



Public Notice Details

Application Details

Application No	DA2600096
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Property Details

Property Location	142 Grange Road Kempton
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Application Information

Application Type	Discretionary Development Application
Development Category	Subdivision
Advertising Commencement Date	9/10/26
Advertising Closing Period	23/10/26

If the Council Offices are closed during normal office hours within the above period, the period for making representations is extended.

If you need any further information, you're welcome to contact the Planning Department. A planner in the Development and Environmental Services section can be reached on 6254 5050 or at planningenquiries@southernmidlands.tas.gov.au.

Representations on this application may be made to the General Manager in writing either by

Post: PO Box 21, Oatlands Tas 7120
Email: mail@southernmidlands.tas.gov.au
Fax: 03 6254 5014

All representations must include the authors full name, contact number and postal address and be received by the advertising closing date.

T.N. WOOLFORD & ASSOCIATES

LAND & ENGINEERING SURVEYORS

72 Grahams Road
Mount Rumney
Tasmania 7170
Mobile: 0418 248 569
Email: TNWoolford@tassie.net.au

4th August 2026

Southern Midlands Council,
P.O. Box 21,
Oatlands. 7120

Dear Sir,

Proposed Subdivision, Station Street, Kempton,
Murray Jones & Sons Pty Ltd Owners.

Further to the Planning Permit No. DA 2400136 issued by Council on 7th November 2025 I enclose the proposal plan for this proposal with the building offset from the Midland Highway reduced from 50.0m to 25.0m in accordance with the noise report by Pearu Terts which is attached. We seek approval for this reduction.

Also attached is a completed application form, the certificate of title and the original bushfire report.

Yours faithfully



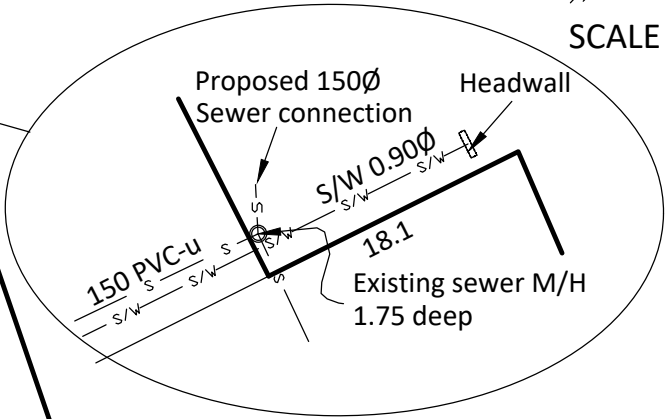
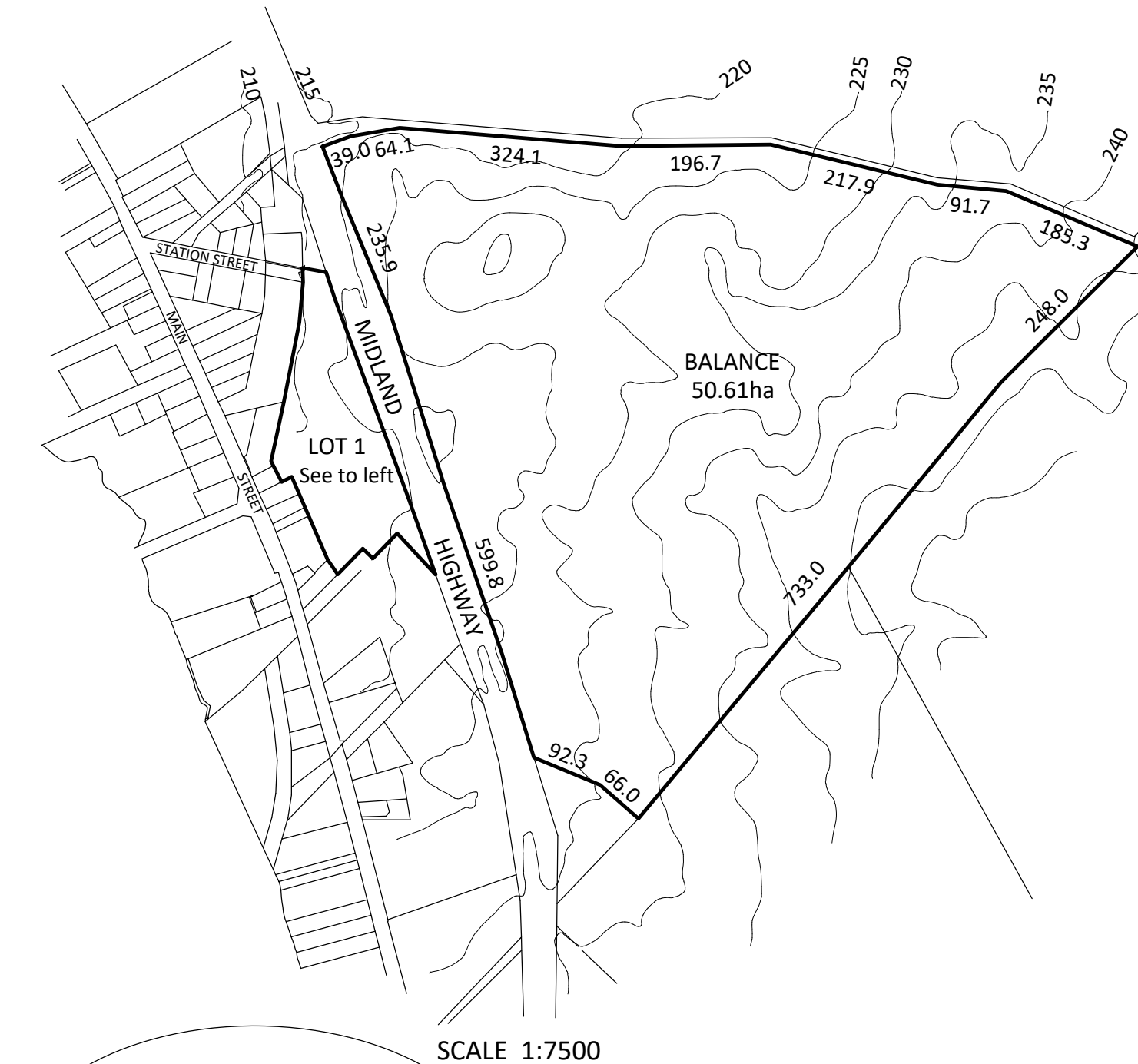
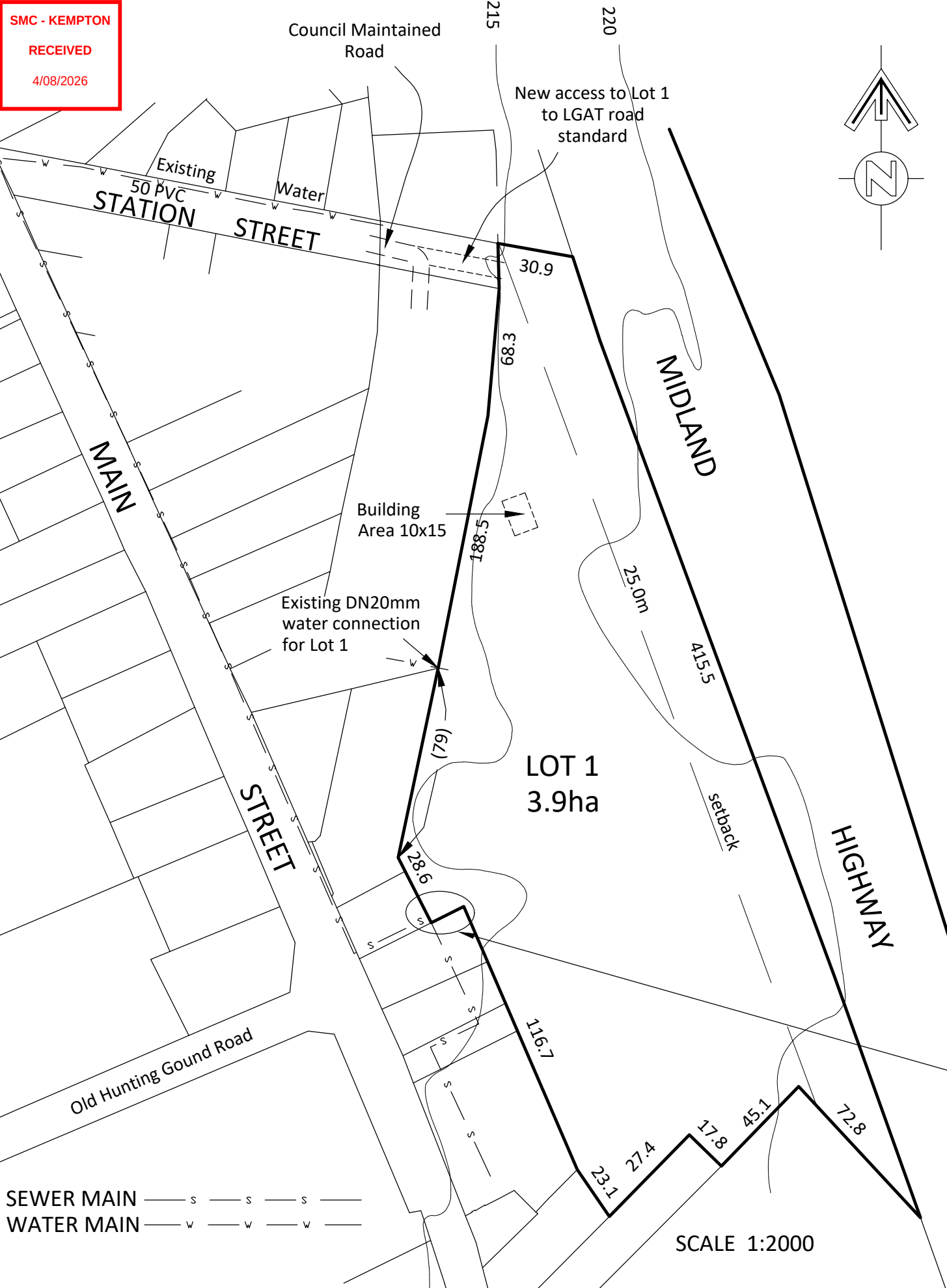
Tony Woolford

Authorised Surveyor

Enc.

SMC - KEMPTON
RECEIVED
4/08/2026

NOTES:
1. DATUM FOR HEIGHTS IS AHD
2. CONTOUR INTERVAL IS 5.00 METRE



C.T. 181987 - 1
OWNER
MURRAY JONES & SONS PTY LTD

ALL MEASUREMENTS SUBJECT TO FINAL SURVEY

THIS DRAWING IS STRICTLY COPYRIGHT
AND SHALL NOT BE COPIED, LENT OR
USED FOR ANY PURPOSE WITHOUT THE
WRITTEN PERMISSION OF
TONY WOOLFORD

PROPOSED SUBDIVISION
STATION STREET
KEMPTON

SCALE As Shown (A3) DATE: AUGUST 2026 DRAWN: IDS/TNW DWG NO. D4082-3



T. N. WOOLFORD & ASSOCIATES
LAND & ENGINEERING SURVEYORS
72 GRAHAMS RD, MT. RUMNEY

m: 0418 248 569
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Station Street subdivision, Kempton

Field report from site visit March 2026

Appendix A to be read in conjunction with main report

General

The Coachman Court subdivision at Kempton includes a number of residential lots exposed to noise from the Kempton bypass section of the Midland Hwy. The subdivision is undulating and mostly in line of sight with highway traffic over significant arcs of view of the 110 km/h carriageways of the highway.

The study site was visited 10:25-18:00, Thursday 19/3/2026 for ambient noise measurements and observations.

Instruments used

- Norsonic Precision Sound Level Meter Nor131, s/n 1312829, Laboratory Certified April 2022;
- Brüel & Kjær Sound Level Calibrator Type 4230 s/n 1234407, Laboratory Certified April 2022;
- Brüel & Kjær Statistical Noise Analyser Type 4426 s/n 630583
- Weather Instruments (Aneroid barometer, Zeal Wet/Dry bulb Psychrometer, Suunto KB-14/360R compass, Kaindl Windmaster 2 wind speed meter);
- 100 m fiberglass tape

Location definitions

The locations for measurements were defined as follows:

Location	Definition/comment
Loc 1 South	In line with Lot 7/8 boundary to southern neighbour, 25.0 m setback from eastern boundary fence to highway reserve, Microphone at 1.5 m height.
Loc 2 Ditch	By ephemeral creek line, 25 m setback from eastern boundary to highway reserve, Microphone at 1.5 m height
Loc 3 Rise	Along E-W ridge line (approx "public open space"), 25 m setback from eastern boundary to highway reserve, with carriageway within a cutting, Microphone at 1.5 m height
Loc 4 South +17	From Location 1, an additional 17 m setback along fenceline, Microphone at 1.5 m height.
Loc 5 North	From northern corner of subdivision, 49 m southward along eastern boundary, 25.0 m setback from boundary fence to highway reserve, Microphone at 1.5 m height..

Positions plotted on aerial photo and photographs of locations are on the following pages.

Weather observations

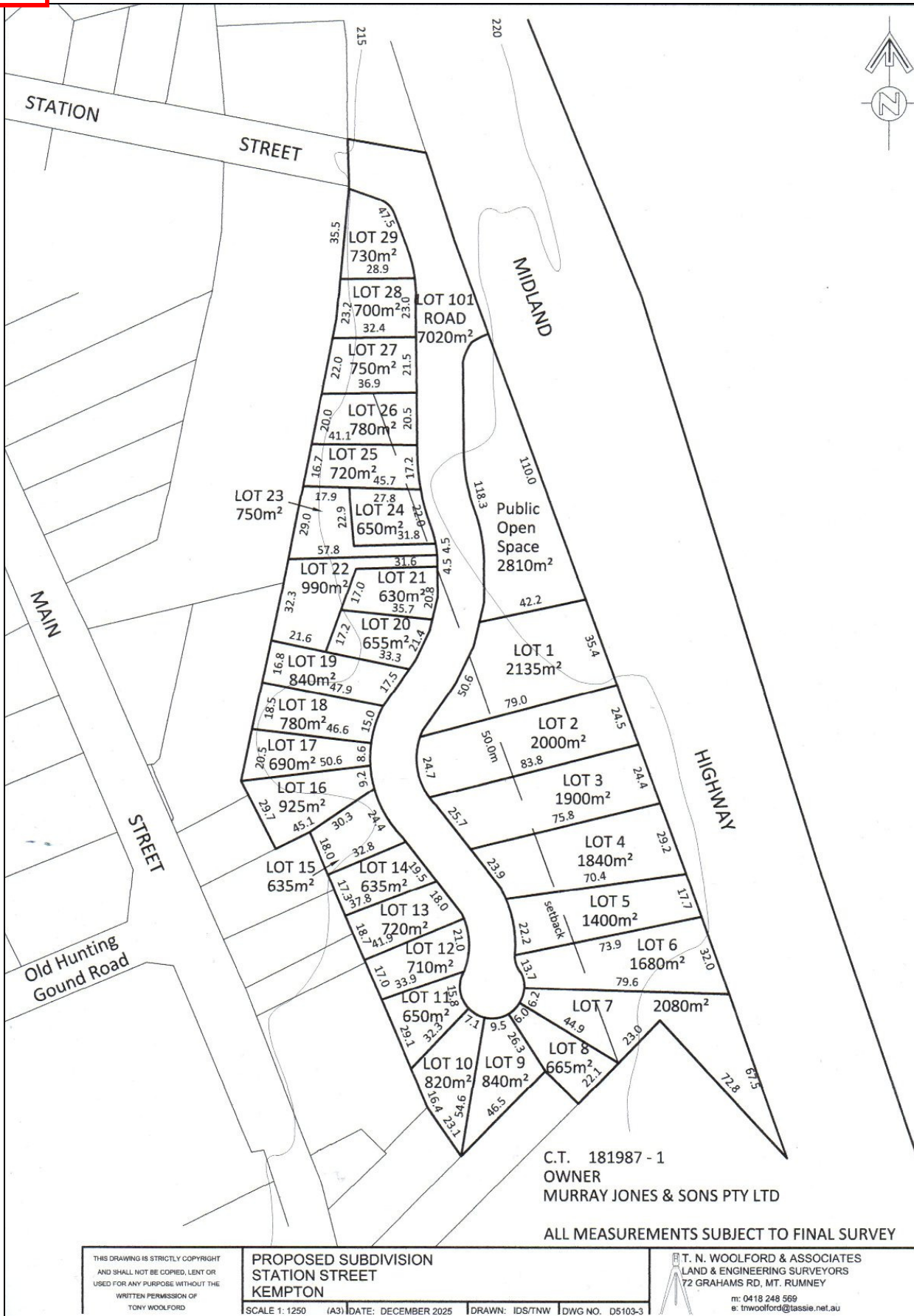
Weather conditions were suitable for noise measurements, details alongside. Wind increased during the visit.

Weather observations		
Observation date	19/03/2026	19/03/2026
Location	Loc 3	Loc 5
Time	11:30	16:30
Temp °C	18	22.5
Relative Humidity %	56	48
Pressure hPa	1002	999
Wind speed average m/s	1.2	2.2
Wind speed maximum m/s	2.5	4.6
Wind direction	SW	S
Cloud cover x/8	3	1

[Last revised 14/4/2026]

4/08/2025

Subdivision plan



Extract from plans supplied by client 18/3/2026.

Not to original scale, no scale bar, note correct compass orientation.

Airphoto with monitoring locations



Monitoring Locations shown to good approximation. Base image sourced from TheList 13/4/2025.
Note 100 m scale bar, tenure boundaries, 5 m contours, correct compass orientation. Image may predate recent changes.

Panorama photograph



Eastern panorama of highway boundary from near Location 1, 19/3/2026

Panorama photograph



Eastern panorama of highway boundary from Location 3, 19/3/2026
Adjacent length of highway lies within a cutting

Photographs



Location 1, view northward to other locations and Midland Highway entering cutting, 19/3/2026



Location 1 (25 m setback) and Location 4 (42 m setback), 19/3/2026



Location 2, rear boundary and Midland Highway, 19/3/2026

Photographs



Location 3 with adjacent highway in cutting, 19/3/2026



View of Location 5 and traffic entering cutting, looking southwards to Location 3, 19/3/2026

Noise descriptions

For each location, ambient noise by source noted during the site visit is listed (in descending order of significance by loudness, noticeability, duration and incidence):

Locations 1-5

- Traffic along Midland Hwy, dominates the noise in the study site, Speeds: 110 km/h zone both directions, Traffic mix includes cars, trucks and motorbikes
- Jet airliners
- Birds including crows, cockatoos
- Kempton main road and traffic events (50 km/h)
- Crickets
- RV parking at Station St reserve
- Power tools
- Sheep
- Dogs
- Breeze in trees at times

Traffic noise metrics derived from measurements, dB(A)

Location	Date	L10 _(1-hr)	L10 _(3-hr)	L10 _(18-hr)	Leq _(1-hr)	Leq _(3-hr)	Leq _(18-hr)
Loc 1	Thursday 19/3/2026		64.1	63.1		60.1	59.1
Loc 2	Thursday 19/3/2026		61.9	60.9		57.5	56.5
Loc 3	Thursday 19/3/2026		54.4	53.4		50.8	49.8
Loc 4	Thursday 19/3/2026		61.1	60.1		57.3	56.3
Loc 5	Thursday 19/3/2026	52.4		51.4	49.6		48.6

Comment

- Day time noise measurements were conducted under suitable conditions.
- Traffic noise consistently dominates the subdivision, with numerous brief lulls during the day.
- There was very little extraneous (*e.g.*, construction) noise during the visit.
- Curious sheep required some deterrence to stay away from equipment.

