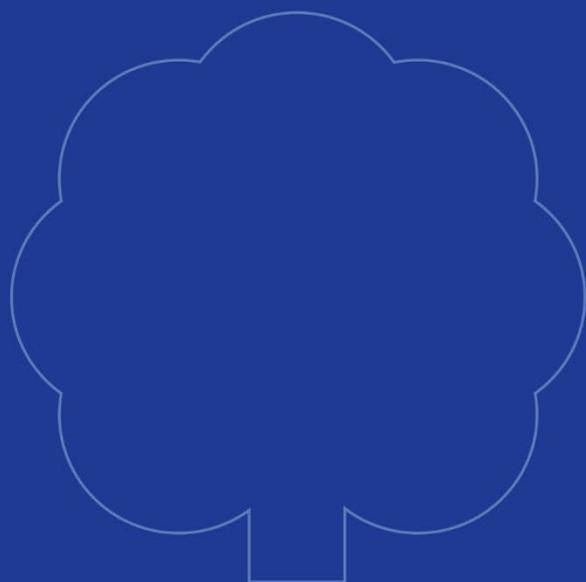
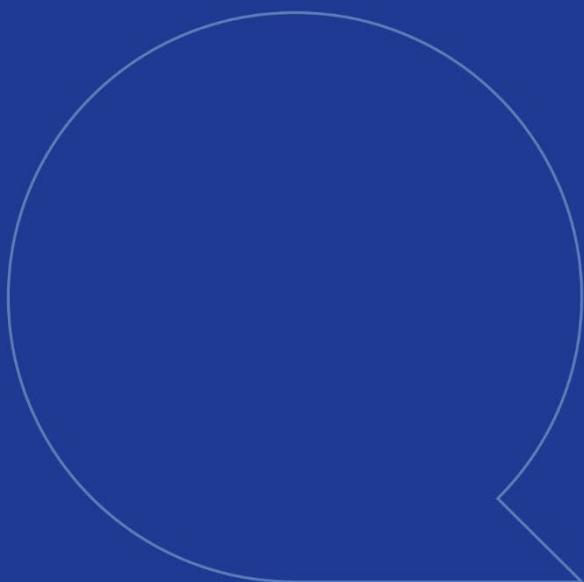
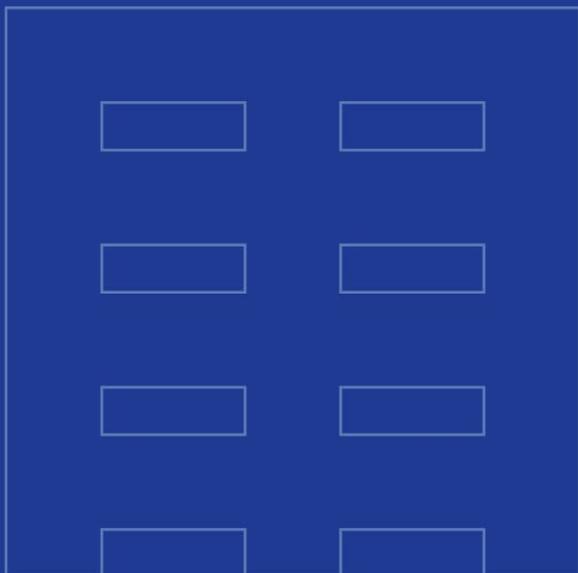


 JANICE ELAINE PHILLIPS
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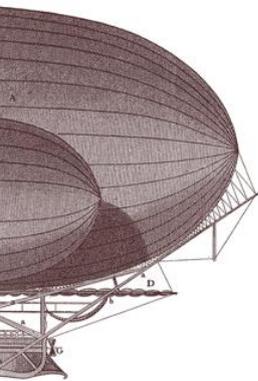
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Era Advisory
Level 1, 125A Elizabeth St
Hobart 7000

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



era



ENGINEERS ADVICE

TO	Glenorchy City Council	DATE	17/02/2026
FROM	Dale Hayers	TIME	
PROJECT	4 Hornby Road Development	PROJECT N ^o	26.0005
SUBJECT	Stormwater Management & Inundation Hazard Advice	REF N ^o	EA-C01a

**GANDY AND
ROBERTS**

159 DAVEY ST
HOBART TASMANIA
AUSTRALIA 7000

**CONSULTING
ENGINEERS**

The purpose of this engineer's advice is to detail the proposed management of stormwater for the development proposed at 4 Hornby Rd in Goodwood. Stormwater management is to be provided in accordance with the Glenorchy City Councils Stormwater Management Policy.

01 DEVELOPMENT LOCALITY & PROPOSED WORKS

The development site is located at 4 Hornby Rd in Goodwood at a site which borders Doss Point and Prince of Wales Bay, refer Figure 1. Two existing sheds are proposed to be demolished in favour of a single larger shed, along with a range of general site improvements. The proposed shed is to be located on the boundary with 6-8 Negara Crescent (PID 9376642).



Figure 1: Development Locality

**GLENORCHY CITY COUNCIL
PLANNING SERVICES**
APPLICATION No. : PLN-26-007
DATE RECEIVED: 19 February 2026

02 STORMWATER MANAGEMENT

Three gravity stormwater outfalls have been located on the development site, two connecting to Doss Point and a third to Prince of Wales Bay (refer to Gandy and Roberts Consulting Engineers Civil Drawing C201 for details). The location of these outfalls is proposed to be maintained. Connections are to be upsized as required to service run-off from 5% AEP rainfall events as required and provided with suitable headwall and scour protection. Figure 2 shows one of the existing outfalls.

The existing site is 100% impervious in nature and is connected direct to the River Derwent. As such, no stormwater quantity or quality management is proposed by the development (GCC SW Policy 5(ii), 6(iv) & 6(v)). Despite this, litter baskets shall be provided to all new and existing stormwater pits.

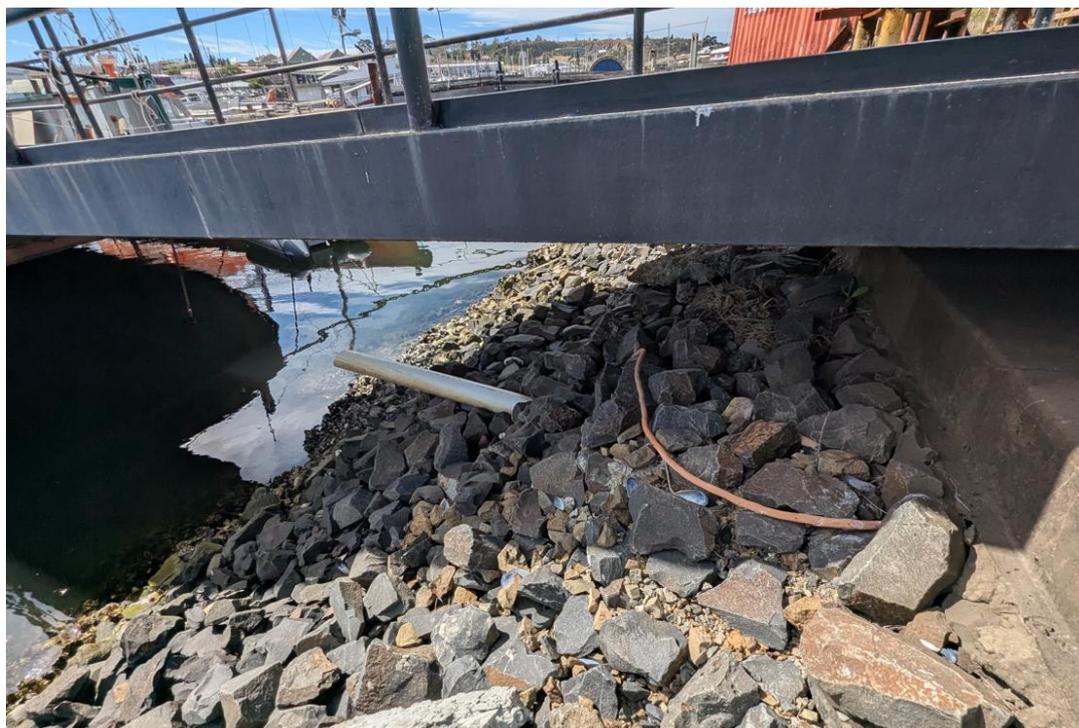


Figure 2: Existing stormwater outfall to Prince of Wales Bay

03 INUNDATION HAZARD MANAGEMENT

The site has a Flood-prone Hazard Areas Code as shown in blue in Figure 3 below. The location of the inundation surrounds an existing shed proposed for demolition which is currently located within a low point on the title.

Glenorchy City Council have provided inundation mapping to Gandy and Roberts to assist in design; these plans are attached to this advice. The council mapping indicates a maximum inundation depth of 0.3m located on the north-east and eastern corner of the building proposed for demolition. At this location, the surveyed AHD level is 1.50m. As such, inundation may extend to 1.80m. Due to the southern wharf having a level of nominally 1.90, inundation is trapped on the site and cannot discharge to the Derwent River.

The new proposed building is located on the northern site boundary and floor level is proposed at 2.30m AHD due to mainly to the risk of sea level rise at 2100 (refer GES Coastal Vulnerability Assessment dated 13.02.2026). At this level, 0.50m of freeboard capacity is provided about the 1% AEP inundation level.

The new floor level provides a nominal 1.00% grade from floor level to existing levels at the wharf interface, effectively eliminating the risk of accumulation of run-off within the site, without directing run-off to adjacent properties.

Consideration to the performance criteria of 12.6.1 of the Tasmanian Planning Scheme is required by this development. The performance criteria state:

P1.1 Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to:

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

P1.2 A flood hazard report also demonstrates that the building and works:

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

As noted above, upon completion of re-grading works, the risk of inundation at the site is effectively eliminated, without the need for additional control measures. These measures will be proposed for the full-service life of the proposed shed and will be effective throughout. The shed is a non-habitable structure by nature, but the proposed controls effectively manage the risk of ingress to within.



Figure 3: Planning Scheme Overlay

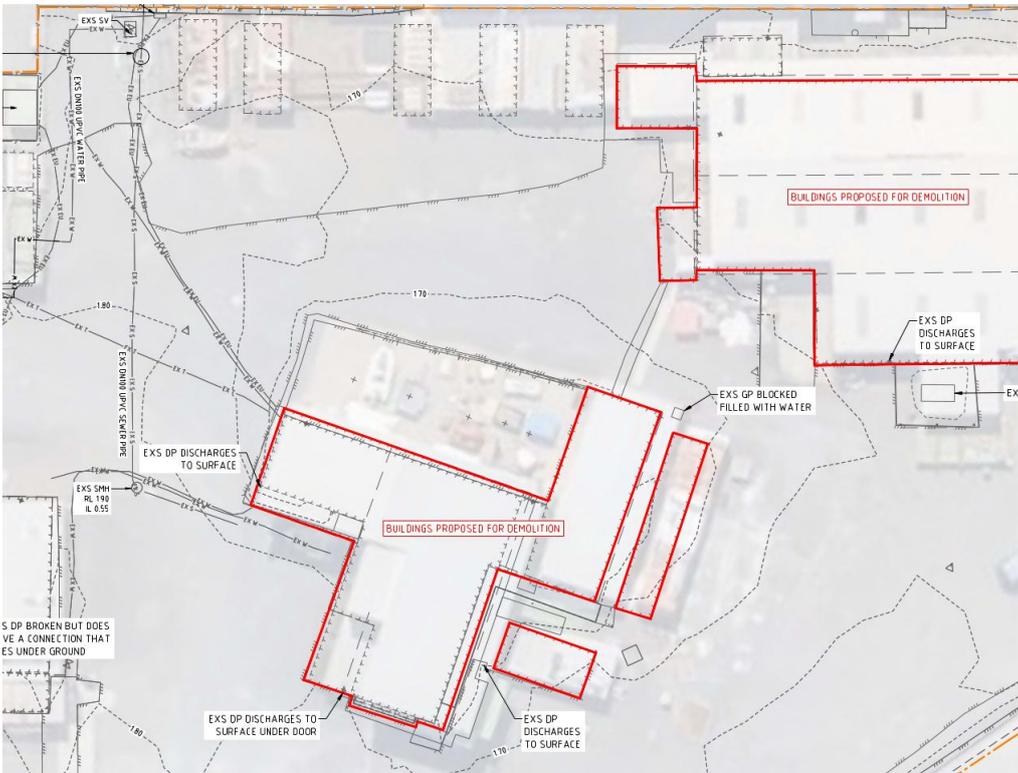


Figure 4: Contours wrapping around existing building proposed for demolition

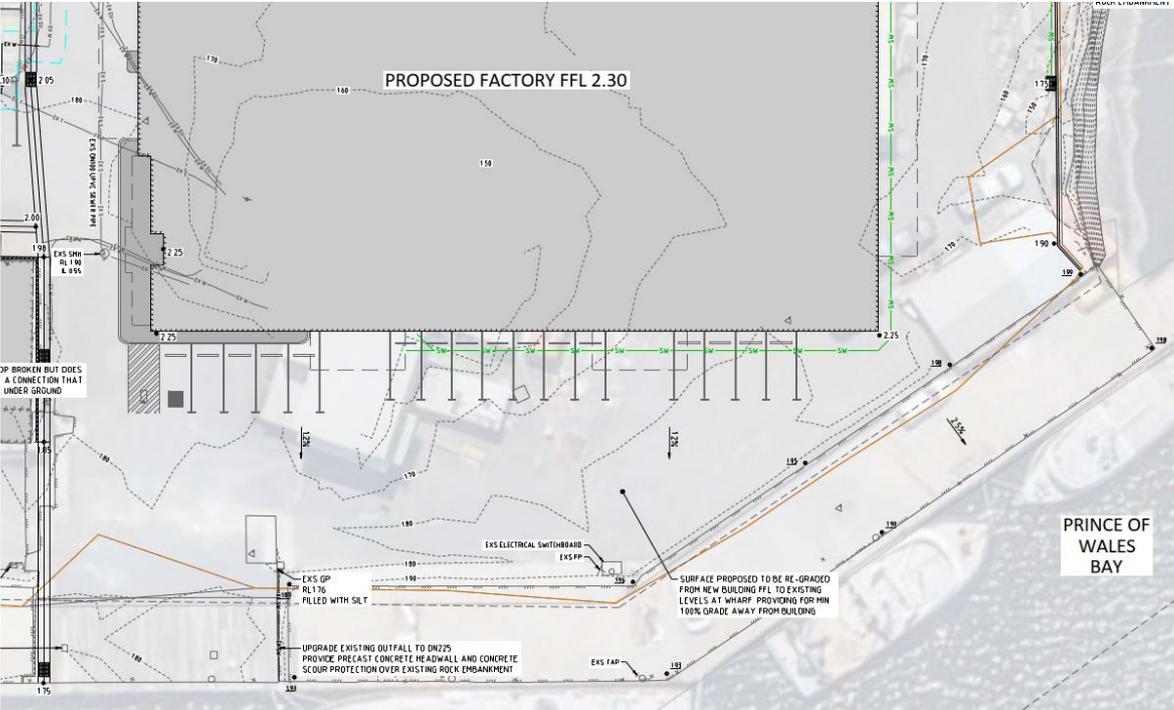
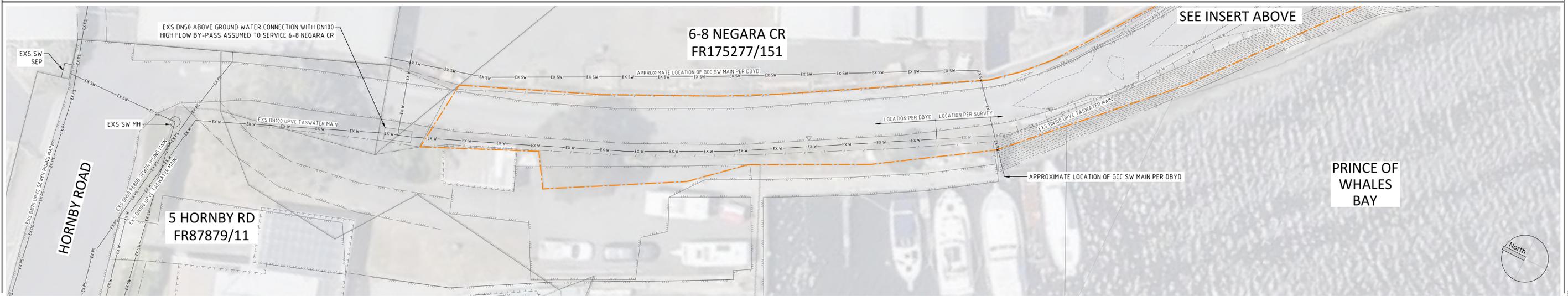
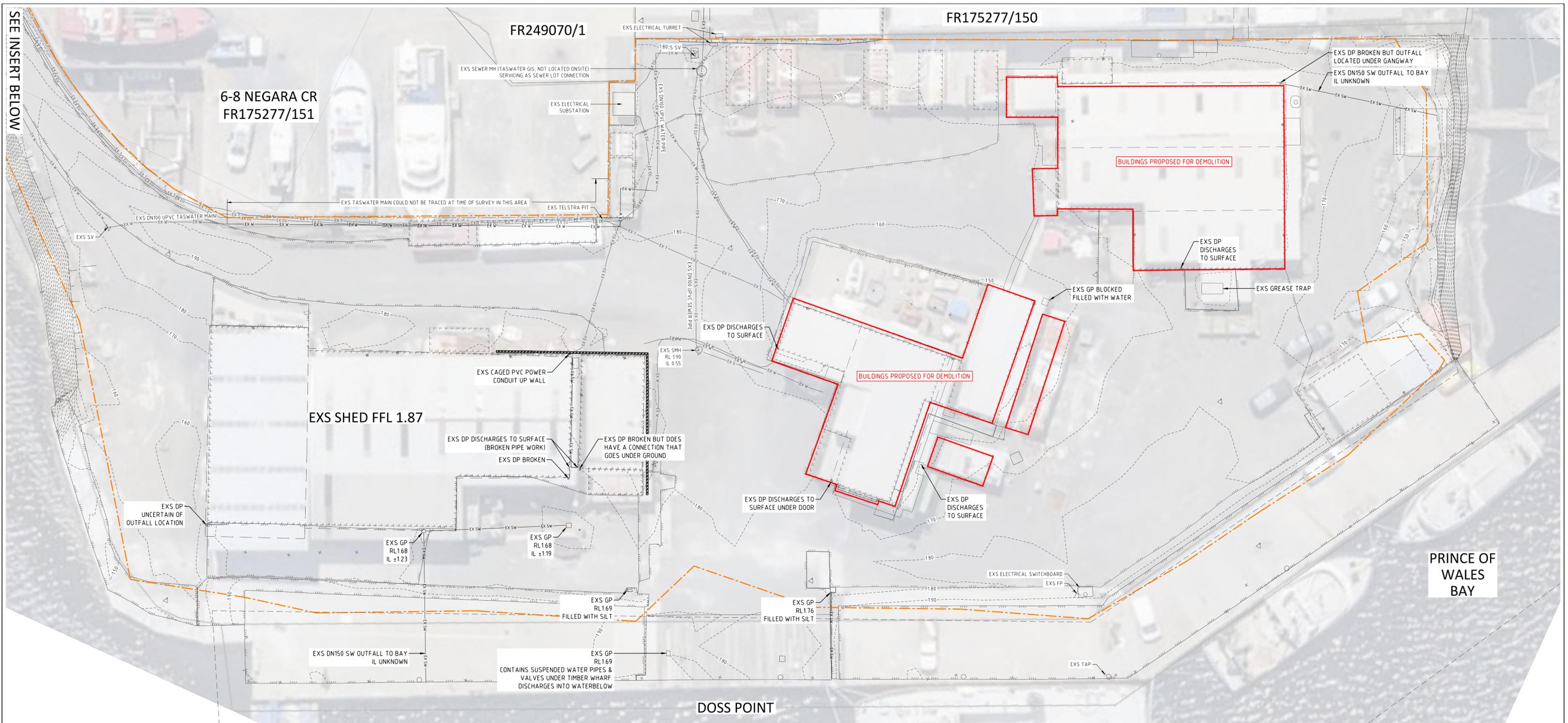


Figure 5: Proposed building with raised floor level.



