Application for Planning Approval

Land Use Planning and Approvals Act 1993

APPLICATION NO.

DA2023/099

LOCATION OF AFFECTED AREA

11 COVE HILL ROAD, BRIDGEWATER

DESCRIPTION OF DEVELOPMENT PROPOSAL

FOODSERVICES: 24 HOUR RESTAURANT

A COPY OF THE DEVELOPMENT APPLICATION MAY BE VIEWED AT 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 **18/12/2023**. ADDRESSED TO THE GENERAL MANAGER AT 1 TIVOLI ROAD, OLD BEACH, 7017 OR BY EMAIL AT 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

SCAN ME

Brighton
going places

HUNGRY JACK'S BRIDGEWATER, TAS

CNR EAST DERWENT HWY & COVE HILL RD, BRIDGEWATER TAS 7030



LOCATION PLAN

DRAWING LIST

DA00 COVER PAGE & LOCATION PLAN
DA01 OVERALL SITEPLAN & SIGNAGE LOCATION PLAN
DA02 SITE PLAN & SIGNAGE LOCATION PLAN
DA03 PROPOSED FLOOR PLAN
DA04 ELEVATIONS SHEET 1
DA05 ELEVATIONS SHEET 2
DA06 ELEVATIONS SHEET 3
DA07 SIGNAGE DETAILS SHEET 1
DA08 SIGNAGE DETAILS SHEET 2
DA09 DRIVE-THRU ORDER CANOPY
DA10 EXTERNAL FINISHES SCHEDULE
DA11 ROOF PLAN
DA12 3D SKETCHES

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- SKETCH
- (●) DA/ PP
- AMENDED DA
- BA/CC
- TENDER
- CONSTRUCTION

REV	DATE	AMENDMENT	DRW
1	11.11.22	ISSUE FOR HJ REVIEW	SF

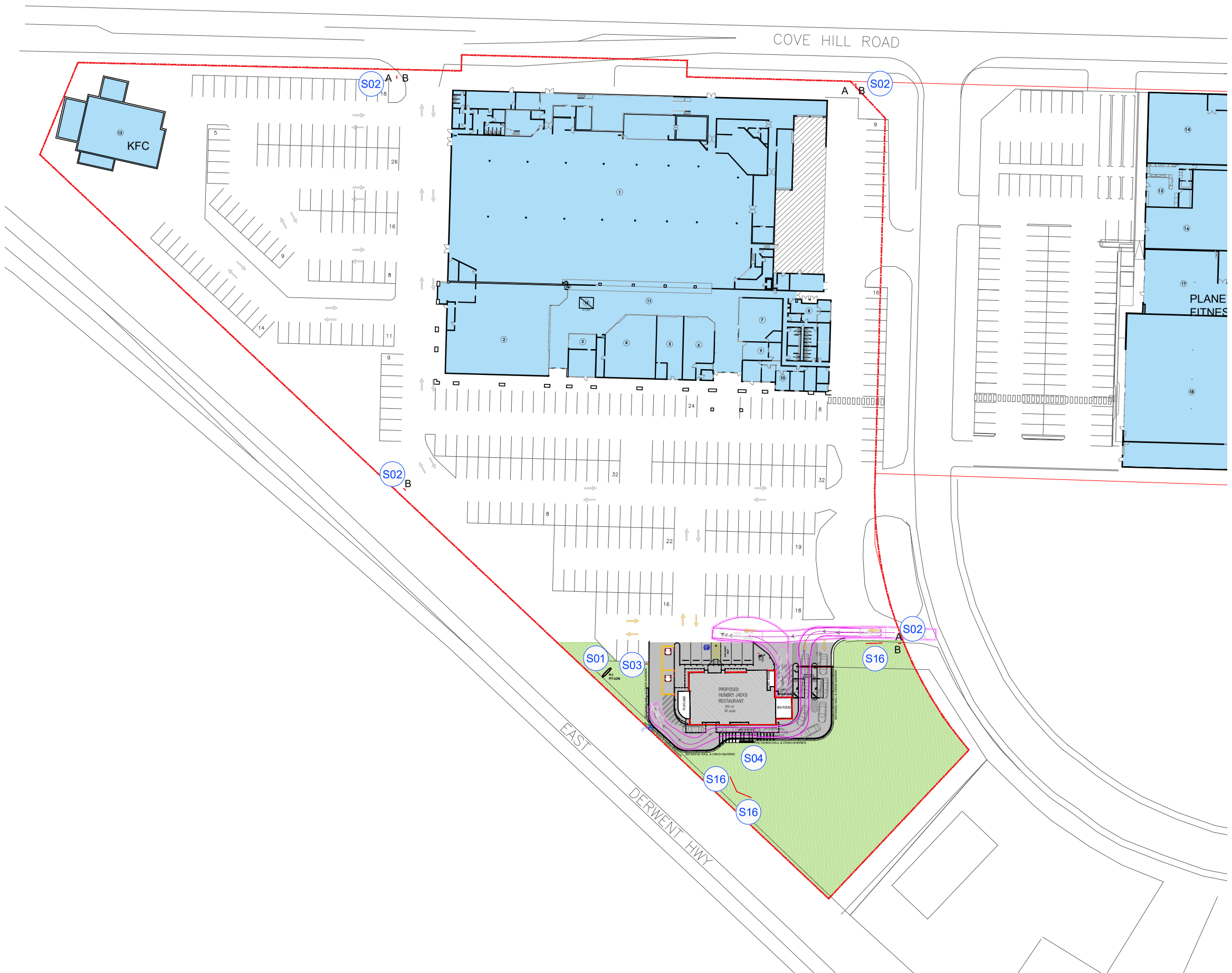
PROJECT HUNGRY JACK'S

BRIDGEWATER
COVER HILL SHOPPING CENTRE, BRIDGEWATER
TAS 7030

DRAWING **COVER PAGE & LOCATION PLAN**

PROJECT NO. 220204 | DATE FEBRUARY 2022
SCALE NTS@A3 | DRAWING NO. DA00 | REV. 1

63 WYNDHAM STREET
ALEXANDRIA NSW 2015
ABN 47 627 526 881
PH : 02 8590 5185
info@fangarchitects.com.au
Nominated Architect: Shyan Fang (Reg 7958)
FANG ARCHITECTS



SIGNAGE LEGEND

REFER TO DA06-DA07 FOR SIGNAGE DETAILS

S01 - 9m HIGH PYLON SIGN
S02 - ILLUMINATED DIRECTIONAL SIGN
S03 - ILLUMINATED DIRECTIONAL SIGN
S04 - 2.4m SQUARE ILLUMINATED BUN LOGO
S05 - DRIVE THRU HEIGHT BAR
S06 - DRIVE THRU PREVIEW BOARD
S07 - DRIVE THRU MENUBOARDS
S08 - ILLUMINATED RED FASCIA LIGHTBOX
S9 - BICYCLE PARKING SIGN
S10 - WAITING BAY POST & GROUNDMARKING SIGNS
S11a - DRIVE THRU WINDOW 'PAY' SIGN
S11b - DRIVE THRU WINDOW 'PICK UP' SIGN
S12 - ILLUMINATED HUNGRY JACK'S LETTERSET
S13 - PRINTED GRAPHIC (DT LANE)
S14 - ILLUMINATED BURGER STRIP SIGN
S15 - SPRAY PAINT GRAPHIC (SHOPFRONT)
S16 - BANNER POLES
S17 - PAINTED BUNRT LOGO
S18 - ILLUMINATED PLAYLAND LETTERSET

HJs Building Area measured from the internal face of external walls, exclude bin room, plant enclosure & playland

EXTENT OF LANDSCAPE AREA PLANTS BY LANDSCAPE SPECIALIST.

EXTENT OF BLACK CONCRETE PAVEMENT

VERIFY ALL DIMENSIONS AND LEVELS ON SITE AND REPORT ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF WORK. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL CONTRACT DOCUMENTS. USE FIGURED DIMENSIONS ONLY. DO NOT SCALE FROM DRAWINGS. THE COMPLETION OF THE ISSUE DETAILS CHECKED AND AUTHORISED SECTION IS CONFIRMATION OF THE STATUS OF THE DRAWING. THE DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS ENDORSED 'FOR CONSTRUCTION' AND AUTHORISED FOR ISSUE.

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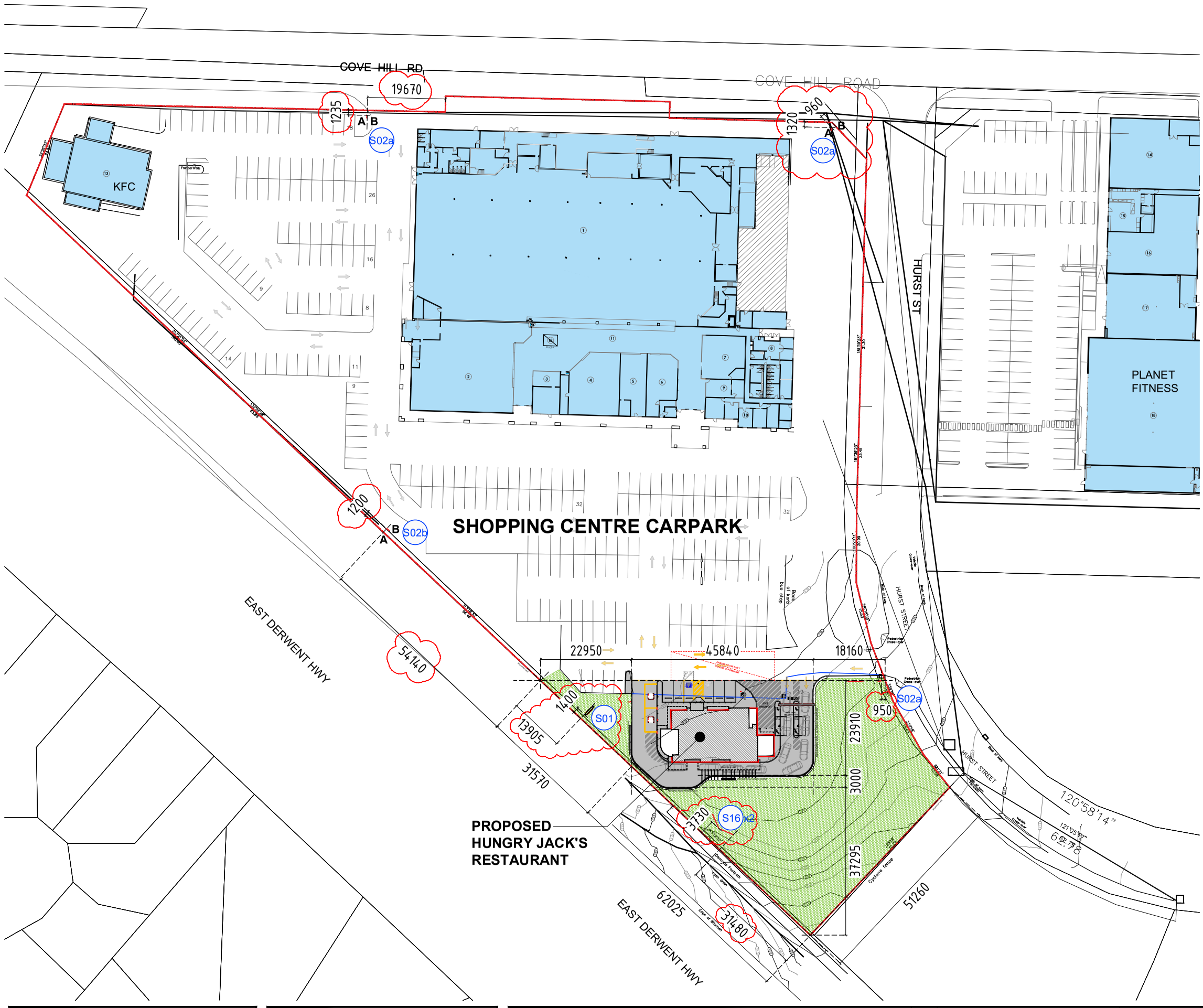
REV	DATE	AMENDMENT	DRW
1	11.11.22	ISSUE FOR HJ REVIEW	AM

PROJECT HUNGRY JACK'S
BRIDGEWATER
COVER HILL SHOPPING CENTRE, BRIDGEWATER
TAS 7030

DRAWING
OVERALL SITE PLAN & SIGNAGE LOCATION PLAN

PROJECT NO.	DATE	
220204	FEBRUARY 2022	
SCALE	DRAWING NO.	REV.
1:1000@A3	DA01	1

63 WYNDHAM STREET
ALEXANDRIA NSW 2015
ABN 47 627 526 881
PH : 02 8590 5185
info@fangarchitects.com.au
Nominated Architect: Shyan Fang (Reg 7958)
FANG ARCHITECTS



SIGNAGE LEGEND

REFER TO A006-A007 FOR SIGNAGE DETAILS

S01 - 9m HIGH PYLON SIGN

S02a - ILLUMINATED DIRECTIONAL SIGN

S02b - ILLUMINATED DIRECTIONAL SIGN

S16 - BANNER POLES

HJs Building Area
measured from the internal face of external walls, exclude bin room, plant enclosure & playland

EXTENT OF LANDSCAPE AREA
PLANTS BY LANDSCAPE SPECIALIST.

EXTENT OF BLACK CONCRETE PAVEMENT

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- CONSTRUCTION

REV	DATE	AMENDMENT	DRW
A	29.09.23	PRE TENDER ISSUE	NN
B	20.10.23	TENDER ISSUE- ADDED SETBACK DIMENSION FOR SIGNAGE	NN

PROJECT HUNGRY JACK'S

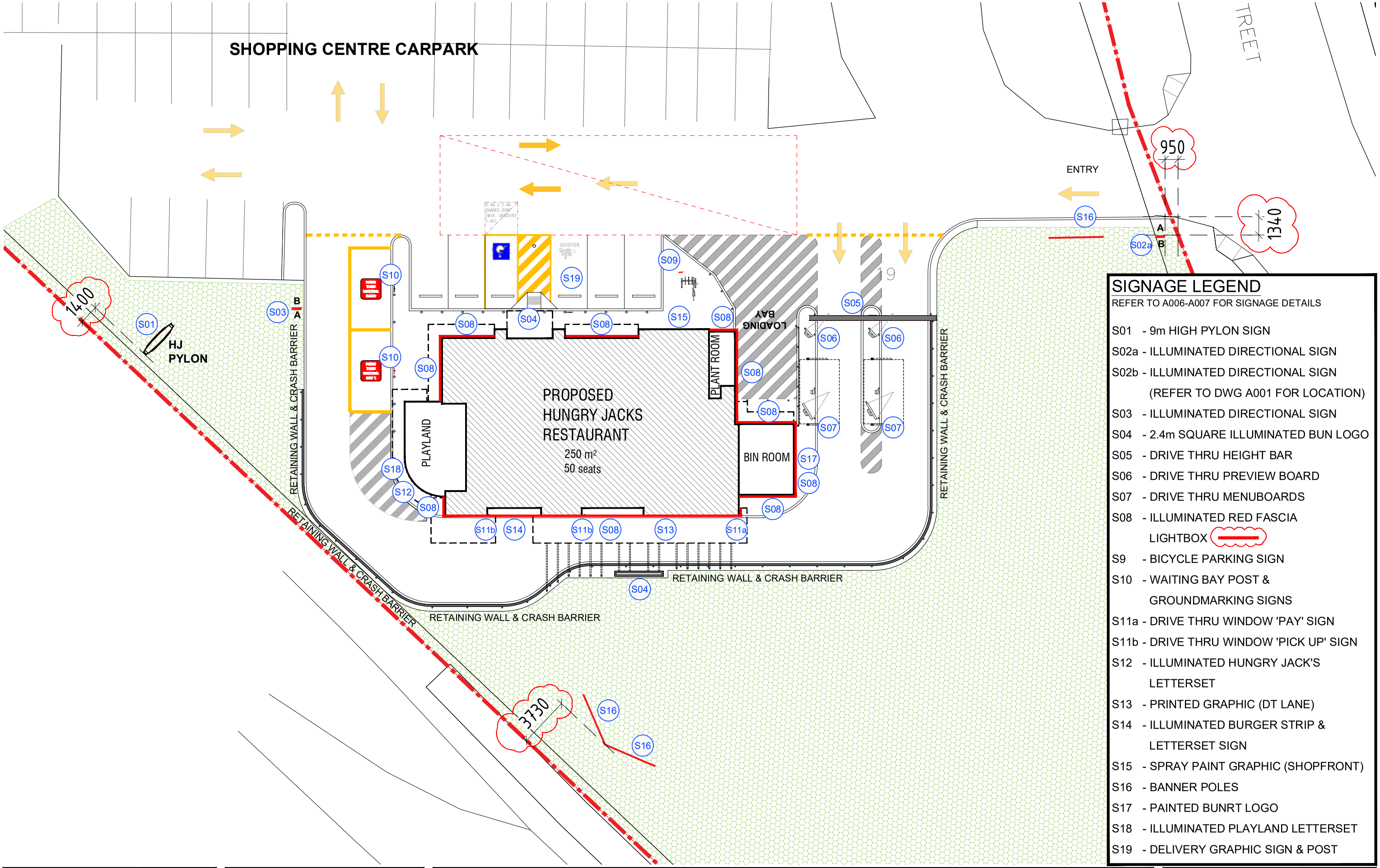
BRIDGEWATER
COVER HILL SHOPPING CENTRE, BRIDGEWATER
TAS 7030

DRAWING

OVERALL SITE & SIGNAGE LOCATION PLAN

PROJECT NO.	DATE	
220204	AUGUST 2023	
SCALE	DRAWING NO.	REV.
1:1000@A3	A001	B

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ALEXANDRIA NSW 2015
ABN 47 627 526 881
PH : 02 8590 5185
info@fangarchitects.com.au
Nominated Architect: Shyan Fang (Reg 7958)
FANG ARCHITECTS



SIGNAGE LEGEND

REFER TO A006-A007 FOR SIGNAGE DETAILS

- S01 - 9m HIGH PYLON SIGN
- S02a - ILLUMINATED DIRECTIONAL SIGN
- S02b - ILLUMINATED DIRECTIONAL SIGN (REFER TO DWG A001 FOR LOCATION)
- S03 - ILLUMINATED DIRECTIONAL SIGN
- S04 - 2.4m SQUARE ILLUMINATED BUN LOGO
- S05 - DRIVE THRU HEIGHT BAR
- S06 - DRIVE THRU PREVIEW BOARD
- S07 - DRIVE THRU MENUBOARDS
- S08 - ILLUMINATED RED FASCIA LIGHTBOX
- S9 - BICYCLE PARKING SIGN
- S10 - WAITING BAY POST & GROUNDMARKING SIGNS
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- S13 - PRINTED GRAPHIC (DT LANE)
- S14 - ILLUMINATED BURGER STRIP & LETTERSET SIGN
- S15 - SPRAY PAINT GRAPHIC (SHOPFRONT)
- S16 - BANNER POLES
- S17 - PAINTED BUNRT LOGO
- S18 - ILLUMINATED PLAYLAND LETTERSET
- S19 - DELIVERY GRAPHIC SIGN & POST

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B	20.10.23	TENDER ISSUE	NN

PROJECT HUNGRY JACK'S

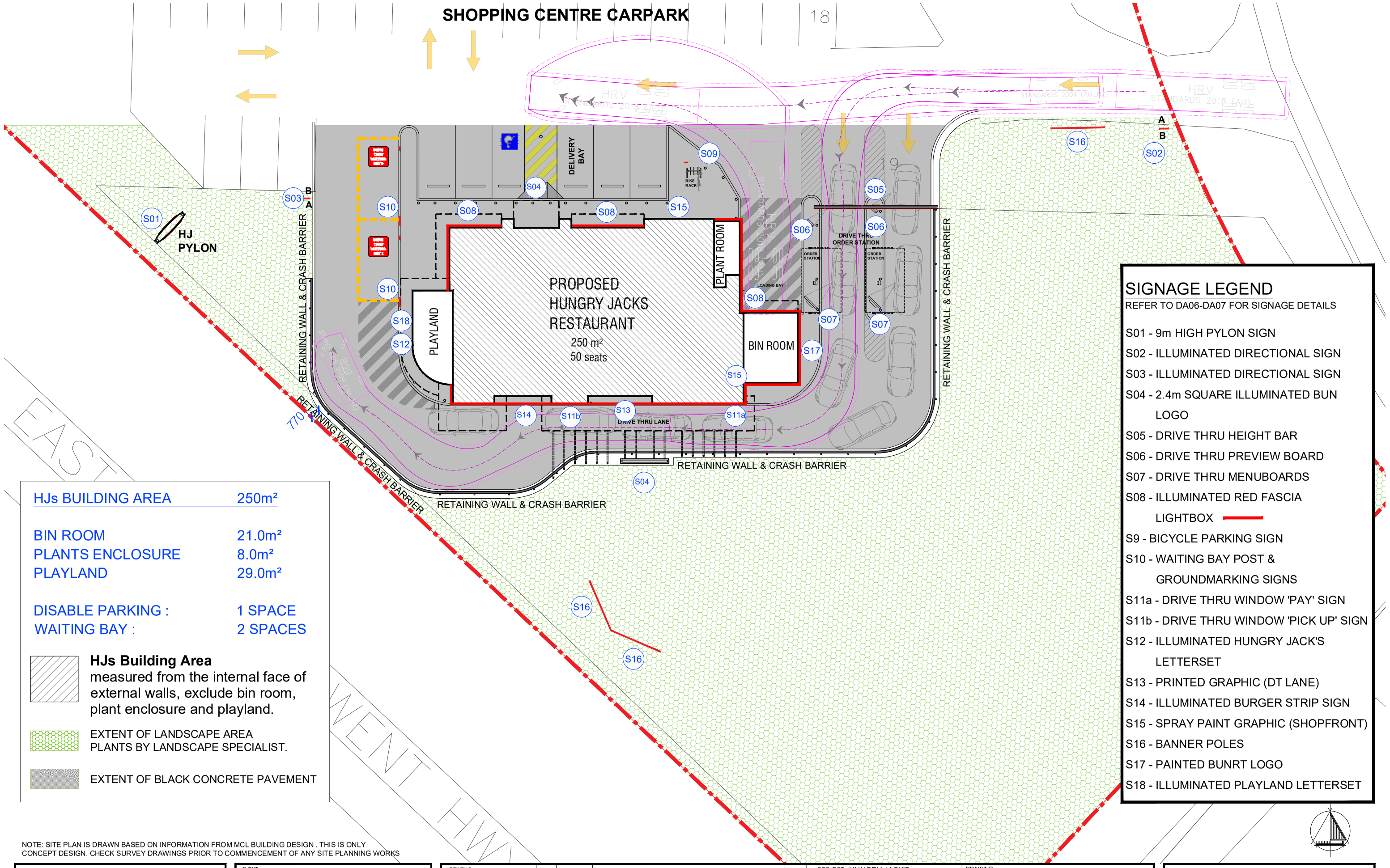
BRIDGEWATER
COVER HILL SHOPPING CENTRE, BRIDGEWATER TAS 7030

DRAWING

SITE SIGNAGE LOCATION PLAN

PROJECT NO.	DATE	
220204	AUGUST 2023	
SCALE	DRAWING NO.	REV.
1:250@A3	A005	B

63 WYNDHAM STREET
ALEXANDRIA NSW 2015
ABN 47 627 526 881
PH : 02 8590 5185
info@fangarchitects.com.au
Nominated Architect: Shyan Fang (Reg 7958)
FANG ARCHITECTS



SIGNAGE LEGEND

REFER TO DA06-DA07 FOR SIGNAGE DETAILS

- S01 - 9m HIGH PYLON SIGN
- S02 - ILLUMINATED DIRECTIONAL SIGN
- S03 - ILLUMINATED DIRECTIONAL SIGN
- S04 - 2.4m SQUARE ILLUMINATED BUN LOGO
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- S15 - SPRAY PAINT GRAPHIC (SHOPFRONT)
- S16 - BANNER POLES
- S17 - PAINTED BUNRT LOGO
- S18 - ILLUMINATED PLAYLAND LETTERSET

HJs BUILDING AREA	250m²
BIN ROOM	21.0m²
PLANTS ENCLOSURE	8.0m²
PLAYLAND	29.0m²
DISABLE PARKING :	1 SPACE
WAITING BAY :	2 SPACES

HJs Building Area
measured from the internal face of external walls, exclude bin room, plant enclosure and playland.

EXTENT OF LANDSCAPE AREA
PLANTS BY LANDSCAPE SPECIALIST.

EXTENT OF BLACK CONCRETE PAVEMENT

NOTE: SITE PLAN IS DRAWN BASED ON INFORMATION FROM MCL BUILDING DESIGN . THIS IS ONLY CONCEPT DESIGN. CHECK SURVEY DRAWINGS PRIOR TO COMMENCEMENT OF ANY SITE PLANNING WORKS

VERIFY ALL DIMENSIONS AND LEVELS ON SITE AND REPORT ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF WORK. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL CONTRACT DOCUMENTS. USE FIGURED DIMENSIONS ONLY. DO NOT SCALE FROM DRAWINGS. THE COMPLETION OF THE ISSUE DETAILS CHECKED AND AUTHORISED SECTION IS CONFIRMATION OF THE STATUS OF THE DRAWING. THE DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS ENDORSED 'FOR CONSTRUCTION' AND AUTHORISED FOR ISSUE.

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1	11.11.22	ISSUE FOR HJ REVIEW	AM

PROJECT HUNGRY JACK'S
BRIDGEWATER
COVER HILL SHOPPING CENTRE, BRIDGEWATER TAS 7030

DRAWING
SITE PLAN & SIGNAGE LOCATION PLAN

PROJECT NO. 220204	DATE FEBRUARY 2022	
SCALE 1:250@A3	DRAWING NO. DA02	REV. 1

63 WYNDHAM STREET
ALEXANDRIA NSW 2015
ABN 47 627 526 881
PH : 02 8590 5185
info@fangarchitects.com.au
Nominated Architect: Shyan Fang (Reg 7958)
FANG ARCHITECTS

THRU WAITING BAY 2

DRIVE THRU WAITING BAY 1

04 DA05

DELIVERY BAY

01 DA04

BIKE RACK

BIN INSERT

BIN INSERT

DINING 50 SEATS

FEMALE

ACCESSIBLE

MALE

STAFF CHANGE

PLANT ENCLOSURE

2.4m HIGH PRIVACY SCREEN

LOADING BAY

DRIVE THRU ORDER STATION

ORDER STATION

ORDER STATION

02 DA04

DRIVER PACKING BENCH

DELIVERY STORAGE

MOULOOSE

MOULOOSE LAYOFF BENCH

MANAGER

WASH UP

BUCKET WASTE

DRY STORE

PLAY LAND AREA

ORDER

PICKUP

STORE

JACKS CAFE

POWER FROM CEILING

ICE MAKER

COOLROOM

FREEZER

MOP RACK PPE

RECYCLE BIN

GENERAL BIN

SHORTENING DISPOSAL

GREASE

RW DIVERTER

ROOF ACCESS

RUNNER DOOR

DT W3

DT WIN 2

DT WIN 1

FRY HOLD STATION

FUTURE FRYER

SHAKE SUNDAE MACHINE

3xFCB

BENCH BURSTIE

3xFCB

POST MIX ICE MAKER OVER

BURSTIE BENCH

BURSTIE BENCH

DRIVE THRU LANE

03 DA05

05 DA06

RETAINING WALL & CRASH BARRIER

RETAINING WALL & CRASH BARRIER

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1	11.11.22	ISSUE FOR REVIEW	AM
2	18.11.22	FUTURE FRYER LAYOUT AMENDED	AM

PROJECT HUNGRY JACK'S

BRIDGEWATER
COVER HILL SHOPPING CENTRE, BRIDGEWATER
TAS 7030

DRAWING

PROPOSED FLOOR PLAN

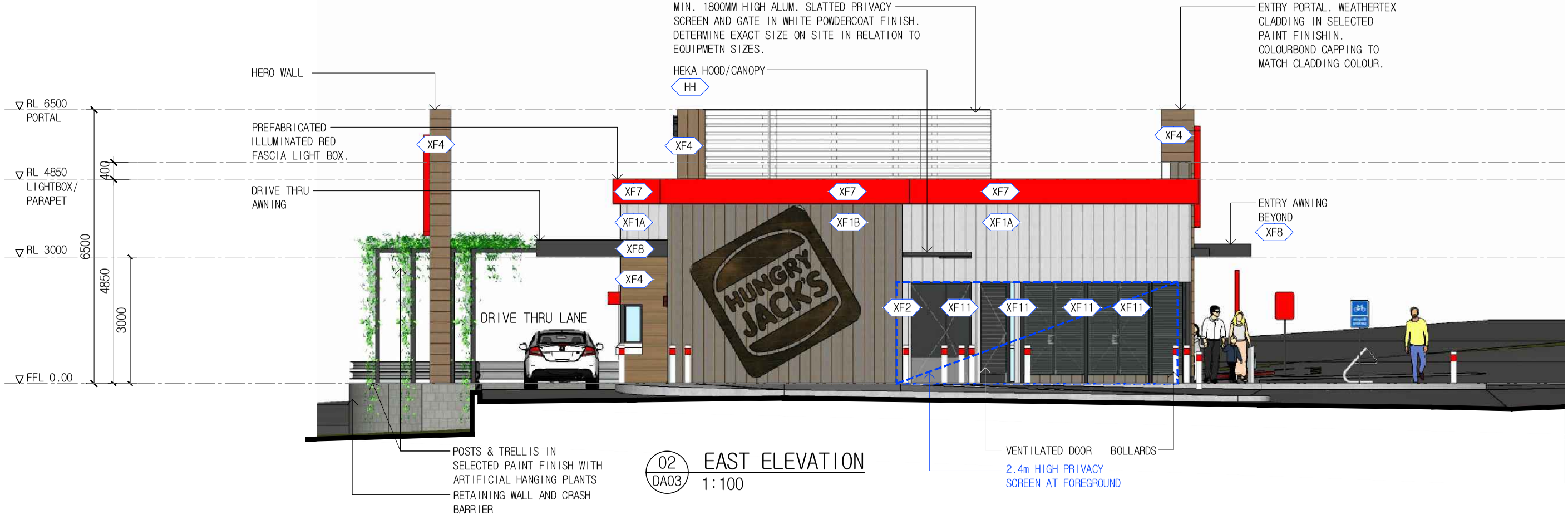
PROJECT NO. 220204 | DATE FEBRUARY 2022 | SCALE 1:100 @A3 | DRAWING NO. DA03 | REV. 2

63 WYNDHAM STREET
ALEXANDRIA NSW 2015
ABN 47 627 526 881
PH : 02 8590 5185
info@fangarchitects.com.au
Nominated Architect: Shyan Fang (Reg 7958)

FANG ARCHITECTS



01 DA03 NORTH ELEVATION 1:100



02 DA03 EAST ELEVATION 1:100

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PROJECT HUNGRY JACK'S

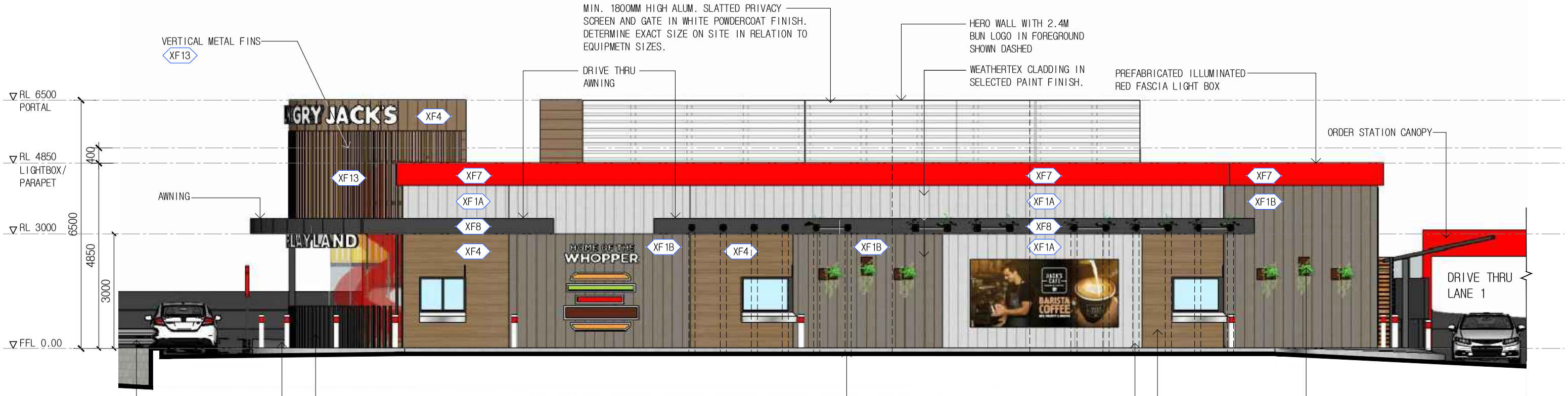
BRIDGEWATER
COVER HILL SHOPPING CENTRE, BRIDGEWATER TAS 7030

DRAWING

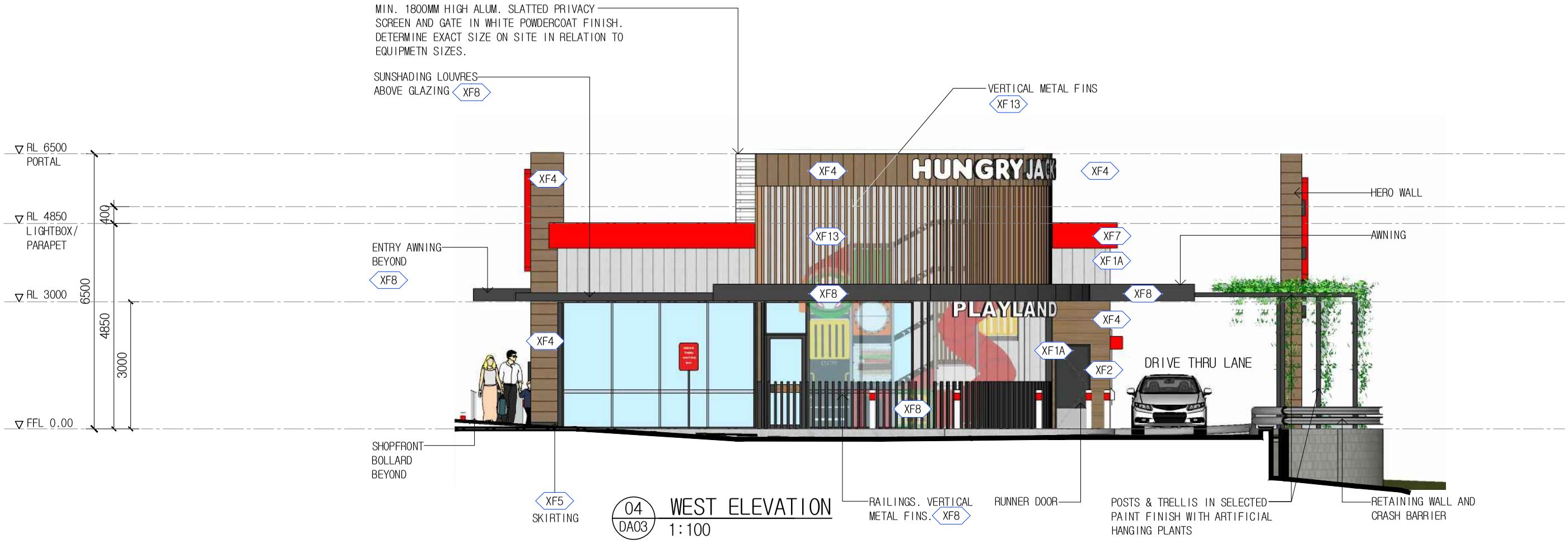
ELEVATIONS- SHEET 1

PROJECT NO.	DATE	
220204	FEBRUARY 2022	
SCALE	DRAWING NO.	REV.
1:100@A3	DA04	1

63 WYNDHAM STREET
ALEXANDRIA NSW 2015
ABN 47 627 526 881
PH : 02 8590 5185
info@fangarchitects.com.au
Nominated Architect: Shyan Fang (Reg 7958)
FANG ARCHITECTS



03 DA03 **SOUTH ELEVATION** 1:100



04 DA03 **WEST ELEVATION** 1:100

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PROJECT HUNGRY JACK'S
BRIDGEWATER
COVER HILL SHOPPING CENTRE, BRIDGEWATER TAS 7030

DRAWING
ELEVATIONS- SHEET 2

PROJECT NO. 220204 | DATE FEBRUARY 2022
SCALE 1:100@A3 | DRAWING NO. DA05 | REV. 1

63 WYNDHAM STREET
ALEXANDRIA NSW 2015
ABN 47 627 526 881
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05 DA03 SOUTH ELEVATION
1:100

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PROJECT HUNGRY JACK'S
BRIDGEWATER
COVER HILL SHOPPING CENTRE, BRIDGEWATER
TAS 7030

DRAWING
ELEVATIONS- SHEET 3

PROJECT NO. 220204 | DATE FEBRUARY 2022
SCALE 1:100@A3 | DRAWING NO. DA06 | REV. 1

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ABN 47 627 526 881
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info@fangarchitects.com.au
Nominated Architect: Shyan Fang (Reg 7958)
FANG ARCHITECTS

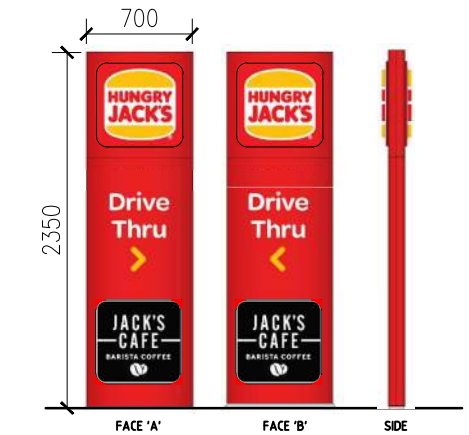
NOTE:

- ALL SITE SIGNAGE WILL BE SUPPLIED BY HJ AND INSTALLED BY HJ CONTRACTOR UNLESS NOTED OTHERWISE. BUILDER TO PROVIDE FOOTING & ADEQUATE SUPPORT FOR ALL NEW SIGNAGES
- STATUTORY SIGN AND ALL DOOR SIGN BY BUILDER UNLESS NOTED OTHERWISE
- REFER TO EQUIPMENT SCHEDULE FOR OTHER SIGNAGE & GRAPHICS SCOPE OF WORKS



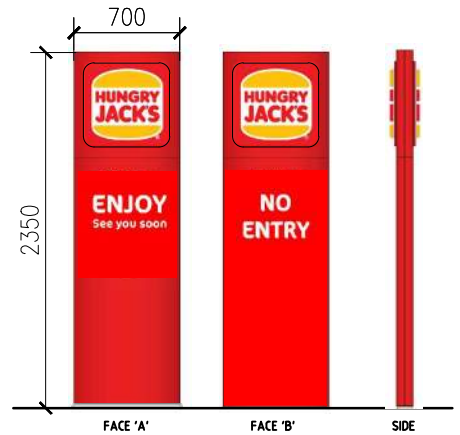
S01 DA01 PYLON SIGN SCALE 1:50

SUPPLY BY HJ'S, FOOTING & INSTALL BY BUILDER.