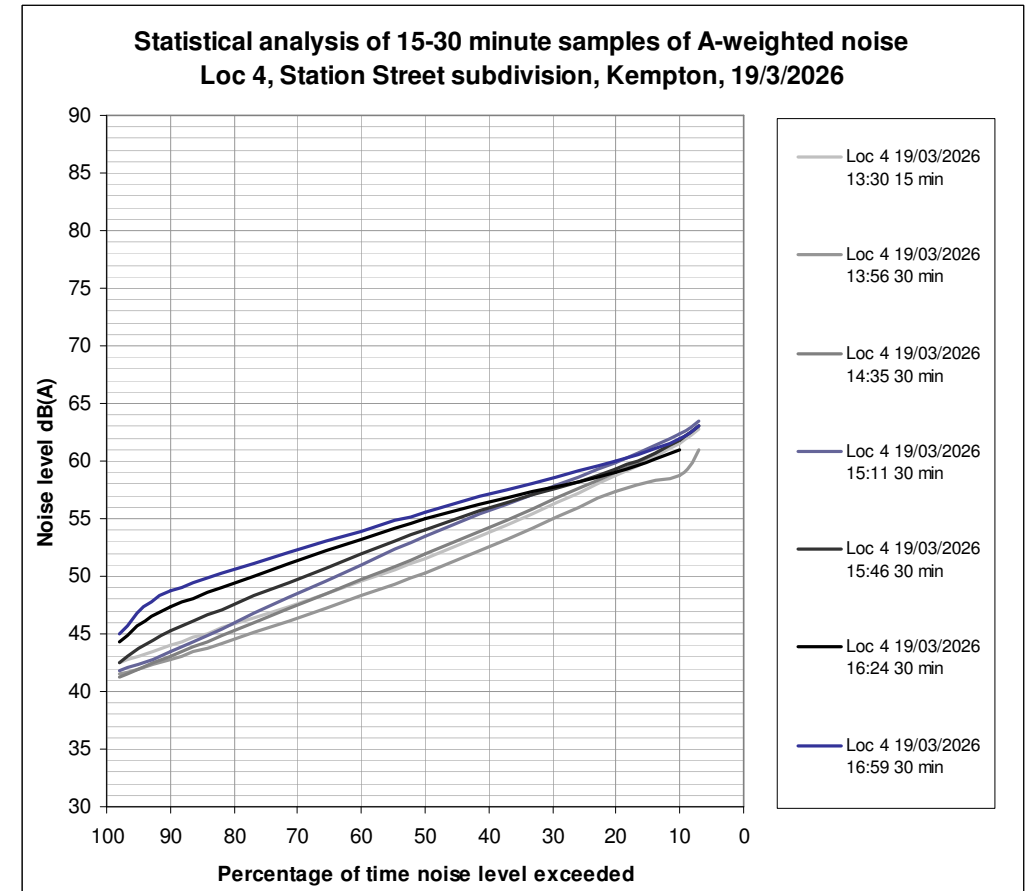
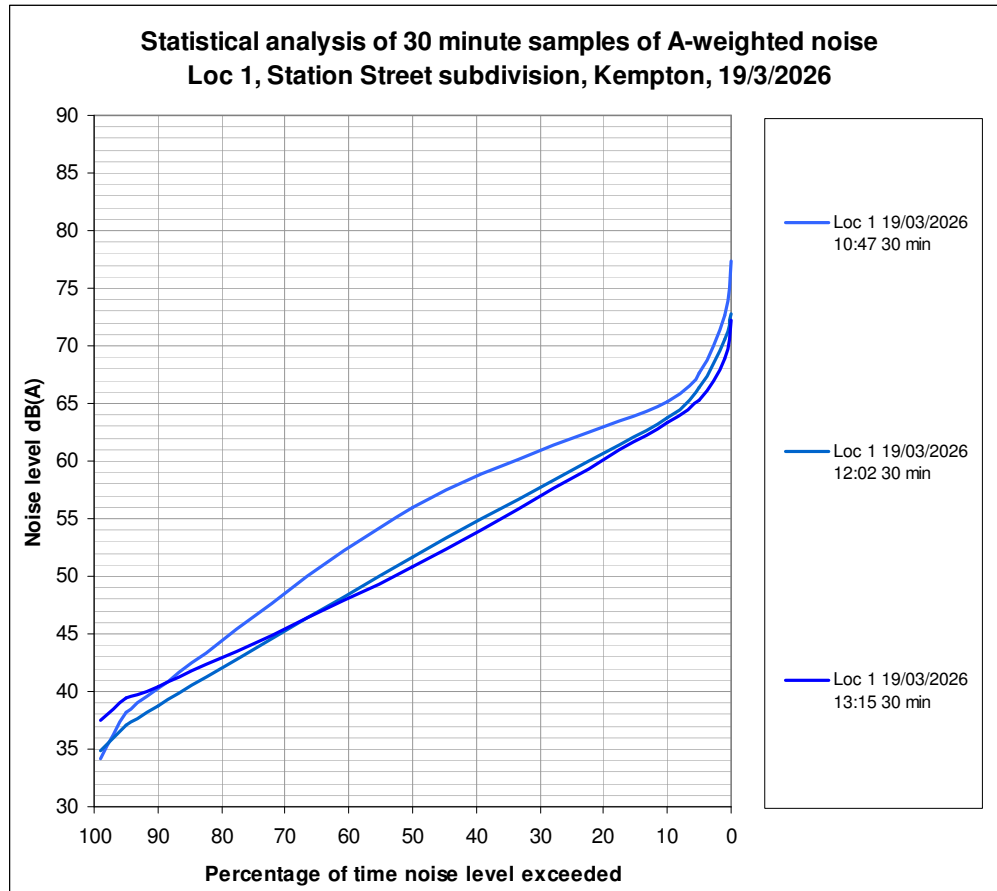
Traffic counts and Statistical analysis of ambient noise measurements over 8-30 minute periods, dB(A)

Location	Loc 1	Loc 3	Loc 1	Loc 3	Loc 1	Loc 3	Loc 2	Loc 3	Loc 2	Loc 5	Loc 2
Date	19/03/2026	19/03/2026	19/03/2026	19/03/2026	19/03/2026	19/03/2026	19/03/2026	19/03/2026	19/03/2026	19/03/2026	19/03/2026
Time	10:47	11:26	12:02	12:37	13:15	13:56	14:35	15:11	15:46	16:24	16:59
Duration	30 min	8.5 min	30 min	30 min	30 min	30 min	30 min	30 min	30 min	30 min	30 min
Samples	18000	5100	18000	18000	18000	18000	18000	18000	18000	18000	18000
Lmax	80.3	67.4	75.0		74.0	65.9	74.2	67.4		63.5	71.5
L0.1	77.4	66.2	72.8		72.2	64.3	71.4	64.5		61.6	70.3
L1	72.6	63.4	70.6		68.9	59.4	68.6	60.1	69.8	59.1	67.8
L5	67.7	59.2	66.4	57.6	65.3	55.8	63.1	56.8	64.6	54.4	64.3
L10	65.2	57.1	63.8	55.2	63.3	53.3	60.9	54.7	62.4	52.4	62.5
L50	56.0	47.6	51.7	48.4	50.8	46.7	46.8	47.8	50.6	47.2	53.4
L90	40.3	41.7	38.8	42.5	40.4	40.5	35.9	41.4	39.9	41.9	44.9
L95	38.2	40.6	37.1	41.3	39.4	38.9	34.5	39.9	37.5	40.3	42.5
L99	34.2	38.9	34.9	39.7	37.5	36.6	32.5	37.2	35.5	37.0	39.1
Lmin	31.3	36.4	31.7	37.3	35.5	34.4	30.7	35.5	33.8	34.2	36.2
Leq A	61.9	52.9	59.7	51.4	58.8	50.1	56.8	51.0	57.4	49.6	58.2
Traffic counts											
Time						13:58			15:47		
Duration						30 min			30 min		
Light vehicles						191			204		
Heavy vehicles						30			21		

Traffic counts and Statistical analysis of ambient noise measurements over 15-30 minute periods, dB(A)

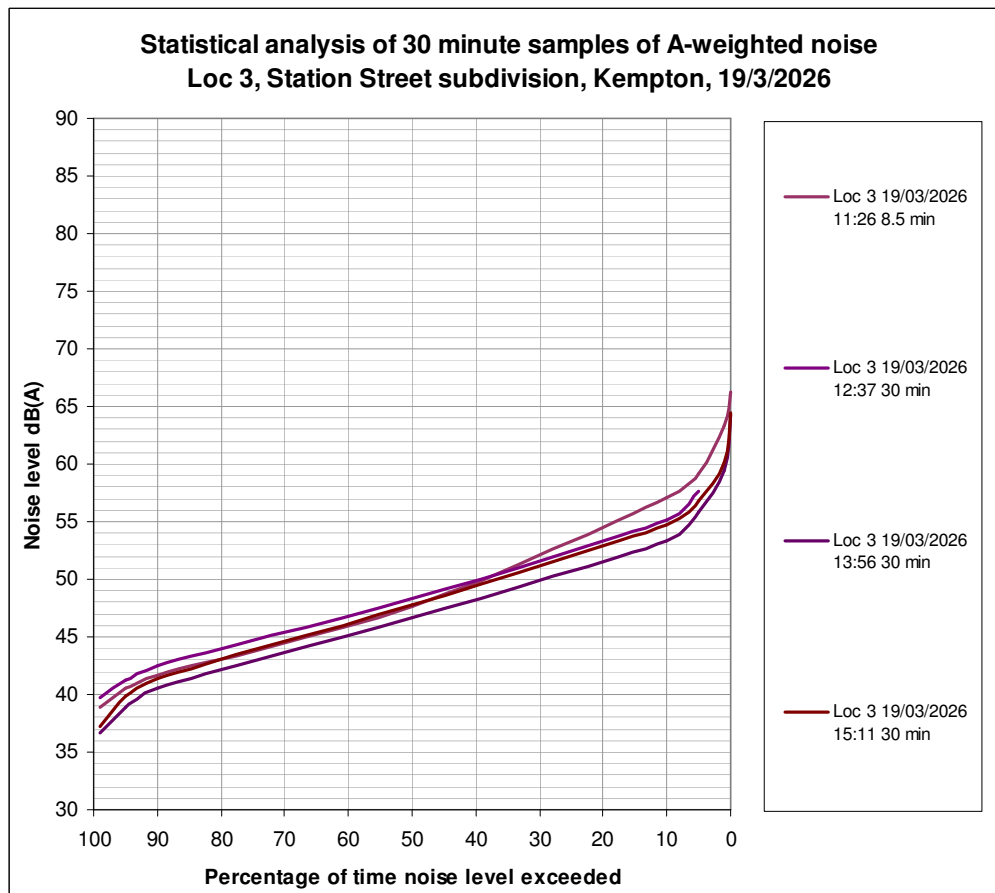
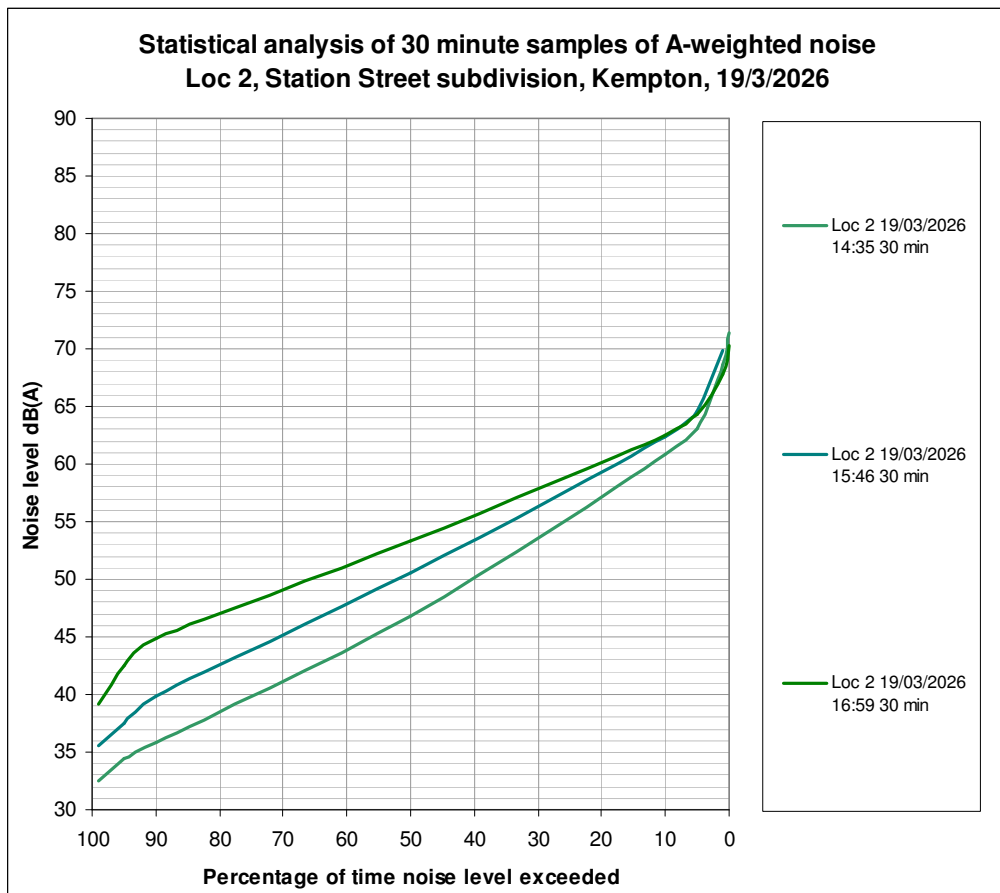
Location	Loc 4	Loc 4	Loc 4	Loc 4	Loc 4	Loc 4	Loc 4
Date	19/03/2026	19/03/2026	19/03/2026	19/03/2026	19/03/2026	19/03/2026	19/03/2026
Time	13:30	13:56	14:35	15:11	15:46	16:24	16:59
Duration	15 min	30 min	30 min	30 min	30 min	30 min	30 min
Samples	9000	18000	18000	18000	18000	18000	18000
Noise	ambient	ambient	ambient	ambient	ambient	ambient	ambient
L10	61.5	58.8	61.8	62.3	61.8	61.0	62.0
L50	51.5	50.3	52.0	53.5	54.0	55.0	55.5
L90	44.0	42.8	43.0	43.5	45.3	47.3	48.8
Leq A	57.2	55.7	57.6	58.2	57.7	57.5	58.1
Traffic counts							
Time		13:58			15:47		
Duration		30 min			30 min		
Light vehicles		191			204		
Heavy vehicles		30			21		

Statistical plots

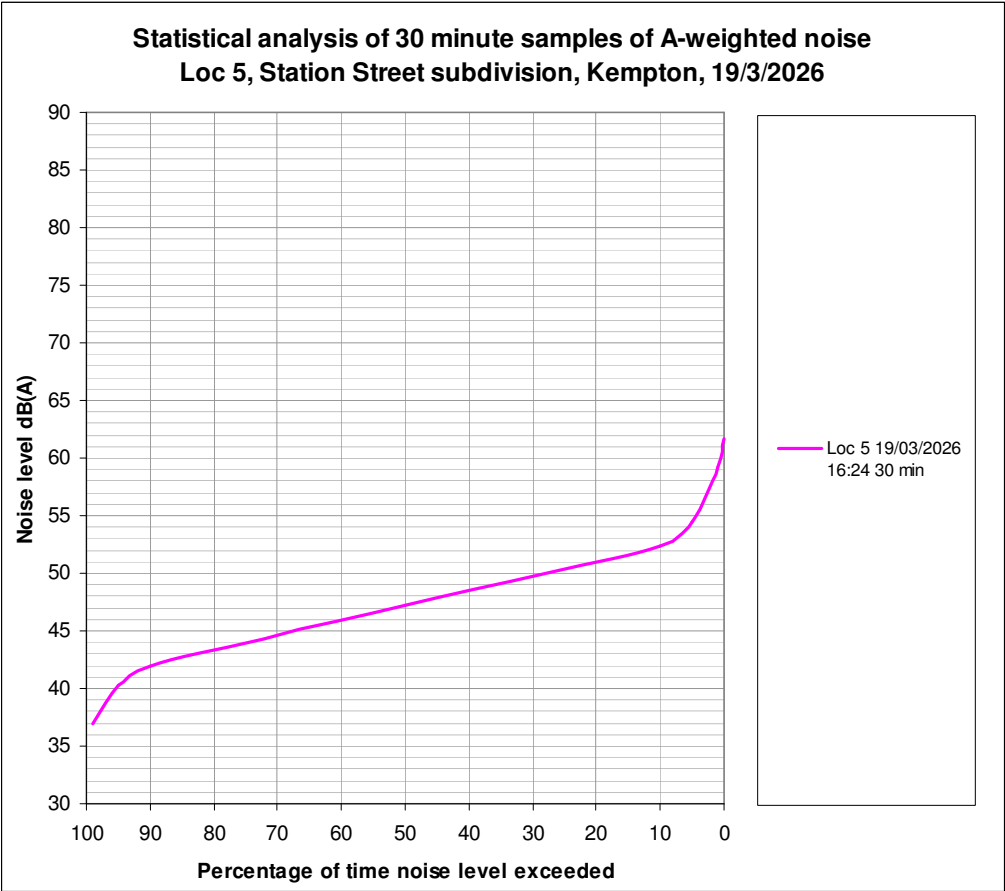


L10 at Location 4 is reduced from that measured at Location 1 due to additional 17 m setback.

Statistical plots



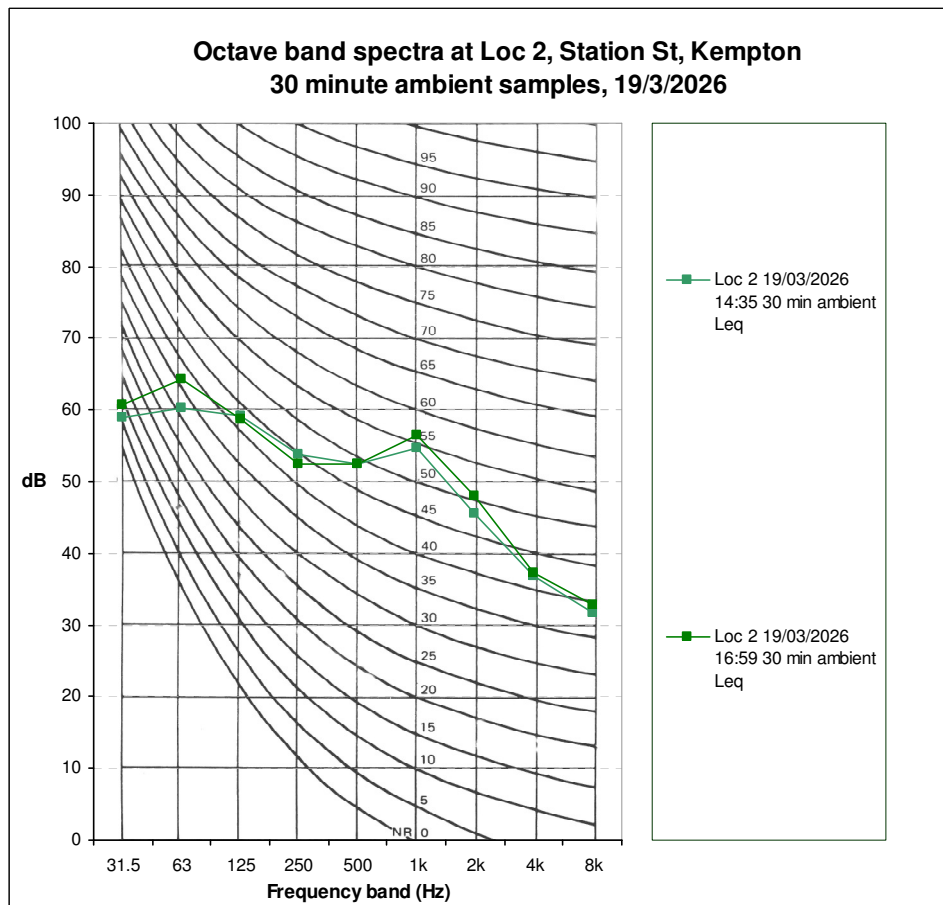
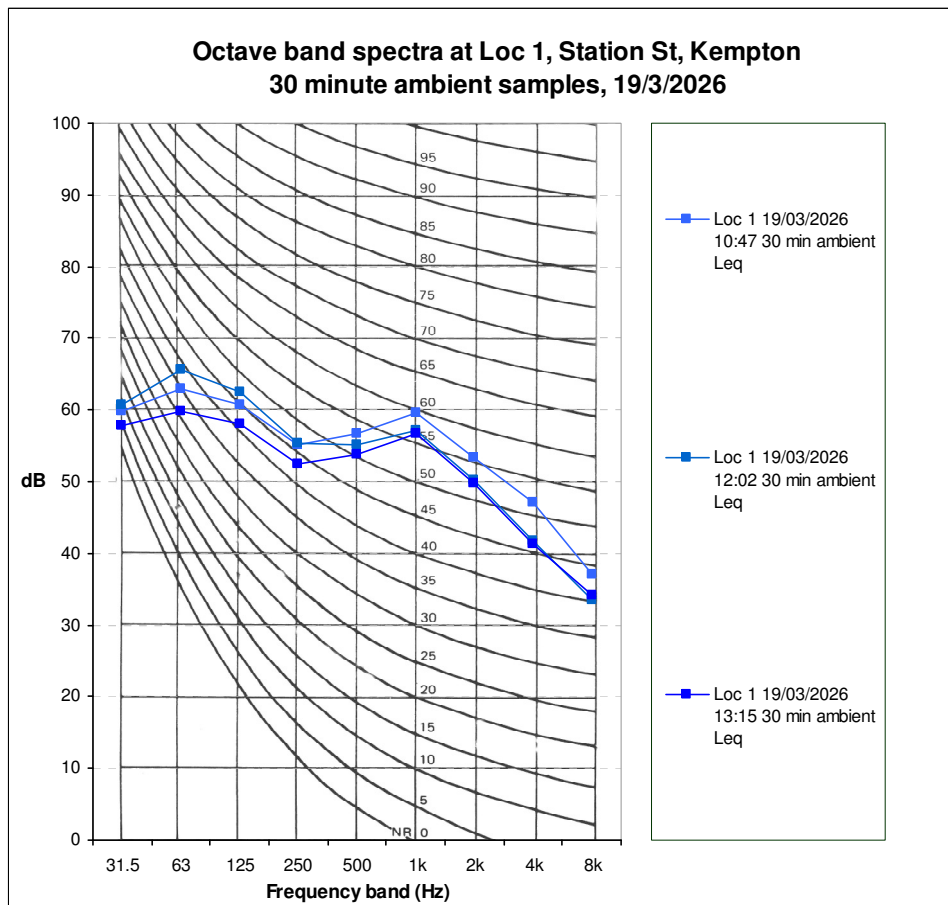
Statistical plots