REV	DESCRIPTION	APP'D	DATE
B	PLANNING APPROVAL	DH	17.02.2026
A	ISSUED FOR INFORMATION	DH	03.02.2026

REV	DESCRIPTION	APP'D	DATE

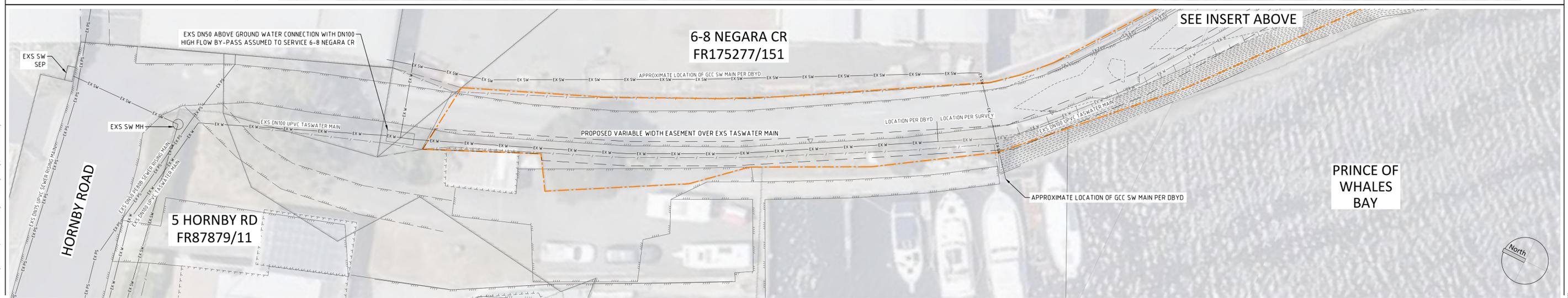
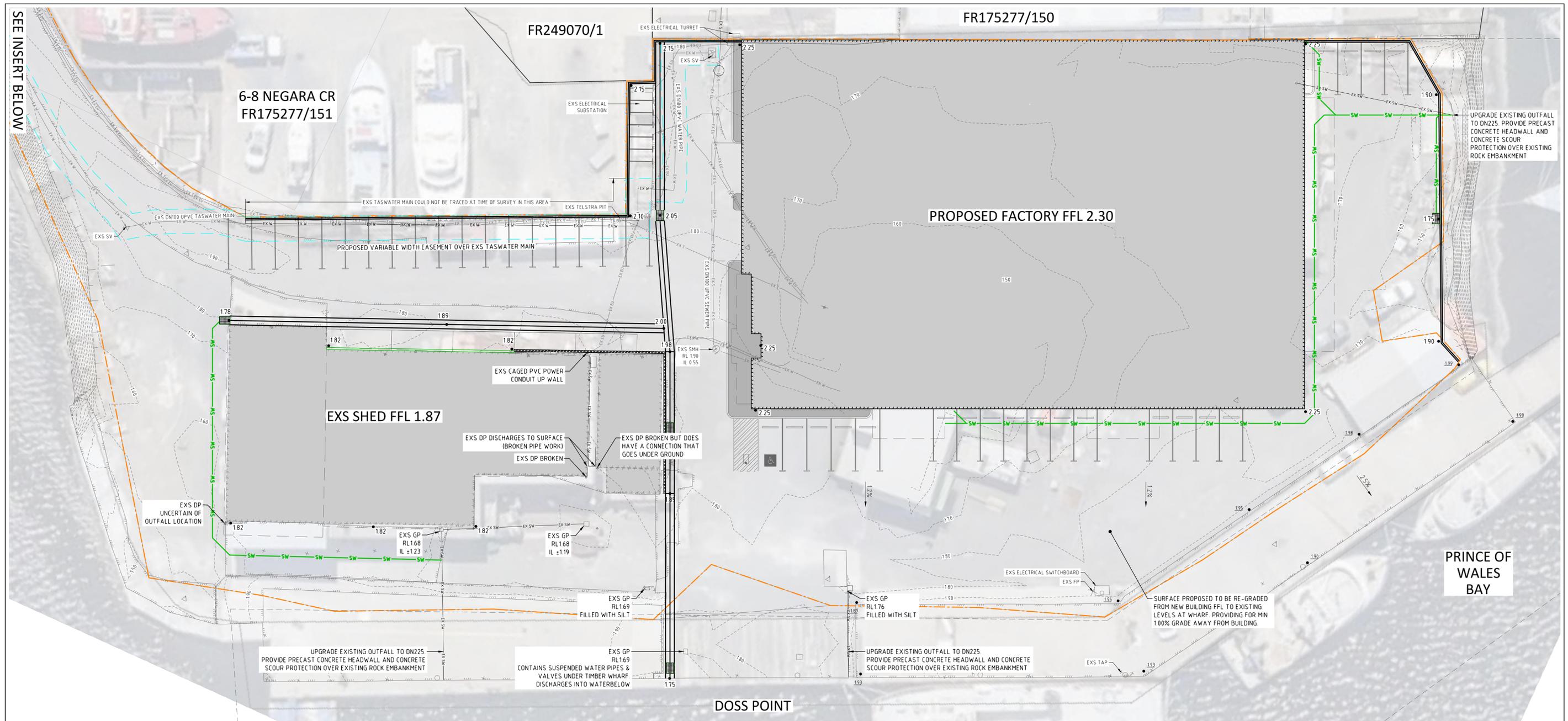
THIS DRAWING HAS NOT BEEN APPROVED FOR CONSTRUCTION



GANDY AND ROBERTS CONSULTING ENGINEERS
 159 DAVEY ST, HOBART TASMANIA, AUSTRALIA 7000
 www.gandyandroberts.com.au
 mail@gandyandroberts.com.au
 ph 03 6215 8600

INDUSTRIAL DEVELOPMENT
 4 HORNBY ROAD, GOODWOOD TASMANIA 7010
 DRAWING TITLE
 SITWORKS PLAN - EXISTING

DESIGNED RD	DRAWN RD	CHECKED DH
PROJECT 26.0005	DRAWING C200	REVISION B



REV	DESCRIPTION	APP'D	DATE	REV	DESCRIPTION	APP'D	DATE
B	PLANNING APPROVAL	DH	17.02.2026				
A	ISSUED FOR INFORMATION	DH	03.02.2026				

REV	DESCRIPTION	APP'D	DATE

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GANDY AND ROBERTS CONSULTING ENGINEERS

159 DAVEY ST, HOBART
TASMANIA, AUSTRALIA 7000
www.gandyandroberts.com.au
mail@gandyandroberts.com.au
ph 03 6215 8600

INDUSTRIAL DEVELOPMENT
4 HORNBY ROAD, GOODWOOD
TASMANIA 7010
DRAWING TITLE
SITWORKS PLAN - PROPOSED BUILDINGS

DESIGNED RD	DRAWN RD	CHECKED DH
26.0005	C201	B

SCALE 1:200@A1



© Glenorchy City Council

Flood Depth (m)

0.0-0
0.1-0
0.2-0
0.3-0
0.4-0

Flood Hazard

0.5-0
0.6-0
0.7-0
0.8-0
0.9-1

Flood Hazard

1.0-1
1.25-1
1.5-1
1.75-2
>2.0

H1
H2
H3
H4
H5
H6

NOTES: The work has been undertaken using current practice and it must be realised that there are uncertainties associated with the terrain and flood models and so with the flood estimates. Variations in the flood information can be expected with further data, developments in flood modelling, land development and / or changes in catchment conditions. Refer to Glenorchy City Council, Engineering Section for any use, application or extension of this information.

DISCLAIMER:

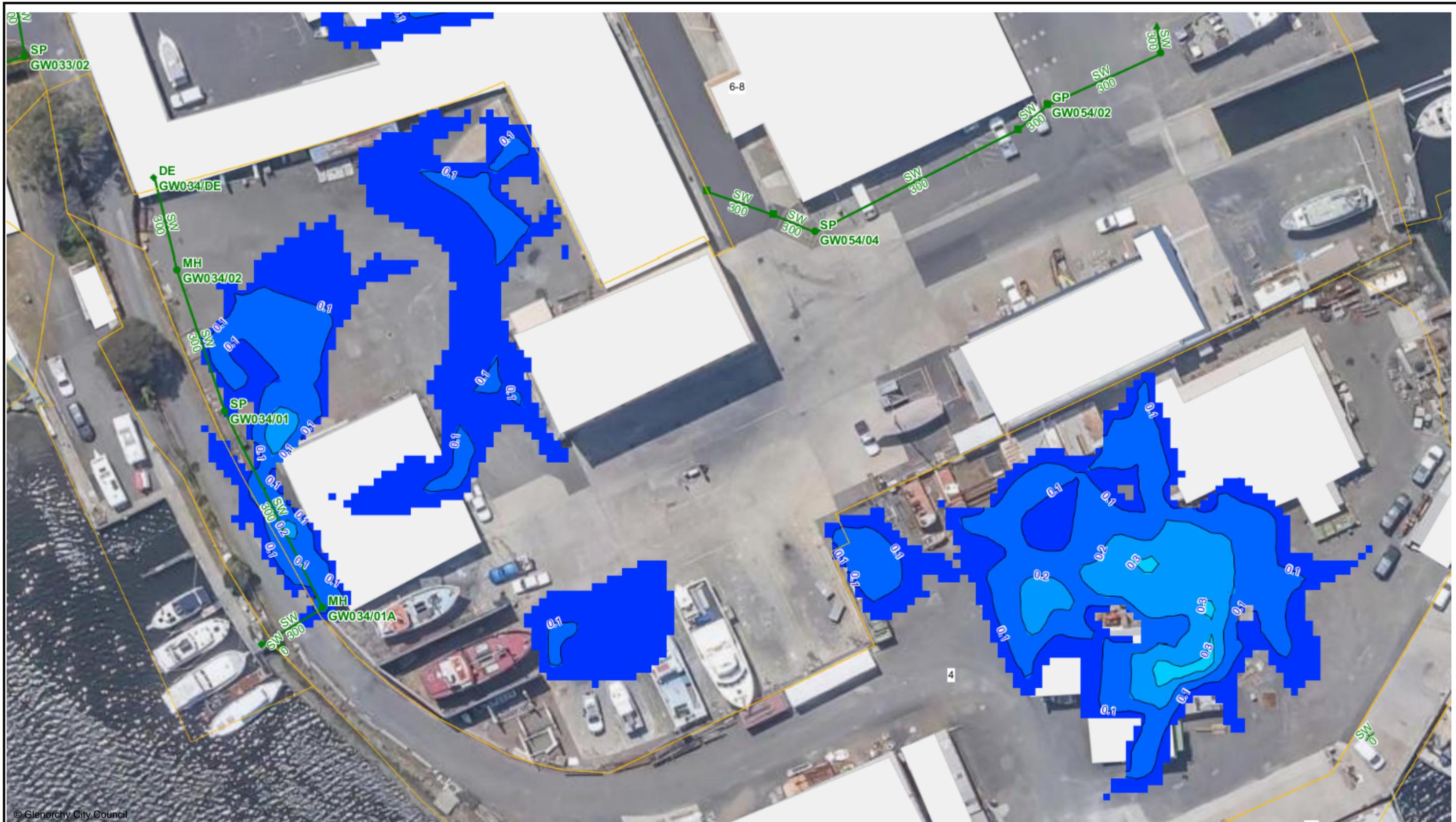
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2. Tolosa Dam is considered to be decommissioned in this scenario. Knights Creek Dam and Lime Kiln Gully have been modelled at full-supply level, meaning that the dams provide no additional water storage during the modelled storm event. The Urban area is also considered to be completely developed.
3. Flood assessment for particular sites along the watercourse will require more detailed interpretation, survey and hydraulic analysis by qualified and experienced person(s).
4. The inundation patterns are not those of actual historic floods. Actual inundation patterns will vary from one flood to another being affected by earth works, blockages of structures, the state of vegetation cover and other factors.
5. The limit of flooding shown is not a boundary between flood prone and flood free land. Larger floods could inundate areas outside the limits shown.
6. The inundation patterns relate to a prediction of land affected, for the specific level of risk, and not necessarily to the buildings or houses located on the land. GCC Notes: Flood Depths data from Glenorchy CBD Stormwater System Management Plan. Background layers are from Glenorchy City Councils GIS. This map is not to be used as a site plan for making an application to council.

13-Feb-2026

10 m

Scale = 1:442.260





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Flood Depth (m)

0.0-0
0.1-0
0.2-0
0.3-0
0.4-0

Flood Hazard

0.5-0
0.6-0
0.7-0
0.8-0
0.9-1

Flood Hazard

1.0-1
1.25-1
1.5-1
1.75-2
>2.0

H1
H2
H3
H4
H5
H6

NOTES: The work has been undertaken using current practice and it must be realised that there are uncertainties associated with the terrain and flood models and so with the flood estimates. Variations in the flood information can be expected with further data, developments in flood modelling, land development and / or changes in catchment conditions. Refer to Glenorchy City Council, Engineering Section for any use, application or extension of this information.

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13-Feb-2026

10 m

Scale = 1:480.060





GEO-ENVIRONMENTAL
SOLUTIONS

COASTAL VULNERABILITY ASSESSMENT

**GLENORCHY CITY COUNCIL
PLANNING SERVICES**

APPLICATION No. : PLN-26-007

DATE RECEIVED: 17 February 2026

PROJECT:

Proposed Industrial Development

Site Address:

4 Hornby Road,
Goodwood
TAS
7010

CLIENT:

Silverleaf Investments

DATE:

13/02/2026

DOCUMENT CONTROL

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DOCUMENT CONTROL		
Report Title:	4 Hornby Road, Goodwood TAS 7010	
Project Type:	Coastal Vulnerability Assessment	
Client:	Silverleaf Investments	
Project Job Number:	J12544	
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Date:	13/02/2026	
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	Signature:	Date
		13/02/2026

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EXECUTIVE SUMMARY

Geo-Environmental Solutions Pty Ltd (GES) were contracted by Silverleaf Investments to prepare a coastal vulnerability assessment for a proposed works at Goodwood, Tasmania. The project area consists of a single cadastral title (CT 175277/154) located at 4 Hornby Road, Goodwood TAS 7010 (The Site).

An application to conduct construction works has triggered the assessment in accordance with the Tasmania Planning Scheme (TPS) – Glenorchy City Council and following of the Director's Determination for Inundation areas which provides building requirements for building and demolition work in inundation hazard areas.

GES has conducted a site assessment to evaluate the potential risks of sea level rise associated with the proposed construction. The proposed development is for the manufacture of boats and includes associated industrial and office components. It has been determined that, based on the 2100 high emissions scenario (1% Annual Exceedance Probability), stillwater levels could rise to 2.25 meters above Australian Height Datum (AHD) and the site may be subject to potential impacts from sea level rise and isolated flood events. As the proposed use is non-habitable in nature, the development is considered suitable for a flood-prone location, provided appropriate design measures are implemented. It is therefore recommended that the finished floor level of the proposed building be set at 2.3 m AHD or higher to reduce the risk of inundation and to improve resilience to future sea level rise and flood events.

GES has established from the risk assessment that the level of risk is a low and acceptable within the lifetime of the proposed development works and based on recommendation presented herein. There are no high-risk aspects to the proposed development.

If the recommendations are adhered to, the proposed development will meet the requirements for works in the inundation hazard area and it will fulfill the performance solution codes C11.6.1, as outlined in the Tasmanian Planning Scheme – Glenorchy City Council (2021).

1 INTRODUCTION

Geo-Environmental Solutions Pty Ltd (GES) were contracted by Silverleaf Investments to prepare a coastal vulnerability assessment for a proposed works at Goodwood, Tasmania. The project area consists of a single cadastral title (CT 175277/154) located at 4 Hornby Road, Goodwood TAS 7010 (The Site).

An application to conduct construction works has triggered the assessment in accordance with the Tasmania Planning Scheme (TPS) – Glenorchy City Council and following of the Director’s Determination for Inundation areas which provides building requirements for building and demolition work in inundation hazard areas.

GES have undertaken this assessment using available scientific literature and datasets. Estimations are determined by approximation with appropriate regional information applied where appropriate to site specific information. Data collection and site-specific modelling was undertaken in assessment of the site.

2 OBJECTIVES

The objective of the site investigation is to:

- Identify which codes need to be addressed in terms of coastal vulnerability and identify the performance criteria relevant to the project which need addressing;
- Conduct a literature review of all geological, geomorphologic, hydrodynamic information and any erosion or inundation assessments which are relevant to the site;
- Identify generalised site inundation potential;
- Review hydrodynamic assessments of the local area to determine projected sea level rise, storm tides and site-specific hydrodynamic conditions and where applicable,
- Conduct a site risk assessment for the proposed development ensuring relevant performance criteria are addressed; and
- Where applicable, provide recommendations on methods and design approach to reduce inundation and erosion impact.

3 SITE DETAILS

3.1 Project Area Land Title

The land studied in this report is defined by the following title reference:

- CT 175277/154

3.2 Project Area

The project area is located on Goodwood is a northern suburb of Hobart, located approximately 6 kilometres north of the Hobart. The site is situated on the eastern shore of the Derwent River within Prince of Wales Bay. (Figure 1). While the site is not directly exposed to open ocean conditions, it's part of the Derwent Estuary system, which connects to Storm Bay and the Tasman Sea. The coastal environment is therefore estuarine in character, with sheltered waters influenced by tidal processes rather than ocean swell.

The site is not exposed to any swell wave activity but is exposed to inland shallow water inundation which may occur as a result of sea level rise within this century. The water depth at the site is not expected to be sufficient enough for wind waves to develop at any magnitude which may heighten the risk of flooding. For this reason, wind wave models have not been developed for the site.

3.2.1 Proposed Works

The project area covers approximately 7,521 m² and is currently occupied by existing sheds. The proposed works involve the demolition of the existing shed on the northern side of the site and the construction of a new boat factory, which will also include office space. The building on the western side of the site will remain unchanged. Access to the site will continue to be via the existing driveway from Hornby Road.

Site elevations vary across the development area from approximately 1.5 m AHD to 1.9 m AHD, and the site is fully covered by an existing concrete platform. The contours for the site were exported from Mount Wellington River Derwent 2010 Lidar data using Qgis software. Plans for the proposed works have been provided to GES from the Meyer Shircore & Associates (Project Code: P25-9647, Dated: December/2025). The plans are presented in Figure 2.

