



# Application for Planning Approval

## ***Land Use Planning and Approvals Act 1993***

---

APPLICATION NO.

**DA2023/149**

LOCATION OF AFFECTED AREA

**76 COVE HILL ROAD & 1 PARKHOLME DRIVE, BRIDGEWATER**

DESCRIPTION OF DEVELOPMENT PROPOSAL

**ADDITIONS & ALTERATIONS TO BRIDGEWATER BRIDGE OFFSITE FACILITY**

A COPY OF THE DEVELOPMENT APPLICATION MAY BE VIEWED AT [www.brighton.tas.gov.au](http://www.brighton.tas.gov.au) AND AT THE COUNCIL OFFICES, 1 TIVOLI ROAD, OLD BEACH, BETWEEN 8:15 A.M. AND 4:45 P.M., MONDAY TO FRIDAY OR VIA THE QR CODE BELOW. ANY PERSON MAY MAKE WRITTEN REPRESENTATIONS CONCERNING AN APPLICATION UNTIL 4:45 P.M. ON **31/10/2023**. ADDRESSED TO THE GENERAL MANAGER AT 1 TIVOLI ROAD, OLD BEACH, 7017 OR BY EMAIL AT [development@brighton.tas.gov.au](mailto:development@brighton.tas.gov.au).

REPRESENTATIONS SHOULD INCLUDE A DAYTIME TELEPHONE NUMBER TO ALLOW COUNCIL OFFICERS TO DISCUSS, IF NECESSARY, ANY MATTERS RAISED.

**JAMES DRYBURGH**  
**General Manager**



**Brighton**  
going places

PROJECT TEAM

ARCHITECT:  
1 PLUS 2 ARCHITECTURE PTY. LTD  
FRED WARD  
1 PLUS 2 ARCHITECTURE PTY. LTD  
27 MELVILLE STREET, HOBART TAS 7000

BUILDING SURVEYOR:  
LEE TYERS BUILDING SURVEYORS  
PO BOX 384 KINGSTON TAS 7051

STRUCTURAL/CIVIL ENGINEER:  
BRIDGEWATER ENGINEERS  
PO BOX 111 BRIDGEWATER TAS 7250

ELECTRICAL/TELEPHONE ENGINEER:  
COLLINGWOOD VIC 3066

LAND SURVEYOR:  
ROGERSON & BIRCH SURVEYORS  
UNIT 1, 2 KENNEDY DRIVE, CAMBRIDGE PARK TAS 7170

LANDSCAPE ARCHITECT:  
INSPIRING PLACE LANDSCAPE ARCHITECTS  
HOBART TAS 7000

TRAFFIC ENGINEER:  
25 HERMAN ST ROSNY TAS 7018

GENERAL NOTES

THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE ENGINEERS DRAWINGS. ANY DISCREPANCIES SHALL BE REFERRED TO THE OWNER/PROJECT MANAGER.

ALL CONSTRUCTION SHALL BE IN STRICT ACCORDANCE WITH THE CURRENT REQUIREMENTS OF THE NATIONAL CONSTRUCTION CODE. ALL CURRENT AUSTRALIAN STANDARDS REFERENCED THERE IN AND THE PARTICULAR REQUIREMENTS AND BY-LAWS OF ALL AUTHORITIES HAVING JURISDICTION OVER THE SITE.

WORKMANSHIP AND MATERIALS TO ALL TRADERS SHALL BE BEST QUALITY TO STANDARDS ACCEPTED BY THE ROYAL AUSTRALIAN INSTITUTE OF ARCHITECTS AND THE MASTER BUILDERS ASSOCIATION OF AUSTRALIA. WHERE AUSTRALIAN STANDARDS ARE APPLICABLE TO MATERIALS, NO LESS STANDARD WILL BE ALLOWED.

ALL MATERIALS SHALL BE NEW UNLESS OTHERWISE SPECIFIED.

WORKMANSHIP SHALL BE PERFORMED BY SKILLED TRADESPERSONS AND MUST COMPLY WITH CURRENT APPLICABLE AUSTRALIAN AND OTHER STANDARDS REQUIRED BY THE REGULATIONS AND LOCAL AUTHORITIES.

ALL PROPRIETARY MATERIALS & FINISHES ARE TO BE INSTALLED IN STRICT ACCORDANCE WITH THE MANUFACTURER'S WRITTEN INSTRUCTIONS AND WARRANTED METHODS. WRITTEN WARRANTIES AND MAINTENANCE MANUALS FOR ALL PROPRIETARY MATERIALS & FINISHES ARE TO BE SUPPLIED TO THE OWNER AT PRACTICAL COMPLETION.

THE CONTRACTOR SHALL ENSURE THAT ALL PROTECTIVE COATING SYSTEMS INCLUDING PAINTS, RENDER, WEATHER AND WATER-PROOFING MEMBRANES AND THE MANUFACTURER'S INSTRUCTIONS AND WARRANTED METHODS. WRITTEN WARRANTIES AND MAINTENANCE MANUALS FOR ALL PROPRIETARY MATERIALS & FINISHES ARE TO BE SUPPLIED TO THE OWNER AT PRACTICAL COMPLETION.

THE GLAZER SHALL DISCUSS & CONFIRM ALL DETAILS WITH THE BUILDER PRIOR TO ANY WORKS ON OR OFF SITE TO ENSURE CO-ORDINATED, WEATHER TIGHT AND WARRANTED CERTIFIED CONSTRUCTION.

EQUIVALENTS TO SPECIFIED ITEMS WILL NOT BE ACCEPTED UNLESS APPROVED IN ADVANCE OF INSTALLATION BY THE OWNER / PROJECT MANAGER.

HAZARDOUS MATERIALS:  
GIVE NOTICE IMMEDIATELY HAZARDOUS MATERIALS OR CONDITIONS ARE FOUND.

BEFORE HAND-OVER, THE BUILDER SHALL ENSURE:  
ALL SURFACES ARE CLEANED, ALL GLASS IS CLEANED INSIDE AND OUT, AND ALL RUBBERS & GASKETS ARE REMOVED FROM SITE. ALL DOORS, CURTAINS AND OPENING WINDOWS ARE IN WORKING CONDITION WITHOUT DEFECTS AND FULLY SEALED WHEN SHUT.

ALL SERVICES ARE CONNECTED, TESTED, AND IN WORKING CONDITION.

GLAZING:  
GLASS THICKNESS TO MEET THE REQUIREMENTS OF AS1088 & AS 1755.2 & THE NATIONAL CONSTRUCTION CODE.

ALL DIMENSIONS ARE NOMINAL & TO BE CONFIRMED ON SITE BY THE GLAZER PRIOR TO INSTALLATION.

NOTE: EXISTING CONTOUR AND LEVEL INFORMATION HAS BEEN PROVIDED BY ROGERSON & BIRCH SURVEYORS WITH SURVEY INFORMATION POSITION ON THE AUSTRALIAN HEIGHT DATUM.

EXISTING BUILDING

GROUND FLOOR AREA: 1546/72  
UPPER FLOOR AREA: 995/91  
EXISTING TOTAL: 1645.5 M<sup>2</sup>

PROPOSED BUILDING

GROUND FLOOR: 458/81  
UPPER LEVEL: 995/91  
TOTAL PROPOSED: 4,659/91

NOTE: FLOOR AREAS RELATE ONLY TO THE SHED WHERE WORKS ARE PROPOSED. EXISTING SHEDS BEHIND WHICH WERE APPROVED UNDER DA2022-55.

DRAWING LIST

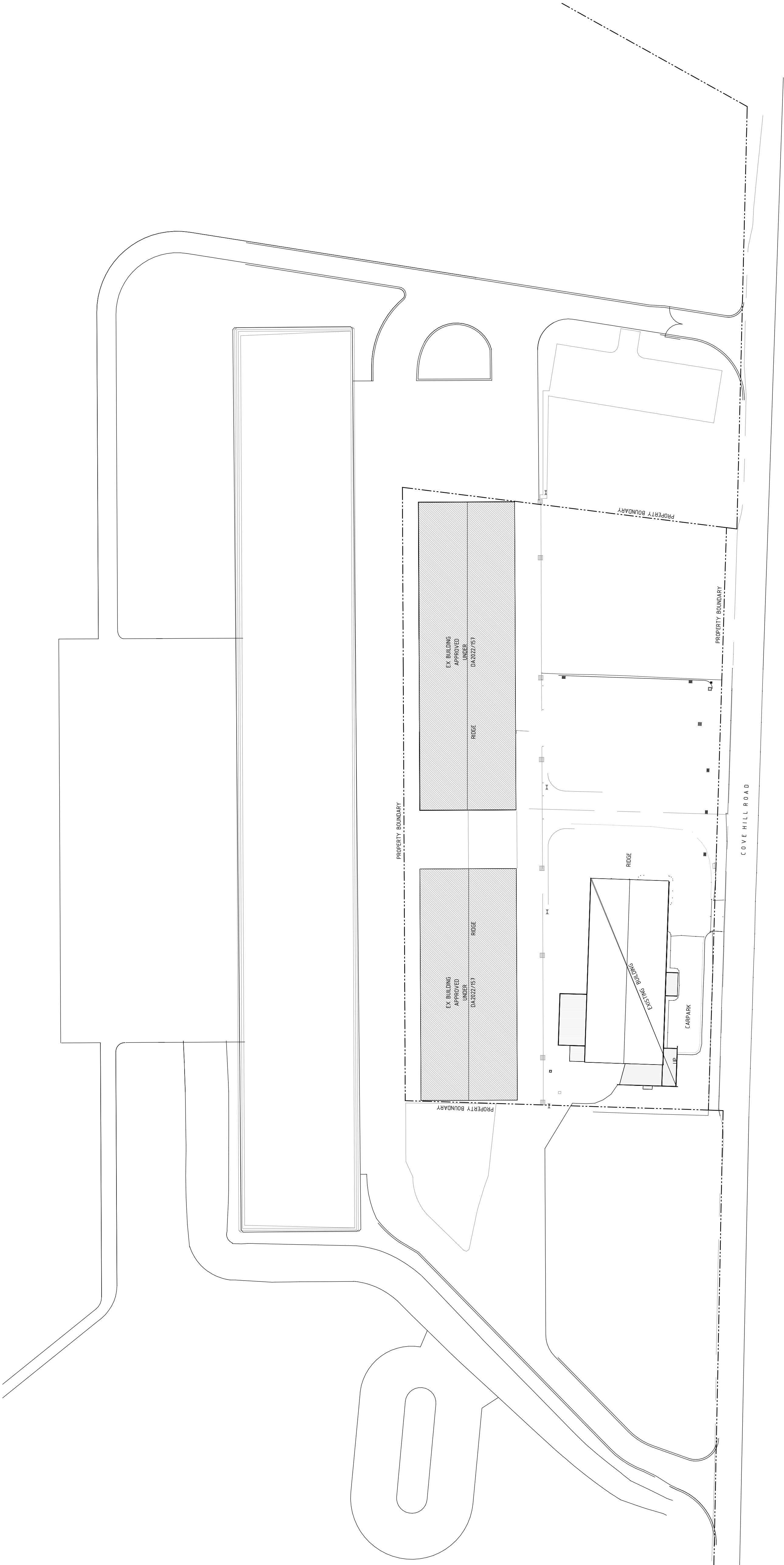
ARCHITECTURAL

NO.	REV.	TITLE
A0.00	A	COVER SHEET
A1.00	A	EXISTING CONTEXT PLAN
A1.01	A	EXISTING SITE PLAN
A1.02	A	EXISTING FLOOR PLAN
A1.03	A	EXISTING ROOF PLAN
A1.04	A	EXISTING ELEVATIONS 01
A2.00	A	PROPOSED GROUND FLOOR
A2.01	A	PROPOSED GROUND FLOOR LAYOUT
A2.02	A	PROPOSED ROOF PLAN
A2.03	A	PROPOSED STAGING CMP PLAN
A3.01	A	PROPOSED ELEVATION 1
A3.02	A	PROPOSED ELEVATIONS 2
A4.01	A	PROPOSED BUILDING SECTIONS 1

CODE LEGEND

CODE	DESCRIPTION
C1	COLORBOND METAL CLADDING (HMD GREY)
C101	COLORBOND METAL CLADDING (HMD GREY)
C102	COLORBOND METAL CLADDING (HMD GREY)
C103	COLORBOND METAL CLADDING (HMD GREY)
C104	COLORBOND METAL CLADDING (HMD GREY)
C105	COLORBOND METAL CLADDING (HMD GREY)
C106	COLORBOND METAL CLADDING (HMD GREY)
C107	COLORBOND METAL CLADDING (HMD GREY)
C108	COLORBOND METAL CLADDING (HMD GREY)
C109	COLORBOND METAL CLADDING (HMD GREY)
C110	COLORBOND METAL CLADDING (HMD GREY)
C111	COLORBOND METAL CLADDING (HMD GREY)
C112	COLORBOND METAL CLADDING (HMD GREY)
C113	COLORBOND METAL CLADDING (HMD GREY)
C114	COLORBOND METAL CLADDING (HMD GREY)
C115	COLORBOND METAL CLADDING (HMD GREY)
C116	COLORBOND METAL CLADDING (HMD GREY)
C117	COLORBOND METAL CLADDING (HMD GREY)
C118	COLORBOND METAL CLADDING (HMD GREY)
C119	COLORBOND METAL CLADDING (HMD GREY)
C120	COLORBOND METAL CLADDING (HMD GREY)
C121	COLORBOND METAL CLADDING (HMD GREY)
C122	COLORBOND METAL CLADDING (HMD GREY)
C123	COLORBOND METAL CLADDING (HMD GREY)
C124	COLORBOND METAL CLADDING (HMD GREY)
C125	COLORBOND METAL CLADDING (HMD GREY)
C126	COLORBOND METAL CLADDING (HMD GREY)
C127	COLORBOND METAL CLADDING (HMD GREY)
C128	COLORBOND METAL CLADDING (HMD GREY)
C129	COLORBOND METAL CLADDING (HMD GREY)
C130	COLORBOND METAL CLADDING (HMD GREY)
C131	COLORBOND METAL CLADDING (HMD GREY)
C132	COLORBOND METAL CLADDING (HMD GREY)
C133	COLORBOND METAL CLADDING (HMD GREY)
C134	COLORBOND METAL CLADDING (HMD GREY)
C135	COLORBOND METAL CLADDING (HMD GREY)
C136	COLORBOND METAL CLADDING (HMD GREY)
C137	COLORBOND METAL CLADDING (HMD GREY)
C138	COLORBOND METAL CLADDING (HMD GREY)
C139	COLORBOND METAL CLADDING (HMD GREY)
C140	COLORBOND METAL CLADDING (HMD GREY)
C141	COLORBOND METAL CLADDING (HMD GREY)
C142	COLORBOND METAL CLADDING (HMD GREY)
C143	COLORBOND METAL CLADDING (HMD GREY)
C144	COLORBOND METAL CLADDING (HMD GREY)
C145	COLORBOND METAL CLADDING (HMD GREY)
C146	COLORBOND METAL CLADDING (HMD GREY)
C147	COLORBOND METAL CLADDING (HMD GREY)
C148	COLORBOND METAL CLADDING (HMD GREY)
C149	COLORBOND METAL CLADDING (HMD GREY)
C150	COLORBOND METAL CLADDING (HMD GREY)
C151	COLORBOND METAL CLADDING (HMD GREY)
C152	COLORBOND METAL CLADDING (HMD GREY)
C153	COLORBOND METAL CLADDING (HMD GREY)
C154	COLORBOND METAL CLADDING (HMD GREY)
C155	COLORBOND METAL CLADDING (HMD GREY)
C156	COLORBOND METAL CLADDING (HMD GREY)
C157	COLORBOND METAL CLADDING (HMD GREY)
C158	COLORBOND METAL CLADDING (HMD GREY)
C159	COLORBOND METAL CLADDING (HMD GREY)
C160	COLORBOND METAL CLADDING (HMD GREY)
C161	COLORBOND METAL CLADDING (HMD GREY)
C162	COLORBOND METAL CLADDING (HMD GREY)
C163	COLORBOND METAL CLADDING (HMD GREY)
C164	COLORBOND METAL CLADDING (HMD GREY)
C165	COLORBOND METAL CLADDING (HMD GREY)
C166	COLORBOND METAL CLADDING (HMD GREY)
C167	COLORBOND METAL CLADDING (HMD GREY)
C168	COLORBOND METAL CLADDING (HMD GREY)
C169	COLORBOND METAL CLADDING (HMD GREY)
C170	COLORBOND METAL CLADDING (HMD GREY)
C171	COLORBOND METAL CLADDING (HMD GREY)
C172	COLORBOND METAL CLADDING (HMD GREY)
C173	COLORBOND METAL CLADDING (HMD GREY)
C174	COLORBOND METAL CLADDING (HMD GREY)
C175	COLORBOND METAL CLADDING (HMD GREY)
C176	COLORBOND METAL CLADDING (HMD GREY)
C177	COLORBOND METAL CLADDING (HMD GREY)
C178	COLORBOND METAL CLADDING (HMD GREY)
C179	COLORBOND METAL CLADDING (HMD GREY)
C180	COLORBOND METAL CLADDING (HMD GREY)
C181	COLORBOND METAL CLADDING (HMD GREY)
C182	COLORBOND METAL CLADDING (HMD GREY)
C183	COLORBOND METAL CLADDING (HMD GREY)
C184	COLORBOND METAL CLADDING (HMD GREY)
C185	COLORBOND METAL CLADDING (HMD GREY)
C186	COLORBOND METAL CLADDING (HMD GREY)
C187	COLORBOND METAL CLADDING (HMD GREY)
C188	COLORBOND METAL CLADDING (HMD GREY)
C189	COLORBOND METAL CLADDING (HMD GREY)
C190	COLORBOND METAL CLADDING (HMD GREY)
C191	COLORBOND METAL CLADDING (HMD GREY)
C192	COLORBOND METAL CLADDING (HMD GREY)
C193	COLORBOND METAL CLADDING (HMD GREY)
C194	COLORBOND METAL CLADDING (HMD GREY)
C195	COLORBOND METAL CLADDING (HMD GREY)
C196	COLORBOND METAL CLADDING (HMD GREY)
C197	COLORBOND METAL CLADDING (HMD GREY)
C198	COLORBOND METAL CLADDING (HMD GREY)
C199	COLORBOND METAL CLADDING (HMD GREY)
C200	COLORBOND METAL CLADDING (HMD GREY)
C201	COLORBOND METAL CLADDING (HMD GREY)
C202	COLORBOND METAL CLADDING (HMD GREY)
C203	COLORBOND METAL CLADDING (HMD GREY)
C204	COLORBOND METAL CLADDING (HMD GREY)
C205	COLORBOND METAL CLADDING (HMD GREY)
C206	COLORBOND METAL CLADDING (HMD GREY)
C207	COLORBOND METAL CLADDING (HMD GREY)
C208	COLORBOND METAL CLADDING (HMD GREY)
C209	COLORBOND METAL CLADDING (HMD GREY)
C210	COLORBOND METAL CLADDING (HMD GREY)
C211	COLORBOND METAL CLADDING (HMD GREY)
C212	COLORBOND METAL CLADDING (HMD GREY)
C213	COLORBOND METAL CLADDING (HMD GREY)
C214	COLORBOND METAL CLADDING (HMD GREY)
C215	COLORBOND METAL CLADDING (HMD GREY)
C216	COLORBOND METAL CLADDING (HMD GREY)
C217	COLORBOND METAL CLADDING (HMD GREY)
C218	COLORBOND METAL CLADDING (HMD GREY)
C219	COLORBOND METAL CLADDING (HMD GREY)
C220	COLORBOND METAL CLADDING (HMD GREY)
C221	COLORBOND METAL CLADDING (HMD GREY)
C222	COLORBOND METAL CLADDING (HMD GREY)
C223	COLORBOND METAL CLADDING (HMD GREY)
C224	COLORBOND METAL CLADDING (HMD GREY)
C225	COLORBOND METAL CLADDING (HMD GREY)
C226	COLORBOND METAL CLADDING (HMD GREY)
C227	COLORBOND METAL CLADDING (HMD GREY)
C228	COLORBOND METAL CLADDING (HMD GREY)
C229	COLORBOND METAL CLADDING (HMD GREY)
C230	COLORBOND METAL CLADDING (HMD GREY)
C231	COLORBOND METAL CLADDING (HMD GREY)
C232	COLORBOND METAL CLADDING (HMD GREY)
C233	COLORBOND METAL CLADDING (HMD GREY)
C234	COLORBOND METAL CLADDING (HMD GREY)
C235	COLORBOND METAL CLADDING (HMD GREY)
C236	COLORBOND METAL CLADDING (HMD GREY)
C237	COLORBOND METAL CLADDING (HMD GREY)
C238	COLORBOND METAL CLADDING (HMD GREY)
C239	COLORBOND METAL CLADDING (HMD GREY)
C240	COLORBOND METAL CLADDING (HMD GREY)
C241	COLORBOND METAL CLADDING (HMD GREY)
C242	COLORBOND METAL CLADDING (HMD GREY)
C243	COLORBOND METAL CLADDING (HMD GREY)
C244	COLORBOND METAL CLADDING (HMD GREY)
C245	COLORBOND METAL CLADDING (HMD GREY)
C246	COLORBOND METAL CLADDING (HMD GREY)
C247	COLORBOND METAL CLADDING (HMD GREY)
C248	COLORBOND METAL CLADDING (HMD GREY)
C249	COLORBOND METAL CLADDING (HMD GREY)
C250	COLORBOND METAL CLADDING (HMD GREY)
C251	COLORBOND METAL CLADDING (HMD GREY)
C252	COLORBOND METAL CLADDING (HMD GREY)
C253	COLORBOND METAL CLADDING (HMD GREY)
C254	COLORBOND METAL CLADDING (HMD GREY)
C255	COLORBOND METAL CLADDING (HMD GREY)
C256	COLORBOND METAL CLADDING (HMD GREY)
C257	COLORBOND METAL CLADDING (HMD GREY)
C258	COLORBOND METAL CLADDING (HMD GREY)
C259	COLORBOND METAL CLADDING (HMD GREY)
C260	COLORBOND METAL CLADDING (HMD GREY)
C261	COLORBOND METAL CLADDING (HMD GREY)
C262	COLORBOND METAL CLADDING (HMD GREY)
C263	COLORBOND METAL CLADDING (HMD GREY)
C264	COLORBOND METAL CLADDING (HMD GREY)
C265	COLORBOND METAL CLADDING (HMD GREY)
C266	COLORBOND METAL CLADDING (HMD GREY)
C267	COLORBOND METAL CLADDING (HMD GREY)
C268	COLORBOND METAL CLADDING (HMD GREY)
C269	COLORBOND METAL CLADDING (HMD GREY)
C270	COLORBOND METAL CLADDING (HMD GREY)
C271	COLORBOND METAL CLADDING (HMD GREY)
C272	COLORBOND METAL CLADDING (HMD GREY)
C273	COLORBOND METAL CLADDING (HMD GREY)
C274	COLORBOND METAL CLADDING (HMD GREY)
C275	COLORBOND METAL CLADDING (HMD GREY)
C276	COLORBOND METAL CLADDING (HMD GREY)
C277	COLORBOND METAL CLADDING (HMD GREY)
C278	COLORBOND METAL CLADDING (HMD GREY)
C279	COLORBOND METAL CLADDING (HMD GREY)
C280	COLORBOND METAL CLADDING (HMD GREY)
C281	COLORBOND METAL CLADDING (HMD GREY)
C282	COLORBOND METAL CLADDING (HMD GREY)
C283	COLORBOND METAL CLADDING (HMD GREY)
C284	COLORBOND METAL CLADDING (HMD GREY)
C285	COLORBOND METAL CLADDING (HMD GREY)
C286	COLORBOND METAL CLADDING (HMD GREY)
C287	COLORBOND METAL CLADDING (HMD GREY)
C288	COLORBOND METAL CLADDING (HMD GREY)
C289	COLORBOND METAL CLADDING (HMD GREY)
C290	COLORBOND METAL CLADDING (HMD GREY)
C291	COLORBOND METAL CLADDING (HMD GREY)
C292	COLORBOND METAL CLADDING (HMD GREY)
C293	COLORBOND METAL CLADDING (HMD GREY)
C294	COLORBOND METAL CLADDING (HMD GREY)
C295	COLORBOND METAL CLADDING (HMD GREY)
C296	COLORBOND METAL CLADDING (HMD GREY)
C297	COLORBOND METAL CLADDING (HMD GREY)
C298	COLORBOND METAL CLADDING (HMD GREY)
C299	COLORBOND METAL CLADDING (HMD GREY)
C300	COLORBOND METAL CLADDING (HMD GREY)
C301	COLORBOND METAL CLADDING (HMD GREY)
C302	COLORBOND METAL CLADDING (HMD GREY)
C303	COLORBOND METAL CLADDING (HMD GREY)
C304	COLORBOND METAL CLADDING (HMD GREY)
C305	COLORBOND METAL CLADDING (HMD GREY)
C306	COLORBOND METAL CLADDING (HMD GREY)
C307	COLORBOND METAL CLADDING (HMD GREY)
C308	COLORBOND METAL CLADDING (HMD GREY)
C309	COLORBOND METAL CLADDING (HMD GREY)
C310	COLORBOND METAL CLADDING (HMD GREY)
C311	COLORBOND METAL CLADDING (HMD GREY)
C312	COLORBOND METAL CLADDING (HMD GREY)
C313	COLORBOND METAL CLADDING (HMD GREY)
C314	COLORBOND METAL CLADDING (HMD GREY)
C315	COLORBOND METAL CLADDING (HMD GREY)
C316	COLORBOND METAL CLADDING (HMD GREY)
C317	COLORBOND METAL CLADDING (HMD GREY)
C318	COLORBOND METAL CLADDING (HMD GREY)
C319	COLORBOND METAL CLADDING (HMD GREY)
C320	COLORBOND METAL CLADDING (HMD GREY)
C321	COLORBOND METAL CLADDING (HMD GREY)
C322	COLORBOND METAL CLADDING (HMD GREY)
C323	COLORBOND METAL CLADDING (HMD GREY)
C324	COLORBOND METAL CLADDING (HMD GREY)
C325	COLORBOND METAL CLADDING (HMD GREY)
C326	COLORBOND METAL CLADDING (HMD GREY)
C327	COLORBOND METAL CLADDING (HMD GREY)
C328	COLORBOND METAL CLADDING (HMD GREY)
C329	COLORBOND METAL CLADDING (HMD GREY)
C330	COLORBOND METAL CLADDING (HMD GREY)
C331	COLORBOND METAL CLADDING (HMD GREY)
C332	COLORBOND METAL CLADDING (HMD GREY)
C333	COLORBOND METAL CLADDING (HMD GREY)
C334	COLORBOND METAL CLADDING (HMD GREY)
C335	COLORBOND METAL CLADDING (HMD GREY)
C336	COLORBOND METAL CLADDING (HMD GREY)
C337	COLORBOND METAL CLADDING (HMD GREY)
C338	COLORBOND METAL CLADDING (HMD GREY)
C339	COLORBOND METAL CLADDING (HMD GREY)
C340	COLORBOND METAL CLADDING (HMD GREY)
C341	COLORBOND METAL CLADDING (HMD GREY)
C342	COLORBOND METAL CLADDING (HMD GREY)
C343	COLORBOND METAL CLADDING (HMD GREY)
C344	COLORBOND METAL CLADDING (HMD GREY)
C345	COLORBOND METAL CLADDING (HMD GREY)
C346	COLORBOND METAL CLADDING (HMD GREY)
C347	COLORBOND METAL CLADDING (HMD GREY)
C348	COLORBOND METAL CLADDING (HMD GREY)
C349	COLORBOND METAL CLADDING (HMD GREY)
C350	COLORBOND METAL CLADDING (HMD GREY)
C351	COLORBOND METAL CLADDING (HMD GREY)
C352	COLORBOND METAL CLADDING (HMD GREY)
C353	COLORBOND METAL CLADDING (HMD GREY)
C354	COLORBOND METAL CLADDING (HMD GREY)
C355	COLORBOND METAL CLADDING (HMD GREY)
C356	COLORBOND METAL CLADDING (HMD GREY)
C357	COLORBOND METAL CLADDING (HMD GREY)
C358	COLORBOND METAL CLADDING (HMD GREY)
C359	COLORBOND METAL CLADDING (HMD GREY)
C360	COLORBOND METAL CLADDING (HMD GREY)
C361	COLORBOND METAL CLADDING (HMD GREY)
C362	COLORBOND METAL CLADDING (HMD GREY)
C363	COLORBOND METAL CLADDING (HMD GREY)
C364	COLORBOND METAL CLADDING (HMD GREY)
C365	COLORBOND METAL CLADDING (HMD GREY)
C366	COLORBOND METAL CLADDING (HMD GREY)
C367	COLORBOND METAL CLADDING (HMD GREY)
C368	COLORBOND METAL CLADDING (HMD GREY)
C369	COLORBOND METAL CLADDING (HMD GREY)
C370	COLORBOND METAL CLADDING (HMD GREY)
C371	COLORBOND METAL CLADDING (HMD GREY)
C372	COLORBOND METAL CLADDING (HMD GREY)
C373	COLORBOND METAL CLADDING (HMD GREY)
C374	COLORBOND METAL CLADDING (HMD GREY)
C375	COLORBOND METAL CLADDING (HMD GREY)
C376	COLORBOND METAL CLADDING (HMD GREY)
C377	COLORBOND METAL CLADDING (HMD GREY)
C378	COLORBOND METAL CLADDING (HMD GREY)
C379	COLORBOND METAL CLADDING (HMD GREY)
C380	COLORBOND METAL CLADDING (HMD GREY)
C381	COLORBOND METAL CLADDING (HMD GREY)
C382	COLORBOND METAL CLADDING (HMD GREY)
C383	COLORBOND METAL CLADDING (HMD GREY)
C384	COLORBOND METAL CLADDING (HMD GREY)
C385	COLORBOND METAL CLADDING (HMD GREY)
C386	COLORBOND METAL CLADDING (HMD GREY)
C387	COLORBOND METAL CLADDING (HMD GREY)
C388	COLORBOND METAL CLADDING (HMD GREY)
C389	COLORBOND METAL CLADDING (HMD GREY)
C390	COLORBOND METAL CLADDING (HMD GREY)
C391	COLORBOND METAL CLADDING (HMD GREY)
C392	COLORBOND METAL CLADDING (HMD GREY)
C393	COLORBOND METAL CLADDING (HMD GREY)
C394	COLORBOND METAL CLADDING (HMD GREY)
C395	COLORBOND METAL CLADDING (HMD GREY)
C396	COLORBOND METAL CLADDING (HMD GREY)
C397	COLORBOND METAL CLADDING (HMD GREY)
C398	COLORBOND METAL CLADDING (HMD GREY)
C399	COLORBOND METAL CLADDING (HMD GREY)
C400	COLORBOND METAL CLADDING (HMD GREY)
C401	COLORBOND METAL CLADDING (HMD GREY)
C402	COLORBOND METAL CLADDING (HMD GREY)
C403	COLORBOND METAL CLADDING (HMD GREY)
C404	COLORBOND METAL CLADDING (HMD GREY)
C405	COLORBOND METAL CLADDING (HMD GREY)
C406	COLORBOND METAL CLADDING (HMD GREY)
C407	COLORBOND METAL CLADDING (HMD GREY)
C408	COLORBOND METAL CLADDING (HMD GREY)
C409	COLORBOND METAL CLADDING (HMD GREY)
C410	COLORBOND METAL CLADDING (HMD GREY)
C411	COLORBOND METAL CLADDING (HMD GREY)
C412	COLORBOND METAL CLADDING (HMD GREY)
C413	COLORBOND METAL CLADDING (HMD GREY)
C414	COLORBOND METAL CLADDING (HMD GREY)
C415	COLORBOND METAL CLADDING (HMD GREY)
C416	COLORBOND METAL CLADDING (HMD GREY)
C417	COLORBOND METAL CLADDING (HMD GREY)
C418	COLORBOND METAL CLADDING (HMD GREY)
C419	COLORBOND METAL CLADDING (HMD GREY)
C420	COLORBOND METAL CLADDING (HMD GREY)
C421	COLORBOND METAL CLADDING (HMD GREY)
C422	COLORBOND METAL CLADDING (HMD GREY)
C423	COLORBOND METAL CLADDING (HMD GREY)
C424	COLORBOND METAL CLADDING (HMD GREY)
C425	COLORBOND METAL CLADDING (HMD GREY)
C426	COLORBOND METAL CLADDING (HMD GREY)
C427	COLORBOND METAL CLADDING (HMD GREY)
C428	COLORBOND METAL CLADDING (HMD GREY)
C429	COLORBOND METAL CLADDING (HMD GREY)
C430	COLORBOND METAL CLADDING (HMD GREY)
C431	COLORBOND METAL CLADDING (HMD GREY)
C432	COLORBOND METAL CLADDING (HMD GREY)
C433	COLORBOND METAL CLADDING (HMD GREY)
C434	COLORBOND METAL CLADDING (HMD GREY)
C435	COLORBOND METAL CLADDING (HMD GREY)
C436	COLORBOND METAL CLADDING (HMD GREY)
C437	COLORBOND METAL CLADDING (HMD GREY)
C438	COLORBOND METAL CLADDING (HMD GREY)
C439	COLORBOND METAL CLADDING (HMD GREY)
C440	COLORBOND METAL CLADDING (HMD GREY)
C441	COLORBOND METAL CLADDING (HMD GREY)
C442	COLORBOND METAL CLADDING (HMD GREY)
C443	COLORBOND METAL CLADDING (HMD GREY)
C444	COLORBOND METAL CLADDING (HMD GREY)
C445	COLORBOND METAL CLADDING (HMD GREY)
C446	COLORBOND METAL CLADDING (HMD GREY)
C447	COLORBOND METAL CLADDING (HMD GREY)
C448	COLORBOND METAL CLADDING (HMD GREY)
C449	COLORBOND METAL CLADDING (HMD GREY)
C450	COLORBOND METAL CLADDING (HMD GREY