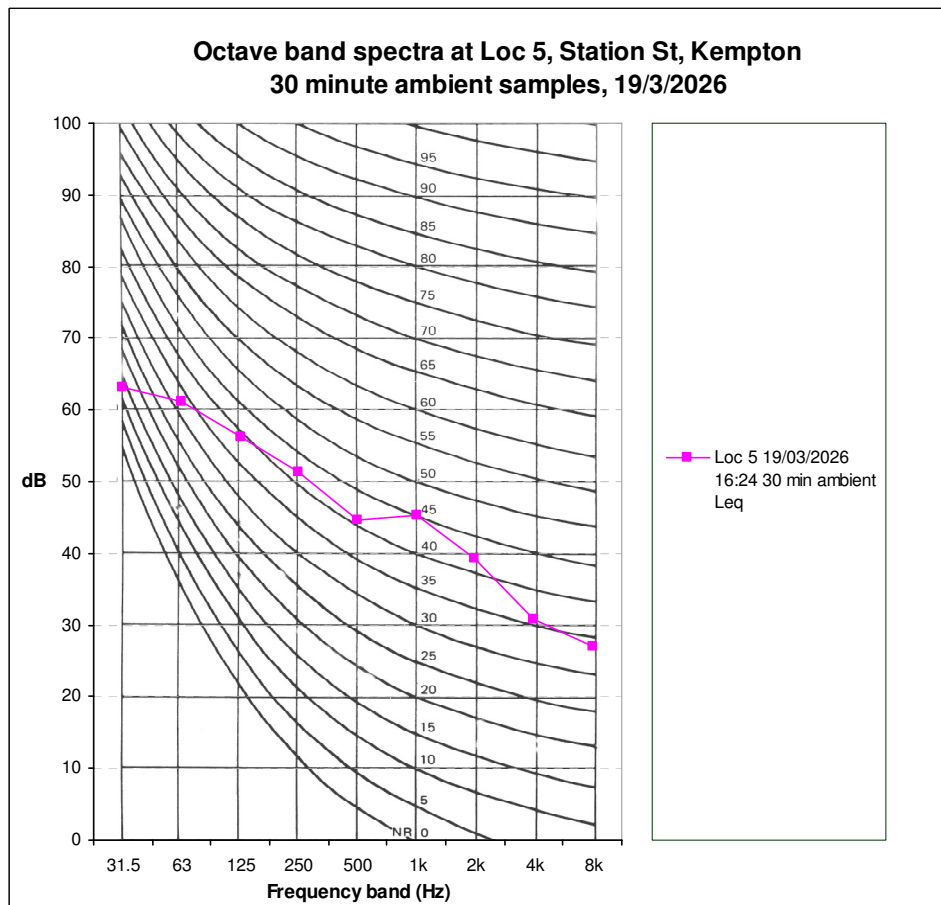
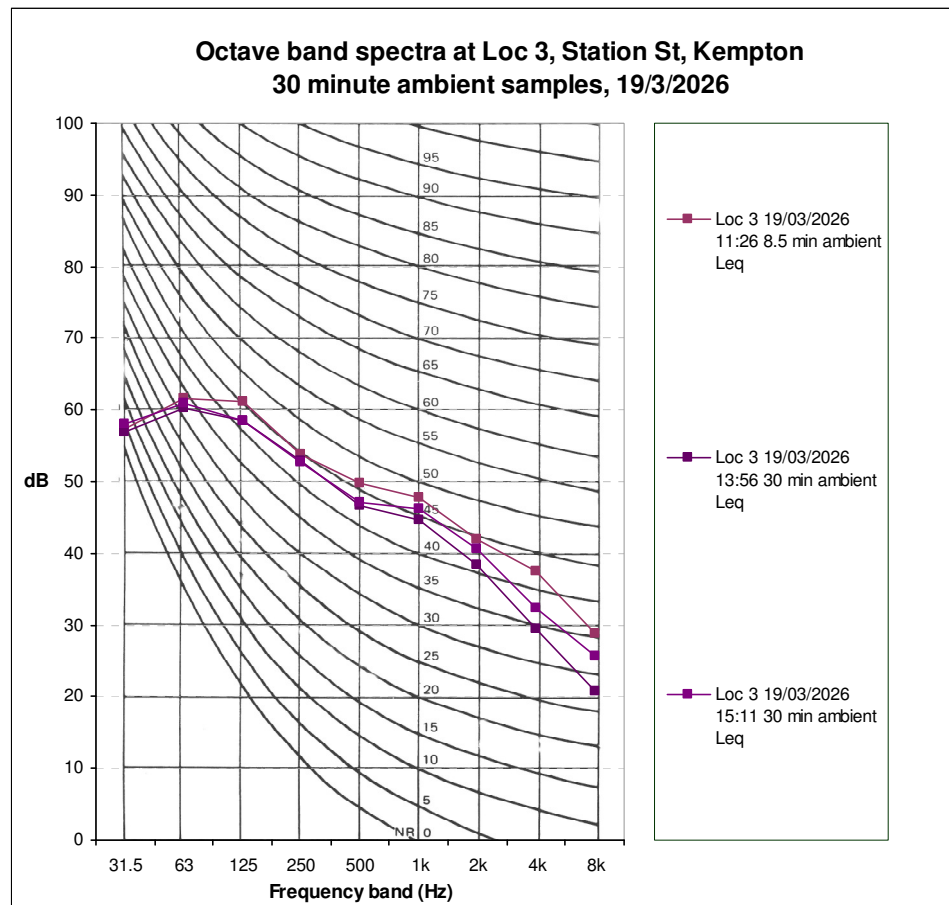
Spectral Analysis of measurements (octaves) dB

Location	Loc 1	Loc 3	Loc 1	Loc 1	Loc 3	Loc 2	Loc 3	Loc 5	Loc 2
Date	19/03/2026	19/03/2026	19/03/2026	19/03/2026	19/03/2026	19/03/2026	19/03/2026	19/03/2026	19/03/2026
Time	10:47	11:26	12:02	13:15	13:56	14:35	15:11	16:24	16:59
Duration	30 min	8.5 min	30 min	30 min	30 min	30 min	30 min	30 min	30 min
Test	ambient	ambient	ambient	ambient	ambient	ambient	ambient	ambient	ambient
Measure	Leq	Leq	Leq	Leq	Leq	Leq	Leq	Leq	Leq
Octave band Hz 31.5	59.9	57.3	60.8	57.8	57.0	58.8	58.1	63.3	60.6
63	62.8	61.6	65.6	59.8	60.3	60.4	60.9	61.2	64.3
125	60.8	61.2	62.6	58.0	58.5	59.0	58.6	56.3	58.7
250	55.2	53.8	55.3	52.4	53.0	53.7	52.7	51.3	52.4
500	56.7	49.7	55.2	53.9	46.5	52.5	47.2	44.7	52.4
1k	59.5	47.7	57.1	56.7	44.7	54.7	46.2	45.3	56.4
2k	53.3	42.0	50.2	49.7	38.4	45.5	40.7	39.2	48.0
4k	47.1	37.5	41.8	41.3	29.4	36.8	32.4	30.9	37.3
8k	37.0	28.8	33.5	34.2	20.8	31.7	25.6	27.0	32.8
Overall A	61.9	52.9	59.7	58.8	50.1	56.8	51.0	49.6	58.2
C	67.4	65.3	68.6	64.7	63.7	65.1	64.0	66.0	67.0

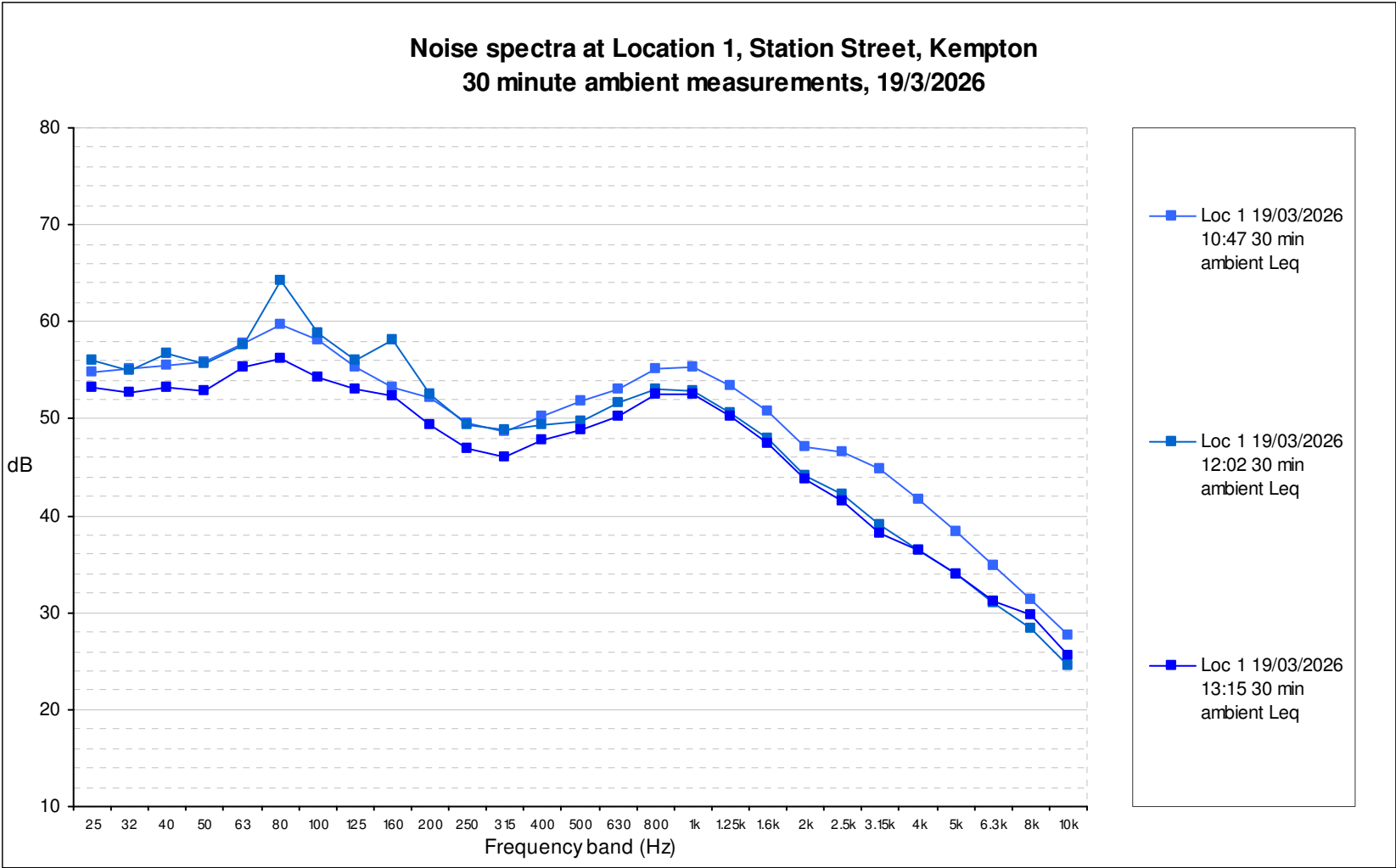
Spectral plots (octaves) dB



Spectral plots (octaves) dB

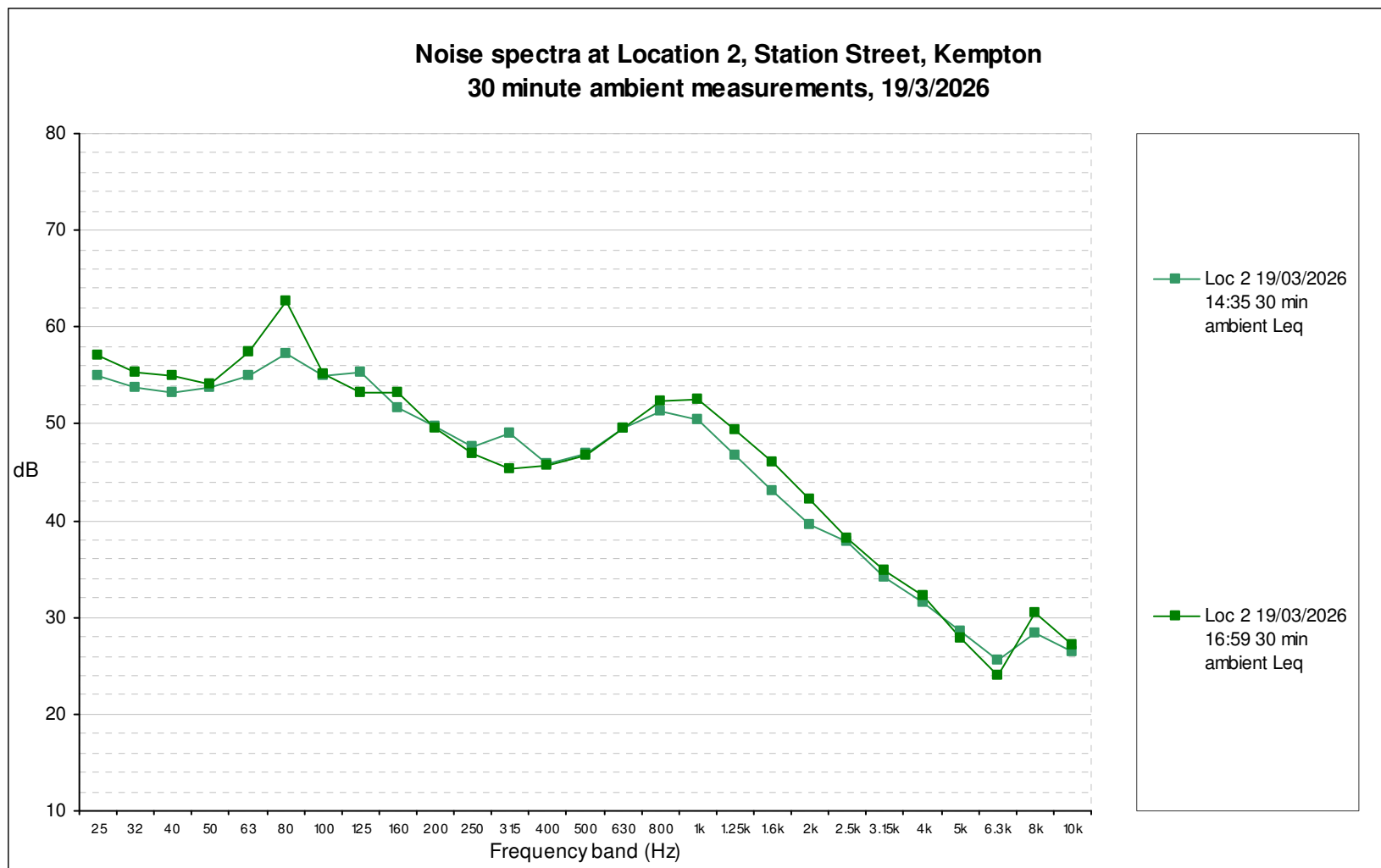


Third octave spectral analysis of 30 minute ambient measurements



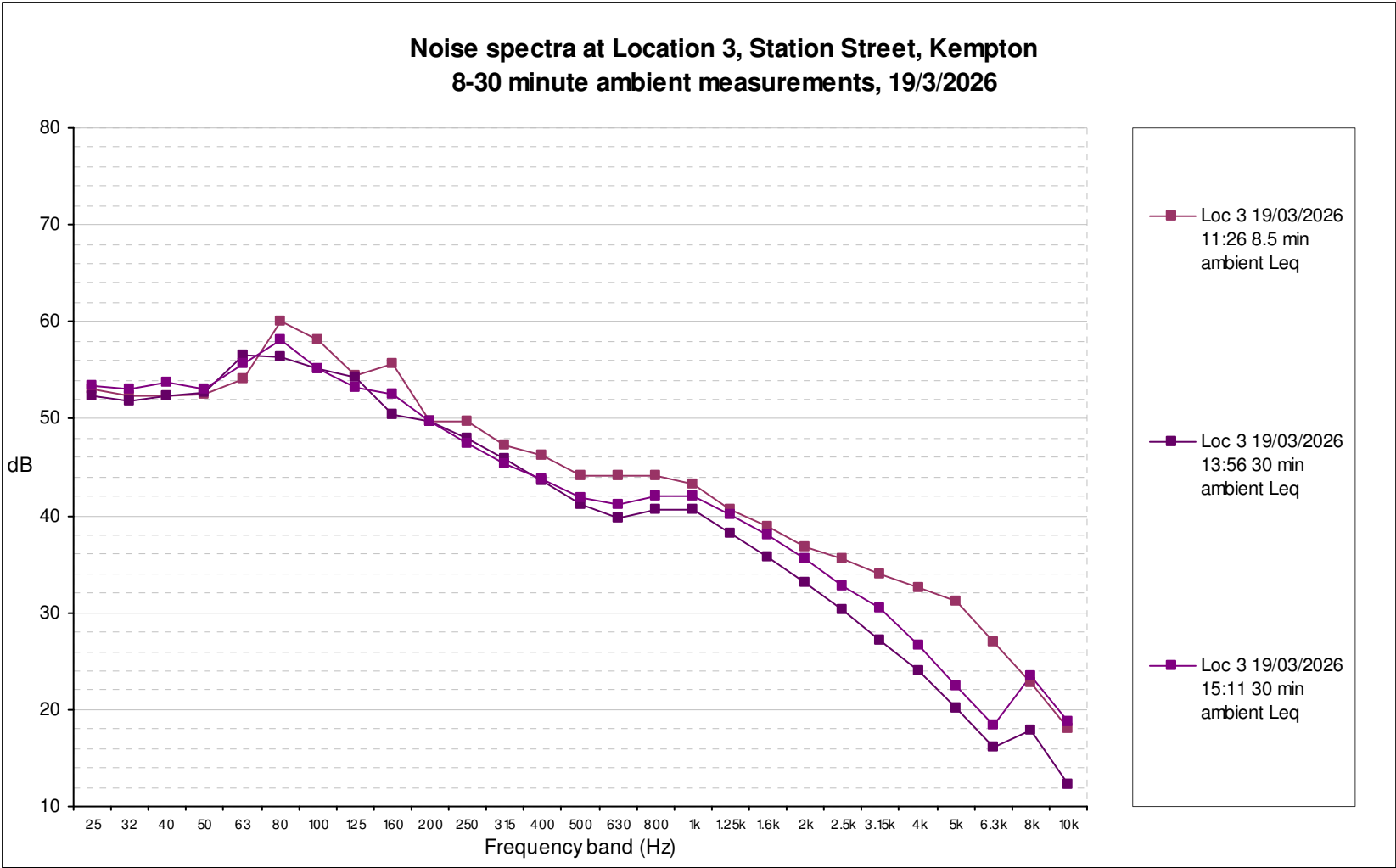
Louder vehicle engines contributed to the bass feature around 80 Hz, the 1kHz mound due to road-tyre noise.