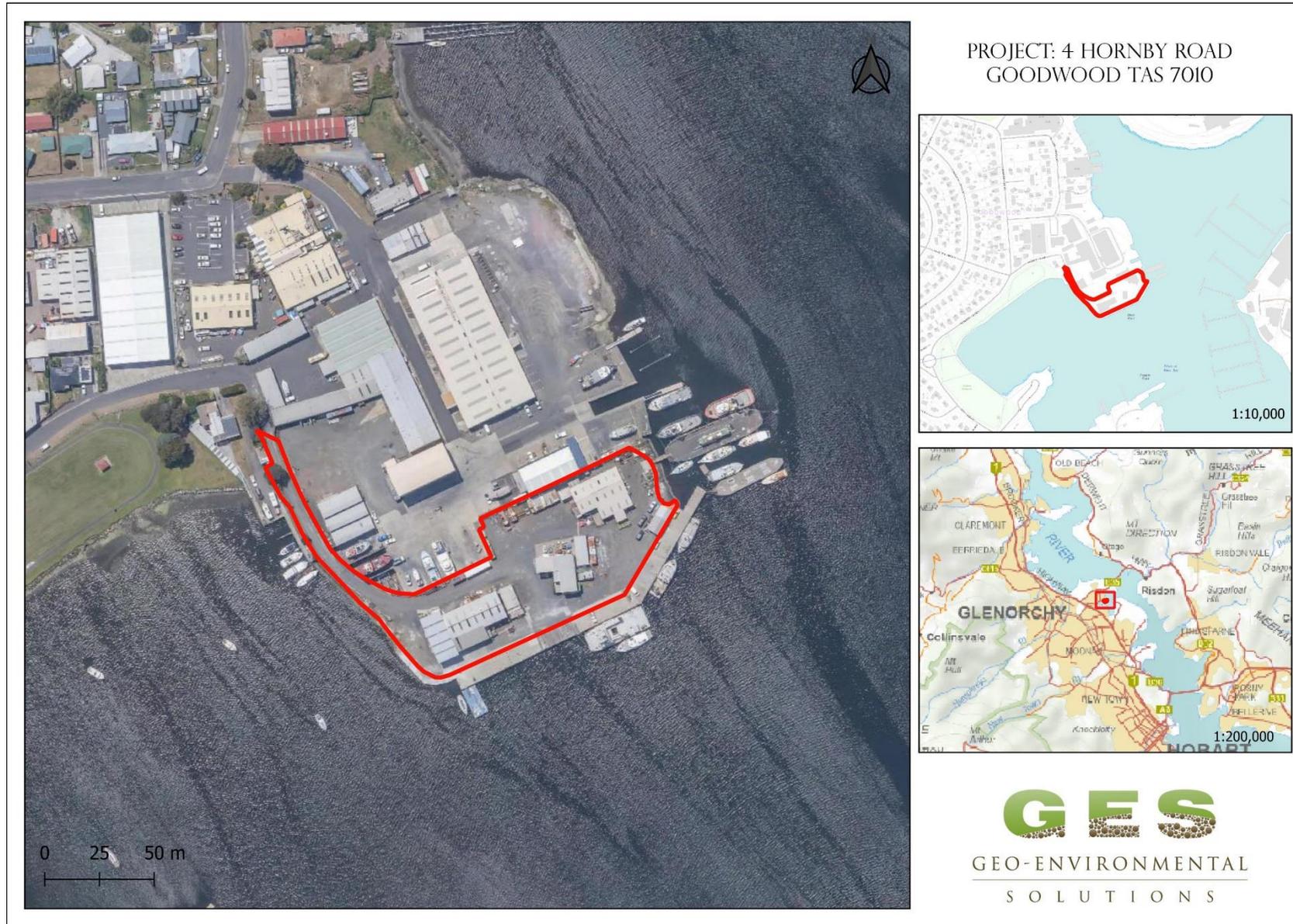


Figure 1 - Location of the site



Figure 2 - Site Plans

4 PLANNING

4.1 Australian Building Code Board

This report presents a summary of the overall building construction risk to coastal erosion and inundation processes. This assessment has been conducted a 'normal' building design life category based on a 2023 baseline (ABCB 2015).

'The design life of buildings should be taken as 'Normal' for all building importance categories unless otherwise stated.'

As per Table 3-1, the following sub systems are identified for the proposed development:

- Building foundations subsystems are considered not accessible or economical to repair and therefore are to be designed with a 50-year life till 2073; and
- Wastewater subsystems are considered to have moderate ease of access but difficult or costly to replace or repair and are therefore to be designed with a 15-year life till 2038.

Table 3-1 Design life of building and plumbing installations and their components

Building Design Life Category	Building Design Life (years)	Design life for components or sub systems readily accessible and economical to replace or repair (years)	Design life for components or sub systems with moderate ease of access but difficult or costly to replace or repair (years)	Design life for components or sub systems not accessible or not economical to replace or repair (years)
Short	1 < dl < 15	5 or dl (if dl<5)	dl	dl
Normal	50	5	15	50
Long	100 or more	10	25	100

Note: Design Life (dl) in years

4.2 The Tasmanian Building Regulations 2016

The Tasmanian Building Regulations are regulated by the Consumer, Building and Occupation Services (CBOS) department and are formed from the Tasmanian Building Act 2016. New state-wide planning and building requirements are being implemented for hazardous areas. These include areas potentially subject to landslip, bushfire, flooding, coastal erosion, & costal inundation. Details of the Tasmanian Building Regulations are presented in Appendix 1.

4.3 Tasmanian Planning Scheme Overlay – Glenorchy City Council (TPS, 2021)

4.3.1 Coastal Inundation Hazard Code Overlay (CIHC)

Only the proposed dwelling is a partially located within the Low and Medium Coastal Inundation Overlay (CIHC) Figure 3.

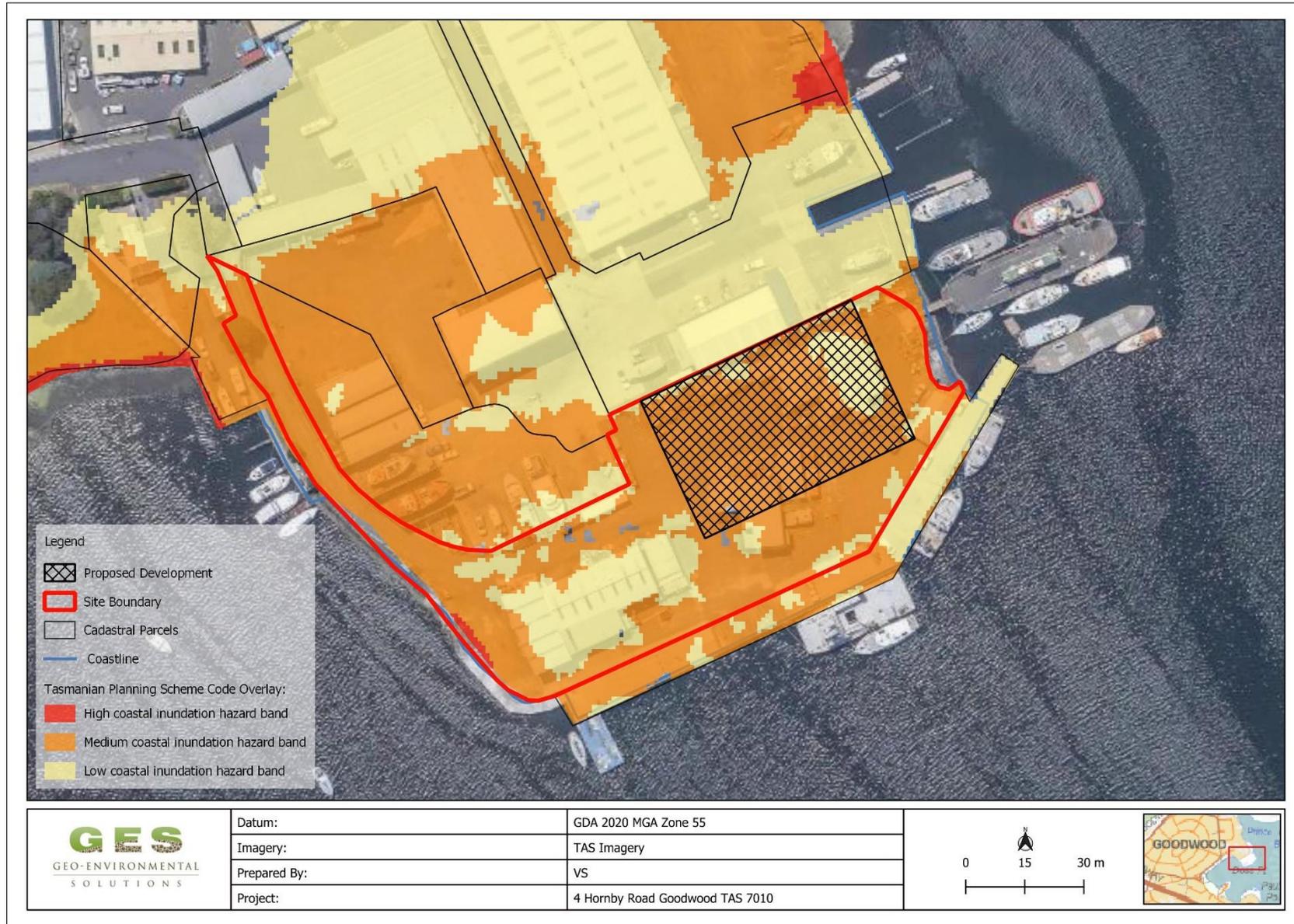


Figure 3 - Coastal Inundation Hazard Overlay (Source: The List)

4.4 Development & Works Acceptable Solutions

Where applicable, the need for further performance criteria compliance is outlined in Appendix 1.

4.4.1 Coastal Inundation Hazard Areas Code (CIHC)

C11.6.1.P1 Buildings and works.

The proposed development fall within the CIHC overlay and there are no acceptable solutions for buildings and works in a CIHC Area.

The following performance criteria need to be addressed:

- **C11.6.1 P1.1 and P1.2**

As per Tasmanian Planning Scheme – Glenorchy Council requirements for the minimum level of the habitable rooms finished floor for the site in Goodwood the 1% AEP flood level for 2100 is defined at 2.6 m AHD for Derwent Park.

5 COASTAL INUNDATION HAZARD ASSESSMENT

As identified in the directors Determination and regulation 56(3) of the Building Regulations 2016, the defined flood level is the level above the 0 metre Australian Height Datum with a one percent probability of being exceeded in a storm surge flooding event in the year 2100, as specified in the Coastal Inundation Hazard Band Levels List for the relevant locality in the relevant Local Provisions Schedule of the Tasmanian Planning Scheme.

5.1 Storm Tide

Storm tide events may be defined in terms of the culmination of astronomical tide and storm surge events. Maximum storm tide inundation levels have been adopted for the site based on a 1% AEP that an inundation event will occur. GES obtained data for storm tide levels from Canute 3.0. taking in account greenhouse gas emission scenario - very high RCP 8.5, Climate Model Ensemble Percentile Upper (95th), IPCC Version AR6 (Baseline 1995 -2014). (Source: Canute 3.0)

- *The storm tide level adopted for the site is 1.24 m AHD.*

5.2 Sea Level Rise

Storm tide events may be defined in terms of the culmination of astronomical tide and storm surge events. Maximum storm tide inundation levels have been adopted for the site based on a 1% AEP that an inundation event will occur. The TPS - Glenorchy Council SLR adopted 0.8m rise by 2100. However, the GES has

adopted the most recently published following sea level rise estimates-based Canute 3.0, IPCC AR6 projections (very high RCP8.5 climate scenario):

- *1.01m rise by 2100.*

5.1 Stillwater Levels

The effects of storm tide may be combined with sea levels projections to provide baseline water levels (reported in m AHD) which are referred to as still water level. The still-water levels adopted for the site is based on 1% AEP estimates Table 1.

Table 1 Summary of Site Stillwater Levels for 2100 estimates (1% AEP)

Stillwater Elevations	2100 (Canute 3.0)
Sea Level Rise (m, AHD)	1.01
Tidal Influence & Barometric Low Influence (m)	1.24
Summary (m, AHD)	2.25

6 RISK ASSESSMENT

The qualitative risk assessment criteria have been developed to identify key risks that may arise from building works in areas that are vulnerable to inundation hazard. The risk assessment based on year 2100, 1.01m AHD high SLR scenario. Given the current data set and uncertainty over long term responses (more than 77 years) to climate change the calculated long term future risk must be viewed with caution, and adjustments to the risk assessment will need to be made over time. Future data and modelling may calculate a low or higher risk, and it is important to understand that the risk estimations in this report are based upon worst case scenario sea level rise from the current data sets.

The criteria are based on a risk assessment matrix consistent with Australian Standard AS4360 on Risk Management (AS4360). The qualitative assessment of risk severity and likelihood were used to help provide a qualitative risk assessment based upon the coastal vulnerability assessment completed for the site.

A detailed risk assessment addressing the performance criteria is presented in Appendix 4. GES has established from the risk assessment that the level of risk is low and acceptable within the lifetime of the proposed development works.

7 CONCLUSIONS AND RECOMMENDATIONS

GES has conducted a site assessment to evaluate the potential risks of sea level rise associated with the proposed construction. The proposed development is for the manufacture of boats and includes associated industrial and office components. It has been determined that, based on the 2100 high emissions scenario (1% Annual Exceedance Probability), stillwater levels could rise to 2.25 meters above Australian Height Datum (AHD) and the site may be subject to potential impacts from sea level rise and isolated flood events. As the proposed use is non-habitable in nature, the development is considered suitable for a flood-prone location, provided appropriate design measures are implemented. It is therefore recommended that the finished floor level of the proposed building be set at 2.3 m AHD or higher to reduce the risk of inundation and to improve resilience to future sea level rise and flood events.

LIMITATIONS STATEMENT

The following limitations apply to this report:

- Climate Futures Light Detection and Ranging (LIDAR) digital elevation model is used for the site modelling;
- The values estimated in this report provide an order of magnitude for assessing climate change impacts and in particular climate change induced sea level rise impacts. The information is based on a collation of existing information and data, with some site specific modelling for planning purposes.

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APPENDIX 1 – ACCEPTABLE SOLUTIONS

Coastal Inundation Hazard Code (CIHC) Areas

C11.6.1 Buildings and works, excluding coastal protection works, within a coastal inundation hazard area	
Objective:	
That:	
(a) building and works, excluding coastal protection works, within a coastal inundation hazard area, can achieve and maintain a tolerable risk from coastal inundation; and	
(b) buildings and works do not increase the risk from coastal inundation to adjacent land and public infrastructure.	
Acceptable Solutions	Performance Criteria
A1	P1.1
No Acceptable Solution.	Buildings and works, excluding coastal protection works, within a coastal inundation hazard area must have a tolerable risk, having regard to:
	(a) whether any increase in the level of risk from coastal inundation requires any specific hazard reduction or protection measures;
	(b) any advice from a State authority, regulated entity or a council; and
	(c) the advice contained in a coastal inundation hazard report.
	P1.2
	A coastal inundation hazard report also demonstrates that the building or works:
	(a) do not cause or contribute to coastal inundation on the site, on adjacent land or public infrastructure; and
	(b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability coastal inundation event in 2100 for the intended life of the use without requiring any specific coastal inundation protection works.

APPENDIX 2 – DIRECTORS DETERMINATION & BUILDING REGULATIONS 2016 COASTAL INUNDATION HAZARD REPORTING

Works in a Coastal Inundation Hazard Area

According to this director's determination, the following regulations are applicable for the works in a coastal inundation hazard area:

- (1) For the purposes of this Determination and regulation 56(3) of the Building Regulations 2016, the defined flood level is the level above the 0 metre Australian Height Datum with a one percent probability of being exceeded in a storm surge flooding event in the year 2100, as specified in the Coastal Inundation Hazard Band Levels List for the relevant locality in the relevant Local Provisions Schedule of the Tasmanian Planning Scheme.
- (2) Where land is not located in a specified locality, the defined flood level for the relevant municipal area average applies.
- (3) A coastal inundation hazard report must be prepared.
- (4) The design of the building footing system must be prepared by an engineer-civil.
- (5) The building design (including the footing system) must take into account the coastal inundation hazard report.
- (6) In determining an application for a Certificate of Likely Compliance, the building surveyor must:
 - (a) take into account the coastal inundation hazard report and any relevant coastal inundation management plan; and
 - (b) be satisfied that the proposed work will not cause or contribute to coastal inundation on the site, on adjacent land or of public infrastructure; and
 - (c) be satisfied that the proposed work can achieve and maintain a tolerable risk for the intended life of the building without requiring any specific coastal inundation protection measures.
- (7) In determining an application for a permit, the permit authority must take into account the coastal inundation hazard report and any relevant coastal inundation management plan.

Report Determination Criteria	Coastal Inundation Hazard Report Compliance Checklist	Compliance	Specific Comments
4. (1)	Report is prepared by a specified practitioner being a practitioner with relevant qualifications, experience and competence in the preparation of coastal inundation hazard reports	Yes	Report prepared by V Gupta – senior engineer – Registered Civil and Geotechnical Engineer – Tasmanian Registration 685982720 Up to date models, literature and methods are used in this assessment, which draw on regional and site-specific information to determine present day and forward projected site hazards.
4. (1) (a)	Signed Declaration	Yes	
4. (1) (b)	Conclusions based on consideration of the proposed work as to:	Yes	
4. (1) (b) (i)	whether the work is likely to cause or contribute to coastal inundation on the land or on adjacent land or of public infrastructure;	Yes	
4. (1) (b) (iii)	whether the work can achieve and maintain a tolerable risk for the intended life of the building having regard to:	Yes	Modelling has been conducted with measures put in place to ensure that by the end of the building's lifetime, the risks are tolerable in line with the sites typical residential use and typical intensity of this use. This assessment is based on the intended use as outlined in the development application. All potential and site-specific inundation factors are considered to assess tolerable risks which include: <ul style="list-style-type: none"> Government sea level projections which are calibrated to the Local Government Authority area and scaled to the building design life (DPAC 2016), Storm tide projections (combined 1% AEP storm surge and tides) which are calculated on a local scale (0.5 km accuracy)
	<ul style="list-style-type: none"> the nature, intensity and duration of the use; 	Yes	The risk assessment herein is based on the highest intensity of use. The full inundation extent is based on a 1% AEP event occurring at the end of the buildings design life.
	<ul style="list-style-type: none"> the type, form and duration of any development; 	Yes	This assessment is based on the specific plans as outlined in the development application, with the duration based on the building design life as defined herein.
	<ul style="list-style-type: none"> the likely change in the risk across the intended life of the building; 	Yes	As indicated in 4. (1) (b) (iii), consideration is given to risk in the most adverse of modelled consecutive 1% AEP storm conditions for the projected end life of the building. Where deemed necessary, a 0.3 m freeboard 'buffer' is to be applied to design 1% AEP stillwater level for the building end of life.
	<ul style="list-style-type: none"> the ability to adapt to a change in the risk; 	Yes	Engineering solutions may be applied if it is so desired to reduce the risk through hazard reduction. Increased risk may occur as a result of increased user vulnerability beyond

			what is modelled as a tolerable risk in this assessment. Eg. Changed site layout meaning reduced access during a floodwater event. Hazard reduction may include onsite wave attenuation structures such as wave breaker walls and/or revetments.
	<ul style="list-style-type: none"> the ability to maintain access to utilities and services; 	Yes	
	<ul style="list-style-type: none"> the need for specific coastal inundation hazard reduction or protection measures on the site; 	Yes	Coastal inundation hazard reduction or protection measures are not recommended on the site based on the projected lifetime of the proposed development.
	<ul style="list-style-type: none"> the need for coastal inundation hazard reduction or protection measures beyond the boundary of the site; 	NA	Coastal inundation hazard reduction or protection measures are not recommended beyond the boundary of the site based on the projected lifetime of the proposed development.
	<ul style="list-style-type: none"> any coastal inundation management plan in place for the site and/or adjacent land. 	NA	
4. (2)	protection measures for any hazardous chemical used, handled, generated or stored on the site, taking into consideration the potential risks of the hazardous chemical to human health and safety as a consequence of coastal erosion on the site or adjacent land.	Yes	GES are not aware of any proposal for hazardous chemicals to be used, handled, generated or stored on the site. It is recommended that if such chemicals are to be stored within the proposed extension, they are elevated above the designated inundation level.
4. (4)	The declaration format for a coastal inundation hazard report must contain:		
4. (4) (a)	details of, and be signed by, the person who prepared or verified the report;	Yes	
4. (4) (b)	confirmation they have the appropriate qualifications, expertise and level of	Yes	

	current indemnity insurance;		
4. (4) (c)	confirmation that the report has been prepared in accordance with the specified methodology.	Yes	

APPENDIX 3 QUANTITATIVE RISK ASSESSMENT TABLES

Consequence Index

Consequence	Details - Storm Erosion and Inundation	Details – Waterways and Coastal Protection
Catastrophic	Loss of life, loss of significant environmental values due to a pollution event where there is not likely to be recovery in the foreseeable future.	Very serious environmental effects with impairment of ecosystem function. Long term, widespread effects on significant environment (eg. RAMSAR Wetland)
Major	Extensive injuries. Complete structural failure of development, destruction of significant property and infrastructure, significant environmental damage requiring remediation with a long-term recovery time.	Serious environmental impact effects with some impairment of ecosystem function. Relatively widespread medium-long term impacts.
Moderate	Treatment required, significant building or infrastructure damage i.e. loss of minor outbuildings such as car ports, garages and the like. Replacement of significant property components. linings, hard paved surfaces, cladding, flooring. Moderate environmental damage with a short-term natural or remedial recovery time.	Moderate effects on biological or physical environment (air, water) but not affecting ecosystem function. Moderate short term widespread impacts (e.g. significant spills)
Minor	Medium loss – repair of outbuildings and repair and minor replacement of building components of buildings. Replacement of floor/window coverings, some furniture through seepage (where applicable). Minor environmental damage easily remediated.	Minor effects on biological or physical environment. Minor short-term damage to small area of limited significance.
Insignificant	No injury, low loss – no replacement of habitable building components, some remediation of garden beds, gravel driveways etc. Environment can naturally withstand and recover without remediation. Inundation of the site, but ground based access is still readily available and habitable buildings are not inundated, including incorporated garages.	Limited damage to minimal area of low significance.