1

EXISTING SITE PLAN Copy 1

1:750

A PLANNING SUBMISSION 23.08.23

REV. desc. date

THIS DOCUMENT IS COPYRIGHT AND MAY NOT BE REPRODUCED WITHOUT THE WRITTEN CONSENT OF I+2 ARCHITECTURE. ANY UNAUTHORIZED REUSE OR ALTERATION OF THIS DOCUMENT IS PROHIBITED. I+2 ARCHITECTURE 1/23 COVE HILL STREET HOBART TAS 7000

E MAIL: INFO@I2ARCHITECTURE.COM

PROJECT RE COVE HILL RD ALTERATIONS & ADDITIONS

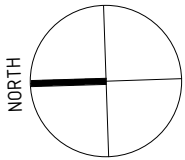
CLIENT TAS STATEWIDE PROPERTY PTY LTD

ADDRESS 1/6 COVE HILL ROAD BRIDGEWATER

CODE 2306

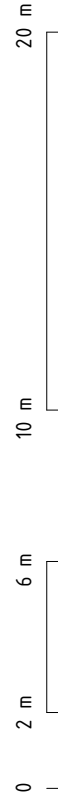
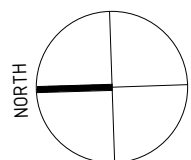
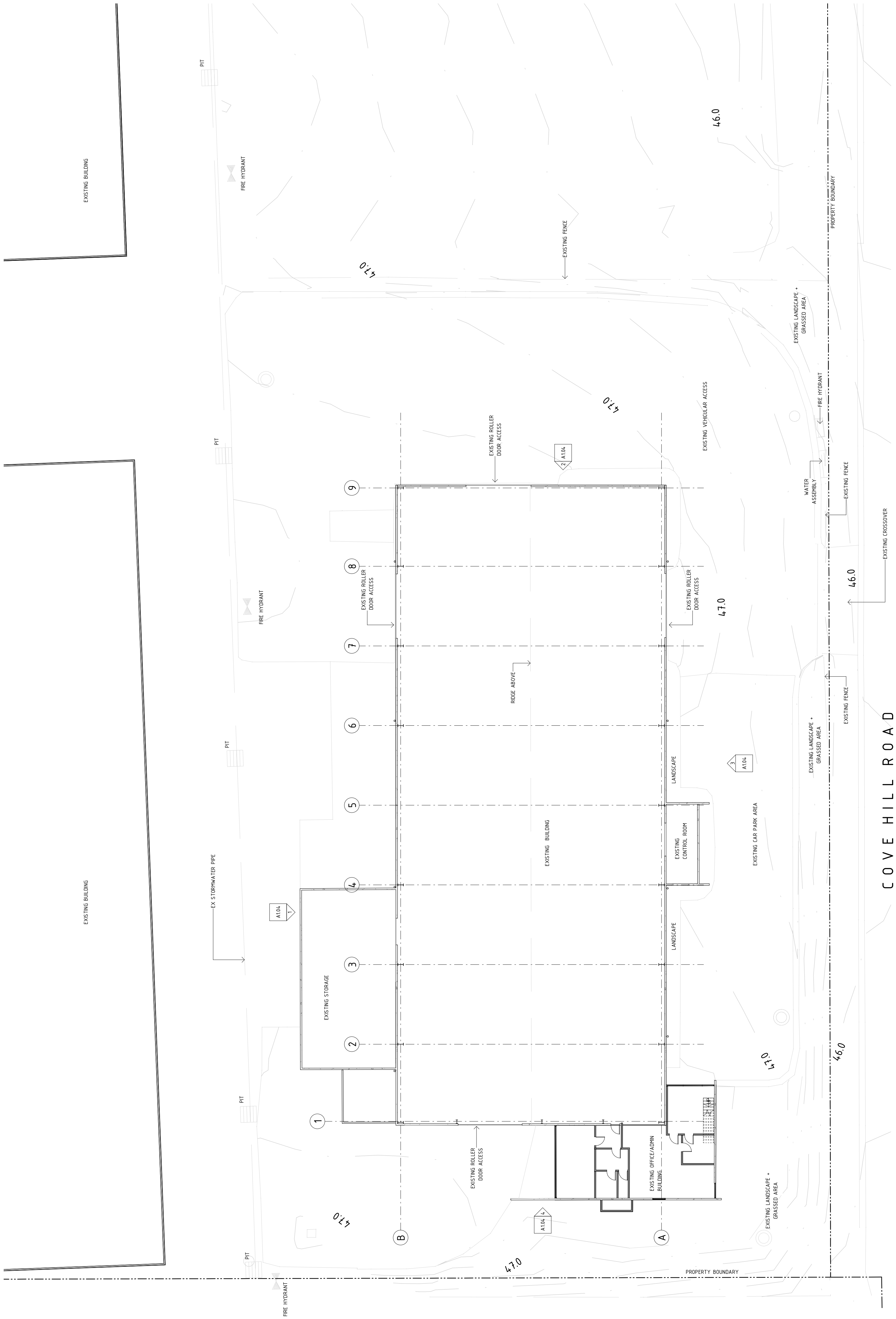
DRAWING EXISTING SITE PLAN

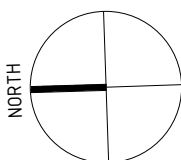
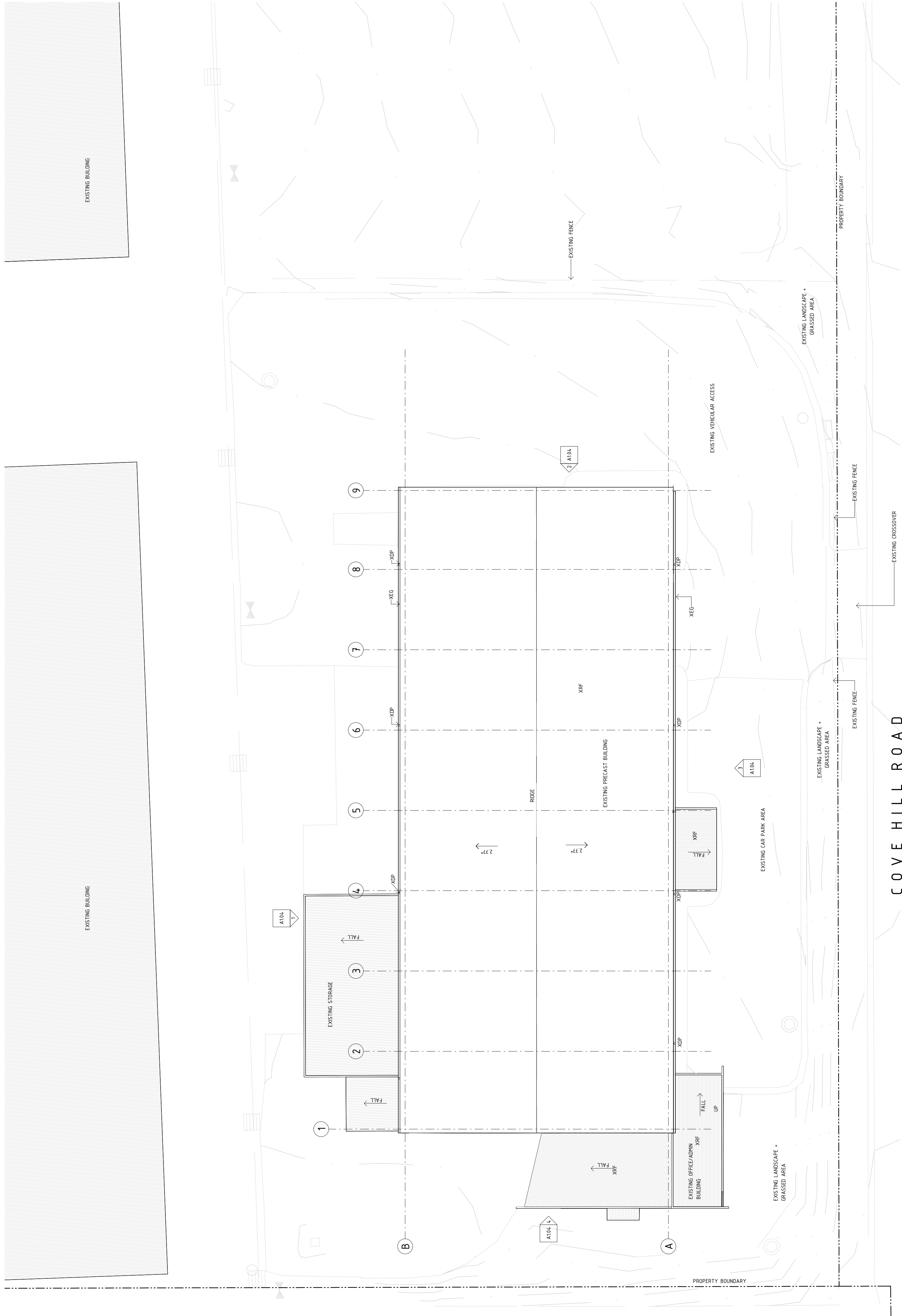
SCALE 1:750 @ A1



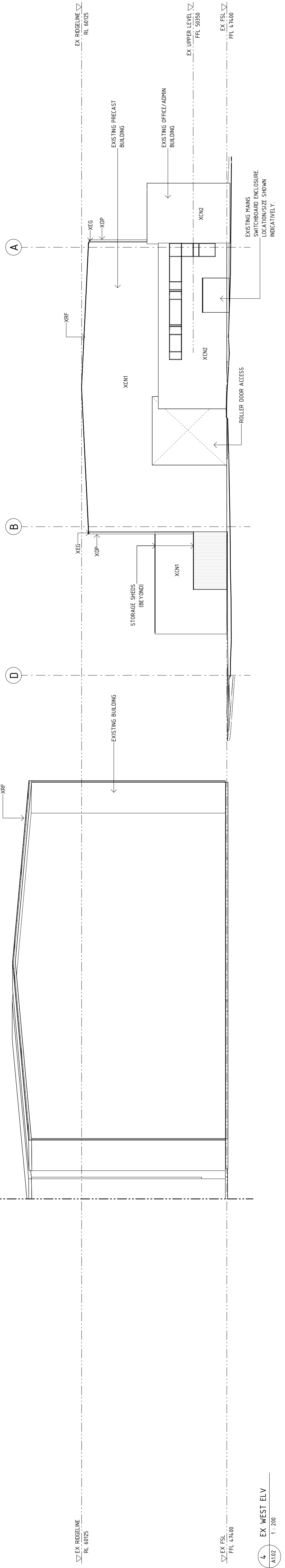
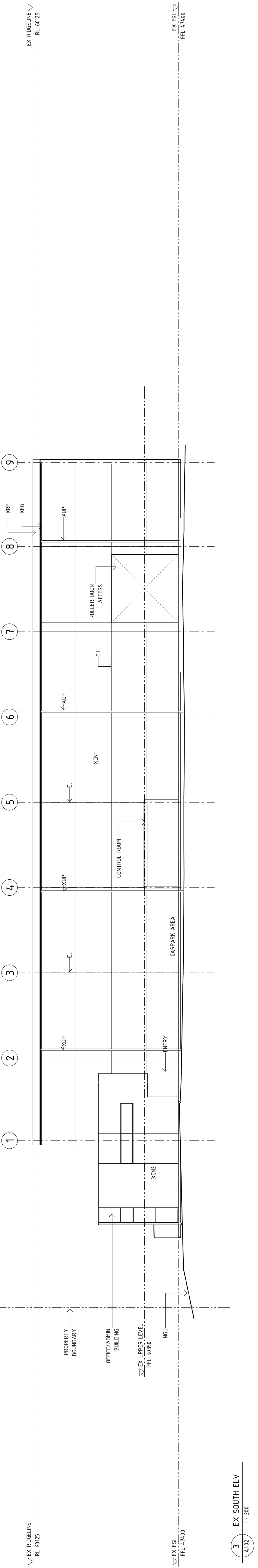
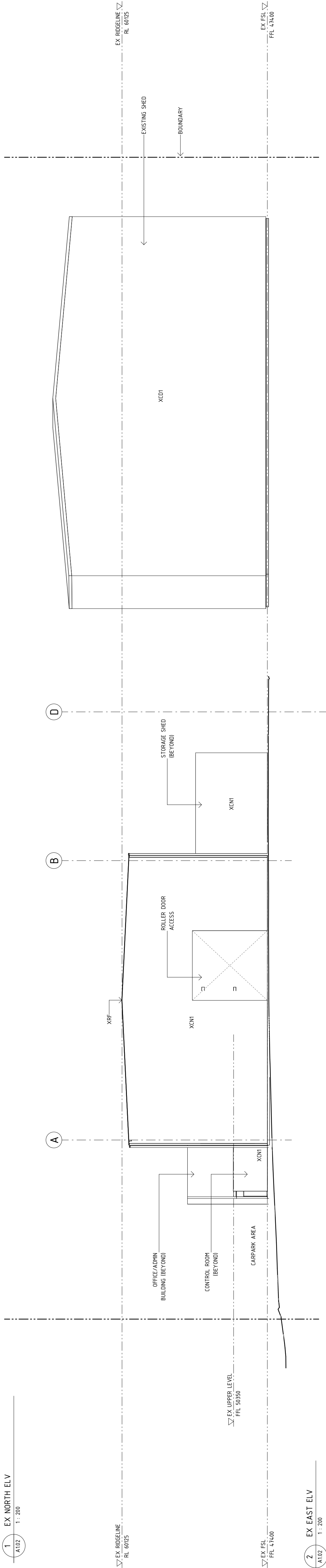
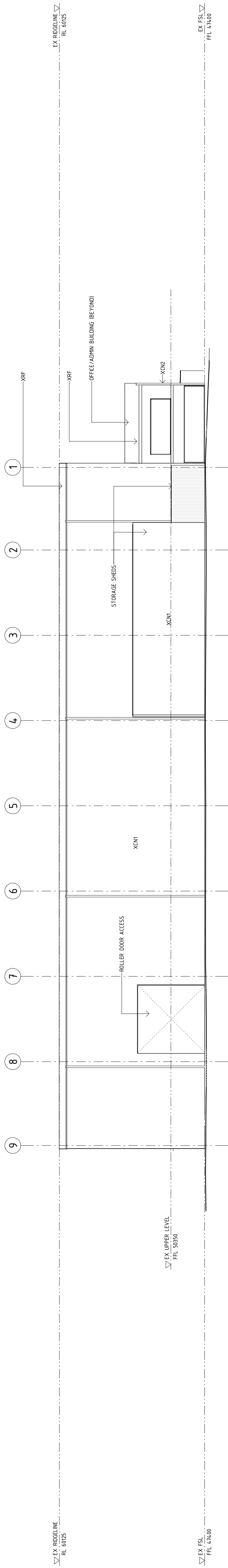
0 15 m 22.5 m 37.5 m 75 m







A	PLANNING	SUBMISSION	23.08.23
rev.	desc.	date	
1	THIS DOCUMENT IS CONFIDENTIAL AND NOT BE REPRODUCED WITHOUT THE WRITTEN CONSENT OF THE PROJECT TEAM. 21-79 HILLVIEW STREET, FRASER PARK, WOODBINE MAGPIELANDSACRETIESTUD.COM		
project	76 COVE HILL RD ALTERATIONS & ADDITIONS		
client	TAL STANTEC PROPERTY PT LTD		
address	76 COVE HILL ROAD BRIDGEWATER		
code	2306		
drawing	EXISTING ROOF PLAN		
scale	1 : 200 @ A1		
number	EX.A1.03		A

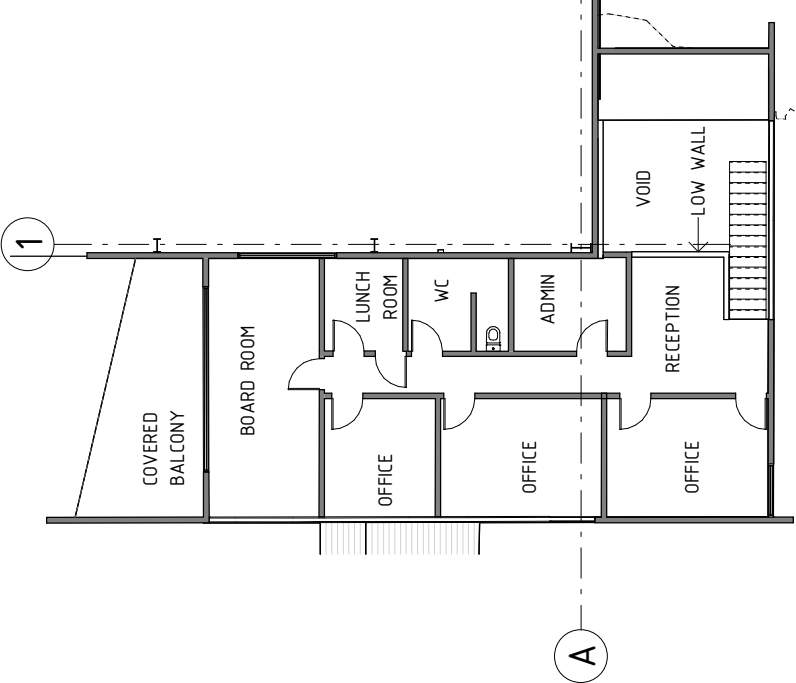
[illegible]



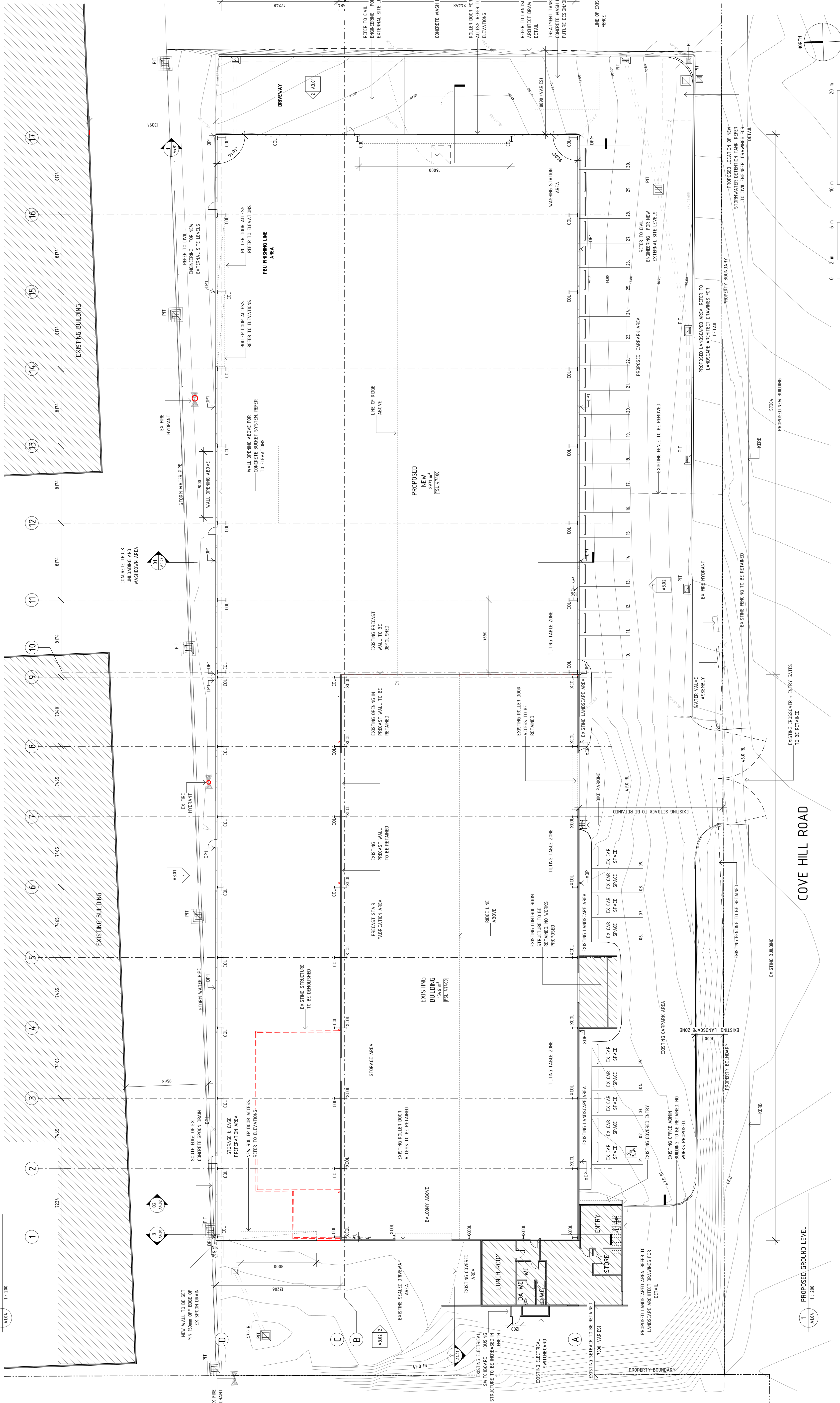


LEGEND

- C1 STEEL COLUMN  
COL DOWNPIPE  
DP1 EXISTING STEEL COLUMN  
XCOL EXISTING DOWNPIPE

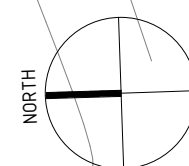


2 EXISTING UPPER LEVEL ADMIN  
A1/XL 1: 200



COVE HILL ROAD

1 PROPOSED GROUND LEVEL  
A1/XL 1: 200



A PLANNING 23.08.23  
REV. DESC. DATE  
THESE DOCUMENTS, DRAWINGS AND ANY PARTS  
HEREOF ARE THE PROPERTY OF 1+2 ARCHITECTURE  
AND SHALL REMAIN THE PROPERTY OF 1+2 ARCHITECTURE  
UNLESS OTHERWISE STATED OTHERWISE  
E 1+2 ARCHITECTURE

PROJECT 76 COVE HILL RD  
ALTERATIONS &  
ADDITIONS

CLIENT TAS STATEWIDE  
PROPERTY PTY LTD

ADDRESS 76 COVE HILL ROAD  
BRIDGEWATER

CODE 2306

DRAWING PROPOSED GROUND  
FLOOR

SCALE 1: 200 @ A1

NUMBER DA.A2.01 A

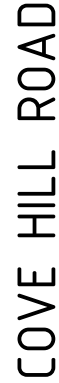








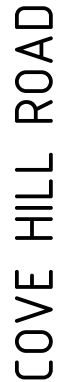




6  
A1.04


$$\frac{2}{A1.04}$$
600  
MP ST

1.04



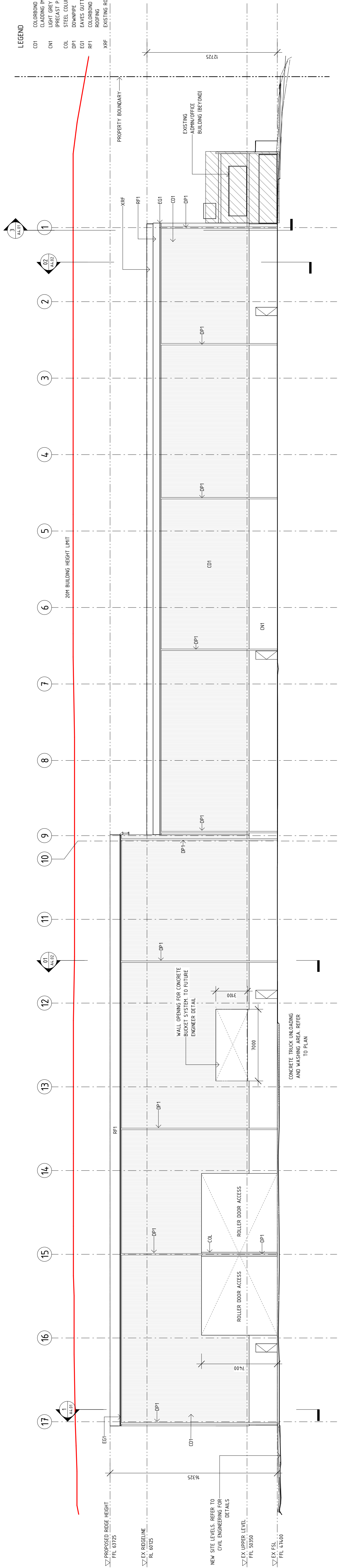
3.04


$$\frac{5}{A104}$$

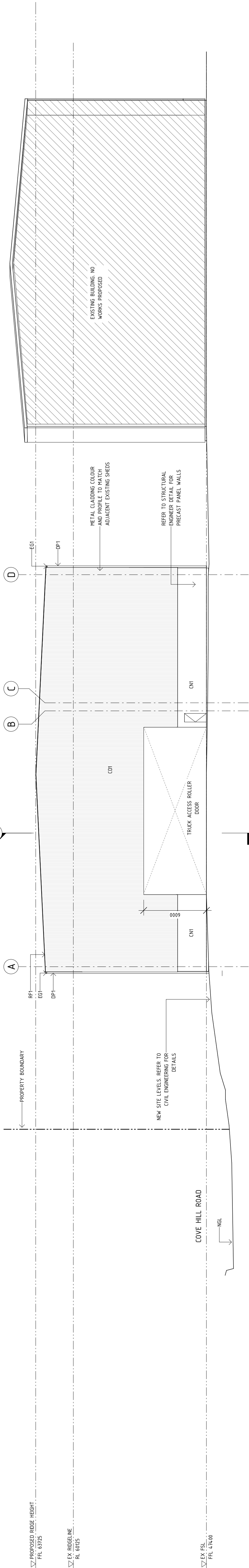
drawing

scale

LEGEND	
CDI	COLORBOND METAL CLADDING (MID GREY)
CNI	CLADDING (MID GREY) (PRECAST PANEL)
COL	STEEL COLUMN
EG1	EXISTING ROOFING
RF1	COLORBOND METAL ROOFING
XRF	EXISTING ROOFING