Third octave spectral analysis of 30 minute ambient measurements



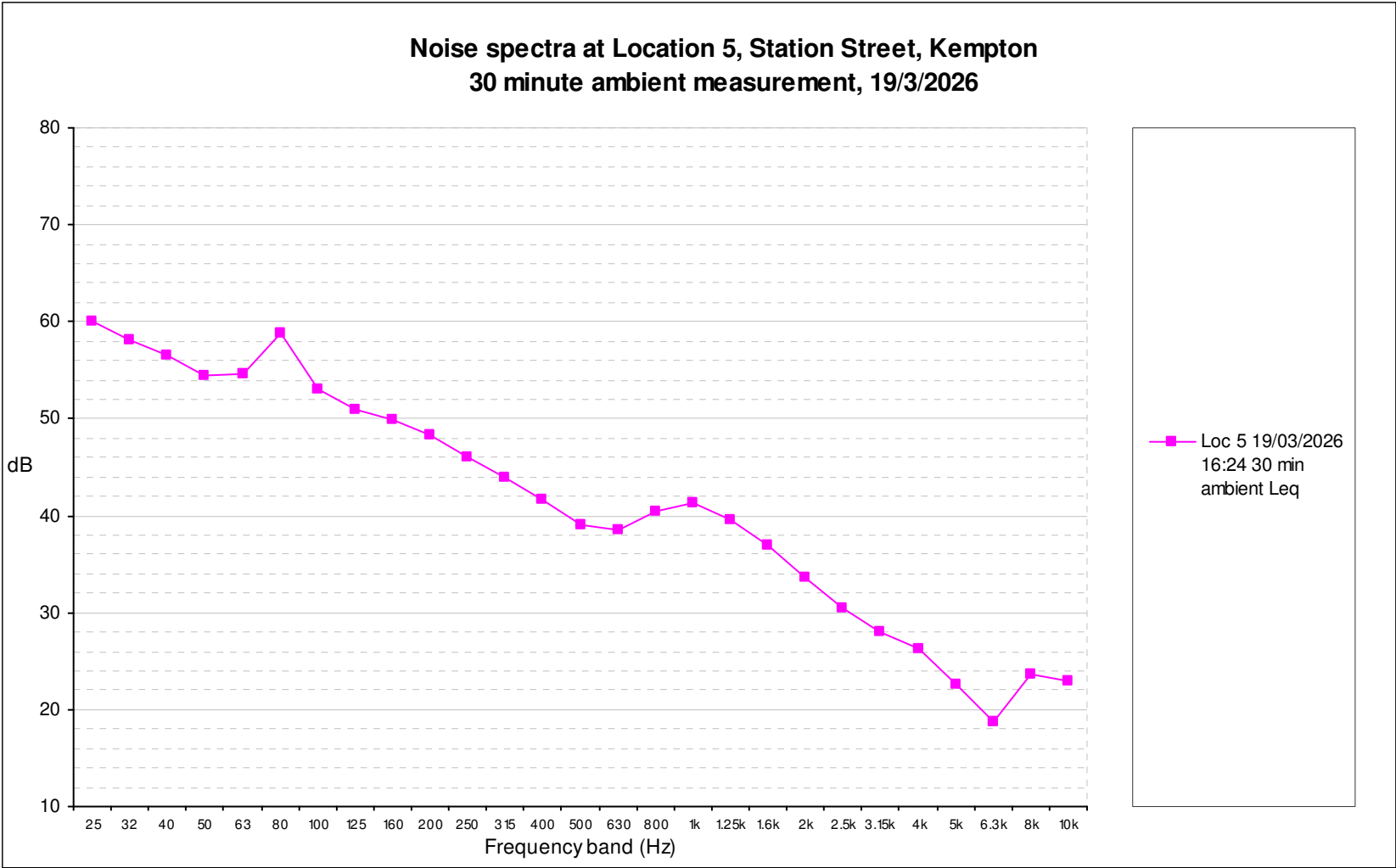
Louder vehicle engines contributed to the bass feature around 80 Hz, the 1kHz mound due to road-tyre noise, The 8kHz feature is due to crickets.

Third octave spectral analysis of 30 minute ambient measurements



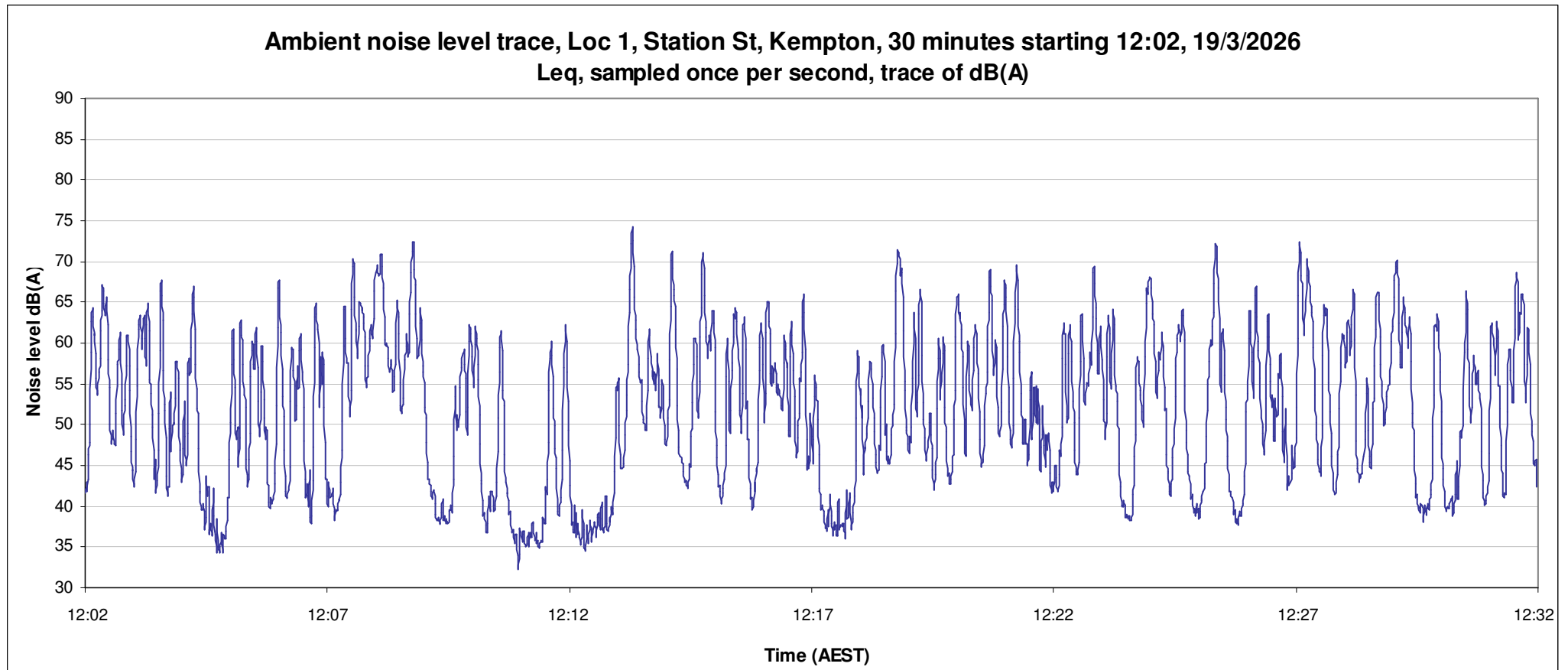
Louder vehicle engines contributed to the bass feature around 80 Hz, the 1kHz mound due to road-tyre noise, The 8kHz feature is due to crickets.

Third octave spectral analysis of 30 minute ambient measurement



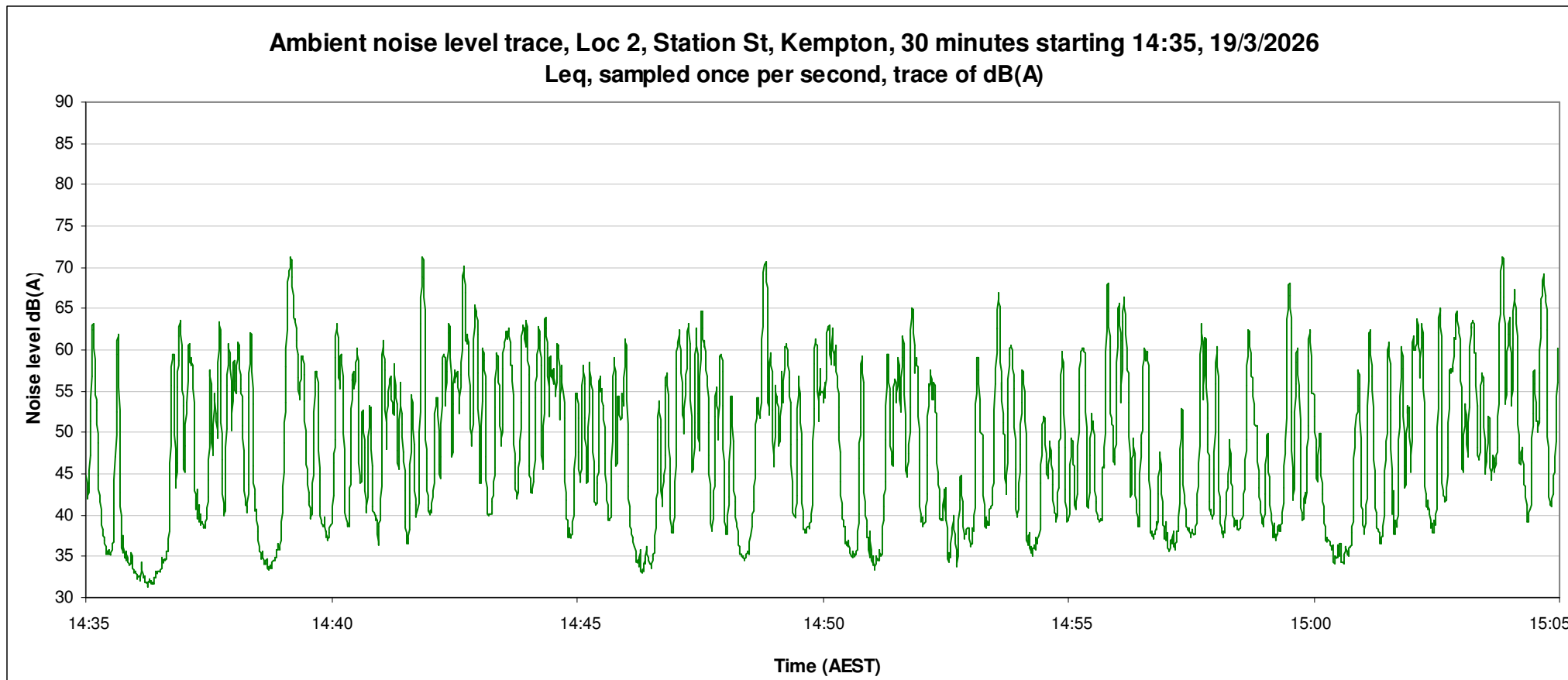
Louder vehicle engines contributed to the bass feature around 80 Hz, the 1kHz mound due to road-tyre noise, The 8kHz feature is due to crickets.

Example trace of A weighted noise – 30 minute period at Location 1



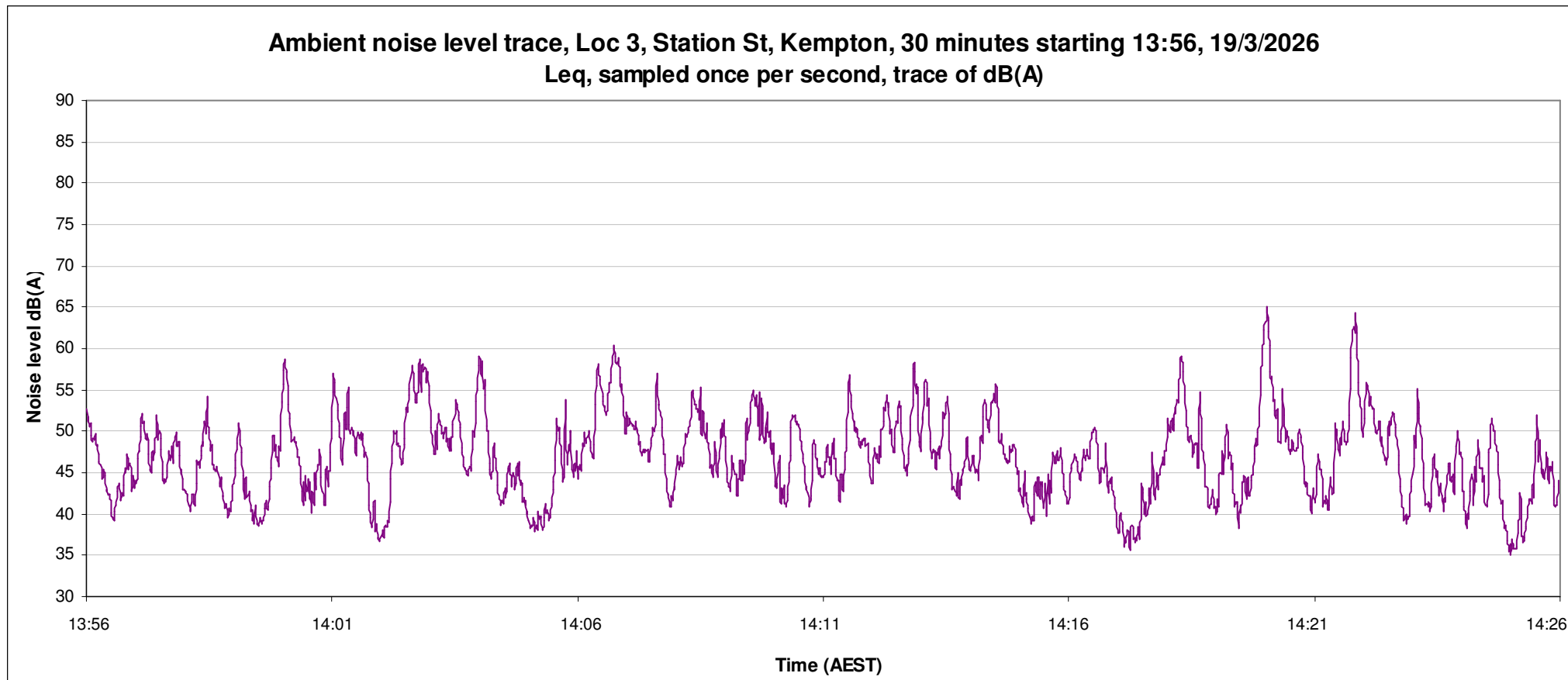
Traffic dominates the soundscape at this Location. The louder events were from larger trucks and loud vehicles (such as hoons, motorbikes).

Example trace of A weighted noise – 30 minute period at Location 2



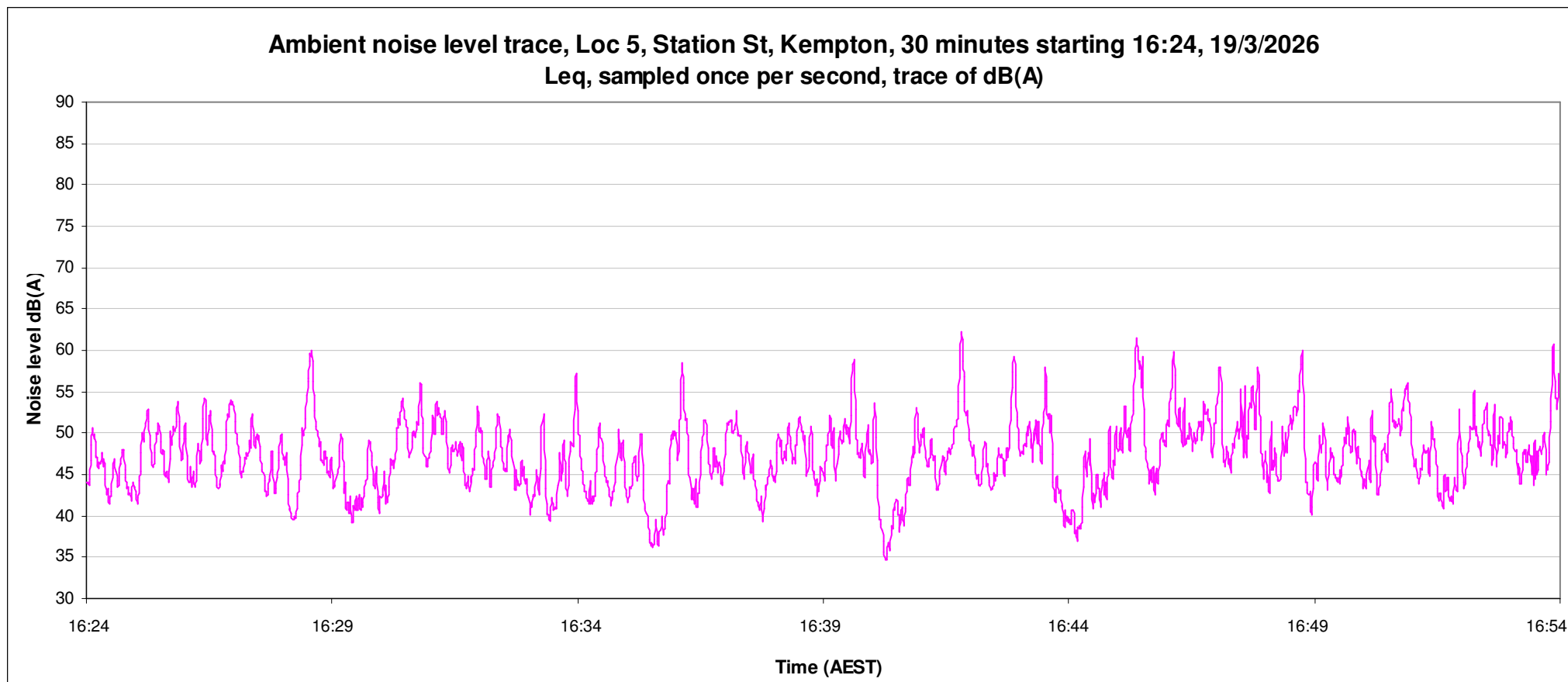
Traffic dominates the soundscape at this Location. The louder events were from larger trucks and loud vehicles (such as hoons, motorbikes).

Example trace of A weighted noise – 30 minute period at Location 3



Traffic dominates the soundscape at this Location. The louder events were from larger trucks and loud vehicles (such as hoons, motorbikes).
The short length of adjacent highway cutting reduces noise maxima.

Example trace of A weighted noise – 30 minute period at Location 5



Traffic dominates the soundscape at this Location. The louder events were from larger trucks and loud vehicles (such as hoons, motorbikes).
The short length of adjacent highway cutting reduces noise maxima.