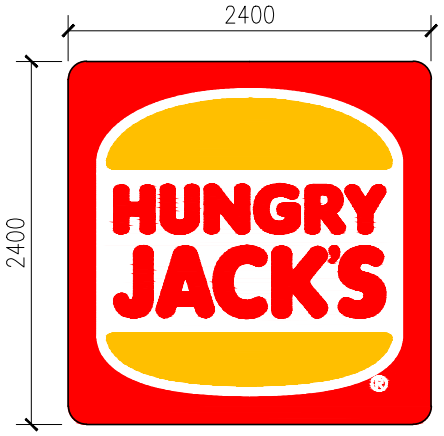
S02 DA01 ILLUMINATED DIRECTIONAL SIGN SCALE 1:50

SUPPLIED BY HJ'S, FOOTING INSTALLED BY BUILDER.



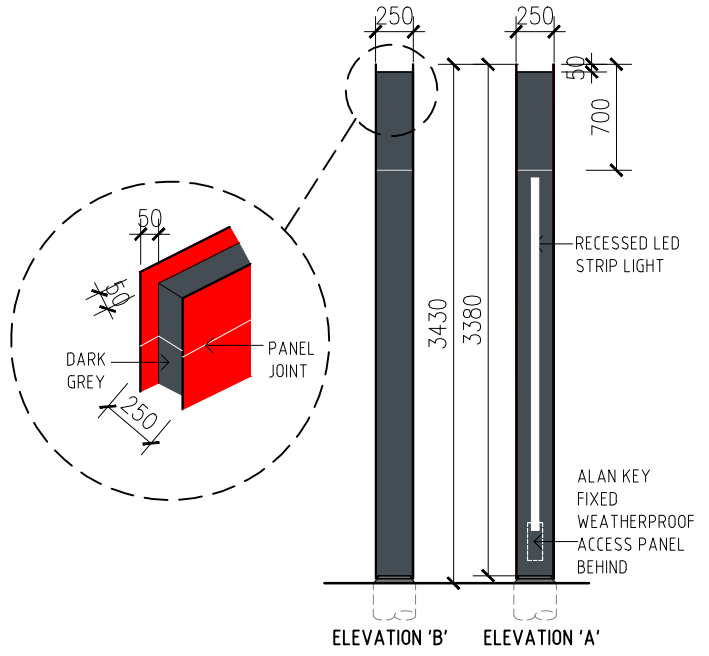
S03 DA01 ILLUMINATED DIRECTIONAL SIGN SCALE 1:50

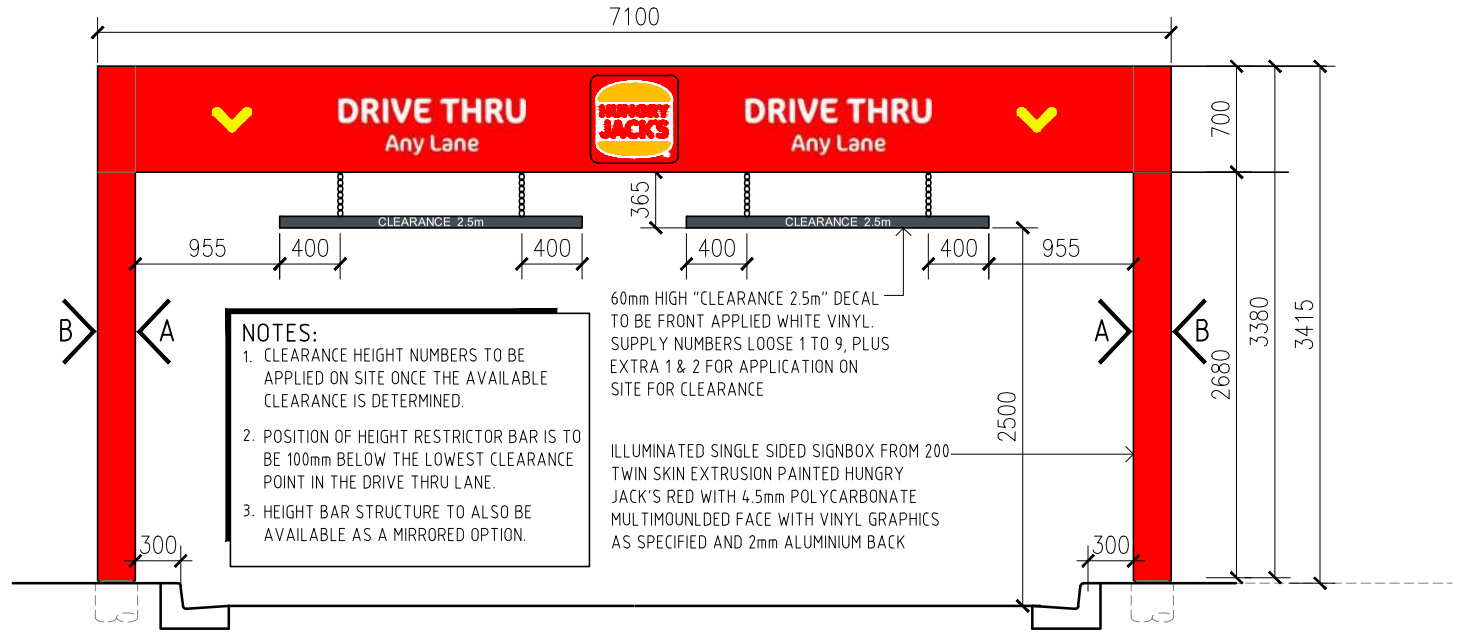
SUPPLIED BY HJ'S, FOOTING INSTALLED BY BUILDER.



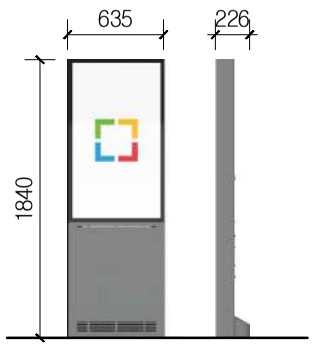
S04 DA01 ILLUMINATED BUN LOGO SCALE 1:50

SUPPLY BY HJ'S, INSTALL BY BUILDER.



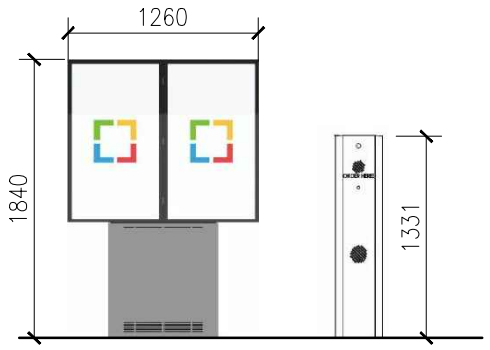


S05 DA01 HEIGHT BAR SCALE 1:50



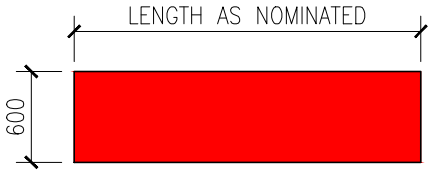
S06 DA01 DIGITAL PREVIEW MENUBOARD SCALE 1:50

DIGITAL DRIVE THRU PREVIEW MENUBOARD. SUPPLY & INSTALLATION BY HJ'S.



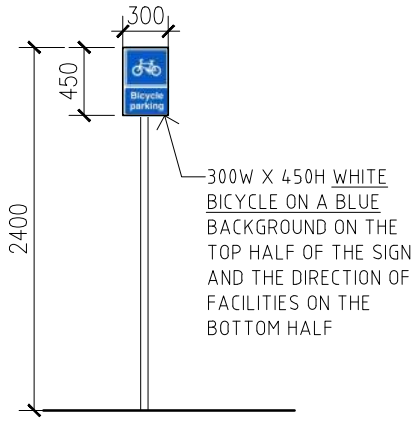
S07 DA01 DIGITAL MENUBOARD & SPEAKER SCALE 1:50

DIGITAL DRIVE THRU MENU BOARDS. SUPPLY & INSTALLATION BY HJ'S.



S08 DA01 ILLUMINATED RED BAND SCALE 1:50

ILLUMINATED RED LIGHT BOX. REFER TO ELEVATION FOR LOCATION.



S09 DA01 BIKE SIGN SCALE 1:50

STANDARD ROAD SIGN COMPLY WITH VICROAD. SUPPLY & INSTALL BY BUILDER.

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- TENDER
- CONSTRUCTION

REV	DATE	AMENDMENT	DRW
1	11.11.22	ISSUE FOR HJ REVIEW	AM

PROJECT HUNGRY JACK'S

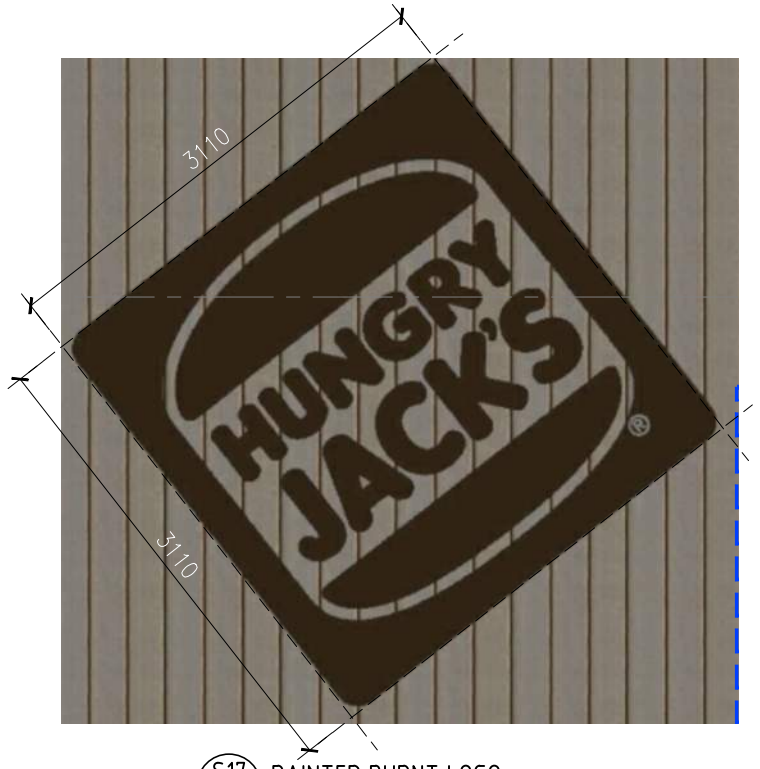
BRIDGEWATER
COVER HILL SHOPPING CENTRE, BRIDGEWATER TAS 7030

DRAWING

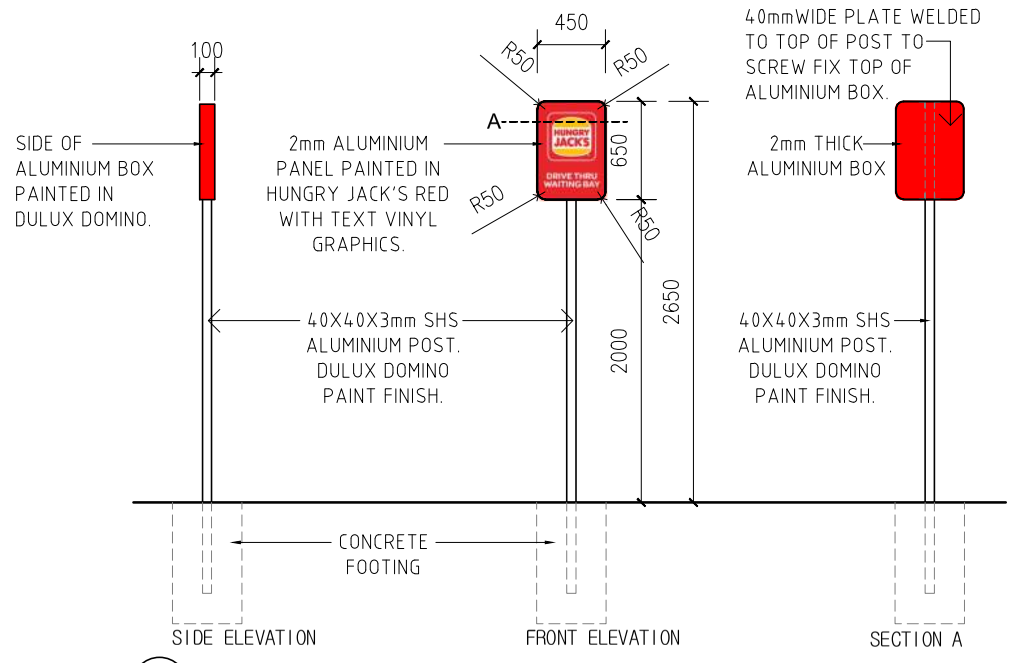
SIGNAGE DETAILS
SHEET 1

PROJECT NO.	DATE	
220204	FEBRUARY 2022	
SCALE	DRAWING NO.	REV.
1:50@A3	DA07	1

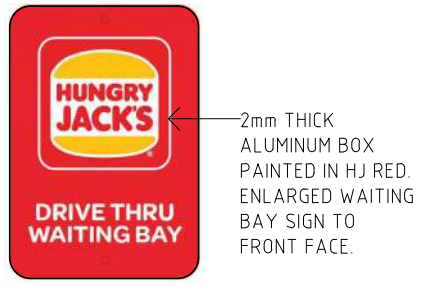
63 WYNDHAM STREET
ALEXANDRIA NSW 2015
ABN 47 627 526 881
PH : 02 8590 5185
info@fangarchitects.com.au
Nominated Architect: Shyan Fang (Reg 7958)
FANG ARCHITECTS



S17 DA01 PAINTED BURNT LOGO
SCALE 1:50

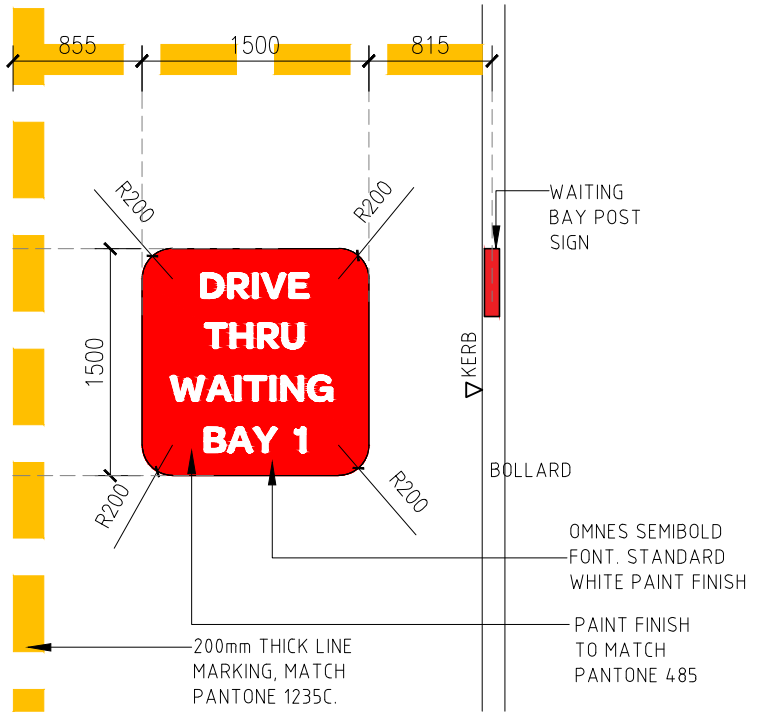


S10 DA01 WAITING BAY POST SIGN
SCALE 1:50

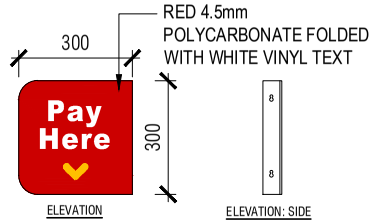


2mm THICK ALUMINUM BOX PAINTED IN HJ RED. ENLARGED WAITING BAY SIGN TO FRONT FACE.

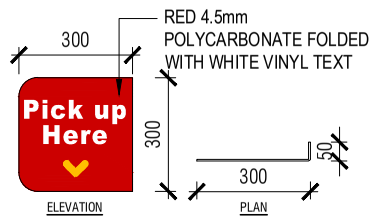
POST SIGNAGE BLOW UP



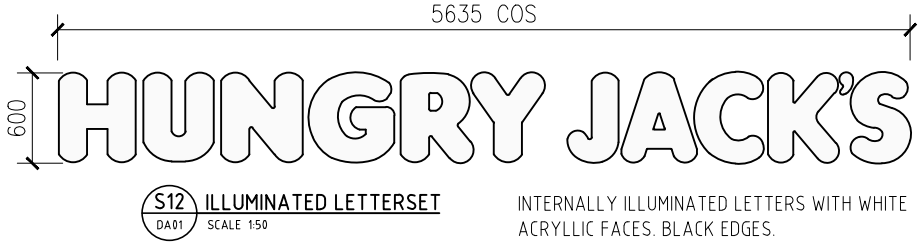
S10 DA01 WAITING BAY PLAN
SCALE 1:50



S11a DA01 DRIVE THRU WINDOW SIGNS
SCALE 1:20

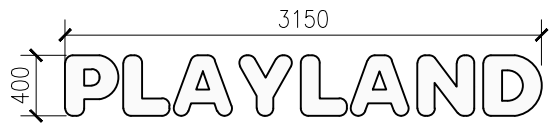


S11b DA01 DRIVE THRU WINDOW SIGNS
SCALE 1:20



S12 DA01 ILLUMINATED LETTERSET
SCALE 1:50

INTERNALLY ILLUMINATED LETTERS WITH WHITE ACRYLLIC FACES. BLACK EDGES.



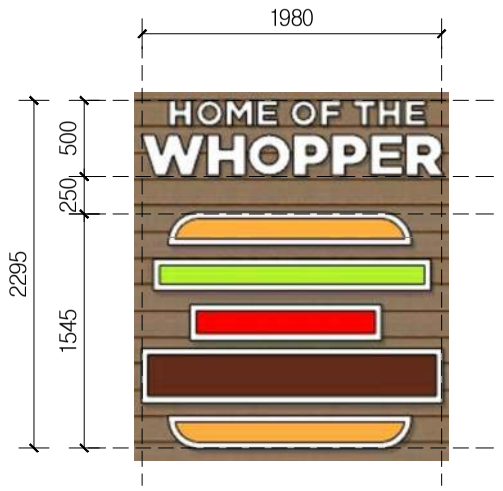
S18 - ILLUMINATED LETTERSET
SCALE 1:50

INTERNALLY ILLUMINATED LETTERS WITH WHITE ACRYLLIC FACES. BLACK EDGES.



PRINTED GRAPHIC ON ACM, DIRECT STICK ON WALL BY HJ SIGNAGE CONTRACTOR.

S13 DA01 PRINTED GRAPHIC
SCALE 1:50

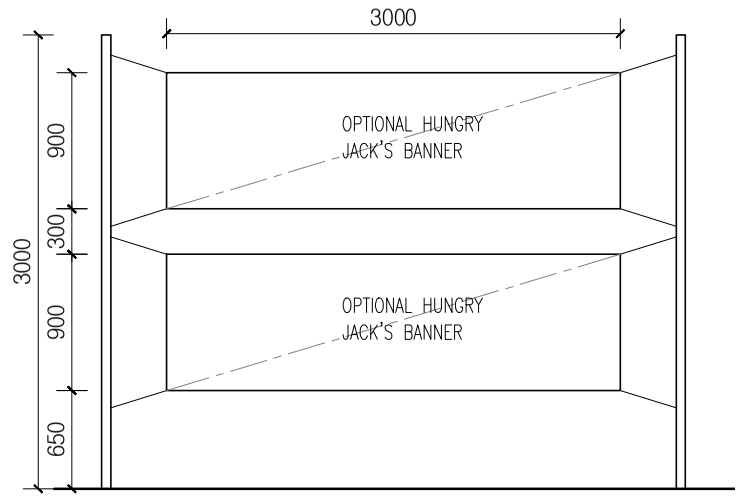


S14 DA01 ILLUMINATED BURGER STRIP & LETTERSET
SCALE 1:50



SPRAY-PAINTED WALL GRAPHIC BY BUILDER

S15 DA01 SPRAY-PAINT GRAPHIC
SCALE 1:50



S16 DA01 BANNER POLES & FUTURE BANNER
SCALE 1:50 REFER DA01 FOR LOCATION

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REV	DATE	AMENDMENT	DRW
1	11.11.22	ISSUE FOR HJ REVIEW	AM

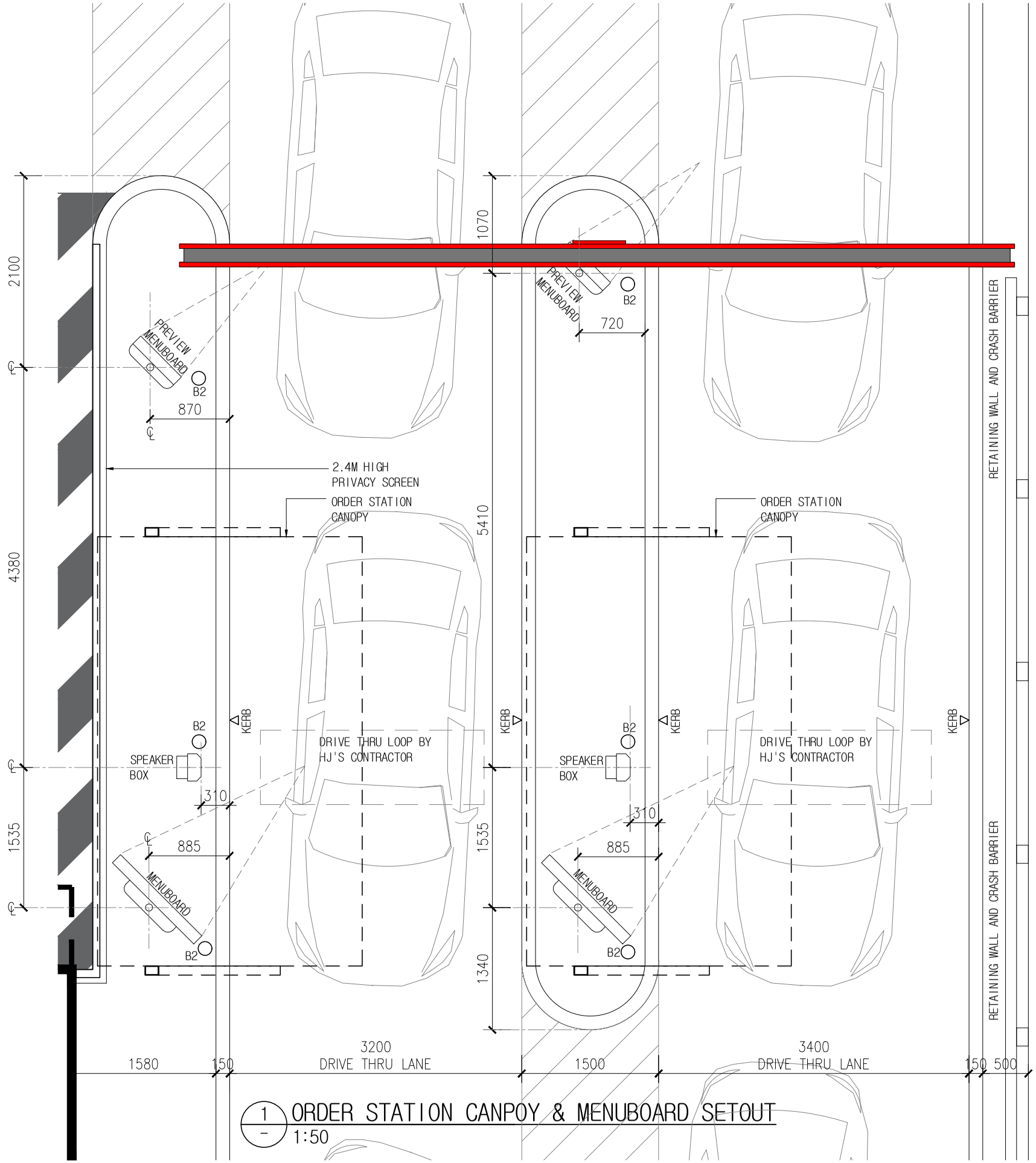
PROJECT HUNGRY JACK'S

BRIDGEWATER
COVER HILL SHOPPING CENTRE, BRIDGEWATER
TAS 7030

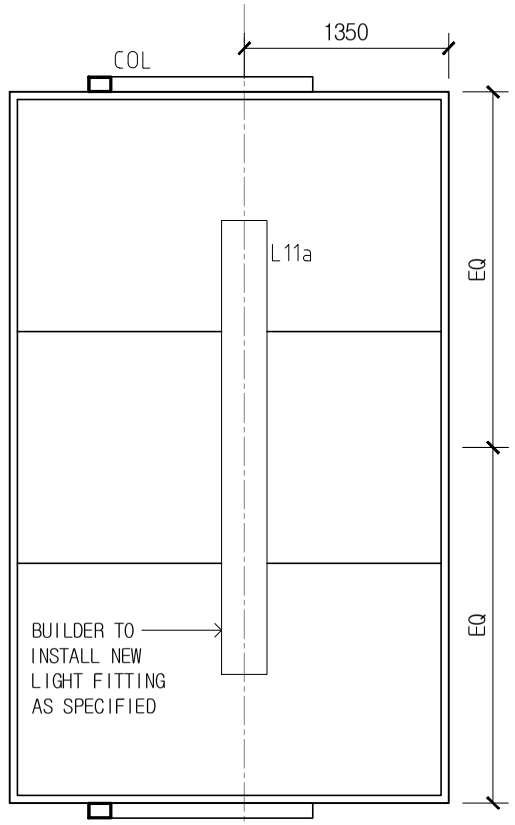
DRAWING
SIGNAGE DETAILS
SHEET 2

PROJECT NO. 220204 | DATE FEBRUARY 2022
SCALE 1:50@A3 | DRAWING NO. DA08 | REV. 1

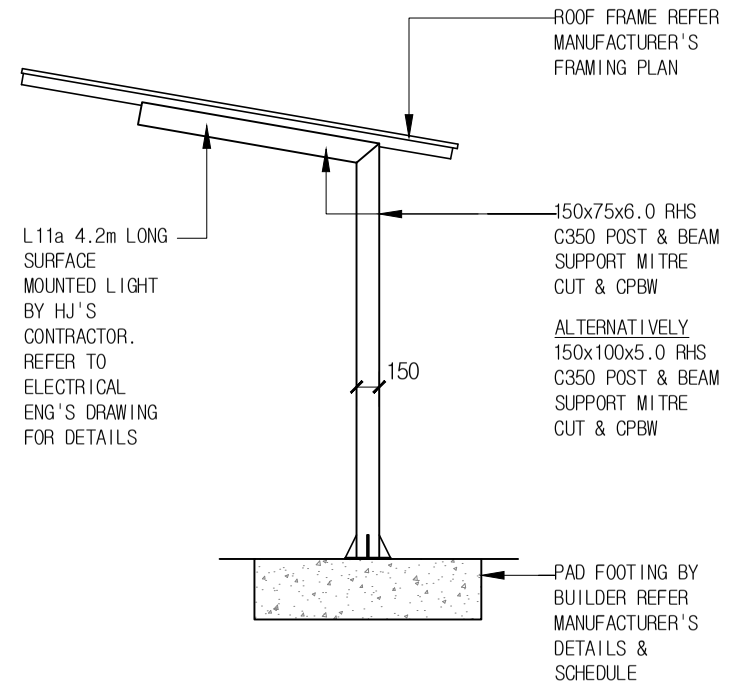
63 WYNDHAM STREET
ALEXANDRIA NSW 2015
ABN 47 627 526 881
PH : 02 8590 5185
info@fangarchitects.com.au
Nominated Architect: Shyan Fang (Reg 7958)
FANG ARCHITECTS



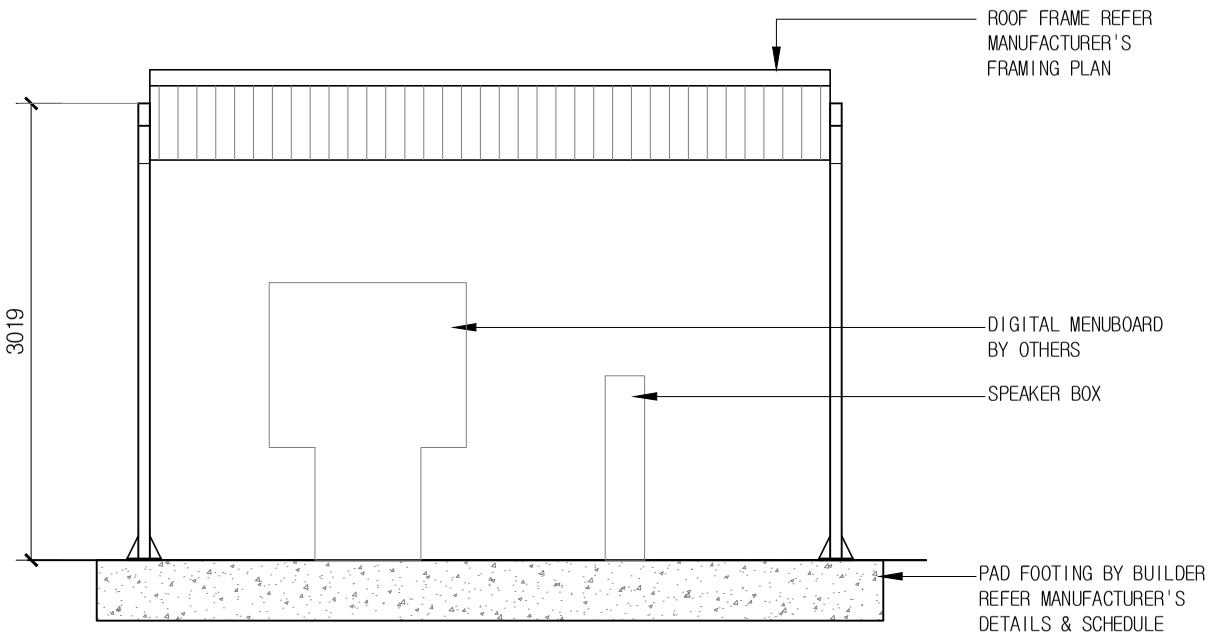
1 / - ORDER STATION CANOPY & MENUBOARD SETOUT
1:50



2 / - REFLECTED CEILING PLAN
1:50



3 / - SIDE ELEVATION
1:50



4 / - FRONT ELEVATION
1:50

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PROJECT HUNGRY JACK'S
BRIDGEWATER
COVER HILL SHOPPING CENTRE, BRIDGEWATER TAS 7030

DRAWING
DRIVE THRU ORDER STATION CANOPY DETAILS

PROJECT NO.	DATE	
220204	FEBRUARY 2022	
SCALE	DRAWING NO.	REV.
1:50 @A3	DA09	1

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ALEXANDRIA NSW 2015
ABN 47 627 526 881
PH : 02 8590 5185
info@fangarchitects.com.au
Nominated Architect: Shyan Fang (Reg 7958)
FANG ARCHITECTS

EXTERNAL FINISHES SCHEDULE

NOTE: FINISHES LEGEND & SCHEDULES ARE TO BE READ IN CONJUNCTION WITH SPECIFICATION AND CONSTRUCTION DRAWINGS - REFER TO PLANS, ELEVATION & SECTION DRAWINGS AS DETAILED. CONTRACTORS ARE TO ENSURE ALL MATERIALS ARE TO BE ORDERED IN TIME TO MEET DEADLINE AS SCHEDULED OR CONTRACTOR SHALL BEAR THE COST OF AIR FREIGHTING MATERIALS IN TO MEET DEADLINE. ANY FINISHES RE-SELECTING WILL BE CHARGED TO BUILDER AT PER HOUR RATE ON ITEMS