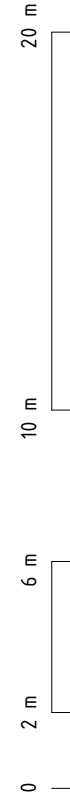


1 PROPOSED NORTH ELV  
A200 1:200



2 PROPOSED EAST ELV  
A200 1:200

A	PLANNING	23.08.23
REV.	DESC.	DATE
THIS DOCUMENT IS COPYRIGHTED AND MAY NOT BE REPRODUCED WITHOUT THE WRITTEN CONSENT OF I+2 ARCHITECTURE. ALL RIGHTS ARE RESERVED. 1-23 HILL STREET, HOBART TAS 7000. TEL: 08 6810 1234 FAX: 08 6810 1235 EMAIL: INFO@I2ARCHITECTURE.COM		
PROJECT		
CLIENT		
ADDRESS		
CODE		
DRAWING		
SCALE		
NUMBER		





C01	COLORBOND METAL CLADDING (MD GREY)
CN1	LIGHT GREY CONCRETE (PRECAST PANEL)
DP1	DOWNPipe
EG1	EAVES GUTTER
EJ	EXPRESSED JOINT
RF1	COLORBOND METAL ROOFING
XCN1	EXISTING CONCRETE WALL (LIGHT GREY)
XCX2	EXISTING CONCRETE WALL (DARK)
XDP	EXISTING DOWNPIPE
XEG	EXISTING EAVES GUTTER
XRF	EXISTING ROOFING



A	PLANNING	SUBMISSION	23.08.23
rev.	date		
1	THE DESIGN OF BRIDGEWAY AND ITS APPROACHES TO THE A67 TRUNK ROAD AT BRIDGEMOOR WENTON WITHIN THE PARISH OF BRIDGEMOOR WENTON		
2	21-29 HEALIE STREET MARKET FASHIMA 3000		
E	MALINDUGAN LANE DUNE DON		
project	76 COVE HILL RD ALTERATIONS & ADDITIONS		
client	TAS STATEWIDE PROPERTY LTD		
address	76 COVE HILL ROAD BRIDGEMOOR		
code	7306		
drawing	PROPOSED ELEVATIONS 2		
scale	1 : 200 @ A1		





# PROPOSED ALTERATIONS AND ADDITIONS TO EXISTING BUILDING AT 76 COVEHILL DRIVE, BRIDGEWATER, TAS, 7030

## CIVIL ENGINEERING DRAWINGS INDEX

### GENERAL

- C.001 COVER SHEET & DRAWING LIST
- C.002 PROJECT NOTES & SPECIFICATIONS

### EARTHWORKS & QUANTITIES

- C.101 EXISTING FEATURE & LEVELS SURVEY
- C.111 BENCHING PLAN - T.B.C/ WORK IN PROGRESS
- C.115 CUT-FILL PLAN AND QUANTITIES - T.B.C/ WORK IN PROGRESS
- C.116 SITE SECTIONS - T.B.C/ WORK IN PROGRESS
- C.121 SITE LEVELS PLAN - T.B.C/ WORK IN PROGRESS

### STORMWATER DRAINAGE & LEVELS

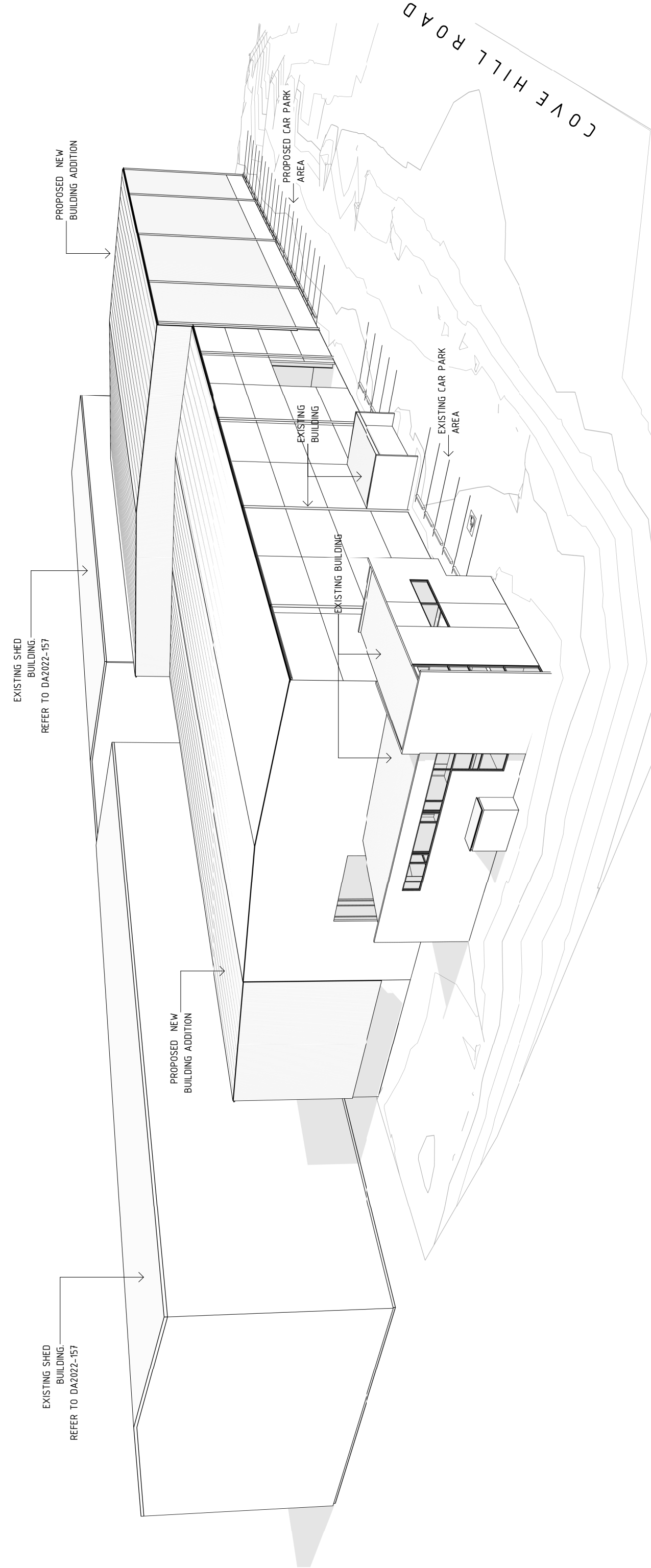
- C.201 STORMWATER DRAINAGE
- C.202 STORMWATER LEVELS & CONTOURS - T.B.C/ WORK IN PROGRESS
- C.211 STORMWATER DRAINAGE DETAILS & SCHEDULE
- C.221 STORMWATER DRAINAGE ONSITE DETENTION DETAILS
- C.241 STORMWATER DRAINAGE LONGITUDINAL SECTIONS - T.B.C/ WORK IN PROGRESS

### PAVEMENT & RETAINING WALLS

- C.301 PAVEMENT & RETAINING WALL ARRANGEMENT
- C.311 PAVEMENT DETAILS - T.B.C/ WORK IN PROGRESS
- C.411 RETAINING WALL DETAILS - T.B.C/ WORK IN PROGRESS

## LOCAL GOVERNMENT AUTHORITY

BRIGHTON CITY COUNCIL  
1 TIVOLI ROAD, OLD BEACH, TAS, 7017



SCALE

CLIENT  
PROGRESS GROUP

PROGRESS GROUP

ARCHITECT  
1+2 ARCHITECTURE  
27-29 MELVILLE STREET  
HOBART, TAS, 7000

1+2  
ARCHITECTURE

PROJECT NORTH

REVISION	ISSUE	DATE	DESCRIPTION

P2	18/08/23	PRELIMINARY ISSUE
P1	28/07/23	PRELIMINARY ISSUE

## PRELIMINARY ISSUE

NOT FOR CONSTRUCTION

PRECAST TASMANIA  
76 COVEHILL ROAD  
BRIDGEWATER, TAS, 7030

COVER SHEET &  
DRAWING LIST

DATE:	JULY 2023	DESIGNED-AM
DRAWN-AM		CHECKED-JL
SCALE: NA		SIZE: A1
Job No.		Drawing No.

23165 C.001 P2

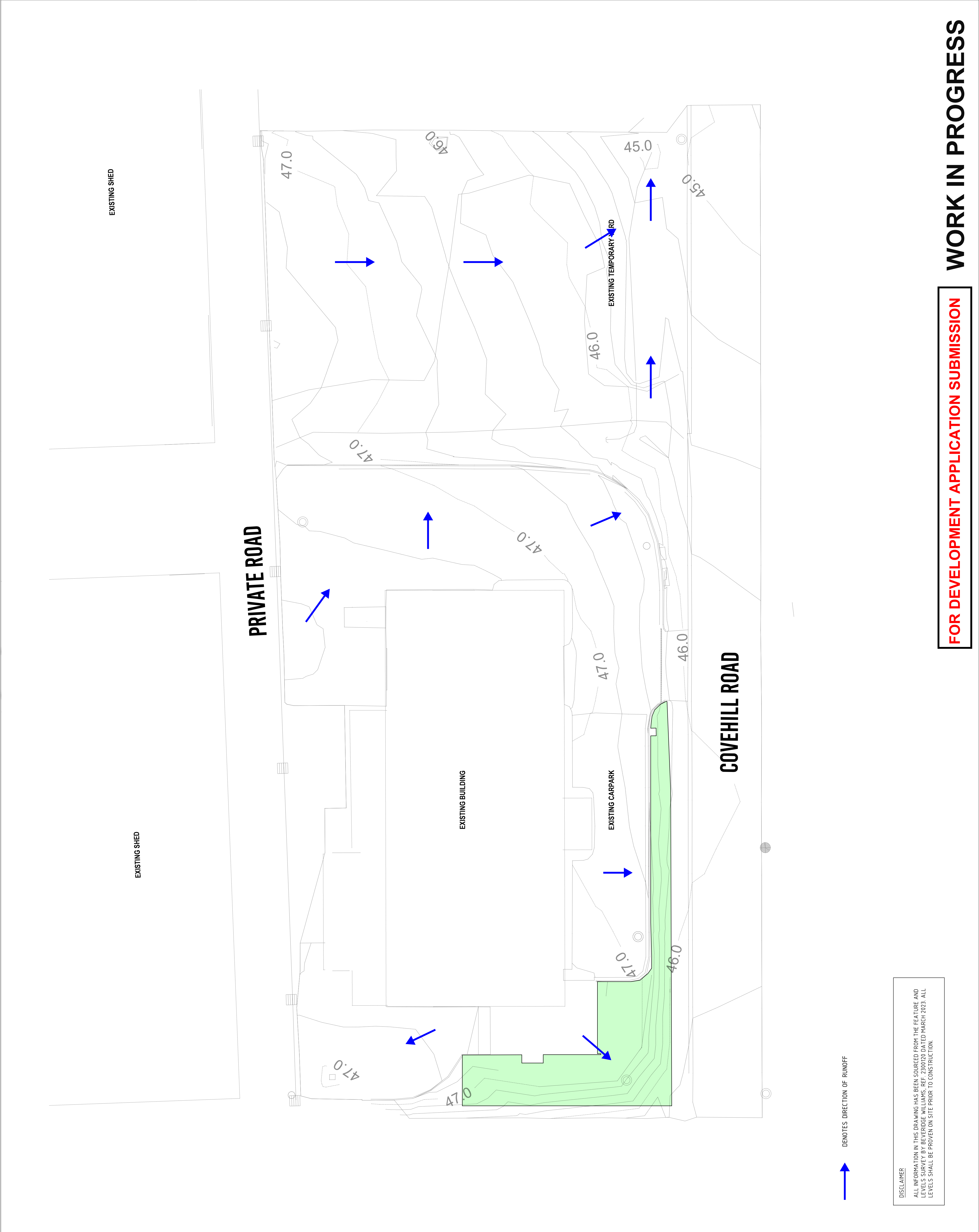
FOR DEVELOPMENT APPLICATION SUBMISSION

WORK IN PROGRESS









FOR DEVELOPMENT APPLICATION SUBMISSION

WORK IN PROGRESS

23165 C.101 P1

DISCLAIMER  
ALL INFORMATION IN THIS DRAWING HAS BEEN SOURCED FROM THE FEATURE AND LEVELS SURVEY BY BEVERDGE WILLIAMS, REF. 2300120 DATED MARCH 2023. ALL LEVELS SHALL BE PROVEN ON SITE PRIOR TO CONSTRUCTION.

EXISTING FEATURE & LEVELS SURVEY

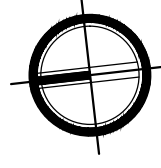
PRECAST TASMANIA  
76 COVEHILL ROAD  
BRIDGEWATER, TAS, 7030

NOT FOR CONSTRUCTION

PRELIMINARY ISSUE

P2 27/08/23 PRELIMINARY ISSUE  
P1 21/07/23 PRELIMINARY ISSUE

REVISION	ISSUE	DATE	DESCRIPTION



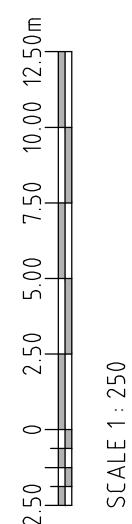
PROJECT NORTH

1+2  
ARCHITECTURE

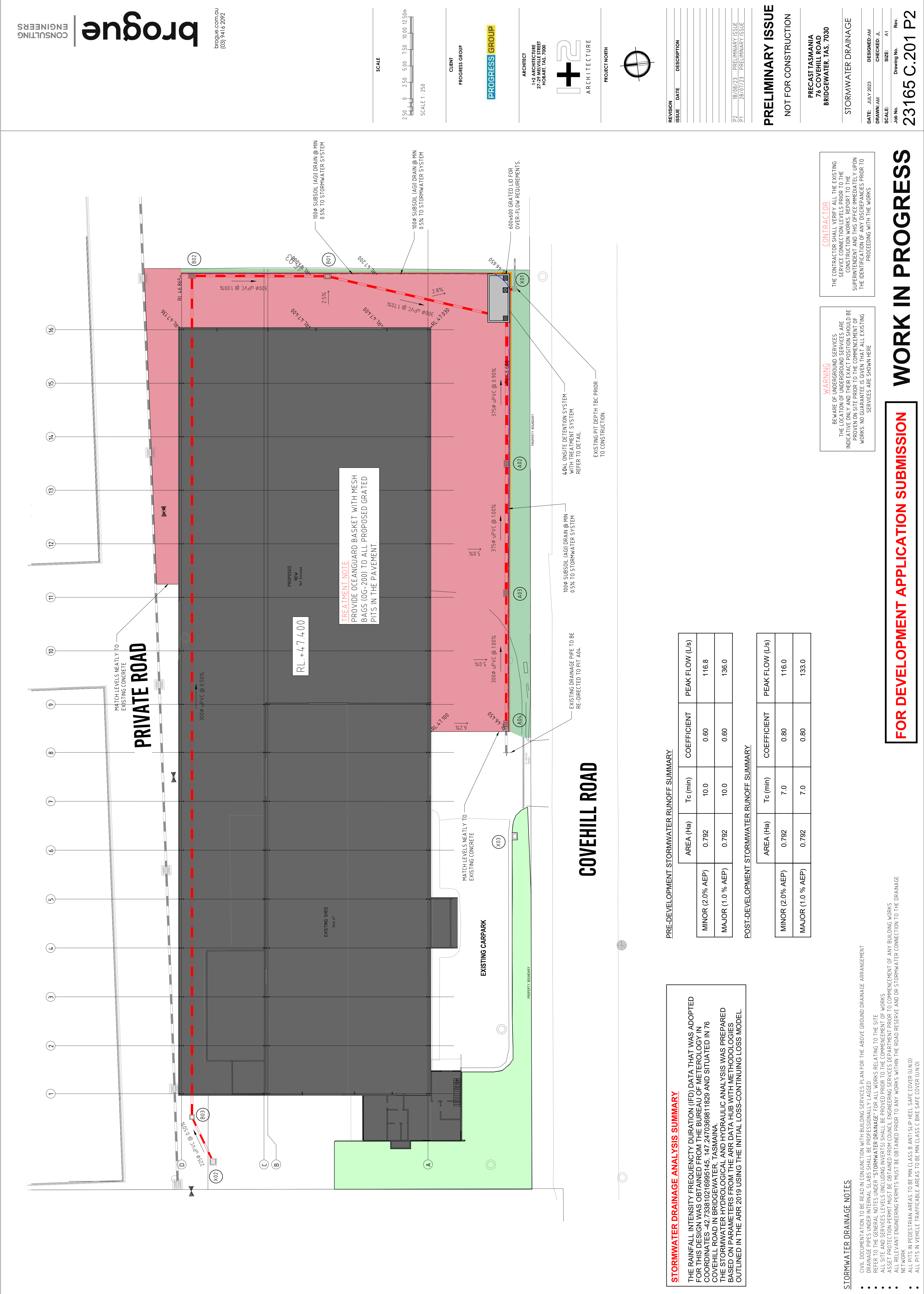
ARCHITECT  
1+2 ARCHITECTURE  
27-29 MELVILLE STREET  
HOBART, TAS, 7000

PROGRESS GROUP

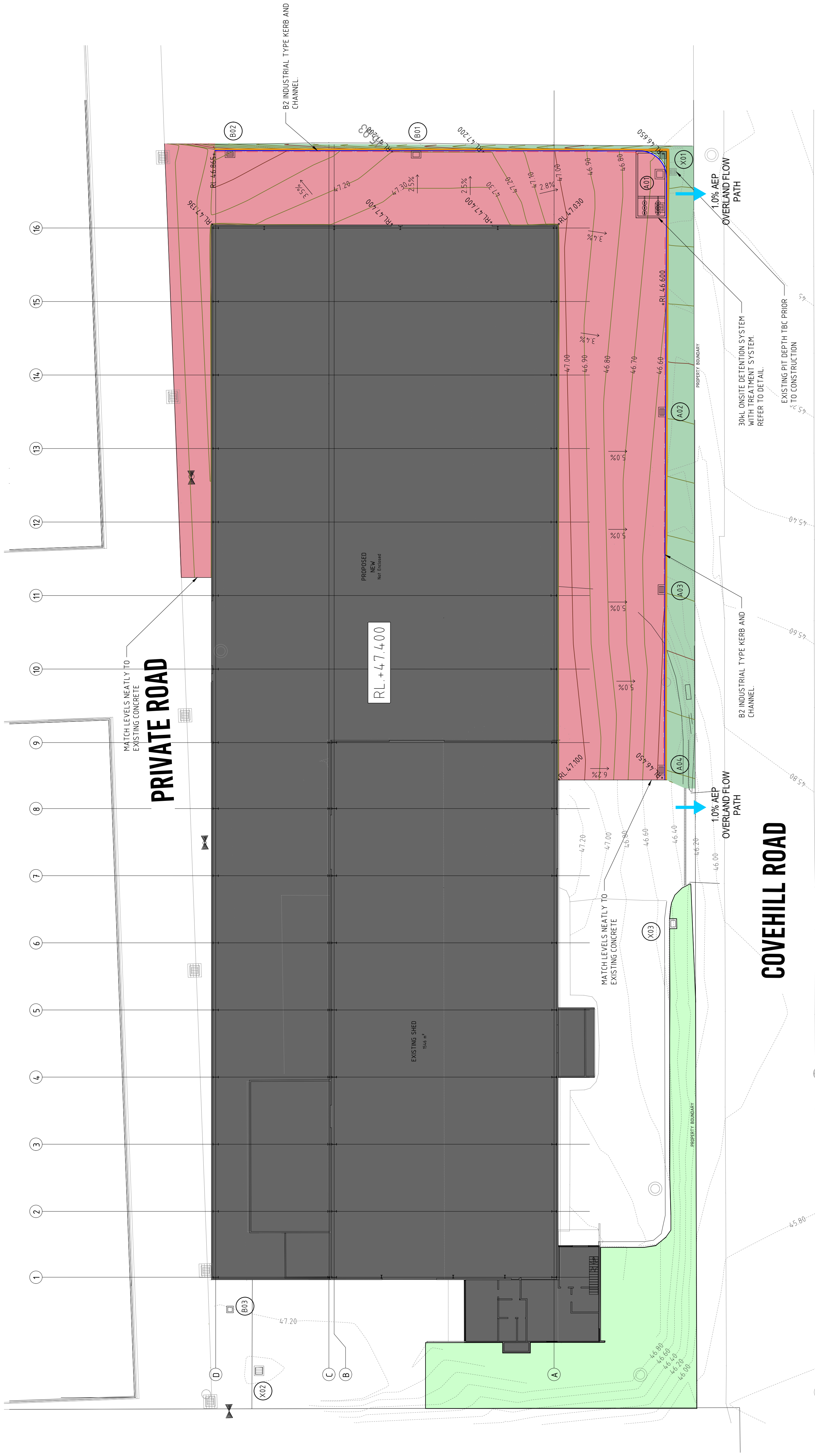
CLIENT  
PROGRESS GROUP



SCALE







## STORMWATER DRAINAGE NOTES

- CIVIL CONSTRUCTION TO BE READ IN CONJUNCTION WITH BUILDING SERVICES PLAN FOR THE ABOVE GROUND DRAINAGE ARRANGEMENT
- DRAINAGE PIPES UNDER INTERNAL SLABS SHALL BE PROFESSIONALLY LAGGED
- REFER TO THE GENERAL NOTES UNDER "STORMWATER DRAINAGE" FOR ALL WORKS RELATING TO THE SITE
- ALL SITE AND SERVICES LEVELS INCLUDING INVERTS SHALL BE PROVIDED PRIOR TO THE COMPLETION OF WORKS
- ACCESS/PROTECTION PERMIT MUST BE OBTAINED FROM COUNCIL ENGINEERING SERVICES DEPARTMENT PRIOR TO COMMENCEMENT OF ANY BUILDING WORKS
- ANY CIVIL/ENGINEERING PERMITS MUST BE OBTAINED PRIOR TO ANY WORKS WITHIN THE ROAD RESERVE AND/OR STORMWATER CONNECTION TO THE DRAINAGE NETWORK
- ALL PITS IN PEDESTRIAN AREAS TO BE MIN CLASS B ANTI SLIP (HEEL SAFE COVER (UNO)
- ALL PITS IN VEHICLE TRAFFICABLE AREAS TO BE MIN CLASS C BIKE SAFE COVER (UNO)

**WARNING**

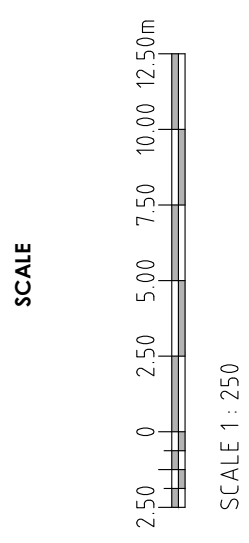
BEWARE OF UNDERGROUND SERVICES  
THE LOCATION OF UNDERGROUND SERVICES ARE  
INDICATIVE ONLY AND THEIR EXACT POSITION SHOULD BE  
PROVEN ON SITE PRIOR TO THE COMMENCEMENT OF  
WORKS. NO GUARANTEE IS GIVEN THAT ALL EXISTING  
SERVICES ARE SHOWN HERE

CONTRACTOR

THE CONTRACTOR SHALL VERIFY ALL THE EXISTING SERVICE CONNECTION LEVELS PRIOR TO THE CONSTRUCTION WORKS. REPORT TO THE SUPERINTENDENT AND THIS OFFICE IMMEDIATELY UPON THE IDENTIFICATION OF ANY DISCREPANCIES PRIOR TO PROCEEDING WITH THE WORKS

**FOR DEVELOPMENT APPLICATION SUBMISSION**


# WORK IN PROGRESS



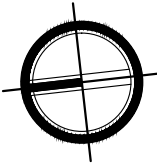
CLIENT	PROGRESS GROUP
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16
17	17
18	18
19	19
20	20
21	21
22	22
23	23
24	24
25	25
26	26
27	27
28	28
29	29
30	30
31	31
32	32
33	33
34	34
35	35
36	36
37	37
38	38
39	39
40	40
41	41
42	42
43	43
44	44
45	45
46	46
47	47
48	48
49	49
50	50
51	51
52	52
53	53
54	54
55	55
56	56
57	57
58	58
59	59
60	60
61	61
62	62
63	63
64	64
65	65
66	66
67	67
68	68
69	69
70	70
71	71
72	72
73	73
74	74
75	75
76	76
77	77
78	78
79	79
80	80
81	81
82	82
83	83
84	84
85	85
86	86
87	87
88	88
89	89
90	90
91	91
92	92
93	93
94	94
95	95
96	96
97	97
98	98
99	99
100	100

## PROGRESS GROUP

**ARCHITECT**  
1+2 ARCHITECTURE  
7-29 MELVILLE STREET  
HOBART, TAS, 7000



## PROJECT NORTH



<b>REVISION</b>		
<b>ISSUE</b>	<b>DATE</b>	<b>DESCRIPTION</b>
P2	18/08/23	PRELIMINARY ISSUE
P1	28/07/23	PRELIMINARY ISSUE

# PRELIMINARY ISSUE

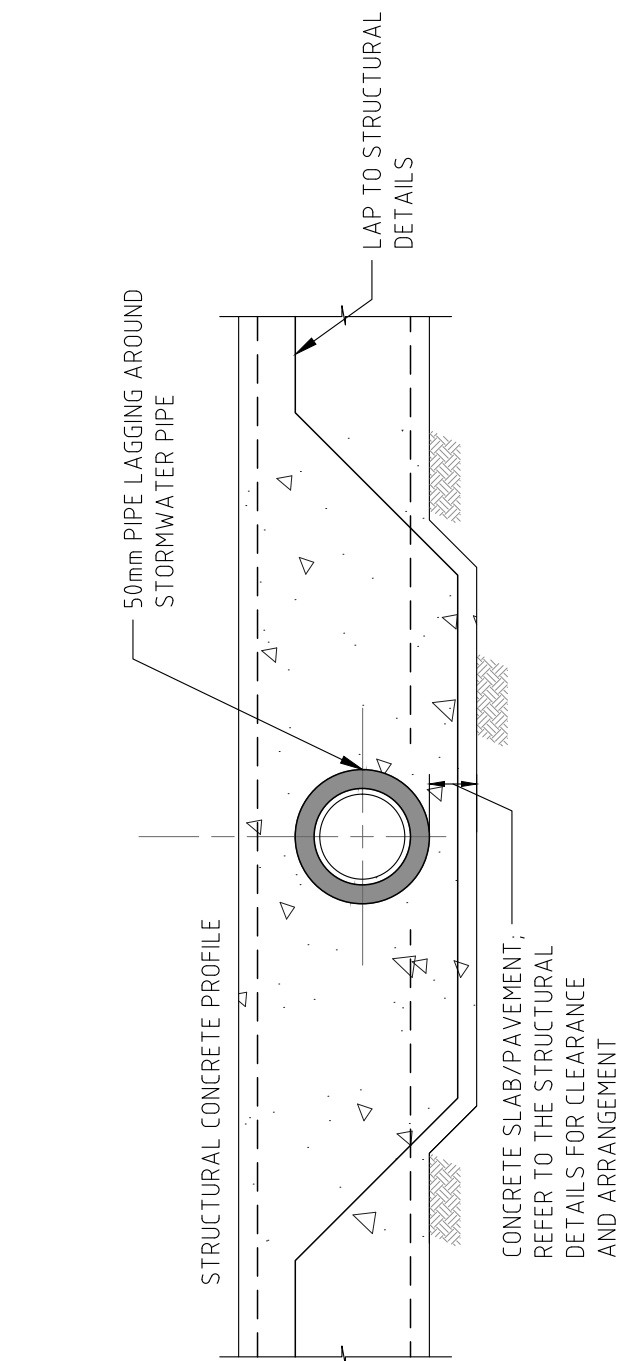
NOT FOR CONSTRUCTION

**PRECAST TASMANIA  
76 COVEHILL ROAD  
BRIDGEWATER, TAS, 7030**

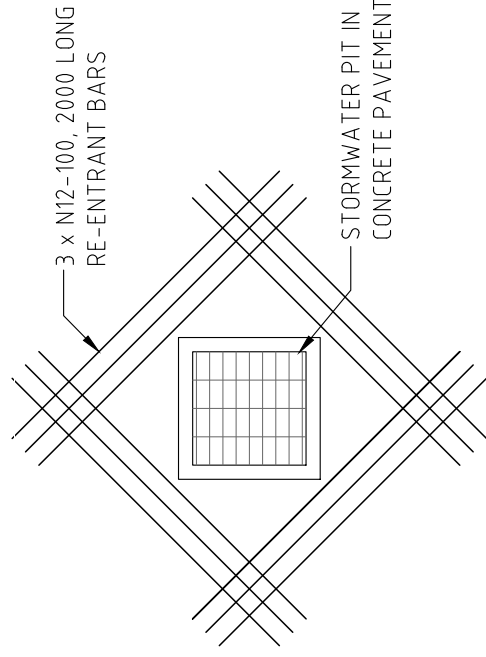
## STORMWATER LEVELS & CONTOURS

DATE:	JULY 2023	DESIGNED:AM
DRAWN:AM	CHECKED: JL	
SCALE:	SIZE: A1	
Job No.	Drawing No.	Rev.