Likelihood Index

Level	Descriptor	Description	Guideline
A	Almost Certain	Consequence is expected to occur in most circumstances.	Occurs more than once per month.
B	Likely	Consequence will probably occur in most circumstances.	Occurs once every 1 month – 1 year.
C	Occasionally	Consequence should occur at some time.	Occurs once every 1 year - 10 years.
D	Unlikely	Consequence could occur at some time.	Occurs once every 10 years – 100 years.
E	Rare	Consequence may only occur in exceptional circumstances.	Occurs less than once every 100 years.

Source: AS/NZS 4360:2004 Risk Management

Qualitative Risk Matrix

Likelihood of the Consequence	Maximum Reasonable Consequence				
	(1) Insignificant	(2) Minor	(3) Moderate	(4) Major	(5) Catastrophic
(A) Almost certain	11 High	16 High	20 Extreme	23 Extreme	25 Extreme
(B) Likely	7 Moderate	12 High	17 High	21 Extreme	24 Extreme
(C) Occasionally	4 Low	8 Moderate	13 High	18 Extreme	22 Extreme
(D) Unlikely	2 Low	5 Low	9 Moderate	14 High	19 Extreme
(E) Rare	1 Low	3 Low	6 Moderate	10 High	15 High

Source: AS/NZS 4360:2004 Risk Management

APPENDIX 4 QUANTATIVE RISK ASSESSMENT

BUILDING AND WORKS WITHIN A COASTAL INUNDATION HAZARD

Performance Criteria C11.6.1 P1.1 Buildings and works, excluding coastal protection works, within a coastal inundation hazard area must have a tolerable risk, having regard to:	Relevance	Management Options	Preliminary Risk Assessment (where relevant)			Further Assessment Required
			Consequence	Likelihood	Risk	
a) whether any increase in the level of risk from coastal inundation requires any specific hazard reduction or protection measures;	Proposed development will not impose any additional risk.		Minor (2)	Unlikely (D)	Low (5)	No
b) any advice from a State authority, regulated entity or a council; and	N/A		Minor (2)	Unlikely (D)	Low (5)	No
c) the advice contained in a coastal inundation hazard report.	Refer to recommendations		Insignificant (1)	Rare (E)	Low (1)	No

Traffic Impact Statement



Industrial Warehouse Redevelopment at 4 Hornby Road Goodwood

**GLENORCHY CITY COUNCIL
PLANNING SERVICES**

APPLICATION No. : PLN-26-007

DATE RECEIVED: 18 March 2026



Hubble Traffic

March 2026

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Version	Date	Reason for Issue
Draft	March 2026	Draft issued for client feedback
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1. Introduction

ERA Advisory has engaged Hubble Traffic to prepare an independent Traffic Impact Statement to evaluate the traffic implications of an industrial warehouse redevelopment at 4 Hornby Road, Goodwood.

A development application for the proposed redevelopment has been lodged with Glenorchy City Council, who has requested further information to specifically address the following provisions of the Tasmanian Planning Scheme:

- Clause C3.5.1 – Traffic generation at a vehicle crossing, level crossing or new junction; and
- Clause C2.6.6 – Loading bays.

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

- Tasmanian Planning Scheme (Glenorchy)
- Australian Standards AS2890 parts 1, 2 and 6
- Austroads series of Traffic Management and Road Design
 - Part 4: Intersection and crossings, General
 - Part 4a: Unsignalised and Signalised Intersections
 - Part 12: Traffic Impacts of Development
- Department of State Growth
- LIST – Land Information Database

2. Site description

Located at 4 Hornby Road, Goodwood, the development site is a large parcel of land occupied by a number of buildings and infrastructure. The site relies on a right-of-way with the adjacent property at 6-8 Negara Crescent, which has an existing vehicular access onto Hornby Road.

According to Land Information System Tasmania (LIST) Database, the development site is located within an established light industrial area, with direct frontage to Prince of Wales Bay.

Diagram 2.0 – Extract from LIST Database

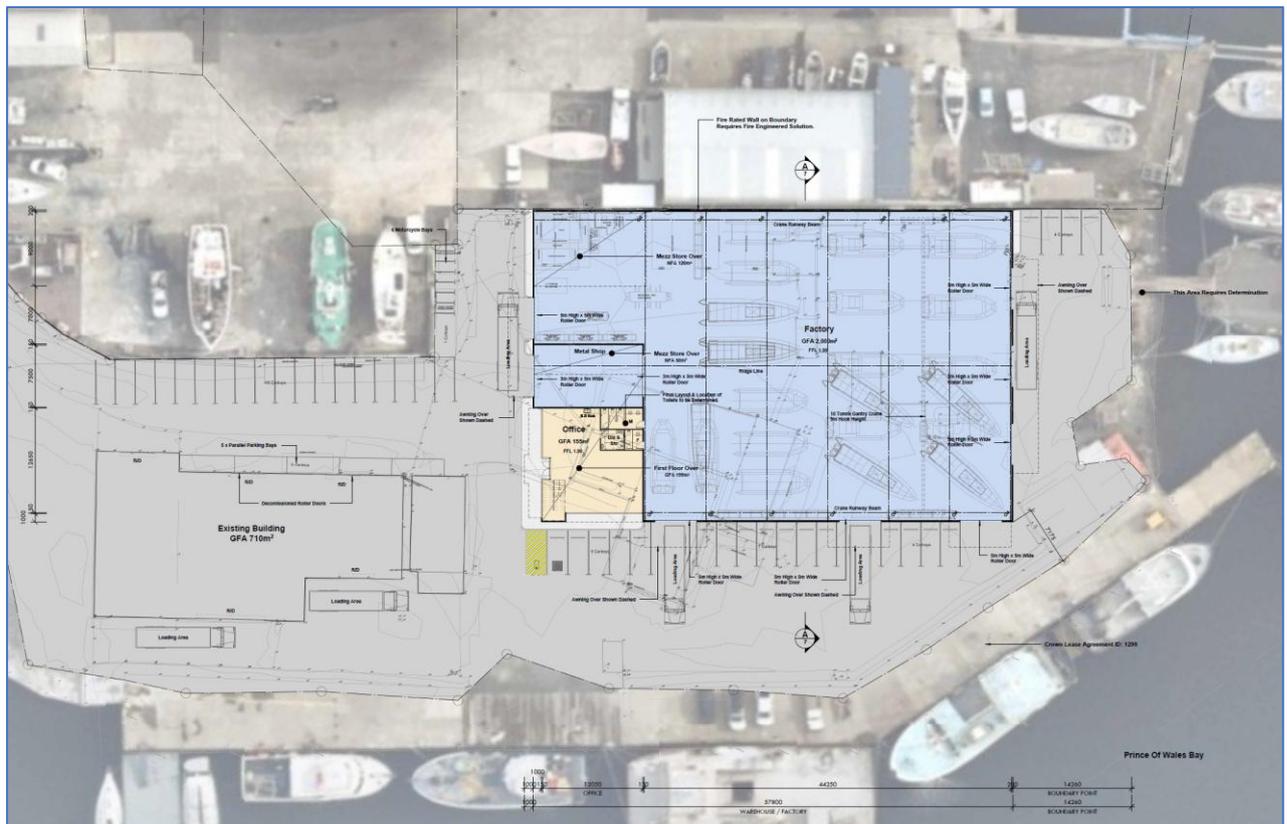


3. Redevelopment proposal

The proposal seeks to redevelop the site through the demolition of two existing buildings located on the eastern portion of the land, enabling the construction of a large warehouse with ancillary office space. The existing building on the western portion of the site will be retained.

The development will provide a total of 44 on-site car parking spaces, which is expected to minimise the potential for parking overflow into the surrounding road network. No changes are proposed to the existing vehicular access arrangements, with the site continuing to gain access to Hornby Road via the existing right-of-way.

Diagram 3.0 – Redevelopment proposal



4. Trip generation by this redevelopment

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

To assess the traffic impacts of the proposed redevelopment, a comparison has been undertaken between the number of trips currently generated by the existing development and those expected to be generated by the proposed redevelopment. It is noted that the number of trips associated with the existing building to be retained on site will remain unchanged.

The Transport for NSW – Guide to Transport Impact Assessment (Version 1.1, 2024) has been used to estimate the number of trips generated by the warehouse and office components of the redevelopment.

Table 4.0 –Requirements as per the Guide

Land use	Land use	Generation Rate
Warehouse	Warehousing	<ul style="list-style-type: none"> Daily vehicle trips of 4 trips per 100m² of floor area, and Peak trips of 0.5 per 100m² of floor area.
Office	Office and commercial	<ul style="list-style-type: none"> Daily vehicle trips of 10 trips per 100m² of floor area, and Peak trips of 1 per 100m² of floor area.

4.1. Existing and New trips

Based on the trip generation rates detailed in Table 4.0, the proposed redevelopment site is predicted to increase the number of daily trips by 80, with 10 trips during the peak periods, as summarised in Table 4.1.

Table 4.1 - Summary of existing and new trips

Existing Building			
Land use	Floor area	Estimated daily trips	Peak trips
Warehouse	1,255 square metres	50	6
Office & Commercial	100 square metres	10	1
Total trips		60	7
New Building (redevelopment)			
Land use	Floor area	Estimated daily trips	Peak trips
Warehouse	2,620 square metres	105	13
Office	354 square metres	35	4
Total trips		140	17
Redevelopment trips less existing trips		80	10

5. Existing traffic conditions

5.1. Hornby Road

Within the surrounding road network, Hornby Road functions as a local access road operating under the default urban 50 km/h speed limit. It extends east from Howard Road for approximately 130 metres and provides no through-traffic function. The road serves a total of seven properties, including the development site.

The road has been constructed with a sealed bitumen surface, concrete kerb and channel, and a footpath along the northern side. The southern side comprises an unsealed gravel shoulder, and street lighting. The measured average carriageway width of 5.9 metres provides sufficient space to accommodate two-way traffic flow.

Kerbside parking restrictions apply along the northern side of the road, with 15-minute parking restrictions in place for the first 25 metres to support the adjacent corner business, and No Standing restrictions applying along the remainder. The unsealed shoulder on the southern side of the road has sufficient width to accommodate unrestricted parallel parking.

Photograph 5.1 – Hornby Road standard



5.2. Howard Road

Howard Road functions as a collector road within the surrounding network, and forms part of an alternative collector route linking Derwent Park Road with Goodwood Road. The road carries a proportion of through-traffic during peak periods and plays an important role in distributing local and commuter movements.

The road extends between Goodwood Road and Gepp Parade and operates under a posted 50 km/h speed limit. It has a generally straight alignment incorporating several sweeping curves and is situated on flat terrain.

North of Hornby Road, the road is constructed to an urban standard, comprising a sealed bitumen surface, concrete kerb and channel, footpaths on both sides, and street lighting. The measured 10 metre carriageway width allows on-street parking to occur while maintaining two-way traffic flow.

South of Hornby Road, the road adopts a different character, with parklands located along the eastern side. This section includes a sealed bitumen surface, concrete kerb and channel, and a footpath along the western side, with wooden safety barriers installed on the eastern side adjacent to the parkland. The carriageway narrows to approximately 7.5 metres, with on-street parking allowed along the western side only.

Photograph 5.2A – Howard Road standard to the north



Photograph 5.2B – Howard Road standard to the south



5.3. Hornby Road, Howard Road and Havelock Avenue intersection

Hornby Road and Havelock Avenue both intersect Howard Road, forming a four-way cross-intersection. Traffic priority on Howard Road is reinforced by Give Way signs and marked holding lines on both side roads, with no dedicated turning lanes provided.

Havelock Avenue intersects Howard Road on the inside of the horizontal curve, which limits sight distance to the left. As a consequence, a traffic island within the junction throat prohibits vehicles from turning right out of Havelock Avenue.

Hornby Road intersects Howard Road at less than ninety degrees, which increases the junction throat width and assists with accommodating the swept paths of larger turning vehicles. The asphalt pavement is in good condition, and the existing line-marking is generally clear, contributing to a well-managed and highly controlled intersection environment.

The posted speed limit through this intersection is 50 km/h.

Photograph 5.3 – Hornby Road, Howard Road and Havelock Avenue intersection



5.4. Traffic safety near the development site

State Growth maintains a database of reported road crashes. A check of this database for the previous five years found one reported crash along Hornby Road, where a vehicle hit a parked vehicle on the other side of road, resulting in property damage only.

There have been no reported crashes occurring at the Hornby Road, Howard Road and Havelock Avenue intersection.

A total of three crashes has occurred along Howard Road, within 250 metres of the intersection with Hornby Road. These included two vehicles hitting a parked vehicle on the opposite side of the road and one vehicle hitting a parked vehicle on the same side, with all three crashes resulting in property damage only.

The reported number of crashes is proportional to the moderate volume of traffic using the roads. Overall, the reported crashes do not indicate that drivers are having any difficulty negotiating the road layout, particular the Howard Road and Hornby Road intersection, with the low severity of crashes reflecting the urban environment, where operating speeds are subject to reduced limits.

The additional traffic generated by this redevelopment is unlikely to increase the crash risk and should not prevent the redevelopment from proceeding.

5.5. Sight distance leaving Hornby Road

Based on the layout of the surrounding road network, all traffic generated from the development will need to turn at the intersection. Motorists leaving Hornby Road must give way to traffic on Howard Road.

It is important that drivers have appropriate sight distance. Safe Intersection Sight Distance (SISD) is the highest sight distance parameter for an intersection, with the Austroads Guide to Road Design specifying the SISD for a 50 km/h speed environment as 90 metres, based on a driver reaction time of 1.5 seconds and an observation time of three seconds. This distance allows for a turning vehicle to enter the traffic stream without the need for through traffic to adjust their operating speed. On-site measurements of the available sight distance were taken with the driver leaving the access being 1.1 metres above the access surface, and an approaching vehicle being 1.2 metres high, and summarised in the table below.

Table 5.5 – Available sight distance from Hornby Road

Direction	Operating speed	Required SISD	Available sight distance	Comment
Left (Howard Rd)	50 km/h	90 metres	85 metres	94% Compliant
Right (Howard Rd)	50 km/h	90 metres	100 metres	Compliant
Straight (Havelock Ave)	50 km/h	90 metres	95 metres	Compliant

Due to the sweeping horizontal curve, only 85 metres of sight distance is available to the left, representing 94 percent of the required 90 metres. This is acceptable under the Austroads Extended Design Domain (EDD) principle, as the curved alignment naturally moderates operating speeds, the location is within a constrained urban environment, and the minimum Stopping Sight Distance (SSD) of 42 metres can be comfortably achieved. Furthermore, the absence of any reported crashes at this intersection indicates that the available sight distance has been providing an appropriate level of safety.

Overall, suitable sight distance is available in both directions, enabling vehicles to enter and leave Hornby Road safely and efficiently without adversely affecting other road users.

Photograph 5.5A – Available sight distance to the left (85 metres)



Photograph 5.5B – Available sight distance to the right (100metres)



5.6. Traffic activity

To understand current traffic flow on the surrounding road network, traffic surveys were undertaken during the morning and evening commuter peak periods at the Howard Road, Hornby Road and Havelock Avenue intersection, as all redevelopment-generated traffic will pass through this location.

The surveys identified that Howard Road carries a consistent traffic flow, with fewer than 550 two-way vehicle movements recorded in each peak period. Clear directional commuter patterns were observed, with a pronounced southbound movement in the morning peak and a corresponding northbound movement in the evening peak, confirming that Howard Road functions as an alternative route for motorists travelling between Derwent Park Road and Goodwood Road, where traffic signals operate at both ends.

In contrast, both Hornby Road and Havelock Avenue were found to be lightly trafficked, each recording fewer than 40 two-way movements during the peak periods. Both roads generated a higher proportion of movements in the evening peak compared with the morning peak.

The low traffic flow on Hornby Road aligns with the trip-generation estimates outlined in Section 4, confirming that the assumptions applied in this assessment are representative. The table below summarises the two-way flows on the surrounding roads, with detailed turning-movement data provided in Appendix A.

Table 5.6 – Summary of traffic flows on the surrounding road network

Intersection	Road	Peak hour two-way flows	
		Morning	Evening
Howard Road, Hornby Road, and Havelock Avenue	Howard Road (North)	538	499
	Hornby Road (East)	13	25
	Howard Road (South)	534	490
	Havelock Avenue (West)	5	36

5.7. Suitability of the surrounding road network

The surrounding road network is well-equipped to accommodate the redevelopment. Hornby Road carries very low traffic volumes, provides compliant sight distance and has adequate width for safe two-way movement. Howard Road performs a higher-order collector role with sufficient capacity, even under peak-period performance and an established pattern of heavy-vehicle activity associated with nearby commercial and industrial land uses.

The Hornby Road, Howard Road and Havelock Avenue intersection operates safely under clear priority control, with no crash history indicating operational issues. Reported crashes along the network are low in number and severity, consistent with a low-speed urban environment. Traffic surveys confirm ample spare capacity across all approaches, including for additional heavy-vehicle movements.

Importantly, the site benefits from direct access to Goodwood Road, which forms part of the State Road network and is designed to accommodate higher traffic volumes and heavy-vehicle movements. This allows for additional heavy-vehicle activity generated by the redevelopment to be readily absorbed without affecting local amenity or network performance.

Overall, the network provides a safe, efficient and appropriately scaled environment with no constraints that would limit or prevent the redevelopment.

6. Impact from traffic generated by this redevelopment

As determined in section 4 of this report, the redevelopment of the site is estimated to generate an additional 80 daily trips, with 10 of these trips likely to occur during the morning and evening peak periods.