CODE	DESCRIPTION	FINISH SPECIFICATION	LOCATION	SAMPLE PICTURE FOR REF. ONLY
XF1A	PAINT - WEATHERTEX (WEATHERGROOVE WOODSMAN 150)	BRAND: DULUX COLOUR :HEIFER (P14B2) FINISH: LOW SHEEN APPLY NON SACRIFICIAL ANTI GRAFFITI COATING TO WEATHERTEX	EXTERIOR WALLS / FASCIA	
XF1B	PAINT - WEATHERTEX (WEATHERGROOVE WOODSMAN 150)	BRAND: DULUX COLOUR : STRING S13B6 FINISH: LOW SHEEN APPLY NON SACRIFICIAL ANTI GRAFFITI COATING	EXTERIOR WALLS	
XF2	PAINT - DARK GREY	BRAND: DULUX COLOUR NAME: DOMINO GR10 FINISH: SEMI-GLOSS	WALLS GUTTERS, FASCIA & DOOR	
XF3	POWDER COATED FINISH	BRAND: DULUX NAME: ZEUS CHARCOAL 90087732 FINISH: GLOSS	WINDOW & DOOR FRAMES (EXCLUDE DRIVE THRU WINDOW)	
XF4	WALL CLADDING WEATHERTEX- SELFLOK ECOGROOVE)	WOODSMAN 150, CONCEALED 300mm WOODSMAN OFF STUD JOINER COLOUR: TAUBMAN FOX TERRIER SATIN (2 COATS) (T15 105.5) ANTI GRAFITTI PAINT FINISH REQUIRED	EXTERIOR WALLS	
XF5	SKIRTING TILES	BRAND: SKHEME COLOUR: FORM BLACK GRIP GROUT: BLACK EPOXY GROUTING SIZE: 150 X 600mm	ENTRY PORTAL & EXTERNAL WALLS. REFER TO DRAWING FOR LOCATION	
XF6	PAINT - WHITE COMPRESSED FIBRE CEMENT CLADDING	BRAND: DULUX COLOUR NAME: LEXICON B16 FINISH: LOW SHEEN	EXTERIOR WALLS, SOFFITS AND CANOPY FASCIA	
XF7	ILLUMINATED LIGHT BOX	ILLUMINATED LIGHT BOX COLOUR: PMS 485 /3M 3630-143 POPPY RED	BUILDING FASCIA / METALWORK REFER TO ELEVATION & ROOF PLAN	
XF8	PAINT - DARK GREY TO MATCH XF2	COLORBOND FINISH / POWDER COATED	GUTTERS / GATES TO SERVICES PLANT ENCLOUSRE	
XF11	METAL LOUVRE	BRAND: HOLYOAKE OHL COLOUR : DARK GREY	BIN & SERVICE AREA	
XF12	SLATTED COMPOSITE CLADDING - TIMBER LOOK	BRAND: EKOLOGIX SCREEN COLOUR : DARK BROWN SIZE : 67 x 15 x 2700mm SLAT	LOADING SCREEN	
XF13	VERTICAL ALUMINIUM BATTEN	BRAND:DULUX POWDERCOAT COLOUR : JASPER (MATT) 2608252M SIZE : 210W x 45 x 3500mm SLAT	EXTERNAL BATTENS	

CODE	DESCRIPTION	FINISH SPECIFICATION	LOCATION	PICTURE FOR REFERENCE ONLY
XF15	POWDER COATED FINISH	BRAND: DULUX COLOUR NAME: COLORBOND SHALE GREY C4	ROOF	
	WHEELSTOP	PRODUCT: NORTHPAC RECYCLED RUBBER WHEETSTOPS- PREMIUM RANGE (5 YRS WARRANTY) NORTH PACIFIC SUPPLIES PTY LTD	CONTACT- JEFFREY OAKLEY 1800 143 194 jeff@northpac.com	
	TGSI	PRODUCT: DTAC ULTIMAT TACTILE CLASSIC YELLOW URETHANE. SIZE: 300W X 300H X T2mm	KERB RAMP	
B1	BOLLARD (FACING SHOPFRONT GLAZING)	BELOW GROUND 140mm STAINLESS STEEL BEVELLED TOP BOLLARD BRAND: SAFETY XPRESS CODE: SKU-BOLBG140SSB WEIGHT: 22 KGS MATERIAL: 304 GRADE STAINLESS STEEL COLOUR: SILVER BRUSHED HEIGHT: 1200mm (900mm ABOVE GROUND, 300mm BELOW GROUND) DIAMETER: 140mm FIXINGS: ANCHOR ROD INCLUDED AT BASE WHICH CAN BE REMOVED WHEN CORE DRILLING INTO NEW CONCRETE OR INSERTED WHEN SETTING IN NEW CONCRETE	DRIVEWAY ALONG ENTRY AND FOH GLAZING	
B2	HEAVY DUTY BOLLARD	BELOW GROUND 90mm ⌀ GALVANISED BOLLARD COLOUR: SILVER WITH CLASS 1 RED REFLECTIVE TAPE HEIGHT: 1300mm (1000mm ABOVE GROUND AND 300mm BELOW GROUND) FIXING: ANCHOR ROD INCLUDED AT BASE WHICH CAN BE REMOVED WHEN CORE DRILLING INTO EXISTING CONCRETE OR INSERTED WHEN SETTING IN NEW CONCRETE	LOADING AREA, DT LANES AND LPG STORAGE (IF APPLICABLE)	
HH	AWNING	PRODUCT: HEKA HOODS WIDTH: 900 mm DEEP COLOUR: DURATEC ZEUS- CHARCOAL (SATIN) CONTACT: LOUIS PURSEHOUSE PHONE: 07-54060886 EMAIL: HELLO@HEKAHOODS.COM.AU	LOADING BAY	

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A	11.11.22	ISSUE FOR HJ REVIEW	AM

PROJECT HUNGRY JACK'S

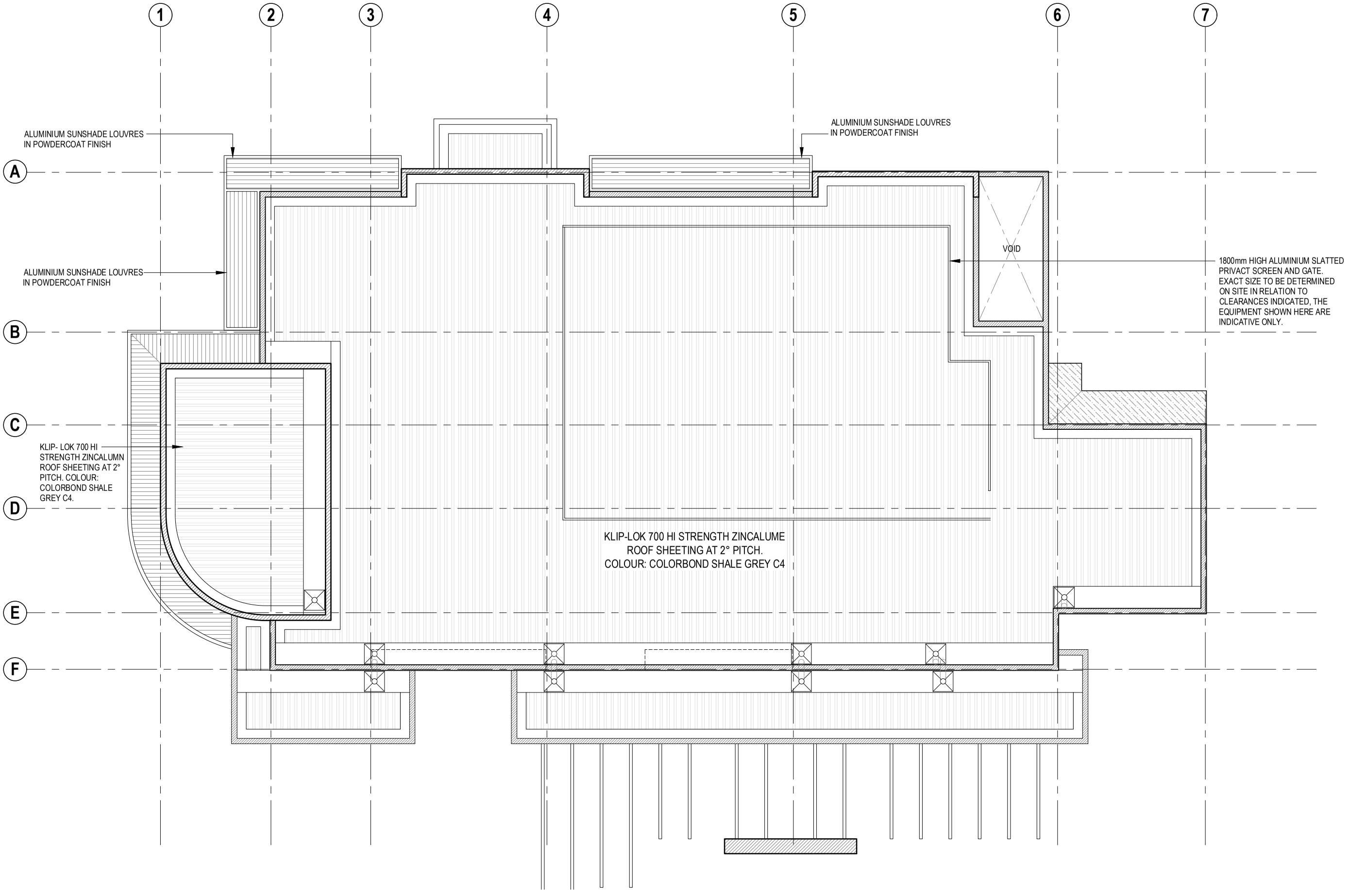
BRIDGEWATER
COVER HILL SHOPPING CENTRE, BRIDGEWATER TAS 7030

DRAWING

EXTERNAL FINISHES SCHEDULE

PROJECT NO. 220204	DATE FEBRUARY 2022	
SCALE NTS @A3	DRAWING NO. DA10	REV. A

63 WYNDHAM STREET
ALEXANDRIA NSW 2015
ABN 47 627 526 881
PH : 02 8590 5185
info@fangarchitects.com.au
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FANG ARCHITECTS



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PROJECT HUNGRY JACK'S

BRIDGEWATER
COVER HILL SHOPPING CENTRE, BRIDGEWATER
TAS 7030

DRAWING

ROOF PLAN

PROJECT NO. 220204 | DATE FEBRUARY 2022
SCALE 1:100 @A3 | DRAWING NO. DA11 | REV. 1

63 WYNDHAM STREET
ALEXANDRIA NSW 2015
ABN 47 627 526 881
PH : 02 8590 5185
info@fangarchitects.com.au
Nominated Architect: Shyan Fang (Reg 7958)
FANG ARCHITECTS









NOTE: IMAGES FOR REFERENCE ONLY

VERIFY ALL DIMENSIONS AND LEVELS ON SITE AND REPORT ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF WORK. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL CONTRACT DOCUMENTS. USE FIGURED DIMENSIONS ONLY. DO NOT SCALE FROM DRAWINGS. THE COMPLETION OF THE ISSUE DETAILS CHECKED AND AUTHORISED SECTION IS CONFIRMATION OF THE STATUS OF THE DRAWING. THE DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS ENDORSED 'FOR CONSTRUCTION' AND AUTHORISED FOR ISSUE.

CLIENT

HUNGRY JACK'S PTY. LTD.
L6 - 100 WILLIAM STREET
WOOLLOOMOOLOO NSW 2011

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STATUS
- ○ SKETCH
- ● DA/ PP
- ○ AMENDED DA
- ○ BA/CC
- ○ TENDER
- ○ CONSTRUCTION

REV	DATE	AMENDMENT	DRW
1	11.11.22	ISSUE FOR HJ REVIEW	AM

PROJECT HUNGRY JACK'S

BRIDGEWATER
COVER HILL SHOPPING CENTRE, BRIDGEWATER
TAS 7030

DRAWING

3D SKETCHES

PROJECT NO.	DATE
220204	FEBRUARY 2022

SCALE	DRAWING NO.	REV.
NTS@A3	DA12	1

63 WYNDHAM STREET
ALEXANDRIA NSW 2015
ABN 47 627 526 881
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Nominated Architect: Shyan Fang (Reg 7958)
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COVE HILL ROAD

COVE HILL ROAD

HURST STREET

EAST DERWENT HWY

HURST STREET

GENERAL NOTES:

1. THIS PLAN HAS BEEN PREPARED BY SURVEY PLUS FROM A COMBINATION OF EXISTING RECORDS AND FIELD SURVEY FOR THE PURPOSES OF SHOWING THE PHYSICAL FEATURES OF THE LAND AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE.

2. TITLE BOUNDARIES SHOWN WERE NOT VERIFIED OR MARKED BY SURVEY PLUS AT THE TIME OF THIS SURVEY.

3. SERVICES SHOWN ON THIS PLAN WERE LOCATED WHERE POSSIBLE BY FIELD SURVEY. THEY ARE NOT A COMPLETE PICTURE OF SERVICES ON SITE. ALL SERVICE LOCATIONS ARE TO BE VERIFIED BEFORE COMMENCEMENT OF ANY WORK ON SITE, IN PARTICULAR THOSE SERVICES NOT PREVIOUSLY LOCATED THROUGH FIELD SURVEY.

4. SURVEY PLUS CAN NOT ACCEPT LIABILITY WHATSOEVER FOR LOSS OR DAMAGE CAUSED TO ANY UNDERGROUND SERVICE WHETHER SHOWN BY OUR SURVEY OR NOT.

5. THIS NOTE IS AN INTEGRAL PART OF THIS PLAN/DATA. REPRODUCTION OF THIS PLAN OR ANY PART OF IT WITHOUT THIS NOTE BEING INCLUDED IN FULL WILL RENDER THE INFORMATION SHOWN ON SUCH A REPRODUCTION INVALID AND NOT SUITABLE FOR USE WITHOUT PRIOR AUTHORITY OF SURVEY PLUS.

6. HORIZONTAL DATUM IS MGA (GDA94).

7. VERTICAL DATUM IS AHD.

8. CONTOUR INTERVAL IS 0.2 METRES, INDEX IS 1.0 METRES.

9. SURVEY BY ROBOTIC TOTAL STATION AND GPS.

10. DUE TO THE AGE OF TITLE SURVEY IF ANY CONSTRUCTION WORKS ARE TO BE UNDERTAKEN ON OR NEAR THE TITLE BOUNDARY OR PRESCRIBED SETBACKS A RE-MARK SURVEY WILL BE REQUIRED.

11. IMPORTED DATA SHOWN ON THIS PLAN WAS OBTAINED FOR PUBLIC AVAILABLE DATA FROM VARIOUS GOVERNMENT AUTHORITIES. THIS INFORMATION IS PROVIDED FOR GUIDANCE ONLY. THE ACCURACY OF ANY IMPORTED DATA IS PER THE ACCURACY QUOTED BY THE SOURCE AND IS IN NO WAY GUARANTEED BY SURVEY PLUS. USERS MUST NOT RELY ON THIS DATA FOR FOR ON-GROUND LOCATION OF BOUNDARIES AND/OR SERVICES.

LIST DATA IMPORT
- TasWater-SewerLateralLine
- TasWater-SewerMain
- TasWater-SewerMaintenanceHole
- TasWater-SewerPressurisedMain
- TasWater-WaterHydrant
- TasWater-WaterLateralLine
- TasWater-WaterMain
- CadastralParcel-OwnerInformation
- BuildingFootprints

12. BOUNDARIES ARE COMPILED ONLY LIST MAP AND RELEVANT SURVEY INFORMATION OBTAINED FROM LAND TITLES OFFICE AND ARE APPROXIMATE AND SUBJECT TO SURVEY.

14. 3D DATA TURNED OFF IN LAYER CONTROL.
- 3D TIN
- MAJOR CONTOUR 3D
- MINOR CONTOUR 3D

SURVEY PLUS
Address: 8 Amy Street, Moonah, Tasmania, 7009
Phone: 6273 9831
Fax: 6273 8316
Email: admin@surveyplustas.com.au
Mail: PO Box 299, Moonah, Tas, 7009

Project:
DETAIL, CONTOUR & FEATURE SURVEY
COVE HILL FAIR SHOPPING CENTRE
BRIDGEWATER

Drawing:
SITE PLAN

C.T. 34163/1
LOT SIZE: 2.590ha

Drafted by: jld
Approved By: JLD
Date: 7-10-2023
Scale: 1:500@A1
Project/Drawing No: SP23333-01
Revision: A



LEGEND

WT = Water Tap
WM = Water Meter
SV = Stop Valve
FP = Fire Plug
CP = Comms. Pit
ET = Electrical Turret
SWLC = Stormwater Lot Connection
SLC = Sewer Lot Connection
ELC = Electricity Lot Connection
CLC = Communication Lot Connection
WLC = Water Lot Connection
UU = Unclassified Utility
RW = Retaining Wall
B of F = Bottom of Fascia
T of G = Top of Gutter

RCP = Reinforced Concrete Pipe
PVC = Polyvinyl Chloride Pipe
VC = Vitrified Clay Pipe
PE = Polyethylene Pipe

Water - GPR
Power - Direct Connect
Comms - Induction
Stormwater - CCTV/Rodder
Sewer - CCTV/Rodder
Gas - By Tas Gas

SW SEP1 = SW Side Entry Pit
Top RL:44.15±
Out Inv RL:43.54

SW SEP2 = Sw Side Entry pit
Top RL:44.12±
In Inv RL:43.37
Out Inv RL:43.33

Sewer M/H 1 = Sewer Manhole
Top RL:43.92
In Inv RL:43.49
In Inv RL:42.60
Out Inv RL:42.59

SW GP 1 = SW Greated Pit
Top RL:43.84±
In Inv RL:42.69
In Inv RL; 42.67
Out Inv RL:42.65

SW GP 2 = SW Greated Pit
Top RL:44.07±
In Inv RL:42.88
Out Inv RL:42.86

GPS DATA SCALE LOCATION
JOB CONTROL POINT
POINT NO: 3001
DESCRIPTION: R/S IN KERB#
GPS SCALE FACTOR = 1.000402658
E: 519909.267
N: 5268516.677
RL: 46.943
EPU = 0.04±

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Project:
DETAIL, CONTOUR & FEATURE SURVEY
COVE HILL FAIR SHOPPING CENTRE, BRIDGEWATER

Drawing:
PART SITE PLAN

C.T. 34163/1
LOT SIZE: 2.590ha

Drafted by: JLD
Approved By: JLD
Date: 7-10-2023
Scale: 1:250@A1
Project/Drawing No: SP23333-02
Revision: A

COVE HILL ROAD

COVE HILL ROAD

BUILDING
COVE HILL FAIR
Various Materials

HURST STREET

BENCH MARK
Large Nail
RL:45.18

SW Manhole
Top RL:44.55
In Inv RL:43.18
Out Inv RL:43.16

BENCH MARK
Large Nail
RL:44.00

SW Manhole & SEP
Top RL:43.51
Out Inv RL:41.80

Stormwater Manhole
Top RL:43.65
In Inv RL:42.71
Out Inv RL:42.69

BENCH MARK
Large Nail
RL:43.60

SW Manhole
Top RL:43.51
In Inv RL:42.38
In Inv RL:42.58
In Inv RL:43.52
Out Inv RL:42.37

SW Manhole
Top RL:43.51
In Inv RL:42.50
In Inv RL:42.37
Out Inv RL:42.35

Sewer Manhole
Top RL:43.57
In Inv RL:42.04
Out Inv RL:42.02

Sewer Manhole
Top RL:43.87
In Inv RL:41.95
Out Inv RL:41.85

SW Manhole
Top RL:43.89
Out Inv RL:42.71

SW Manhole & SEP
(Broken Lid Not
Opened
Top RL:43.88
Inv RL:42.37

SW Manhole
Top RL:44.29
In Inv RL:41.90
In Inv RL:42.63
In Inv RL:41.93
Out Inv RL:41.89

BENCH MARK
R/Set In Kerb
RL:44.38

BENCH MARK
R/Set In Kerb
RL:44.50

SW Manhole
Top RL:44.14
In Inv RL:43.00
Out Inv RL:42.98

SW Manhole
Top RL:44.55
In Inv RL:43.25

SW Manhole
Top RL:45.83
In Inv RL:45.09
In Inv RL:45.45
Out Inv RL:45.36

SW Manhole
Top RL:45.11
In Inv RL:44.11
Out Inv RL:43.99

SW Manhole
Top RL:45.03
In Inv RL:43.00
In Inv RL:43.45
Out Inv RL:42.95

SW Manhole
Top RL:45.18
Out Inv RL:43.88

SW Manhole
Top RL:45.68
In Inv RL:44.39
Out Inv RL:44.26

SW Manhole
Top RL:44.78
In Inv RL:44.26
Out Inv RL:42.98

SW Manhole
Top RL:45.69
In Inv RL:44.23
Out Inv RL:43.21

SW Manhole
Top RL:45.78
In Inv RL:44.71
Out Inv RL:44.69

SW Manhole
Top RL:45.72
In Inv RL:44.90
In Inv RL:44.88
Out Inv RL:45.72

SW Manhole
Top RL:46.07
Out Inv RL:45.08

SW Manhole
Top RL:45.90
Out Inv RL:45.16

Sewer Manhole
Top RL:46.00
In Inv RL:44.63
In Inv RL:44.75
Out Inv RL:44.59

Sewer Manhole
Top RL:46.21
(Unable to open lid)

Sewer Riser
Top RL:45.95

Stormwater Manhole
Top RL:45.87
In Inv RL:43.87
Out Inv RL:43.86

Sewer M/H 1

SW GP 1

SW GP 2

SW Greated Pit
Top RL:46.59
Out Inv RL:45.77
Bottom of pit RL:45.69

SW Greated Pit
Top RL:43.38
In Inv RL:43.18
Out Inv RL:43.09

BENCH MARK
R/Set In Conc
RL:46.00

BENCH MARK
R/Set In Conc
RL:47.00

BENCH MARK
Spike
RL:48.70

BENCH MARK
R/Set In Kerb
RL:45.77

BENCH MARK
Cut Sqr In Bitumen
RL:45.72

EX. CORNER MARK
Peg
RL:48.84

Top of Parapet Wall RL:52.65
Top of Parapet Wall RL:52.65
Top of Parapet Wall RL:51.68
Top of Parapet Wall RL:51.66
Top of Parapet Wall RL:51.66
Top Parapet Wall RL:49.03
Top Parapet Wall RL:52.50
Top Parapet Wall RL:52.50
Top Parapet Wall RL:52.39
Top of Parapet Wall RL:51.11
Top Parapet Wall RL:51.08

Roof RL:53.60
Apex of Parapet Wall RL:52.65
Roof RL:53.60
Apex of Parapet Wall RL:52.65
Roof RL:48.44

Top of Facade RL:50.72
Bottom of Facade RL:49.41
Top of Facade RL:50.72
Bottom of Facade RL:49.41
Top of Facade RL:51.80
Bottom of Facade RL:50.66
Top of Facade RL:50.72
Bottom of Facade RL:49.41

Floor Level
RL:46.06
Floor Level
RL:46.05
Floor Level
RL:44.91
Floor Level
RL:45.24
Floor Level
RL:46.08

Grease Trap
Top RL:46.04
(Not Opened)
Grease Trap
Top RL:46.02
(Not Opened)
Grease Trap
Top RL:46.00
(Not Opened)

Steps &
Landing

Bus Stop
Sign

Unknown
Utility

Water
Meter
Box

Gate

Cyclone
Security Fence

Concrete
Driveway

Concrete
Traffic
Island

Light
Pole

Trolley
Return
Area

Bitumen Car Park

Grass

Concrete Kerb

Concrete Pedestrian Island

Kerb and Channel

Comms Pit

Sign

FH

LP

SV

BL

LEGEND

WT = Water Tap
WM = Water Meter
SV = Stop Valve
FP = Fire Plug
CP = Comms. Pit
ET = Electrical Turret
SWLC = Stormwater Lot Connection
SLC = Sewer Lot Connection
ELC = Electricity Lot Connection
CLC = Communication Lot Connection
WLC = Water Lot Connection
UU = Unclassified Utility
RW = Retaining Wall
B of F = Bottom of Fascia
T of G = Top of Gutter

RCP = Reinforced Concrete Pipe
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VC = Vitrified Clay Pipe
PE = Polyethylene Pipe

Water - GPR
Power - Direct Connect
Comms - Induction
Stormwater - CCTV/Rodder
Sewer - CCTV/Rodder
Gas - By Tas Gas

SW SEP1 = SW Side Entry Pit
Top RL:44.15±
Out Inv RL:43.54

SW SEP2 = Sw Side Entry pit
Top RL:44.12±
In Inv RL:43.37
Out Inv RL:43.33

Sewer M/H 1 = Sewer Manhole
Top RL:43.92
In Inv RL:43.49
In Inv RL:42.60
Out Inv RL:42.59

SW GP 1 = SW Greated Pit
Top RL:43.84±
In Inv RL:42.69
In Inv RL: 42.67
Out Inv RL:42.65

SW GP 2 = SW Greated Pit
Top RL:44.07±
In Inv RL:42.88
Out Inv RL:42.86

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DETAIL, CONTOUR & FEATURE SURVEY
COVE HILL FAIR SHOPPING CENTRE, BRIDGEWATER

Drawing:
PART SITE PLAN

C.T. 34163/1
LOT SIZE: 2.590ha

Drafted by: JLD
Approved By: JLD
Date: 7-10-2023
Scale: 1:250@A1
Project/Drawing No: SP23333-03
Revision: A



Address: 8 Amy Street, Moonah, Tasmania, 7009 **Phone:** 6273 9831 **Fax:** 6273 8316 **Email:** admin@surveyplustas.com.au **Mail:** PO Box 299, Moonah, Tas, 7009	Project: DETAIL, CONTOUR & FEATURE SURVEY COVE HILL FAIR SHOPPING CENTRE, BRIDGEWATER	Drawing: PART SITE PLAN C.T. 34163/1 LOT SIZE: 2.590ha	Drafted by: JLD Approved By: JLD Date: 7-10-2023 Scale: 1:250@A1 Project/Drawing No: SP23333-04 Revision: A

Stormwater Manhole
Top RL:45.87
In Inv RL:43.87
Out Inv RL:43.86

SW Greated Pit
Top RL:45.38
In Inv RL:43.15
Out Inv RL:43.09

SW Manhole
Top RL:45.03
In Inv RL:43.00
In Inv RL:43.45
Out Inv RL:42.95

SW SEP1
300ø PE
300ø RCP

SW Manhole
Top RL:44.29
In Inv RL:41.90
In Inv RL:42.63
In Inv RL:41.93
Out Inv RL:41.89

SW Manhole
Top RL:45.18
Out Inv RL:43.88

Comms. Pit

SW Side Entry Pit
Top RL:44.39±
Out Inv RL:42.65

SW Side Entry Pit
Top RL:43.82±
In Inv RL:42.96
In Inv RL:42.93
Out Inv RL:42.59

SW Greated Pit
Top RL:44.54±
Out Inv RL:43.78

SW Manhole
Top RL:43.30
In Inv RL:41.50
In Inv RL:41.24
Out Inv RL:41.22

SW Manhole & SEP
Top RL:42.42±
In Inv RL:41.02
Out Inv RL:40.97

SW Manhole
Top RL:40.16
In Inv RL:38.70±

Comms. Pit

Sewer Manhole
Top RL:40.49
In Inv RL:39.56
Out Inv RL:39.52

SW Manhole
Top RL:40.60
Out Inv RL:40.97

Lot Conn.
100ø VC

Light Pole
FH
ET
SV
FP
CP

LEGEND

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SLC = Sewer Lot Connection
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WLC = Water Lot Connection
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RW = Retaining Wall
B of F = Bottom of Fascia
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RCP = Reinforced Concrete Pipe
PVC = Polyvinyl Chloride Pipe
VC = Vitrified Clay Pipe
PE = Polyethylene Pipe

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Power - Direct Connect
Comms - Induction
Stormwater - CCTV/Rodder
Sewer - CCTV/Rodder
Gas - By Tas Gas

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Out Inv RL:43.33

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Top RL:43.92
In Inv RL:43.49
In Inv RL:42.60
Out Inv RL:42.59

SW GP 1 = SW Greated Pit
Top RL:43.84±
In Inv RL:42.69
In Inv RL: 42.67
Out Inv RL:42.65

SW GP 2 = SW Greated Pit
Top RL:44.07±
In Inv RL:42.88
Out Inv RL:42.86

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Fax: 6273 8316
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Mail: PO Box 299, Moonah, Tas, 7009

Project:
DETAIL, CONTOUR & FEATURE SURVEY
COVE HILL FAIR SHOPPING CENTRE, BRIDGEWATER

Drawing:
PART SITE PLAN UNDERGROUND SERVICE LOCATIONS

Drafted by: JLD
Approved By: JLD
Date: 7-10-2023
Scale: 1:250@A1
Project/Drawing No: SP23333-05
Revision: A

SW Manhole
Top RL:44.55
In Inv RL:43.18
Out Inv RL:43.16

SW Manhole & SEP
Top RL:43.51
Out Inv RL:41.80

Stormwater Manhole
Top RL:43.65
In Inv RL:42.71
Out Inv RL:42.69

300ø RCP

250ø RCP

Comms Pit

Sewer Manhole
Top RL:45.68
In Inv RL:44.39
Out Inv RL:44.26

SW Manhole
Top RL:45.69
In Inv RL:44.23
Out Inv RL:43.21

Sewer Riser
Top RL:45.95

FH

150ø PVC

200ø PVC

SW Manhole
Top RL:45.83
In Inv RL:45.09
In Inv RL:45.45
Out Inv RL:45.36

Sewer M/H 1

SW Manhole
Top RL:43.51
In Inv RL:42.38
In Idv RL:42.58
In Inv RL:43.52
Out Inv RL:42.37

SW GP 2

SW GP 1

LP

SV

Sewer Manhole
Top RL:43.57
In Inv RL:42.04
Out Inv RL:42.02

SW Manhole
Top RL:43.51
In Inv RL:42.50
In Inv RL:42.37
Out Inv RL:42.35

Unknown Utility

SW Manhole
Top RL:44.78
In Inv RL:44.26
Out Inv RL:42.98

Light Pole

100ø VC

Sewer Manhole
Top RL:45.78
In Inv RL:44.71
Out Inv RL:44.69

Sewer Manhole
Top RL:46.21
(Unable to open lid)

SW Manhole
Top RL:44.90
In Inv RL:43.89
Out Inv RL:43.82

SW Manhole
Top RL:45.11
In Inv RL:44.11
Out Inv RL:43.99

SW Manhole
Top RL:44.14
In Inv RL:43.00
Out Inv RL:42.98

SW Manhole
Top RL:43.87
In Inv RL:41.95
Out Inv RL:41.85

SW Manhole
Top RL:43.89
Out Inv RL:42.71

SW Manhole
Top RL:42.55
In Inv RL:43.25

SW Manhole & SEP
(Broken Lid Not Opened
Top RL:43.88
Inv RL:42.37

SW Manhole
Top RL:45.90
Out Inv RL:45.16

SW Greated pit
Top RL:46.59
Out Inv RL:45.77
Bottom of pit RL:45.69

SW Manhole
Top RL:45.72
In Inv RL:44.90
In Inv RL:44.88
Out Inv RL:45.72

SW Manhole
Top RL:46.07
Out Inv RL:45.08

Sewer Manhole
Top RL:46.00
In Inv RL:44.63
In Inv RL:44.75
Out Inv RL:44.59

Grease Trap
Top RL:46.04
(Not Opened)

Grease Trap
Top RL:46.02
(Not Opened)

Grease Trap
Top RL:46.00
(Not Opened)

Stormwater Manhole
Top RL:45.87
In Inv RL:43.87
Out Inv RL:43.86

SW Manhole
Top RL:45.89
In Inv C RL:43.34
In Inv D RL:45.29
Out Inv RL:43.28

SW Greated Pit
Top RL:45.38
In Inv RL:43.38
Out Inv RL:43.09

Sewer Manhole
Top RL:45.52
In Inv RL:43.80
Out Inv RL:43.78

Water Meter Box

SW SEP1

SW SEP2

SW Manhole
Top RL:44.29
In Inv RL:41.90
In Inv RL:42.63
In Inv RL:41.93
Out Inv RL:41.89

SW Manhole
Top RL:45.03
In Inv RL:43.00
In Inv RL:43.45
Out Inv RL:42.95

SW Manhole
Top RL:45.18
Out Inv RL:43.88

Comms Pit

ET

LEGEND

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In Inv RL:42.69
In Inv RL: 42.67
Out Inv RL:42.65

SW GP 2 = SW Greated Pit
Top RL:44.07±
In Inv RL:42.88
Out Inv RL:42.86

GENERAL N

1. THIS PLA
EXISTING RI
PHYSICAL
PURPOSE.

2. TITLE BO
AT THE TIM

3. SERVICES
SURVEY. TH
LOCATIONS
PARTICULA
SURVEY.

4. SURVEY
CAUSED TO
NOT.

5. THIS NOT
PLAN OR AI
RENDER TH
SUITABLE F

6. HORIZON

7. VERTICA

8. CONTOUR

9. SURVEY

10. DUE TO
UNDERTAKE
RE-MARK S

11. IMPORTE
DATA FROM
FOR GUIDAN
ACCURACY
PLUS. USER
BOUNDARIE

LIST DATA
- TasWat
- TasWat
- TasWat
- TasWat
- TasWat
- TasWat
- TasWat
- Cadastr
- Building

12. BOUNDA
INFORMATIC
SUBJECT TO

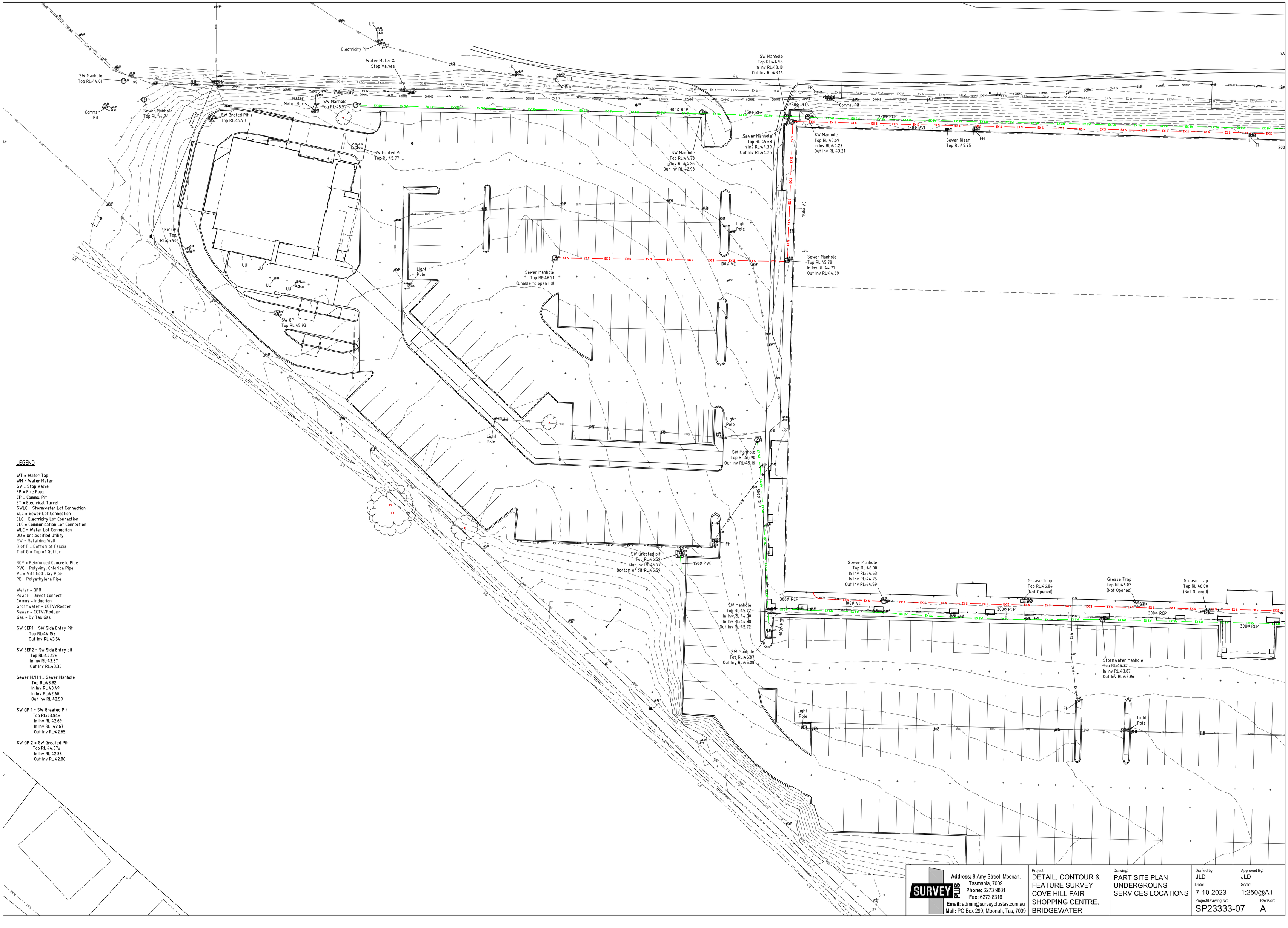
14. 3D DAT
- 3D TIN
- MAJOR
- MINOR C

SURVEY PLUS
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Phone: 6273 9831
Fax: 6273 8316
Email: admin@surveyplustas.com.au
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Project:
DETAIL, CONTOUR & FEATURE SURVEY
COVE HILL FAIR SHOPPING CENTRE, BRIDGEWATER

Drawing:
PART SITE PLAN
UNDERGROUND SERVICES LOCATIONS

Drafted by: JLD
Approved By: JLD
Date: 7-10-2023
Scale: 1:250@A1
Project/Drawing No: SP23333-06
Revision: A



LEGEND

WT = Water Tap
WM = Water Meter
SV = Stop Valve
FP = Fire Plug
CP = Comms. Pit
ET = Electrical Turret
SWLC = Stormwater Lot Connection
SLC = Sewer Lot Connection
ELC = Electricity Lot Connection
CLC = Communication Lot Connection
WLC = Water Lot Connection
UU = Unclassified Utility
RW = Retaining Wall
B of F = Bottom of Fascia
T of G = Top of Gutter

RCP = Reinforced Concrete Pipe
PVC = Polyvinyl Chloride Pipe
VC = Vitrified Clay Pipe
PE = Polyethylene Pipe

Water - GPR
Power - Direct Connect
Comms - Induction
Stormwater - CCTV/Rodder
Sewer - CCTV/Rodder
Gas - By Tas Gas

SW SEP1 = SW Side Entry Pit
Top RL:44.15±
Out Inv RL:43.54

SW SEP2 = Sw Side Entry pit
Top RL:44.12±
In Inv RL:43.37
Out Inv RL:43.33

Sewer M/H 1 = Sewer Manhole
Top RL:43.92
In Inv RL:43.49
In Inv RL:42.60
Out Inv RL:42.59

SW GP 1 = SW Greated Pit
Top RL:43.84±
In Inv RL:42.69
In Inv RL; 42.67
Out Inv RL:42.65

SW GP 2 = SW Greated Pit
Top RL:44.07±
In Inv RL:42.88
Out Inv RL:42.86

SURVEY PLUS
Address: 8 Amy Street, Moonah, Tasmania, 7009
Phone: 6273 9831
Fax: 6273 8316
Email: admin@surveyplustas.com.au
Mail: PO Box 299, Moonah, Tas, 7009

Project:
DETAIL, CONTOUR & FEATURE SURVEY
COVE HILL FAIR SHOPPING CENTRE, BRIDGEWATER

Drawing:
PART SITE PLAN
UNDERGROUNS SERVICES LOCATIONS

Drafted by: JLD
Approved By: JLD
Date: 7-10-2023
Scale: 1:250@A1
Project/Drawing No: SP23333-07
Revision: A

DIAL BEFORE YOU DIG www.1100.com.au

LOCATIONS OF EXISTING SERVICES ARE APPROXIMATE ONLY. EXACT LOCATIONS AND DEPTHS ARE TO BE ACCURATELY LOCATED BY BUILDING CONTRACTOR BY CONTACTING THE RELEVANT AUTHORITIES BEFORE COMMENCEMENT OF ANY WORKS.