MULCAHY PLANNING AND PROPERTY SERVICES

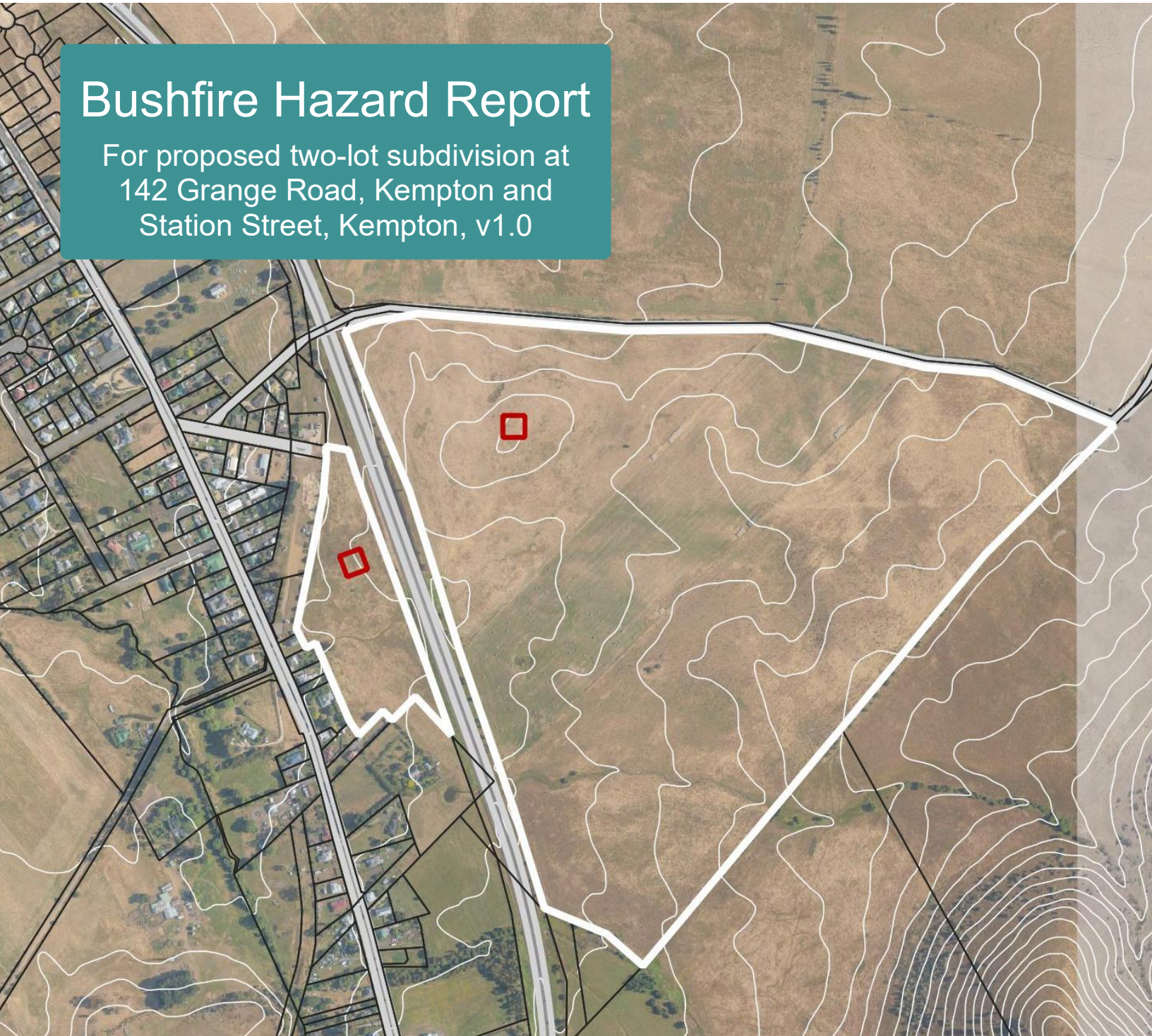
410 Nelson Road Mt Nelson TAS 7007

email: jimsplanning@outlook.com

Mobile: 0424 505 184

Bushfire Hazard Report

For proposed two-lot subdivision at
142 Grange Road, Kempton and
Station Street, Kempton, v1.0



Applicant: John Jones
Prepared by: Jim Mulcahy (BFP-159)
Date: AUGUST 2025

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ATTACHMENT 2 - Certificate Under S51(2)(D) <i>Land Use Planning and Approvals Act 1993</i>	

Executive Summary

The following Bushfire Hazard Report has been prepared in support of a proposed two-lot subdivision (one additional lot and Balance) at 142 Grange Road, Kempton and Station Street, Kempton.

The proposed two-lot subdivision has been assessed against the requirements of C13.0 Bushfire-Prone Areas Code (the Code) and AS 3959-2018 Construction of Buildings in Bushfire Prone Areas (AS 3959).

A BHMP has been prepared for the site, prescribing hazard management areas for the indicative building areas on each lot which demonstrate the potential for future habitable buildings on both lots to achieve a Bushfire Attack Level (BAL) rating of BAL-19 under Table 2.4.4 of AS 3959.

The BHMP at Attachment 1 demonstrates compliance with the acceptable solutions for subdivision under the Code and has been certified. It will accompany the final version of this report and will be provided to Southern Midlands Council as part of a development application for the proposed subdivision.

Disclaimers*Bushfire hazard management*

All reasonable steps have been taken to ensure that the information and advice contained in this report is an accurate reflection of the fire hazard affecting the proposed development at the time of the assessment and the hazard management measures necessary to meet the standards prescribed in C13.0 Bushfire Prone Areas Code (the Code) of the Tasmanian Planning Scheme (State Planning Provisions) – Southern Midlands (the Scheme) and Australian Standard AS 3959-2018 (AS3959).

The prescribed hazard management measures are designed to reduce bushfire risk to future habitable buildings on the site. The effectiveness of these measures relies on their implementation in full and their maintenance for the life of the development. No liability can be accepted for actions by landowners or third parties that undermine or compromise the integrity of prescriptions and recommendations contained in this report.

Due to the unpredictable nature of bushfires, particularly under extreme weather conditions, landowners should be aware that implementation and maintenance of the hazard management measures outlined in this report cannot guarantee that a building will survive a bushfire event.

Planning Scheme provisions

This report and the attached Bushfire Hazard Management Plan (BHMP) address the requirements of the Code. In so doing, they define building areas which demonstrate the capacity of the proposed new lots to support habitable buildings which can meet the requirements of BAL-19. It is the owners' responsibility to address any other planning requirements relating to use and development of the subject land. Nothing in this report or the attached BHMP should be taken to suggest or imply that the potential building areas will:

- satisfy all relevant provisions of the Scheme in respect of the current application for a two-lot subdivision, or
- at the time of any future applications to build on the lots, satisfy any relevant provisions of the planning scheme in force at that time.

Jim Mulcahy

ACCREDITED BUSHFIRE ASSESSOR (BFP-159)

CERTIFICATE No: JM_BHR_031

DATE: 19 August 2025

Signed



1. Introduction

The following Bushfire Hazard Report has been developed to address the provisions of C13.0 Bushfire-Prone Areas Code (the Code) of the Tasmanian Planning Scheme (State Planning Provisions) – Southern Midlands (the Scheme) in respect of a proposed two-lot subdivision (one additional lot and Balance) at 142 Grange Road, Kempton and Station Street, Kempton. The report provides an assessment of the bushfire hazard affecting the development and identifies protective features to ensure compliance with the Code in respect of hazard management areas (HMAs), access for firefighting and water supplies for firefighting.

The analysis in this report has been used to prepare a Bushfire Hazard Management Plan (BHMP) which demonstrates the capacity of the indicative building areas on each lot to meet the requirements of BAL-19 under AS 3959-2018 Construction of Buildings in Bushfire-Prone Areas (AS3959).

1.1 Site Details

<u>Landowners:</u>	Murray Jones and Sons P/L
<u>Location:</u>	142 Grange Road, Kempton and Station Street, Kempton (Figure 1)
<u>Title:</u>	CT 181987/1
<u>Municipality:</u>	Southern Midlands Council
<u>Zoning:</u>	Rural
<u>Scheme Overlays:</u>	Bushfire prone areas (the area east of the Midland Highway), Scenic protection area (100 m strip east of the Midland Highway), and Waterway & coastal protection area (minor watercourse in the south of the lot).
<u>Type of Development:</u>	Two-lot subdivision (one additional lot and Balance)
<u>Date of Assessment:</u>	31 st July 2025
<u>Reference Number:</u>	JM_BHR_031

1.2 Site Description

Maps showing the location and context of the subject land are provided at Figure 1 and Figure 2, while illustrative photos are provided in Appendix 1.

The subject land is a vacant lot +/- 54.51 ha in size located on the eastern margins of the Kempton township (Figure 1). The lot straddles the Midland Highway, with the bulk of the lot to the east of the highway. It is part of a working farm ('the Grange'), is zoned Agriculture and is vegetated entirely by pasture. The aspect and associated slopes vary across the lot, which has an altitudinal range of 215 - 250 m above sea level.

Bushfire Hazard Report - 142 Grange Road, Kempton and Station Street, Kempton

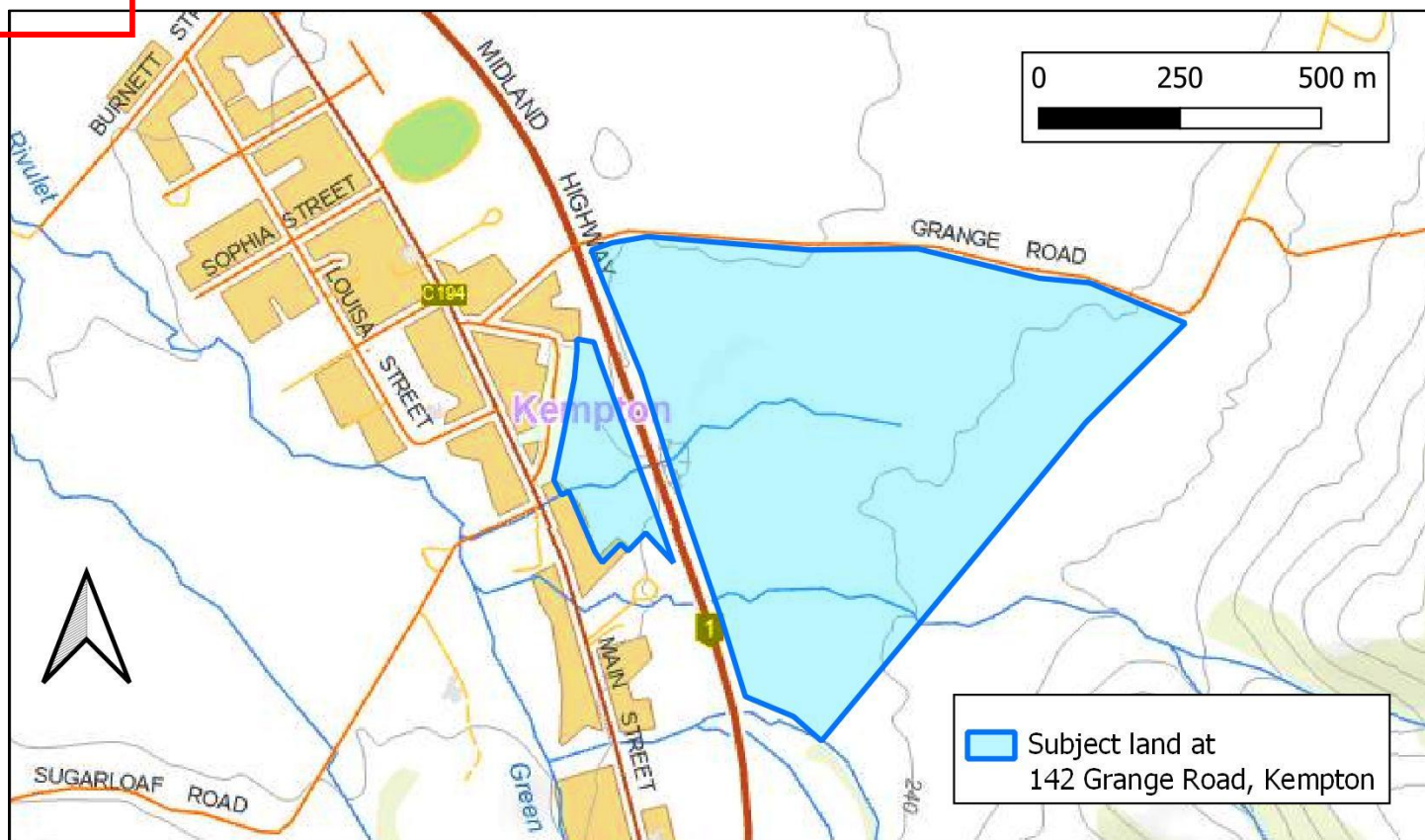


Figure 1 – Site Location (Source: theLIST 2025)

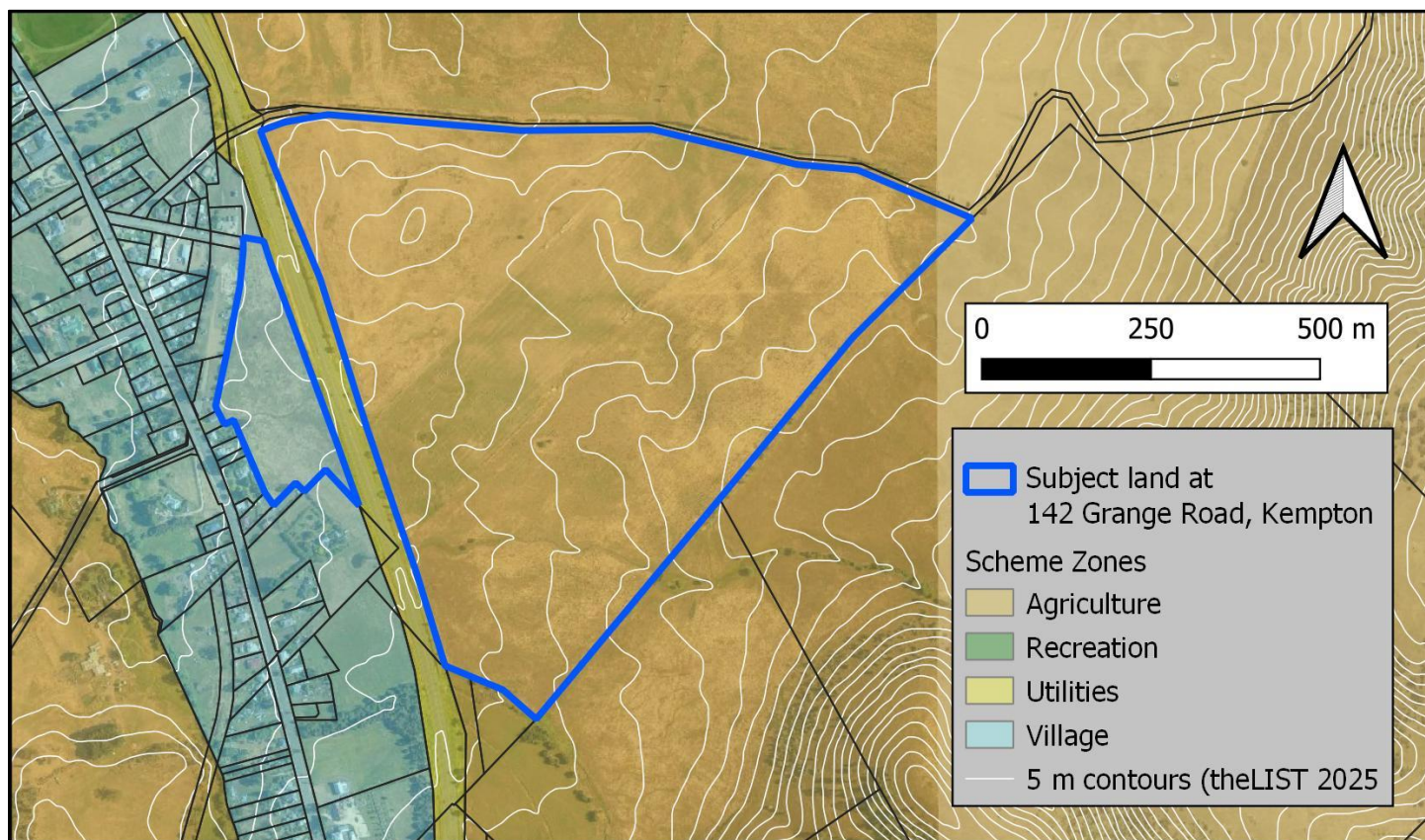


Figure 2 – Site Context Map (Source: theLIST 2025)

The subject land is serviced with power but not with a reticulated water supply, with the nearest hydrant located approximately 160 m from the eastern boundary at the junction of Grange Road and Station Street.

The subject land has a long frontage to Grange Road along its northern boundary and a smaller frontage (+/- 18 m) to Station Street on the eastern boundary. There are no formed crossovers or property accesses into the land from the available frontages, but there are gates and farm management tracks at various points, including along the Station Street frontage.

1.3 Context

The lot is bound to the north by Grange Road and is bisected by the Midland Highway at its eastern end (Figure 2). To the north, south and east are large titles zoned Agriculture, vegetated with pasture and forming part of the same working farm as the subject land. Directly to the east is a public park and beyond that lies residential properties within the Kempton township which are zoned Village.

1.4 Development Proposal

The proposal plan by T.N. Woolford & Associates is provided at Figure 3.

The proposal is to subdivide along the Midland Highway where it bisects the subject land, creating:

- a lot +/- 3.9 ha in size to the west of the highway (Lot 1), which has frontage to Station Street in the northwest corner, and
- a lot +/- 50.61 ha in size to the east of the highway (Balance lot), which has a long frontage to Grange Road along its northern boundary.

4/08/2026

Bushfire Hazard Report - 142 Grange Road, Kempton and Station Street, Kempton

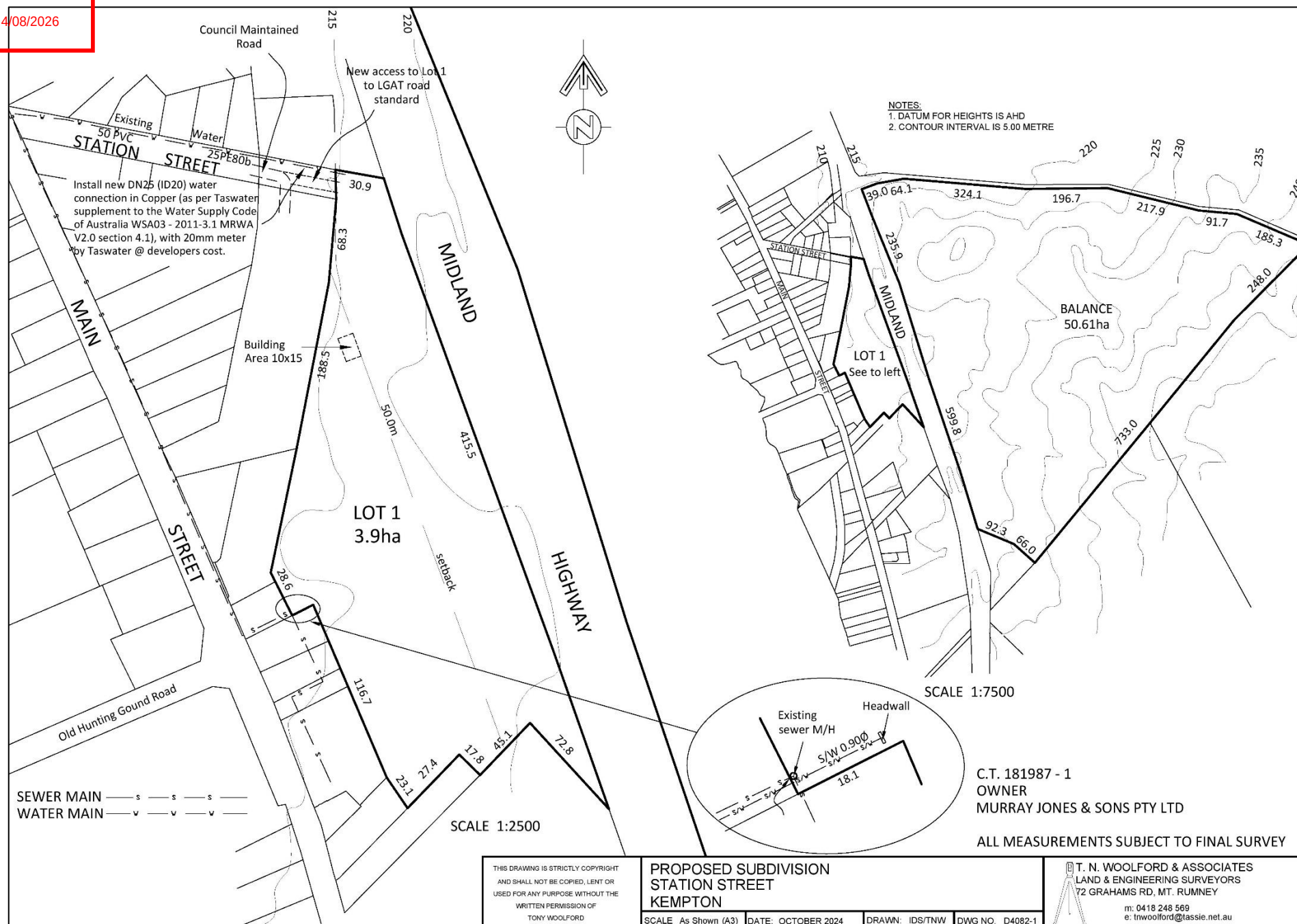


Figure 3 – Proposal Plan (T.N. Woolford & Associates, October 2024)

2. Bushfire Hazard Assessment

Bushfire Hazard

The bushfire hazard at the site is posed by fuel loads, slope and classified vegetation in the form of G (i) Grassland (potential).

Potential Bushfire Attack Mechanisms

Radiant heat, ember attack, wind, flame, and smoke are all potential mechanisms impacting the site.

Bushfire Threat

In terms of the probability of extreme conditions, the highest threat is from the north, which is the direction of prevailing fire weather. In terms of slope which may impact fire behaviour, the greatest threat is from the downslopes to the west of the indicative building area on Lot 1 and to the north of the indicative building area on the Balance.