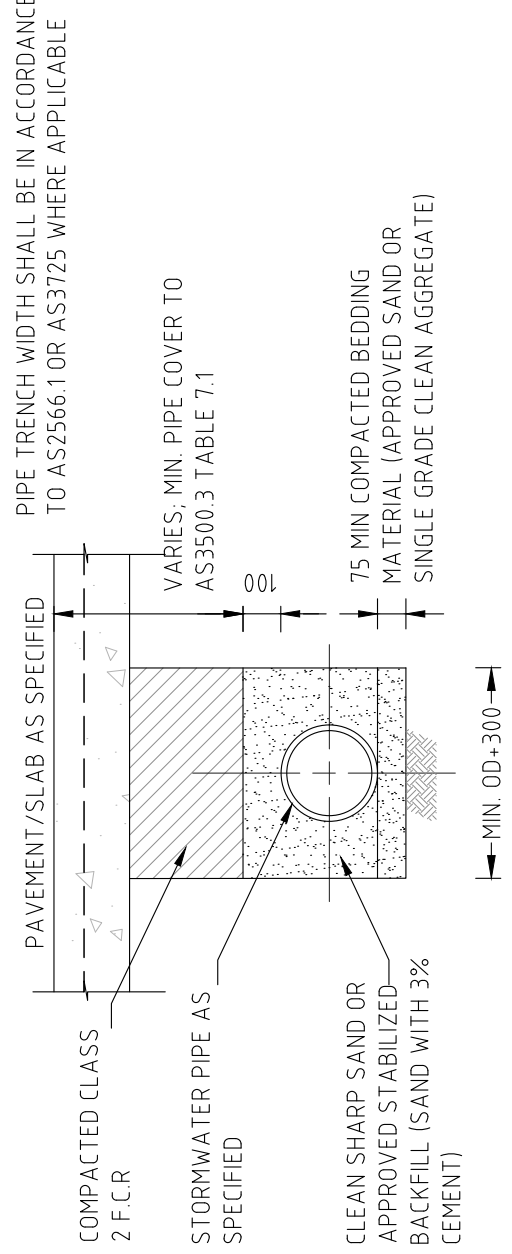




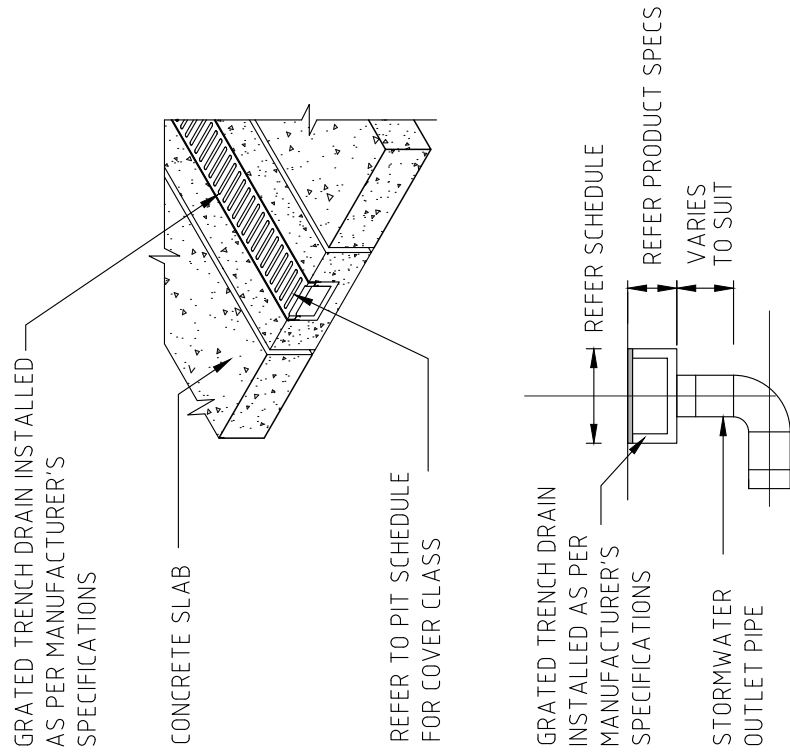
PIPE LAGGING DETAIL (TYP.)  
NOT TO SCALE



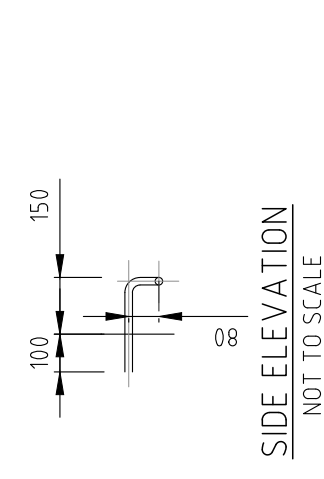
RE-ENTRANT BARS AROUND PITS (TYP.)  
NOT TO SCALE



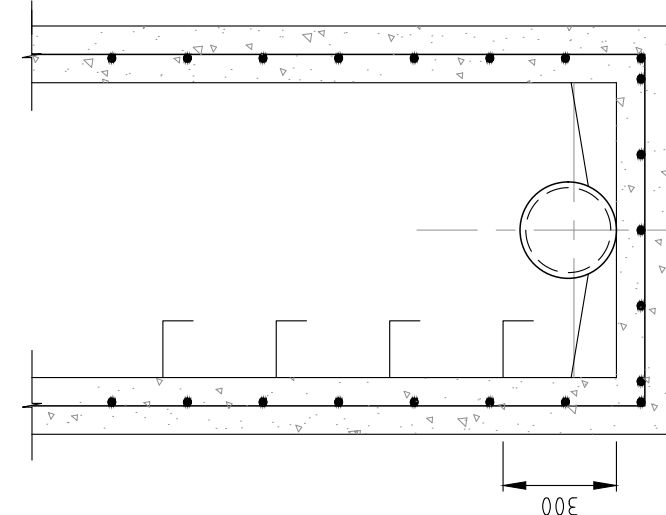
PIPE BEDDING DETAIL UNDER PAVEMENT  
NOT TO SCALE



GRATED TRENCH DRAIN (TYP.)  
NOT TO SCALE

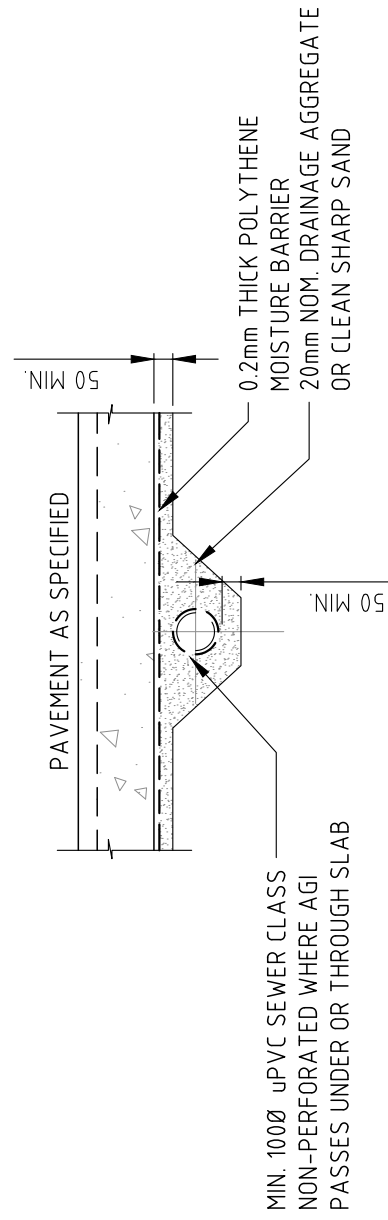


SIDE ELEVATION  
NOT TO SCALE

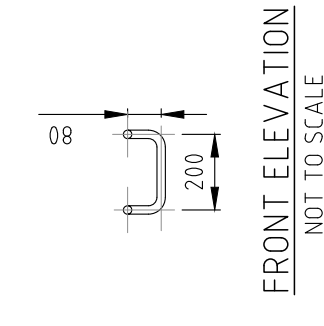


LOCATION OF STEP IRONS AT  
BOTTOM OF PIT

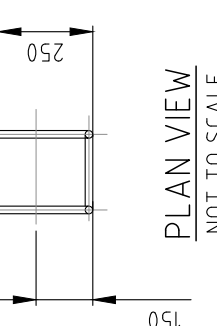
- ALL PIT STEPS & LADDERS TO COMPLY WITH AS4198 & AS1657
- ALL PITS BEYOND 900mm DEPTH FROM SURFACE SHALL INCLUDE STEP IRONS
- ALL STEP IRONS TO BE HOT DIPPED GALVANISED 20Φ MILD STEEL OR EQUIVALENT
- ALL BENDS TO BE FORMED AROUND 12mmΦ PIN



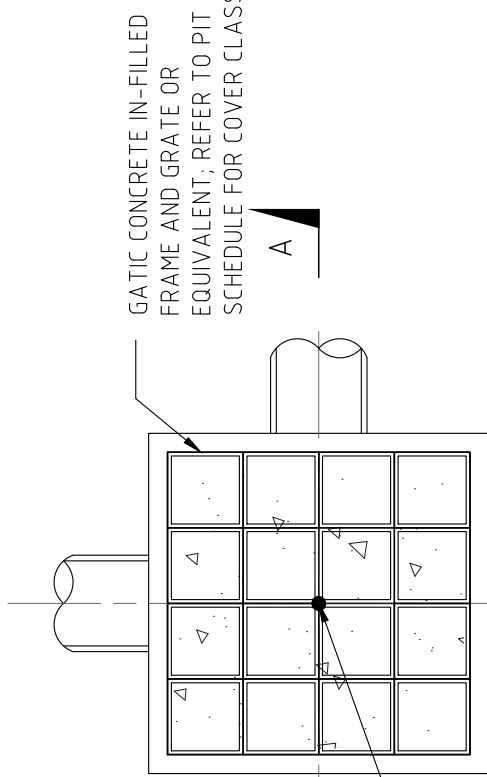
STORMWATER PIT STEPS ARRANGEMENT (TYP.)  
NOT TO SCALE



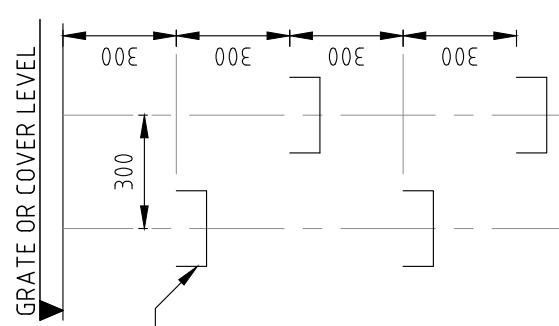
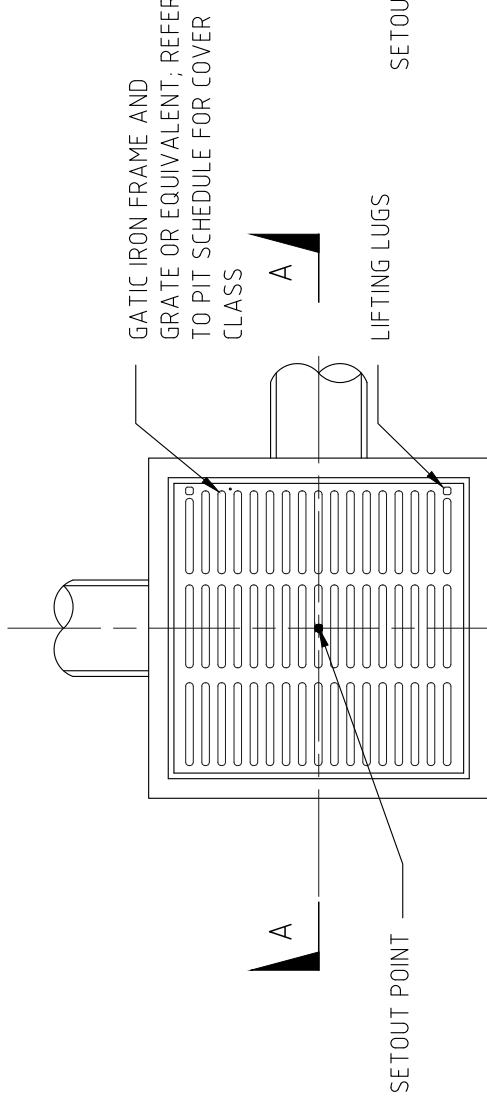
FRONT ELEVATION  
NOT TO SCALE



JUNCTION PIT COVER  
NOT TO SCALE

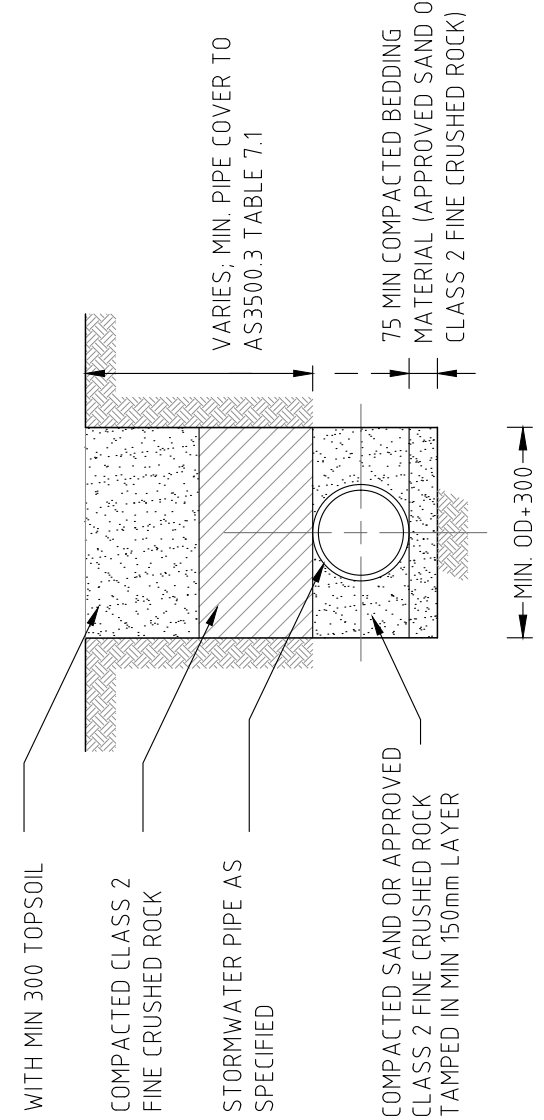


GRATED PIT COVER  
NOT TO SCALE

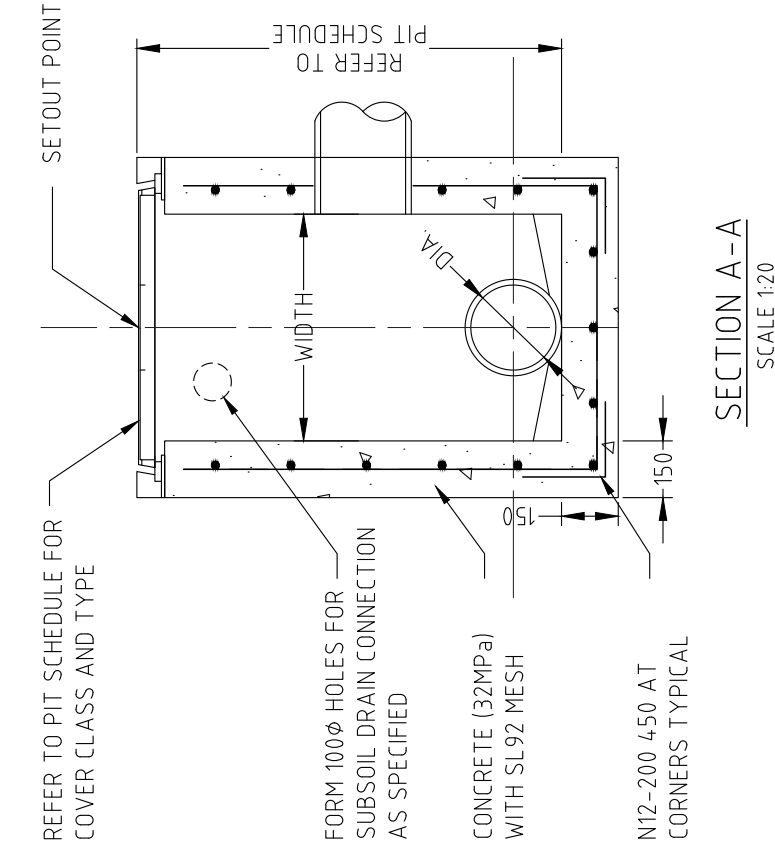


LOCATION OF STEP IRONS AT  
BOTTOM OF PIT

- ALL PIT STEPS & LADDERS TO COMPLY WITH AS4198 & AS1657
- ALL PITS BEYOND 900mm DEPTH FROM SURFACE SHALL INCLUDE STEP IRONS
- ALL STEP IRONS TO BE HOT DIPPED GALVANISED 20Φ MILD STEEL OR EQUIVALENT
- ALL BENDS TO BE FORMED AROUND 12mmΦ PIN

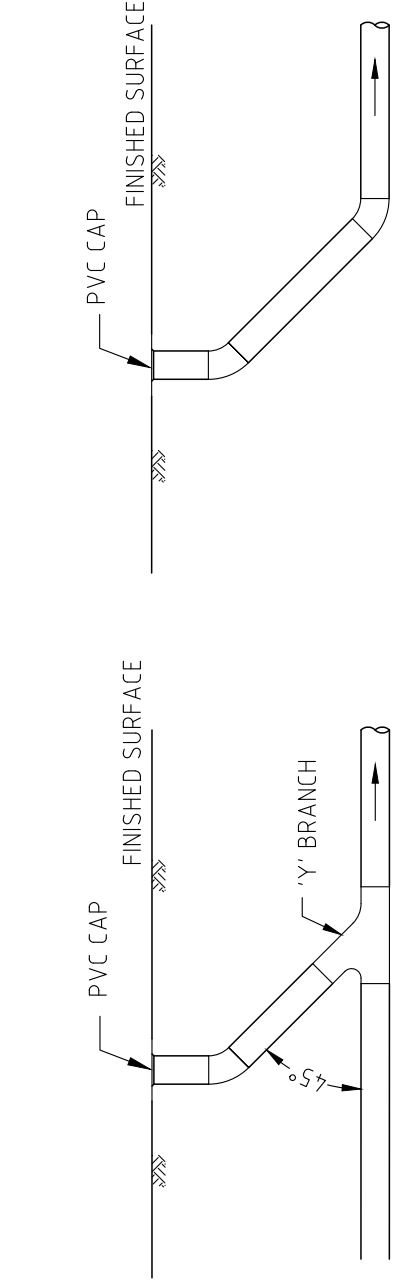


PIPE TRENCH WIDTH SHALL BE IN ACCORDANCE TO AS2566.1 OR AS3725 WHERE APPLICABLE

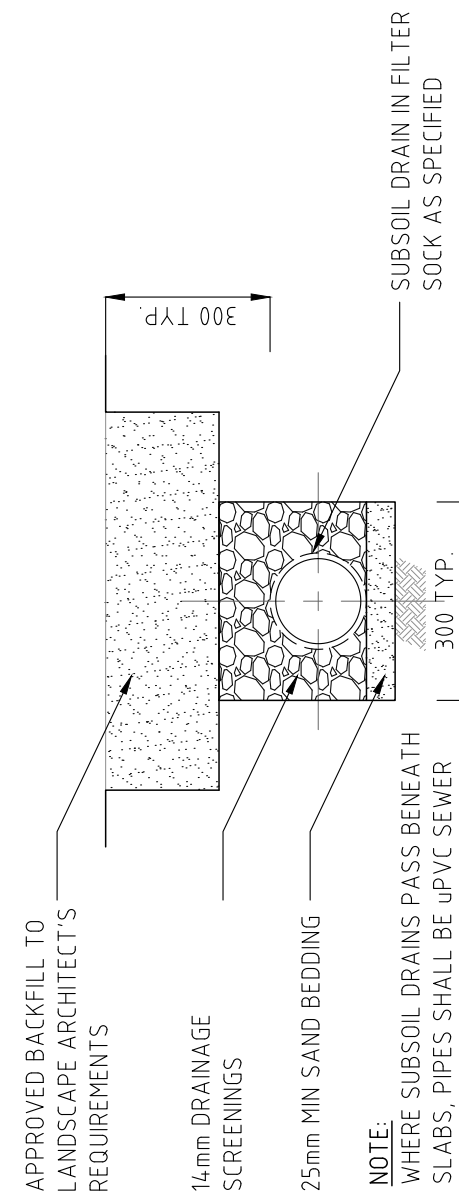


SECTION A-A  
SCALE 1:20

STORMWATER PIT (TYP.)  
NOT TO SCALE



UNDER LANDSCAPE PIPE BEDDING  
NOT TO SCALE



SUBSOIL DRAIN ARRANGEMENT

SUBSOIL DRAIN IN TRENCH (TYP.)  
NOT TO SCALE

SUBSOIL DRAIN FLUSH OUT (F/O)  
NOT TO SCALE

SUBSOIL DRAIN FLUSH POINTS (TYP.)  
NOT TO SCALE

SUBSOIL DRAIN UNDER SLAB  
NOT TO SCALE

PIPE BEDDING DETAIL UNDER PAVEMENT  
NOT TO SCALE

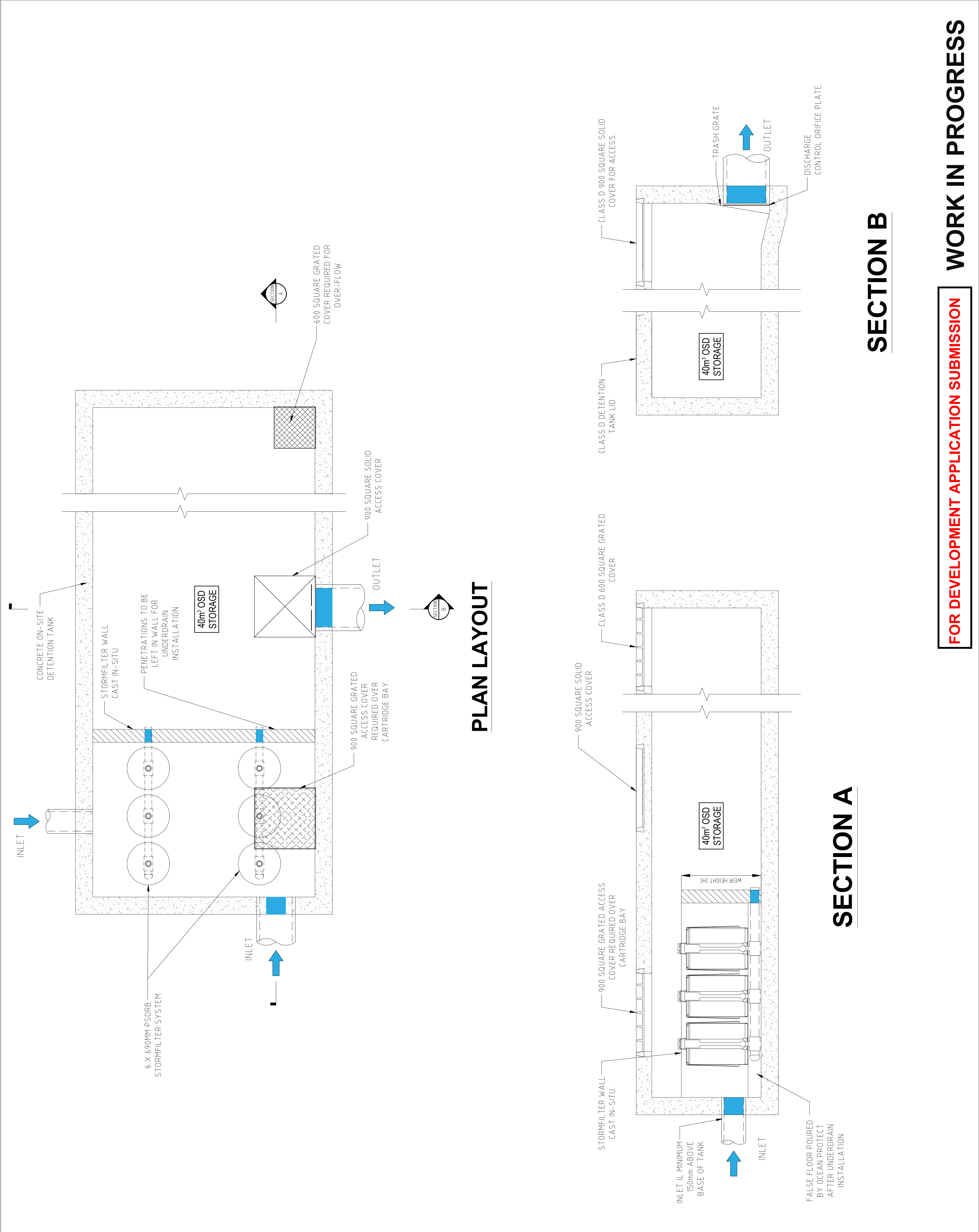
PIT SCHEDULE											
PIT No	TYPE	WIDTH	LENGTH	PIT COVER LEVEL	CLASS AS (3996)	PIT DEPTH	INLET DIA	INLET I/L	OUTLET DIA	OUTLET I/L	COMMENTS
A01	OSD & TREATMENT	TBC	TBC	46.67	CLASS D	TBC	300 375	45.02 45.02	300	44.92	REFER TO DETAIL
A02	GP	600	900	46.58	CLASS D	1.36	375	45.27	375	45.22	CONSTRUCT NEW GRATED PIT, REFER C 211 FOR DETAIL
A03	GP	600	900	46.52	CLASS D	1.05	300	45.52	375	45.47	CONSTRUCT NEW GRATED PIT, REFER C 211 FOR DETAIL
A04	GP	600	900	46.47	CLASS D	0.75	TBC	TBC	300	45.72	CONSTRUCT NEW GRATED PIT, REFER C 211 FOR DETAIL
B01	JP	600	900	46.19	CLASS D	0.74	300	45.50	300	45.45	CONSTRUCT NEW JUNCTION PIT, REFER C 211 FOR DETAIL
B02	GP	600	900	46.91	CLASS D	1.20	300	45.76	300	45.71	CONSTRUCT NEW GRATED PIT, REFER C 211 FOR DETAIL
B03	JP	600	900	47.19	CLASS D	0.79	275	46.44	300	46.40	CONSTRUCT NEW JUNCTION PIT, REFER C 211 FOR DETAILS
EX03	Type	600	900	46.60	Class	1.20					EXISTING SIDE JUNCTION PIT
X01	EX GP	TBC	TBC	44.85	EX	TBC	300	44.10	TBC	TBC	EXISTING GRATED PIT
X02	EX GP	TBC	TBC	46.36	EX	TBC	TBC	TBC	TBC	TBC	EXISTING GRATED PIT

## STORMWATER PIT &amp; PIPE SCHEDULE NOTES

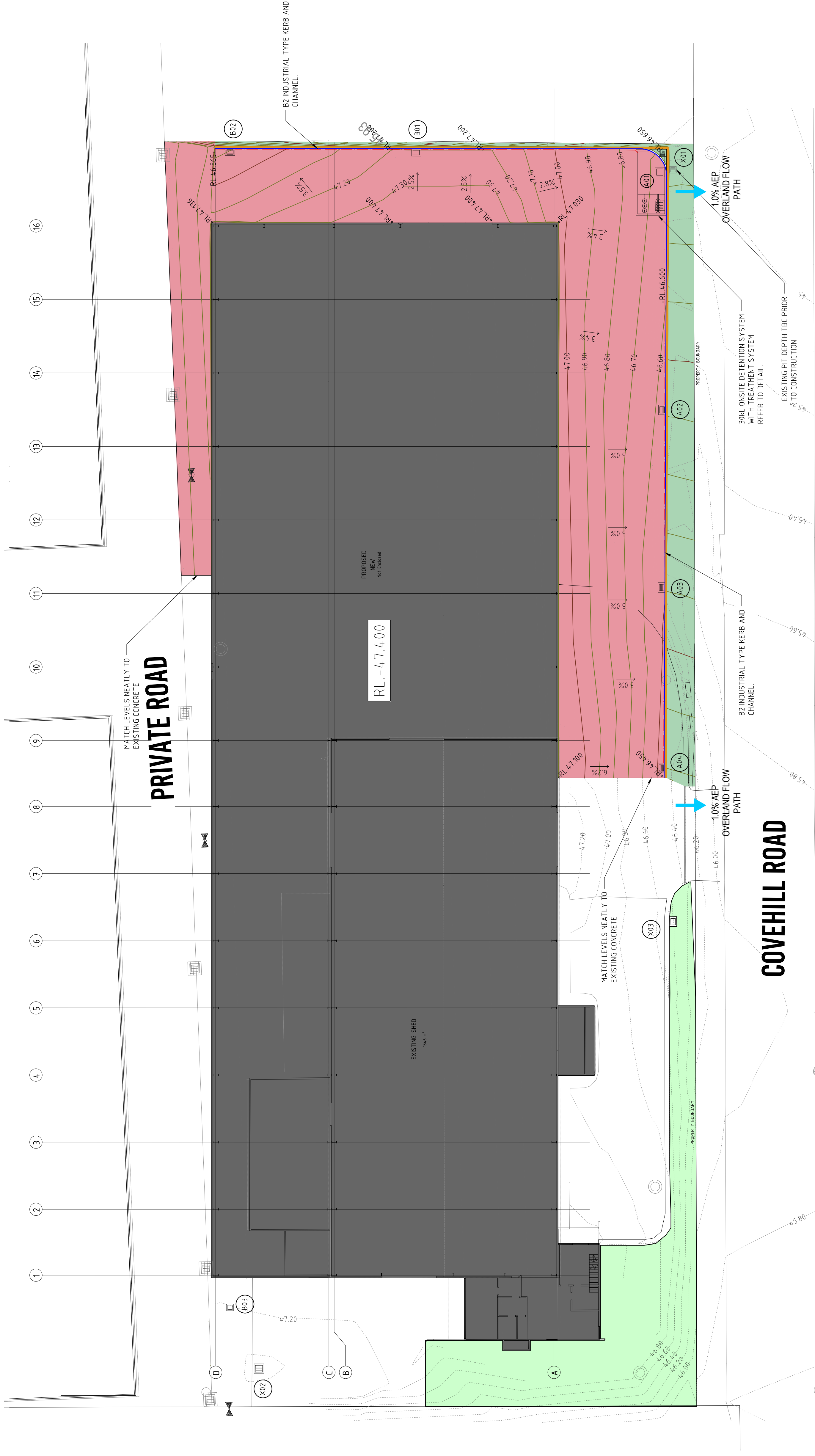
- THE INVERT AS NOMINATED HERE IN THE SCHEDULE REFERS TO THE CORRESPONDING OUTGOING PIPE INVERT LEVEL.
- THE DEPTH AS NOMINATED HERE IN THE SCHEDULE REFERS TO THE DEPTH BETWEEN THE PIT COVER LEVEL (R/L) TO THE INVERT OF THE PIPE ONLY. THE CONTRACTOR SHALL PROVIDE THE NECESSARY ALLOWANCE CORRESPONDING TO THE SELECTED PIPE THICKNESS.
- ALL STORMWATER UPVC PIPES SHALL BE MINIMUM SEWER CLASS (UNO).
- ALL STORMWATER PITS SHALL BE TO THE STANDARDS AND SATISFACTION OF THE RESPONSIBLE AUTHORITY.
- ALL STORMWATER PITS GREATER THAN 900mm IN DEPTH SHALL BE FITTED WITH STEP IRONS.
- ALL STORMWATER PITS IN PEDESTRIAN TRAFFICABLE AREAS SHALL HAVE BEEK-SAFE LIDS
- ALL STORMWATER PITS IN VEHICULAR TRAFFICABLE AREAS SHALL HAVE BEEK-SAFE LIDS