EXISTING DN40 SITE AUTHORITY MASTER WATER METER No.2 AND CONNECTION TO REMAIN UNCHANGED.

EXISTING SITE AUTHORITY SEWER CONNECTION TO REMAIN UNCHANGED.

COVE HILL ROAD

EAST DERWENT HIGHWAY

EXISTING BUILDING

COVE HILL SHOPPING CENTRE, BRIDGEWATER

EXISTING 100 AC AUTHORITY WATER MAIN (APPROXIMATE LOCATION)

EXISTING PRIVATE SEWER

EXISTING 150 AUTHORITY SEWER MAIN (APPROXIMATE LOCATION)

EXISTING FIRE HYDRANT BOOSTER AND FIRE SPRINKLER BOOSTER ASSEMBLY WITHIN FIRE SPRINKLER ALARM ROOM TO BE UPGRADED AS REQUIRED TO TFS APPROVAL

PROPOSED LOCATION FOR UPGRADED WATER METER WITH HIGH HAZARD BACKFLOW DEVICE AND FIRE HYDRANT AND FIRE SPRINKLER BOOSTER ASSEMBLY TO BE SIZED AND IN ACCORDANCE WITH TASWATER REQUIREMENTS DURING DESIGN DEVELOPMENT STAGE.

EXISTING DN40 SITE AUTHORITY MASTER WATER METER No. 1, DN150 FIRE HYDRANT AND DN150 FIRE SPRINKLER SERVICE CONNECTION IN GROUND PIT TO BE UPGRADED TO TASWATER REQUIREMENTS AT DEVELOPERS COSTS.

PRIVATE DOMESTIC COLD WATER AND FIRE HYDRANT SERVICES CONNECTED TO EXISTING SUPPLIES IN ACCORDANCE WITH AS3500 & AS2419.

PROPOSED FIRE HYDRANT SUPPLY TO BE CONNECTED INTO EXISTING BRANCH.

No. 11 COVE HILL ROAD

No. 1-3

No. 5

No. 7

No. 2

PROPOSED FIRE HYDRANT AND DOMESTIC COLD WATER TO BE CONNECTED INTO EXISTING COVE HILL SHOPPING CENTRE SERVICES.

PROPOSED HUNGRY JACK'S SANITARY DRAINAGE TO BE IN ACCORDANCE WITH AS3500.2 (INTERNAL DESIGN BY OTHERS)

PROPOSED HUNGRY JACK'S STORMWATER DRAINAGE TO BE IN ACCORDANCE WITH AS3500.3 (INTERNAL DESIGN BY OTHERS AND TO DISCHARGE INTO SITE CIVIL STORMWATER)

PROPOSED HUNGRY JACKS

MIN. 10m FROM BUILDING

TO NEW BUILDING

TO CIVIL

PROPOSED HUNGRY JACKS TRADE WASTE VIA PRE-TREATMENT DEVICES AND GREASE ARRESTOR SIZED TO TASWATER TRADE WASTE POLICY AND GUIDELINES. (INTERNAL DESIGN BY OTHERS)

PROPOSED HUNGRY JACKS PRIVATE DN50 DOMESTIC COLD WATER SUB-METER WITH HIGH HAZARD BACKFLOW DEVICE LOCATED ON EXTERNAL WALL IN VANDAL PROOF CAGE. (INTERNAL DESIGN BY OTHERS).

PROPOSED PRIVATE SEWER TO CONNECT INTO EXISTING AUTHORITY MANHOLE INSTALLED TO AS3500 AND TASWATER REQUIREMENTS.

NEW PROPERTY DN150 CONNECTION INSPECTION SHAFT AND CONNECTION INTO EXISTING SEWER MANHOLE BY TASWATER CONTRACTOR AT DEVELOPERS COSTS.

AUTHORITY SEWER MANHOLE RL40.49 IN39.52 -970 DEEP

AUTHORITY STORMWATER MANHOLE RL40.60 IN39.47 -1130DEEP

EXISTING 300 RCP AUTHORITY STORMWATER MAIN (APPROXIMATE LOCATION)

EXISTING 150 PVC AUTHORITY SEWER MAIN (APPROXIMATE LOCATION)

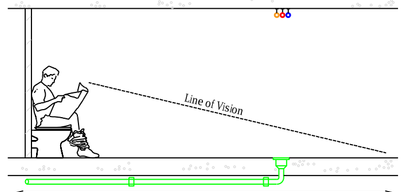
HURST STREET

Key Plan / North Point:

Issue	Date	Description	Int.	App.
P1	12/10/23	PRELMINARY ISSUE	RP	RP

COORDINATED REFERENCE DRAWINGS

SERVICE	DRAWING NUMBER	ISSUE	DATE
ARCH			
MECH			
STRUCT			
ELEC			
CIVIL			



SERVICES TO BE INSTALLED BELOW SLAB - OUT OF STRATA

NOTE: SYMBOLS ARE DRAWN IN THE CORRECT POSITION BUT ARE NOT SHOWN TO SCALE. DO NOT SCALE OFF THIS DRAWING. USE NOTED DIMENSIONS AND ARCHITECTURAL DRAWINGS ONLY

THIS DRAWING IS NOT FOR CONSTRUCTION UNLESS ENDORSED BELOW:
PROJECT VERIFIERS NAME: Ryan Petkovich
PROJECT VERIFIERS SIGNATURE: DATE:

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Consultant:

EUREKA DESIGNS PTY LTD
PO Box 4738
HOBART TAS 7000
Ph 0401 095 868
Email: info@eureka.com.au
Web: eurekadesigns.com.au
A.B.N.: 15 621 198 196

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Client:

SUSTAINABLE ENGINEERING TAS
15/3 ABERNANT WAY,
CAMBRIDGE TAS 7170
CONTACT: MEG KLUVER-JONES
Phone No. 0481 821 050

Architect:

DKO
90-94 ROKEBY STREET,
COLLINGWOOD VIC 3066
CONTACT: DOMINIC GAETANI
Phone No. 03 8601 6000

Project:

HUNGRY JACK'S - BRIDGEWATER
COVE HILL SHOPPING CENTRE,
11 COVE HILL ROAD,
BRIDGEWATER TAS 7030

Drawing Title:

HYDRAULIC SERVICES
CONCEPT SERVING PLAN
SITE PLAN

Status: DEVELOPMENT APPLICATION

Project No:	Scale:	No. In Set:
230719	(A1) 1:200	1 OF 1
Dwg No:		Issue:
CP-001		01

ORIGINAL SIZE: A1

FILE NAME & PATH: C:\Eureka Designs\Projects\2023\Ph230707 - Cove Hill Shopping complex - master planning\Drawings\Current Drawings\CP-001.dwg
PLOT DATE & TIME: 12 Oct. 2023 - 3:47pm
PLOTTED BY: 'Ryan Petkovich'

Hobart Office
Tenancy 1B, Level 1, 199 Collins Street
Hobart TAS 7000

1300 657 402

www.adgce.com

19 October 2023

Attention: Kelly Min
Brighton Council
1 Tivoli Road
OLD BEACH TAS 7017

Dear Kelly,

Re: 11 COVE HILL ROAD, BRIDGEWATER
RE: APPLICATION NO. DA 2023 / 00099 RFI DATED 29/06/2023
27348.001 / C L001, HOBART

Please find the below responses to the stormwater queries (summarised as italicised below) raised in the letter dated 29 June 2023.

3. *Stormwater Management*

Please provide an amended proposal plan showing all existing and proposed services to the site, including information outlined in section 2.6, Table 15 of DEP & LGAT (2021). Tasmanian Stormwater Policy Guidance and Standards for Development. Derwent Estuary Program and Local Government Association of Tasmania (Hobart, Australia).

The piped stormwater drainage system must be designed to comply with all of the following:

(a) be able to accommodate a storm with a 5% AEP when the land serviced by the system is fully developed;

Please refer to the attached sketch SK-001 which indicates an indicative stormwater alignment and sizing. The inground pipework has been sized for a 1% AEP event to ensure all storm events are captured and conveyed to the proposed drainage management solution.

(b) stormwater runoff will be no greater than pre-existing runoff, or any increase can be accommodated within existing or upgraded public stormwater infrastructure.

Please refer to the attached sketch SK-002 which indicates a reduction between the pre and post-development scenarios in peak flow runoff for all events over the 5% AEP.

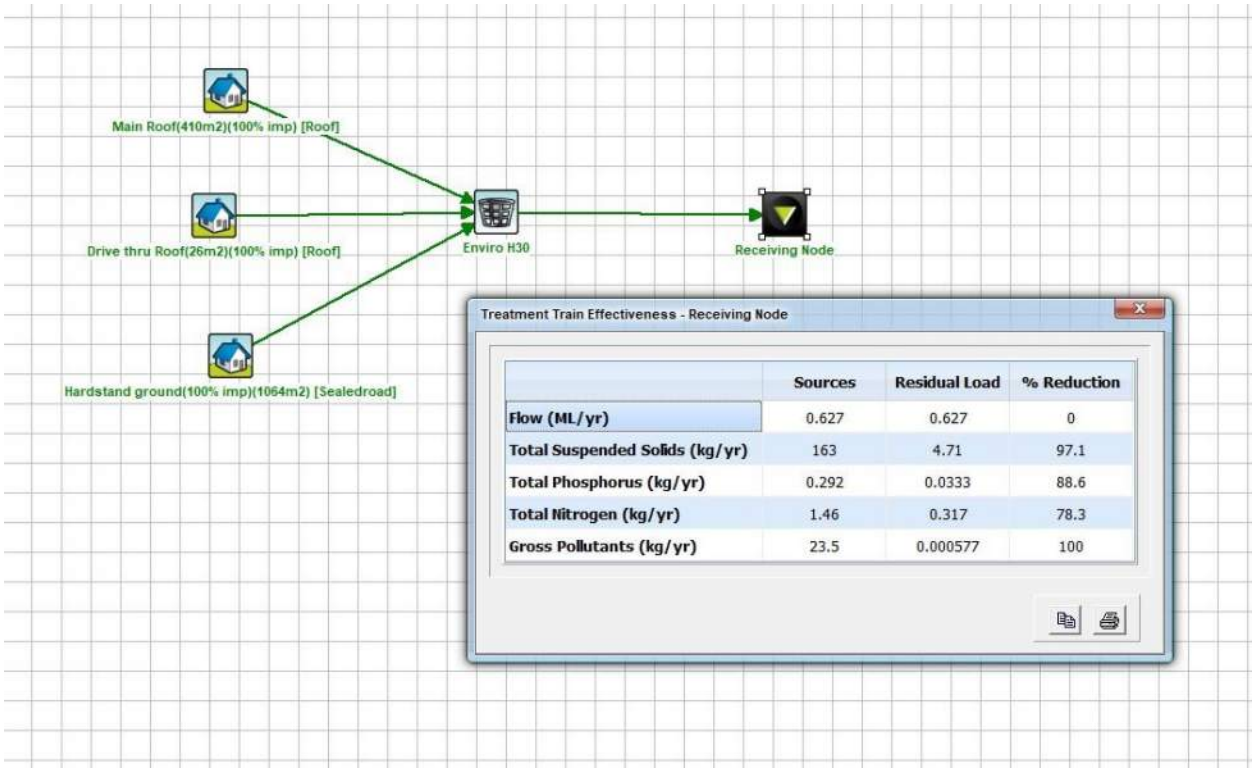
The development must consider an overland flow path to accommodate a storm with a 1% AEP.

Please refer to the attached sketch SK-001. Runoff in the 1% AEP event will be throttled at the proposed stormwater management solution to mimic pre-development conditions and will be converted to sheet flow at the outlet and conveyed to the Lawful Point of Discharge at the sites southern corner.

Stormwater quality from the site must meet the following:

- Standard Stormwater Treatment Requirements specified in Table 3 Water Quality Treatment *Targets in DEP AND LGAT TASMANIAN STORMWATER POLICY GUIDANCE AND STANDARDS FOR DEVELOPMENT 2021 V1.*

ENVIRO Australis has recommended an Enviro H30 pollutant treatment device to meet the stormwater treatment reductions as specified in the LGAT TASMANIAN STORMWATER POLICY GUIDANCE AND STANDARDS FOR DEVELOPMENT 2021 V1. The treatment train for the proposed stormwater quality improvement device is shown below which indicates that these target reductions have been met.



	Sources	Residual Load	% Reduction
Flow (ML/yr)	0.627	0.627	0
Total Suspended Solids (kg/yr)	163	4.71	97.1
Total Phosphorus (kg/yr)	0.292	0.0333	88.6
Total Nitrogen (kg/yr)	1.46	0.317	78.3
Gross Pollutants (kg/yr)	23.5	0.000577	100

- *Runoff from the developments must be 'visually free' of hydrocarbons prior to entering the public stormwater system.*

The proposed pollutant treatment device will treat runoff to a suitable level prior to discharge to the public stormwater system.

Advice: No servicing details have been provided with the application. There are known capacity issues in the public stormwater system downstream of the proposed development. It is likely that stormwater will need to be managed such that there is no increase in runoff from the site over existing conditions.

General Manager's consent is required for connection to the public stormwater system in accordance with the Urban Drainage Act. Conditions will be imposed on any planning permit for the conveyance and quality of stormwater in accordance with the State Stormwater Strategy. Providing the information submitted is satisfactory, and planning permit conditions met, General Managers Consent will be granted.

The above advice has been noted. A reduction between the pre and post-development scenarios in peak flow runoff for all events over the 5% AEP has been achieved.

Please confirm this proposed arrangement is acceptable to Council. The proposed works are non-worsening on the existing arrangement, and propose to help address the risk of overland flow flooding into the existing development at 78 Athleen Avenue.

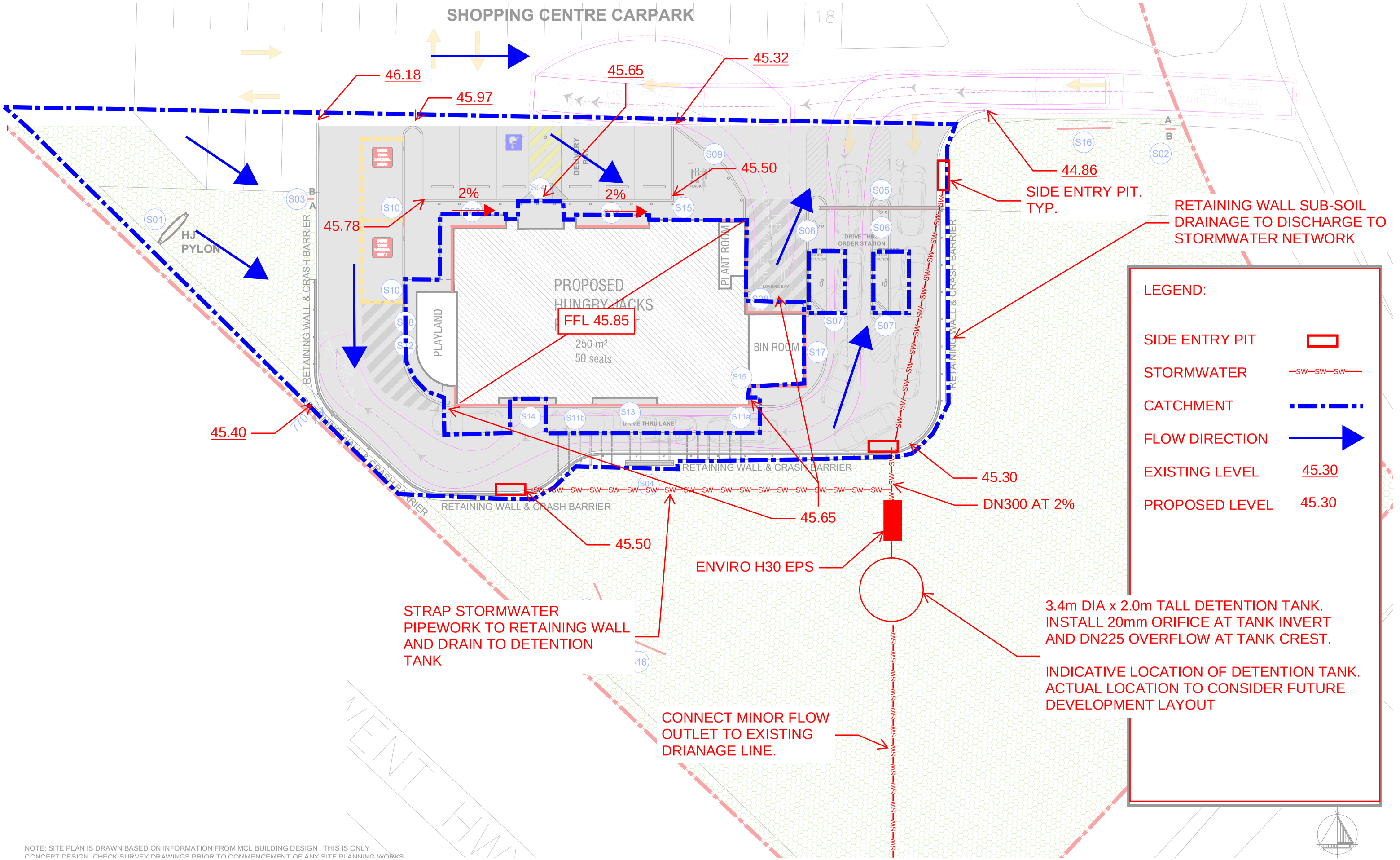
Kind regards,



HARRIS DAVIDSON
Senior Engineer - Civil
BEng (Hons) CPEng MIEAust CPESC
ADG ENGINEERS (AUST) PTY LTD

Attachments:

- *SK-001: Preliminary Stormwater Management Plan*
- *SK-002: Preliminary XP-STORM Results*
- *ENVIRO H30 Specification and Plans*



NOTE: SITE PLAN IS DRAWN BASED ON INFORMATION FROM MCL BUILDING DESIGN . THIS IS ONLY CONCEPT DESIGN. CHECK SURVEY DRAWINGS PRIOR TO COMMENCEMENT OF ANY SITE PLANNING WORKS

Rev	Date	Description
A	18.10.2023	ISSUED FOR INFORMATION

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Client: KALIS GROUP PTY LTD	Discipline: CIVIL		Status: PRELIM
Project Name: COVE HILL SHOPPING CENTER	Designed By: HD	Checked By: AS	Approved By: BL
	Project No.: 27348	Drawn By: HD	Scale: NTS (at A3)

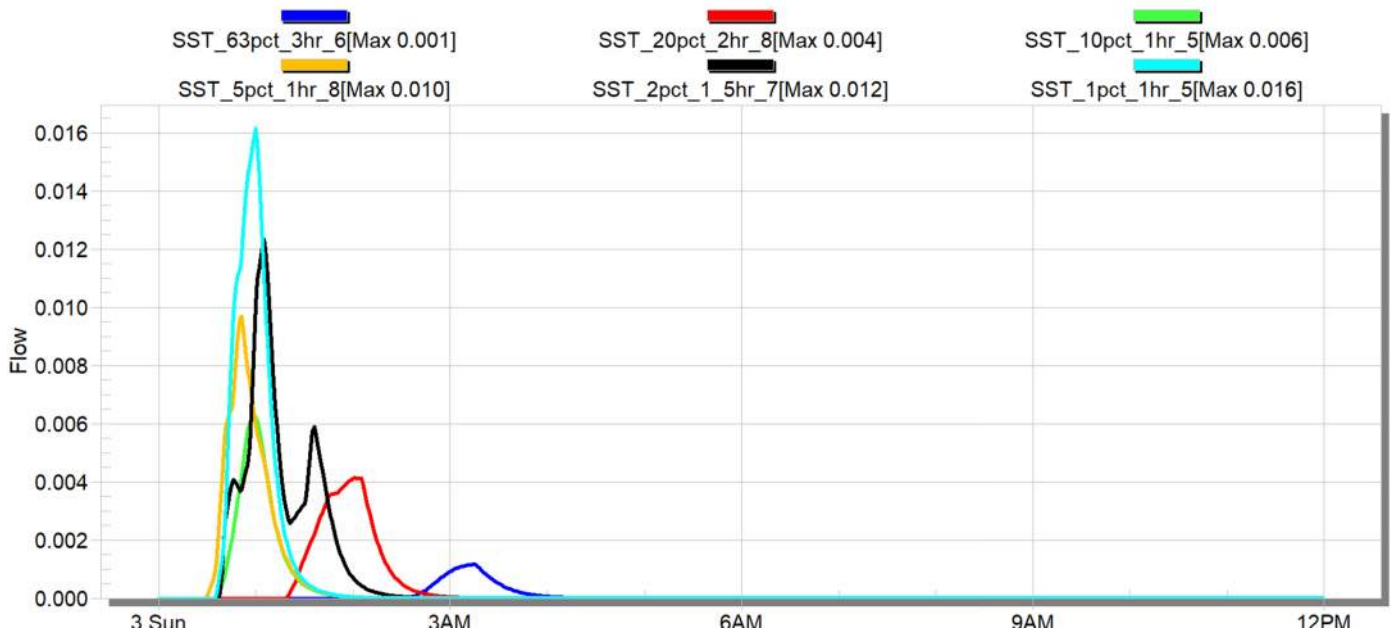
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Title: PRELIMINARY STORMWATER MANAGEMENT PLAN

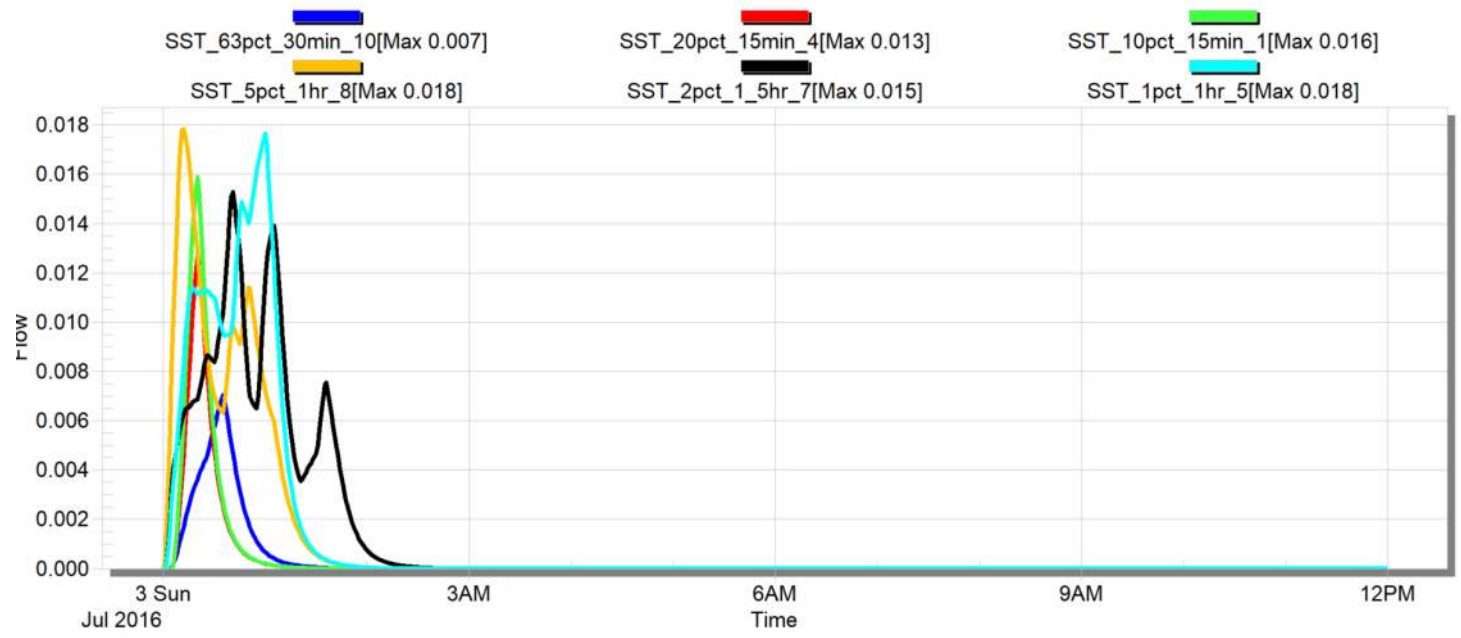
Drawing No.: SK-001

Revision: A

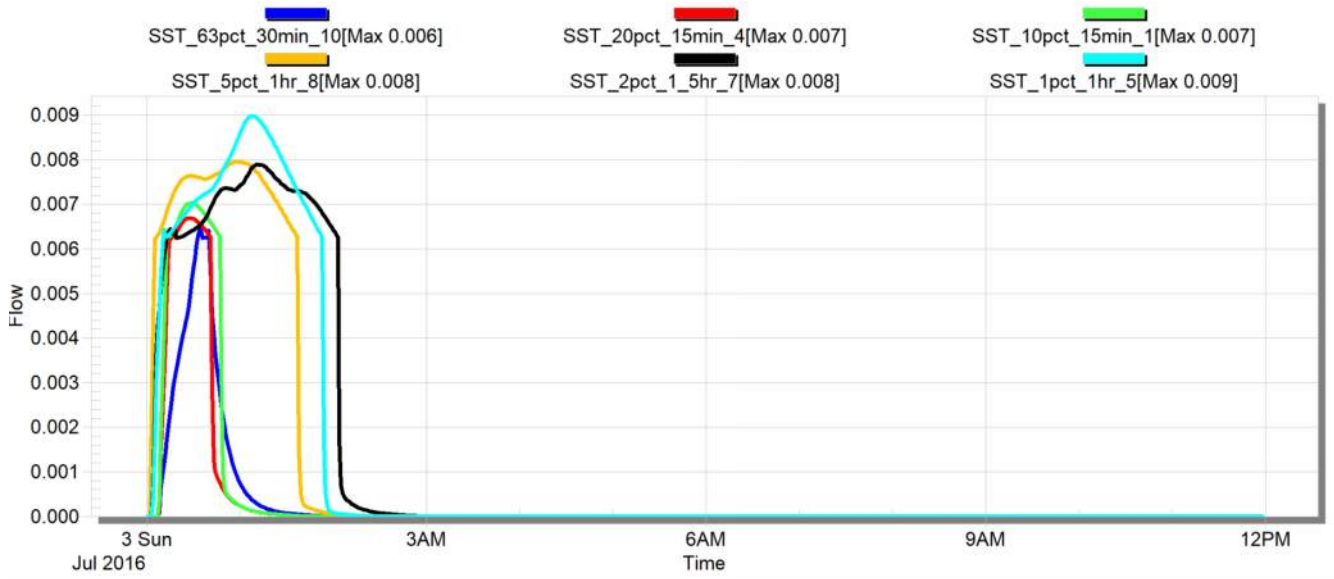
PRE-DEVELOPMENT PEAK FLOW



POST-DEVELOPMENT UNMITIGATED PEAK FLOW



POST-DEVELOPMENT MITIGATED PEAK FLOW



Name	Storm	Node Name	Flood Loss	Max Water Elev	Max Water Dep	Max Volume	Freeboard
POST	SST 63pct 3	POST	0.000	100.030	0.030	0.270	1.970
POST	SST 20pct 1	POST	0.000	100.324	0.324	2.912	1.676
POST	SST 10pct 1	POST	0.000	100.552	0.552	4.967	1.448
POST	SST 5pct 1hr	POST	0.000	101.178	1.178	10.605	0.822
POST	SST 2pct 1 5	POST	0.000	101.142	1.142	10.276	0.858
POST	SST 1pct 1hr	POST	0.000	101.870	1.870	16.832	0.130

Rev	Date	Description
A	18.10.2023	ISSUED FOR INFORMATION

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Client: KALIS GROUP PTY LTD

Project Name: COVE HILL SHOPPING CENTER

Discipline: CIVIL

Status: PRELIM

Designed By: HD | Checked By: AS | Approved By:

Project No.: 27348 | Drawn By: HD | Scale: NTS (at A3)

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Title: PRELIMINARY STORMWATER MODEL RESULTS

Drawing No.: SK-002

Revision: A



FLOW RATES BASED AT 1% PIPE GRADIENT:-

TREATED FLOW..... 22 L/SEC
GROSS FLOW..... 123 L/SEC

MASS:

(BASED ON "D" CLASS COVERS)

TOTAL MASS (FOR MINIMUM INVERT) : 2.850 TONNE

Enviro H30

General Notes

The Enviro 'H' series is an Australia Designed and Manufactured Device for the removal of pollutants including oils from run-off water. The Enviro 'H' Series is normally installed in-line within new or existing drainage pipes and can be adapted to be installed in an open channel if required. The device does not require any power, utilising the energy in the water flow to separate and contain pollutants for periodical removal by evacuation equipment. Internal surface can be inspected and washed as required, whilst screens can be removed and also cleaned if and as required.

The Enviro 'H' Series are a unique oil/water Separator as well as a Stormwater Quality Improvement Devices (SQID's) which has undergone extensive performance stress testing by independent authorities. These tests indicate compliance with Environmental Protection Authority (EPA) Legislation and Guidelines which prohibit the discharge of pollutants into stormwater. The aim of the Enviro 'H' Series is to restore water quality to a safe and environmentally sustainable state, which pre-existed urbanisation. The application is aimed at any catchment, where an oil spill risk may exist.

Recommendations made in the Australian Run-Off Quality Guideline 2007 (ARQ) are adhered to. The 'H' models also comply with EN-858-1, Class 1 oil/water separators.