6.1. Trip assignment

Light industrial areas typically experience most trips arriving onsite in the morning and departing in the evening. For this assessment, it is assumed that 90 percent of trips arrive during the morning peak and depart in the evening.

The additional trips have been assigned to the surrounding road network, based on the current trip distribution captured by the manual surveys at the intersection, as shown in Table 6.1.

Table 6.1 – Distribution of new trips

Period	Total trips	Intersection of Hornby Road, Howard Road and Havelock Avenue							
		Vehicles arriving				Vehicles leaving			
		Left	Straight	Right	Total	Left	Straight	Right	Total
Morning peak	10	6	0	3	9	0	0	1	1
Evening peak	10	0	0	1	1	4	0	5	9

6.2. Traffic efficiency at the intersection

The traffic performance of junctions, intersections, and roundabouts can be estimated using SIDRA software. The performance of intersections is commonly described by the Degree of Saturation (DOS) of the critical traffic movements, a measure of the volume/capacity ratio or degree, to which the available intersection capacity is utilised.

Other terms used, Level of service (LOS) which is based on the average stopped delay in seconds, and maximum queue length in metres. The table below provides a reference to the level of service for the various traffic controls.

Table 6.2 – Level of service for intersections and roundabouts

Level of Service	Average delay per vehicle (secs/vehicle)	Traffic Signals and Roundabouts	Average delay per vehicle (secs/vehicle)	Give Way and Stop controls
A	<10	Good operation	<10	Good operation
B	10 to <20	Good with acceptable delays and spare capacity	10 to <15	Acceptable delays and spare capacity
C	20 to <35	Satisfactory	15 to <25	Satisfactory, but crash study required
D	35 to <50	Operating near capacity, acceptable for State Roads	25 to <35	Near capacity and crash study required
E	50 to <70	At capacity for signals, will cause excessive delays. Roundabouts require other control mode	35 to <50	At capacity, requires other control modes
F	>70	Saturated flows – at signals, consider additional lanes	>50	

A SIDRA intersection model was developed to replicate the Hornby Road, Howard Road and Havelock Avenue intersection, using the existing peak-hour traffic flows. The modelling indicates that the intersection is operating at the highest level of traffic efficiency (LOS A), with motorists experiencing no notable delays or queues. The worst-case average delay is estimated at eight seconds, and the maximum queue length is 0.6 metres, representing less than one vehicle.

The additional trips generated by the redevelopment were assigned to the model, with SIDRA predicting no material increase in delays or queues. The intersection is expected to continue operating at LOS A with the redevelopment in place.

To account for future growth, a two percent annual increase in traffic has been applied to Howard Road over a 10 year horizon. As shown in Table 6.2, the intersection retains substantial spare capacity, with modelling confirming that it is expected to continue operating at LOS A under forecast 2036 traffic conditions. This demonstrates that the intersection can comfortably accommodate both redevelopment-generated traffic and incremental background growth.

Table 6.2 – Summary of traffic modelling

Period	Scenario	Total vehicles	DOS	Worst delay	LOS	Max Queue
Morning peak	Existing	576	0.239	8.0 secs	A	0.3m
	With redevelopment	586	0.242	8.1 secs	A	0.3m
	Growth	708	0.294	9.4 secs	A	0.4m
Evening peak	Existing	555	0.185	7.6 secs	A	0.6m
	With redevelopment	565	0.186	7.7 secs	A	0.7m
	Growth	672	0.224	8.7 secs	A	0.8m

6.3. Impact to Hornby Road users

The recent manual surveys revealed that Hornby Road is lightly trafficked during the peak periods, with fewer than 30 two-way vehicle movements recorded, representing fewer than one vehicle travelling along the road every two minutes.

This indicates that motorists using Hornby Road experience a high level of traffic performance and efficiency, with no queuing or delays and sufficient gaps in traffic flows to allow vehicles to enter and exit the road safely and efficiently.

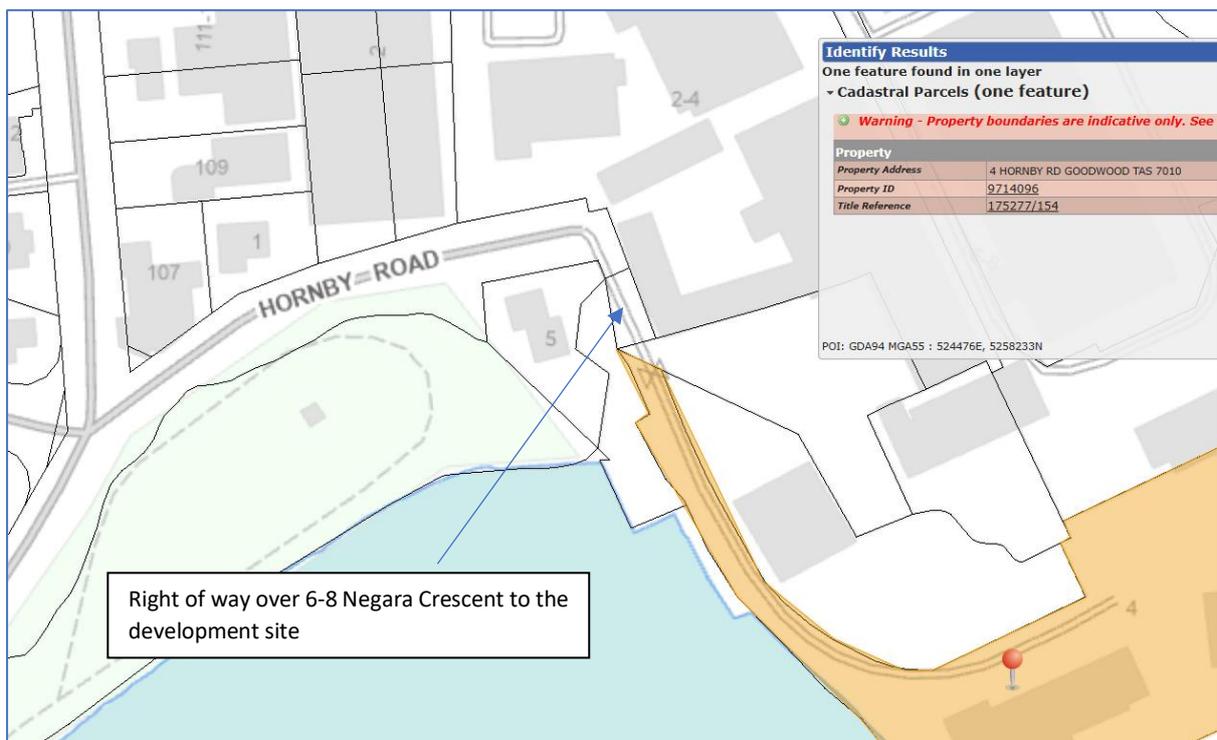
The additional traffic generated by the redevelopment site will not cause any deterioration in the level of traffic performance or efficiency motorists are currently receiving.

7. Access arrangements

Based on the LIST database, Hornby Road is a Council-managed local access road that extends east from Howard Road and terminates at the property boundaries of 2–4 and 6–8 Negara Crescent. Access to the development site is provided via a right-of-way over 6–8 Negara Crescent, with this right-of-way extending for less than 20 metres, as illustrated in the Diagram 7.0.

The two Negara Crescent properties have alternative rear access directly onto Negara Crescent, which limits their reliance on Hornby Road. In particular, the property at 2–4 Negara Crescent, which operates the Recycle Rewards Depot, receives vehicles via Hornby Road but directs all exiting vehicles to depart via Negara Crescent. This access arrangement reduces the volume of traffic using Hornby Road and minimises potential interaction with vehicles accessing the development site.

Diagram 7.0 – Extract from LIST mapping database



7.1. Existing vehicular access to redevelopment site

The redevelopment site relies on access to Hornby Road, via a right-of-way over the adjacent property at 6-8 Negara Crescent. This access measures 5.5 metres wide, with the right-of-way having a minimum width of six metres, suitable to accommodate two-way traffic movements.

Overall, the existing access is suitable to accommodate the low increase in vehicles generated by the redevelopment, with no proposed changes to the existing access arrangements.

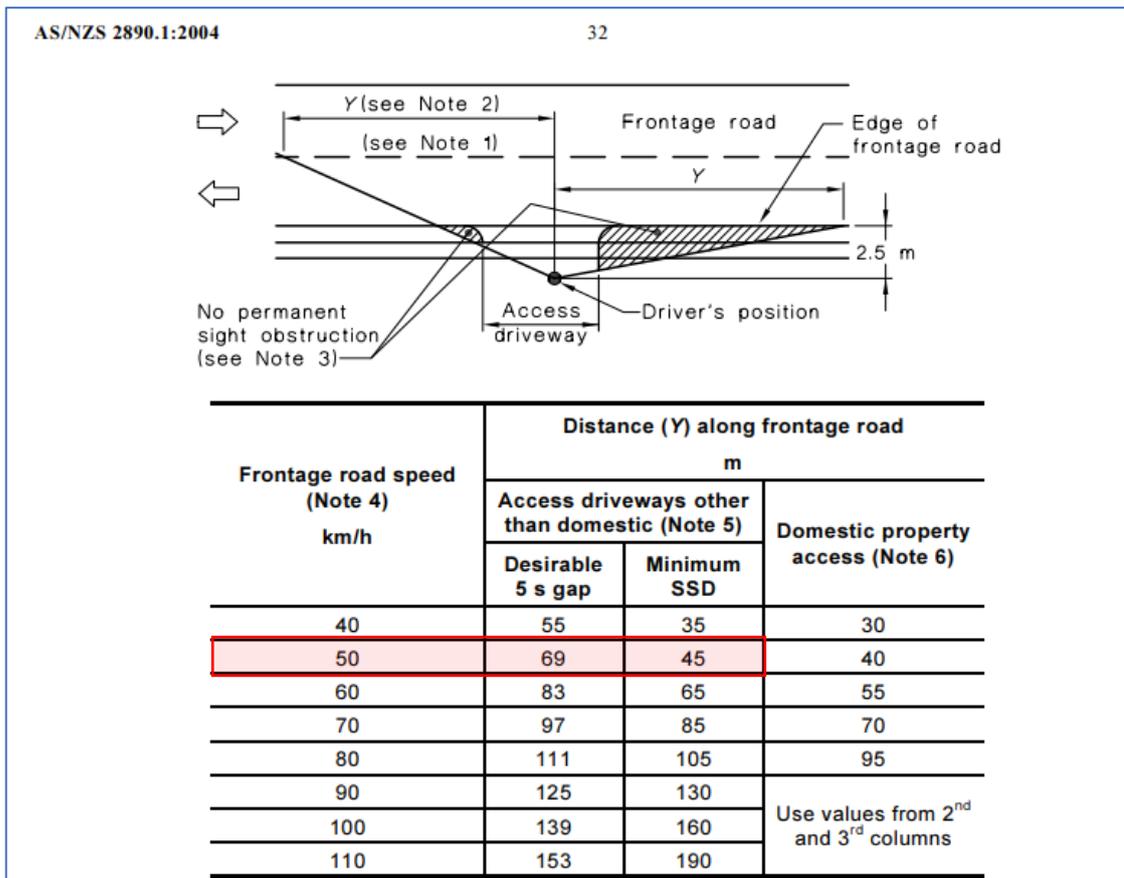
Photograph 7.1 – Existing vehicular access



7.2. Sight distance leaving the development site

The Australian Standard 2890.1:2004 allows for a lower sight distance requirement at access driveways compared to junctions and intersections, with the appropriate sight distance specified in section 3.2.4 and figure 3.2. With Extract 3.2 specifying the desirable sight distance for a driveway access within a 50 km/h speed environment as 69 metres and the minimum distance of 45 metres.

Extract 3.2 Australian Standards



On-site measurements of the available sight distance were taken, based on the driver leaving the access being 1.1 metres above the access surface, and an approaching vehicle being 1.2 metres high.

The available sight distance to the left was measured at more than 70 metres, while sight distance to the right is restricted by a large wall located on the property at 2–4 Negara Crescent. Although this wall limits sight distance to the right, this access serves the Recycle Rewards facility and operates as an entry-only access from Hornby Road. As vehicles do not exit onto Hornby Road from this property, the restricted sight distance to the right does not affect vehicles leaving the development site.

This assessment has determined that there is sufficient available sight distance, allowing vehicles to enter and leave the development site in a safe and efficient manner, without impacting other motorists using Hornby Road.

Photograph 7.2A – Available sight distance to the left



Photograph 7.2B – Available sight distance to the right



8. Clause C2.6.6 Loading bays

The proposed loading bays for the redevelopment have been assessed against Australian Standard AS 2890.2:2018 Off-street Commercial Vehicle Facilities (the Commercial Standard). For this assessment, the client has advised that loading and unloading may occur at four locations within the site using a range of commercial vehicles, including:

- Single Rigid Vehicle (SRV) – 6.4 metres in length
- Medium Rigid Vehicle (MRV) – 8.8 metres in length
- Heavy Rigid Vehicle (HRV) – 12.5 metres in length, being the largest vehicle expected

Autoturn Online swept-path software has been used to demonstrate that the nominated commercial vehicles can enter the site, circulate through the internal service area, manoeuvre into and out of the loading bays, and exit the site in a forward-driving direction. In accordance with the Commercial Standard, the swept-path diagrams incorporate a 0.3-metre lateral clearance, shown in green, and are provided in Appendix C. The diagrams confirm that all design vehicles are able to manoeuvre into and out of the loading bays without infringing the site boundaries.

Where practicable, internal circulation will be reinforced through pavement-marking arrows to promote one-way flow. This arrangement ensures that the minimum 4.5-metre circulating width required for a HRV is maintained, and improves interaction between commercial vehicles, light vehicles, and pedestrians. The redevelopment provides four loading bays, which is sufficient to meet the reasonable servicing demand, with one bay designated for HRV use and the remaining three for MRVs. The provision of a dedicated HRV bay satisfies the requirements of the Commercial Standard.

The brownfield nature of the site prevents full separation of service areas from car parking and pedestrian activity. However, the one-way circulation pattern provides predictability in commercial-vehicle movements, employees predominantly use the adjacent parking familiar with vehicle operations, and the circulating carriageway width exceeds the minimum requirements, providing additional operating space.

The site is relatively flat, and the internal vertical grades comply with the Commercial Standard. The concrete pavement has been selected to accommodate tyre drag and scuffing associated with low-speed turning manoeuvres without risk of surface damage. Commercial vehicles will generally operate in a forward-driving direction throughout the site, except when positioning within the loading bays. These short, low-speed reversing movements are typical of service areas and are acceptable within a managed loading environment.

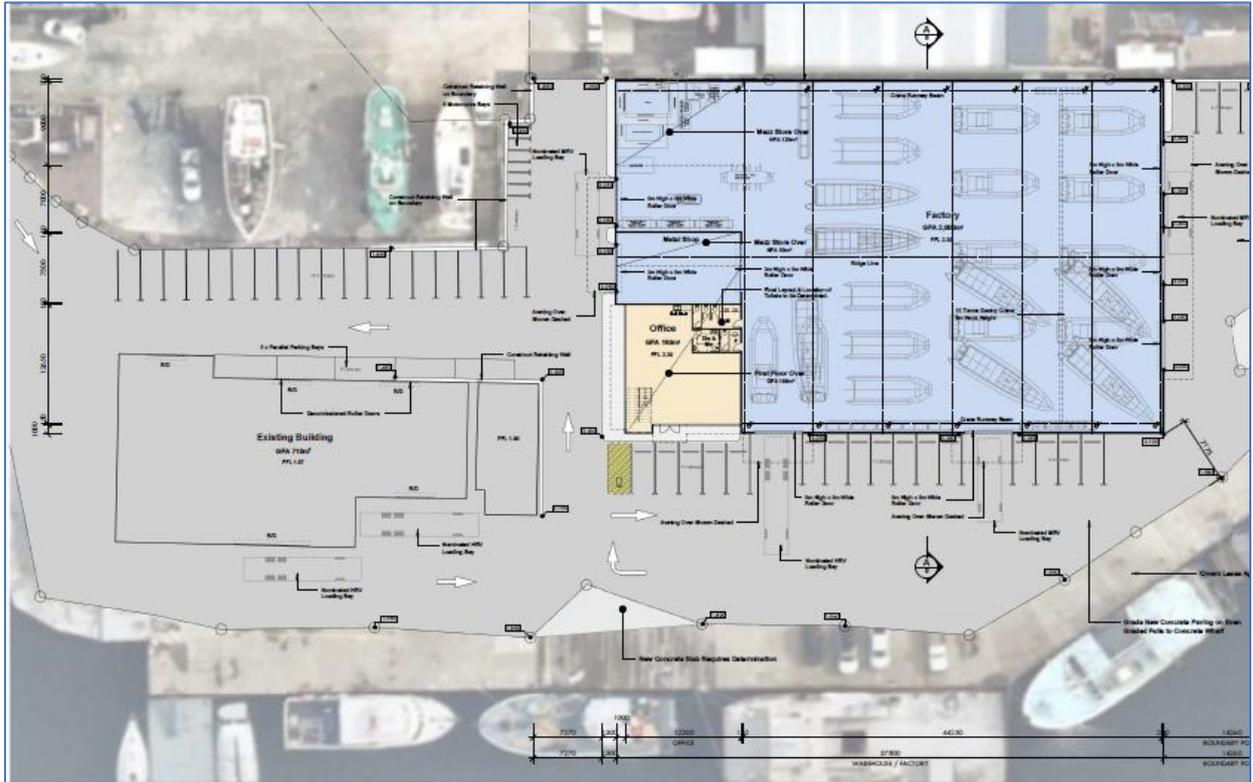
All structures over the circulating carriageway and loading bays will provide a minimum vertical clearance of 4.5 metres, consistent with Table 4.1 of the Commercial Standard.

The assessment confirms that the proposed loading bays comply with the Commercial Standard, and therefore satisfy the requirements of planning clause C2.6.6 A1.

The swept-path analysis demonstrates that all commercial vehicles will be able to enter the site, circulate within the service area, and exit in a forward direction. Commercial vehicles are expected to enter the site only for deliveries or collections and unlikely to park within the site, other than when

positioned within the loading bays in a forward-driving direction. On this basis, the design also complies with planning clause C2.6.6 A2.

Diagram 8.0 – Internal layout of loading bays



9. Planning scheme

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

With the development already operating with a vehicular access to Hornby Road, the proposal can be considered against Acceptable Solution A1.4. However, the increase in vehicle movements associated with the redevelopment results in the number of vehicles using the existing access exceeding the tolerance specified in Table C3.1. As the acceptable solution is not met, the proposal must be assessed against Performance Criteria P1.

Performance criteria	Assessment
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;	The redevelopment is predicted to generate an additional 80 daily trips, with 10 of these likely to occur during the morning and evening peak periods.
b) The nature of the traffic generated by the use;	The redevelopment will generate both light and heavy vehicle movements, with these vehicle types consistent with the existing traffic using the surrounding road network and compatible with the light industrial zoning.
c) The nature of the road	Hornby Road is a short local access road that provides for no through traffic function. The road has been constructed with sufficient road width to accommodate two-way traffic movements. There is sufficient available sight distance at the Howard Road and Havelock Avenue intersection to allow vehicles to enter and leave Hornby Road safely and efficiently.
d) The speed limit and traffic flow of the road	The default 50 km/h urban speed limit applies to Hornby Road, and Howard Road. Recent manual surveys found that Hornby Road and Havelock Avenue are lightly trafficked, while Howard Road generates a moderate traffic flow. Analysis of the Hornby Road, Howard Road and Havelock Avenue intersection indicates that motorists are currently receiving the highest level of traffic efficiency during the peak periods, with motorists unlikely to be incurring any delays or queues. The additional movements generated by the redevelopment site were assigned to the intersection, with modelling predicting no deterioration in the level of traffic efficiency. There is sufficient spare capacity within the surrounding road network to accommodate annual growth along Howard Road, without adversely impacting the level of traffic performance or efficiency that motorists are currently receiving.
e) Any alternative access to a road	None.
f) The need for the use	The redevelopment will construct a larger facility, increasing employment opportunities.

g) Any traffic impact assessment	A traffic impact assessment has found no reason for this redevelopment not to proceed.
h) Any advice received from the rail or road authority	Aware of none.