**FOR DEVELOPMENT APPLICATION SUBMISSION**

# WORK IN PROGRESS







## STORMWATER DRAINAGE NOTES

- CIVIL CONSTRUCTION TO BE READ IN CONJUNCTION WITH BUILDING SERVICES PLAN FOR THE ABOVE GROUND DRAINAGE ARRANGEMENT
- DRAINAGE PIPES UNDER INTERNAL SLABS SHALL BE PROFESSIONALLY LAGGED
- REFER TO THE GENERAL NOTES UNDER "STORMWATER DRAINAGE" FOR ALL WORKS RELATING TO THE SITE
- ALL SITE AND SERVICES LEVELS INCLUDING INVERTS SHALL BE PROVIDED PRIOR TO THE COMMENCEMENT OF WORKS
- ACCESS/PROTECTION PERMIT MUST BE OBTAINED FROM COUNCIL ENGINEERING SERVICES DEPARTMENT PRIOR TO COMMENCEMENT OF ANY BUILDING WORKS
- ANY CIVIL/ENGINEERING PERMITS MUST BE OBTAINED PRIOR TO ANY WORKS WITHIN THE ROAD RESERVE AND/OR STORMWATER CONNECTION TO THE DRAINAGE NETWORK
- ALL PITS IN PEDESTRIAN AREAS TO BE MIN CLASS B ANTI SLIP (HEEL SAFE COVER (UNO))
- ALL PITS IN VEHICLE TRAFFICABLE AREAS TO BE MIN CLASS C BIKE SAFE COVER (UNO)

**WARNING**

BEWARE OF UNDERGROUND SERVICES  
THE LOCATION OF UNDERGROUND SERVICES ARE  
INDICATIVE ONLY AND THEIR EXACT POSITION SHOULD BE  
PROVEN ON SITE PRIOR TO THE COMMENCEMENT OF  
WORKS. NO GUARANTEE IS GIVEN THAT ALL EXISTING  
SERVICES ARE SHOWN HERE

CONTRACTOR

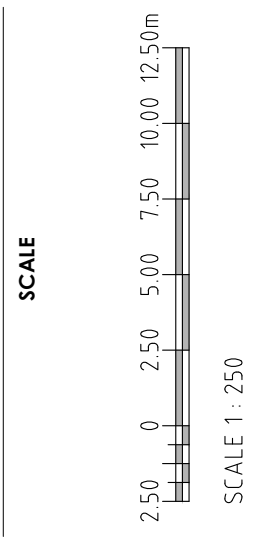
THE CONTRACTOR SHALL VERIFY ALL THE EXISTING SERVICE CONNECTION LEVELS PRIOR TO THE CONSTRUCTION WORKS. REPORT TO THE SUPERINTENDENT AND THIS OFFICE IMMEDIATELY UPON THE IDENTIFICATION OF ANY DISCREPANCIES PRIOR TO PROCEEDING WITH THE WORKS

**FOR DEVELOPMENT APPLICATION SUBMISSION**

# WORK IN PROGRESS




brogue.com.au  
(03) 9416 2092



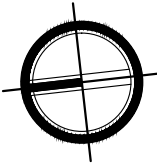
CLIENT	PROGRESS GROUP
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16
17	17
18	18
19	19
20	20
21	21
22	22
23	23
24	24
25	25
26	26
27	27
28	28
29	29
30	30
31	31
32	32
33	33
34	34
35	35
36	36
37	37
38	38
39	39
40	40
41	41
42	42
43	43
44	44
45	45
46	46
47	47
48	48
49	49
50	50
51	51
52	52
53	53
54	54
55	55
56	56
57	57
58	58
59	59
60	60
61	61
62	62
63	63
64	64
65	65
66	66
67	67
68	68
69	69
70	70
71	71
72	72
73	73
74	74
75	75
76	76
77	77
78	78
79	79
80	80
81	81
82	82
83	83
84	84
85	85
86	86
87	87
88	88
89	89
90	90
91	91
92	92
93	93
94	94
95	95
96	96
97	97
98	98
99	99
100	100

## PROGRESS GROUP

**ARCHITECT**  
**1+2 ARCHITECTURE**  
**7-29 MELVILLE STREET**  
**HOBART, TAS, 7000**



## PROJECT NORTH



<b>REVISION</b>		
<b>ISSUE</b>	<b>DATE</b>	<b>DESCRIPTION</b>
P2	18/08/23	PRELIMINARY ISSUE
P1	28/07/23	PRELIMINARY ISSUE

# PRELIMINARY ISSUE

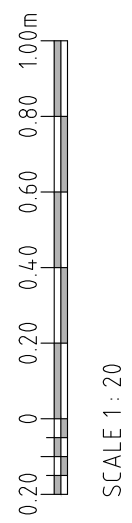
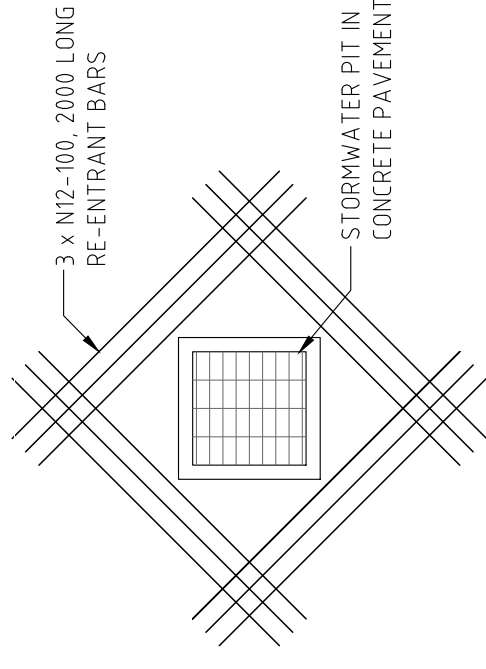
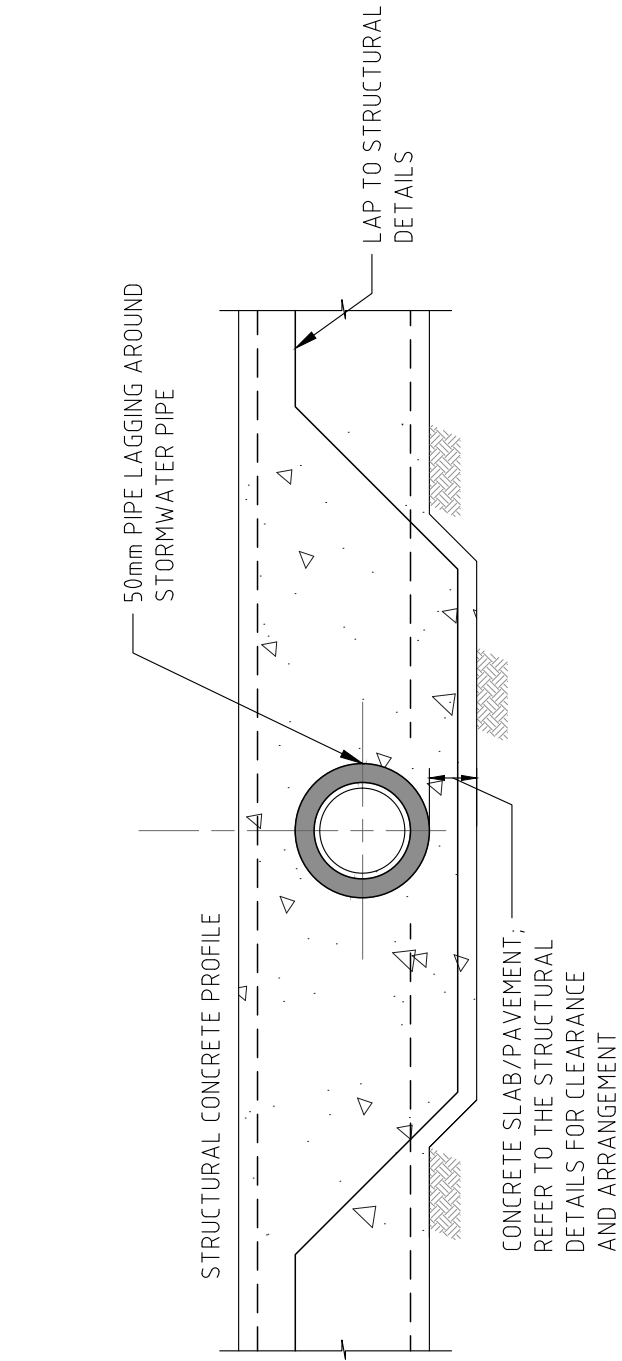
NOT FOR CONSTRUCTION

**PRECAST TASMANIA  
76 COVEHILL ROAD  
BRIDGEWATER, TAS, 7030**

## STORMWATER LEVELS & CONTOURS

DATE:	JULY 2023	DESIGNED:AM
DRAWN:AM	CHECKED: JL	
SCALE:	SIZE:	A1
Job No.	Drawing No.	Rev.





CLIENT	PROGRESS GROUP
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16
17	17
18	18
19	19
20	20
21	21
22	22
23	23
24	24
25	25
26	26
27	27
28	28
29	29
30	30
31	31
32	32
33	33
34	34
35	35
36	36
37	37
38	38
39	39
40	40
41	41
42	42
43	43
44	44
45	45
46	46
47	47
48	48
49	49
50	50
51	51
52	52
53	53
54	54
55	55
56	56
57	57
58	58
59	59
60	60
61	61
62	62
63	63
64	64
65	65
66	66
67	67
68	68
69	69
70	70
71	71
72	72
73	73
74	74
75	75
76	76
77	77
78	78
79	79
80	80
81	81
82	82
83	83
84	84
85	85
86	86
87	87
88	88
89	89
90	90
91	91
92	92
93	93
94	94
95	95
96	96
97	97
98	98
99	99
100	100

## PROGRESS GROUP

**ARCHITECT**  
**1+2 ARCHITECTURE**  
**17-29 MELVILLE STREET**  
**HOBART, TAS, 7000**

## PROJECT NORTH

REVISION	ISSUE	DATE	DESCRIPTION
P2		18/08/23	PRELIMINARY ISSUE
P1		28/07/23	PRELIMINARY ISSUE

## PRELIMINARY ISSUE

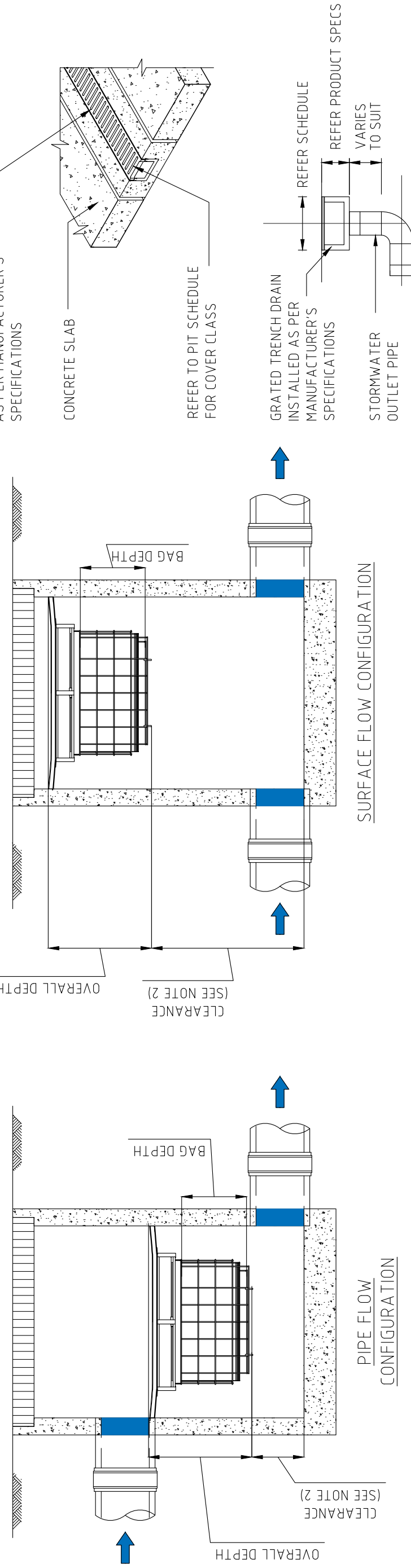
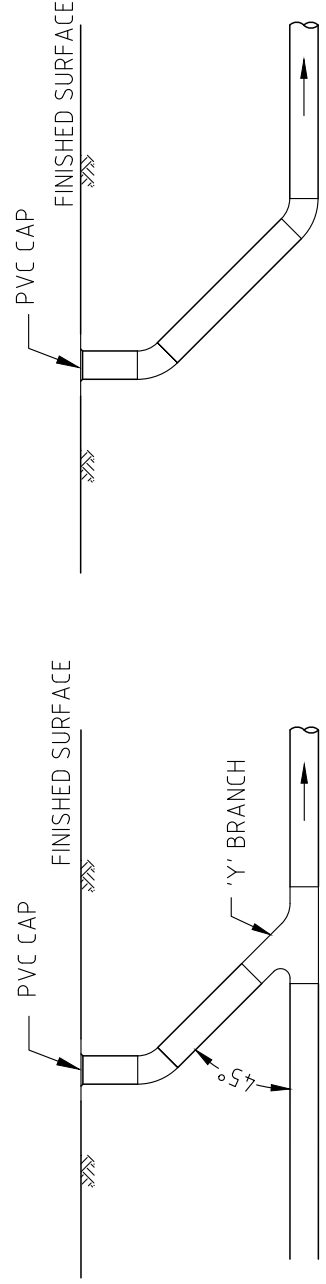
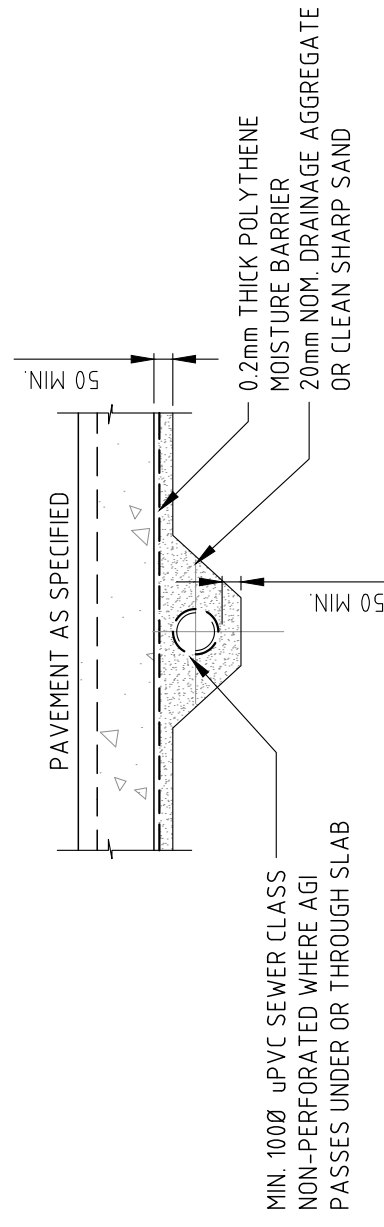
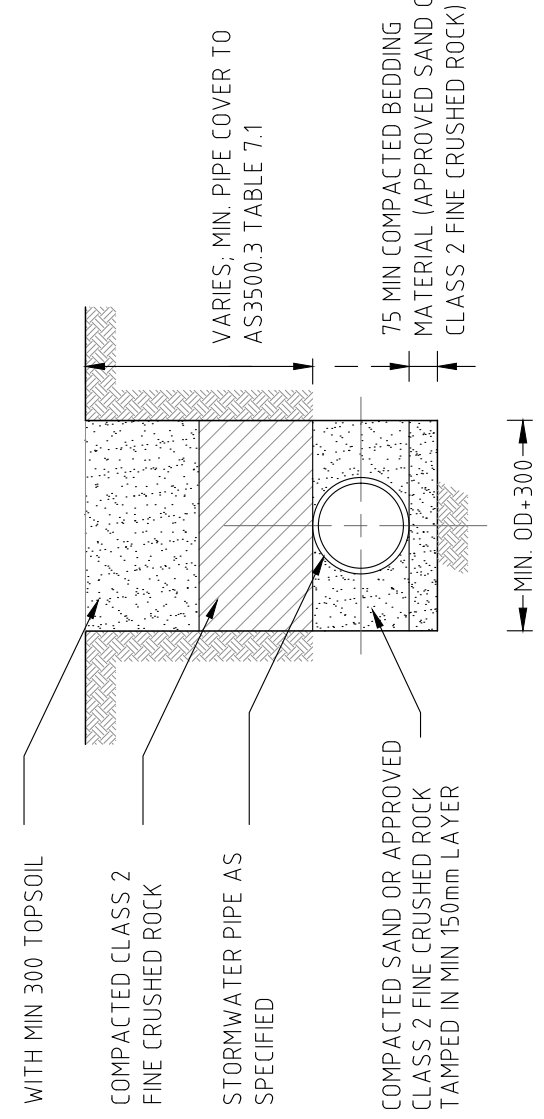
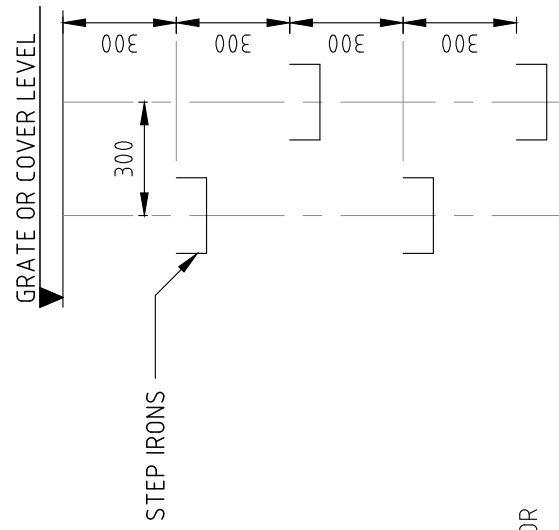
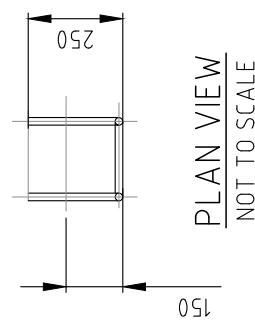
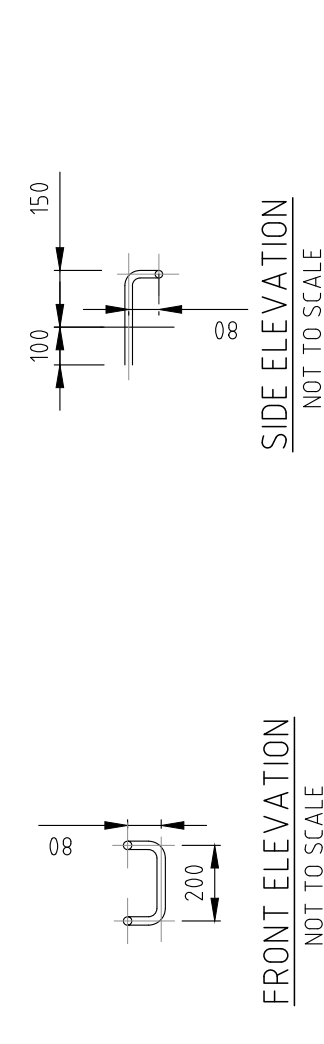
NOT FOR CONSTRUCTION

**PRECAST TASMANIA  
76 COVEHILL ROAD  
BRIDGEWATER, TAS, 7030**

## MANAGE DETAILS & SCHEDULE

DATE: JULY 2023	DESIGNED:AM
DRAWN:AM	CHECKED: JL
SCALE: AS SHOWN	SIZE: A1
Job No.	Drawing No. Rev.

23165 C.211 P2



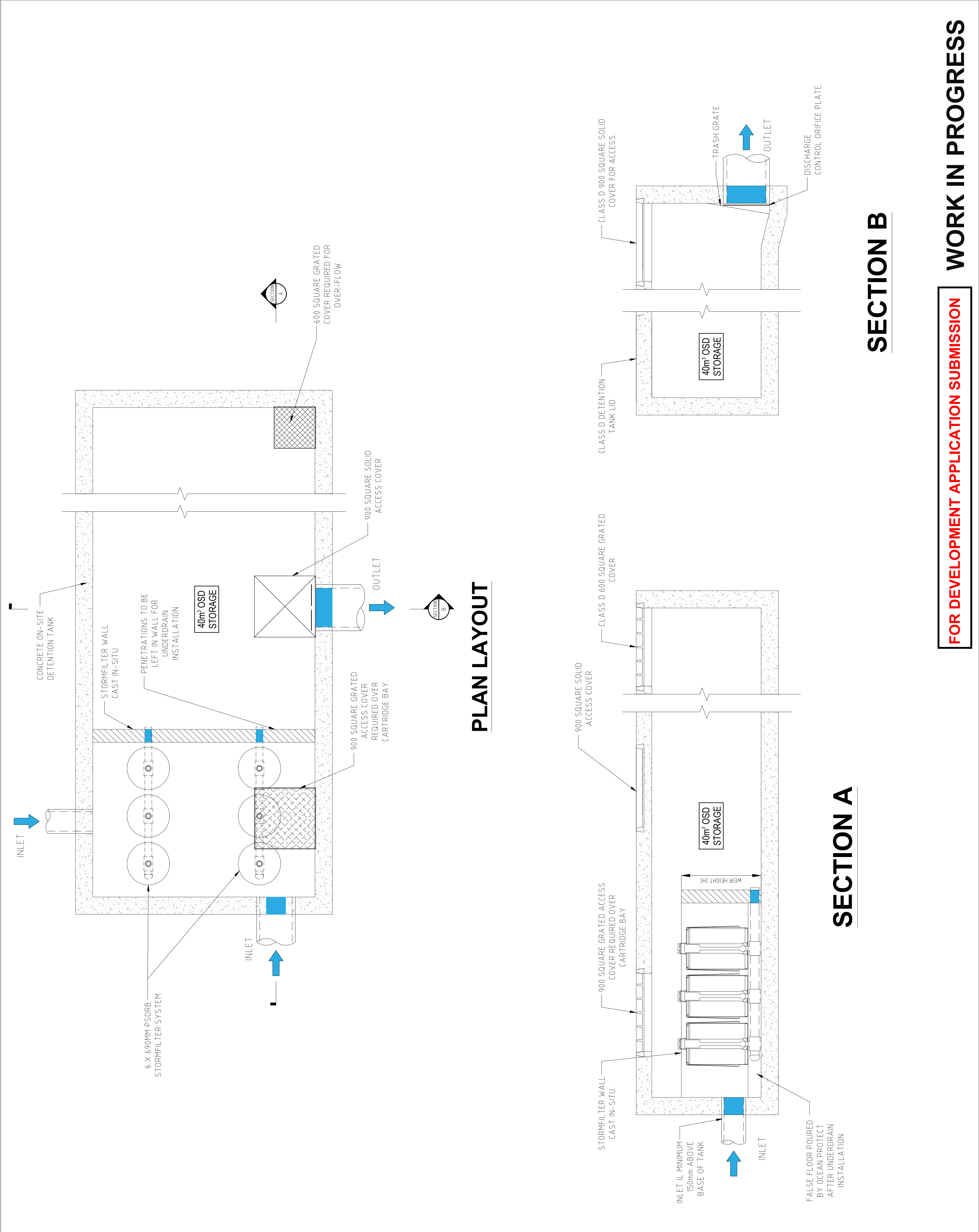
PIT SCHEDULE											
PIT No	TYPE	WIDTH	LENGTH	PIT COVER LEVEL	CLASS AS (3996)	PIT DEPTH	INLET DIA	INLET I/L	OUTLET DIA	OUTLET I/L	COMMENTS
A01	OSD & TREATMENT	TBC	TBC	46.67	CLASS D	TBC	300 375	45.02 45.02	300	44.92	REFER TO DETAIL
A02	GP	600	900	46.58	CLASS D	1.36	375	45.27	375	45.22	CONSTRUCT NEW GRATED PIT, REFER C.211 FOR DETAIL
A03	GP	600	900	46.52	CLASS D	1.05	300	45.52	375	45.47	CONSTRUCT NEW GRATED PIT, REFER C.211 FOR DETAIL
A04	GP	600	900	46.47	CLASS D	0.75	TBC	TBC	300	45.72	CONSTRUCT NEW GRATED PIT, REFER C.211 FOR DETAIL
B01	JP	600	900	46.19	CLASS D	0.74	300	45.50	300	45.45	CONSTRUCT NEW JUNCTION PIT, REFER C.211 FOR DETAIL
B02	GP	600	900	46.91	CLASS D	1.20	300	45.76	300	45.71	CONSTRUCT NEW GRATED PIT, REFER C.211 FOR DETAIL
B03	JP	600	900	47.19	CLASS D	0.79	275	46.44	300	46.40	CONSTRUCT NEW JUNCTION PIT, REFER C.211 FOR DETAILS
EX03	Type	600	900	46.60	Class	1.20					EXISTING SIDE JUNCTION PIT
X01	EX GP	TBC	TBC	44.85	EX	TBC	300	44.10	TBC	TBC	EXISTING GRATED PIT
X02	EX GP	TBC	TBC	46.36	EX	TBC	TBC	TBC	TBC	TBC	EXISTING GRATED PIT

## STORMWATER PIT &amp; PIPE SCHEDULE NOTES

- THE INVERT AS NOMINATED HERE IN THE SCHEDULE REFERS TO THE CORRESPONDING OUTGOING PIPE INVERT LEVEL.
- THE DEPTH AS NOMINATED HERE IN THE SCHEDULE REFERS TO THE DEPTH BETWEEN THE PIT COVER LEVEL (R/L) TO THE INVERT OF THE PIPE ONLY. THE CONTRACTOR SHALL PROVIDE THE NECESSARY ALLOWANCE CORRESPONDING TO THE SELECTED PIPE THICKNESS.
- ALL STORMWATER UPVC PIPES SHALL BE MINIMUM SEWER CLASS (U/NO).
- ALL STORMWATER PITS SHALL BE TO THE STANDARDS AND SATISFACTION OF THE RESPONSIBLE AUTHORITY.
- ALL STORMWATER PITS GREATER THAN 900mm IN DEPTH SHALL BE FITTED WITH STEP IRONS.
- ALL STORMWATER PITS IN PEDESTRIAN TRAFFICABLE AREAS SHALL HAVE HELL – SAFE LIDS.
- ALL STORMWATER PITS IN VEHICULAR TRAFFICABLE AREAS SHALL HAVE HELL – SAFE LIDS.

**FOR DEVELOPMENT APPLICATION SUBMISSION**

## WORK IN PROGRESS







**PRECAST TASMANIA  
EXTENSION, 76 COVE HILL  
ROAD, BRIDGEWATER**

**TRAFFIC IMPACT  
ASSESSMENT**

**Hubble Traffic**

August 2023

Disclaimer: This report has been prepared based on and in reliance upon the information provided to Hubble Traffic Consulting by the client and gathered by Hubble Traffic Consulting during the preparation of the report. Whilst all reasonable skill, care and diligence has been used in preparation of the report, Hubble Traffic Consulting take no responsibility for errors or omissions arising from misstatements by third parties.

This report has been prepared specifically for the exclusive use of the client named in the report and to the extent necessary, Hubble Traffic Consulting disclaim responsibility for any loss or damage occasioned by use of or reliance upon this report, or the data produced herein, by any third party.

Version	Date	Reason for Issue
Draft	July 2023	Draft issued for client feedback
Final	August 2023	Final issued

## Table of Contents

<b>1. Introduction .....</b>	<b>1</b>
<b>2. Site Description .....</b>	<b>2</b>
<b>3. Development proposal.....</b>	<b>3</b>
<b>4. Trip generation by this development .....</b>	<b>4</b>
4.1 Existing trip generation .....	4
4.2 Prediction in trips generated from production increase .....	5
4.3 Summary of increase in vehicular trips .....	5
<b>5. Existing surrounding road network .....</b>	<b>6</b>
5.1 Cove Hill Road characteristics .....	6
5.2 East Derwent Highway .....	7
5.3 East Derwent Highway and Cove Hill Road roundabout .....	7
5.4 Road classification .....	8
5.5 Additional traffic .....	8
5.6 Traffic flow on the highway .....	8
5.7 Cove Hill Road roundabout - traffic flow with manufacturing plant operating .....	9
5.8 Traffic performance at the Cove Hill Road roundabout .....	10
5.9 Traffic lane efficiency along Cove Hill Road and the highway .....	12
5.10 Speed limits on the surrounding roads .....	13
<b>6. Impact from traffic generated by this development .....</b>	<b>14</b>
<b>7. Access arrangement to and from the development site .....</b>	<b>15</b>
7.1 Location of light vehicle access to Cove Hill Road .....	15
7.2 Available sight distance at the existing Cove Hill Road access .....	16
7.3 Sight distance at the newly constructed heavy vehicle exit .....	17
7.4 Safe Intersection Sight Distance .....	18
<b>8. On-site parking and internal road layout .....</b>	<b>19</b>
8.1 Number of car parking spaces .....	19
8.2 Maximum size of heavy vehicle to be used .....	20
8.3 Heavy vehicle route .....	20
8.4 Layout of on-site parking spaces .....	21
8.5 Internal pedestrian pathway .....	21



8.6	Other parking requirements .....	21
9.	Planning scheme .....	22
9.1	C2.0 Parking and Sustainable Transport Code .....	22
9.2	C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction .....	23
10.	Conclusion.....	25
11.	Appendix A – traffic modelling.....	26
12.	Appendix B – Swept path of 19 metre semi-trailer.....	30

## 1. Introduction

Tom Fagan of TAG Development Solutions has engaged Hubble Traffic to prepare an independent Traffic Impact Assessment, to consider the traffic impacts from the provision of an extension to Precast Tasmania, located at 76 Cove Hill Road, Bridgewater.