At the time of the assessment, the pasture surrounding the indicative building areas was in a low fuel state, but any areas of pasture have the potential to build up fuel and support a grass fire if left unmanaged.

Fire History

The fire history layer on the LIST indicates that there is no history of bushfire on the subject land or surrounds, with the closest recorded fire being approximately 2 km to the west (1967 fires).

Fire Danger Index (FDI)

An FDI of 50 applies across Tasmania.

Classified Vegetation

Vegetation was assessed within 500 m of the indicative building areas for context, and in more detail within 100 m in all directions. For the purposes of this assessment and as per the classifications in Table 2.3 of AS 3959-2018, all pasture has been classified as G (i) Grassland (potential).

Hazard Assessment

The subject land and surrounds were surveyed by the author on 31st July 2025 with reference to the indicative building areas. Information and images were collected which allowed assessment of Bushfire Attack Level (BAL) using Method 1 (Simplified Procedure) of AS3959.

Refer to Figures 4 and 5 and Tables 1 and 2 for a summary of the Bushfire Hazard Assessment.

Anywhere the slope under the same classified vegetation varies over 40 m or less, it has been averaged for the purposes of the bushfire hazard assessment.

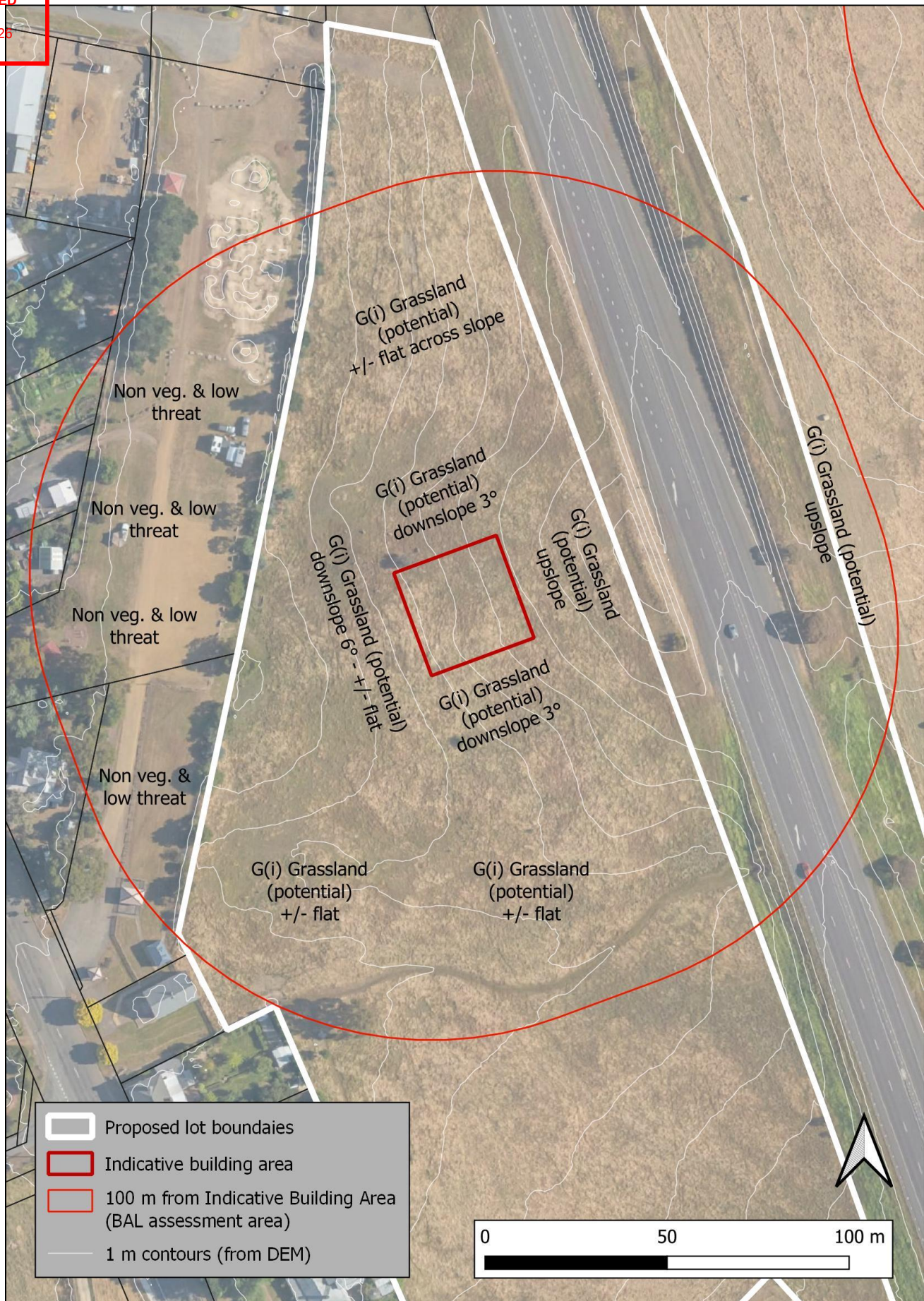


Figure 4 – Bushfire Hazard Assessment Map – Lot 1

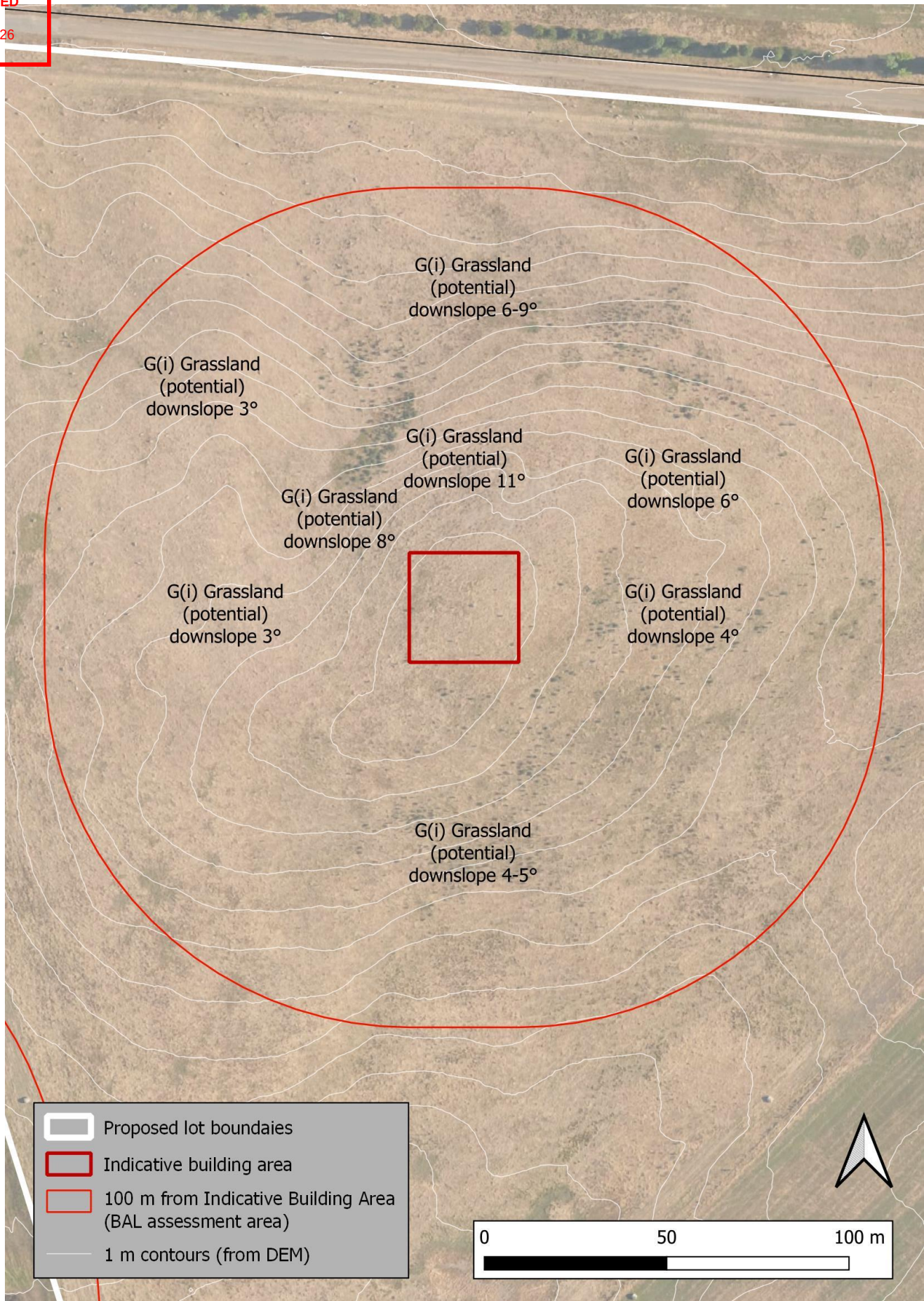


Figure 5 – Bushfire Hazard Assessment Map – Balance lot

Table 1 – Separation distance calculations for the indicative building area (IBA) on Lot 1

Direction	Vegetation Classification [#]	Effective Slope under vegetation	Distance from IBA (m)	Current BAL rating	Separation for BAL-19 (m)	Prescribed HMA separation distance
North-northwest	G (i). Grassland (potential)	Downslope 3°	0 - 42	BAL-FZ	13 - < 19	13 m
	G (i). Grassland (potential)	+/- flat across slope	42 - 100	BAL-12.5	-	
East-northeast	G (i). Grassland (potential)	Upslope	0 - 36	BAL-FZ	10 - < 14	13 m
	Road and verge	-	36 - 70	-	-	
	G (i). Grassland (potential)	Upslope	70 - 100	BAL-LOW	-	
South-southeast	G (i). Grassland (potential)	Downslope 3°	0 - 22	BAL-FZ	11 - < 16	13 m
	G (i). Grassland (potential)	+/- flat	22 - 100	BAL-12.5	-	
Southwest	G (i). Grassland (potential)	Downslope 6°	0 - 30	BAL-FZ	13 - < 19	13 m
	G (i). Grassland (potential)	+/- flat	30 - 80	BAL-12.5	-	
	Non-veg. & low threat* (park and trafficable areas)	-	80 - 100	-	-	
West and northwest	G (i). Grassland (potential)	Downslope 6°	0 - 30	BAL-FZ	13 - < 19	13 m
	G (i). Grassland (potential)	+/- flat	30 - 38	BAL-12.5	-	
	Non-veg. & low threat* (park, trafficable areas & housing)	-	38 - 100	-	-	

[#] Classification as per AS3959-2018 Figures 2.4(A)-2.4(G)

* Exclusion under AS3959-2018 2.2.3.2

Note: anywhere the slope under the same classified vegetation varies over 40 m or less, it has been averaged for the purposes of the bushfire hazard assessment.

Table 2 - Separation distance calculations for the indicative building area (IBA) on the Balance

Direction	Vegetation Classification [#]	Effective Slope under vegetation	Distance from IBA (m)	Current BAL rating	Separation for BAL-19 (m)	Prescribed HMA separation distance
North	G (i). Grassland (potential)	Downslope 11°	0 - 43	BAL-FZ	15 - < 22	15 m
	G (i). Grassland (potential)	Downslope 6 - 9°	43 - 100	BAL-12.5	-	
Northeast	G (i). Grassland (potential)	Downslope 6°	0 - 100	BAL-FZ	13 - < 19	15 m
East	G (i). Grassland (potential)	Downslope 4°	0 - 100	BAL-FZ	11 - < 16	15 m
South	G (i). Grassland (potential)	Downslope 4 - 5°	0 - 100	BAL-FZ	11 - < 16	15 m
West	G (i). Grassland (potential)	Downslope 3°	0 - 100	BAL-FZ	11 - < 16	15 m
Northwest	G (i). Grassland (potential)	Downslope 8°	0 - 40	BAL-FZ	13 - < 19	15 m
	G (i). Grassland (potential)	Downslope 3°	40 - 100	BAL-12.5	-	

[#] Classification as per AS3959-2018 Figures 2.4(A)-2.4(G)

* Exclusion under AS3959-2018 2.2.3.2

Note: anywhere the slope under the same classified vegetation varies over 40 m or less, it has been averaged for the purposes of the bushfire hazard assessment.

3. Bushfire Management Measures

The site is within the Bushfire-Prone Areas overlay of the Tasmanian Planning Scheme (State Planning Provisions) – Southern Midlands (the Scheme). The indicative building areas are within 100 m of bushfire-prone vegetation as defined under AS3959, in the form of G (i) Grassland (potential).

The requirements for subdivision in a bushfire-prone area are set out under clause C13.6 of C13.0 Bushfire-Prone Areas Code of the Scheme (the Code).

The proposed subdivision and minor boundary adjustments must comply with the following clauses of the Code (shaded clauses in Table 3).

Table 3 – Compliance with C13.0

CLAUSE	ISSUE
C13.2	Application of Code
C13.3	Definition of Terms
C13.4	Use or Development Exempt from this Code
C13.5	Use Standards
C13.5.1	Vulnerable uses
C13.5.2	Hazardous uses
C13.6	Developments Standards for Subdivision
C13.6.1	Provision of hazard management areas (HMAs)
C13.6.2	Public and firefighting access
C13.6.3	Provision of water supply for firefighting purposes

3.1 Hazard Management Areas

The objectives of providing hazard management areas (HMAs) are:

- to facilitate an integrated approach between subdivision and subsequent building on a lot, and
- to provide for sufficient separation of building areas from bushfire-prone vegetation to reduce radiant heat levels, direct flame attack and ember attack at the building area.

HMA provide cleared space between buildings and bushfire hazards. Any vegetation in these areas needs to be maintained in a low fuel state to protect buildings from direct flame contact, ember attack and intense radiant heat, thereby allowing them to be defended from lower intensity bushfires.

Further information on the maintenance of HMAs can be found at the Tasmania Fire Service (TFS) website:

<http://www.fire.tas.gov.au/Show?pagelId=colBuildingForBushfire>.

Requirements

In summary, the acceptable solutions under C13.6.1 A1 of the Code require that:

- b) The proposed plan of subdivision:
 - (ii) shows the building area for each lot, and
 - (iii) shows hazard management areas between bushfire-prone vegetation and each building area that have dimensions equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of AS3959.

Current conditions

- The indicative building areas on both lots are surrounded by pasture.
- For the purposes of this assessment and as per the classifications in Table 2.3 of AS 3959-2018 all pasture has been classified as G (i) Grassland (potential).

Compliance

- The bushfire hazard assessment indicates that future habitable buildings on both lots require HMAs to provide separation distances from bushfire prone vegetation sufficient to meet the requirements of BAL-19 under Table 2.4.4 of AS3959 (see Figures 5 & 6 and Tables 1 & 2).
- Both lots can accommodate an HMA meeting the requirements of BAL-19 entirely within the lot boundaries.
- The BHMP at Attachment 1 defines HMAs with sufficient separation distances from bushfire prone vegetation to allow future habitable buildings on both lots to achieve BAL-19 separation from surrounding bushfire prone vegetation.

Establishment and maintenance of hazard management areas (HMAs)

- The prescribed HMAs must be established at the time of building on the lots.
- Establishment and maintenance of HMAs will require regular mowing, slashing or grazing of any pasture, grassland, sedgeland or bracken fern land such that it meets the definition of

low-threat vegetation (as defined by Clause 2.2.3.2 of AS3959-2018, e.g. less than 100 mm in height).

- Mature trees and shrubs can be established within the HMAs without compromising bushfire hazard management outcomes. When establishing trees and shrubs within HMAs, the following standards should be met:
 - no tree branches should overhang habitable buildings and preferably no branches/canopy should be within 10 m of habitable buildings,
 - trees and shrubs should be separated to create discontinuous 'clumps,
 - at least 5 m horizontal separation should be maintained between tree canopies, and
 - low branches should be removed to create a minimum 2 m vertical separation between tree canopy and underlying shrubs or ground cover.
- To minimise bushfire hazard to habitable buildings, HMAs must be maintained as low threat vegetation and/or non-vegetated land for the life of the development.
- The need to maintain effective HMAs into the future must be considered when planting gardens and landscaping. An annual inspection and maintenance of HMAs should be conducted prior to the bushfire season or any other identified period of high fire risk and any flammable material such as leaves, litter and wood piles should be removed.

3.2 Public and Firefighting Access

The objectives for roads, property access and fire trails within a subdivision are:

- to allow safe access and egress for residents, fire fighters and emergency services personnel,
- to provide access to the bushfire-prone vegetation that allows both the property to be defended when under bushfire attack and for hazard management works to be undertaken,
- to provide access to water supplies for fire appliances,
- that design and construction allow for fire appliances to be manoeuvred, and
- that design allows connectivity, and where needed, offers multiple evacuation points.

Requirements

Property access is required to access a firefighting water point on both lots. The requirements for property access within a subdivision are detailed in C13.6.2 of the Code. In summary, the acceptable solutions are that:

- b) A proposed plan of subdivision showing the location of property access to building areas is included in a bushfire hazard management plan that:
- (i) demonstrates proposed private accesses will comply with Table C13.2, and
 - (ii) is certified by the TFS or an accredited person.

The following summarises the requirements for property access pursuant to Table C13.2 of the Code:

- o all- weather construction,
- o load capacity of at least 20 t, including for bridges and culverts,
- o minimum carriageway width of 4 m,
- o minimum vertical clearance of 4 m,
- o minimum horizontal clearance of 0.5 m from the edge of the carriageway,
- o cross falls of less than 3 degrees (1:20 or 5%),
- o dips less than 7 degrees (1:8 or 12.5%) entry and exit angle,
- o curves with a minimum inner radius of 10 m,
- o maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads, and
- o terminate with a turning area for fire appliances provided by one of the following:
 - a turning circle with a minimum outer radius of 10m, or
 - a property access encircling the building, or
 - a hammerhead "T" or "Y" turning head 4 m wide and 8 m long, and
- o where the property access is greater than 200 m in length (applicable to Balance lot):
 - passing bays of 2 metres additional carriageway width and 20 metres length provided every 200 metres.

Current and proposed conditions

- It is proposed that the access to Lot 1 is from Station Street and the access to the Balance is from Grange Road.
- Station Street is a sealed public road +/- 6 m wide on approach to proposed Lot 1 and terminates in a large turning area.
- Grange Road is a gravel public road +/- 4 m wide along the frontage to the proposed Balance lot.

Compliance

- Station Street and Grange Road provide adequate road access to the site for firefighting purposes.
- The BHMP at Appendix 1 shows indicative property access provisions which demonstrate the potential for both lots to support property access for firefighting which is compliant with the acceptable solutions under C13.6.2 and Table C13.2 of the Code.
- Property access to service both lots must be provided at the time of building on the lots and must be completed to a compliant standard prior to the occupation of any habitable buildings.
- At the time of construction, owners/developers must ensure the property access is compliant in all respects with Table C13.2 of the Code, as summarised above.

3.3 Firefighting Water Supply

The objective in provision of water supply for firefighting purposes is that:

- adequate, accessible and reliable water supply for the purposes of firefighting can be demonstrated at the subdivision stage and allow for the protection of life and property associated with the subsequent use and development of bush fire-prone areas.

Requirements

The development occurs in an area not serviced with reticulated water supply and static water supplies will be required for firefighting purposes. The requirements for provision of static water supplies for firefighting purposes are detailed in C13.6.3 A2.

In summary, the acceptable solutions are that:

- b) The TFS or an accredited person certifies that a proposed plan of subdivision demonstrates that a static water supply, dedicated to firefighting, will be provided and located compliant with Table C13.5.

The following summarises the requirements for static water supplies for firefighting pursuant to Table C13.5 of the Code.

Distance between building area to be protected and water supply:

- The building area to be protected must be located within 90 m of the firefighting water point of a static water supply, and
- The distance must be measured as a hose lay, between the firefighting water point and the furthest part of the building area.

Static water supply requirements:

- May have a remotely located off-take connected to the static water supply,

- May be a supply for combined use (firefighting and other uses) but the specified minimum quantity of firefighting water must be available at all times,
- Must be a minimum of 10,000 litres per building area to be protected; this volume of water must not be used for any other purpose including firefighting sprinkler or spray systems,
- Must be metal, concrete or lagged by non-combustible materials if above ground, and
- If a tank can be located so it is shielded in all directions in compliance with Section 3.5 of AS3959-2018, the tank may be constructed of any material provided that the lowest 400 mm of the tank exterior is protected by: metal, non-combustible material, or fibre-cement a minimum of 6 mm thickness.