10. Conclusion

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

- traffic generated is considered to be low and there is sufficient capacity within the current road network to absorb the extra traffic movements,
- there is sufficient available sight distance for motorists entering and leaving Hornby Road, enabling vehicles to enter and leave in a safe and efficient manner,
- the existing vehicular access onto Hornby Road is sufficient to accommodate the increase in vehicular traffic generated by the redevelopment, and
- the site will operate with compliant loading bay facilities.

This Traffic Impact Statement found no reason for this redevelopment not to proceed.

11. Appendix A – Traffic surveys

11.1. Manual traffic surveys

Table 10.1A – Morning survey completed on Wednesday 18th of February 2026

Time	Howard Road (North)			Hornby Road (East)			Howard Road (South)			Havelock Avenue (West)		
	Right	Straight	Left	Right	Straight	Left	Right	Straight	Left	Right	Straight	Left
7:30 7:45	0	84	2	2	0	0	0	22	1	0	0	0
7:45 8:00	0	127	2	1	0	1	1	15	1	1	0	1
8:00 8:15	0	101	0	0	0	0	0	30	0	1	0	0
8:15 8:30	0	124	1	1	0	1	0	24	0	0	0	0
8:30 8:45	0	73	0	1	0	0	1	28	0	0	0	0
Total	0	509	5	6	0	2	2	119	2	2	0	1
Peak	0	436	5	5	0	2	1	91	2	2	0	1

*A medium rigid vehicle turned left out of Hornby Road at 7:55am

Table 10.1B – Evening survey completed on Wednesday 18th of February 2026

Time	Howard Road (North)			Hornby Road (East)			Howard Road (South)			Havelock Avenue (West)		
	Right	Straight	Left	Right	Straight	Left	Right	Straight	Left	Right	Straight	Left
4:00 4:15	0	34	2	1	0	3	3	61	5	2	0	3
4:15 4:30	0	36	1	1	0	0	1	63	2	0	0	4
4:30 4:45	0	36	0	3	0	1	1	94	1	0	0	7
4:45 5:00	0	34	2	2	0	3	1	106	3	0	0	9
Total	0	140	5	7	0	7	6	324	11	2	0	23

*A single rigid vehicle turned right into Hornby Road at 3:58pm

11.2. Peak hour traffic movements

Diagram 10.2A – Morning peak hour traffic movements

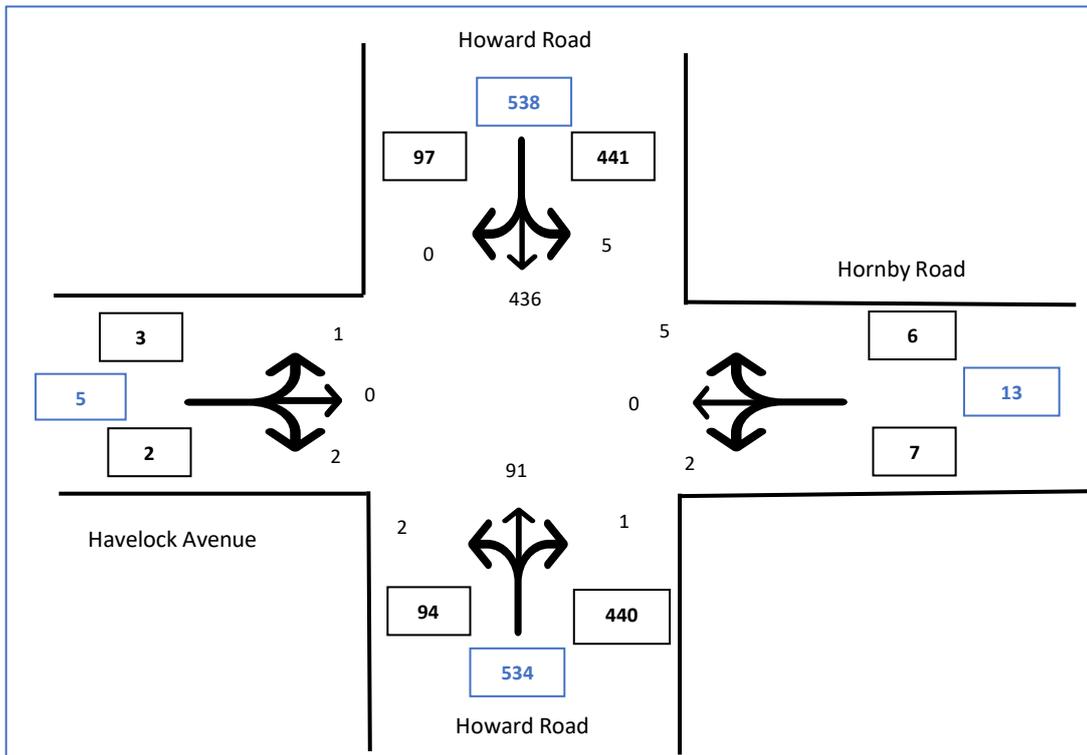
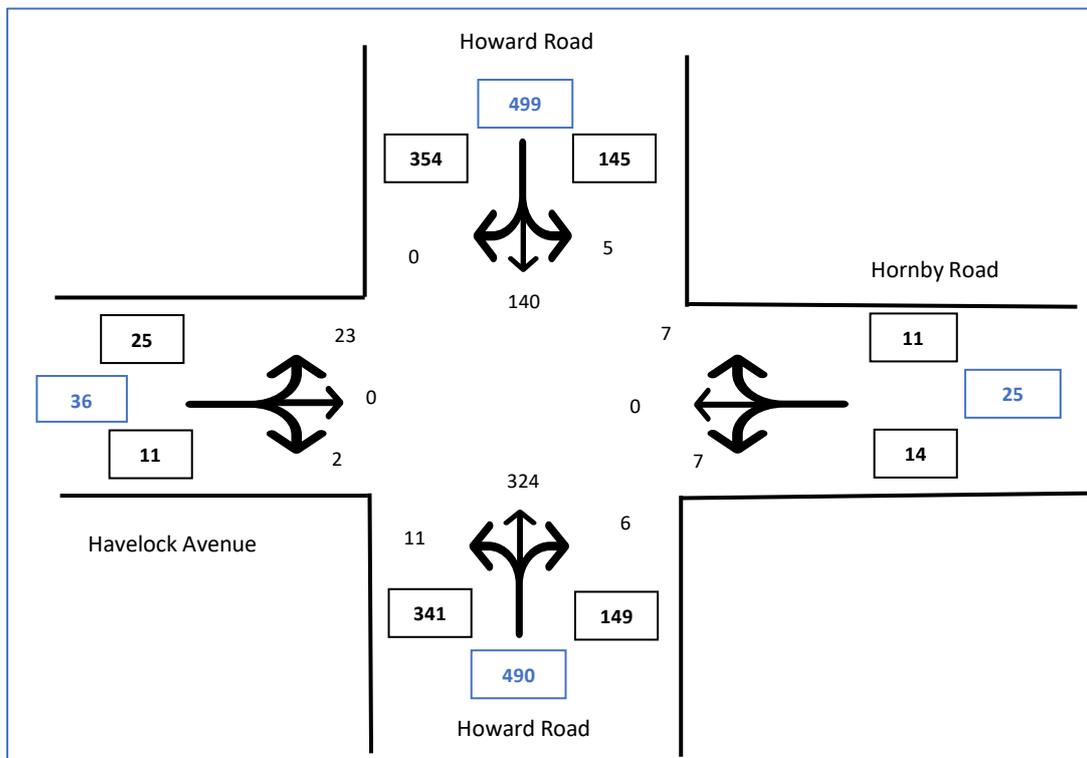


Diagram 10.2B – Evening peak hour traffic movements



12. Appendix B – Traffic modelling

Morning peak – Existing flows

MOVEMENT SUMMARY											
▽ Site: [HRam] Hornby Rd, Howard Rd, Havelock Ave Intersection Morning (Hornby Road, Howard Road and Havelock Avenue intersection) Output produced by SIDRA INTERSECTION Version: 10.0.9.250											
New Site Site Category: (None) Give-Way (Two-Way) Site Scenario: 1 Local Volumes											
Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	
			[Total	HV]	[Total	HV]				[Veh.	Dist]
			veh/h	%	veh/h	%	v/c	sec		veh	m
North: Howard Road											
7	L2	All MCs	5	0.0	5	0.0	0.239	4.6	LOS A	0.0	0.1
8	T1	All MCs	459	0.0	459	0.0	0.239	0.0	LOS A	0.0	0.1
9	R2	All MCs	1	0.0	1	0.0	0.239	4.6	LOS A	0.0	0.1
Approach			465	0.0	465	0.0	0.239	0.1	NA	0.0	0.1
East: Hornby Road											
4	L2	All MCs	2	0.0	2	0.0	0.012	6.2	LOS A	0.0	0.3
5	T1	All MCs	1	0.0	1	0.0	0.012	5.9	LOS A	0.0	0.3
6	R2	All MCs	5	0.0	5	0.0	0.012	8.0	LOS A	0.0	0.3
Approach			8	0.0	8	0.0	0.012	7.3	LOS A	0.0	0.3
South: Howard Road											
1	L2	All MCs	2	0.0	2	0.0	0.051	4.6	LOS A	0.0	0.1
2	T1	All MCs	96	0.0	96	0.0	0.051	0.0	LOS A	0.0	0.1
3	R2	All MCs	1	0.0	1	0.0	0.051	5.5	LOS A	0.0	0.1
Approach			99	0.0	99	0.0	0.051	0.2	NA	0.0	0.1
West: Havelock Avenue											
10	L2	All MCs	1	0.0	1	0.0	0.004	4.8	LOS A	0.0	0.1
11	T1	All MCs	1	0.0	1	0.0	0.004	5.9	LOS A	0.0	0.1
12	R2	All MCs	1	0.0	1	0.0	0.004	7.9	LOS A	0.0	0.1
Approach			3	0.0	3	0.0	0.004	6.2	LOS A	0.0	0.1
All Vehicles			576	0.0	576	0.0	0.239	0.2	NA	0.0	0.3

Morning peak – Existing flows with development operating

MOVEMENT SUMMARY											
▽ Site: [HRam (3)] Hornby Rd, Howard Rd, Havelock Ave Intersection Morning - With Development (Hornby Road, Howard Road and Havelock Avenue intersection) Output produced by SIDRA INTERSECTION Version: 10.0.9.250											
New Site Site Category: (None) Give-Way (Two-Way) Site Scenario: 1 Local Volumes											
Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	
			[Total	HV]	[Total	HV]				[Veh.	Dist]
			veh/h	%	veh/h	%	v/c	sec		veh	m
North: Howard Road											
7	L2	All MCs	12	0.0	12	0.0	0.242	4.6	LOS A	0.0	0.1
8	T1	All MCs	459	0.0	459	0.0	0.242	0.0	LOS A	0.0	0.1
9	R2	All MCs	1	0.0	1	0.0	0.242	4.6	LOS A	0.0	0.1
Approach			472	0.0	472	0.0	0.242	0.1	NA	0.0	0.1
East: Hornby Road											
4	L2	All MCs	2	0.0	2	0.0	0.014	6.2	LOS A	0.0	0.3
5	T1	All MCs	1	0.0	1	0.0	0.014	6.0	LOS A	0.0	0.3
6	R2	All MCs	6	0.0	6	0.0	0.014	8.1	LOS A	0.0	0.3
Approach			9	0.0	9	0.0	0.014	7.4	LOS A	0.0	0.3
South: Howard Road											
1	L2	All MCs	2	0.0	2	0.0	0.054	4.7	LOS A	0.0	0.3
2	T1	All MCs	96	0.0	96	0.0	0.054	0.1	LOS A	0.0	0.3
3	R2	All MCs	4	0.0	4	0.0	0.054	6.4	LOS A	0.0	0.3
Approach			102	0.0	102	0.0	0.054	0.5	NA	0.0	0.3
West: Havelock Avenue											
10	L2	All MCs	1	0.0	1	0.0	0.004	4.8	LOS A	0.0	0.1
11	T1	All MCs	1	0.0	1	0.0	0.004	5.9	LOS A	0.0	0.1
12	R2	All MCs	1	0.0	1	0.0	0.004	7.9	LOS A	0.0	0.1
Approach			3	0.0	3	0.0	0.004	6.2	LOS A	0.0	0.1
All Vehicles			586	0.0	586	0.0	0.242	0.3	NA	0.0	0.3



Morning peak – Existing flows with development operating and annual growth on Howard Road

MOVEMENT SUMMARY											
▽ Site: [HRam (5)] Hornby Rd, Howard Rd, Havelock Ave Intersection Morning - With Development and Growth on Howard Road (Hornby Road, Howard Road and Havelock Avenue intersection) Output produced by SIDRA INTERSECTION Version: 10.0.9.250											
New Site Site Category: (None) Give-Way (Two-Way) Design Life Analysis (Final Year): Results for 10 years Site Scenario: 1 Local Volumes											
Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	
			[Total	HV]	[Total	HV]				[Veh.	Dist]
			veh/h	%	veh/h	%	v/c	sec		veh	m
North: Howard Road											
7	L2	All MCs	12	0.0	12	0.0	0.294	4.6	LOS A	0.0	0.1
8	T1	All MCs	559	0.0	559	0.0	0.294	0.0	LOS A	0.0	0.1
9	R2	All MCs	1	0.0	1	0.0	0.294	4.6	LOS A	0.0	0.1
Approach			572	0.0	572	0.0	0.294	0.1	NA	0.0	0.1
East: Hornby Road											
4	L2	All MCs	2	0.0	2	0.0	0.017	6.7	LOS A	0.1	0.4
5	T1	All MCs	1	0.0	1	0.0	0.017	7.0	LOS A	0.1	0.4
6	R2	All MCs	6	0.0	6	0.0	0.017	9.4	LOS A	0.1	0.4
Approach			10	0.0	10	0.0	0.017	8.5	LOS A	0.1	0.4
South: Howard Road											
1	L2	All MCs	2	0.0	2	0.0	0.065	4.7	LOS A	0.0	0.3
2	T1	All MCs	117	0.0	117	0.0	0.065	0.1	LOS A	0.0	0.3
3	R2	All MCs	4	0.0	4	0.0	0.065	7.0	LOS A	0.0	0.3
Approach			123	0.0	123	0.0	0.065	0.5	NA	0.0	0.3
West: Havelock Avenue											
10	L2	All MCs	1	0.0	1	0.0	0.005	4.9	LOS A	0.0	0.1
11	T1	All MCs	1	0.0	1	0.0	0.005	6.9	LOS A	0.0	0.1
12	R2	All MCs	1	0.0	1	0.0	0.005	9.2	LOS A	0.0	0.1
Approach			3	0.0	3	0.0	0.005	7.0	LOS A	0.0	0.1
All Vehicles			708	0.0	708	0.0	0.294	0.3	NA	0.1	0.4



Evening peak – Existing flows

MOVEMENT SUMMARY
 ▽ Site: [HRam (2)] Hornby Rd, Howard Rd, Havelock Ave Intersection Evening (Hornby Road, Howard Road and Havelock Avenue intersection)
 Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
 Site Category: (None)
 Give-Way (Two-Way)
 Site Scenario: 1 | Local Volumes

Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	
			[Total	HV]	[Total	HV]				[Veh.	Dist]
			veh/h	%	veh/h	%	v/c	sec		veh	m
North: Howard Road											
7	L2	All MCs	5	0.0	5	0.0	0.079	4.6	LOS A	0.0	0.1
8	T1	All MCs	147	0.0	147	0.0	0.079	0.0	LOS A	0.0	0.1
9	R2	All MCs	1	0.0	1	0.0	0.079	4.9	LOS A	0.0	0.1
Approach			154	0.0	154	0.0	0.079	0.2	NA	0.0	0.1
East: Hornby Road											
4	L2	All MCs	7	0.0	7	0.0	0.018	5.0	LOS A	0.1	0.4
5	T1	All MCs	1	0.0	1	0.0	0.018	5.5	LOS A	0.1	0.4
6	R2	All MCs	7	0.0	7	0.0	0.018	7.6	LOS A	0.1	0.4
Approach			16	0.0	16	0.0	0.018	6.2	LOS A	0.1	0.4
South: Howard Road											
1	L2	All MCs	12	0.0	12	0.0	0.185	4.6	LOS A	0.0	0.3
2	T1	All MCs	341	0.0	341	0.0	0.185	0.0	LOS A	0.0	0.3
3	R2	All MCs	6	0.0	6	0.0	0.185	4.7	LOS A	0.0	0.3
Approach			359	0.0	359	0.0	0.185	0.2	NA	0.0	0.3
West: Havelock Avenue											
10	L2	All MCs	24	0.0	24	0.0	0.023	5.7	LOS A	0.1	0.6
11	T1	All MCs	1	0.0	1	0.0	0.023	5.5	LOS A	0.1	0.6
12	R2	All MCs	1	0.0	1	0.0	0.023	7.6	LOS A	0.1	0.6
Approach			26	0.0	26	0.0	0.023	5.7	LOS A	0.1	0.6
All Vehicles			555	0.0	555	0.0	0.185	0.7	NA	0.1	0.6

Evening peak – Existing flows with development operating

MOVEMENT SUMMARY
 ▽ Site: [HRam (4)] Hornby Rd, Howard Rd, Havelock Ave Intersection Evening - With Development (Hornby Road, Howard Road and Havelock Avenue intersection)
 Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
 Site Category: (None)
 Give-Way (Two-Way)
 Site Scenario: 1 | Local Volumes

Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	
			[Total	HV]	[Total	HV]				[Veh.	Dist]
			veh/h	%	veh/h	%	v/c	sec		veh	m
North: Howard Road											
7	L2	All MCs	5	0.0	5	0.0	0.079	4.6	LOS A	0.0	0.1
8	T1	All MCs	147	0.0	147	0.0	0.079	0.0	LOS A	0.0	0.1
9	R2	All MCs	1	0.0	1	0.0	0.079	4.9	LOS A	0.0	0.1
Approach			154	0.0	154	0.0	0.079	0.2	NA	0.0	0.1
East: Hornby Road											
4	L2	All MCs	12	0.0	12	0.0	0.029	5.0	LOS A	0.1	0.7
5	T1	All MCs	1	0.0	1	0.0	0.029	5.6	LOS A	0.1	0.7
6	R2	All MCs	13	0.0	13	0.0	0.029	7.7	LOS A	0.1	0.7
Approach			25	0.0	25	0.0	0.029	6.4	LOS A	0.1	0.7
South: Howard Road											
1	L2	All MCs	12	0.0	12	0.0	0.186	4.6	LOS A	0.1	0.4
2	T1	All MCs	341	0.0	341	0.0	0.186	0.0	LOS A	0.1	0.4
3	R2	All MCs	7	0.0	7	0.0	0.186	4.7	LOS A	0.1	0.4
Approach			360	0.0	360	0.0	0.186	0.2	NA	0.1	0.4
West: Havelock Avenue											
10	L2	All MCs	24	0.0	24	0.0	0.023	5.7	LOS A	0.1	0.6
11	T1	All MCs	1	0.0	1	0.0	0.023	5.5	LOS A	0.1	0.6
12	R2	All MCs	1	0.0	1	0.0	0.023	7.6	LOS A	0.1	0.6
Approach			26	0.0	26	0.0	0.023	5.7	LOS A	0.1	0.6
All Vehicles			565	0.0	565	0.0	0.186	0.8	NA	0.1	0.7