This assessment has considered the functional requirements of the proposed business including the size and position of the lot, surrounding road network, requirement for semi-trailer deliveries, provision of adequate on-site employee parking, and a safe and efficient access.

This development has been assessed against the Tasmanian Planning Scheme C2 Parking and Sustainable Transport Code, C3 Road and Railway Assets Code and the Australian Standard 2890.1:2004.

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

- Tasmanian Planning Scheme (Brighton Council)
- Road Traffic Authority NSW (RTA) Guide to Traffic Generating Developments
- 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
- Autoturn Online vehicle turning software
- LIST Land Information Database

## 2. Site Description

The development site is located at 76 Cove Hill Road, Bridgewater; situated along the northern side of Cove Hill Road. According to the LIST Land Information Database, the property contains two operations, Precast Tasmania on the western side of the site, and Moo Brew Brewery on the eastern side. The two operations are separated by a fence, with both operating with a separate vehicular access to Cove Hill Road.

Council recently approved a new Precast Tasmania manufacturing and processing plant, located at 314 Midland Highway, Bridgewater; behind the existing operations at the rear of the property, which included the construction of a new heavy vehicle property access arrangement, with the entry located to the west and exit to the east. This arrangements operates with a one-way traffic flow, which is connected by internal roadway. The development sites access relies on the new heavy vehicle accesses associated with the new plant.

According to LIST Land Information Database, the site is located within an established industrial and light industrial zone and connected to the nearest arterial road (East Derwent Highway) via Cove Hill Road.

Diagram 2.0 – Extract from LIST Land Information Database



### 3. Development proposal

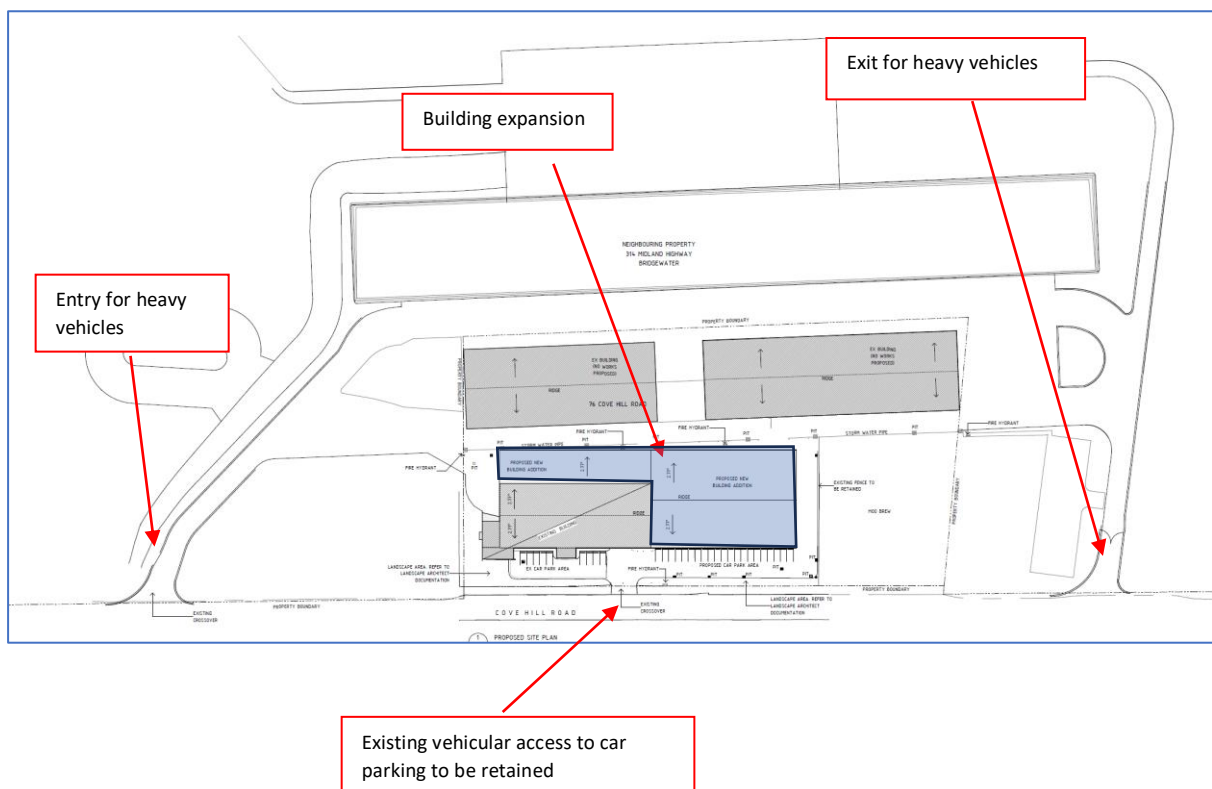
Precast Tasmania manufacture concrete panels, with the development proposal to automate the manufacturing process, increasing manufacturing volumes. This requires the size of the existing building to be increased to accommodate the automated processing equipment and additional storage area for the finished panels.

The manufacturing process will continue to use premix concrete delivered to the site using standard concrete trucks.

The newly constructed heavy vehicle access will be used for both the raw material and finished panel deliveries, using a 19 metre long semi-trailer (maximum vehicle size).

On-site car parking spaces for employees and visitors will be increased, with the existing vehicular access to Cove Hill Road retained to provide car park access.

Diagram 3.0 – Proposed development layout





## 4. Trip generation by this development

A trip in this report is defined as a one way vehicular movement from one point to another excluding the return journey. Therefore, a return trip to and from a land use is counted as two trips.

To determine the number of trips likely to be generated by this development, reference has been taken from the RTA Guide to Traffic Generating Developments, section 3.10 Industry.

The guide indicates peak traffic generation for industrial land use is generally determined by three key factors; employee density, travel mode, and peak period travel distribution.

### 4.1 Existing trip generation

The developer has provided the following information on the existing operations of the business:

- The facility operates between 5:00am to 6:00pm Monday to Saturday, with a maximum of 10 employees on-site at any one time. Most employees are expected to travel outside of the commuter traffic periods, to consider a worst-case scenario this assessment assumes 50 percent of the employees will travel during the morning and evening peak periods.
- Deliveries of raw materials and finished product occurs seven times per day each, with a maximum of two deliveries occurring in any one hour period. As a worst-case scenario, this assessment will assume that a maximum of two raw material deliveries occur during the morning peak period and two finished product deliveries occur during the evening peak period.
- The site receives a maximum of one visitor to site per day, with this visit occurring outside of the peak periods.

Based on the above information, this development generates 50 daily vehicle movements, with nine of these trips occurring in the morning and peak hour periods.

Table 4.1 – Estimated existing trip generation

Trip generator	Number per weekday	Number of trips during the morning peak	Number of trips during the evening peak	Number of trips between peaks	Total weekday trips
Staff	10	5	5	10	20
Deliveries raw materials	7	4	0	10	14
Transport finished product	7	0	4	10	14
Visitors	1	0	0	2	2
<b>Total</b>		<b>9</b>	<b>9</b>	<b>32</b>	<b>50</b>

## 4.2 Prediction in trips generated from production increase

The developer has provided the following information on how the development will operate with the increased operations:

- The facility is expected to increase to a maximum of 16 employees on-site at any one time, with the facility continuing to operate between 5:00am to 6:00pm Monday to Saturday. As a worst-case scenario, this assessment will assume that 50 percent of the employee vehicles travel during the morning and evening peak periods.
- Delivery of raw materials and delivery of finished product will each increase to nine times per day, with a maximum of two deliveries occurring in an hour. As a worst-case scenario, this assessment will assume that the maximum two deliveries of raw materials occur during the morning peak period and two deliveries of finished product occurs during the evening peak period.
- The site is not expected to have an increase in visitors, with a maximum of one visitor to site per day expected, occurring outside the peak periods.

Table 4.2 – Predicted increase in trip generation

<b>Trip generator</b>	<b>Number per weekday</b>	<b>Number of trips during the morning peak</b>	<b>Number of trips during the evening peak</b>	<b>Number of trips between peaks</b>	<b>Total weekday trips</b>
Staff	16	8	8	16	32
Deliveries raw materials	9	4	0	14	18
Transport finished product	9	0	4	14	18
Visitors	1	0	0	2	2
<b>Total</b>		<b>12</b>	<b>12</b>	<b>46</b>	<b>70</b>

## 4.3 Summary of increase in vehicular trips

This assessment predicts the facility's increase in operations has the potential to generate an additional 20 daily vehicle trips, with three of these trips occurring during the morning and evening peak periods.

Diagram 5.0 – Surrounding Road network



Cove Hill Road would function as an industrial road, suitable for the movement of heavy vehicles. The road is managed by the local council and extends east from the highway, with light industrial land-use along the northern side of the road for the first 1.4 kilometres. The road width adjacent to the development site is 11 metres wide between kerb faces, supporting the light industrial road function.

The council waste and recycling centre is located approximately 1.4 kilometres from the highway roundabout, and further east of this site the road characteristics substantially change to a rural access road, with the road width reducing to six metres and traffic flow reducing.

Photograph 5.1B – Road standard adjacent to waste and recycling centre



Along the southern side, the land use is commercial and retail for the first 350 metres from the highway roundabout, including the Cove Hill Shopping Centre and a take-away food outlet. These commercial facilities are serviced by Hurst Street, with the take-away food outlet having a direct two-way driveway, which operates as a drive-thru facility. While these retail and commercial facilities are a significant traffic generator, they do not generate any significant traffic past the development site.

## 5.2 East Derwent Highway

The highway is part of the State Road network, and under the Tasmanian State Road Hierarchy is classified as a Category 3 Regional Access Road, with its primary purpose to connect passenger and freight vehicles between the Category 1 and 2 road networks.

## 5.3 East Derwent Highway and Cove Hill Road roundabout

Traffic generated by the development site will connect onto the arterial road network using the highway roundabout, which has been designed to cater for large vehicles turning into and out of Cove Hill Road. The roundabout has a 28-metre diameter central island, with a three-metre-wide mountable section to be used by large turning vehicles, and eight-metre-wide circulating lane width. Overall, the roundabout is of a reasonable size to cater for light industrial traffic movements.



## 5.4 Road classification

According to the Department of State Growth (Network Access Team), both the highway and Cove Hill Road (highway to waste transfer and recycling facility) are gazetted as B-Double routes with Higher Mass Limits.

This means the routes have been assessed as being suitable for heavy vehicles up to 26 metres in length, operating with a gross mass of 68.5 tonnes.

## 5.5 Additional traffic

A recent Traffic Impact Assessment was conducted for the manufacturing plant at the rear of Precast Tasmania, which will be constructed and operational by the time this development is completed. Consequently, this traffic assessment has assumed the manufacturing plant is generating additional vehicle movements on the surrounding road network.

## 5.6 Traffic flow on the highway

The best method to determine the traffic efficiency, is to evaluate the existing traffic flows along the highway and Cove Hill Road. For the State Road network, the Department of State Growth maintains a traffic database, with the nearest traffic station to the development site located on the highway, between the roundabout and Midland Highway. An extract from this database shows a morning commuter peak between 7:30am to 8:30am, with evening peak occurring between 3:00pm and 5:00pm, with the evening peak traffic flow being slightly higher. Hourly directional lane flows are available in table 5.6.

Diagram 5.6 – Hourly direction traffic flow along the highway

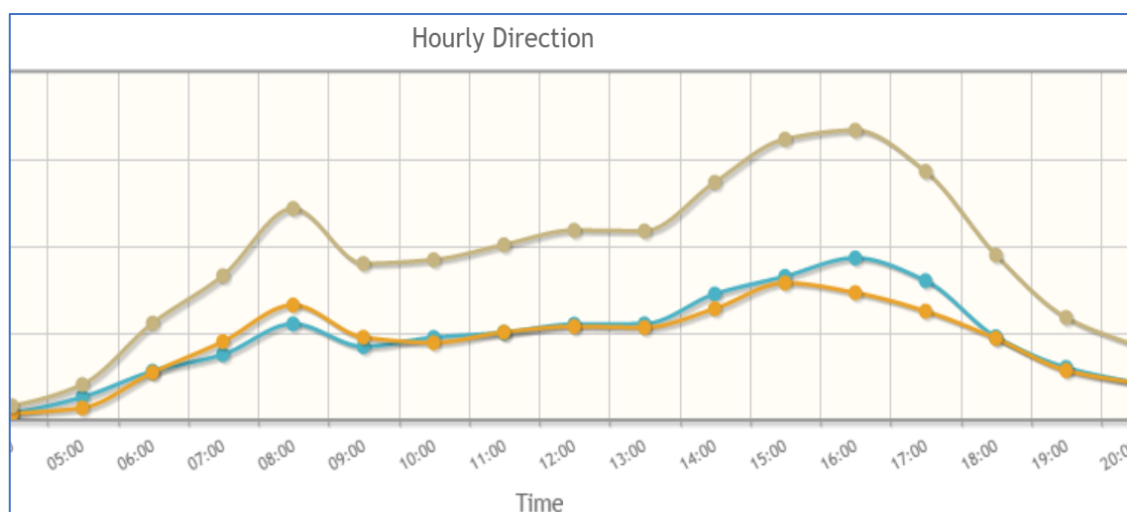


Table 5.6 – Directional hourly traffic flow along the highway

Direction	6 to 7am	7 to 8am	8 to 9am	9 to 10am	10 to 11am	11 to noon	12 to 1pm	1 to 2pm	2 to 3pm	3 to 4pm	4 to 5pm	5 to 6pm	6 to 7pm
Westbound	378	554	424	476	503	552	554	725	826	932	802	480	304
Eastbound	452	662	477	446	506	539	533	641	789	733	627	471	287
Total	830	1216	900	992	1009	1091	1087	1366	1614	1665	1429	950	591

## 5.7 Cove Hill Road roundabout - traffic flow with manufacturing plant operating

To coincide with the morning and evening peak highway flows, manual traffic surveys were undertaken at the highway roundabout with Cove Hill Road.

As discussed earlier, a new manufacturing plant at the rear of the property will soon commence operations, and this traffic assessment will analyse the traffic impact based on the manufacturing plant operating, with all traffic generated by the plant travelling through the roundabout.

Consequently, the manual traffic surveys in the following two diagrams have been adjusted to represent the traffic conditions at the roundabout with manufacturing plant operating.

Diagram 5.7A – Traffic flow for the morning peak hour flow (7:30am to 8:30am)

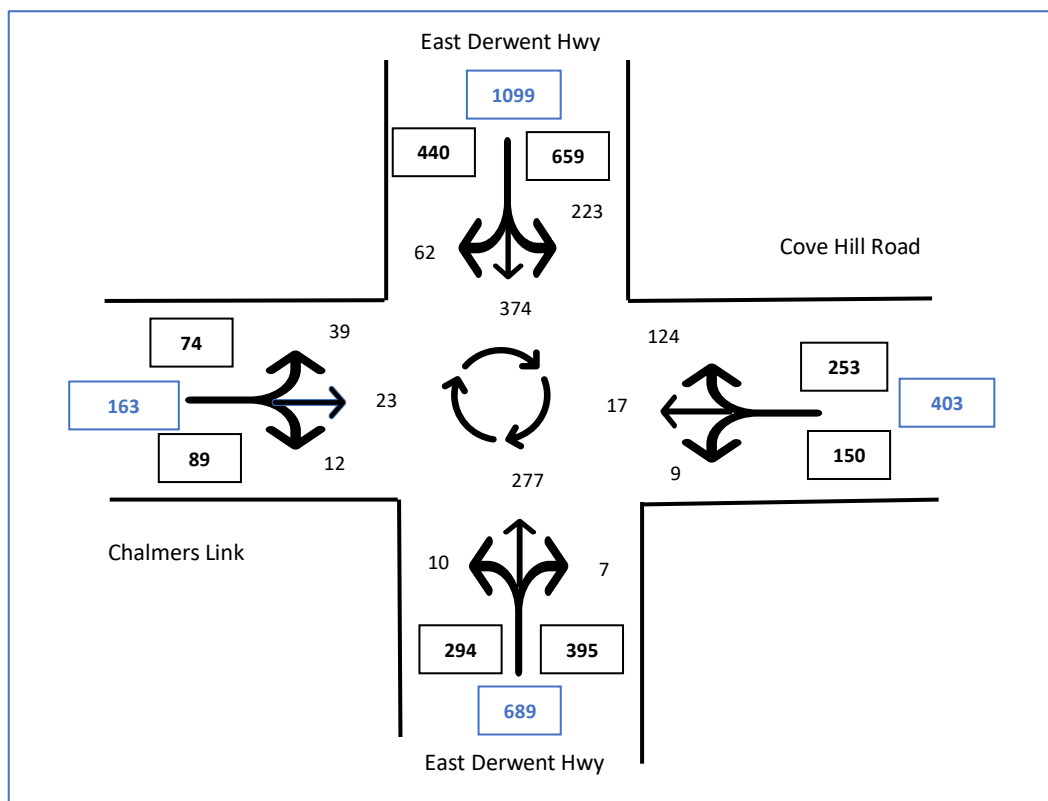
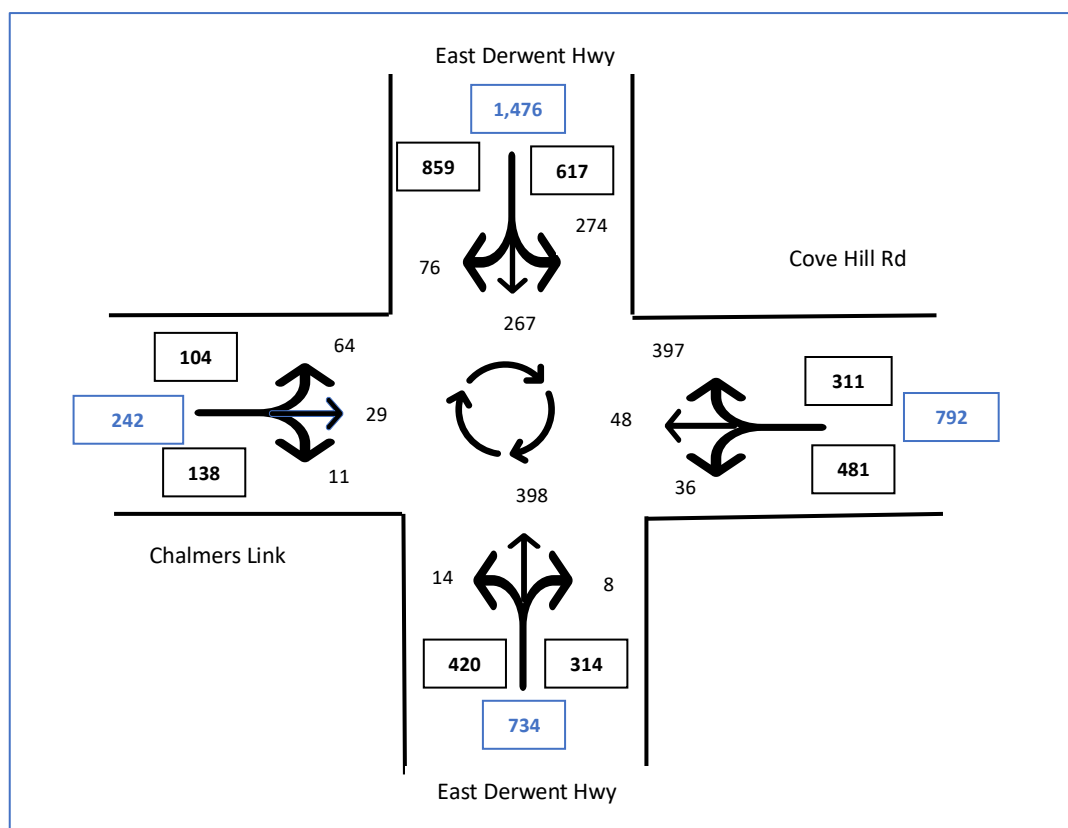


Diagram 5.7B – Traffic flow for the evening peak hour (4:30pm to 5:30pm)



## 5.8 Traffic performance at the Cove Hill Road roundabout

The simplest method to determine the traffic performance at a roundabout is to use SIDRA Intersection traffic modelling software, which uses gap acceptance theory to determine the average delay, queue lengths and degree of saturation, which are all measures of traffic congestion and level of service.

Level of Service (LOS) is a quantifiable assessment of the factors that contribute to the traffic performance, which includes traffic density, gaps in traffic streams, expected delays and queues. For roundabouts, there are six levels from A to F, with A providing the highest level for roundabouts, meaning motorists are not incurring delays, with ample gaps in the traffic stream for vehicles to turn freely and safely without disrupting other users.

The table below provides a reference to the level of service for the various traffic controls and is based on Austroads Guide to Traffic Management Part 3: Transport Study and Analysis Methods dated 2020.

Table 5.8 Level of service for intersections and roundabouts

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

A traffic model replicating the roundabout was developed within the software, using the recent peak hour traffic flows adjusted to include the new manufacturing plant.

During the morning period, 1,177 vehicles are predicted to travelled through the roundabout, with the degree of saturation estimated at 0.435, which represents the roundabout operating at 44 percent of its traffic capacity. Overall, the roundabout is operating at a good level of service LOS B, with a maximum average delay of 11.6 seconds, and maximum queue length of 26.7 metres.

Although during the evening peak hour, the predicted traffic flow is 40 percent higher, motorists are expected to receive a good level of service at LOS B, with the maximum average delay extending to 14.3 seconds, and maximum queue length of 29.3 metres.

The modelling indicates there is spare traffic capacity at the roundabout to accommodate additional traffic flows. A printout of the traffic modelling is available in appendix A.



## 5.9 Traffic lane efficiency along Cove Hill Road and the highway

The directional lane flow data for Cove Hill Road and the highway, have been adjusted to represent the manufacturing plant as operating. Based on information from the RTA Guide (extract below), the expected level of service for the peak hours can be determined.

Extract 5.9 – RTA Guide for level of service

Urban road peak hour flows per direction		
Level of Service	One Lane (veh/hr)	Two Lanes (veh/hr)
A	200	900
B	380	1400
C	600	1800
D	900	2200
E	1400	2800

With both the highway and Cove Hill Road users having priority over the side streets, the mid-block directional traffic flows are uninterrupted until they reach the highway roundabout. The mid-block traffic flows can be quantified using the RTA Guide, which provides a level of service based around directional peak hour traffic lane flows.

The table below provides the peak hour directional lane flows for the highway either side of the roundabout, and the level of service motorists are receiving. For a State Road, LOS D in the peak hour periods is normal and acceptable, as it is not possible to provide road infrastructure to meet short intense peak hour periods. The level of service indicates that although the traffic lanes are busy, they are providing an appropriate level of service for the road classification.

Table 5.9A – Directional Lane flows along the highway

Direction	Morning peak hour				Evening peak hour			
	West of roundabout		East of roundabout		West of roundabout		East of roundabout	
	Flow	LOS	Flow	LOS	Flow	LOS	Flow	LOS
Westbound	440	C	294	B	859	D	420	C
Eastbound	659	D	395	C	617	C	314	B

As discussed earlier, the Cove Hill Shopping Centre and take-away food outlet are significant traffic generators, for traffic assessment purposes the Cove Hill Road have been split into two sections. The first section being between the roundabout and Hurst Street, with the second section between Hurst Street and the development site. The table demonstrates motorists are receiving a good, to high level of service.

Table 5.9B Directional Lane flows along Cove Hill Road

Direction	Morning peak hour				Evening peak hour			
	Roundabout to Hurst		Hurst to development site		Roundabout to Hurst		Hurst to development site	
	Flow	LOS	Flow	LOS	Flow	LOS	Flow	LOS
Towards roundabout	150	A	90	A	481	C	173	A
Away roundabout	253	B	184	A	311	B	78	A

### 5.10 Speed limits on the surrounding roads

Along Cove Hill Road there are 60 km/h speed limit signs posted along the road, between the highway roundabout to east of the waste and recycling centre.

The highway is posted with 80 km/h speed limit signs.

## 6. Impact from traffic generated by this development

As estimated in section 4, the development is estimated to generate an additional ten daily vehicle trips, with three of these trips likely to occur during the morning and evening peak periods. Based on the surrounding road network, all the vehicle trips are expected to use the highway roundabout. This assessment considers that three trips could coincide with the morning and evening peak periods operating along the highway.

These additional trips have been assigned to the highway roundabout based on the current trip distribution for Cove Hill Road, as shown in table 6.0A.

Table 6.0A – Existing trip distributions for Cove Hill Road at the highway roundabout

Period		Highway (Western approach)	Highway (Eastern approach)	Chalmers Link	Total
Morning peak	Traffic flow	223	7	23	253
	Percentage	88%	3%	9%	
Evening peak	Traffic flow	397	36	48	481
	Percentage	83%	7%	10%	

The traffic modelling indicates the additional trips will not cause any deterioration in the level of service motorists are receiving at the roundabout, with the roundabout continuing to operate at a good level of traffic efficiency, with minimal delays and queues. A comparison of the traffic modelling between the existing traffic conditions, and additional development trips are shown in table 6.0B.

Table 6.0B – Comparison of traffic conditions with additional development trips

Period	Scenario	Total vehicles	Degree of Saturation	Max average delay	Lowest LOS	Max queue length
Morning peak	Existing	1,177	0.435	11.6 seconds	B	26.7 metres
	Additional trips	1,181	0.438	11.6 seconds	B	26.9 metres
Evening peak	Existing	1,622	0.486	14.3 seconds	B	29.3 metres
	Additional trips	1,626	0.487	14.3 seconds	B	29.5 metres

The additional trips from the development site can easily be absorbed within the highway roundabout, with no adverse traffic impact predicted. As demonstrated in section 5.9, there is sufficient capacity within the traffic lanes to absorb additional trips, without causing adverse traffic impacts.

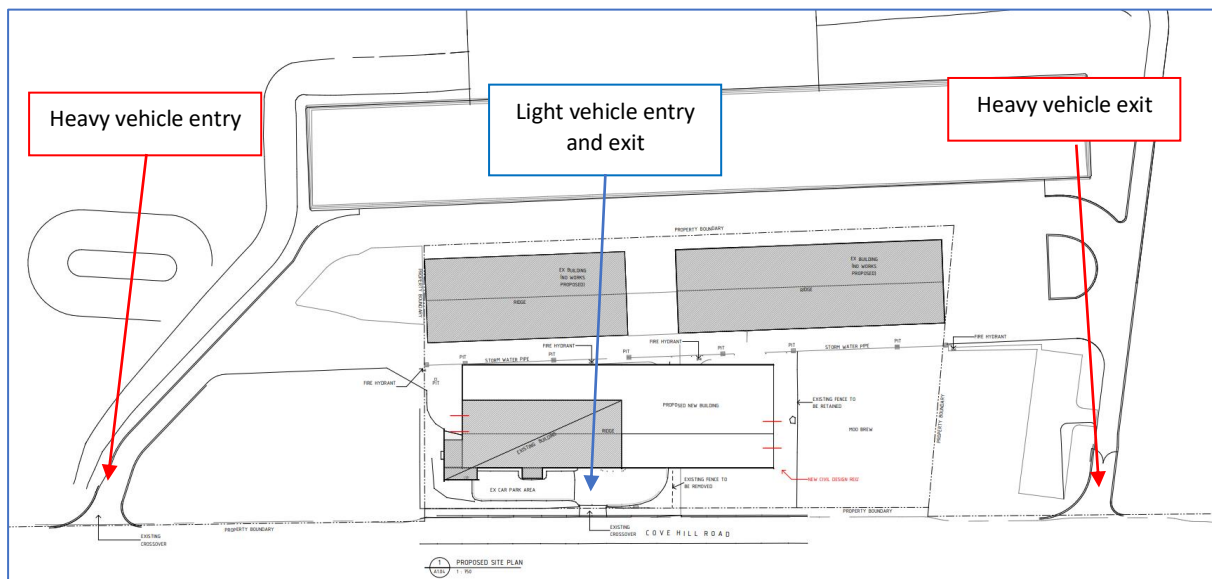
The additional delivery trips to and from the development site will be spread out through the day and are expected to occur between the morning and evening peak periods, which can be easily absorbed by the surrounding road network, without causing any adverse impact.

Overall, the extension of the current facility is not predicted to cause any adverse traffic impact to the surrounding road network, and this assessment includes the additional trips generated by the new manufacturing plant currently under construction.

## 7. Access arrangement to and from the development site

The development site will retain its current direct vehicular access to Cove Hill Road, this will be used by light vehicles associated with employees and visitors. All heavy vehicle movements into and out of the site will use the newly constructed one-way heavy vehicle access arrangement, located at the rear of the building. This is a desirable traffic outcome, as the existing infrastructure will be used, eliminating the need to create a vehicular access, and heavy and light vehicle movements will be separated.

Diagram 7.0 – Proposed vehicular access to the development site



### 7.1 Location of light vehicle access to Cove Hill Road

The development will retain the existing two-way vehicular access at the front of the building for light vehicle use.



## 7.2 Available sight distance at the existing Cove Hill Road access

On-site measurements determined the available sight distance exceeds 200 metres in each direction, with available sight distance shown in the following photographs.