Specifications: -

1. Design service life 100 years for fixed parts and 25 years for replacement parts
2. Hydraulic Resistance k factor = 0.425
3. Inlet to outlet differential = 25mm
4. Concrete chamber, risers and cover slabs are designed and manufactured in accordance with AS3600-2009 and under Quality Assurance 9001.
5. Covers are designed and tested in accordance with AS3996 – 2006 Access Covers and Grates
6. Internal components are manufactured from high grade, stainless steel to comply with International Corrosion Standards. There is no welding used. This complies with advice from both the American and Australian Institute of Engineers warning that welded stainless steel exposed to bacterial charged water can result in early corrosion and failure.
7. 'H' Series performance testing verifies the following pollutant removal rates. The testing was performed across a range of concentrations and flow rates which replicated various run-off water conditions and confirmed: -

S.NO	Pollutants	Minimum Reduction Required	Test Reduction Achieved
7.1	Total Suspended Solids	80%	86%
7.2	Total phosphorus	60%	97%
7.3	Total Nitrogen	45%	85%
7.4	Gross Pollutants	90%	100%
7.5	Total Hydrocarbons	99.95%	99.95%

8. The lower storage chamber has the capacity to hold the annual load discharged from a catchment based on the ARQ Section 3.7 recommended allowance of 1m3/ha/ann.
9. Treated flow through the Enviro 'H' Series is in compliance with EPA definitions, which require the entire catchment run-of to pass through a SQID, until sufficient flows have occurred to mobilise at least 90% of the potential pollutant load.
10. Particle size capture is set to retain all particles greater than 500µ and to then retain a majority of particles to less than 100µ.
11. Hydrocarbon retention occurs in a separate chamber which operates as a best practice oil and grease arrestor
12. Re-suspension of hydrocarbons and all retained materials is prevented by including separate chambers for separation from flow and retention

REV.	DESCRIPTION	DATE	APPROVED
REVISIONS			
R3	Illustration changed	29-Dec-22	LC
R2	2 x 600 x 600 'D' Class covers changed to 1 x 600 x 900 'D' class cover	10-Jun-22	LC
R1	Chamber Wall & Base thickness changed from 150mm to 100mm	21-May-22	LC
0	Technical Specification Created	29-Nov-21	LC

For further assistance: -
Technical Support Ph: .....+61 8 8564 2347
Email: info@enviroaustralis.com.au

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UNLESS OTHERWISE SPECIFIED:
DIMENSIONS ARE IN MILLIMETERS

BENDING RADIUS	K - FACTOR

PREPARED BY	Logesh S
CHECKED BY	LR
APPROVED BY	LC
DATE	29-Dec-22

ENVIRO

TITLE:
ENVIRO H30
SPECIFICATIONS & TECHNICAL DATA

DRAWING NO: ENV-TEC-H30-000-1

MATERIAL: CONCRETE & S/STEEL

ASSEMBLY: H30

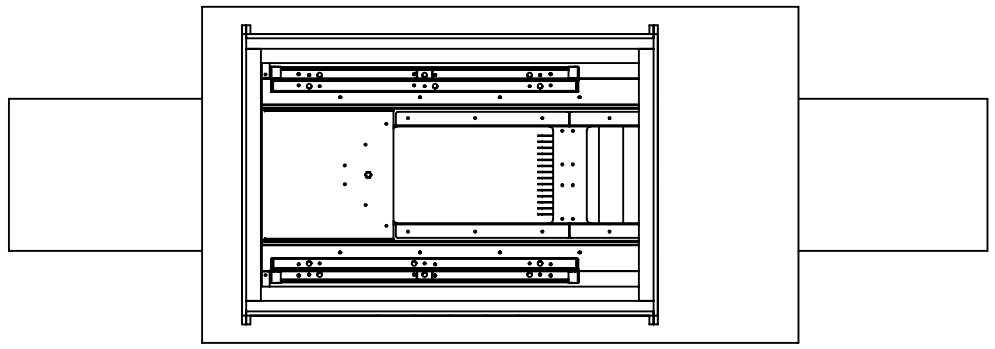
A3

REV: R3

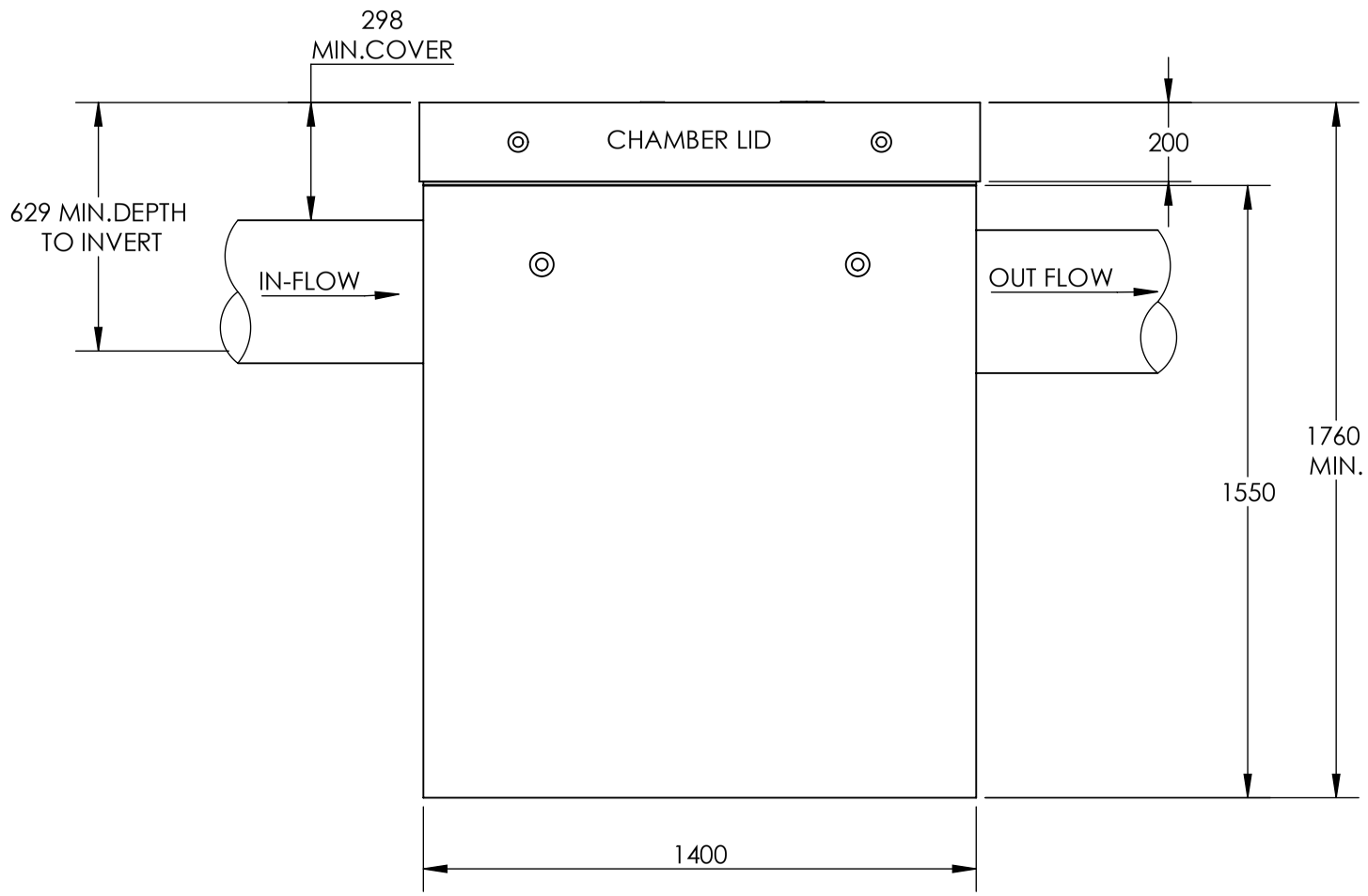
WEIGHT: Kg

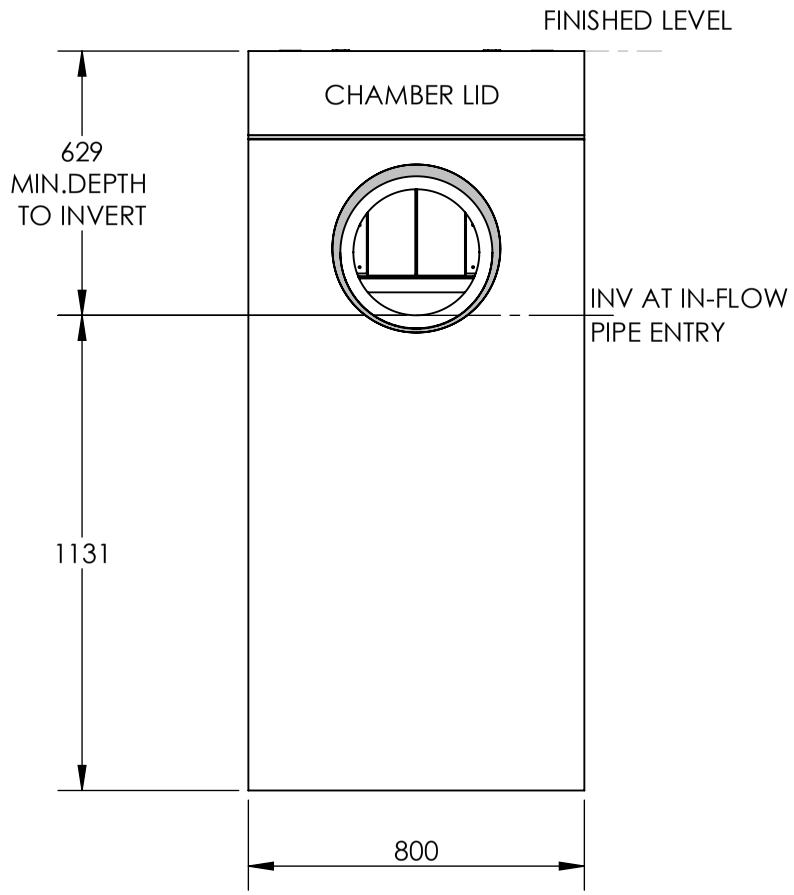
SCALE: NTS

SHEET 1 OF 4



VIEW AS SEEN THROUGH COVERS OPENING
FOR SERVICE AND INSPECTION





CLASS	OVERALL HEIGHT (MIN.)	MIN. DEPTH TO INVERT
'D' CLASS	1760 mm	629 mm

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UNLESS OTHERWISE SPECIFIED: DIMENSIONS ARE IN MILLIMETERS	
BENDING RADIUS	K - FACTOR
PREPARED BY	Logesh S
CHECKED BY	LR
APPROVED BY	LC
DATE	29-Dec-22
MATERIAL: CONCRETE & S/STEEL	
WEIGHT: Kg	

ENVIRO

TITLE:
ENVIRO H30
GENERAL ARRANGEMENT

DRAWING NO: ENV-TEC-H30-000-2

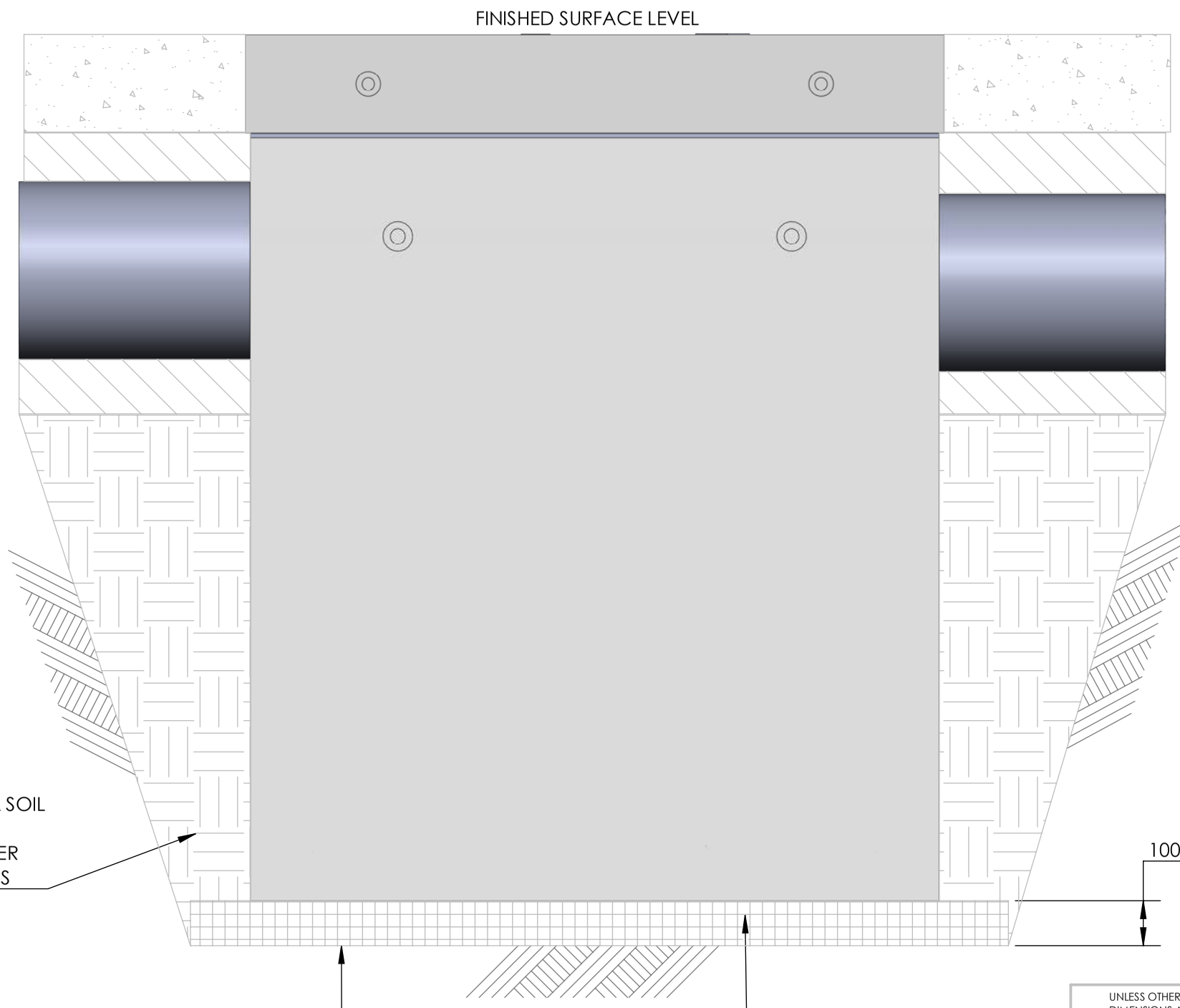
ASSEMBLY: H30

A3

REV: R3

SCALE: NTS

SHEET 2 OF 4



EXCAVATION VOLUME (WITHOUT RISER):

TOTAL EXCAVATION VOLUME - 9.4 m^3

BACKFILL VOLUME FROM CHAMBER BOTTOM
TO PIPE INVERT = 3.11 m^3

BACKFILL VOLUME FROM PIPE INVERT
TO TOP = 4.34 m^3

UNLESS OTHERWISE SPECIFIED: DIMENSIONS ARE IN MILLIMETERS	
BENDING RADIUS	K - FACTOR
PREPARED BY	Logesh S
CHECKED BY	LR
APPROVED BY	LC
DATE	29-Dec-22
MATERIAL: CONCRETE & S/STEEL	
WEIGHT: Kg	

ENVIRO

TITLE:
ENVIRO H30
SITE INSTALLATION

DRAWING NO: ENV-TEC-H30-000-3

ASSEMBLY: H30

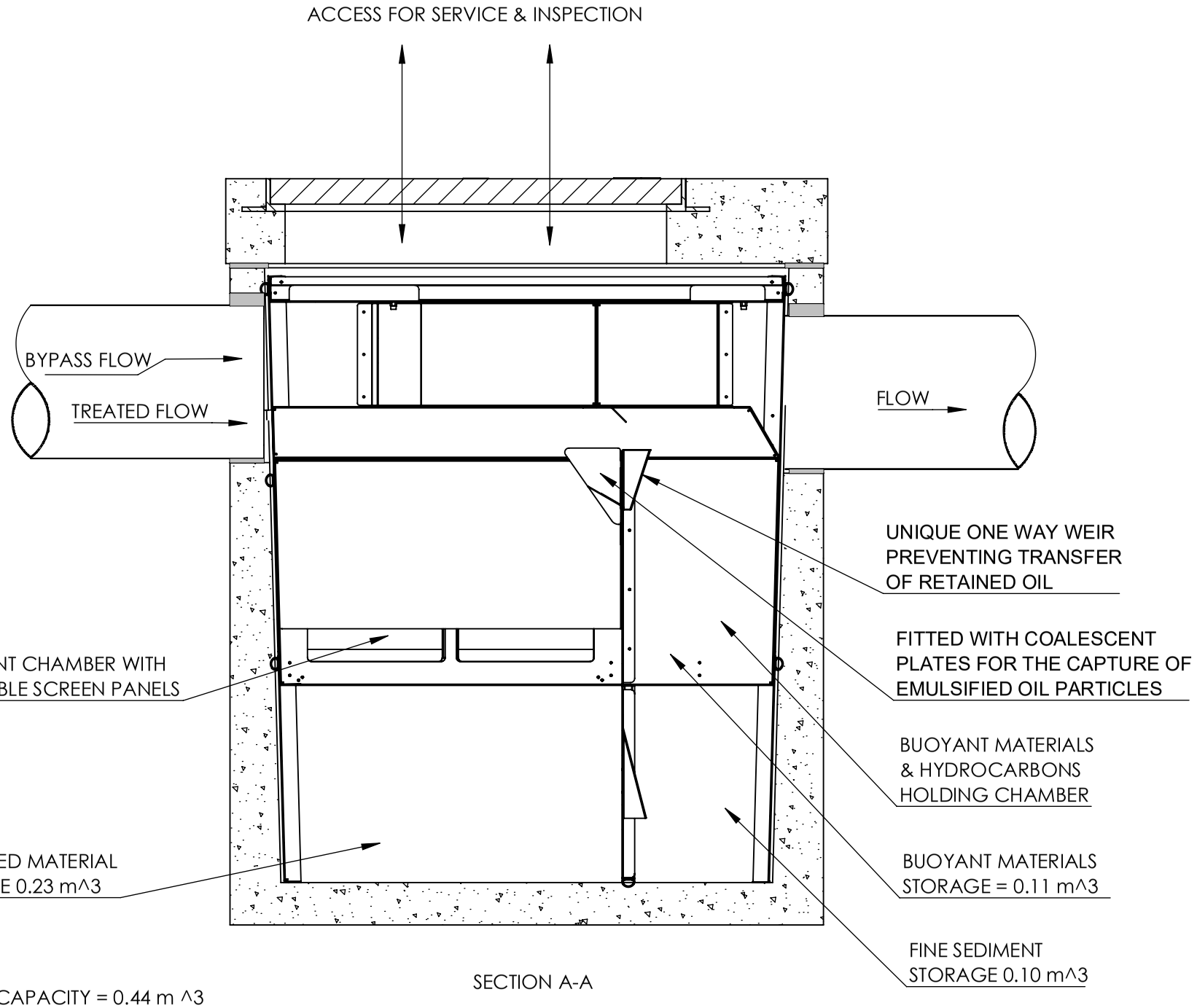
A3

REV: R3

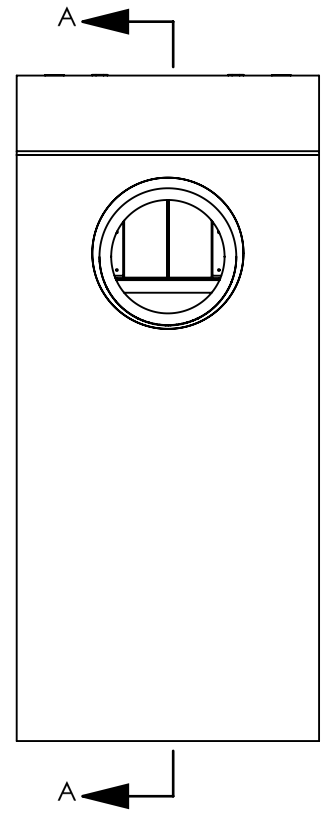
SCALE: NTS

SHEET 3 OF 4

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SECTION A-A



TOTAL STORAGE CAPACITY = 0.44 m ^3

MANUFACTURING GENERAL SPECIFICATIONS
CONCRETE- 32 mpa (minimum)
REINFORCEMENT- SL81, CENTRAL
WALL THICKNESS- 100mm (minimum)

UNLESS OTHERWISE SPECIFIED: DIMENSIONS ARE IN MILLIMETERS	
BENDING RADIUS	K - FACTOR
PREPARED BY	Logesh S
CHECKED BY	LR
APPROVED BY	LC
DATE	29-Dec-22
MATERIAL: CONCRETE & S/STEEL	
WEIGHT: Kg	

ENVIRO

TITLE:
ENVIRO H30
GENERAL OPERATION

DRAWING NO: ENV-TEC-H30-000-4

ASSEMBLY: H30

A3

REV: R3

SCALE: NTS

SHEET 4 OF 4

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Howarth Fisher and Associates
ACN 119 043 051
Structural, Civil and Traffic Engineering

Structural and Civil Engineering
Project Design and Management
Forensic Engineering and Structural Inspections
Research and Development Facilitators

Traffic Engineering
Traffic Management Studies and Traffic Impact Assessment
Expert Witness Representation
Road Safety Audits

Cove Hill Road - Hungry Jack's Development

Traffic Impact Assessment Report

Including RFI dated 6th November 2023



Prepared for
Kalis Group

Date
November 2023

Prepared by
Joanne Fisher

13 Willowdene Avenue
Sandy Bay, 7005
Tasmania
Australia

Phone +61 (0)3 6225 0619
Fax +61 (0)3 6225 0618
Email:info@howarthfisher.com

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Appendix A Development Plans / Autotrack Paths

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	Name	Signature	Date
Authorised by:	**Joanne Fisher**		**November 22 2023**

1. Introduction

1.1 Client Details

This document has been prepared for the following:

Client Name: Kalis Group

Address: GPO Box 404
Hobart
Tasmania
7001

Client Contact: Theo Muir Wilson

1.2 Project Details

The Traffic Impact Assessment (TIA) report is undertaken for the proposed development of Hungry Jack's at Cove Hill Road, Bridgewater. Howarth Fisher and Associates has been engaged by the Kalis Group to undertake a traffic impact assessment for proposed developments at Cove Hill Road, Bridgewater and to assess the traffic engineering impacts under the provision of the Tasmanian Planning Scheme – Brighton.

The proposed Hungry Jack's development has a site area of 250m^2. The proposal is for a drive through Hungry Jacks facility to be located near the Hurst Street frontage and provides provision for B99 light vehicles and a 12.5m heavy rigid vehicle (HRV) to service the site. In addition to the drive through provision for at least 9 vehicles, there is one accessible bay, one light vehicle delivery bay, 4 longer stay parking spaces and 3 bike racks.

A copy of the proposed development plans can be found at **Appendix A.**

1.3 Traffic Impact Assessment

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of the roads and transport networks and identify reasonable solutions to address these impacts. A TIA should not only include general impacts relating to traffic management but should also

consider specific impacts on all road users, including sustainable transport modes such as bus, ferry, pedestrians and cycling networks as well as service and heavy vehicles and parking.

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, Traffic Impact Assessment Guidelines, August 2020. This TIA has also been prepared with reference to the:

- Austroads publication, Guide to Traffic Management, Part 12: Traffic Impacts of Developments, 28 April, 2020.
- Roads and Maritime Services NSW, RTA, Guide to Traffic Generating Developments, 2002, NSW, and the RMS, TDT2013/04a (superceded the 2002, Guide).
- Australian/New Zealand Standard, AS/NZS 2890.1:2004, Parking facilities Part 1: Off-street car parking.
- Australian Standards, AS:2890.2:2018, Parking facilities Part 2: Off-street commercial vehicle facilities.
- Australian/New Zealand Standard AS/NZS 2890.6:2009, Parking facilities Part 6: Off-street parking for people with disabilities.
- Tasmanian Planning Scheme – Brighton

Land use developments generate traffic movements as people move to, from and within a development. Without a clear understanding of the type of traffic movements (including cars, service vehicles, buses, taxis, bicycles and pedestrians), the scale of their movements, timing, duration and location, there is a risk that this traffic movement may contribute to safety issues, unforeseen congestion or other problems where the development connects to the road system or elsewhere on the road network. A TIA attempts to forecast these movements and their impact on the surrounding transport network.

A TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and person movements to and from a development site might affect existing road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

This TIA addresses the relevant clauses within Code C2, Parking and Sustainable Transport Code and C3.0 Road and Railway Asset Code, Tasmanian Planning Scheme.

2. Scope of Consultancy

The scope of consultancy involves the following:

- To obtain background information and plans, including traffic volume data, accident history, road parameters etc.
- To undertake a site visit to measure road parameters.
- Liaise with Brighton Council, architects and planners.
- To assess existing and proposed trip generation rates.
- To assess the compliance with C2.0 Parking and Sustainable Transport Code and C3.0 Road and Railways Assets Code within the Tasmanian Planning Scheme – Brighton and other Standards as stated below and address performance criteria if necessary:
    - Access provision
    - Access configuration (AS/NZS 2890.1:2004 and AS 2890.2:2018).
    - Parking requirements (AS2890.1).
    - Parking layout and requirements for accessible, bicycle and motorcycle parking.
    - Car park design and circulation
    - Road cross widths/ driveway (AS2890.1).
    - Servicing requirements.
- To assess the access to the site by sustainable transport modes and linked and multipurpose trips.
- Assess circulation paths for access to and from the site.
- Assess impact on intersections in the vicinity of the site.
- To run Autotrack on the concept layout plan.
- Document findings in a Traffic Impact Assessment report and on plans.

3. Referencing Documents

The following documents and drawings have been supplied from Kalis Group and others in preparation of this report:

- Drawing for Hungry Jack's at proposed site dated 30th March 2022.
- Coles Click and Collect site plans.
- Tasmanian Planning Scheme – Brighton.
- AS/NZS 2890.1: Off street parking - 2004
- AS/NZS 2890.2: Commercial Vehicle Facilities - 2018

4. Location of the Development



Figure 1: Location map showing surrounding street network (Source: ListMap)

5. Existing Situation

5.1 Site Details

The site is located at Cove Hill Road Shopping Centre site in Bridgewater, the site has frontage to both Cove Hill Road and Hurst Street.

Cove Hill Road is classified as a collector road, providing both a through traffic route to the arterial road network as well as access to the land uses located along its length. Hurst Street is predominantly an access road whose main function is to provide access to the properties located along its length.

5.2 Road Width

Cove Hill Road was measured to be 4.9 metres wide. There is no footpath on Cove Hill Road. Hurst Street was measured to be 9.5 metres wide. The footpath width is measured to be approximately 2.4 metres wide.



Figure 2: Cove Hill Road measured to be 4.9 metres wide.



Figure 3:. Hurst Street measured to be 9.5 metres wide.

5.3 Traffic Volumes

A traffic volume count was undertaken by Howarth Fisher and Associates on 19th April 2023 to obtain more recent counts during peak hours. In line with standard traffic engineering practice, peak hourly counts are typically representative of 10% of the Annual Average Daily Traffic flow. The peak hourly traffic counts have been forecasted below:

The results are tabulated below:

Date	Location	Peak Hour Traffic Volume	Approx. daily traffic flow (based on 10% peak hr flow) AADT
19th April 2023	**Cove Hill Road**		2100 vehicles per day
	Direction towards Hurst Street	90 vehicle per hour	
	Direction Towards East Derwent Highway	140 vehicles per hour	

	Hurst Street		3390 vehicles per day
	Direction Towards Cove Hill Road	198 vehicles per hr	
	Direction Towards Letitia Grove	141 vehicles per hr	

Table 1: Traffic Volume Counts from survey data, Howarth Fisher and Associates April 2023

5.4 Posted Speed Limits

The posted speed limit along Cove Hill Road in the vicinity of the site is 60 km/hr. The posted speed limit on Hurst Street is 50km/hr.

5.5 Accident History

In line with standard traffic engineering practice the accident history for the past five (5) years has been obtained from the Department of State Growth Tasmania. The accidents have been summarised in the respective sections in the vicinity of the site as follows.

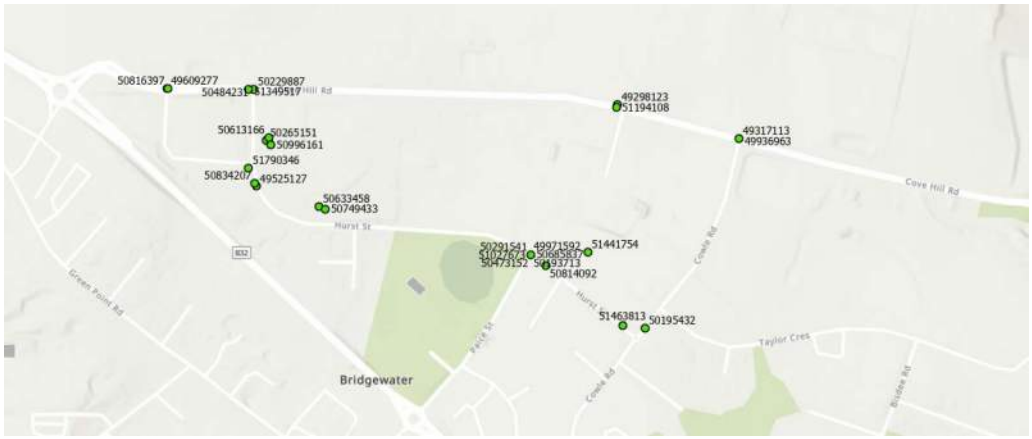


Figure 4: Locations of accidents for the past five years in the vicinity of the site (Source: Department of State Growth).

5.5.1 Cove Hill Road

There have been five (5) accidents at Cover Hill Road in the vicinity of the site. Four (4) accidents involved two light vehicles and one (1) accident involved a single light vehicle.

In terms of severity, the accidents were classified as the following:

- Three (3) were property damage only accidents.
- One (1) was reported as minor accident.
- One (1) was reported as serious accident.

5.5.2 Intersection of Cover Hill Road and Hurst Street

There have been two (2) accidents at the intersection of Cover Hill Road and Hurst Street in the past five years. The collisions were reported as property damage only involving two (2) light vehicles in each accident. The causes of the accidents were cross traffic and vehicle pulling out.

5.5.3 Hurst Street

There have been five (5) accidents on Hurst Street in the past five years. Four (4) were property damage only accidents and one (1) was reported as a serious accident.

The vehicles involved in the collisions were as follows:

- One (1) of the collisions involved two (2) light vehicles.
- One (1) of the collisions involved two (2) light vehicles and pedestrians.
- Three (3) of the collisions involved one (1) light vehicle and one (1) heavy vehicle.

5.5.4 Near Hurst Street

There have been six (6) accidents within the area between Cove Hill Road and Hurst Street in the vicinity of the site. All accidents involved two (2) light vehicles and were classified as property damaged only.

6. Assessment of Trip Generation

6.1 Existing Trip Generation Rates

Given this is a greenfield site, there are currently no trips generated by this site.

6.2 Proposed Trip Rates

The NSW, RTA, Guide to Traffic Generating developments, 2002 and superseded by the RMS, TDT 2013/04a is a nationally recognised reference document for determining trip generation rates to various land uses.

6.2.1 Drive – in take away food outlets

As outlined in the NSW, RTA Guide surveys in 1990 of McDonalds and Kentucky Fried Chicken outlets found substantially different generation rates. Gross floor area did not provide a basis for assessment.

Rates – McDonalds

Evening peak hour vehicle trips

Assume 180 veh/hr for average development (mean of survey results).

Factors

Daily vehicle trips depend largely on the hours of operation. Sites open for breakfast will generate more daily traffic than sites open only from lunch to dinner.

For sensitivity test, assess effect of 230 vehicles per hour (maximum of survey results). The proportion of passing trade is typically 35%. This discount should be taken into account in assessing external traffic impact.

Rates – Kentucky Fried Chicken

Evening peak hour trips

Assume 100 veh/hr for average development (mean of survey results)

For sensitivity test, assess effect of 120veh/hr (maximum of survey results).

Factors

Daily vehicle trips depend on hours of operation.

The peak site traffic generation surveyed was 190 veh/ hr (two way) with a mean of 150 veh/ hr on weekdays and 120 veh /hr on weekends. The proportion of passing trade is typically at least 50%.

Land Use	**Floor Area associated with this land use** **Rate**	**Trips per peak hour.**
Hungry Jack's[1]	230 veh / hr 35% discount (passing trade)	150 trips/ hr
TOTAL		**Assumed ~150 per peak hour**

Table 2: Generation associated with the existing development (Source NSW, RTA, Guide to Traffic Generating Developments, 2002 and RMS TDT 2013/04a).

6.3 Tasmanian Planning Scheme - Brighton Requirements

In line with the provisions of the Tasmanian Planning Scheme - Brighton the traffic generation has been assessed in accordance with the requirements below:

[1] McDonalds typically reflect worst case and therefore has been used as the basis for this assessment.

,

C3.1 Code Purpose

The purpose of the Road and Railway Assets Code is:

C3.1.1 To protect the safety and efficiency of the road and railway networks; and

C3.1.2 To reduce conflicts between sensitive uses and major roads and the rail network.

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

Objective:	
To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.	
Acceptable Solutions	**Performance Criteria**
A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing. **A1.2** For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.	**P1** Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to: (a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road;

Table C3.1 Acceptable increase in average annual daily traffic to and from the site (total of ingress and egress)

Location of vehicular traffic	**Amount of acceptable increase in annual average daily traffic to and from the site (total of ingress and egress)**	
	Vehicles up to 5.5m long	**Vehicles longer than 5.5m long**
Vehicle crossing on major roads and private level crossings	10% or 10 vehicle movements per day, whichever is the greater	10%
Vehicle crossings on other roads	20% or 40 vehicle movements per day, whichever is the greater	20% or 5 vehicle movements per day, whichever is the greater

Given there is an increase of more than 40 vehicles on annual average daily traffic associated with the proposed Hungry Jack's development to and from the site, an assessment against the performance criteria has been undertaken.

(a) Any increase on traffic caused by the use;

The trip generation associated with the proposed Hungry Jack's site has been based on the worst-case scenario of assessing the development against the criteria of a McDonalds drive through. The use will lead to an increase in traffic along Cove Hill Road and Hurst Street (which is located closest to the proposed development site). It is anticipated that there would be a maximum increase of 150 vehicles per hour associated with the use.

The traffic generated will be largely local traffic and predominantly light vehicles.

(b) The nature of the traffic generated by the use;

The traffic generated will be largely local traffic and predominantly light vehicles.

(c) The nature of the road;

The site can be accessed via both Cove Hill Road, which is a collector road, providing both a through traffic and access function and Hurst Street which is an access road. Both roads provide existing access to the Cove Hill Shopping Centre site which also has a KFC located on the site. There is no issue with either of these roads being used to access the proposed Hungry Jack's development site in terms of capacity based on traffic volume counts undertaken by Howarth Fisher and Associates during the evening peak hour in the vicinity of the Covehill Shopping Centre site. A two lane two way road has capacity of 800 pcu / hr / lane to maintain a good level of service[2].

(d) The speed limit and traffic flow of the road;

Hurst Street is subject to a 50km/hr posted speed limit and Cove Hill Road is subject to a 60km/hr posted speed limit.

(e) Any alternative access to a road;

It is not proposed to provide any additional accesses associated with this use.

(f) The need for the use;

The development will provide a convenient fast-food facility in proximity to an existing residential and commercial centre, thereby reducing the demand for travel.

(g) Any traffic impact assessment;

This will be fulfilled within this report.

(h) Any written advice received from the road authority.

N/A

6.4 Multi-Purpose and Linked Trips

The incidence of linked and multi-purpose trips can reduce overall trip generation. A linked trip is a trip taken as a side track trip from another trips. For example, a person calling into the centre on the way home from work. A multi-purpose trip is where more than one shop or facility is visited. The location of the proposed Hungry Jack's site would encourage and facilitate the prevalence of both linked and multi-purpose trips. As outlined in the report

[2] Reference Austroads Guide to Traffic Management part 3 – Transport Study and Analysis – Table 5.2

the development will result in a considerable proportion of linked and multi-purpose trips, estimated to be approximately 35%. It is likely that the majority of the trips will be short distance trips from the surrounding residential and commercial areas as opposed to impacting on the major arterial network.