Fittings and pipework and accessories requirements

Fittings and pipework associated with a water connection point for a static water supply must:

- Have a minimum nominal internal diameter of 50 mm,
- Be fitted with a valve with a minimum nominal internal diameter of 50 mm,
- Be metal or lagged by non-combustible materials if above ground,
- If buried, have a minimum depth of 300 mm (compliant with AS/NZS 3500.1-2003 Clause 5.23),
- Provide a DIN or NEN standard forged Storz 65 mm coupling fitted with a suction washer for connection to firefighting equipment,
- Ensure the coupling is accessible and available for connection at all times,
- Ensure the coupling is fitted with a blank cap and securing chain (minimum 220 mm length),
- Ensure underground tanks have either an opening at the top of not less than 250 mm diameter or coupling compliant with Table 4.3B, and
- If a remote offtake is installed, ensure the offtake is in a position that is visible; accessible to allow connection by firefighting equipment; at working height of 450–600 mm above ground level; and protected from possible damage, including damage by vehicles.

Signage for static water connections requirements:

The firefighting water point for a static water supply must be identified by a sign permanently fixed to the exterior of the assembly in a visible location. The sign must comply with:

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- Water tank signage requirements within AS 2304-2011 Water storage tanks for fire protection systems, or
- the Tasmania Fire Service Guideline –
 - be marked with the letter “W” contained within a circle with the letter in upper case of not less than 100 mm in height,
 - marked in fade-resistant material with white reflective lettering and circle on a red background,
 - be located within one metre of the water connection point in a situation which will not impede access or operation, and
 - be no less than 400 mm above the ground.

Hardstand area for fire appliances requirements must be:

- No more than 3 m from the firefighting water point, measured as a hose-lay (including the minimum water level in dams, swimming pools and the like),
- No closer than 6 m from the building area to be protected,
- A minimum width of 3 m constructed to the same standard as the carriageway, and
- Connected to the property access by a carriageway equivalent to the standard of the property access.

Current conditions

- The subject land is not serviced with a reticulated water supply, and the nearest hydrant is located approximately 160 m from the eastern boundary at the junction of Grange Road and Station Street.
- As such, static firefighting water supplies will be required to service future habitable buildings on both lots.

Compliance

- The indicative location of firefighting water tanks and indicative hardstand provisions shown on the BHMP at Attachment 1 demonstrate the capacity of both lots to support static water supplies compliant with the Code.
- Static water supplies for firefighting to service both lots must be provided at the time of building on the lots and must be completed to a compliant standard prior to the occupation of any habitable buildings.

- At the time of construction/installation, the owners/developers must ensure that new static water supplies for firefighting comply in all respects with the provisions of Table C13.5, as summarised above.

3.4 Construction Standards

The attached BHMP only certifies that future habitable buildings constructed within the indicative building areas on Both lots can achieve the separation distances required to allow construction to BAL-19 (Section 6 of AS3959).

Section 11F (2) (a) of the Tasmanian *Building Act 2016* provides that the attached BHMP can be utilised to satisfy the bushfire planning requirements of a subsequent application to build on lots arising from the subdivision for a period of six years from certification. To utilise the attached BHMP for a subsequent building application, construction would have to be within the indicative building areas and construction standards would have to be at least BAL-19.

Should future owners wish to build at a different location to the indicative building areas provided for under this report and the attached BHMP, or to a different BAL construction standard, then a new Bushfire Hazard Report and BHMP will be required.

4. Advice

The following recommendation does not form part of the bushfire hazard management requirements being certified under this report and the attached BHMP. It is provided to ensure effective bushfire hazard management planning for any future dwellings.

- Notwithstanding the provisions of Section 11F (2) (a) of the Tasmanian *Building Act 2016*, it is recommended that a new report and BHMP be commissioned at the time of constructing any new habitable buildings on the lots. This will ensure that any vegetation changes in the intervening period can be taken into consideration and that the resulting BHMP is tailored to the actual building footprint and the circumstances prevailing at the time of the build.

5. Summary and Conclusions

The proposed two-lot subdivision has been assessed against the requirements of C13.0 Bushfire-Prone Areas Code (the Code) and AS 3959-2018 Construction of Buildings in Bushfire Prone Areas (AS 3959).

A BHMP has been prepared for the site, prescribing hazard management areas for the indicative building areas on each lot which demonstrate the potential for future habitable buildings on both lots to achieve a Bushfire Attack Level (BAL) rating of BAL-19 under Table 2.4.4 of AS 3959.

The BHMP at Attachment 1 demonstrates compliance with the acceptable solutions for subdivision under the Code and has been certified. It will accompany the final version of this report and will be provided to Southern Midlands Council as part of a development application for the proposed subdivision and minor boundary adjustments.

6. Limitations of BHMP

The bushfire protection measures outlined in the BHMP at Attachment 1 are based on a Fire Danger Index of 50 (FDI 50) which relates to a fire danger rating of 'very high'. Defending the property or sheltering within a structure constructed to AS3959-2018 on days when the fire danger rating is greater than 50 (i.e., 'severe' or higher) is not recommended.

Due to the unpredictable nature of bushfire behaviour and the impacts of extreme weather no structure built in a bushfire-prone area can be guaranteed to survive a bushfire. The safest option in the event of a bushfire is to leave the area early and seek shelter in a safe location.

7. Glossary and Abbreviations

AS – Australian Standard

BAL – Bushfire Attack Level – means of measuring the severity of a building's potential exposure to ember attack, radiant heat and direct flame contact, using increments of radiant heat expressed in kilowatts per metre squared, and the basis for establishing the requirements for construction to improve protection of building elements from attack by bushfire (AS3959-2018).

BFP – Bush Fire Practitioner – a suitably qualified person accredited by the Tasmania Fire Service to undertake assessments of bushfire hazard and certify Bushfire Hazard Management Plans.

BHMP – Bushfire Hazard Management Plan – plan for individual house or subdivision identifying separation distances required between a habitable building(s) and bushfire prone vegetation based on the BAL for the site. The BHMP also indicates requirements for construction, property access and firefighting water.

FDI – fire danger index – relates to the chance of a fire starting, its rate of spread, its intensity and the difficulty of its suppression, according to various combinations of air temperature, relative humidity, wind speed and both the long- and short-term drought effects (AS3959-2018).

ha – hectares; m – metres.

HMA – Hazard Management Area – the area, between a habitable building or building area and the bushfire-prone vegetation, which provides access to a fire front for firefighting, which is maintained in a minimal fuel condition and in which there are no other hazards present which will significantly contribute to the spread of a bushfire.

8. References

AS3959-2018. Australian Standard for Construction of buildings in bushfire-prone areas. SAI Global Limited Sydney, NSW Australia.

Building Act 2016. The State of Tasmania Department of Premier and Cabinet.

<https://www.legislation.tas.gov.au/view/html/inforce/current/act-2016-025>

Building Act 2016. Director's Determination – Bushfire Hazard Areas v1.1 (2021)

DOC/17/62962. Director of Building Control.

https://www.cbos.tas.gov.au/__data/assets/pdf_file/0019/607006/Directors-Determination-Bushfire-Hazard-Areas-v1_1-2021.pdf

Building Regulations 2016. The State of Tasmania Department of Premier and Cabinet.

<https://www.legislation.tas.gov.au/view/html/inforce/current/sr-2016-110>.

Tasmanian Planning Scheme (State Planning Provisions) – Southern Midlands.

<https://tpso.planning.tas.gov.au/tpso/external/planning-scheme-viewer/30/section/1?effectiveForDate=2025-08-20>

LISTmap 2025. Land Information System Tasmania, Tasmania Government.

<https://maps.theLIST.tas.gov.au/listmap/app/list/map>.

APPENDIX 1 - Illustrative photos of site, access and vegetation

A. Property access



Photo 1: The end of Station Street on approach to proposed Lot 1



Photo 2: The access point to proposed Lot 1 from the end of Station Street

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Photo 3: The context and likely alignment of a future property access within Lot 1



Photo 5: Sealed section of Grange Road on approach to the underpass crossing the Midland Highway

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Photo 6: Sealed section of Grange Road on exit from the underpass crossing the Midland Highway



Photo 7: Transition from the sealed section of Grange Road to gravel on the frontage to proposed Balance lot

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Photo 8: Grange Road on approach to the indicative access point to the Balance lot



Photo 9: Indicative access point to the Balance lot and context of a future property access into the lot (the indicative building area is located on the high point to the right of centre)

B. Vegetation within 100 m of indicative building areas

Photo 10: Pasture (potential grassland) north of the indicative building area on Lot 1



Photo 11: Pasture (potential grassland) east of the indicative building area on Lot 1

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Photo 12: Pasture (potential grassland) south of the indicative building area on Lot 1



Photo 13: Pasture (potential grassland) west of the indicative building area on Lot 1, with parkland and residential areas beyond

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Photo 14: Public Park (non-vegetated and low threat vegetation) within 100 m to the west of the indicative building area on Lot 1



Photo 15: Pasture (potential grassland) north of the indicative building area on the Balance lot

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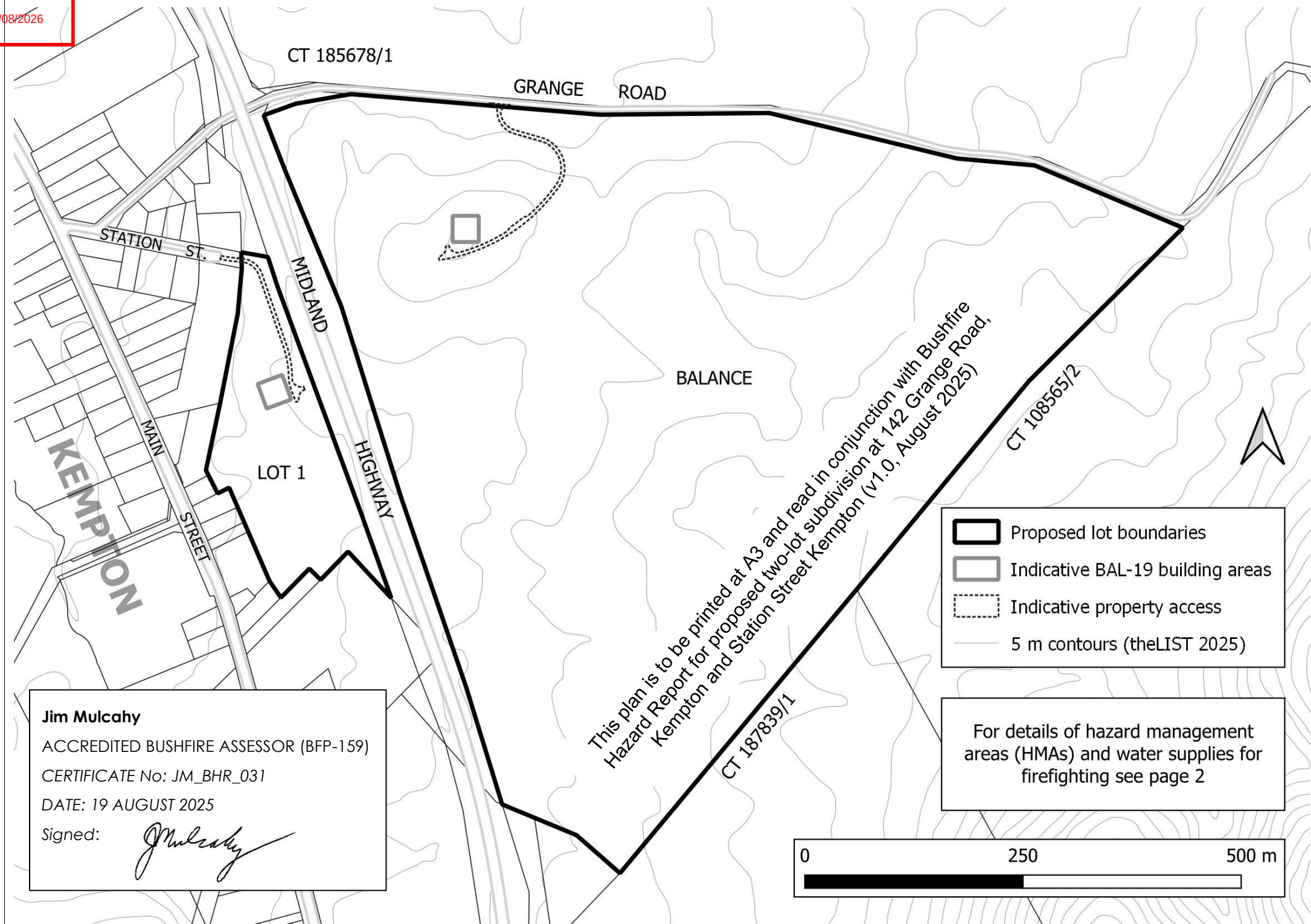
Photo 16: Pasture (potential grassland) east of the indicative building area on the Balance lot



Photo 17: Pasture (potential grassland) south of the indicative building area on the Balance lot

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Photo 18: Pasture (potential grassland) west of the indicative building area on the Balance lot



Jim Mulcahy

ACCREDITED BUSHFIRE ASSESSOR (BFP-159)

CERTIFICATE No: JM_BHR_031

DATE: 19 AUGUST 2025

Signed:

For: John Jones

Address: 142 Grange Road, Kempton and
Station Street, Kempton

Titles: CT 181987/1

Assessment #: JM_BHR_031

August 2025



MULCAHY PLANNING
AND
PROPERTY
SERVICES

410 Nelson Road Mt Nelson TAS 7007

email: jimsplanning@outlook.com

Mobile: 0424 505 184

1. Hazard Management Areas (HMAs) (see page 2)

- HMAs must be established at the time of building on the lots and prior to the occupation of any habitable buildings.
- To be effective, HMAs must be maintained as 'low threat vegetation' or 'non-vegetated land' (as defined by Clause 2.2.3.2 of AS3959) for the life of the development.
- No tree branches should overhang habitable buildings.
- Trees & shrubs should be separated to create discontinuous 'clumps' and a minimum 10 m separation should be maintained between clumps of shrubs.
- Horizontal separation of at least 5 m should be maintained between tree canopies and low branches should be removed to create at least 2 m vertical separation between tree canopy and underlying shrubs or ground cover.
- Grassland, pasture & lawn must be kept short (< 100 mm).
- Fine fuels such as leaves, bark and twigs should be removed from the ground periodically, particularly leading into summer or any other identified period of high fire risk.
- Flammable vegetation should not be retained or planted under or directly adjacent to habitable buildings (particularly decks, flammable cladding and glazed elements) or in corridors which can act as a 'wick' to channel fire to habitable buildings.
- Flammable material such as firewood, building materials, organic mulch and fuel should not be stored under nor directly adjacent to decks or habitable buildings.

3. Access for firefighting

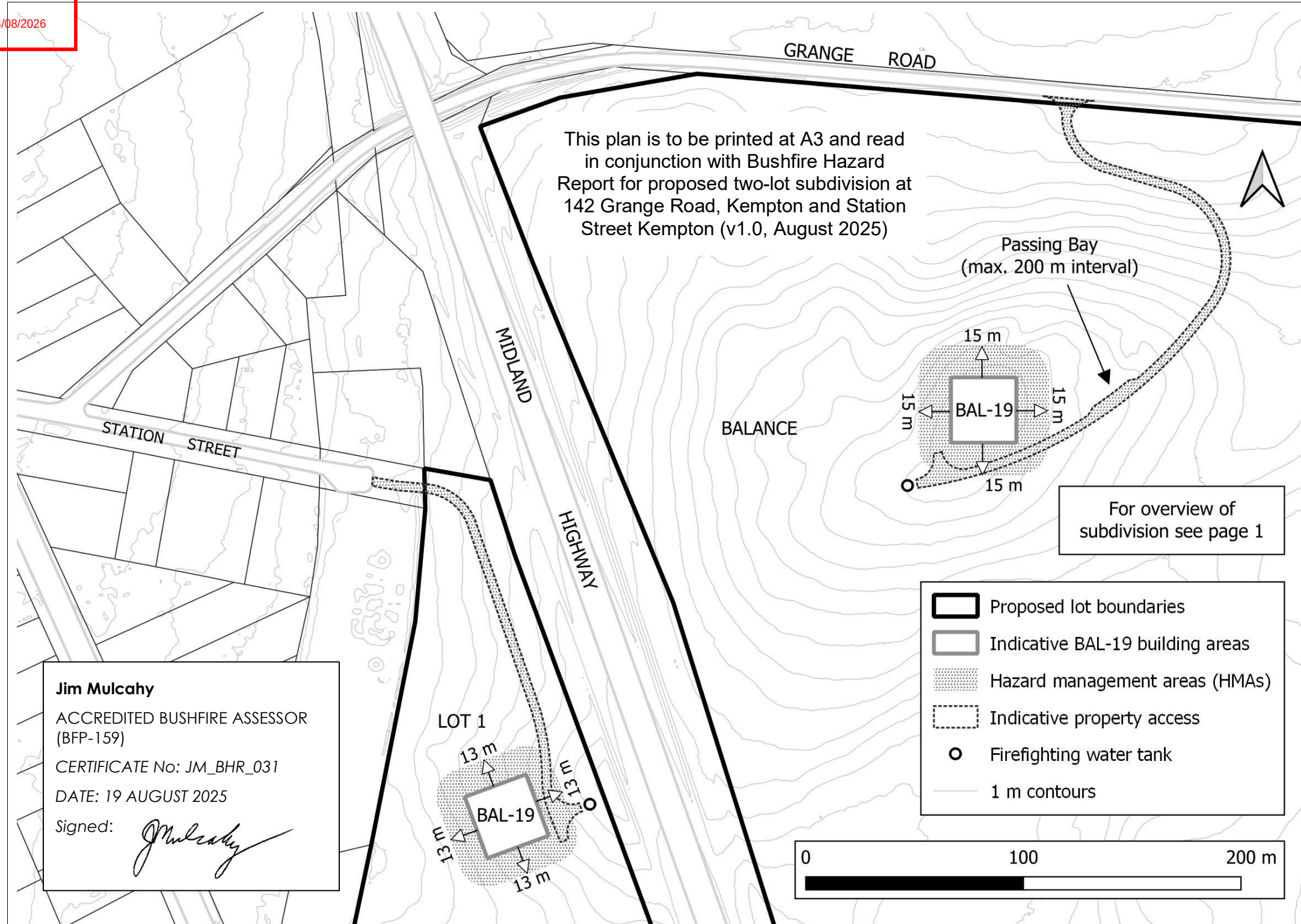
- The plan shows indicative property access provisions to service both lots which are 4 m wide and terminate in compliant turning areas.
- Property access must be constructed at the time of building on the lots and must be compliant with Table C13.2 of the Bushfire Prone Areas Code (the Code) prior to occupancy of any habitable buildings.

4. Water Supply for Firefighting

- The plan on page 2 shows indicative water tanks for firefighting to service both lots which are located within 3 m of a hardstand, more than 6 m from indicative building areas, and within 90 m hose lay of the furthest parts of indicative building areas.
- Water supplies for firefighting to service both lots must be provided at the time of building on the lots and must be compliant with Table C13.5 of the Code prior to the sealing of the final plans.

5. Construction Standards

- This plan only certifies that future habitable buildings on both lots can achieve the separation distances required to allow construction to BAL-19.



1. Hazard Management Areas (HMAs)

- HMAs must be established at the time of building on the lots and prior to the occupation of any habitable buildings.
- To be effective, HMAs must be maintained as 'low threat vegetation' or 'non-vegetated land' (as defined by Clause 2.2.3.2 of AS3959) for the life of the development.
- No tree branches should overhang habitable buildings.
- Trees & shrubs should be separated to create discontinuous 'clumps' and a minimum 10 m separation should be maintained between clumps of shrubs.
- Horizontal separation of at least 5 m should be maintained between tree canopies and low branches should be removed to create at least 2 m vertical separation between tree canopy and underlying shrubs or ground cover.
- Grassland, pasture & lawn must be kept short (< 100 mm).
- Fine fuels such as leaves, bark and twigs should be removed from the ground periodically, particularly leading into summer or any other identified period of high fire risk.
- Flammable vegetation should not be retained or planted under or directly adjacent to habitable buildings (particularly decks, flammable cladding and glazed elements) or in corridors which can act as a 'wick' to channel fire to habitable buildings.
- Flammable material such as firewood, building materials, organic mulch and fuel should not be stored under nor directly adjacent to decks or habitable buildings.

3. Access for firefighting

- The plan shows indicative property access provisions to service both lots which are 4 m wide and terminate in compliant turning areas.
- Property access must be constructed at the time of building on the lots and must be compliant with Table C13.2 of the Bushfire Prone Areas Code (the Code) prior to occupancy of any habitable buildings.