Photograph 7.2A – Available sight distance to the left



Photograph 7.2B – Available sight distance to the right



### 7.3 Sight distance at the newly constructed heavy vehicle exit

Available sight distance from the existing exit point located on the eastern side was measured on-site, to the left motorists leaving the development site are expected to have 130 metres of sight distance, as shown in photograph 7.3A. While motorists looking right will have available sight distance that exceeds 200 metres, as shown in photograph 7.3B.

Photograph 7.4A – Sight distance to the left from the exit (130 metres)



Photograph 7.4B – Sight distance to the right from the exit (200 metres)



## 7.4 Safe Intersection Sight Distance

It is important that motorists leaving the development site have suitable sight distance and Safe Intersection Sight Distance (SISD), as defined in Austroads Guide to Road Design Part 4a: Signalised and unsignalised intersection. The guide specifies that for a 60 km/h speed limit road, with a driver reaction time of two seconds, the required SISD is 123 metres.

Each of the accesses will have sufficient sight distance to satisfy SISD requirements, which means vehicles will be able to enter and leave the development site in a safe and efficient manner, without impacting current road users.

## 8. On-site parking and internal road layout

### 8.1 Number of car parking spaces

The planning scheme table C2.1 prescribes the number of on-site parking spaces required, based on the type of land use. For manufacturing and processing, the requirement is one space per 200 square metres of floor area, or two spaces per three employees, whichever is greater.

For an existing development that will intensify the use, the number of parking spaces is assessed under A1 (d) (ii), which takes into consideration the current use and number of parking spaces, using the formula;  $N = A + (C - B)$ .

Where N is the number of on-site car parking spaces required, A is the number of existing on-site car parking spaces, B is the number of on-site car parking spaces required for the existing use or development specified in Table C2.1, and C is the number of on-site car parking spaces required for the proposed use or development specified in Table C2.1. The following table quantifies the values to be used within the formulae.

Table 8.1 – Number of car parking spaces required

Formula symbol	Use	Planning scheme requirements	Floor area / parking spaces	Number of parking spaces
A	Existing on-site car parking spaces		9	9
B	Manufacturing and processing	1 space per 200m <sup>2</sup> of floor area or 2 spaces per three employees	1,546m <sup>2</sup>	8
C	Manufacturing and processing	1 space per 200m <sup>2</sup> of floor area or 2 spaces per three employees	2,969m <sup>2</sup>	15
<b>N</b>	<b>Total spaces required</b>	<b><math>N = A + (C - B)</math></b>	<b>11 + (15 - 8)</b>	<b>18</b>

With the current development providing nine marked and two unmarked parking spaces, there is a small surplus of parking spaces, as this use requires eight parking spaces, based on the current floor area being 1,546 square metres. Increasing the floor area by 2,969 square metres, the intensification of the use requires additional 15 parking spaces, based on the floor area requirement. Using the planning scheme formula, this development is required to provide a total of 18 on-site car parking spaces to comply with the acceptable solution A1 (d) (ii).

The development site will provide 30 on-site car parking spaces, exceeding the required number of parking spaces, meeting the reasonable demand. With the development expecting a maximum of 16 employees on-site at any one time, parking overflow is not expected.



## 8.2 Maximum size of heavy vehicle to be used

The developer has indicated the largest heavy vehicle to be used by this facility will be a 19 metre long semi-trailer, with the internal driveway and building openings designed to cater for this size vehicle.

It is noted that the separation between the northern wall of the development building and the newly construction manufacturing building to the rear is limited, and the separation of the eastern wall with the fence to Moo Brew Brewery is constrained. Vehicle swept path software has been used to verify that a semi-trailer vehicle can manoeuvre into and out of the building, with appropriate clearance to physical obstructions. The swept paths are available in appendix B.

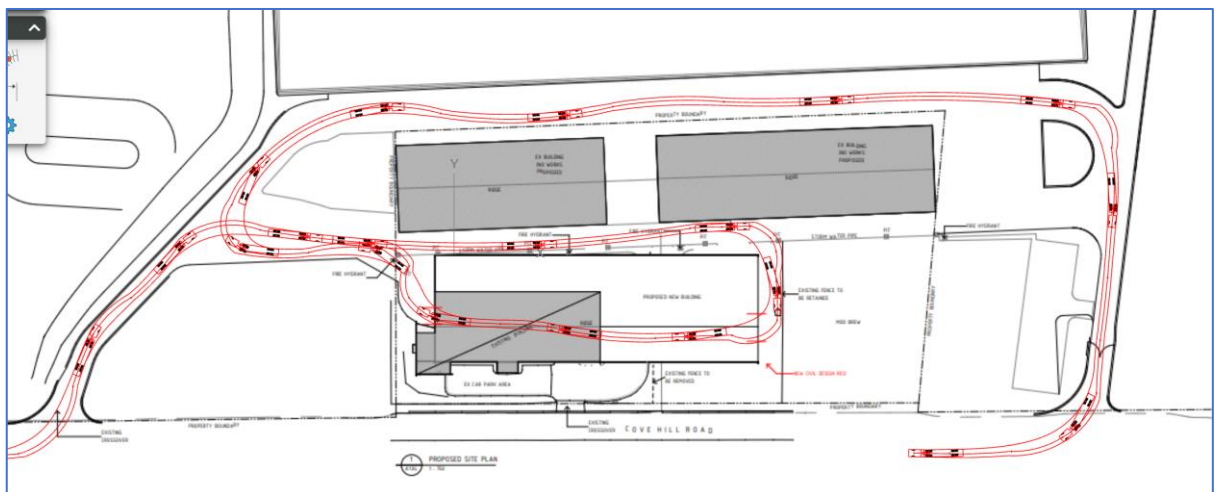
During detail design stage, these swept paths will need to be verified based on detailed survey plans.

## 8.3 Heavy vehicle route

Heavy vehicles associated with delivery of raw materials and transporting of finished concrete panels, will arrive to the site using the newly constructed entry access located on the western side. Vehicles will travel between the newly constructed manufacturing plant and building expansion, turning right at the eastern end, and enter the building through a large roller door located on the eastern side.

Unloading of raw materials and collection of finished panels will occur within the building. The vehicle will leave the building through a large roller door on the western side, proceed and turn right onto the internal heavy vehicle driveway, entering Cove Hill Road by the exit.

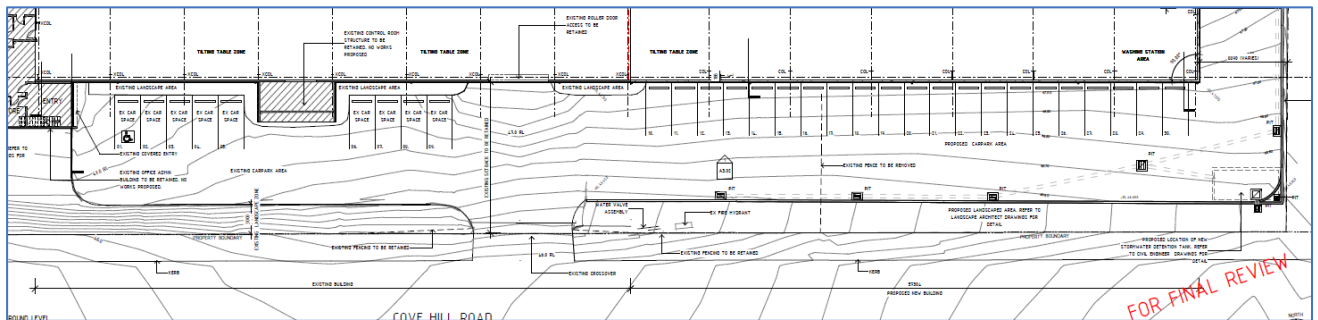
Diagram 8.3 – Heavy vehicle route - swept path of a 19 metre semi-trailer



## 8.4 Layout of on-site parking spaces

The development currently operates with 11 ninety degree car parking spaces located at the front of the building, nine of these spaces are delineated with line markings and supported with wheel stops. An additional 19 car parking spaces will be provided, making a total of 30 on-site car parking spaces. The new spaces will comply with the dimensions specified in the planning scheme of 2.6 metres wide, 5.4 metres long, with a minimum manoeuvring area of 6.4 metres, ensuring a vehicle can enter and leave the spaces in an efficient manner.

The car parking spaces will be located at the front of the building, on a concrete surface, delineated by line markings, with all parking bays supported with wheel stops and located on gradient less than five percent.



## 8.5 Internal pedestrian pathway

A minimum one metre wide marked pedestrian pathway will be provided along the front of the building, connecting the parking spaces to the entrance. The pathway will be separated from the parking spaces with wheel stops.

## 8.6 Other parking requirements

Under the planning scheme table C2.1 Parking Space Requirements, bicycle parking facilities are required to be provided based on land use. For manufacturing and processing, one space is required per five employees. Based on a maximum of 16 employees on site at any one time, three bicycle facilities will be required for employees. The developer has indicated that they have sufficient space inside the warehouse to accommodate bicycle parking, where they can be secured and parked safely within the premises.

The planning scheme table C2.4, prescribes the number of motorcycle parking spaces required, based on the number of car parking spaces required to be provided. With the development required to provide 18 on-site car parking spaces, there is no requirement for a dedicated on-site motorcycle parking space.

## 9. Planning scheme

### 9.1 C2.0 Parking and Sustainable Transport Code

#### C2.5.1 Car parking numbers

The development will provide a total of 30 car parking spaces, meeting the reasonable parking demand, and ensuring no overflow parking onto the street. The number of on-site parking spaces exceeds the required number of the planning scheme, 18 spaces, and complies with the acceptable solution A1 (d) (ii).

#### C2.5.2 Bicycle parking numbers

Table C2.1 of the planning scheme prescribes the number of bicycle parking spaces that is required for the use, with the development required to provide three bicycle parking spaces. The development has sufficient space inside the warehouse to accommodate the required three bicycle parking spaces and this complies with the acceptable solution.

#### C2.5.3 Motorcycle parking numbers

Table C2.4 of the planning scheme prescribes the number of motorcycle parking spaces based on the number of car parking spaces required. With the development requiring 18 car parking spaces, it is not required to provide a motorcycle parking space.

#### C2.5.4 Loading bays

The development site is providing a dedicated loading bay, which will be of sufficient size to load and unload heavy vehicles, while continuing to provide an efficient flow of heavy vehicle movements, which meets the acceptable solution.

#### C2.6. Development standards

C2.6.1 Construction of parking areas.	The car parking area will have a concrete surface, with appropriate gradient to direct surface water to an approved stormwater drainage system.
C2.6.2 Design and layout of parking areas.	The parking spaces will be 2.6 metres wide, 5.4 metres long and located adjacent to a 6.4-metre-wide parking aisle, to allow for vehicles to enter and leave in a single turn. The parking spaces will be line marked, and all spaces will be supported with wheel stops to define the parking bays. The parking spaces will be located on gradient less than five percent.

C2.6.3 Number of accesses for vehicles.	The development will operate with the existing number of vehicular accesses, complying with the acceptable solution A1(b).
C2.6.4 Lighting of parking areas within the general business zone and central business zone	The development site will be provided with suitable lighting covering the car parking and loading areas, to ensure vehicles can enter, manoeuvre, and leave in a safe manner, complying with the acceptable solution.
C2.6.5 Pedestrian access.	A minimum one-metre-wide footpath will be provided in front of the building to connect the car parking spaces with the building entrance, complying with the acceptable solution.
C2.6.6 Loading bays.	The development site has been designed to provide sufficient areas within the building where heavy vehicles can be loaded and unloaded, inside the building.
C2.6.7 Bicycle parking and storage facilities	A bicycle parking area will be provided within the warehouse, allowing bicycles to be parked safely and secured within the premises.
C2.6.8 Siting of parking and turning areas.	Not applicable for a general industrial zone.

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

The development is estimated to increase the use of the existing accesses by more than 20 percent of vehicles up to 5.5 metres long and will need to be assessed against the performance criteria P1, ensuring that it can operate safely and efficiently.

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 development site is estimated to generate an additional 20 daily vehicle movements, with three of these movements occurring during the morning and evening peak periods. Of the 20 additional daily vehicle movements, 16 are expected to be light vehicles and four are expected to be heavy vehicles.
b) the nature of the traffic generated by the use;	The development site is expected to generate both light and heavy vehicles, with employees likely to generate light vehicles (less than 5.5 metres in length), and delivery vehicles expected to generate heavy vehicles, with the largest vehicle expected to be a 19 metres semi-trailer.
c) The nature of the road;	The development site is located off Cove Hill Road within an established light industrial zone and the road characteristics are suitable to accommodate safe and efficient heavy vehicle movements. The road connects with the East Derwent Highway and both roads have been gazetted as a 26 metre B-Double route suitable



	for higher mass limits (max gross limit of 68.5 tonnes). This means the road owners have assessed the routes as being suitable to facilitate the safe and efficient movement of large heavy vehicles.
d) The speed limit and traffic flow of the road;	The speed limit along Cove Hill Road is posted with 60 km/h speed limit signs. Traffic analysis and traffic modelling has determined the additional traffic movements generated by the development is not predicted to cause any adverse traffic impact, current motorists using the surrounding road network are not expected to incur any deterioration in the level of traffic performance. The existing accesses have sufficient sight distance to enable vehicles to enter and leave the development site in a safe and efficient manner, without disrupting other road users.
e) Any alternative access to a road;	Cove Hill Road is the only access road available.
f) The need for the use;	Automating the manufacturing process will increase and optimise the number of concrete panels manufactured, while providing further employment opportunities.
g) Any traffic impact assessment; and	An independent traffic impact assessment has determined the development is not predicted to cause any adverse safety or traffic impacts.
h) Any advice received from the rail or road authority.	Aware of none.

## 10. Conclusion

The extension of Precast Tasmania's existing manufacturing plant at 76 Cove Hill Road, Bridgewater, is a suitable use for the existing industrial land.

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

- additional traffic movements predicted to be generated by the expansion is considered low and there is sufficient capacity within the current road network to absorb the extra traffic movements,
- existing accesses to Cove Hill Road will be used, they have sufficient Safe Intersection Sight Distance, ensuring vehicles can enter and leave the development site, in a safe and efficient manner, without adversely impacting other road users,
- the development will provide sufficient on-site car parking spaces to meet the expected demand and eliminate any overflow parking,
- the internal heavy vehicle access and driveway arrangements have been designed to suit a 19 metre semi-trailer, to provide safe and efficient work flow, and separate light and heavy vehicle movements.

This Traffic Impact Assessment found no reason for this development not to proceed.

## 11. Appendix A – traffic modelling

Cove Hill Road roundabout – Existing morning peak hour traffic flows

### MOVEMENT SUMMARY



**Site: 101 [Cove Hill Rd and East Derwent -morning peak with additional trips]**

New Site  
Site Category: (None)  
Roundabout

#### Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: East Derwent								
1	L2	10	0.0	0.251	4.5	LOS A	1.5	11.6
2	T1	277	10.0	0.251	4.8	LOS A	1.5	11.6
3	R2	7	0.0	0.251	10.1	LOS B	1.5	11.6
Approach		294	9.4	0.251	4.9	LOS A	1.5	11.6
East: Cove Hill								
4	L2	9	10.0	0.155	6.0	LOS A	0.9	6.6
5	T1	17	10.0	0.155	6.1	LOS A	0.9	6.6
6	R2	124	10.0	0.155	11.6	LOS B	0.9	6.6
Approach		150	10.0	0.155	10.7	LOS B	0.9	6.6
North: East Derwent Hwy								
7	L2	223	10.0	0.435	3.8	LOS A	3.5	26.7
8	T1	374	10.0	0.435	3.9	LOS A	3.5	26.7
9	R2	62	0.0	0.435	9.3	LOS A	3.5	26.7
Approach		659	9.1	0.435	4.4	LOS A	3.5	26.7
West: Chalmers Link								
10	L2	39	10.0	0.074	5.6	LOS A	0.4	3.0
11	T1	23	10.0	0.074	5.7	LOS A	0.4	3.0
12	R2	12	0.0	0.074	11.0	LOS B	0.4	3.0
Approach		74	8.4	0.074	6.5	LOS A	0.4	3.0
All Vehicles		1177	9.2	0.435	5.4	LOS A	3.5	26.7

## Cove Hill Road roundabout – Existing evening peak hour traffic flows

**MOVEMENT SUMMARY****Site: 101 [Cove Hill Rd and East Derwent - Evening peak with additional trips]**

New Site

Site Category: (None)

Roundabout

**Movement Performance - Vehicles**

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: East Derwent								
1	L2	14	0.0	0.486	7.6	LOS A	3.9	29.3
2	T1	398	10.0	0.486	8.0	LOS A	3.9	29.3
3	R2	8	0.0	0.486	13.1	LOS B	3.9	29.3
Approach		420	9.5	0.486	8.1	LOS A	3.9	29.3
East: Cove Hill								
4	L2	36	10.0	0.464	6.1	LOS A	3.3	24.7
5	T1	48	10.0	0.464	6.2	LOS A	3.3	24.7
6	R2	397	10.0	0.464	11.7	LOS B	3.3	24.7
Approach		481	10.0	0.464	10.8	LOS B	3.3	24.7
North: East Derwent Hwy								
7	L2	274	10.0	0.415	3.9	LOS A	3.5	26.2
8	T1	267	10.0	0.415	3.9	LOS A	3.5	26.2
9	R2	76	0.0	0.415	9.3	LOS A	3.5	26.2
Approach		617	8.8	0.415	4.6	LOS A	3.5	26.2
West: Chalmers Link								
10	L2	64	10.0	0.155	9.2	LOS A	1.0	7.6
11	T1	29	10.0	0.155	9.2	LOS A	1.0	7.6
12	R2	11	0.0	0.155	14.3	LOS B	1.0	7.6
Approach		104	8.9	0.155	9.7	LOS A	1.0	7.6
All Vehicles		1622	9.3	0.486	7.6	LOS A	3.9	29.3



## Cove Hill Road roundabout – Morning peak hour traffic flows with development traffic

**MOVEMENT SUMMARY****Site: 101 [Cove Hill Rd and East Derwent - manufacturing operating with precast expansion]**

New Site  
 Site Category: (None)  
 Roundabout

**Movement Performance - Vehicles**

Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m
South: East Derwent								
1	L2	10	0.0	0.252	4.5	LOS A	1.5	11.6
2	T1	277	10.0	0.252	4.8	LOS A	1.5	11.6
3	R2	8	0.0	0.252	10.1	LOS B	1.5	11.6
Approach		295	9.4	0.252	4.9	LOS A	1.5	11.6
East: Cove Hill								
4	L2	9	10.0	0.155	6.0	LOS A	0.9	6.6
5	T1	17	10.0	0.155	6.1	LOS A	0.9	6.6
6	R2	124	10.0	0.155	11.6	LOS B	0.9	6.6
Approach		150	10.0	0.155	10.7	LOS B	0.9	6.6
North: East Derwent Hwy								
7	L2	225	10.0	0.438	3.9	LOS A	3.6	26.9
8	T1	374	10.0	0.438	3.9	LOS A	3.6	26.9
9	R2	62	0.0	0.438	9.3	LOS A	3.6	26.9
Approach		661	9.1	0.438	4.4	LOS A	3.6	26.9
West: Chalmers Link								
10	L2	39	10.0	0.075	5.6	LOS A	0.4	3.0
11	T1	24	10.0	0.075	5.7	LOS A	0.4	3.0
12	R2	12	0.0	0.075	11.0	LOS B	0.4	3.0
Approach		75	8.4	0.075	6.5	LOS A	0.4	3.0
All Vehicles		1181	9.2	0.438	5.5	LOS A	3.6	26.9

## Cove Hill Road roundabout – Evening peak hour traffic flows with development traffic

**MOVEMENT SUMMARY**

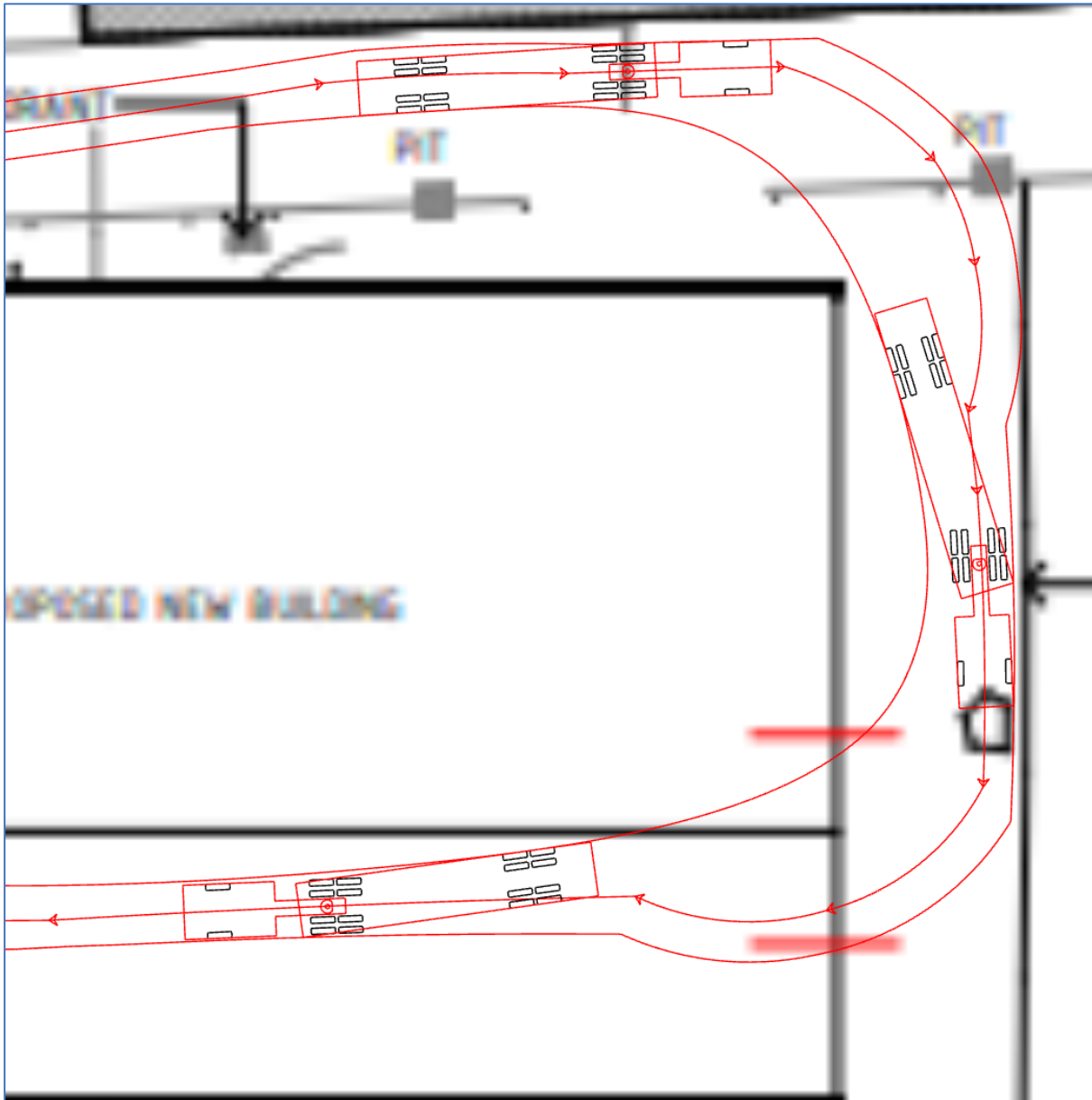
 **Site: 101 [Cove Hill Rd and East Derwent - manufacturing operating with precast expansion]**

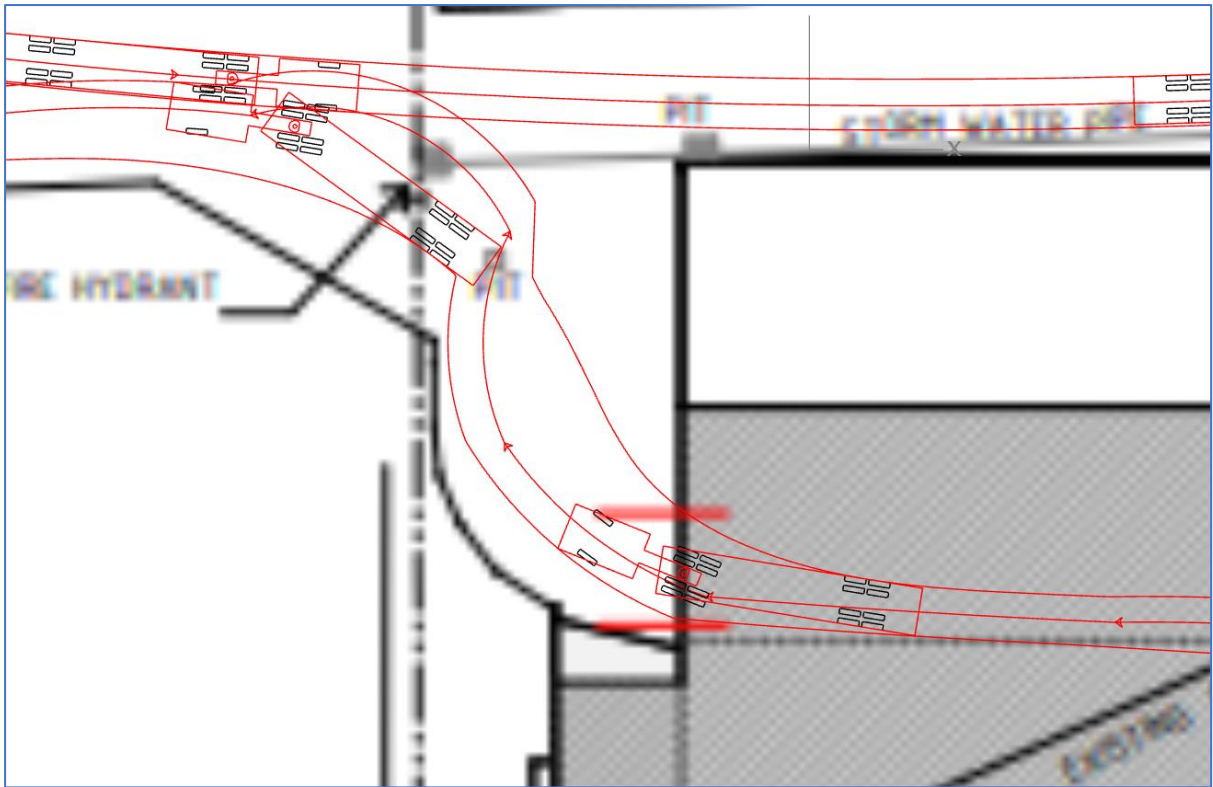
New Site  
Site Category: (None)  
Roundabout

**Movement Performance - Vehicles**

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: East Derwent								
1	L2	14	0.0	0.487	7.6	LOS A	3.9	29.5
2	T1	398	10.0	0.487	8.0	LOS A	3.9	29.5
3	R2	8	0.0	0.487	13.2	LOS B	3.9	29.5
Approach		420	9.5	0.487	8.1	LOS A	3.9	29.5
East: Cove Hill								
4	L2	37	10.0	0.468	6.2	LOS A	3.3	25.0
5	T1	49	10.0	0.468	6.2	LOS A	3.3	25.0
6	R2	399	10.0	0.468	11.7	LOS B	3.3	25.0
Approach		485	10.0	0.468	10.8	LOS B	3.3	25.0
North: East Derwent Hwy								
7	L2	274	10.0	0.415	3.9	LOS A	3.5	26.2
8	T1	267	10.0	0.415	3.9	LOS A	3.5	26.2
9	R2	76	0.0	0.415	9.3	LOS A	3.5	26.2
Approach		617	8.8	0.415	4.6	LOS A	3.5	26.2
West: Chalmers Link								
10	L2	64	10.0	0.155	9.2	LOS A	1.0	7.6
11	T1	29	10.0	0.155	9.2	LOS A	1.0	7.6
12	R2	11	0.0	0.155	14.3	LOS B	1.0	7.6
Approach		104	8.9	0.155	9.7	LOS A	1.0	7.6
All Vehicles		1626	9.3	0.487	7.7	LOS A	3.9	29.5

## 12. Appendix B – Swept path of 19 metre semi-trailer







## 76 COVE HILL ROAD BRIDGEWATER



## 76 COVE HILL RD & 314 MIDLAND HWY, BRIDGEWATER

---

**Extension to factory - Development Application**

***Tasmanian Planning Scheme- Brighton***

Last Updated - 22 August 2023

Author - Poppy Scharkie

Reviewed by - Irene Duckett

This report is subject to copyright the owner of which is Planning Tas Pty Ltd, trading as Ireneinc Planning and Smith Street Studio. All unauthorised copying or reproduction of this report or any part of it is forbidden by law and is subject to civil and criminal penalties as set out in the Copyright Act 1968. All requests for permission to reproduce this report or its contents must be directed to Irene Duckett.

**TASMANIA**

49 Tasma Street, North Hobart, TAS 7000

Tel (03) 6234 9281

Fax (03) 6231 4727

Mob 0418 346 283

Email [planning@ireneinc.com.au](mailto:planning@ireneinc.com.au)

# CONTENTS

---

76 COVE HILL RD & 314 MIDLAND HWY, BRIDGEWATER	2
CONTENTS	3
1. INTRODUCTION	4
1.1 SITE	4
1.1.1 Site And Surroundings Description	5
1.2 PROPOSAL	5
1.1.2 Use	5
1.1.3 Development	6
1.3 LANDOWNER NOTIFICATION	6
1.4 URBAN DRAINAGE ACT 2013	7
2. PLANNING SCHEME -ZONE PROVISIONS	8
2.1 GENERAL INDUSTRIAL ZONE	8
1.1.4 Zone Purpose	8
1.1.5 Use	9
1.1.6 Development Standards	9
3. CODES	11
3.1 PARKING AND SUSTAINABLE TRANSPORT CODE	11
1.1.7 Use Standards	11
1.1.8 Development Standards	14
3.2 ROAD AND RAILWAY ASSET CODE	14
1.1.9 Development Standards	15
3.3 ELECTRICITY TRANSMISSION INFRASTRUCTURE PROTECTION CODE	15
3.4 ATTENUATION CODE	16
3.5 BUSHFIRE PRONE AREAS CODE	17
4. BRIGHTON LOCAL PROVISIONS - GENERAL OVERLAYS	18
4.1 BRIGHTON QUARRY SPECIFIC AREA PLAN	18
1.1.10 Use standards	18
1.1.11 Development Standards	18
4.2 BRIGHTON INDUSTRIAL HUB SPECIFIC AREA PLAN	19
1.1.12 Use standards	19
5. SUMMARY	20

# 1. INTRODUCTION

---

Ireneinc Planning and Urban Design have been engaged by Tas Statewide Property Pty Ltd to prepare a planning report for the extensions of use and development at 76 Cove Hill Road, Bridgewater. This report provides an assessment of the proposal against the provisions of the *Tasmanian Planning Scheme - Brighton*

## 1.1 SITE



Figure 1: View of existing precast concrete factory looking east. The dark grey area on the western corner is the location of the administration offices. The brewery building can be seen in the background (Google Street View 2023).