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Evening peak – Existing flows with development operating and annual growth on Howard Road

MOVEMENT SUMMARY

Site: [HRam (6)] Hornby Rd, Howard Rd, Havelock Ave Intersection Evening - With Development and Growth on Howard Road (Hornby Road, Howard Road and Havelock Avenue intersection)
 Output produced by SIDRA INTERSECTION Version: 10.0.9.250

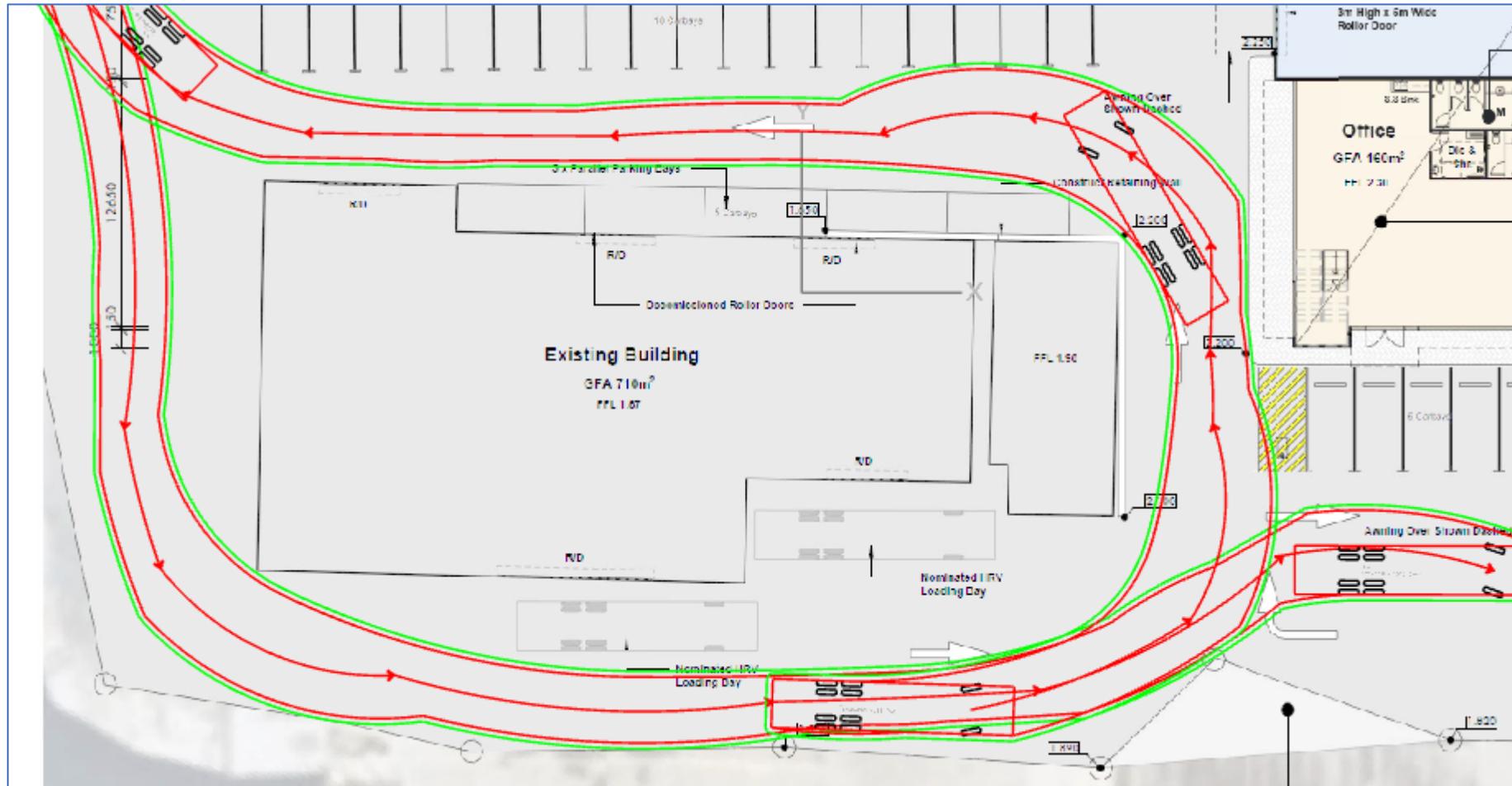
New Site
 Site Category: (None)
 Give-Way (Two-Way)
 Design Life Analysis (Final Year): Results for 10 years
 Site Scenario: 1 | Local Volumes

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	
			[Total	HV]	[Total	HV]				[Veh.	Dist]
			veh/h	%	veh/h	%	v/c	sec		veh	m
North: Howard Road											
7	L2	All MCs	5	0.0	5	0.0	0.096	4.6	LOSA	0.0	0.1
8	T1	All MCs	180	0.0	180	0.0	0.096	0.0	LOSA	0.0	0.1
9	R2	All MCs	1	0.0	1	0.0	0.096	5.0	LOSA	0.0	0.1
Approach			186	0.0	186	0.0	0.096	0.2	NA	0.0	0.1
East: Hornby Road											
4	L2	All MCs	12	0.0	12	0.0	0.033	5.1	LOSA	0.1	0.8
5	T1	All MCs	1	0.0	1	0.0	0.033	6.4	LOSA	0.1	0.8
6	R2	All MCs	13	0.0	13	0.0	0.033	8.7	LOSA	0.1	0.8
Approach			25	0.0	25	0.0	0.033	7.0	LOSA	0.1	0.8
South: Howard Road											
1	L2	All MCs	12	0.0	12	0.0	0.224	4.6	LOSA	0.1	0.4
2	T1	All MCs	416	0.0	416	0.0	0.224	0.0	LOSA	0.1	0.4
3	R2	All MCs	7	0.0	7	0.0	0.224	4.8	LOSA	0.1	0.4
Approach			435	0.0	435	0.0	0.224	0.2	NA	0.1	0.4
West: Havelock Avenue											
10	L2	All MCs	24	0.0	24	0.0	0.025	6.0	LOSA	0.1	0.7
11	T1	All MCs	1	0.0	1	0.0	0.025	6.3	LOSA	0.1	0.7
12	R2	All MCs	1	0.0	1	0.0	0.025	8.6	LOSA	0.1	0.7
Approach			26	0.0	26	0.0	0.025	6.1	LOSA	0.1	0.7
All Vehicles			672	0.0	672	0.0	0.224	0.7	NA	0.1	0.8



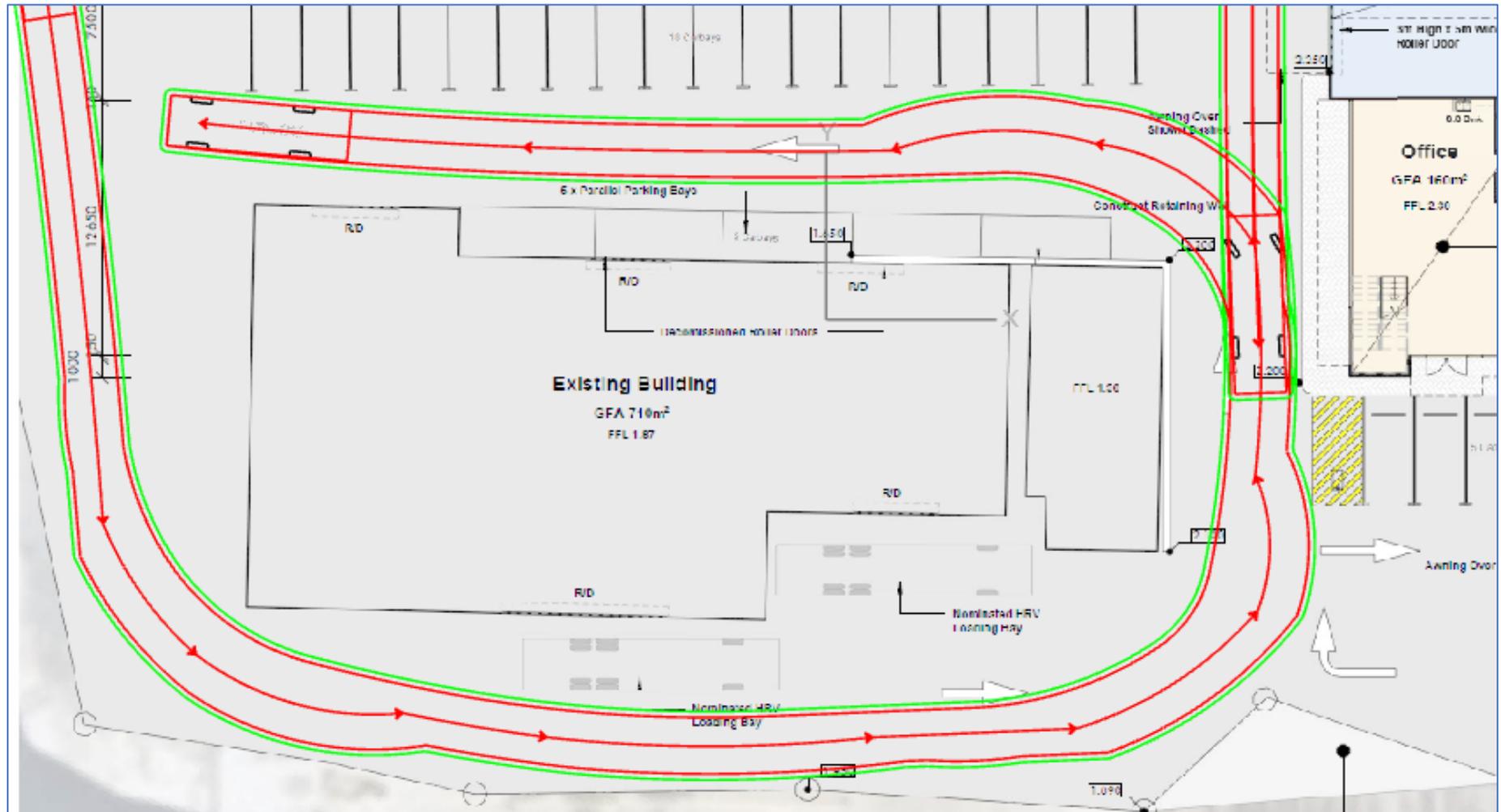
13. Appendix C – Swept path of commercial vehicles

13.0A - HRV circulating around the existing building



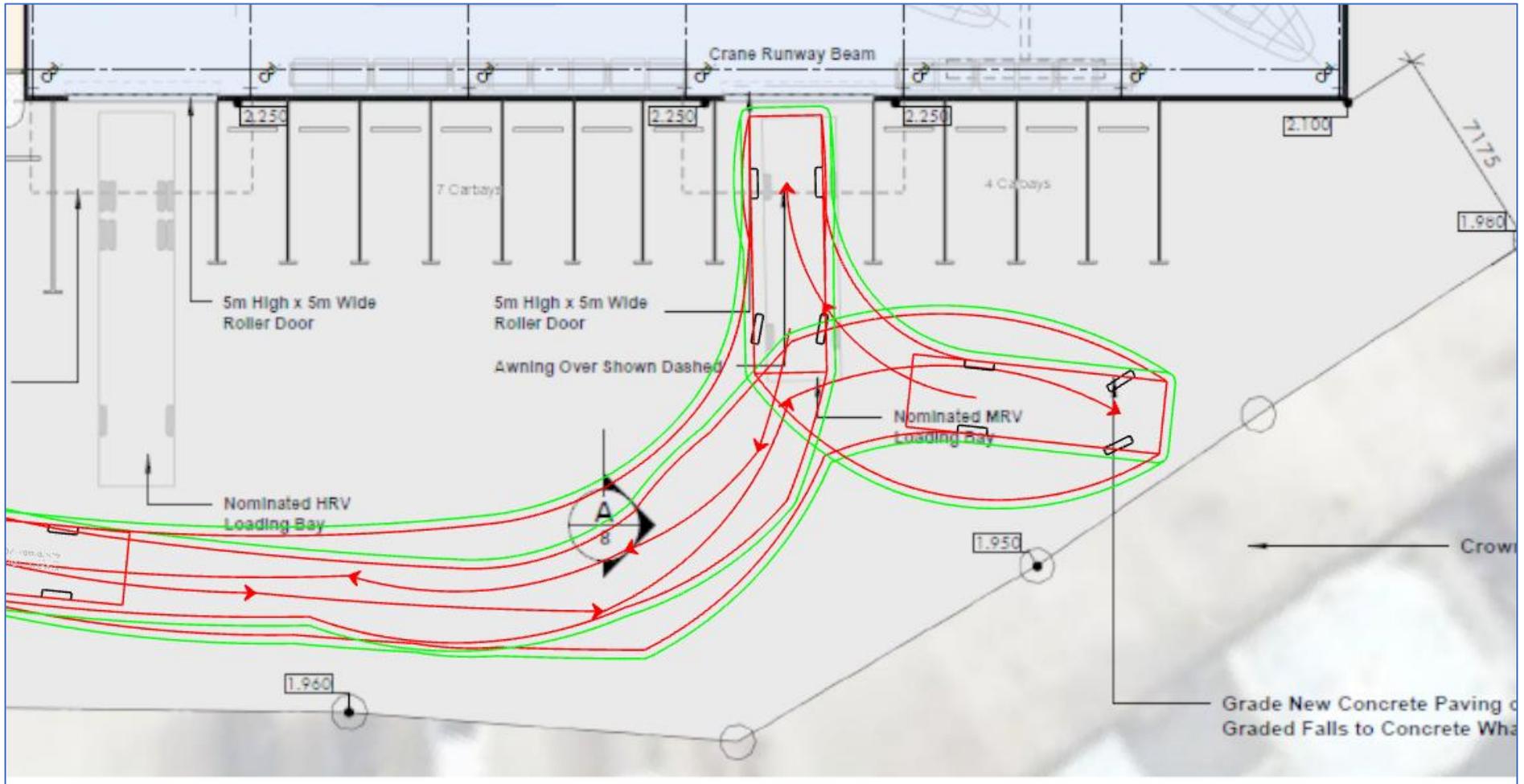
T: 0416 064 755
E: Hubbletraffic@outlook.com

13.0B – MRV circulating, and entering MRV loading bay



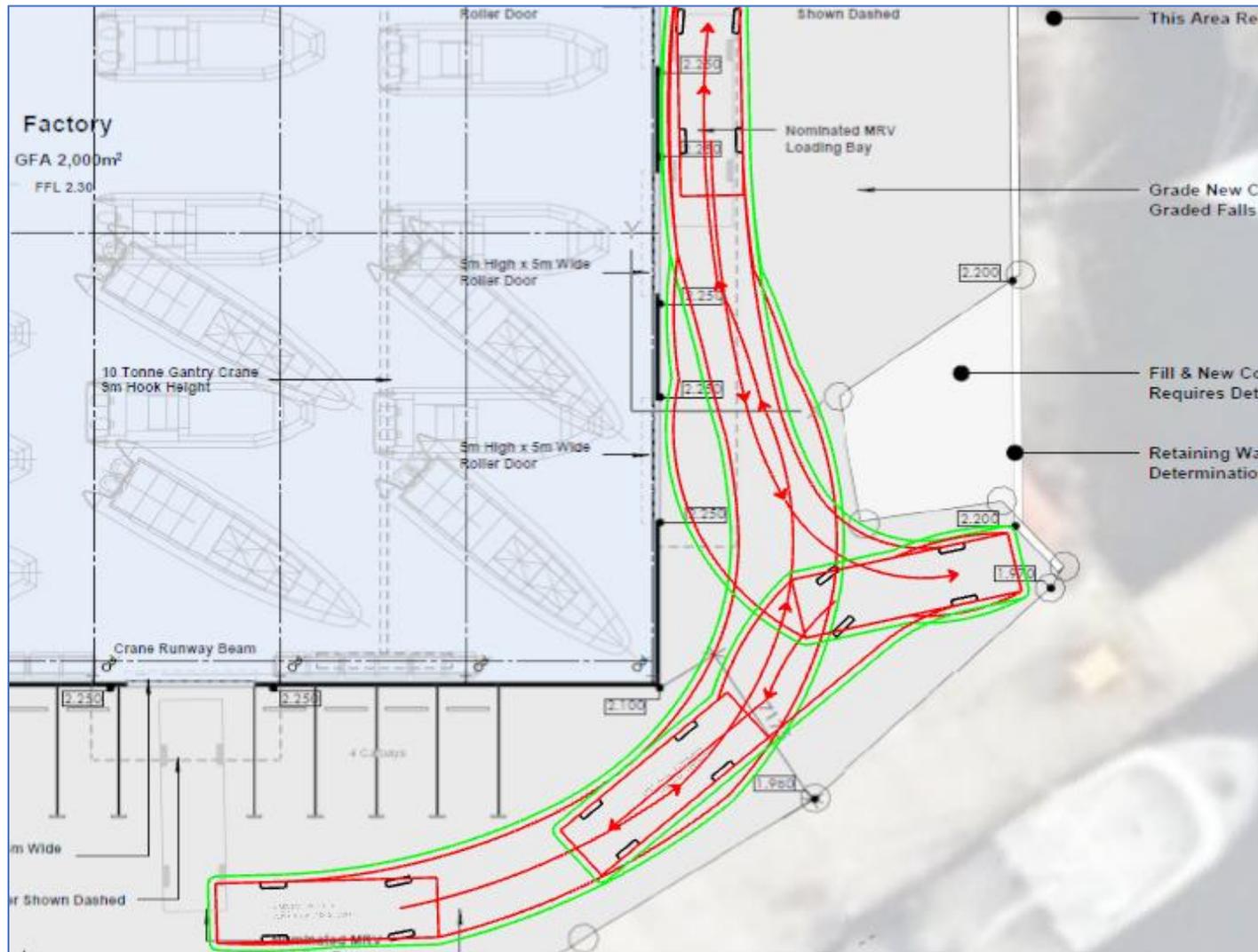
T: 0416 064 755
E: Hubbletraffic@outlook.com