4. Water Supply for Firefighting

- The plan on shows indicative water tanks for firefighting to service both lots which are located within 3 m of a hardstand, more than 6 m from indicative building areas, and within 90 m hose lay of the furthest parts of indicative building areas.
- Water supplies for firefighting to service both lots must be provided at the time of building on the lots and must be compliant with Table C13.5 of the Code prior to the sealing of the final plans.

5. Construction Standards

- This plan only certifies that future habitable buildings on both lots can achieve the separation distances required to allow construction to BAL-19.

For: John Jones

Address: 142 Grange Road, Kempton and Station Street, Kempton

Titles: CT 181987/1

Assessment #: JM_BHR_031

August 2025



MULCAHY PLANNING
AND
PROPERTY
SERVICES

410 Nelson Road Mt Nelson TAS 7007

email: jimsplanning@outlook.com

Mobile: 0424 505 184

BUSHFIRE-PRONE AREAS CODE**CERTIFICATE¹ UNDER S51(2)(d) *LAND USE PLANNING AND APPROVALS ACT 1993*****1. Land to which certificate applies**

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

Street address:142 Grange Road, Kempton and Station Street,
Kempton**Certificate of Title / PID:**

CT 181987/1

2. Proposed Use or Development**Description of proposed Use
and Development:**

Two lot subdivision (one additional lot and Balance)

Applicable Planning Scheme:Tasmanian Planning Scheme (State Planning
Provisions) – Southern Midlands**3. Documents relied upon**

This certificate relates to the following documents:

Title	Author	Date	Version
Proposal Plan – Proposed Subdivision Station Street Kempton	T. N. Woolford and Associates	October 2024	1
Bushfire Hazard Report for proposed two- lot subdivision at 142 Grange Road, Kempton and Station Street, Kempton	Mulcahy Planning and Property Services	August 2025	1.0
Bushfire Hazard Management Plan – proposed two-lot subdivision at 142 Grange Road, Kempton and Station Street, Kempton	Mulcahy Planning and Property Services	19 August 2025	1.0

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

4. Nature of Certificate

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

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

☐	C13.5.1 – Vulnerable Uses	
	Acceptable Solution	Compliance Requirement
☐	C13.5.1 P1	
☐	C13.5.1 A2	Emergency management strategy
☐	C13.5.1 A3	Bushfire hazard management plan

☐	C13.5.2 – Hazardous Uses	
	Acceptable Solution	Compliance Requirement
☐	C13.5.2 P1	
☐	C13.5.2 A2	Emergency management strategy
☐	C13.5.2 A3	Bushfire hazard management plan

☒	C13.6.1 Subdivision: Provision of hazard management areas	
	Acceptable Solution	Compliance Requirement
☐	C13.6.1 P1	
☐	C13.6.1 A1 (a)	Insufficient increase in risk
☒	C13.6.1 A1 (b)	Provides BAL-19 for both lots
☐	C13.6.1 A1(c)	Consent for mechanism on title

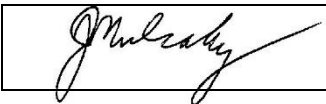
☒	C13.6.2 Subdivision: Public and firefighting access	
	Acceptable Solution	Compliance Requirement
☐	C13.6.2 P1	
☐	C13.6.2 A1 (a)	Insufficient increase in risk
☒	C13.6.2 A1 (b)	Access for both lots complies with relevant Table

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

5. Bushfire Hazard Practitioner**Name:** Jim Mulcahy**Phone No:** 0424 505 184**Postal Address:** 410 Nelson Road, Mt Nelson 7007**Email Address:** jimsplanning@outlook.com**Accreditation No:** BFP – 159**Scope:** 1 & 3B**6. Certification**

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

- ☐ Is exempt from the requirement Bushfire-Prone Areas Code because, having regard to the objective of all applicable standards in the Code, there is considered to be an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures, or
- ☒ The Bushfire Hazard Management Plan/s identified in Section 3 of this certificate is/are in accordance with the Chief Officer's requirements and compliant with the relevant **Acceptable Solutions** identified in Section 4 of this Certificate.

Signed:
certifier**Name:** Jim Mulcahy**Date:** 19/08/2025**Certificate Number:** JM_BHR_031

(For Practitioner Use only)

PEARU TERTS

BA, Grad. Dip. Env. Stud. (Hons.), MIE Aust., CPENG, MAAS
Consulting Engineer

33 Falcon Rd
Claremont 7011
Tasmania AUSTRALIA

**ARCHITECTURAL ACOUSTICS
NOISE CONTROL**

Phone 0417 107 906
Email: pearuterts@gmail.com

17/6/2026

Noise issues, Station Street subdivision, Kempton

SUMMARY:

1. Mean free field L10(18 h) = 57.2 dB(A) for 4 locations, 25 m from Midlands Highway boundary fence. This value does not include the façade correction of +2.5 dB(A). The range was from 53.4 to 63.1 dB(A).
2. These results are at or below the L10(18 h) = 63 dB(A) limit, above which traffic noise mitigation is required.
3. Traffic increased from Average Annual Daily Traffic (AADT) of 4573 vpd in 2016 (17.7% heavy vehicles) to 5477 vpd in 2023 with 24% 'heavy vehicles'. (Site A00873 – Midland Highway)
4. This is a compound increase of 2.6% per annum.
5. However, there was a decrease from 6080 vpd in 2021.
6. Likely life of dwellings on the subdivision, taken as 50 years but predictions, so far ahead, are unreliable. Predictions to 10 years are required by DIER (Code of Practice, Minimization of Road Traffic Noise in Design and Construction). In 10 years time, the traffic noise is expected to increase by 1.4 dB(A), based on a 2.6% p.a. compound increase in traffic flow.
7. Electric vehicles (including trucks) are likely to result in lower motor noise, no exhaust noise and only rolling (tyre road interaction) noise present.
8. DIER requires L10(18 h) not to exceed 63 dB(A) and this is the usual requirement. Usually, Authorities in Australia require extra noise mitigation once L10(18 h) exceeds 68 dB(A).
9. Acoustic design of building elements should ideally be for end of life of building.
10. A 2.1 m double skinned noise barrier Colorbond fence to replace the highway boundary fence is recommended to reduce traffic noise level L10(18 h) by about 7 dB(A). At location 2, erect 3.2 m barrier fence.
11. The building zone can be reduced from 50 m to 25 m from the highway boundary fence.

Mr. John Jones
e-mail: jones.ent1@bigpond.com

C/- 'Grangeside House'
27 Main Road
KEMPTON, Tas. 7039
Mob 0418 121 163

BRIEF:

Provide an acoustic report that shows that the 50 m set back can be reduced to 25 m.

INTRODUCTION:

Noise annoyance depends on the following factors:

1. the level of the existing noise
2. the level of a new noise
3. whether the new noise has tonal components
4. whether the new noise has impulsive components
5. whether the new noise carries unwanted intelligence such as loud music
6. the time of the day the noise occurs
7. noise annoyance is also dependant on the listeners perception of whether the noise is regrettfully caused, imposed in ignorance or inflicted as an act of aggression.

Generally, if the traffic noise level $L_{10}(18\text{ h}) = 68\text{ dB(A)}$ then community complaints can occur and noise mitigation measures are sought. Usually, below $L_{10}(18\text{ h}) = 63\text{ dB(A)}$, noise complaints are infrequent. $L_{10}(18\text{ h}) = 63\text{ dB(A)}$ is the usual requirement in Australia for traffic noise.

We have considered the noise issues in relation to the above proposed development and submit our report for your consideration.

TRAFFIC NOISE:

The Average Annual Daily Traffic (AADT) in 2016 was 4573 vehicles per day. The % of heavy vehicles, including articulated vehicles was 17.7 %.

In 2023, the AADT was 5477 vpd with 24% heavy vehicles. This information was for Route No A0087, Site A0087300 – Midland Highway, 1.38 km N of Main Street Sth., Junction.

If we consider the trend from 2016 to 2023 only, then in 7 years the increase was 904 vpd and hence $(1.026)^7 = 1.1968$ and $1.1968(4573) = 5473$.

Hence the annual compound increase in traffic flow is 2.6%.

The results of the various measurements are included in the field report in the appendix, pages A 1 to A 24.

The main purpose of the measurements was to establish the numerical value of the metric L10 (18 h), often used in traffic noise studies. It is the average of the L10 noise levels measured over 18 h between 0600 h and 2400 h. L10 (1 h) is the noise level exceeded for 10 % of the sampling period. For example, L10 (1 h) = 63 dB(A) means that for 10 % or 6 minutes, the noise level was 63 dB(A) or more.

The topography of the Station Street subdivision is somewhat complex with some flat areas, depressions and raised areas that cause variations in the traffic noise levels. There are areas that are below the Midlands Highway and areas where the Midlands highway is in a cut. We therefore measured the traffic noise at 4 locations which included the cutting and the depressed area. The locations are shown on page A3 and the main results are shown on page A 9, with a summary of the measured results shown on page A8.

Our noise measurements and analysis indicate that currently, for example, at location 1, 25 m from the boundary, L10 (3 h) = 64.1 dB(A). See statistical noise analysis results for location 1, on page A 8. The value of L10 (18 h) = L 10 (3 h) – 1. Hence L10 (18 h) = 64.1 – 1 = 63.1 dB(A). These measurements were done in a free field, that is, no nearby reflecting surfaces that bounce the noise back into the measuring microphone to give a 2.5 dB(A) higher noise level.

We allow for the façade effect by adding +2.5 dB(A) to the measured values, making the L10 (18 h) = 65.6 dB(A).

However, acoustically, there is merit in designing the building elements for the noise climate likely to occur towards the end of the expected life of the buildings Midland Highway carries considerable traffic and near the proposed subdivision there is free flowing traffic not regulated by traffic lights.

The growth in traffic near the proposed site is taken as 2.6 % per annum, compounded. Hence traffic flow is likely to double in 27.7 years which is less than the likely life of the buildings. A doubling of traffic will result in a 3 dB(A) increase in noise. This is a just noticeable increase (j.n.d.) in noise. This means that 50% Of the members of the public would notice an increase, the other 50% would say there was no increase in noise.

However, DIER's Code of Practice 'Minimization of Road Traffic Noise in Design and Construction' requires the L10(18 h) to be calculated for the expected flow 10 years after opening of a proposed facility.

In 10 + 3 (2023 – 2026) = 13 years, the increase in traffic noise is likely to be:

$$10 \log (1.026)^{13} = 1.449 \text{ or say, } 1.4 \text{ dB(A).}$$

This is a marginal increase unlikely to be subjectively noticed.

It is interesting to note that on the statistics report, there is a slight downward trend, starting in 2021, in the AADT flow (6080 vpd) to 5477 vpd in 2023. This could be due to many factors such as COVID, less tourism, higher fuel prices. If this trend continues then together with the increased use of EV's, traffic noise levels may start to decrease slightly, but the main component of vehicle noise at high speed (110 kmh) is the tyre/road interaction noise.

The spectral content, shown on page A14, has a slight increase in the 1000 Hz band due to tyre/road interaction noise. This feature is lessened in location 3 because of the cut which provides an effective barrier to mid and high frequency noise.

NOISE BARRIER FENCE:

We used the Welsh Office Department of Transport calculations to predict the road traffic noise at location 1, assuming a façade of a house at 25 m from the fence. We used a speed of 110 kmh and 24% heavy vehicles and the north bound lane traffic = 2832.4 vehicles and the south bound lane with 2680 vehicles. This was based on traffic statistics for Site A09087300 – Midland Highway, as detailed on page 2.

We measured the texture depth at 1.9 mm and a gradient of 1.7% for the south bound lane, and the angle of view (of the traffic) = 165 degrees. The calculated L10(18 h) for the north and south bound lanes was 65.0 dB(A) one metre in front of a façade, 25 m from the boundary fence, by 2036. This marginally exceeds the 63 dB(A) limit for L10(18 h).

Our 3 h measurements indicated an L10(18 h) = 63.1 dB(A) to which we add the façade effect of +2.5 dB(A) making a total of 65.5 dB(A) for 2026.

We calculated the effect of a 2.1 m high highway boundary noise barrier fence and it reduced the noise by about 7.3 dB(A) to L10(18 h) = 57.7 dB(A) or say 58 dB(A).

A similar calculation was performed for a dwelling 25 m from the boundary fence at location 2 which is below the Midlands Highway road surface. The estimated L10(18 h) = 63.6 dB(A) in 2036. To achieve a 5 dB(A) reduction in traffic noise, the noise barrier needs to be sufficiently high as to just cut the view to the heavy vehicles. This may entail the erection of a 3.2 m barrier fence.

We recommend a double sided Colorbond fence, 2.1 m high and 3.2 m high at location 2. The fence should be made of material having a surface density of 20 kg/m². or having an Rw or STC rating of about 28 STC points. It is important that there be no gaps between the ground and the body of the fence. Such a barrier was installed at Latrobe, opposite the hospital on the Bass highway. A similar barrier was installed at a Rokeby subdivision before and opposite the Police Academy.

There is acoustic advantage in having the outer sheet's ribs running vertically and the inner skin's ribs running horizontally.

Although the fence may be acoustically over designed in parts, aesthetically the fence of the same height may be more pleasing to view and cheaper to build, due to quantity discounts and simpler plans.

CONCLUSION:

Our measurements and analysis indicate that the current 50 m set back as shown on the Station Street sub division drawing can be reduced to 25 m.

The L10(18 h) noise level is likely to be less than 63 dB(A) at the façade of a dwelling..

Pearu Terts

SEARCH OF TORRENS TITLE

VOLUME 181987	FOLIO 1
EDITION 1	DATE OF ISSUE 29-Nov-2021

SEARCH DATE : 11-Aug-2024

SEARCH TIME : 09.08 PM

DESCRIPTION OF LAND

Town of KEMPTON

Lot 1 on Plan 181987

Being the land firstly described in Conveyance No. 38/3480

Excepting thereout Lot 1 (103/36 D.O.) 3.968 ha, Lot 6 (103/36 D.O.) 1110m2, Lot 1 (106/20 D.O.) 819m2, Lot 1 (SP108057)

1716m2 & Part of Lots 1 & 2 (SP181986) 86.0m2

Derivation : Part of 700 Acres Located to Whickam Whitchurch, Part of 50 Acres Located to Joseph Johnson, Part of 50 Acres Located to Andrew Lowes and Joseph Johnson, Part of 42 Acres Gtd. to John Ogle Gage and Part of 76 Acres Gtd. to Joseph Johnson

Prior CT 109749/1

SCHEDULE 1

MURRAY JONES & SONS PROPRIETARY LIMITED

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

D4385 Transfer of the "Gas Pipeline Right" created by

Instrument C440911 in favour of Tasmanian Gas

Pipeline Pty Ltd Registered 02-May-2012 at noon

C440911 SUBJECT to the Gas Pipeline right set forth in

Memorandum of Provisions No. M225 for The Crown over

the land marked "Gas Supply Easement" shown on Plan

No. 137121 as passing through the said land within

described Registered 07-Aug-2003 at noon

C601557 Notice of Permit Corridor under Section 15 of the

Major Infrastructure Development Approvals Act 1999

affecting the said land within described. Registered

15-Nov-2004 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

OWNER MURRAY JONES & SONS PTY LTD

FOLIO REFERENCE C.T.109749-1

GRANTEE PARTS OF 700 AC. LOC. TO WHICKHAM WHIT-
CHURCH, 50 AC. LOC. TO JOSEPH JOHNSON,
50 AC. LOC. TO ANDREW LOWES & JOSEPH JOHNSON,
42 AC. GTD. JOHN OGLE GAGE, 76 AC. GTD. TO
JOSEPH JOHNSON

PLAN OF TITLE

LOCATION LAND DISTRICT OF MONMOUTH
PARISH OF DYSART &
TOWN OF KEMPTON

CONVERTED BY PLAN No D.108678

COMPILED BY TONY WOOLFORD

NOT TO SCALE

LENGTHS IN METRES

Registered Number

P 181987

APPROVED 29 NOV 2021

Recorder of Titles

MAPSHEET MUNICIPAL
CODE No.

LAST
UPI No

LAST PLAN
No D.109749

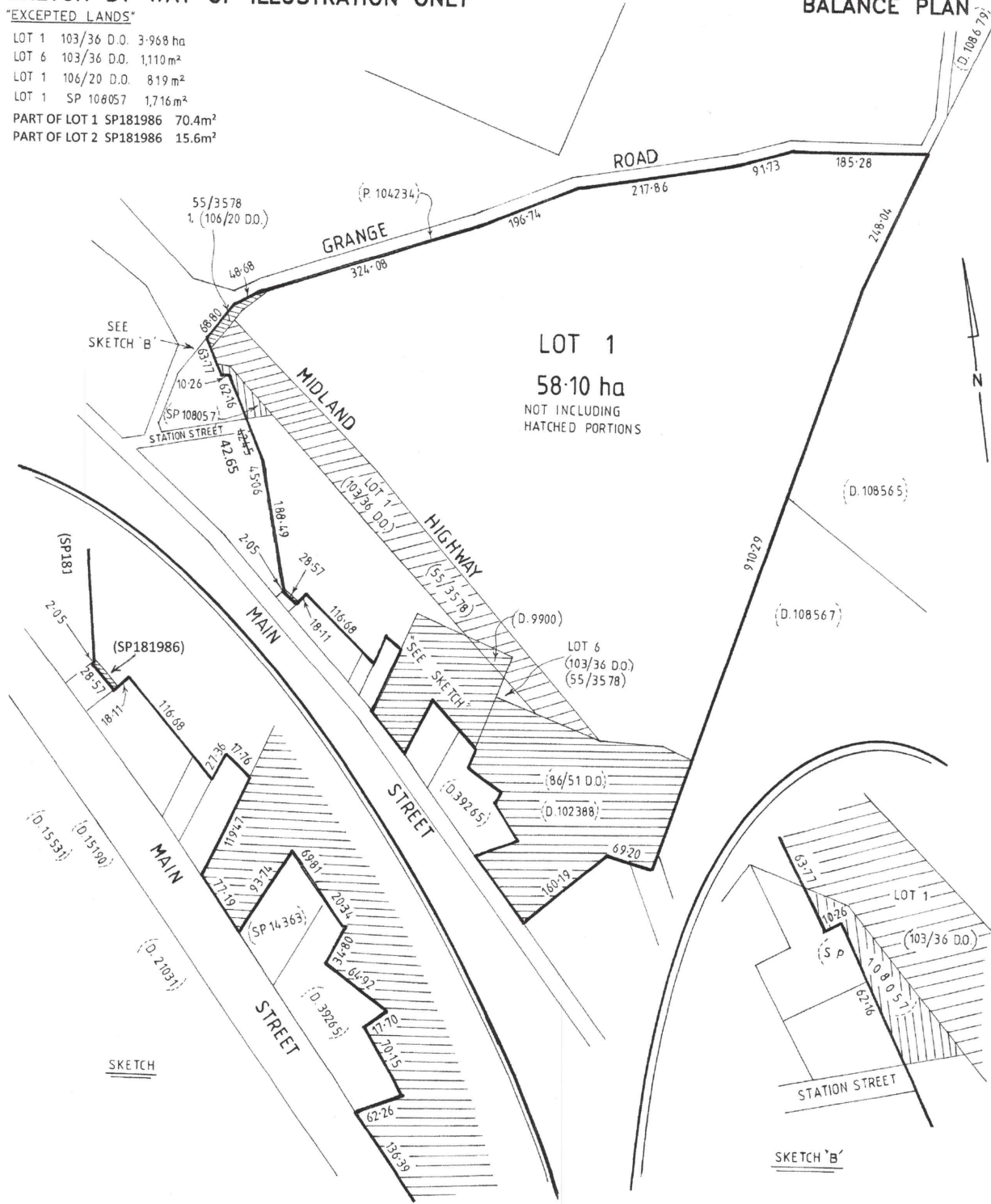
ALL EXISTING SURVEY NUMBERS TO BE
CROSS REFERENCED ON THIS PLAN

SKETCH BY WAY OF ILLUSTRATION ONLY

"EXCEPTED LANDS"

LOT 1 103/36 D.O. 3.968 ha
LOT 6 103/36 D.O. 1.110 m²
LOT 1 106/20 D.O. 8.19 m²
LOT 1 SP 108057 1.716 m²
PART OF LOT 1 SP181986 70.4 m²
PART OF LOT 2 SP181986 15.6 m²

BALANCE PLAN



A-142