Figure 2: View of existing precast concrete factory looking west (Google Street View 2023)





**Figure 3: View looking west of Brewery building, precast concrete factory in background (Google Street View 2023)**

#### 1.1.1 SITE AND SURROUNDINGS DESCRIPTION

The site is located with the Brighton Industrial Hub, with the Bridgewater Quarry located directly north of the development area and other industrial uses either side of Cove Hill Road. The nearest residential areas are located a minimum of 130m from the site and approximately 220m from the development area.

### 1.2 PROPOSAL

#### 1.1.2 USE

The proposal is for an intensification of the existing precast concrete factory located at 76 Cove Hill Road. The factory relies on concrete to be delivered to the site, where it is distributed within the factory through gantry cranes and concrete spreaders. The business produces concrete panelling, and precast bathroom pods. The products are then delivered to the customers, and when immediate delivery does not occur, they are stored in an outdoor storage area. There is a washdown area outside for the washdown of any equipment.

The existing hours of operation are 5am to 6pm Monday through to Saturday and these will be maintained. There are currently 10 FTE employees, and with the intensification of the site this will increase to 16 FTE employees. The existing parking will be retained plus additional 21 parking spaces.

The use relies on commercial vehicles for inward and outward delivery of products. The types of vehicles include:

- Concrete delivery trucks
- Semi-trailers
- Rigid trucks
- Small commercial vans and utility vehicles.

The use is not classified as a hazardous use, and no hazardous chemicals stored on site. Waste generated by the use is removed by waste removal companies. Any concrete waste or excess is cast

into a 1 tonne mould and upcycled as a product. The site does not generate any odour, dust or smoke. There is minimal risk of any spill, however, the site has spill kits available.

The redevelopment of 314 Midland Highway has commenced construction under a separate permit. The use will rely on the new access facilities proposed, and therefore this land is included in this application.

### 1.1.3 DEVELOPMENT

The proposed development is the extension of the existing factory building. The building will increase by 2969m<sup>2</sup>. The new building will extend to the east by 57m and 13m to the north. The maximum building height is approximately 16.5m above natural ground level.

The east elevations will have 7.4m high and 15.8m (nom) wide openings, and the north elevation will have an opening 76m wide and 6m in height.

The walls and roof will be clad in Colourbond metal (mid grey) to match adjacent existing sheds.

A small existing extension to the rear of the building will require demolition along with a partial removal of the eastern wall. The existing internal precast walls will be retained.



Figure 4: diagram of demolition (The List Map 2023)

No changes to the existing administration areas or control room are proposed.

Upgrade of the onsite stormwater infrastructure is proposed which will introduce stormwater detention, piping and pits.

### 1.3 LANDOWNER NOTIFICATION

The landowner of 314 Midland Highway has been notified in accordance with the requirements of Section 52 of the Land Use Planning and Approvals Act 1993.

#### 1.4 URBAN DRAINAGE ACT 2013

A new stormwater system is proposed which will see stormwater disposed of via the drainage easement within 66 Channel Highway. Stormwater detention and treatment on site is proposed. Please refer to the accompanying civil plans. Consent is required as per Section 14 of the Urban Drainage Act 2013.

## 2. PLANNING SCHEME -ZONE PROVISIONS

The following is an assessment of the proposal in response to the provisions of the *Tasmanian Planning Scheme- Brighton*. The land is within the General Industrial Zone and adjoins the light Industrial and General Business Zone. The development area is more than 200m from a residential zone, however, a portion of the site on the southwest is within 130m on the Inner Residential Zone.

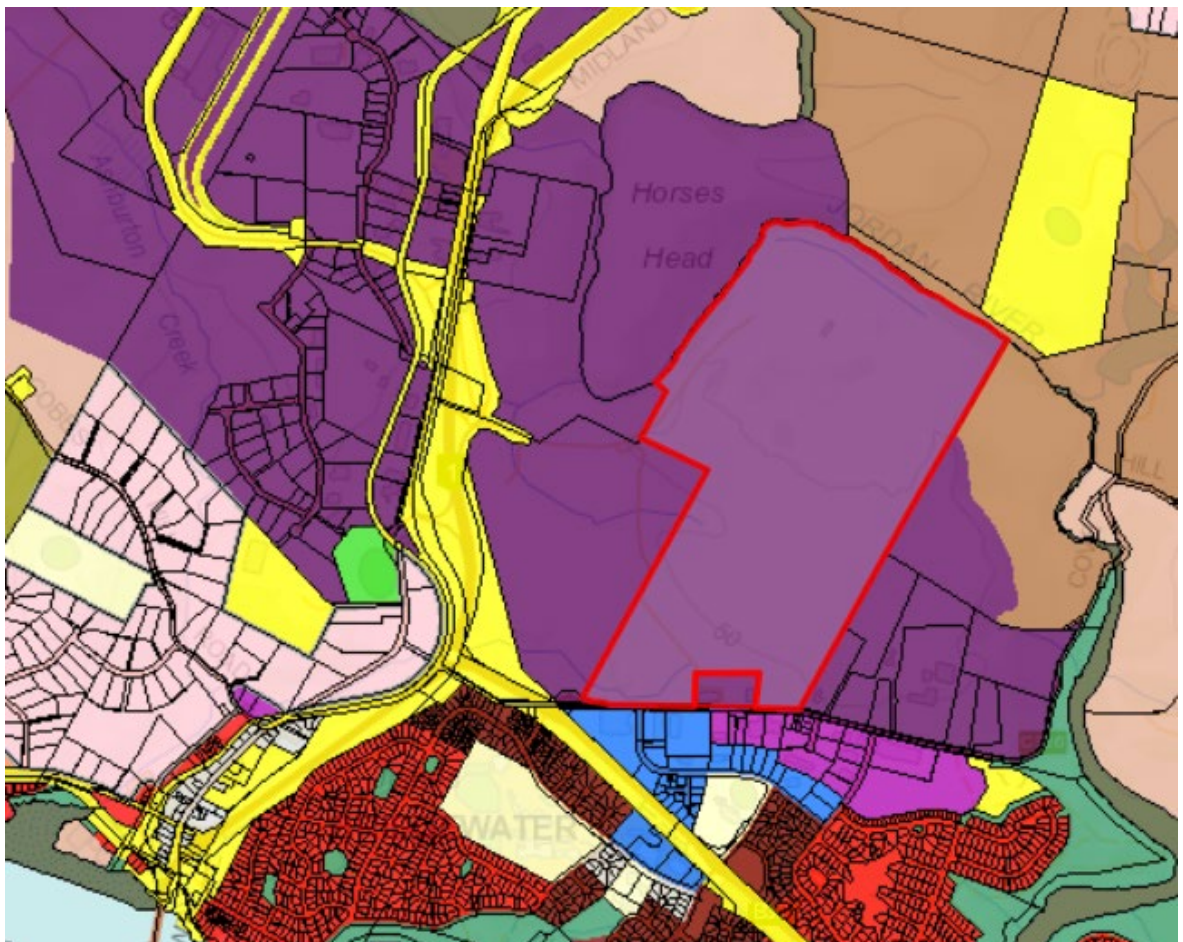


Figure 5: Zone Plan (The List Map 2023)

### 2.1 GENERAL INDUSTRIAL ZONE

#### 1.1.4 ZONE PURPOSE

The purpose of the General Industrial Zone is:

*19.1.1 To provide for manufacturing, processing, repair, storage and distribution of goods and materials where there may be impacts on adjacent uses.*



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

The proposal is for the use and development of a precast concrete product factory, which requires considerable land area for the manufacturing, storage and distribution of precast concrete products. Whilst the proposal has no odour, dust or smoke emissions, it is an industrious use and requires separation from sensitive users to allow for the unconstrained use of the land. The proposal is consistent with the General Industrial Zone.

#### 1.1.5 USE

The proposed use is for an extension to the factory which produces precast cement products for building and construction. This use is categorised into the use class Manufacturing and Processing, which is defined as:

*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.*

Manufacturing and Processing is a permitted use class in the zone. There are no relevant use standards that relate to permitted uses.

#### 1.1.6 DEVELOPMENT STANDARDS

<b>19.4.1 Building height</b>	
<b>Objective:</b> <i>To provide for a building height that:</i> <i>(a) is necessary for the operation of the use; and</i> <i>(b) minimises adverse impacts on adjoining properties.</i>	
ACCEPTABLE SOLUTION	PERFORMANCE CRITERION
<b>A1</b> <i>Building height must be not more than 20m.</i>	<b>P1</b> <i>Building height must be necessary for the operation of the use and not cause an unreasonable impact on adjoining properties, having regard to:</i> <i>(a) the bulk and form of the building;</i> <i>(b) separation from existing use on adjoining properties; and</i> <i>(c) any buffers created by natural or other features.</i>
<b>RESPONSE</b>	
The extension does not exceed 16.5m, which complies with A1.	
<b>19.4.2 Setback</b>	
<b>Objective:</b> <i>That the building setback is appropriate for the site.</i>	

ACCEPTABLE SOLUTION	PERFORMANCE CRITERION
<p><b>A1</b></p> <p><i>Buildings must have setback from a frontage of:</i></p> <p>(a) not less than 10m;</p> <p>(b) not less than existing buildings on the site; or</p> <p>(c) not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.</p>	<p><b>P1</b></p> <p><i>Buildings must have a setback from a frontage that provides adequate space for vehicle access, parking and landscaping, having regard to:</i></p> <p>(a) the topography of the site;</p> <p>(b) the setback of buildings on adjacent properties; and</p> <p>(c) the safety of road users.</p>
<b>RESPONSE</b>	
The extension will be setback from the frontage approximately 17.8m, which complies with A1. This setback is consistent with the existing concrete factory at the site.	
<b>19.4.3 Landscaping</b>	
<b>Objective:</b> That landscaping enhances the amenity and appearance of the streetscape where buildings are setback from the frontage.	
ACCEPTABLE SOLUTION	PERFORMANCE CRITERION
<p><b>A1</b></p> <p><i>If a building is set back from a road, landscaping treatment must be provided along the frontage of the site:</i></p> <p>(a) to a depth of not less than 6m; or</p> <p>(b) not less than the frontage of an existing building if it is a lesser distance.</p>	<p><b>P1</b></p> <p><i>If a building is setback from a road, landscaping treatment must be provided along the frontage of the site, having regard to:</i></p> <p>(a) the width of the setback;</p> <p>(b) the width of the frontage;</p> <p>(c) the topography of the site;</p> <p>(d) existing vegetation on the site;</p> <p>(e) the location, type and growth of the proposed vegetation; and</p> <p>(f) any relevant local area objectives contained within the relevant Local Provisions Schedule.</p>
<b>RESPONSE</b>	
The existing building on site has landscaping to a depth of 3m, and this will be maintained adjacent to the extension with some additional landscaped areas. The proposal complies with A1 (b)	

## 3. CODES

### 3.1 PARKING AND SUSTAINABLE TRANSPORT CODE

#### 1.1.7 USE STANDARDS

<b>C2.5.1 Car parking numbers</b>	
<b>Objective:</b> <i>That an appropriate level of car parking spaces are provided to meet the needs of the use.</i>	
<b>ACCEPTABLE SOLUTION</b>	<b>PERFORMANCE CRITERION</b>
<p><b>A1</b></p> <p><i>The number of on-site car parking spaces must be no less than the number specified in Table 2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if:</i></p> <p>...</p> <p>(d) <i>it relates to an intensification of an existing use or development or a change of use where:</i></p> <p>ii) <i>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:</i></p> <p><math>N = A + (C - B)</math></p> <p><i>N = Number of on-site car parking spaces required</i></p> <p><i>A = Number of existing on site car parking spaces</i></p> <p><i>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</i></p>	<p><b>P1.1</b></p> <p><i>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</i></p> <p>(a) <i>the availability of off-street public car parking spaces within reasonable walking distance of the site;</i></p> <p>(b) <i>the ability of multiple users to share spaces because of:</i></p> <p>(i) <i>variations in car parking demand over time;</i> <i>or</i></p> <p>(ii) <i>efficiencies gained by consolidation of car parking spaces;</i></p> <p>(c) <i>the availability and frequency of public transport within reasonable walking distance of the site;</i></p> <p>(d) <i>the availability and frequency of other transport alternatives;</i></p> <p>(e) <i>any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</i></p> <p>(f) <i>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;</i></p> <p>(g) <i>the effect on streetscape; and</i></p>

<p><i>C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</i></p>	<p><i>(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.</i></p> <p><b>P1.2</b></p> <p><i>The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</i></p> <p><i>(a) the nature and intensity of the use and car parking required;</i></p> <p><i>(b) the size of the dwelling and the number of bedrooms; and</i></p> <p><i>(c) the pattern of parking in the surrounding area</i></p>
<p><b>RESPONSE</b></p>	
<p>Table C2.1 requires the following rate of parking for Manufacturing and Processing:</p> <p><i>1 space per 200m<sup>2</sup> of floor area or 2 spaces per 3 employees, whichever is greater</i></p> <p>The existing floor area is 1546m<sup>2</sup> and there are 10 FTE employees. The site has 11 existing car parking spaces.</p> <p>The proposed total floor area is 2950m<sup>2</sup> and there will be 6 additional FTE employees required.</p> <p><i>A = Number of existing on site car parking spaces</i></p> <p><b>A= 11</b></p> <p><i>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</i></p> <p>B= 1546/ 200 = 8 (7.73) or 10/3=3.3, 8 is greater.</p> <p><b>B= 8</b></p> <p><i>C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</i></p> <p><b>C= 2969/200= 15 (14.84) or 2, 15 is greater.</b></p> <p><b>C= 15</b></p> <p><i>N = Number of on-site car parking spaces required ( A + (C- B))</i></p> <p>N= 11+ (15-8)</p> <p>N=11 + 7</p> <p><b>N=18</b></p> <p>18 parking spaces are required to satisfy the acceptable solution and 30 are proposed, the proposal complies with A1.</p>	



<b>C2.5.2 Bicycle parking numbers</b>	
<b>Objective:</b> That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.	
<b>ACCEPTABLE SOLUTION</b>	<b>PERFORMANCE CRITERION</b>
<b>A1</b> <i>Bicycle parking spaces must:</i> (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.s	<b>P1</b> <i>Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:</i> (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.
<b>RESPONSE</b>	
<p>Table C2.1 requires the following bicycle parking rate for Manufacturing and Processing  <i>1 space per 5 employees</i></p> <p>There are 6 additional staff proposed, which requires 1 bicycle space. Sufficient area is available within the indoor staff areas to accommodate this space. The proposal complies with A1.</p>	
<b>C2.5.3 Motorcycle parking numbers</b>	
<b>Objective:</b> That the appropriate level of motorcycle parking is provided to meet the needs of the use.	
<b>ACCEPTABLE SOLUTION</b>	<b>PERFORMANCE CRITERION</b>
<b>A1</b> <i>The number of on-site motorcycle parking spaces for all uses must:</i> (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.	<b>P1</b> <i>Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:</i> (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

	<i>parking spaces on the street or in the surrounding area.</i>
<b>RESPONSE</b>	
Table C2.4 requires no motorcycle parking spaces if there are less than 20 car spaces required on site. As only 18 parking spaces are required on site, no motorcycle parking is required.	
<b>C2.5.4 Loading bays</b>	
Objective: That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.	
<b>ACCEPTABLE SOLUTION</b>	<b>PERFORMANCE CRITERION</b>
<b>A1</b> <i>A loading bay must be provided for uses with a floor area of more than 1000m<sup>2</sup> in a single occupancy.</i>	<b>P1</b> <i>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.</i>
<b>RESPONSE</b>	
A loading bay is provided, as demonstrated within the plan set. The proposal satisfies A1.	

### 1.1.8 DEVELOPMENT STANDARDS

A traffic impact assessment by Hubble Traffic accompanies this report and responds to all relevant development standards in this Code.

## 3.2 ROAD AND RAILWAY ASSET CODE

<b>C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction</b>	
<b>Objective:</b> <i>To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.</i>	
<b>ACCEPTABLE SOLUTION</b>	<b>PERFORMANCE CRITERION</b>
<b>A1.2</b> For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.	<b>P1</b> 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;

<p>A1.4</p> <p>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</p> <p>(a) the amounts in Table C3.1; or</p> <p>(b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road.</p>	<p>(b) the nature of the traffic generated by the use;</p> <p>(c) the nature of the road;</p> <p>(d) the speed limit and traffic flow of the road;</p> <p>(e) any alternative access to a road;</p> <p>(f) the need for the use;</p> <p>(g) any traffic impact assessment; and</p> <p>(h) any advice received from the rail or road authority</p>
<p><b>RESPONSE</b></p>	
<p>Table C3.1 provides for the following permitted increase in annual average daily traffic to and from a site:</p> <p><i>Vehicle crossings on other roads-</i></p> <p><i>Vehicles up to 5.5m long 20% or 40 vehicle movements per day, whichever is the greater</i></p> <p><i>Vehicles longer than 5.5m 20% or 5 vehicle movements per day, whichever is the greater</i></p> <p>The proposal does not comply with Table C3.1. The Traffic Impact Assessment has found the proposal satisfies the performance criterion which is detailed on page 23 and 24 of the TIA.</p>	

#### 1.1.9 DEVELOPMENT STANDARDS

There are no relevant development standards.

### 3.3 ELECTRICITY TRANSMISSION INFRASTRUCTURE PROTECTION CODE

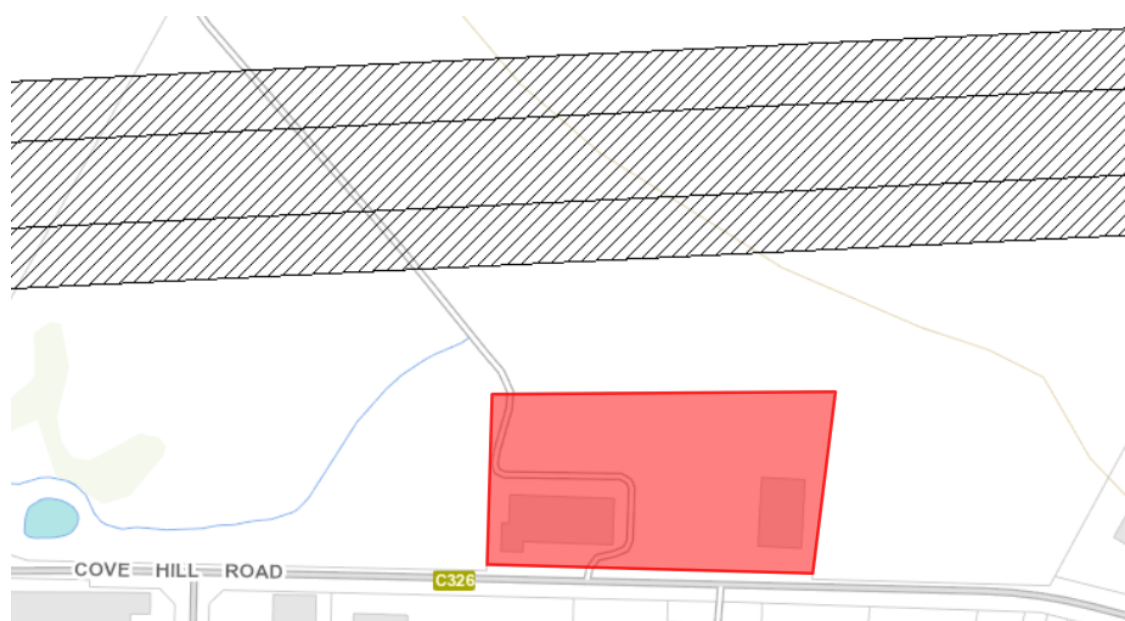


Figure 6: Development area described in red with Electricity Transmission Infrastructure Protection Overlay (electricity transmission corridor) in black hatch, with topographic map (The List Map 2023)

As per C4.2.1, this code applies to use and development within the electricity transmission corridor. The development area where the use and development will occur within the site is not mapped within the electricity transmission corridor. This code does not apply to the proposal.

### 3.4 ATTENUATION CODE

The site is within the Bridgewater Quarry Attenuation Zone however in accordance with C9.2.2 the attenuation areas do not apply between listed uses within an industrial zone.

The use is listed in Tabel C9.1 as *concrete product manufacture*.

C9.5.1 Activities with potential to cause emissions	
Objective: That an activity with potential to cause emissions is located so that it does not cause an unreasonable impact on an existing sensitive use.	
ACCEPTABLE SOLUTION	PERFORMANCE CRITERION
<p>A1</p> <p>The attenuation area of an activity listed in Tables C9.1 or C9.2 must not include:</p> <ul style="list-style-type: none"> <li>(a) a site used for a sensitive use which is existing;</li> <li>(b) a site that has a planning permit for a sensitive use; or</li> <li>(c) land within the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone A, Rural Living Zone B, Village Zone or Urban Mixed Use Zone.</li> <li>(vi) existing emissions such as noise, odour, gases, dust, particulates, radiation, vibrations or waste; and</li> <li>(vii) measures to eliminate, mitigate or manage emissions from the activity.</li> </ul>	<p>P1</p> <p>An activity listed in Tables C9.1 or C9.2 must not cause:</p> <ul style="list-style-type: none"> <li>(a) an unreasonable loss of amenity or unreasonable impacts on health and safety of a sensitive use which is existing, or has a planning permit; or</li> <li>(b) unreasonable impacts on land within the relevant attenuation area that is in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone A, Rural Living Zone B, Village Zone or Urban Mixed Use Zone, having regard to: <ul style="list-style-type: none"> <li>(i) operational characteristics of the activity;</li> <li>(ii) scale and intensity of the activity;</li> <li>(iii) degree of hazard or pollution that may be emitted from the activity;</li> <li>(iv) hours of operation of the activity;</li> <li>(v) nature of likely emissions such as noise, odour, gases, dust, particulates, radiation, vibrations or waste;</li> <li>(vi) existing emissions such as noise, odour, gases, dust, particulates, radiation, vibrations or waste; and</li> <li>(vii) measures to eliminate, mitigate or manage emissions from the activity.</li> </ul> </li> </ul>



## RESPONSE

### A1

For concrete product manufacture, the attenuation distance is 300m measured from the site boundaries. This attenuation distance includes residential lands at Hurst Street and Green Point Road and therefore cannot comply with A1.

The proposal must rely on the performance criterion:

### P1 b)

i) The development area, located at 76 Cove Hill Road and smaller than the site area, only has three properties within a residential zone located within 300m of it. This is where the activity is concentrated. The site is used for casting concrete products, with concrete being delivered wet up to seven times per day.

ii) Whilst the proposal is of a large scale, it is anticipated to only have local effects contained within the site.

iii) & v) The proposal is largely enclosed in a way that will contain and mitigate any noise emissions, which are not anticipated to be significant as the main activity is casting with no requirement for cutting. The concrete arrives in a wet condition which minimises dust. There are washdown procedures to minimise any dust following casting to ensure it is contained in the property boundaries. No odour is anticipated to be generated from the use.

iv) The operation hours are 5am to 6pm Monday through to Saturday

vi) As the proposal is for an intensification of the existing use, there may be some emissions but these are largely contained on site and relate to noise and dust. No other kinds of emissions are anticipated.

vii) No mitigation is considered necessary.

## 3.5 BUSHFIRE PRONE AREAS CODE

The use is not a vulnerable or hazardous use, and subdivision is not proposed. This code does not apply.

## 4. BRIGHTON LOCAL PROVISIONS - GENERAL OVERLAYS

### 4.1 BRIGHTON QUARRY SPECIFIC AREA PLAN

The purpose of this SAP is to protect the operations of the Bridgewater Quarry from incompatible or conflicting use or development.

This SAP is in substitution for and addition to the Attenuation Code.

#### 1.1.10 USE STANDARDS

The proposal is not for a sensitive use and therefore there are no relevant use standards.

#### 1.1.11 DEVELOPMENT STANDARDS

<b>BRI-S4.7.1 Buildings and works within Bridgewater Quarry Specific Area Plan</b>	
This clause is in addition to the Attenuation Code.	
<b>Objective:</b> That development is compatible with the operations of the Bridgewater Quarry	
ACCEPTABLE SOLUTION	PERFORMANCE CRITERION
A1 No Acceptable Solution.	<p>P1</p> <p>Buildings and works must not result in potential to interfere or conflict with quarry operations having regard to:</p> <p>(a) the nature of the quarry; including:</p> <p>(i) operational characteristics;</p> <p>(ii) scale and intensity;</p> <p>(iii) degree of hazard or pollution that may be emitted from the activity;</p> <p>(b) the degree of encroachment of development or use into the Bridgewater Quarry Attenuation Area; and</p> <p>(c) measures in the design, layout and construction of the development to eliminated, mitigate or manage effects of the quarry; and</p> <p>(d) any advice from the Bridgewater Quarry operator.</p>
<b>RESPONSE</b>	
<p>The proposal will not interfere or conflict with the quarry operations. The proposal is an existing use and development that will be intensified that has operated compatibly with the quarry for some time.</p> <p>a) The Boral Quarry is a large operating opencut basalt quarry located 450mm from the development area.</p>	

- b) The proposal is located at the outer edge of the quarry attenuation area.
- c) The proposal is for an industrial use and therefore no measures are required to manage the effects of the quarry. The uses are compatible.
- d) no advice has been received.

## 4.2 BRIGHTON INDUSTRIAL HUB SPECIFIC AREA PLAN

The purpose of this SAP is to protect the Brighton Industrial Hub from sensitive use establishing in the area.

This SAP is in substitution for and addition to the Attenuation Code.

### 1.1.12 USE STANDARDS

BRI-S10.6.1 Sensitive Use	
This clause is in substitution for Attenuation Code - clause C9.5.2 Sensitive use within an attenuation area.	
<b>Objective:</b> That development is compatible with the operations of the Bridgewater Quarry	
ACCEPTABLE SOLUTION	PERFORMANCE CRITERION
A1 Use or development is not for sensitive use.	P1 No performance criterion.
<b>RESPONSE</b>	
The proposed use and development is not for a sensitive use, the proposal complies with A1.	

## 5. SUMMARY

---

- Manufacturing and Processing is a permitted use class in the zone.
- The proposed development complies with the development standards of the General Industrial Zone.
- The proposal complies with the permitted use standards of the Parking and Sustainable Transport Code. 30 car spaces are proposed and provision for bicycle parking is available in staff areas.

The proposal triggers discretion concerning:

- *C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction*
- *C9.5.1 Activities with potential to cause emissions; and*
- *BRI-S4.7.1 Buildings and works within Bridgewater Quarry Specific Area Plan*



## Submission to Planning Authority Notice

<b>Council Planning Permit No.</b>	DA 2023 / 00149	<b>Council notice date</b>	31/08/2023
<b>TasWater details</b>			
<b>TasWater Reference No.</b>	TWDA 2023/01194-BTN	<b>Date of response</b>	11/10/2023
<b>TasWater Contact</b>	Rachael Towns	<b>Phone No.</b>	0436 615 228
<b>Response issued to</b>			
<b>Council name</b>	BRIGHTON COUNCIL		
<b>Contact details</b>	development@brighton.tas.gov.au		
<b>Development details</b>			
<b>Address</b>	76 COVE HILL RD, BRIDGEWATER	<b>Property ID (PID)</b>	2797391
<b>Description of development</b>	Alterations & Additions		
<b>Schedule of drawings/documents</b>			
<b>Prepared by</b>	<b>Drawing/document No.</b>	<b>Revision No.</b>	<b>Date of Issue</b>
1+2 Architecture	DA.02.01 a		23.08.2023
<b>Conditions</b>			
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p><b>CONNECTIONS, METERING &amp; BACKFLOW</b></p> <ol style="list-style-type: none"> <li>1. A suitably sized water supply with metered connection(s) and sewerage system and connection to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.</li> <li>2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.</li> <li>3. Prior to commencing construction /use of the development, any water connection utilised for the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.</li> </ol> <p><b>DEVELOPMENT ASSESSMENT FEES</b></p> <ol style="list-style-type: none"> <li>4. The applicant or landowner as the case may be, must pay a development assessment fee of \$389.86 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.</li> </ol> <p>The payment is required within 30 days of the issue of an invoice by TasWater.</p>			
<b>Advice</b>			
<p><b>General</b></p> <p>For information on TasWater development standards, please visit <a href="https://www.taswater.com.au/building-and-development/technical-standards">https://www.taswater.com.au/building-and-development/technical-standards</a></p> <p>For application forms please visit <a href="https://www.taswater.com.au/building-and-development/development-application-form">https://www.taswater.com.au/building-and-development/development-application-form</a></p> <p><b>Service Locations</b></p> <p>Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure</p>			

and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

- (a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater.
- (b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit <https://www.taswater.com.au/building-and-development/service-locations> for a list of companies.
- (c) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

**NOTE:** In accordance with the WATER AND SEWERAGE INDUSTRY ACT 2008 - SECT 56ZB A regulated entity may charge a person for the reasonable cost of –

- (a) a meter; and
- (b) installing a meter.

#### Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

#### TasWater Contact Details

Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au