13.0C – MRV manoeuvring into and out of MRV loading bay



T: 0416 064 755
E: Hubbletraffic@outlook.com

13.0D – MRV manoeuvring into and out of MRV loading bay



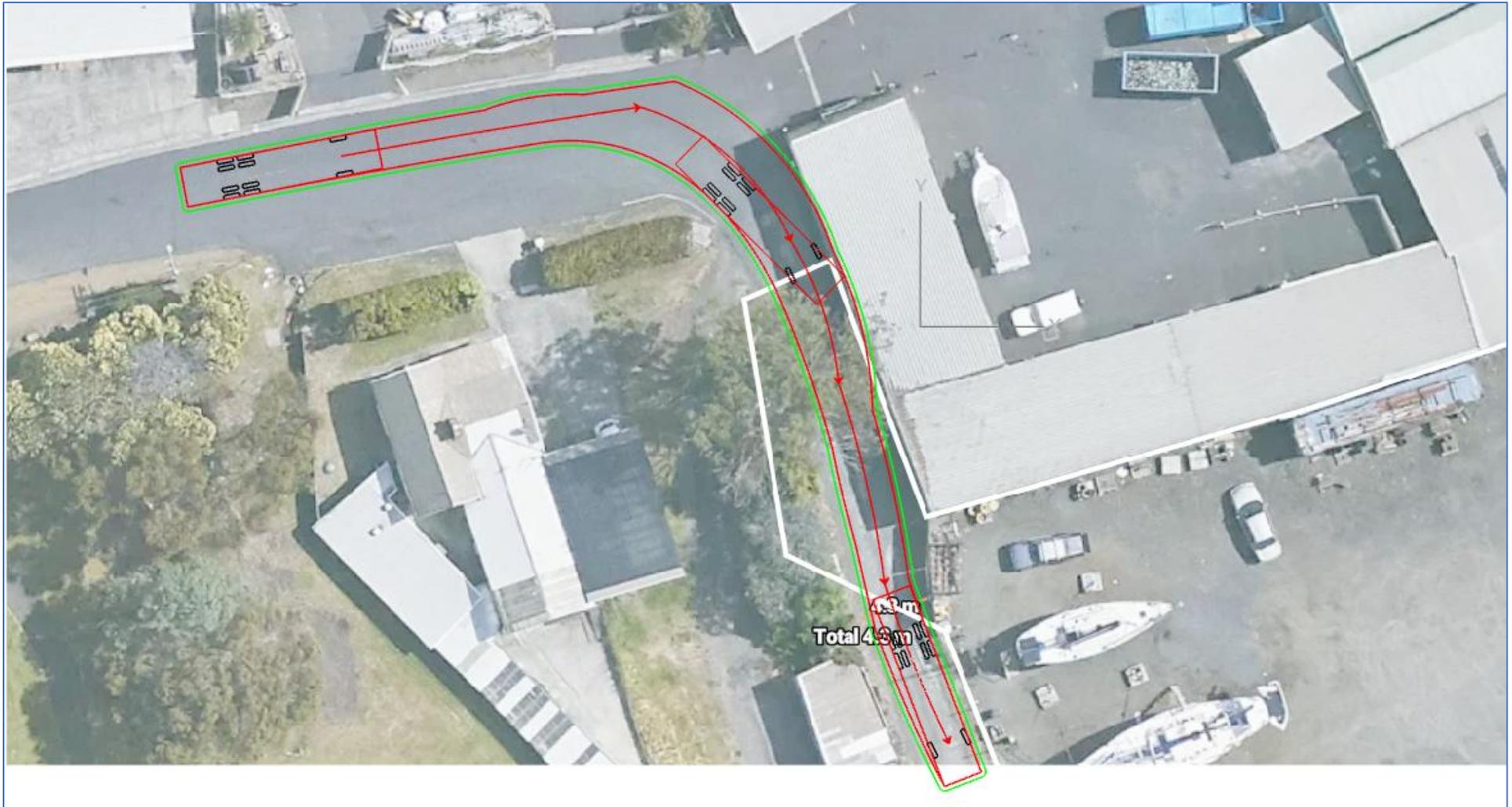
T: 0416 064 755
E: Hubbletraffic@outlook.com

13.0E – HRV entering and leaving HRV loading bay



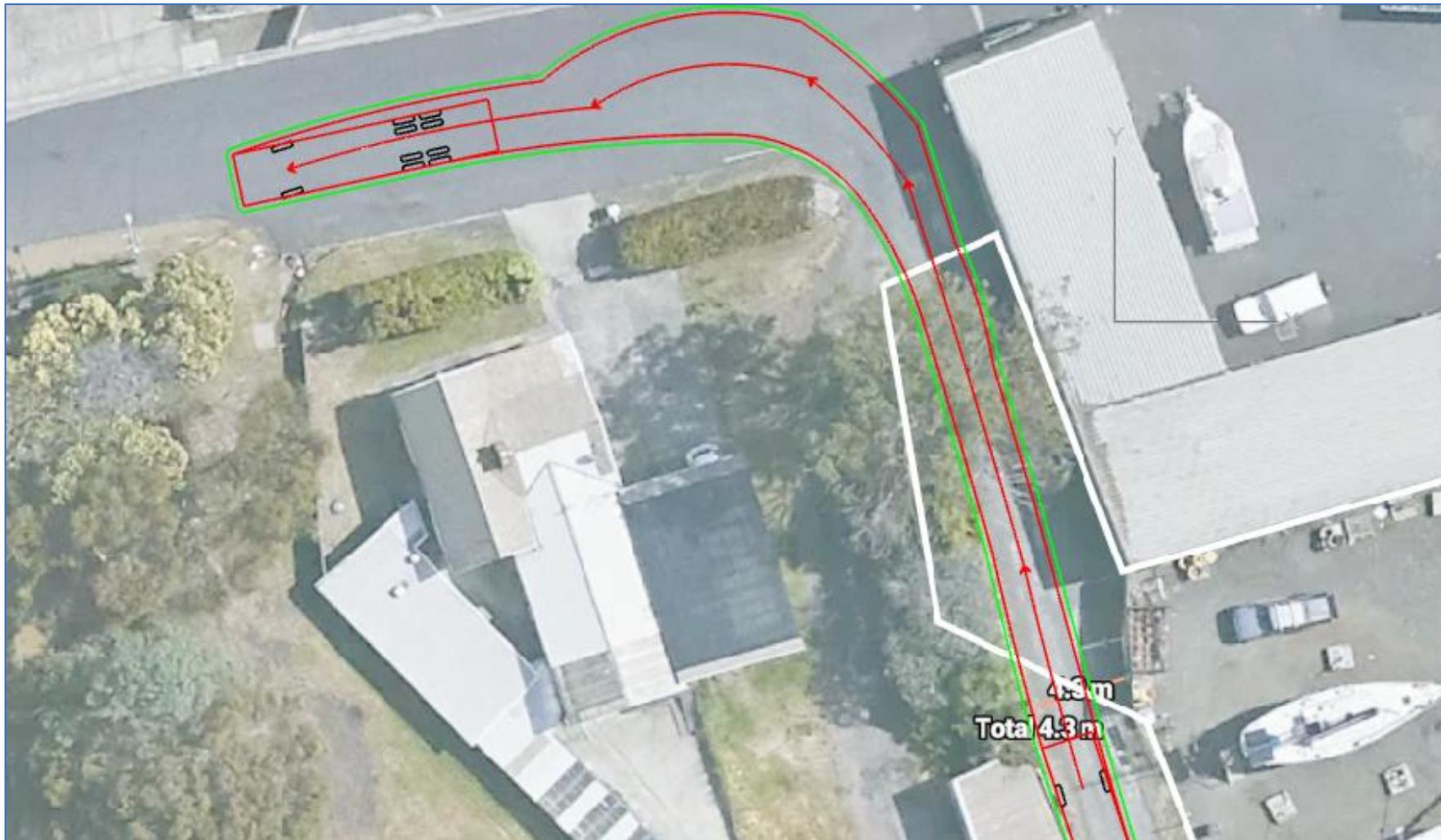
T: 0416 064 755
E: Hubbletraffic@outlook.com

HRV entering the right of way and development site from Hornby Road



T: 0416 064 755
E: Hubbletraffic@outlook.com

HRV leaving the development site, right of way onto Hornby Road



T: 0416 064 755
E: Hubbletraffic@outlook.com

**GLENORCHY CITY COUNCIL
PLANNING SERVICES**

APPLICATION No. : PLN-26-007

DATE RECEIVED: 11 March 2026

11 March 2026
Reference: 2526-048

Stephen Wildsmith
Planning Officer
Glenorchy City Council
PO Box 103
TAS 7010

By email: gccmail@gcc.tas.gov.au

Dear Stephen,

PLN-26-007 4 Hornby Road, Goodwood
Boat Building factory and demolition

I am writing with regards to the request for further information, for development application PLN26-007, dated 28 January 2026 and 19 February 2026. Please refer to the below response.

Table 1 - Response to RFI

Code	Request	Response
C2.0 Parking and Sustainable Transport Code	C2.5.3 Motorcycle parking numbers	Satisfied
	C2.6.1 Construction of parking areas	Satisfied.
	<ul style="list-style-type: none"> · Please provide a stormwater concept plan showing the capture and disposal of all stormwater run-off from the proposed driveway, parking and any new hardstand areas to council's approved outlet. A concept stormwater plan in accordance with the stormwater policy is required. · It is noted additional documentation was provided on 19 February which was not reviewed. This documentation may be re-submitted as whole package in response to the RFI once all information has been obtained. Please note that Council engineers will need to review and may have additional requirements. · Driveway, parking and any hardstand areas must be constructed and compacted to standards with paved/sealed surface. Please provide a driveway plan demonstrating the requirement. 	

Code	Request	Response
	<ul style="list-style-type: none"> · All runoff must be drained via gravity to the proposed outlet. 1% minimum fall toward the outlet must be achieved. This needs to be clearly demonstrated on the plan. · Advice: Ensure that the stormwater concept plan includes all necessary spot levels, including those where grade changes, pit surface levels, car park levels, and grades for stormwater lines. · It is noted additional documentation was provided on 19 February which was not reviewed. This documentation may be re-submitted as whole package in response to the RFI once all information has been obtained. Please note that Council engineers will need to review and may have additional requirements 	
	C2.6.2 Design and layout of parking areas	Satisfied
	<p>C2.6.6 Loading bay</p> <ul style="list-style-type: none"> · To comply with the acceptable solution A2, commercial vehicles must be able to enter, park and exit the site in forward direction. Please either provide swept paths for commercial vehicles (MRV or HVR) or address the performance criteria by a suitably qualified person through a Traffic Impact Statement (TIS). · Not satisfied – A2 states that commercial vehicles must be able to enter, park and exit the site in forward direction, please provide amended swept path or alternatively address the performance criteria. 	A traffic engineer has been engaged to address this clause. This information will be provided to Council once completed.
C3.0 Road and Railway Assets Code	<p>C3.5.1 Traffic Generation at Vehicle Crossings</p> <ul style="list-style-type: none"> · Please address the acceptable solution or performance criteria outlining the details of the increase of use and traffic generation by a qualified person through a Traffic Impact Statement (TIS). <p>Not satisfied – pending for more information as advised.</p>	A traffic engineer has been engaged to address this clause. This information will be provided to Council once completed.
C7.0 Natural Assets Code	<p>C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area</p> <ul style="list-style-type: none"> · If a new stormwater connection to the waterways is proposed, the applicant shall address and demonstrate that risk of erosion and sedimentation is minimised and any impacts are mitigated and managed. Alternatively, submit photographic evidence clearly show there is an existing stormwater connection to the drain. The runoff shall be captured and directed to the 	Satisfied

Code	Request	Response
	<p>existing connection appropriately. If new connection is proposed to the creek/waterways, submit details of the connection compliance with the LGAT requirements.</p> <ul style="list-style-type: none"> It is noted additional documentation was provided on 19 February which was not reviewed. This documentation may be re-submitted as whole package in response to the RFI once all information 	
C9.0 Attenuation code	<p>C9.5.1 Activities with potential to cause emissions</p> <ul style="list-style-type: none"> Please explain how C9.5 Use Standards (C9.5.1 Performance Criteria) will be met as the proposed is within 300 meters of land zoned as General Residential. Table C9.1 Attenuation Distances (M-Q) Maritime construction and maintenance works provides for an attenuation distance of 300 metres. <p>Not satisfied/sufficient. The statement is not satisfactory to demonstrate this given it is an intensification of use. Please provide additional documentation/information (i.e. a noise report).</p>	<p>The attenuation distance, under Table C9.1, for maritime construction and maintenance works provides for an attenuation distance of 300 m. The nearest residential zone to the site is approximately 130 m from the access, approximately 200 m from the site proper and approximately 250 m from the proposed shed. The proposal does not satisfy the acceptable solution under clause C9.5.1 A1 and therefore requires assessment against the corresponding performance criteria.</p> <p>The use of the site is currently maritime construction and maintenance with the proposal involving the construction of a new, contemporary shed that is purpose built to the required standards for modern boat building.</p> <p>The shed will be metal clad and has been purposefully designed to ensure all works for boat building can be contained inside. The shed will have concrete dado walls to a height of 2.5 m, with insulated metal deck walls over and a metal deck insulated roof.</p> <p>The proposed operating hours are consistent with a residential area being, 7 am – 7 pm Monday to Friday with reduced hours 8 am – 5 pm Saturday, Sunday and public holidays.</p> <p>The proposed use will produce up to 40 high density polyethylene (HDPE) boats per year, which produces around 10% of the noise made when compared with aluminium or steel boat construction. Key sources of noise include for the HDPE boat construction:</p> <ul style="list-style-type: none"> Small metal workshop – two staff will make metal items to install on the boats. This area will make audible noise around 10% of the

Code	Request	Response
		<p>time with the loudest noise being hand grinders used for the final clean up. This will be done in an enclosed space with its own vent extraction system.</p> <ul style="list-style-type: none"> · 2D – CNC table: This machine is audible when operating up to 20 m and then can't be heard. It is noted that cutting HDPE does not create the noise that metal cutting does. This machine will operate up to 25% of the time. · Forklifts x 2 – normal warning sounds – used less than 5 % of the time. · Table saw – used less than 1 % of the time · HDPE welders – these are very low noise and cannot be heard 10 m away from the source. · General manufacturing noise – infrequent noise such as hammering etc – however not elevated noise. · Operation of the overhead gantry warning alarms. · Engine freshwater rinse post sea trials: approximately 20 times per year. All quiet, 4 stroke outboards or muffled inboards – 3-5 mins in duration. <p>The height and size of the shed result in all works, that could result in a loss of residential amenity in the nearby general residential zone, to be contained inside and therefore minimising and sufficiently mitigating the risk of emissions emitting from the proposal, including noise.</p> <p>The proposal satisfies clause C9.5.1</p>
C11.0 Coastal inundation hazard code	N/A	Satisfied
C12.0 Flood-prone areas hazard code	<ul style="list-style-type: none"> · Please provide an assessment to address the Flood-Prone Areas Hazard Code provisions for the proposed works including against the performance criteria under C12.6.1 Buildings and works within a flood-prone hazard area. · Advice: The area is subjected to flood hazard as per Council's 1% AEP flood maps, provide a report prepared by a suitably qualified person required to address the performance criteria 	Satisfied

Code	Request	Response
	<p>with appropriate measures to achieve and maintain a tolerable risk. It is advised a minimum FFL. Shall be no less than 300mm above the flood level. It is further advised to locate and show all the internal existing/proposed drainage system including pits and pipe.</p> <ul style="list-style-type: none"> It is noted additional documentation was provided on 19 February which was not reviewed. This documentation may be re-submitted as whole package in response to the RFI once all information has been obtained. Please note that Council engineers will need to review and may have additional requirements. 	
General Manager's Consent for Interference with Public Stormwater Systems		Noted
TasWater	Information provided 11 February 2026	N/A

Yours sincerely,



Clare Hester
Director

13 March 2026
Reference: 2526-048

Stephen Wildsmith
Planning Officer
Glenorchy City Council
PO Box 103
TAS 7010

**GLENORCHY CITY COUNCIL
PLANNING SERVICES**

APPLICATION No. : PLN-26-007

DATE RECEIVED: 13 March 2026

By email: gccmail@gcc.tas.gov.au

Dear Stephen,

PLN-26-007 4 Hornby Road, Goodwood
Boat Building factory and demolition

I am writing with regards to the request for further information, for development application PLN26-007, dated 28 January 2026, 19 February 2026 and 11 March 2026. Please refer to the below response.

Table 1 - Response to RFI

Code	Request	Response
C2.0 Parking and Sustainable Transport Code	C2.5.3 Motorcycle parking numbers	Satisfied
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Code	Request	Response
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	C2.6.2 Design and layout of parking areas	Satisfied
	C2.6.6 Loading bay	<p>See attached Traffic Impact Statement prepared by Hubble Traffic. Section 8 of this report provides an assessment against clause C2.6.6 and concludes the loading-bay design complies with the Commercial Standard and therefore satisfies Acceptable Solution A1.</p> <p>Note, updated plans to align with traffic engineer advice are attached.</p>
	<ul style="list-style-type: none"> · To comply with the acceptable solution A2, commercial vehicles must be able to enter, park and exit the site in forward direction. Please either provide swept paths for commercial vehicles (MRV or HVR) or address the performance criteria by a suitably qualified person through a Traffic Impact Statement (TIS). · Not satisfied – A2 states that commercial vehicles must be able to enter, park and exit the site in forward direction, please provide amended swept path or alternatively address the performance criteria. 	
C3.0 Road and Railway Assets Code	<p>C3.5.1 Traffic Generation at Vehicle Crossings</p> <ul style="list-style-type: none"> · Please address the acceptable solution or performance criteria outlining the details of the increase of use and traffic generation by a qualified person through a Traffic Impact Statement (TIS). <p>Not satisfied – pending for more information as advised.</p>	<p>See attached Traffic Impact Statement prepared by Hubble Traffic. Section 9 of this report provides an assessment against clause C3.5.1 and concludes that P1.1 is satisfied, and:</p> <ul style="list-style-type: none"> · Traffic generated is low and there is sufficient capacity within the current road network to absorb the extra traffic movements. · There is sufficient available sight distance for motorists entering and leaving Hornby Road, enabling vehicles to enter and leave in a safe and efficient manner. · The existing vehicular access onto Hornby Road is sufficient to accommodate the increase in

Code	Request	Response
		vehicular traffic generated by the redevelopment.
C7.0 Natural Assets Code	<p>C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area</p> <ul style="list-style-type: none"> If a new stormwater connection to the waterways is proposed, the applicant shall address and demonstrate that risk of erosion and sedimentation is minimised and any impacts are mitigated and managed. Alternatively, submit photographic evidence clearly show there is an existing stormwater connection to the drain. The runoff shall be captured and directed to the existing connection appropriately. If new connection is proposed to the creek/waterways, submit details of the connection compliance with the LGAT requirements. It is noted additional documentation was provided on 19 February which was not reviewed. This documentation may be re-submitted as whole package in response to the RFI once all information 	Satisfied
C9.0 Attenuation code	<p>C9.5.1 Activities with potential to cause emissions</p> <ul style="list-style-type: none"> Please explain how C9.5 Use Standards (C9.5.1 Performance Criteria) will be met as the proposed is within 300 meters of land zoned as General Residential. Table C9.1 Attenuation Distances (M-Q) Maritime construction and maintenance works provides for an attenuation distance of 300 metres. <p>Not satisfied/sufficient. The statement is not satisfactory to demonstrate this given it is an intensification of use. Please provide additional documentation/information (i.e. a noise report).</p>	Information responding to this request was provided to Council on 11 March 2026.
C11.0 Coastal inundation hazard code	N/A	Satisfied
C12.0 Flood-prone areas hazard code	<ul style="list-style-type: none"> Please provide an assessment to address the Flood-Prone Areas Hazard Code provisions for the proposed works including against the performance criteria under C12.6.1 Buildings and works within a flood-prone hazard area. Advice: The area is subjected to flood hazard as per Council's 1% AEP flood maps, provide a report prepared by a suitably qualified person required to address the performance criteria with appropriate measures to achieve and maintain a tolerable risk. It is advised a minimum FFL. Shall be no less than 300mm above the 	Satisfied

Code	Request	Response
	<p>flood level. It is further advised to locate and show all the internal existing/proposed drainage system including pits and pipe.</p> <ul style="list-style-type: none"> It is noted additional documentation was provided on 19 February which was not reviewed. This documentation may be re-submitted as whole package in response to the RFI once all information has been obtained. Please note that Council engineers will need to review and may have additional requirements. 	
General Manager's Consent for Interference with Public Stormwater Systems		Noted
TasWater	Information provided 11 February 2026	N/A

Yours sincerely,



Clare Hester
Director

Attachments *Traffic Impact Statement – Hubble Traffic*
Updated architectural plans – Meyer Shircore