7. Assessment of Access

7.1 Existing Situation Access Width

The existing access to the site is via Cove Hill Road and Hurst Street are shown in the photographs below.

There are three separate existing accesses (two provide combined access and egress) and there is one separate access for ingress and one separate egress only which is into the site as shown in the photographs below. The access shown in the photographs below shows the one way ingress into the site and the one way egress which also provides a one way route for buses to drop off at the bus shelter which is integrated into the shopping centre site. This is the nearest access and egress to the proposed Hungry Jacks site,



Figure 5: Hurst Street Access this is the one way ingress located nearest the proposed Hungry Jacks Site



Figure 6: Hurst Street Access this is a one way egress



Figure 7: Hurst Street Secondary Access providing access and egress to the shopping centre car park



Figure 8: Cove Hill Road Access providing combined access and egress

7.2 Proposed Access

The access design is in accordance with the provisions of the accepatable solution as outlined in the table C2.2 of the Tasmanian Planning Scheme – Brighton outlined overleaf:

7.2.1 Planning Scheme Access Widths Requirements

Table C2.2 Internal Access Way Widths for Vehicles

Number of parking spaces served	Internal access way widths	Passing bay dimensions for two-way traffic in addition to the access way width
1 to 5	A width not less than 3m.	2m wide by 5m long, plus entry and exit tapers, every 30m, unless on land within the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone or Open Space Zone.
6 to 20	(a) A width not less than 4.5m for the first 7m from the road carriageway and 3m thereafter, and (b) At changes of direction or intersections have: (i) an internal radius of not less than 4m, or (ii) a width more than 4.2m.	2m wide by 5m long, plus entry and exit tapers, every 30m.
21 and over	A width not less than 5.5m.	Not applicable

Figure 9: Internal access way widths for vehicles (Source: Tasmanian Planning Scheme – Brighton Table C2.2).

There are currently three accesses to the Covehill Shopping Centre site. All of the accesses are greater than 5.5 metres wide and therefore the site is in line with the acceptable solution.
The following addresses the second RFI from Brighton Council. Brighton Council had concerns around the lack of control measures to guide vehicle movements, however, a number of new and existing measures are to be implemented.

The existing one-way entry into the site is to be kept. This will make crossings for pedestrians simpler and safer. The one-way entry is sited next to the one-way bus turning facility. The conversion to a two way access and egress will

8. Access Provision

The proposal involves maintaining existing accesses off the road network and therefore is in line with the acceptable solution outlined below. To maintain the stormwater treatment shown on the southern side of the development (below a retaining wall and crash barrier), it can be accessed by driving across the paddock to service.

Acceptable Solutions	Performance Criteria
A1	**P1**
The number of accesses provided for each frontage must:	The number of accesses for each frontage must be minimised, having regard to:
(a) be no more than 1; or	(a) any loss of on-street parking; and
(b) no more than the existing number of accesses,	(b) pedestrian safety and amenity;
whichever is the greater.	(c) traffic safety;
	(d) residential amenity on adjoining land; and
	(e) the impact on the streetscape.

Figure 10: Number of accesses for vehicles (Source: Tasmanian Planning Scheme – Brighton C2.6.3).

9. Assessment of Sight Distance

9.1 Tasmanian Planning Scheme - Brighton Requirements

The following capture is taken from clause C2.6.2 of the Tasmanian Planning Scheme:

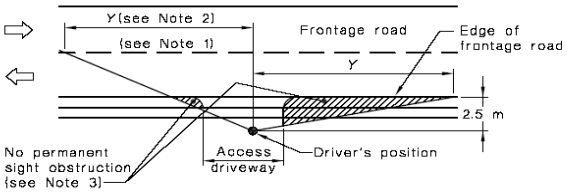
C2.6.2 Design and layout of parking areas

Objective:
That parking areas are designed and laid out to provide convenient, safe and efficient parking.

Acceptable Solutions	**Performance Criteria**
A1.1 Parking, access ways, manoeuvring and circulation spaces must either: (a) comply with the following: (i) have a gradient in accordance with *Australian Standard AS 2890 - Parking facilities, Parts 1-6*; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) comply with *Australian Standard AS 2890- Parking facilities, Parts 1-6.*	**P1** All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to: (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area; (i) the proposed means of parking delineation; and (j) the provisions of *Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking* and *AS 2890.2 -2002 Parking facilities, Part 2: Offstreet commercial vehicle facilities.*

Figure 11: Design and layout of parking areas (Source: Tasmanian Planning Scheme – Brighton).

Sight distance is a function of vehicle speed. As outlined in the Tasmanian Planning Scheme – Brighton, sight distance requirements must be in line with the requirements of AS2890.1: Off Street Parking 2004. The section of AS2890.1 relating to sight distance can be found below. The sight distance requirements for Hurst Street and Cove Hill Road are 69 metres and 83 metres respectively.



Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2nd and 3rd columns
100	139	160	
110	153	190	

Figure 12: Sight distance requirements (Source: AS2890.1: Off Street Parking 2004).

9.2 Hurst Street

The sight distance along Hurst Street has been measured as follows.

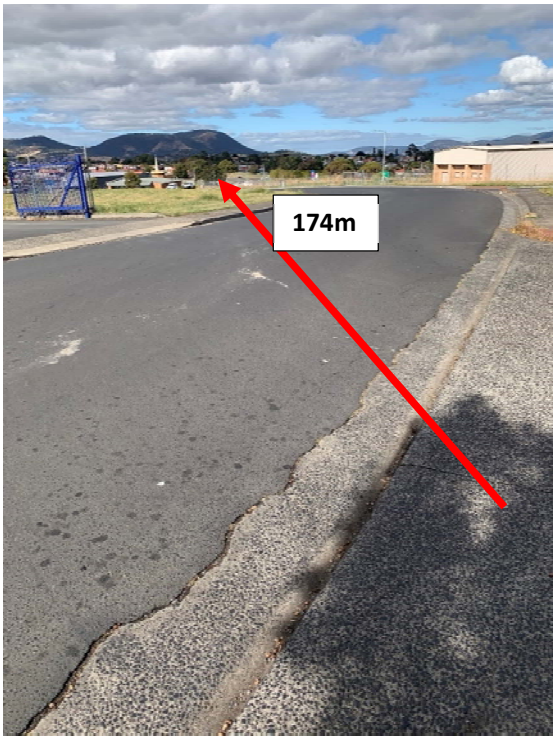


Figure 13: The sight distance towards west to the medical centre was measured to be 174 metres.



Figure 14: The sight distance from the access towards Cove Hill Road was measured to be 105 metres.

The sight distance availability meets the requirements of *Acceptable Solution*, as required by the Tasmanian Planning Scheme – Brighton in both directions given it complies with the sight distance requirements of AS2890.1.

The sight distance meets the requirements of the acceptable solution of the Tasmanian Planning Scheme given the sight distances in either direction exceeds 69 metres.

9.3 Sight Distance at Secondary Access on Hurst Street

The sight distance at the secondary access on Hurst Street, in the vicinity of the proposed development, is shown in the photographs below.



Figure 10: The sight distance to the west was measured to be 72 metres to the west



Figure 11: The sight distance towards Cove Hill Road was measured to be 51.8 metres to the east.

The sight distance towards Cove Hill Road (although not in line with the requirements of AS2890.1 is the maximum sight distance that can be achieved given the location of the Cove

Hill Road / Hurst Street intersection. The location of the intersection will result in the speed of the vehicles going past the access being reduced as vehicles either speed up after slowing to turn or decelerate as they approach.

9.4 Cove Hill Road

The sight distance at the access onto Cove Hill Road was measured as shown below:

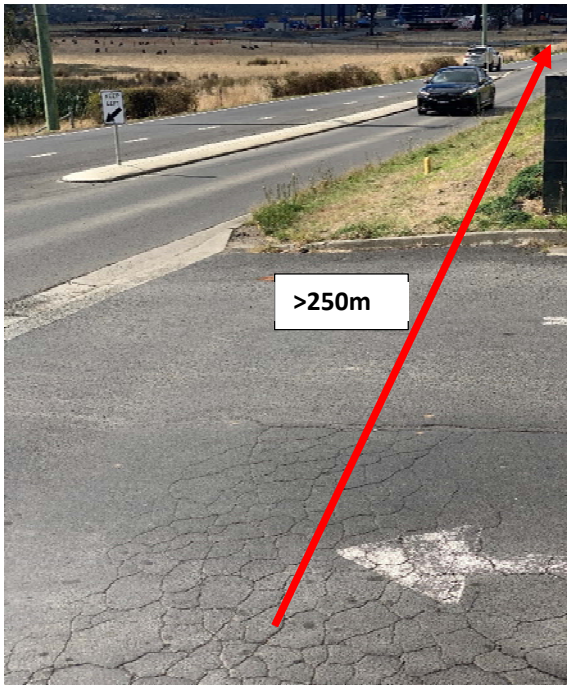


Figure 10: The sight distance towards Hurst Street to the East from the Cove Hill Road access was measured to be in excess of 250 metres.



Figure 15: The sight distance towards the roundabout to the West was measured to be 130 metres.

The sight distance availability meets the requirements of *Acceptable Solution*, as required by the Tasmanian Planning Scheme – Brighton in both directions given it complies with the sight distance requirements of AS2890.1.

The sight distance meets the requirements of the acceptable solution of the Tasmanian Planning Scheme given the sight distances in either direction exceeds 83 metres.

10. Assessment of Parking

10.1 Existing Situation

There are currently 323 car parking spaces associated with the Cove Hill Shopping Centre development. There has been a recent application approved for the removal of 8 car parking spaces associated with the approved for Coles Click and Collect facility, leading to a minor reduction of car parking spaces in the vicinity of the Hungry Jacks site (315 spaces). A request has been made to Brighton Council to obtain the permit requirement but could not be traced.

The proposed Hungry Jack's development, despite the majority of the development taking place on a greenfield site, will impact on 16 spaces in the existing shopping centre carpark. This is necessary to facilitate the Drive through and pedestrian linkages. There will be 6 new parking spaces including one disabled parking space will be provided in their place.



Figure 16: Showing the location of the proposed Hungry Jack's site.

10.2 Parking Demand Surveys

Parking Surveys were undertaken by Howarth Fisher and Associates at certain times of the day to assess the current demand for parking at the site. The results of the surveys are tabulated overleaf:



Figure 13: Showing the parking supply at the Cove Hill Shopping Centre site.

There are 315 parking spaces on the site (excluding the parking bays associated with the KFC drive through).

Date and Time of Survey	**No of Unoccupied Spaces**	**Percentage unoccupied**	**Available Bays before 85%[3] capacity is reached**
Thursday 13 / 4 / 23 1pm	125/ 315	39%	153 spaces
Thursday 23/ 4 / 23 4.30pm	160/315	51%	118 spaces
Thursday 23 / 4 /23 5.30pm	172/315	54%	106 spaces

Table 3: Parking Occupancy Survey – Howarth Fisher and Associates – Thursday 13th April and Thursday 20th April 20223

[3] The 85%ile occupancy is generally accepted as full, given there will be a percentage of circulating traffic looking to park.

10.2.1 Tasmanian Planning Scheme – Brighton Parking Requirements

Based on the requirements of Tasmanian Planning Scheme – Brighton, an assessment has been undertaken to determine the required parking spaces in compliance with the planning scheme.

The Tasmanian Planning Scheme – Brighton has been used to assess the requirements of the proposed development.

Land Use	Parking Rates	Total Requirement
Hungry Jack's Drive Through 250 m2)	Take away food premises 1 space per 15 m^2 of floor area (including any outdoor dining areas) + 6 queuing spaces for drive through (if applicable) unless subject to Clause C2.5.5	**17 spaces + 6 queuing spaces**
TOTAL		**17 spaces + 6 queuing spaces**

Table 4: Parking requirements for the proposed Development (Source: Tasmanian Planning Scheme – Brighton).

10.3 Proposed Parking Provision

There is a proposal to provide 5 car parking spaces (including 1 accessible bay) plus one service loading bay and 3 bicycle racks plus queuing space for at least 8 vehicles.

Given there is a shortfall of spaces, the performance criteria have been addressed below:

C2.5.1 Car parking numbers

Objective:

That an appropriate level of car parking spaces are provided to meet the needs of the use.

Acceptable Solutions	Performance Criteria
A1	**P1.1**
The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if: (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces	The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to: (a) the availability of off-street public car parking spaces within reasonable walking distance of the site; (b) the ability of multiple users to share spaces because of: (i) variations in car parking demand over time; or (ii) efficiencies gained by consolidation of car parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site; (d) the availability and frequency of other transport
car parking is required; or (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: N = A + (C- B) N = Number of on-site car parking spaces required	(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; (f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (g) the effect on streetscape; and (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.

(a) The availability of off-street public car parking spaces within reasonable walking distance of the site;

The site is surrounded by car parking associated with the Cove Hill Shopping Centre. The Covehill Shopping Centre Car Park site has plenty of available parking that could be utilised by customers of the proposed Hungry Jack's. Howarth Fisher and Associates have undertaken car parking occupancy surveys which show that there are available unoccupied spaces that can be utilised.

(b) The ability of multiple users to share spaces because of

i) Variations in car parking demand over time:

There are a number of different land uses at the Cove Hill Shopping Centre site, for example, the supermarket will peak on a Thursday and Friday between 4.30pm - 5.30pm whereas the Hungry Jack and KFC development will peak during lunchtime 12pm - 2pm and 5.30pm - 6.30pm.There are several land uses within the shopping centre which will close at or before 5pm and certainly will not peak during the evening (coffee shops, cafes catering for the breakfast and lunchtime market as well as service type uses. Therefore, there is some temporal demand associated with the overall site. The nature of the proposed site is to provide drive-through and dine-in fast food and beverages to customers. Therefore, a high vehicle turnover rate is anticipated on site. It is anticipated that the parking will be fast turnover short stay spaces.

ii) Efficiencies gained by consolidation of car parking spaces;

The site is within a shopping centre, and therefore there are several uses within the development. It is typical for visitors to the shopping centre to visit more than one shop or service provider located within the Covehill Shopping Centre site. Customers of the Hungry Jack's site are also going to be customers of the Covehill Shopping Centre. If all car parking requirements are assessed separately, then there would be double or triple counting (possibly more) associated with the overall site. There needs to be some consideration and a discount apportioned to the site.

c) the availability and frequency of other transport

There are a number of alternative transport modes that can be utilised to access the site. The Hungry Jack's site is located just off Hurst Street and is located near a large residential catchment, making the site easily accessible by foot and bicycle as well as public transport.

e) any site constraints such as existing buildings,

The Hungry Jack's development is located on a vacant site at the edge of the Cove Hill shopping centre car park. This area of the site is located at the periphery of the site, and it was observed that this area of the car park was the least utilised, given the distance from the main entrance to the shopping centre.

f) *The availability accessibility and safety of on street parking, having regard to the nature of the road, traffic management and other uses in the vicinity.*

There is some on street parking availability on Hurst Street. However, given the availability of the off-street parking supplied, it is unlikely that this will be required.

g) the effect on streetscape

Given the parking will be located on the Covehill Shopping Centre site it is not anticipated that there will be any impact on streetscape.

h) Any assessment by suitably qualified person of the actual parking demand having regard to the nature and scale of the development.

A high vehicle turnover rate is anticipated on site. It is anticipated that the parking will fast turnover short stay provision associated with a drive through, fast food development. There is significant spare capacity available on and off the site in the

unlikely event it is required especially in the vicinity of the proposed development on the periphery of the site where parking demand is lowest.

10.3.1 Parking Capacity

The 85th percentile is typically considered to be the traffic engineering standard for assessing parking capacity. Shopping Centres typically peak on Thursday and Friday evenings. As outlined in the NSW RTA Guide the peak trip generation typically occurs on a Thursday.

10.4 Impact of the Development on On-Street Parking

Given all parking can be provided off street there will be minimal impact on on-street parking. Notwithstanding the above there is capacity on street to cater for any surplus car parking demand.

10.5 Construction of Parking Areas

C2.6.1 Construction of parking areas

Objective:

That parking areas are constructed to an appropriate standard.

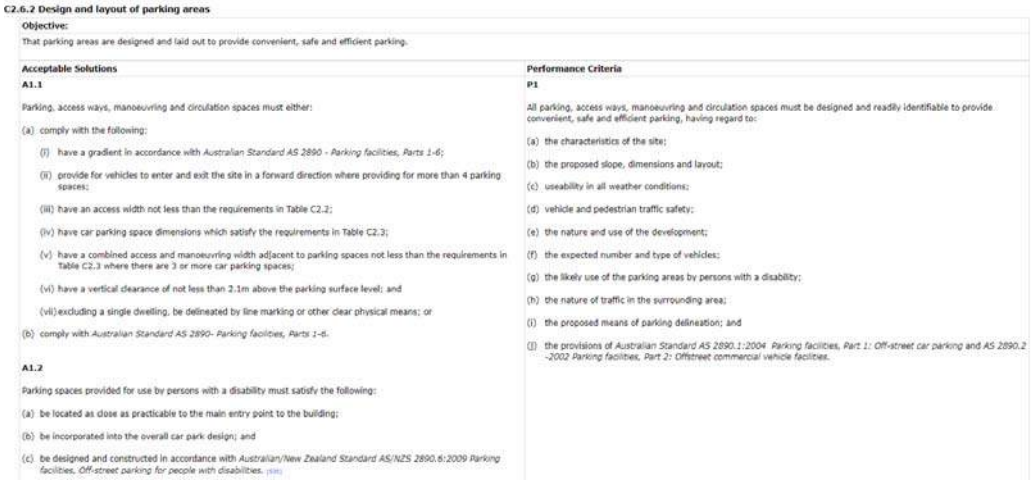
Acceptable Solutions	Performance Criteria
A1	**P1**
All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.	All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to: (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.

Figure 17: Construction of parking areas (Source: Tasmanian Planning Scheme – Brighton).

The car park and drive through will be constructed in sealed all weather pavement and drained in line with the requirements of the acceptable solution.

10.6 Design and Layout of Parking Areas

The proposed development complies with the acceptable solution of the Planning Scheme.



C2.6.2 Design and layout of parking areas

Objective:

That parking areas are designed and laid out to provide convenient, safe and efficient parking.

Acceptable Solutions	Performance Criteria
A1.1 Parking, access ways, manoeuvring and circulation spaces must either: (a) comply with the following: (i) have a gradient in accordance with *Australian Standard AS 2890 - Parking facilities, Parts 1-6*; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) comply with *Australian Standard AS 2890- Parking facilities, Parts 1-6*. **A1.2** Parking spaces provided for use by persons with a disability must satisfy the following: (a) be located as close as practicable to the main entry point to the building; (b) be incorporated into the overall car park design; and (c) be designed and constructed in accordance with *Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities*.	**P1** All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to: (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area; (i) the proposed means of parking delineation; and (j) the provisions of *Australian Standard AS 2890.1:2004 Parking facilities, Part 1: Off-street car parking* and *AS 2890.2 -2002 Parking facilities, Part 2: Offstreet commercial vehicle facilities*.

Figure 18: Design and layout of parking areas (Source: Tasmanian Planning Scheme – Brighton).

The proposed car park will be designed in accordance with the acceptable solution.

The proposed layout of the parking can be found in **Appendix A**. The gradient of the car park is in line with the requirements of AS2890.1, the entry and exit exceed the required 5.5metre width for car parking areas serving more than 21 spaces, the bay dimension exceed those outlined in table C2.3 below, have no vertical clearance issues and manoeuvring space which makes provision for 12.5metre vehicle to reverse into the delivery bay. The proposal will provide the appropriate road marking delineation.

10.7 Dimensions and Manoeuvring

The parking bay dimension requirements are 2.6-metre-wide x 5.4-metre long with 6.4 metre aisles. Whilst it is acknowledged that the Tasmanian Planning Scheme – Brighton. The bays and aisles proposed for the 90 degree angle bays (except for the accessible bay) slightly exceed the requirement and are 2.7metres wide with 6.6metre access and manoeuvring width.

Table C2.3 Dimensions of Car Parking Spaces and Combined Access and Manoeuvring Space Adjacent to Parking Spaces

Angle of car spaces to manoeuvring space	Combined access and manoeuvring width	Car park widths	Car park length
Parallel	3.6m	2.3m	6.7m
45 degrees	3.5m	2.6m	5.4m
60 degrees	4.9m	2.6m	5.4m
90 degrees	6.4m	2.6m	5.4m
90 degrees	5.8m	2.8m	5.4m
90 degrees	5.2m	3m	5.4m
90 degrees	4.8m	3.2m	5.4m

Notes to Table C2.3:

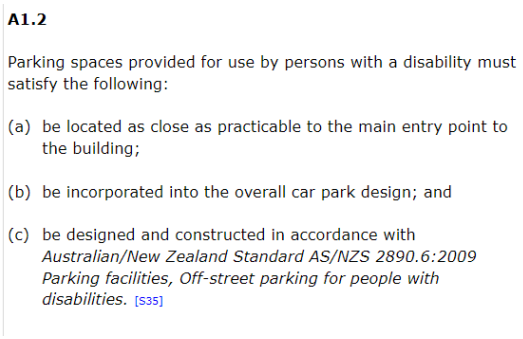
(1) If entry to the car space is from a road, the combined access and manoeuvring width may include the road.

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Figure 19: Dimensions of car parking spaces and combined access and manoeuvring space adjacent to parking spaces (Source: Table C2.3 Tasmanian Planning Scheme – Brighton).

10.8 Accessible Parking

In line with the Tasmanian Planning Scheme – Brighton requirements are outlined in section A1.2 of C2.6.2 below:



A1.2

Parking spaces provided for use by persons with a disability must satisfy the following:

(a) be located as close as practicable to the main entry point to the building;

(b) be incorporated into the overall car park design; and

(c) be designed and constructed in accordance with *Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.* [S35]

Figure 20: Design and layout of parking areas A1.2 acceptable solutions (Source: C2.6.2 Tasmanian Planning Scheme – Brighton).

In line with the BCA (NCC) there is a requirement for one accessible bay.

Land Use	Accessible Parking Rates	Total Requirement
Hungry Jack's Drive Through	1	1
TOTAL		**TOTAL 1 accessible bay**

Table 5: Carparking spaces for people with a disability D3.5 (Source: National Construction Code (NCC)).

In line with the acceptable solution, there is a requirement for one accessible bay for the 15 parking spaces on site. This has been provided in line with the requirements of AS2890.6:2009 and Part A6-NCC:2019. The bay is located close to the main entry point to the Hungry Jack's and an accessible path of travel to the main entrance has been provided.

10.9 Motorcycle Parking

There is no requirement for motorcycle parking to be provided on the development site, the performance criteria outlined in the Tasmanian Planning Scheme – Brighton has been satisfied as outlined in Table C2.4. below

Table C2.4 Motorcycle Parking Space Requirements

Number of car parking spaces required for a use	Number of motorcycle parking spaces required for a use
0-20	No requirement
21-40	1 space
41 or more	1 space for every additional 20 car parking spaces required

Figure 21: Motorcycle parking space requirements (Source: C2.4 Tasmanian Planning Scheme – Brighton).

10.10 Bicycle Parking Requirements

In line with the requirements of the Tasmanian Planning Scheme – Brighton, the bicycle parking requirements have been calculated below. It should be noted that in line with note a) if the result is not a whole number the requirement is to the nearest whole number:

Land Use Class	Bicycle Parking Rates	Total Requirement
Hungry Jack's Drive Through Bottle Shop 250m^2	1 space per 75m^2 of floor area	**3 bicycle racks (to the nearest whole number)**
TOTAL		**3 bicycle parking racks**

Table 6: Parking space requirements C2.1 (Source: Tasmanian Planning Scheme – Brighton).

C2.5.2 Bicycle parking numbers

Objective:

That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.

Acceptable Solutions	Performance Criteria
A1	**P1**
Bicycle parking spaces must:	Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:
(a) be provided on the site or within 50m of the site; and	(a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and
(b) be no less than the number specified in Table C2.1.	(b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.

Figure 22: Bicycle parking numbers (Source: C2.5.2 Tasmanian Planning Scheme – Brighton).

Three bicycle parking racks are provided in line with the acceptable solution.

10.11 Surface Treatment of Parking Area

In line with the requirement of clause C2.6.1 of the TPS – Brighton the development has been assessed in accordance with the acceptable solution. The development will be constructed in a sealed durable all weather pavement and will be drained to the public stormwater drain.

C2.6.1 Construction of parking areas

Objective:

That parking areas are constructed to an appropriate standard.

Acceptable Solutions	Performance Criteria
A1	**P1**
All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.	All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to: (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.

Figure 23: Construction of parking areas (Source: C2.6.1 Tasmanian Planning Scheme – Brighton).

10.12 Lighting of Parking Areas

In accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.

TABLE 2.5

LIGHTING CATEGORIES FOR OUTDOOR CAR PARKS (INCLUDING ROOF-TOP CAR PARKS)

1	2	3	4	5
	Selection criteria[a]			
Type of area	Night time vehicle or pedestrian movements	Night time occupancy rates (NTOR)	Risk of crime[b]	Applicable lighting subcategory [c]
Parking spaces, aisles and circulation roadways	High	>75%	High	P11a
	Medium	≥25%, ≤75%	Medium	P11b
	Low	<25%	Low	P11c
Designated parking spaces specifically intended for people with disabilities	N/A	N/A	N/A	P12

[a] The selection criteria of Columns 2 to 4 should be separately evaluated. The highest level of any of the selection criteria that is deemed appropriate for the area type will determine the applicable lighting subcategory.

[b] The risk levels 'High', 'Medium' and 'Low' correspond to the classifications of the same names in HB 436.

[c] Providing a lighting scheme that meets the requirements of more than one subcategory by the use of switching is permitted.

Figure 24: Lighting categories for outdoor car parks (Source: AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting).

TABLE 3.1

SUMMARY OF ACCEPTABLE DESIGN METHODS

Item	Element	Design method
1	Local roads (Clause 3.2)	Illuminance-based computer calculations and design rules
2	Pathways for pedestrians or cyclists (Clause 3.3)	Illuminance-based computer calculations
3	Public activity areas (including outdoor car parks) (Clause 3.4)	Illuminance-based computer calculations
4	Connecting elements (Clause 3.5)	Illuminance-based computer calculations
5	Outdoor car parks (Clause 3.6)	Illuminance-based computer calculations and design rules

Figure 25: Summary of acceptable design methods (Source: AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting).

3.6 CAR PARKS

Compliance with the values of $\overline{E}_h$, E_{Ph} and U_{E2} and E_{Pv}, as applicable, in Table 2.9 shall be assessed using the methods set out in Clause 3.1.

The assessment shall take into account the various elements (refer to Figure 3.11) which shall be treated as follows:

(a) Design calculation areas containing parking spaces, parking aisles and areas where reversing vehicles and pedestrians are both expected (typically anywhere within 5 m of the mouth of a parking space) shall comply with all of the required LTP values of the relevant subcategory in Table 2.9. Areas of a car park containing these elements are generally referred to as 'parking modules' and, where two or more parking modules are adjacent to each other, they are to be considered as one for the purpose of defining the relevant design calculation area. Refer to Figure 3.11.

For areas of a car park where the calculation design area is narrower than 15 m values of EPv shall be calculated for a line of points at not greater than 5 m spacing located along the centre line of the applicable design calculation area, with the end points not less than 7.5 m from the extremities of that area.

(b) Sections of roadway that access parking aisles but do not directly access parking spaces (e.g. those areas marked 'circulation roadway' and 'ramp' in Figure 3.11) shall meet the requirements for of $\overline{E}_h$, E_{Ph} and U_{E2} for subcategory P11a, P11b or P11c as appropriate for the overall car park.

(c) Access roadways and similar long lengths of road such as those that link car parks or which adjoin or dissect a car park, but which are neither parking aisles nor circulation aisles or roadways, shall be illuminated to not less than 50% of each of the values $\overline{E}_h$, E_{Ph} and U_{E2} that are required for whichever of the subcategories P11a, P11b or P11c is appropriate for the adjacent car park.

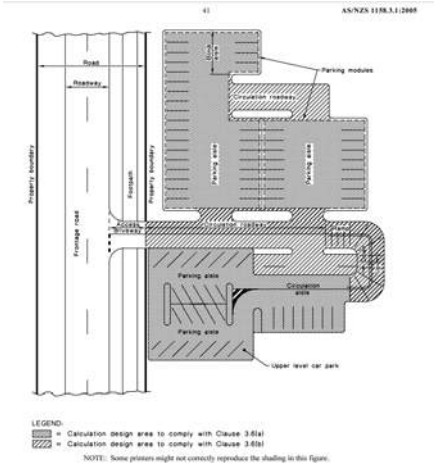


FIGURE 3.11 TERMINOLOGY AND CALCULATION ZONES FOR OFF-STREET CAR PARKING

It has been assumed that the car park lighting will be designed by an electrical engineer and will be in accordance with the requirements of the acceptable solution.

11. Sustainable Transport Modes

11.1 Buses

The site is well served by public transport, a bus stop with shelter is integrated in the car park site in the immediate vicinity of the Hurst Street access.

A photograph of the bus stop is shown below:



Figure 26: Showing the bus stop in the vicinity of the site

A weblink to the bus services (520, X20, 521, X21, 522, 530, X30, 696) which operate to Cove Hill Shopping Centre can be found below: https://www.metrotas.com.au/wpcontent/uploads/2020/08/DSG_tt_530_web.pdf and https://www.metrotas.com.au/wp-content/uploads/2015/12/15511_MTAS_tt_HOB_520_web.pdf.

AM/PM	From	To	Frequency
Weekdays			
AM	Hobart, Glenorchy, and Rosny Park	Cove Hill Shopping Centre	21
PM			51
Weekends			
AM	Hobart, Glenorchy, and Rosny Park	Cove Hill Shopping Centre	9
PM			32

Table 7: Frequency of bus operating to Cove Hill Shopping Centre on weekdays and weekends (Source: Transport Tasmania and MetroTas).

11.2 Bicycles/Electric Bicycles/Electric Scooters

Provision has been made for 3 bicycle racks at the Hungry Jack's site, to meet the requirements of the acceptable solution. The site is in close proximity to a residential catchment which makes it an attractive transport alternative to the private car.

11.3 Pedestrian Linkages

There are good pedestrian linkages to the site along Hurst Street. Figure 27 addresses the second RFI from Brighton Council. It shows the pedestrian footpath connecting from the proposed site to the bus stop and extending to the existing pedestrian path and the shopping centre. An additional connection has been shown on the plan. The pedestrian connection between site and East Derwent Highway has also been shown at drawing P5 of Appendix A . A connection to the main Cove Hill shopping centre is also proposed. There is a good network of footpaths along the surrounding Hurst Street footpath that are typically between 2 – 2.5 metres in width. There is also a dedicated pedestrian crossing facility on Hurst Street providing a safe crossing facility for pedestrian access. The site is in proximity to a large residential catchment which encourages and facilitates access to the site by walking, thereby reducing the dependence on car-based transport and parking.

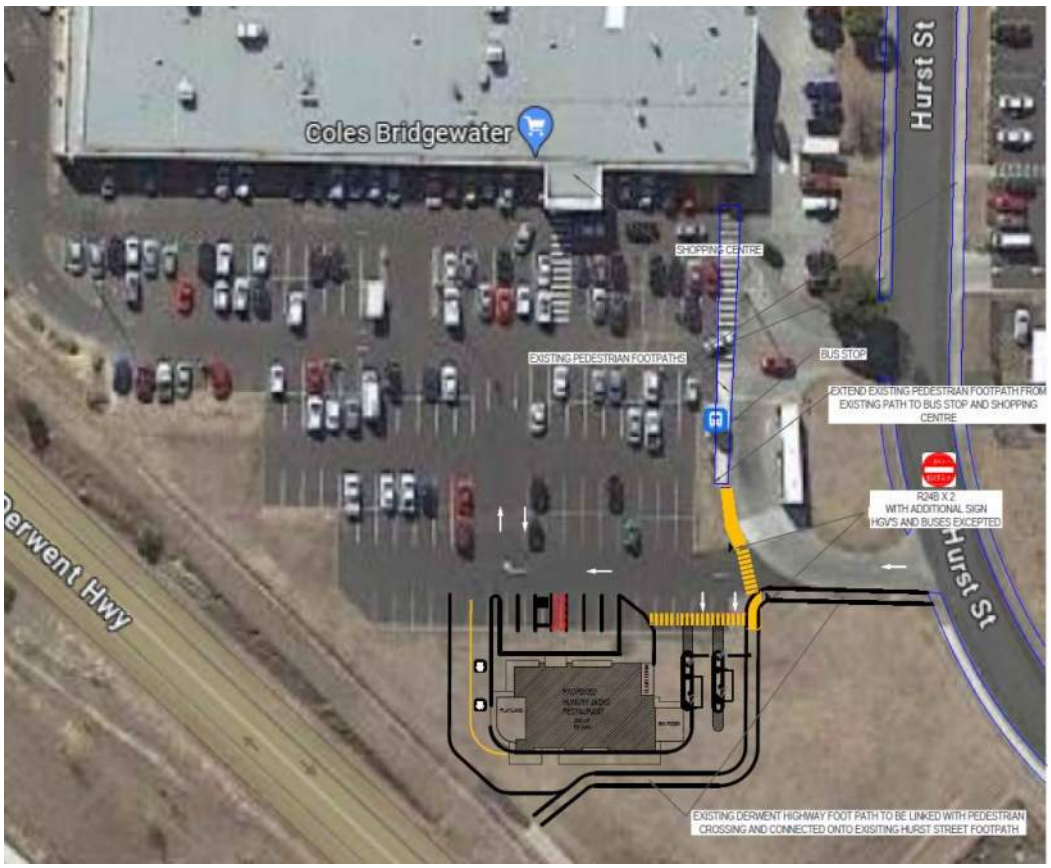


Figure 27: Showing the additional pedestrian footpath network extending to the existing bus stop and shopping centre, as well as to the East Derwent highway footpath addressing the second RFI. (existing footpaths in blue)



Figure 28: Showing the pedestrian footpath network and pedestrian crossing points

In line with the requirements of the Tasmanian Planning Scheme – Brighton the pedestrian provision associated with the Hungry Jacks proposal has been assessed against the performance criteria.

C2.6.5 Pedestrian access

Objective:

That pedestrian access within parking areas is provided in a safe and convenient manner.

Acceptable Solutions	Performance Criteria
A1.1 Uses that require 10 or more car parking spaces must: (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles. **A1.2** In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.	**P1** Safe and convenient pedestrian access must be provided within parking areas, having regard to: (a) the characteristics of the site; (b) the nature of the use; (c) the number of parking spaces; (d) the frequency of vehicle movements; (e) the needs of persons with a disability; (f) the location and number of footpath crossings; (g) vehicle and pedestrian traffic safety; (h) the location of any access ways or parking aisles; and (i) any protective devices proposed for pedestrian safety.

a) The site is predominantly a drive through facility, despite that, a minimum 1.5metre pedestrian path has been provided along the Hungry Jacks frontage between the 90 degree angle space and the main frontage for those customers who want to eat inside.

b) The site is a Hungry Jacks fast food facility and will be predominantly serviced by cars although pedestrian provision will be provided given the potential for linked and multipurpose trips associated with the surrounding shopping centre use.

   The surrounding shopping car park is a shared pedestrian and vehicle zone and as such provides a safe, shared space for customers of the Hungry Jacks site to access the shopping centre site. There is also a dedicated pedestrian access into the Hungry Jacks site.

   The site is located on the southern side of the shopping centre site and it is proposed to extend the pedestrian crossing southwards between the bus stop near Hurst Street and the proposed Hungry Jacks site to provide a complete pedestrian connection between the Hungry Jacks and the main shopping centre site. Council officers have advised that they anticipate that there will be a demand for this movement.

c) There are 4 longer term spaces, one accessible bay, a light vehicle delivery bay and a loading bay in addition to the drive through capacity.

d) The 90-degree spaces are likely to be medium turnover, (associated with cafes and restaurants,) as opposed to the high turnover bays associated with drive through facility.

e) An accessible bay has been provided and a shared zone linking into the main pedestrian access has been incorporated into the design.

f) The Hungry Jacks bays are located adjacent to the main entrance, the main shopping centre car park is a low speed environment conducive to shared pedestrian and vehicular use.

g) This is a low speed car park environment conducive to shared pedestrian and vehicular use.

h) There are 6.6metre parking aisles at the rear of the bays.

i) There is a pedestrian facility which provides a minimum 1.5metre wide footpath between the Hungry Jacks store frontage and the bays to segregate pedestrians from vehicles.

   In addition, the Kalis Group has agreed to extend the footpath along the East Derwent Highway, into the site to provide a dedicated segregated pedestrian access from the Council boundary into the site as shown on the google map overleaf. All proposed and improved pedestrian connections can be found at P5 at Appendix A of this report.



Figure 29: Showing the existing footpath along East Derwent Highway which will be extended into the site improving the pedestrian footpath.

12. Service Vehicles

12.1 Tasmanian Planning Scheme – Brighton.

In line with the provision of the Tasmanian Planning Scheme – Brighton the development has been assessed under the requirement of clause C2.5.4 below:

C2.5.4 Loading bays

Objective:

That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.

Acceptable Solutions	Performance Criteria
A1 A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.	**P1** Adequate space for loading and unloading of vehicles must be provided, having regard to: (a) the type of vehicles associated with the use; (b) the nature of the use; (c) the frequency of loading and unloading; (d) the location of the site; (e) the nature of traffic in the surrounding area; (f) the area and dimensions of the site; and (g) the topography of the site;

Figure 30: Loading bays (Source: C2.5.4 Tasmanian Planning Scheme – Brighton).

Despite the proposed development being 250m^2, a dedicated loading bay has been provided, it is anticipated that servicing will take place via a heavy rigid vehicle of 12.5 metres. Autotrack paths have been checked to show the swept paths of the 12.5m HGV and a B99 vehicle.

Given that the utilisation of the loading bays by a 12.5m HGV will be infrequent, (twice per week) it is proposed that the trucks will egress via the bus bays. It is proposed that this will be signed from the car park as no entry except for trucks and buses to minimise this route being utilised as an egress by others car park users. This option avoids potential conflicts between trucks, light vehicles and pedestrians should trucks egress via through the main car park. This option was discussed with Brighton Council and agreed as the preferred option. Whilst consideration has been given to providing 2 way access and egress for all vehicles from the southern end of Hurst Street, it was seen to add confusion to the existing one way circulation paths through the Cove Hill Shopping Centre car park (especially given the proximity of the ingress to the bus turning facility) to the Hurst Street access. The redesign of the whole car park is outside the scope of this project.

This exceeds the requirement of the acceptable solution given the 250m^2 floor area associated with the Hungry Jack's site.

13. Conclusion and Recommendation

The proposed development has been assessed in relation to the following:

Trip Generation

The New South Wales, RTA Guide to Traffic Generating Developments, is a nationally recognised reference document for determining trips generation rates to various land uses. A worst-case scenario has been assumed of 150 trips per peak hour, (similar to McDonalds). It should be noted that a 35% reduction in trips has been assumed given that 35% of trips are typically associated with through traffic.

Parking

The parking provision associated with the Coles supermarket will largely go unchanged**.**

The provision of a drive through facility leads to a minimal loss of parking on the site. However, the facility will better service a higher turnover, short stay demand associated with drive through which in effect will lead to a more efficient use of car parking space.

The Hungry Jacks will lead to the loss of 10 parking spaces (i.e the proposal occupies 16 existing spaces and provides 6 new spaces).

The proposal meets the acceptable solution in relation to accessible parking, bicycle parking and motorcycle parking provision. The site is surrounded by car parking associated with the Cove Hill Shopping Centre. The Covehill Shopping Centre Car Park site has plenty of available parking that could be utilised by customers of the proposed Hungry Jack's. Howarth Fisher and Associates have undertaken car parking occupancy surveys which show that there are available unoccupied spaces that can be utilised.

Access

Access to the site has been assessed and is compliant with the acceptable solution of the Tasmanian Planning Scheme.

The car park in the vicinity of the proposed Hungry Jacks development is accessed via Hurst Street. There is a one way circulation path providing ingress from the southern end of Hurst Street and egress via the northern egress, with the exception of service vehicles it is proposed that this arrangement will be retained. The scope of work does not include revising and revisiting the whole of the car park design and circulation routes. There are further reaching implications of changing access given the location of the one way bus turning / stopping facility which directly services the Cove Hill Shopping Centre site.

Sight Distance

The sight distances from the accesses to the site from the surrounding road network has been assessed against the requirements of the Tasmanian Planning Scheme – Brighton. The access nearest the site is compliant with the requirements of the Australian Standards 2890.1: Off street parking 2004. There is one access near the Click and Collect site which is not compliant with the standard but is the maximum sight distance that can be achieved given the location of the intersection at Cove Hill Road and Hurst Street.

Sustainable Transport

Bus

Bus services are integrated into the Cove Hill Shopping Centre site, there are a number of bus services that service the site, including 520, X20, 521, X21, 522, 530, X30, 696. A web link to the frequency of services in contained within the body of the report.

Pedestrian

There is also a dedicated pedestrian crossing facility on Hurst Street providing a safe crossing facility for pedestrian access. The site is in proximity to a large residential catchment which encourages and facilitates access to the site by walking, thereby reducing the dependence on car-based transport and parking. Additional proposed pedestrian connections will be provided as part of this project as shown at drawing P5 of the Howarth Fisher and Associates drawing set located at Appendix A of this report.

Bicycle

Provision has been made for 3 bicycle racks at the Hungry Jack's site, to meet the requirements of the acceptable solution. The site is located in close proximity to a residential catchment which makes it an attractive transport alternative to the private car.

Service Vehicles

Despite the proposed development being 250m^2 a dedicated loading bay has been provided; it is anticipated that servicing will take place via a heavy rigid vehicle of 12.5 metres.

This exceeds the requirement of the acceptable solution given the 250m^2 floor area associated with the Hungry Jack's site. An Autotrack path showing the turning movements of a Heavy rigid vehicle and B99 vehicles is shown on the plans at Appendix A of this report.

Appendix A

DEVELOPMENT PLANS AND AUTOTRACK PATHS

Howarth Fisher & Associates Pty Ltd
www.howarthfisher.com

HUNGRY JACK'S DEVELOPMENT

COVE HILL SHOPPING CENTRE, BRIDGEWATER

PROJECT SITE TRAFFIC LAYOUT

TRAFFIC DRAWINGS

DRAWING No.	DRAWING NAME	REVISION No.
C1	COVER PAGE	2
A1	ACCESSIBLE PARKING	2
P1	GENERAL ARRANGEMENT PLAN	2
P2	DRIVE THROUGH AUTOTRACK	2
P3	SERVICING VEHICLE AUTOTRACK OPT 1	2
P4	SERVICING VEHICLE AUTOTRACK OPT 2	2
P5	PEDESTRIAN CONNECTIONS	1

Traffic
Civil
Structural
Industrial
Engineering



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1	FOR DEVELOPMENT APPLICATION	DF	JF	01/05/23

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Pty Limited ACN 119 043 051
STRUCTURAL, CIVIL, TRAFFIC ENGINEERS
AND PROJECT MANAGERS.
13 WILLOWDENE AVENUE, SANDY BAY – 7005
PH +61 (0)3 6225 0619
FAX +61 (0)3 6225 0618
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HUNGRY JACK'S DEVELOPMENT
COVE HILL SHOPPING CENTRE, BRIDGEWATER
PROJECT SITE TRAFFIC LAYOUT

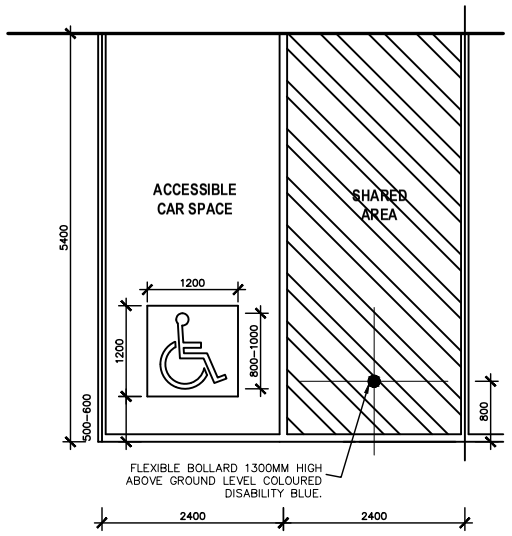
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DESIGN JF	
PROJECT NO. 23J677	DOCUMENT IDENTIFICATION -D-
DRAWING NO. C1	

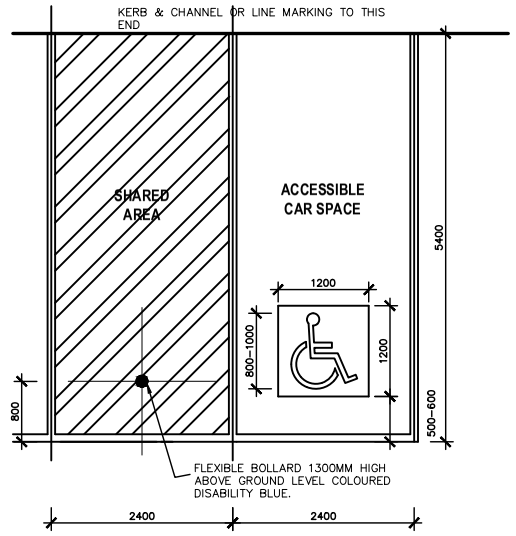
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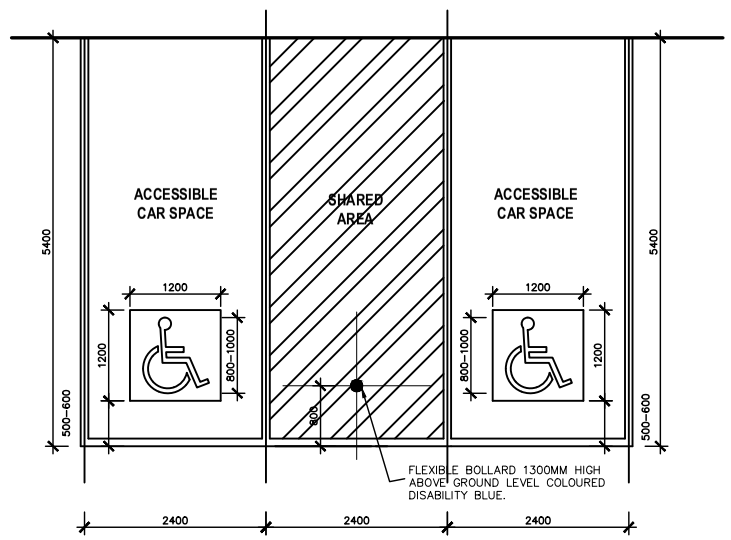
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LEFT HAND ACCESSIBLE CAR PARKING SPACES IN ACCORDANCE WITH AS2890.6



RIGHT HAND ACCESSIBLE CAR PARKING SPACES IN ACCORDANCE WITH AS2890.6



DOUBLE ACCESSIBLE CAR PARKING SPACES IN ACCORDANCE WITH AS2890.6

SPACE IDENTIFICATION

EACH DEDICATED SPACE SHALL BE IDENTIFIED BY MEANS OF A WHITE SYMBOL OF ACCESS IN ACCORDANCE WITH AS 1428.1 BETWEEN 800 MM AND 1000 MM HIGH PLACED ON A BLUE RECTANGLE WITH NO SIDE MORE THAN 1200 MM, PLACED AS A PAVEMENT MARKING IN THE CENTRE OF THE SPACE BETWEEN 500 MM AND 600 MM FROM ITS ENTRY POINT AS ILLUSTRATED

SPACE DELINEATION

PAVEMENT MARKINGS SPECIFIED IN ITEMS (A) AND (B) OF THIS CLAUSE SHALL BE YELLOW AND SHALL HAVE A SLIP RESISTANT SURFACE. RAISED PAVEMENT MARKERS SHALL NOT BE USED FOR SPACE DELINEATION.

PAVEMENT MARKINGS SHALL BE PROVIDED AS FOLLOWS:

1. LINEMARKING

1.1. DEDICATED PARKING SPACES SHALL BE OUTLINED WITH UNBROKEN LINES 80 TO 100 MM WIDE ON ALL SIDES EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL.

2. SHARED AREAS SHALL BE MARKED AS FOLLOWS:

2.1. WALKWAYS WITHIN OR PARTLY WITHIN A SHARED AREA SHALL BE MARKED WITH UNBROKEN LONGITUDINAL LINES ON BOTH SIDES OF THE WALKWAY EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL.

2.2. OTHER VACANT NON-TRAFFICKED AREAS, WHICH MAY BE INTENTIONALLY OR UNINTENTIONALLY OBSTRUCTED (E.G. BY UNINTENDED PARKING), SHALL BE OUTLINED WITH UNBROKEN LINES 80 TO 100 MM WIDE ON ALL SIDES EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL, AND MARKED WITH DIAGONAL STRIPES 150 TO 200 MM WIDE WITH SPACES 200 MM TO 300 MM BETWEEN STRIPES. THE STRIPES SHALL BE AT AN ANGLE OF 45 ±10 DEGREES TO THE SIDE OF THE SPACE.

2.3. NO SHARED AREA MARKINGS SHALL BE PLACED IN TRAFFICKED AREAS.

2.4. ALL LINEMARKING MUST BE NON SLIP

3. BOLLARDS:

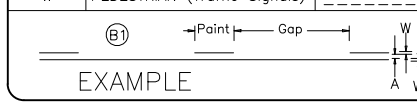
3.1. MINIMUM HEIGHT 1300MM

3.2. RECOMMENDED COLOUR BLUE TO CONTRAST AGAINST YELLOW LINE MARKING

3.3. RECOMMEND FLEXIBLE BOLLARDS TO REDUCE MOTOR VEHICLE DAMAGE

LINE MARKINGS CODE

CODE (to be circled)	LINE TYPE	LINE MARKINGS	PAINT (P) (m)	GAP (G) (m)	WIDTH (W) (mm)	APART (A) (mm)
B1	BARRIER (One Way)		3	9	100	100
B2	BARRIER (Two Way)		ALL		100	100
B3	BARRIER (Two Way–Access)		ALL		100	
B4	BARRIER (Two Way–Access)		ALL		200	
C	CONTINUITY		1	3	200	
CC	CONTINUITY (Continuous)		ALL		200	
E	EDGE		ALL		100	
E2	AUDIBLE EDGE		ALL		150	
EI	EDGE Intermittent		1	3	100	
HL	HOLDING		0.6	0.6	300	
JC	JUNCTION Continuity		0.6	0.6	200	
L	LANE (Multi lane carriageway)		3	9	100	
L1	LANE (Traffic Signals)		3	6	100	
L3	LANE (Roundabouts)		9	3	100	
LC	LANE (Continuous)		ALL		100	
NS	YELLOW (No Stopping)		ALL**		100	
S	SEPARATION (2 Lane road)		3	9	100	
S2	SEPARATION (Refuge Lane)		3	3	100	Varies
S3	SEPARATION (Round corners)		9	3	100	
SL	STOP		ALL		300	
T	TURN WITH R.R.P.M.		0.6	0.6	100	
W	PEDESTRIAN (Traffic Signals)		1	0.5	100	2000min.



ALL ROAD MARKINGS ARE WHITE EXCEPT FOR NS WHICH IS YELLOW.

** PAINT YELLOW

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Pty Limited ACN 119 043 051
STRUCTURAL, CIVIL, TRAFFIC ENGINEERS AND PROJECT MANAGERS.
13 WILLOWDENE AVENUE, SANDY BAY – 7005
PH +61 (0)3 6225 0619
FAX +61 (0)3 6225 0618
EMAIL: info@howarthfisher.com

HUNGRY JACK'S DEVELOPMENT

COVE HILL SHOPPING CENTRE, BRIDGEWATER

PROJECT SITE TRAFFIC LAYOUT

ACCESSIBLE PARKING

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16

18

NO ENTRY

R24B X 2
WITH ADDITIONAL SIGN
HGV'S AND BUSES EXCEPTED

BAY TO BE TRAFFICABLE
FOR DRIVE THROUGH

4500 1500 3400 1500 3400

DRIVE THRU VACUUM BAY 2

DRIVE THRU VACUUM BAY 1

PLAYLAND

PROPOSED
HUNGRY JACKS
RESTAURANT
250 m²
50 seats

PLANT ROOM

BIN ROOM

B

B

1280

THESE DRAWINGS TO BE READ IN CONJUNCTION WITH DESIGN PLANS PREPARED BY ARCHITECT OR DESIGNER WHERE APPLICABLE

WARNING
BEWARE OF UNDERGROUND SERVICES
The location of underground cables are approximate only and their exact position should be checked on site. No guarantee is given that all existing cables and services are shown. Locate all underground cables and services before commencement of work. Refer to Worksafe Regulation 3.21.

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HUNGRY JACK'S DEVELOPMENT

COVE HILL SHOPPING CENTRE, BRIDGEWATER
PROJECT SITE TRAFFIC LAYOUT

GENERAL ARRANGEMENT PLAN

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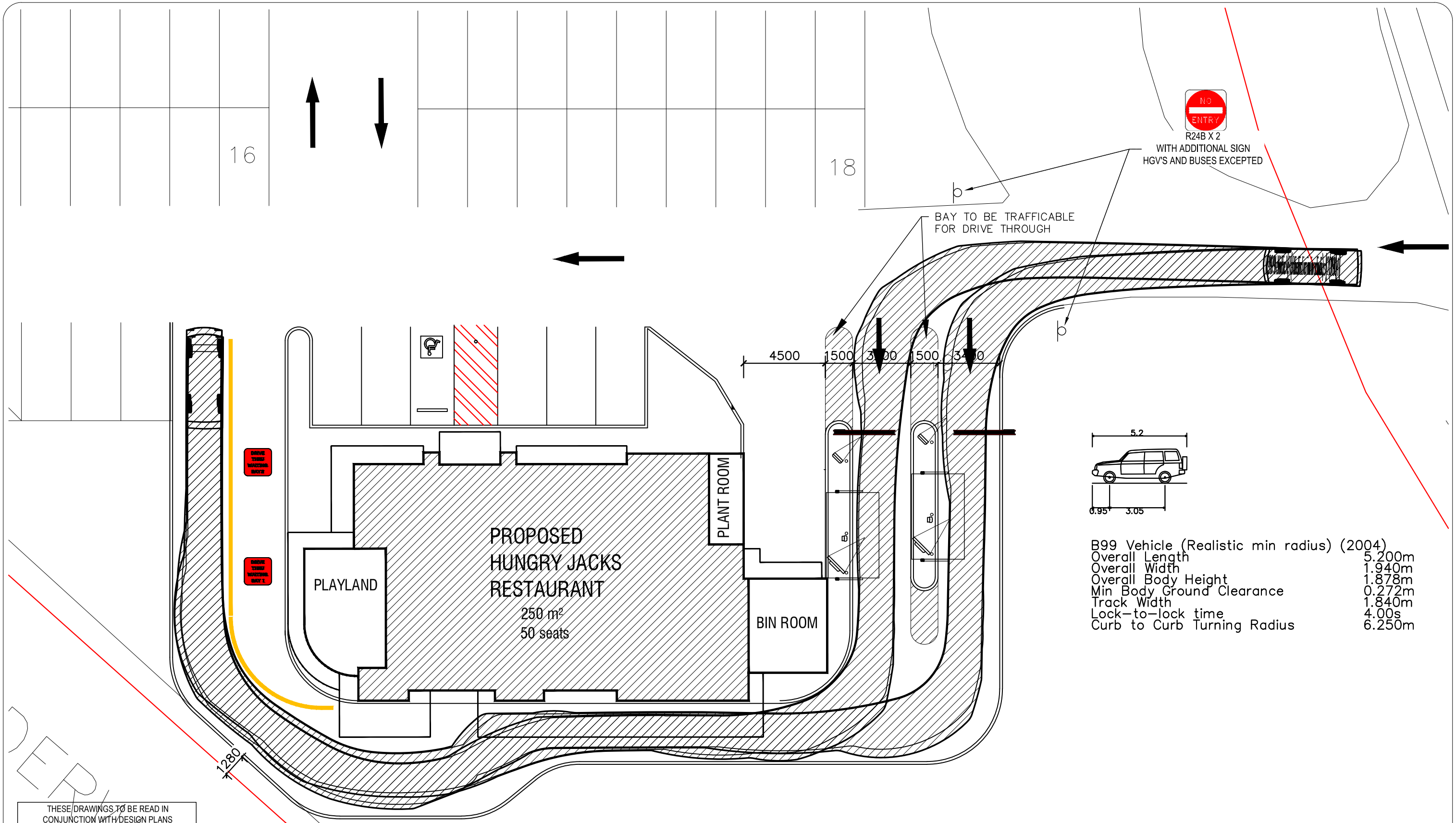
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B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m

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FAX +61 (0)3 6225 0618
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HUNGRY JACK'S DEVELOPMENT

COVE HILL SHOPPING CENTRE, BRIDGEWATER
PROJECT SITE TRAFFIC LAYOUT

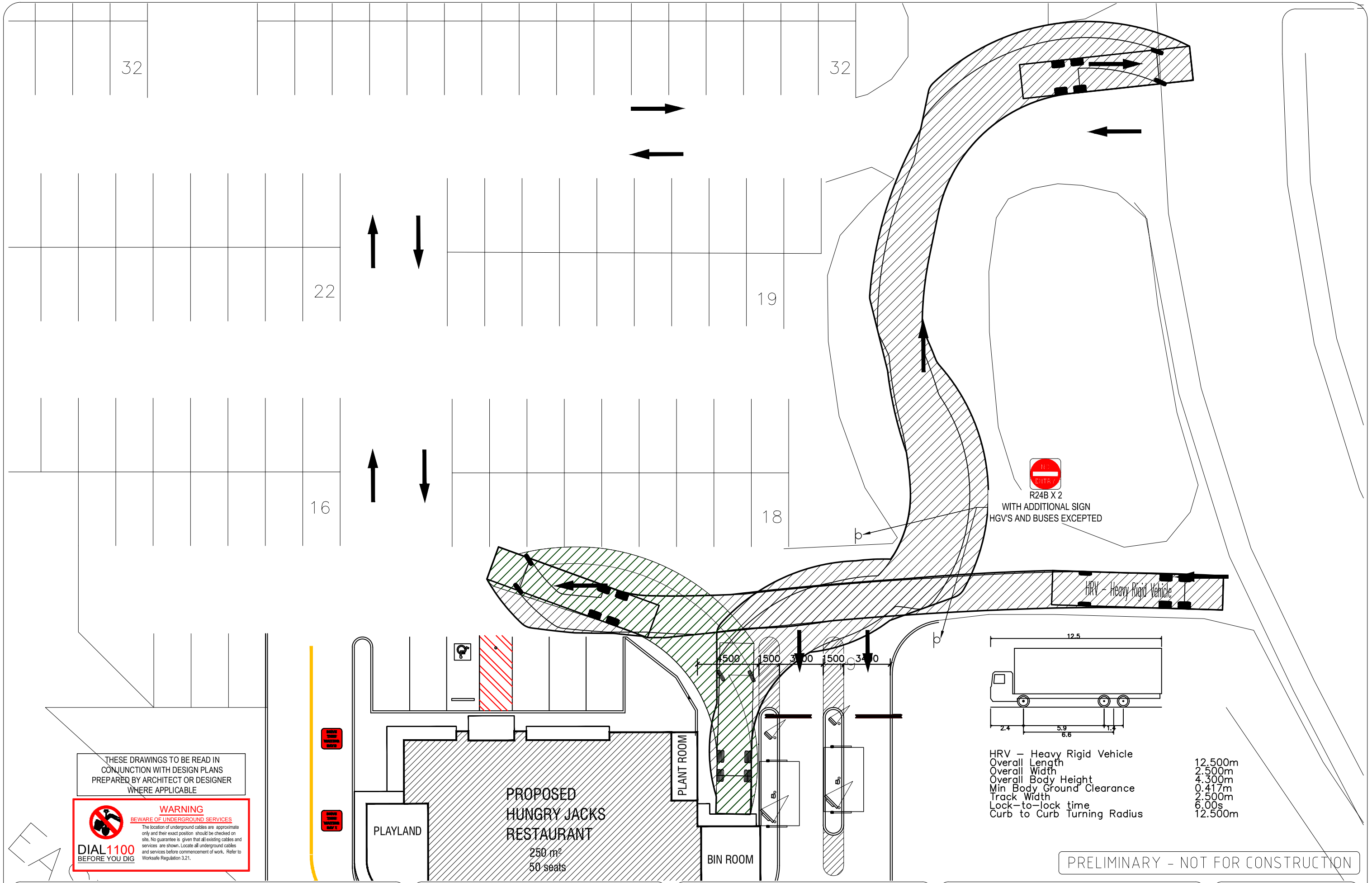
DRIVE THROUGH AUTOTRACK

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ISSUE: 2
PROJECT NO. 23J677
DOCUMENT IDENTIFICATION -D-
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HRV – Heavy Rigid Vehicle

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock–to–lock time	6.00s
Curb to Curb Turning Radius	12.500m

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13 WILLOWDENE AVENUE, SANDY BAY – 7005
PH +61 (0)3 6225 0619
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HUNGRY JACK'S DEVELOPMENT

COVE HILL SHOPPING CENTRE, BRIDGEWATER

PROJECT SITE TRAFFIC LAYOUT

SERVICE VEHICLE AUTOTRACK OPT 1

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32

32

22

19

IMPEDES PARKING SPACE

IMPEDES PARKING SPACE

16

18

R24B X 2
WITH ADDITIONAL SIGN
HGV'S AND BUSES EXCEPTED

HRV - Heavy Rigid Vehicle

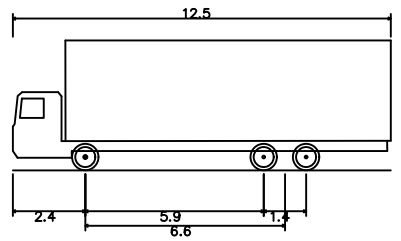
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PROPOSED
HUNGRY JACKS
RESTAURANT
250 m²
50 seats

PLAYLAND

PLANT ROOM

BIN ROOM



HRV – Heavy Rigid Vehicle

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

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STRUCTURAL, CIVIL, TRAFFIC ENGINEERS
AND PROJECT MANAGERS.
13 WILLOWDENE AVENUE, SANDY BAY – 7005
PH +61 (0)3 6225 0619
FAX +61 (0)3 6225 0618
EMAIL: info@howarthfisher.com

HUNGRY JACK'S DEVELOPMENT

COVE HILL SHOPPING CENTRE, BRIDGEWATER
PROJECT SITE TRAFFIC LAYOUT

SERVICE VEHICLE AUTOTRACK OPT 2

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DESIGN	JF
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PROJECT NO.	23J677
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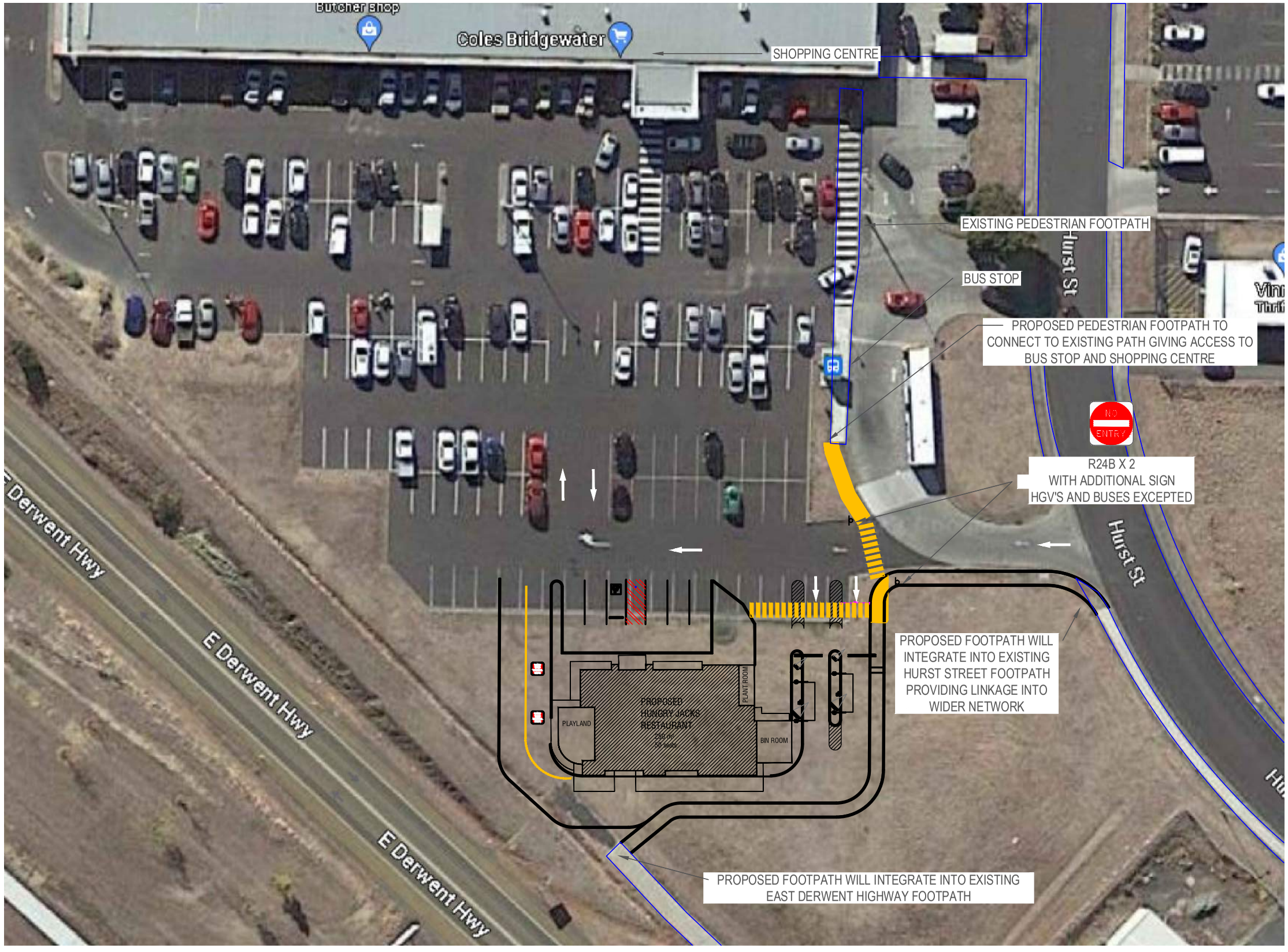
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EXISTING PEDESTRIAN FOOTPATHS OUTLINED IN BLUE



WARNING

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2	REISSUED FOR DEVELOPMENT APPLICATION	AH	JF	26/07/23
1	FOR DEVELOPMENT APPLICATION	DF	JF	10/11/23

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STRUCTURAL, CIVIL, TRAFFIC ENGINEERS AND PROJECT MANAGERS.
13 WILLOWDENE AVENUE, SANDY BAY – 7005
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HUNGRY JACK'S DEVELOPMENT

COVE HILL SHOPPING CENTRE, BRIDGEWATER

PROJECT SITE TRAFFIC LAYOUT

PEDESTRIAN CONNECTIONS

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SCALES	1:2500 @ A3
DRAWN	DF
DESIGN	JF

ISSUE: 1

PROJECT NO. 23J677 | DOCUMENT IDENTIFICATION -D- | DRAWING NO. P5

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Submission to Planning Authority Notice

Council Planning Permit No.	DA 2023 / 00099	**Council notice date**	15/06/2023
TasWater details			
TasWater Reference No.	TWDA 2023/00769-BTN	**Date of response**	22/06/2023
TasWater Contact	Timothy Carr Karen Triffett (Trade Waste)	**Phone No.**	0419 306 130 0439 492 314
Response issued to			
Council name	BRIGHTON COUNCIL		
Contact details	development@brighton.tas.gov.au		
Development details			
Address	11 COVE HILL RD, BRIDGEWATER	**Property ID (PID)**	7763422
Description of development	Food Services: 24 Hour Restaurant		

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
Fang Architects	Proposed Floor Plan – DA03	2	18/11/2022

Conditions

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connections and sewerage system and connections to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.
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.
3. Prior to commencing construction of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

TRADE WASTE

4. Prior to the commencement of operation the developer/property owner must obtain Consent to discharge Trade Waste from TasWater.
5. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to discharge.
6. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste ConSENT.

DEVELOPMENT ASSESSMENT FEES

7. The applicant or landowner as the case may be, must pay a development assessment fee of $376.68 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.

   The payment is required within 30 days of the issue of an invoice by TasWater.

Advice

Water Submetering

As of July 1 2022, TasWater's Sub-Metering Policy no longer permits TasWater sub-meters to be installed for new developments. Please ensure plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) reflect this. For clarity, TasWater does not object to private sub-metering arrangements. Further information is available on our website (www.taswater.com.au) within our Sub-Metering Policy and Water Metering Guidelines.

General

For information on TasWater development standards, please visit https://www.taswater.com.au/building-and-development/technical-standards

For application forms please visit https://www.taswater.com.au/building-and-development/development-application-form

Trade Waste

Prior to any Building and/or Plumbing work being undertaken, the applicant will need to apply to TasWater for a Certificate for Certifiable Work (Building and/or Plumbing). The Certificate for Certifiable Work (Building and/or Plumbing) must accompany all documentation submitted to Council.
Documentation must include a floor and site plan with:
Location of all pre-treatment devices i.e. grease arrestor;
Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and drainage design; and
Location of an accessible sampling point in accordance with the TasWater Trade Waste Flow Meter and Sampling Specifications for sampling discharge.
At the time of submitting the Certificate for Certifiable Work (Building and/or Plumbing) a Trade Waste Application form is also required.
If the nature of the business changes or the business is sold, TasWater is required to be informed in order to review the pre-treatment assessment.
The application forms are available at http://www.taswater.com.au/Customers/Liquid-Trade-waste/Commercial

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

2023

RED SEAL
Urban & Regional Planning

Planning Report – Hungry Jack's Bridgewater

– *Cove Hill Shopping Centre – 11 Cove Hill Road, Bridgewater (PID: 7763422, CT: 34163/1)*

For: Kalis Group

BY: TRENT J. HENDERSON RPIA
BA(Hons) GCUrbDgn MEP M. LGPA(Corp.)

Principal Planner
RED SEAL Urban & Regional PLANNING

Assoc. Member Australian ICOMOS

PIA Registered Planner
Planning Institute Australia

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RED SEAL Urban & Regional Planning | **ABN** 40 176 568 800
M +61 411 631 258 | **E** redsealplanning@gmail.com
"*The Old Parsonage*", 160 New Town Road, New Town, Tasmania

Summary

Project:	Restaurant: Hungry Jack's
Location:	'Cove Hill Shopping Centre' 11 Cove Hill Road, Bridgewater
Property ID:	7763422
Certificate of Title:	Volume 34163 Folio 1
Planning Authority:	Brighton Council
Planning Policy:	Tasmanian Planning Scheme – Brighton
Zone:	General Business
Overlay Code:	Attenuation Area – Brighton Quarry
Development Code:	Signs, Parking & Sustainable Transport, Road & Railway Assets
Local Provisions:	Local Area Objective Cove Hill Area Cl.BRI-15.2,
Specific Area Plan:	Bridgewater Quarry Cl.BRI-S4.0, Brighton Industrial Hub Cl.BRI-S10.0
Use Class:	Food Services
Development:	Restaurant & associated signage, parking, and access
Date of Assessment:	May 2023

The proposal is for a Hungry Jack's Restaurant to be built at the southern end of the property known as Cove Hill Shopping Centre, 11 Cove Hill Road, Bridgewater.

The development application relies on the Performance Criteria of the following provisions:

- Clause 15.4.2 P1 Setbacks,
- Clause C1.6.1 P1.1 Design and siting of signs,
- Clause C1.6.2 P1 Illuminated Signs,
- Clause BRI-S4.7.1 P1 Development within Bridgewater Quarry Specific Area Plan
- Clause C2.5.1 P1 Car Parking Numbers

However, this report along with documentation as listed under the Appendixes to this Planning Report has been provided pursuant to Section 51(1AB) and 51(1AC) of the *Land Use Planning and Approvals Act 1993* addresses the Performance Criteria for each of these provisions, demonstrating that the proposed development is consistent with the requirements of the Tasmanian Planning Scheme – Brighton.

Limitations

Red Seal Urban & Regional Planning provides town planning advice based on the information provided by the Client, which is assumed correct in relation to the provisions of the Tasmanian Resource Management Planning System.

This report has been prepared for the specific purpose of a development application with the relevant Planning Authority under the provisions of the Land Use Planning and Approvals Act 1993 and is subject to copyright the owner of which is Red Seal Urban & Regional Planning. 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, and any subsequent amendment or variation. All requests for permission to reproduce this report or its contents must be directed to Trent Henderson.

1 Introduction

Red Seal Urban & Regional Planning has been engaged by property owner *Kalis Group* to seek approval pursuant to the provisions of Section 57 of the *Land Use Planning and Approvals Act 1993* to construct a Hungry Jack's Restaurant at the southern end of the property known as 11 Cove Hill Road, Bridgewater.



Figure 1 – 11 Cove Hill Road, Bridgewater outlined in blue, with the proposed Hungry Jack's Restaurant located in the orange area at the southern end of the site on land between Hurst Street and the East Derwent Highway. The Cove Hill Shopping Centre is the large building present in the northern corner of the site with KFC established in the western corner near the roundabout. (Source LIST Map)

1.1 The Site Analysis

The property 11 Cove Hill Road, Bridgewater (PID: 7763422), is described as Volume 34163 Folio 1, covering 2.59 hectares and is triangular in shape.

The site is contained by Cove Hill Road along the northern frontage, Hurst Street on the eastern frontage, and in a northwest-southeast alignment the southern frontage is flanked by the East Derwent Highway. The lot has established vehicular access from Cove Hill Road and Hurst Street. No vehicular access is provided from the East Derwent Highway.

On the northern corner of the site is the 'Cove Hill Shopping Centre' and on the western end the restaurant known as 'KFC'. Other than the established buildings most of the site is covered by a car park servicing the shopping centre and restaurant.

The development site is a grassed vacant space with no trees present.

The site is subject to the Tasmanian Planning Scheme – Brighton, is zoned General Business and subject to the Brighton Quarry Attenuation Area overlay. In addition, the site is governed by the Local Area Objective Cove Hill Area Cl.BRI-15.2, along with the provisions of the Bridgewater Quarry Cl.BRI-S4.0, and Brighton Industrial Hub Cl.BRI-S10.0 Specific Area Plans. However, the extent of the overlays and area plans applying to this application varies.

1.2 Certificate of Title

The property is formed by the following title Volume 34163 Folio 1 (Appendix B – Certificate of Title).

The property is owned by *E. Kalis Properties Pty Ltd*.

There are no covenants or similar restrictions on the Schedule of Easements associated with this Certificate of Title that limit a business of this type on this site.

1.3 Surrounding Area Analysis

The only adjoining land not a roadway is to the southeast corner where the lot shares a 51.24m boundary with 2 Hurst Road, Bridgewater, which is also General Business Zoned land with an industrial warehouse on the western half of the site.

The adjacent land to the immediate south covering the East Derwent Highway is zoned Utilities. The highway road reserve is 70m in width at this location. On the opposite side of the highway the land is zoned Inner Residential (see Figure 1.3a).



Figure 1.3a – The development site is the orange square in the centre. Width of the highway (gold) here is 70m; although, the restaurant is setback another 6m from the boundary. The surrounding area is General Business (blue), to the north General Industrial (dark purple), northeast Light Industrial (purple) with Inner Residential Zone (dark red) to the south. The light-yellow colour 250m to the east of the site is St. Pauls Primary School. (Source LIST Map)

The location is effectively in the centre of the commercial area of Bridgewater with the Cove Hill Shopping Centre to the north and the Green Point Plaza to the south on the opposite side of the highway (Figure 1.3b). The position is visible to users of the highway, but whilst not directly accessed from the highway, the two roundabouts close to the site on the main road mean the site is easily accessible via formed roads. The advantage of this is the potential to further activate the commercial and retail businesses within this precinct.



Figure 1.3b – The Google image shows the location of the proposed Hungry Jack's restaurant in relationship to the surrounding commercial and retail businesses and other established organisations within the area. (Source Google Maps)

Pedestrian access to this space is via Hurst Street and within the Cove Hill Shopping Centre Carpark. Additionally, a formed footway from an underpass terminates at the development site on the highway frontage. The location is not a significant detour off the Midlands Highway.

The topography is such that the East Derwent Highway has been cut through the hill with the carriageway approximately 2m below the development site's ground level.

Surrounding properties within the General Business Zone are characterised by vehicle access rather than pedestrian focused street design.

2 The Proposal

Approval is sought to establish a *Hungry Jack's Restaurant* as part of the 'Cove Hill Shopping Centre'.

2.1 The Proposed Development

The proposal seeks to establish a Hungry Jack's Restaurant at 'Cove Hill Shopping Centre', 11 Cove Hill Road, Bridgewater (Volume 34163 Folio 1), within a new building to be constructed at the southern end of the property. The location is positioned to be visible from the East Derwent Highway; however, vehicle access is via Hurst Street, or through the carpark area off Cove Hill Road.

The new building is to have a floor area of 250m^2 and playland of 29m^2. Waste bins will be contained within an enclosed bin room of 21m^2, and all machinery plant contained within a screened 8m^2 space.

The site falls to the southeast; therefore, a levelled space is formed with a retaining wall. The building will have a finished height of 6.5m above this level.

The eastern side of the building is the two-lane Order Station and Canopy that forms one lane along the southern side of the building for the three collection windows.

Internal layout sees the fifty-seat dining area positioned on the north-western corner of the building with the enclosed playland on the western side. The combined north and western walls surrounding these two spaces are glazed, providing solar access and passive surveillance.

Kitchen and service areas are located along the southern and eastern half of the building.

A fundamental component of the restaurant is the drive thru vehicle lane and as such there is a design and service requirement for the building. It is observed that the entire ground floor that faces west to the highway consists of a glass wall. The building's rear façade is the drive thru lane with three collection windows, plus awnings and landscaping to break up the structure, avoiding a plain wall facing the Highway.

Signage is consistent with Hungry Jack's branding, in various sizes depending on purpose and location (See Signage Details Plan). The largest is the pylon sign at 9m in height located on the East Derwent Highway frontage. Most signs are illuminated.

3 Planning Scheme Requirements

The development of Food Services at this site including a drive through service is determined by the provisions of the Tasmanian Planning Scheme – Brighton, and the following provisions:

3.1 General Provisions

The General Provisions listed under Part 7 of the Scheme are not applicable to the determination of this proposal.

3.2 General Business Zone Purpose

Pursuant to the General Business Zone, there are several purpose statements that apply to the zone:

15.1.1 - To provide for business, retail, administrative, professional, community, and entertainment functions within Tasmania's main suburban and rural centres.

15.1.2 - To ensure that the type and scale of use and development does not compromise or distort the activity centre hierarchy.

15.1.3 - To encourage activity at pedestrian levels with active frontages and shop windows offering interest and engagement to shoppers.

15.1.4 - To encourage Residential and Visitor Accommodation use if it supports the viability of the activity centre and an active street frontage is maintained.

Pursuant to Part 6 – Clause 6.8.2, the only relevance the zone purpose statements have are in the context of assessing the compliance with a particular Performance Criteria. They do not form standalone provisions that govern the determination of a proposal.

In addition to being zoned General Business, the site is also shown to be within the mapped area BRI-15.2 General Business Zone Local Area Objectives: Cove Hill.

The objective of this area is listed as follows:

> *To develop Cove Hill as a bulky goods and larger format retailing focal point. Larger speciality format retailing and support services to include supermarkets, hardware, discount department stores, camping, disposals, clothing, furniture, lighting, cafes, restaurants, and entertainment facilities are to be concentrated at Cove Hill.*

A Hungry Jack's Restaurant at the proposed location is consistent with the fulfilment of this objective. Such a venture is positioned not only to draw customers from the East Derwent Highway and potentially from the Midlands Highway, but also increase the visitation of customers associated with a major activity centre and supporting services and retail stores, as listed within the area objective and zone purpose statements.

3.3 General Business Zone Use Classification

In accordance with Clause 6.2.1, each proposed use or development must be categorised into one of the Use Classes in Table 6.2, alternatively, a use or development fits a description of more than one Use Class, the Use Class most specifically describing the use applies.

In accordance with Use Class Table 6.2, the use classification that this proposal fits is "Food Services", which is defined as:

- *use of land for selling food or drink, which may be prepared on the premises, for consumption on or off the premises. Examples include a cafe, restaurant and take away food premises.*

In accordance with Use Class Table 15.2 the General Business Zone lists *Food Services* as a "No Permit Required" use class with no qualification. As a result, pursuant to Clause 6.6 of the Scheme a Planning Permit is not required to commence or carry out a Food Services use or development on this site unless the proposal relies on a performance criteria provision of this planning scheme.

Only the matters reliant on the assessment of the applicable performance criteria are to be determined pursuant to Section 57 of the *Land Use Planning and Approvals Act 1993*.

Accordingly, the fact that the proposal is for a Food Services use class specifically the operation of a Hungry Jack's Restaurant is not applicable to the determination of this application.

3.3.1 Use Standards Clause 15.3

The object of this clause is "that uses do not cause an unreasonable loss of amenity to residential zones", which is achieved through provisions addressing:

- Hours of Operation (A1),
- External Lighting (A2), and
- Commercial Vehicle Movements (A3).

The triggering factor is whether the use is to occur "on a site within 50m" of a residential zone. As previously established within the Surrounding Analysis and Figure 1.3a, the width of the Highway is 70m with the building setback a few metres from the boundary. Therefore, the site is not located within 50m of a residential zone.

As established above, Food Services is a No Permit Required use class at this location; therefore, pursuant to Clause 6.6 the matters listed under Clause 15.3 are not applicable to the determination of this proposal unless the project is not consistent with the Acceptable Solution provisions.

3.3.2 Discretionary Use Class – Clause 15.3.2

As the Use Class is listed as No Permit Required under Use Class Table 15.2, the provisions within Clause are not applicable to the determination of this proposal.

3.3.3 Retail Impact – Clause 15.3.3

The Acceptable Solution (A1) requires the "gross floor area for Bulky Goods Sales and General Retail and Hire uses must be not more than 3500m² per tenancy".

The use class of this proposal is for Food Services, which is not a listed use class under this provision; additionally, the floor area of the tenancy is 250m^2. Therefore, although the proposal is not applicable to the determination of this application, it is under the tenancy area maximum.

3.4 Zone Development Standards for Buildings and Works

Matters associated with the construction of the proposed build are addressed under the Clause 15.4 as follows:

3.4.1 Building Height – Clause 15.4.1

A1 - The maximum building height is 12m for the acceptable solution.

The proposal has a building height above the ground level of 6.5m with signage having a maximum height of 9m from ground level. Therefore, the proposal complies with the Acceptable Solution of Clause 15.4.1 regarding building height.

A2 – the height requirements listed under A2 only apply to development of structures that are within 10m of a General Residential or Inner Residential Zone. Therefore, are not applicable to this proposal.

3.4.2 Setbacks – Clause 15.4.2

A setback is defined by the Scheme as "the distance from any lot boundary to a building on the lot", which includes all awnings and canopies. The objective of this clause is that building setback:

> *(a) is compatible with the streetscape;*
> *(b) does not cause an unreasonable loss of residential amenity to adjoining residential zones; and*
> *(c) minimises opportunities for crime and anti-social behaviour through setback of buildings.*

The proposal has a setback of 19m from Hurst Street and 5.7m from the frontage with East Derwent Highway. Due to the topography of the development site, it is observed that the retaining wall has a setback of 0.77m from the frontage with the highway; although, at this location it is noted that carriageway is 14m from the boundary.

In accordance with the Acceptable Solution:

> *A1 - Buildings must be:*
> *(a) built to the frontage at ground level; or*
> *(b) have a setback of not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.*

The warehouse at 2 Hurt Street, is measured off the LIST Map imagery as being 12m, with the Cove Hill Shopping Centre having a setback of 15.7m from Hurst Street. It is also observed that the setback from the East Derwent Highway frontage for the established KFC is 5m.

The building is therefore not built to the frontage at ground level and is a little more than the maximum established off Hurst Street frontage, whilst being consistent with the East Derwent Highway frontage. The location therefore relies on the Performance Criteria, which states:

> *P1 - Buildings must have a setback from a frontage that is compatible with the streetscape and minimises opportunities for crime and anti-social behaviour, having regard to:*
>
> *(a) providing small variations in building alignment to break up long façades;*
> *(b) providing variations in building alignment appropriate to provide a forecourt or space for public use, such as outdoor dining or landscaping;*
> *(c) the avoidance of concealment spaces;*
> *(d) the ability to achieve passive surveillance; and*
> *(e) the availability of lighting.*

The test here is whether the setback is compatible with the streetscape.

It is observed that the recent development at 1-3 Hurst Street has a setback scaled at 34m from Hurst Street, which whilst not adjoining the development site exceeds the 19m proposed for this development.

Regardless, the proposed building is in line with the established Cove Hill Shopping Centre structure. It is observed that parallel to the proposed location of the restaurant the title boundary curves away from the building resulting in a greater setback, although a consistent alignment of the structures is maintained. Therefore, whilst recognising the area involves a large setback and distances, the proposal is consistent with providing only a small variation in building alignment to break up long façades.

The restaurant location is currently an open grass space that is out of the way between the two retail areas of Bridgewater. Its location and establishment will assist in activating the land between these two areas. Removing a concealment space and greater activation of the area and surrounding street will improve passive surveillance.

Therefore, the proposal is consistent with the performance criteria of P1 in that it is compatible with the streetscape and minimises opportunities for crime and anti-social behaviour, having regard for the listed matters of the provision.

Matters listed under A2 and A3 are not applicable for the determination of this proposal as the General Residential and Inner-Residential zones are beyond 70m from the development which exceeds the 5m required under the Acceptable Solution.

3.4.3 Design – Clause 15.4.3

The objective of this Clause is that “building façades promote and maintain high levels of pedestrian interaction, amenity, and safety and are compatible with the streetscape”.

It is observed that the proposal is for a Food Services Use that has a takeaway drive through component located at the southern end of an established car park for an existing shopping centre. Orientation of the building is therefore aligned towards the large carpark to the north.

The Acceptable Solution of Clause 15.4.3 A1 requires:

A1 - New buildings must be designed to satisfy all of the following:

(a) mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, must be screened from the street and other public places;

(b) roof-top mechanical plant and service infrastructure, including lift structures, must be contained within the roof;

(c) not include security shutters or grilles over windows or doors on a façade facing the frontage or other public places; and

(d) provide external lighting to illuminate external vehicle parking areas and pathways.

As seen within East Elevation plans (Appendix C), all mechanical plant and other service infrastructure is located behind metal louvre screens, complying with A1(a).

No roof-top mechanical plant and other service infrastructure is proposed as seen within the roof plan of Appendix C; therefore, the proposal complies with A1(b).

No security shutters or grilles over any windows or doors on a façade facing the frontage or other public places are proposed as part of this development application; therefore, complies with A(c).

As seen within the Signage Details Plan (Appendix C), the external illumination is achieved with the lighting of signage and branding, minimising clutter and unnecessary illumination whilst ensuring the lighting of external vehicle parking areas and pathways, compliant to A1(d).

Therefore, the proposal is consistent with the Acceptable Solution of Clause 15.4.3 A1 of the Scheme.

As the proposal involves a new building, Acceptable Solution of Clause 15.4.3 A2 is triggered for assessment, which requires:

A2 - New buildings or alterations to an existing façade must be designed to satisfy all of the following:

(a) provide a pedestrian entrance to the building that is visible from the road or publicly accessible areas of the site;

(b) if for a ground floor level façade facing a frontage:

(i) have not less than 40% of the total surface area consisting of windows or doorways; or

(ii) not reduce the surface area of windows or doorways of an existing building, if the surface area is already less than 40%;

(c) if for a ground floor level façade facing a frontage must:

(i) not include a single length of blank wall greater than 30% of the length of façade on that frontage; or

(ii) not increase the length of an existing blank wall, if already greater than 30% of the length of the façade on that frontage; and

(d) provide awnings over a public footpath if existing on the site or on adjoining properties.

The restaurant's internal layout is orientated to have the fifty-seat dining area positioned on the north-western corner of the building with the enclosed playland on the western side, which provides passive surveillance over the Cove Hill Shopping Centre Carpark. With the pedestrian access on the northern façade facing the carpark, the entrance to the building is visible from

publicly accessible areas on the site; therefore, consistent with A2(a). It is also observed that at this location the entrance to the building will be visible from Hurst Street; although, at an angle.

The appearance of the restaurant from Hurst Street is broken up through building design with multiple textures and panelling to the façade, window placement, and activation being established by having the east elevation the 'Order Station' located on this side of the building.

Additionally, it is observed that the wording for both A2 (b) and (c) states, "if for a ground floor level façade facing a frontage", although the restaurant does not directly face a frontage instead being orientated to the car park located between the development site and the entrance of Cove Hill Shopping Centre. No wall of the proposed building presents as a large expanse of blank wall. Each façade is activated in some form, either with the presence of windows or as a focal point of activity, maximising passive surveillance of the visually accessible public space surrounding the site. Therefore, the proposal is consistent with Acceptable Solution A2 (b) & (c).

It is observed that the carriageway of the East Derwent Highway is not at a level that will facilitate passive surveillance of either the restaurant or in return of the road, as there is at least a 2m difference in elevation with the embankment.

There are no *awnings over a public footpath existing on the site or on adjoining properties*; therefore, A2 (d) is not applicable.

3.4.4 Fencing – Clause 15.4.4

Not relevant to this proposal.

3.4.5 Outdoor Storage Area – Clause 15.4.5

As previously mentioned, all goods and waste storage are located behind screens and lockable areas; therefore, the proposal complies with the Acceptable Solution of Clause 15.4.5 A1.

3.4.6 Dwelling – Clause 15.4.6

Not relevant to this proposal.

3.5 Zone Standards for Subdivision

This provision is not relevant.

4 Code Requirements

For matters that transcend specific zones, the Planning Scheme addresses these via a Code, either in the form of a development code or a mapped overlay. Whilst there are several codes that apply to the property, the extent to which they are significant to a specific development application varies according to the final design and the intensity or type of use and the provisions of the Code.

4.1 Signs Code

Pursuant to the requirements of Clause C1.2.1 the Signage Code applies to the assessment of this proposal. As the proposal is for a Hungry Jack's Restaurant comes with nationally recognised branding and signage, two Signage Details (Sheets 1 & 2) are provided under (Appendix C), which must be read in conjunction with the Elevation Plans (Sheets 1, 2, & 3), along with the 3D-Sketches.

4.1.1 Development Exempt from this Code - Clause C1.4

It is observed that several signs are located within the site that are effectively directional signs for both pedestrians and vehicles and are not intended to be seen from outside of the site; therefore, are exempt from requiring a permit under Clause C1.4.2, specifically, S02, S03, S05 to S11a & b.

4.1.2 Design and siting of signs - Clause C1.6.1

The proposal requires several signs not consistent with the dimensions listed under Table C1.6; therefore, the application relies on the Performance Criteria of Clause C1.6.1 Design and siting of signs P1, that require:

P1.1 - A sign must:

(a) be located within an applicable zone for the relevant sign type as set out in Table C1.6; and

(b) be compatible with the streetscape or landscape, having regard to:

(i) the size and dimensions of the sign;

(ii) the size and scale of the building upon which the sign is proposed;

(iii) the amenity of surrounding properties;

(iv) the repetition of messages or information;

(v) the number and density of signs on the site and on adjacent properties; and

(vi) the impact on the safe and efficient movement of vehicles and pedestrians.

The site is zoned General Business, which allows for all sign types as set out in Table C1.6, complying with sub-clause (a).

Sub-clause (b) requires that the proposed signage is compatible with the streetscape and landscape. It is observed that the location is identified as a major activity centre and that the larger signage fronts the East Derwent Highway, which has a greater vehicle speed than a local distributor road; therefore, requires a larger size sign to be applicable. The size and scale are consistent with signage already seen with KFC, the Cove Hill Shopping Centre, United Service Station, and Green Point Plaza to the south. The purpose and scale of the signage is

to generate interest and draw customers from the main highway to assist in activating interest within the commercial precinct of the activity centre. Therefore, having regard to the matters listed under sub-clause (b), the signage is compatible with that already established within the landscape and streetscape.

The matters listed under P1.2 are not applicable to this proposal.

Clause C1.6.1 A2 is not applicable to this application, as the site is zoned General Business.

In accordance with Clause C1.6.1 A3

A3 - The number of signs for each business or tenancy on a road frontage of a building must be no more than:
(a) 1 of each sign type, unless otherwise stated in Table C1.6;
(b) 1 window sign for each window;
(c) 3 if the street frontage is less than 20m in length; and
(d) 6 if the street frontage is 20m or more,
excluding the following sign types, for which there is no limit:
(i) name plate; and
(ii) temporary sign.

The proposal does not exceed one window sign for each window. The site has just over 270m of frontage to East Derwent Highway, for this frontage a Pylon Sign (S01), two wall signs (S04 & S14) are presented to this frontage, whilst for Hurst Street the main sign is a wall sign (S17). A total of three temporary signs, or interchangeable banner signs (S16) are proposed, two facing the highway and on facing Hurst Street.

Therefore, the development number of signs facing the street frontage is consistent with the requirements of the Acceptable Solution of Clause C1.6.1 A3.

4.1.3 Illuminated Signs - Clause C1.6.2

The objective of this clause is that:
(a) illuminated signs are compatible with the streetscape;
(b) the cumulative impact of illuminated signs on the character of the area is managed, including the need to avoid visual disorder or clutter of signs; and
(c) any potential negative impacts of illuminated signs on road safety and pedestrian movement are minimised.

As previously discussed, several signs associated with the proposal are to be illuminated. It is observed that under Acceptable Solution of Clause 15.4.3 A1 it is required that *new buildings must be designed to … provide external lighting to illuminate external vehicle parking areas and pathways.* Several of the internal signs have been designed to assist with providing illumination as per the zone's requirements and by illuminating the sign from within and avoiding the risk of creating obtuse dispersal of light for the surrounding area. This minimises any unreasonable impact on surrounding residential areas despite being over 50m from the site, but also avoids light impacting on road users.

The provision does not have any Acceptable Solution and therefore must be determined under the Performance Criteria, which states:

P1 - An illuminated sign must not cause an unreasonable loss of amenity to adjacent properties or have an unreasonable effect on the safety, appearance, or efficiency of a road, and must be compatible with the streetscape:

The adjacent property is a warehouse and therefore the sign will not result in any unreasonable impact from the internal illumination of the proposed signage. It is worth noting that the location of the signage is a significant distance and level from the road carriageway, thus not in the eyeline of drivers. Additionally, by being internal the illumination will have no unreasonable effect on the safety, appearance, or efficiency of a road, and must be compatible with the streetscape.

Therefore, having regard to the listed matters under P1, the prosed illuminated signage is consistent with the objective of the clause and the requirements of the Scheme.

4.2 Parking & Sustainable Transport Code

Pursuant to Clause C2.2.1 this Code applies to all use and development.

The matters relating to the provisions of this Code have been addressed within the Traffic Impact Assessment Attached.

4.3 Road & Railway Assets Code

Pursuant to Clause C3.2.1 this Code applies to the assessment of this proposal.

The matters relating to the provisions of this Code have been addressed within the Traffic Impact Assessment Attached.

4.4 Electricity Transmission Infrastructure Protection Code

Pursuant to Clause C4.2 of the Scheme, this Code is not applicable to this proposal.

4.5 Telecommunication Code

Pursuant to Clause C5.2 of the Scheme, this Code is not applicable to this proposal.

4.6 Local Historic Heritage Code

Pursuant to Clause C6.2 of the Scheme, this Code is not applicable to this proposal.

4.7 Natural Assets Code

Pursuant to Clause C7.2 of the Scheme, this Code is not applicable to this proposal.

4.8 Scenic Protection Code

Pursuant to Clause C8.2 this Code is not applicable to the proposed development.

4.9 Attenuation Code E.9

The location is within the mapped attenuation area of the Bridgewater Quarry Specific Area Plan (BRI-S4.0). In accordance with BRI-S4.2, "…the area of land this plan applies to, the provisions of the specific area plan are in substitution for and are in addition to the provisions of Attenuation Code, as specified in the relevant provision".

That is the SAP will address this below under Section 5 of this report.

4.10 Coastal Erosion Hazard Code

Pursuant to Clause C10.2 this Code is not applicable to the proposed development.

4.11 Coastal Inundation Hazard Code

Pursuant to Clause C11.2 this Code is not applicable to the proposed development.

4.12 Flood-Prone Areas Hazard Code

Pursuant to Clause C12.2 this Code is not applicable to the proposed development.

4.13 Bushfire-Prone Areas Code

Pursuant to Clause C13.2 this Code is not applicable to the proposed development, as it does not involve a subdivision, or a use class that is either listed as vulnerable or hazardous under Clause 13.3 Definition of Terms under the Code.

4.14 Potentially Contaminated Land Code

Pursuant to Clause C14.2 this Code is not applicable to the proposed development.

4.15 Landslip Hazard Code

Pursuant to Clause C15.2 this Code is not applicable to the proposed development.

4.16 Safeguarding of Airports Code

Pursuant to Clause C16.2 this Code is not applicable to the proposed development.

5 Specific Area Plans

5.1 Bridgewater Quarry Specific Area Plan

The site is on the southern edge of the Bridgewater Quarry overlay (Figure 5.1a). The purpose of this code is "to protect the operations of the Bridgewater Quarry from incompatible or conflicting use or development" (BRI-S4.1 Plan Purpose). However, it must be appreciated that this overlay covers a significant are of General Business zoned land as well as land identified within the Scheme as being one of three Local Area Objective sites (BRI-15.2) as being desirable that:

> "…*develop Cove Hill as a bulky goods and larger format retailing focal point. Larger speciality format retailing and support services to include supermarkets, hardware, discount department stores, camping, disposals, clothing, furniture, lighting, cafes, restaurants, and entertainment facilities are to be concentrated at Cove Hill."*

That is to say that whilst it is desirable to protect the operations of the quarry, this should not be at the expense of what the Southern Tasmanian Regional Land Use Strategy has identified as a Major Activity Centre.

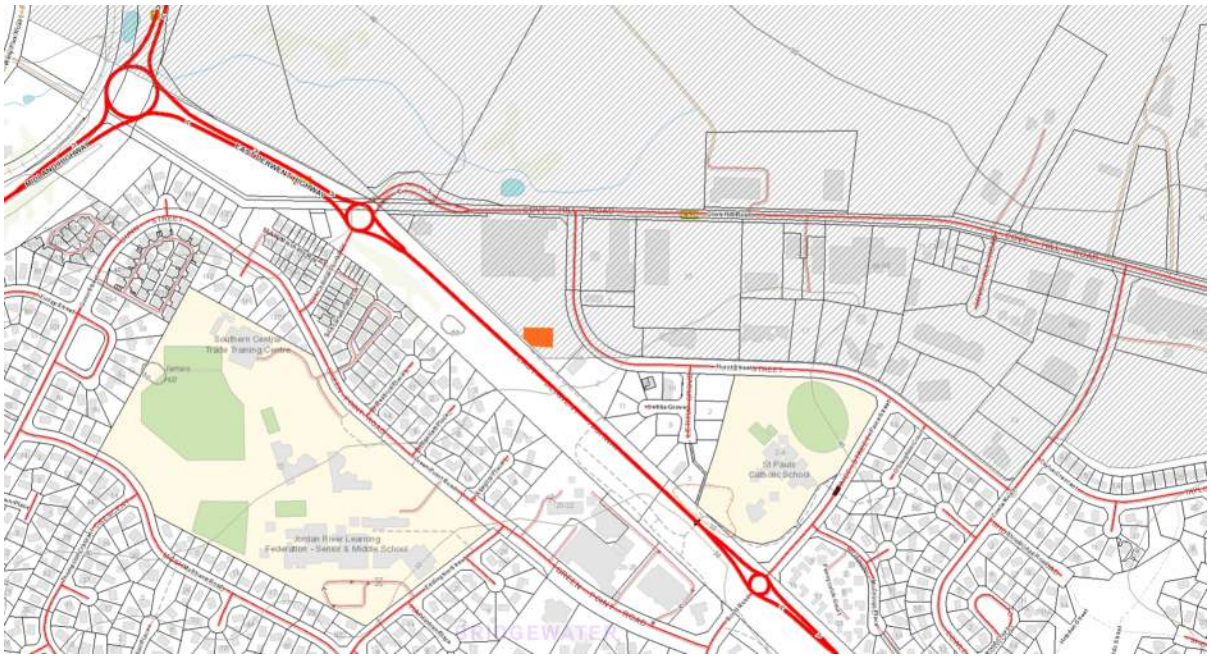


Figure 5.1a – The site is indicated by the orange square in the centre of the image, with the grey hatching indicating the attenuation buffer zone from the Bridgewater Quarry. It is observed that the shopping centre and KFC plus other recent retail developments have been established along the southern side of Cove Hill Road between the proposed development site and the quarry. (Source LIST Map)

5.1.1 Sensitive Use - Clause BRI-S4.6.1

The Scheme defines a sensitive use as "…a residential use or a use involving the presence of people for extended periods except in the course of their employment such as a caravan park, childcare centre, dwelling, hospital or school". A restaurant is not considered a sensitive use; therefore, this provision is not applicable to the determination of this proposal.

5.1.2 Development within Bridgewater Quarry Specific Area Plan - Clause BRI-S4.7.1

This clause is in addition to clause C9.0 Attenuation Code; however, as previously established the proposal is not for the development of a sensitive use resulting in the provisions within C9.0 Attenuation Code not relating.

Clause BRI-S4.7.1 has no Acceptable Solution and does not delineate between a sensitive use a non-sensitive use, with all development being determined under the Performance Criteria, that state:

P1 - Buildings and works must not result in potential to interfere or conflict with quarry operations having regard to:

(a) the nature of the quarry; including:
(i) operational characteristics;
(ii) scale and intensity;
(iii) degree of hazard or pollution that may be emitted from the activity;

(b) the degree of encroachment of development or use into the Bridgewater Quarry Attenuation Area; and

(c) measures in the design, layout and construction of the development to eliminated, mitigate or manage effects of the quarry; and

(d) any advice from the Bridgewater Quarry operator.

The test of this provision is that the proposed development *must not result in potential to interfere or conflict with quarry operations.* The quarry face is 1km to the north of the development site, which cannot be viewed due to established buildings between the two locations and the topography, rising more than 10m based on the contours of the area. The proposal is not a sensitive use and is proposed to be positioned on the southern side of an established shopping centre; effectively this proposal is an extension to established activity and development that has already occurred at 11 Cove Hill Road, Bridgewater (Volume 34163 Folio 1).

The quarry is a gravel or stone quarry, with the mining lease indicating that the principal product is ‘stone’. At the time of this assessment, it was observed that the mining lease (1477P/M) expired on 1 April 2023, and was pending renewal; however, it is acknowledged that by the time this proposal is determined a renewal may have been granted.

5.2 Brighton Industrial Hub Specific Area Plan (Cl.BRI-S10.0)

The proposed development site is also on the southern edge of the Brighton Industrial Hub Specific Area Plan. Pursuant to Clause BRI-S10.6.1 Sensitive Use the proposal does not seek to establish a sensitive use; therefore, complies with the Acceptable Solution of the Clause and is consistent with the purpose of the Scheme.

6 Cultural Heritage

6.1 Heritage

An initial search has not identified any registered Aboriginal relics or apparent risk of impacting Aboriginal relics (Appendix E - Aboriginal Heritage Search Results).

7 Conclusion

The establishment of Hungry Jack's Restaurant, within the Cove Hill Shopping Centre precinct, is a No Permit Required use class pursuant to Use Class Table 15.2 the General Business Zone cites with no qualification. As a result, pursuant to Clause 6.6 of the Scheme, the nature of the Food Service is not a relevant matter for determination by the Planning Authority. This position is supported by the Local Area Objectives direct development to be of a similar nature to this proposal as a component of a major activity centre that Bridgewater as identified by the *Southern Tasmanian Regional Land Use Strategy 2010-2035*.

Although the application triggers several provisions of the scheme, this Planning Report has confirmed that the proposal complies with the applicable Acceptable Solution provisions and the following Performance Criteria:

- Clause 15.4.2 P1 Setbacks,
- Clause C1.6.1 P1.1 Design and siting of signs,
- Clause C1.6.2 P1 Illuminated Signs, and
- Clause BRI-S4.7.1 P1 Development within Bridgewater Quarry Specific Area Plan

The proposal also relies on the Performance Criteria of Clause C2.5.1 P1 Car Parking Numbers; however, this has been extensively addressed by the Traffic Impact Assessment demonstrating that the parking arrangement for 11 Cove Hill Road is appropriate to contain the numbers generated by this development.

Establishing such a restaurant as Hungry Jack's at the proposed location reflects the economic vibrancy that the area is generating, providing sustainable employment opportunities for residents and workers within the area and is consistent with the requirements of the Tasmanian Planning Scheme – Brighton.

We would request therefore that after due consideration this application be approved without delay.

RED SEAL
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Limitations

Red Seal Urban & Regional Planning provides town planning advice based on the information provided by the Client, which is assumed correct in relation to the provisions of the Tasmanian Resource Management Planning System.

Red Seal Urban & Regional Planning
ABN: 40 176 568 800
Hobart, Tasmania | **M** +61 411 631 258 | **E** redsealplanning@gmail.com

PIA Registered Planner
Planning Institute Australia