HOBART
C.M. Terry, B. SURV. (Tas.), M.SSSI. (Director)
H. Clement, B. SURV. (Tas.), M.SSSI (Director)
M.S.G. Denholm, B. GEOM. (Tas.), M.SSSI (Director)
T.W. Walter, Dip. Surv & Map; (Director)
D. Panton, B.E. F.I.E. AUST., C.P.ENG. (Consultant)
A. Collins, Ad. Dip. Surv & Map, (Senior Associate)
L.H. Kiely, Ad. Dip. Civil Eng, Cert IV I.T., (Associate)
M. Westerberg, M.E.M., M.I.E. AUST., C.P.ENG. (Associate)
KINGSTON
A.P. (Lex) McIndoe, B. SURV. (Tas.), M.SSSI. (Director)
LAUNCESTON
J.W. Dent, OAM, B. SURV. (Tas.), M.SSSI. (Director)
M.B. Reid, B. GEOM.(HONS) (Tas.), M.SSSI (Director)
BURNIE/DEVONPORT
A.W. Eberhardt, B. GEOM. (Tas.), M.SSSI (Director)
A.J. Hudson, B. SURV. (Tas.), M.SSSI. (Consultant)

PDA Surveyors Incorporating WALTER SURVEYS
Surveying, Engineering & Planning
ABN 71 217 806 325

127 Bathurst Street
Hobart Tasmania, 7000
Phone (03) 6234 3217

ABN 71 217 806 325
Email: pda.hbt@pda.com.au
www.pda.com.au

Our Ref:
Your ref: DA2021/200

9th November 2021
Jo Blackwell
Senior Planner
Brighton Council
Via email: development@brighton.tas.gov.au
cc: Brian White: brian.white@brighton.tas.gov.au

Dear Ms Blackwell

Re: Application for Planning Permit (DA2012/00200)
Recycling & Waste Disposal, Glenstone Road, Bridgewater

Thank you for your correspondence dated 13/8/21. I write to provide you with the additional information sought under Section 54 of LUPAA.

1. ***Application Requirements – Land Owner Consent – Clause 6.1.2***

a) Land Owners consent is provided as an attachment to this correspondence and is signed by the relevant Minister.
b) The Ministers delegate has signed the Council's application form.

2. ***Clarification of the Use and Development – Clause 6.1.2***

An Environmental Management Plan, prepared by NTCAD Pty Ltd, addresses the information requested at this point of the RFI. The report contains the following details sought by Council:

- Types and quantities of materials PROPOSED to be received/recycled/processed onsite;
- Activities proposed to occur on-site, including machinery used (trucks/ excavators/crushers/screens);
- Employee numbers;
- How waste products are disposed of;
- Hours of operation:
- The areas of operation are shown on the updated site plan.

3. ***Car Parking Numbers – Parking and Sustainable Transport Code - C2.5.1/ A1/P1***
The subject title, in its current form, measures 21.07ha. Bullock Civil Contracting is in the process of purchasing 11ha from the Department of State Growth. Of that 11ha, the current application is contained to a site area of 8768m^2, shown on the updated site plan which is provided as an attachment to this application.

Planning Scheme Response:

C2.5.1 Car Parking Numbers

A1 is met

Table C2.1 requires one parking space per 500m^2 of site area and one parking space per employee. Given the large site area subject to this application, the parking formula requires eighteen spaces plus four spaces for the employees.

Twenty-two spaces are provided on the site plan to meet the scheme requirements, but it should be noted that this is considered excessive to the actual needs of the development. The business owner has advised that ten spaces are more than sufficient to provide for staff parking, the parking of vehicles used on site when not in operation and the occasional client who may attend for a meeting.

Given the nature of the operation does not generate customer interaction and has relatively low levels of traffic movements, limited to staff attending the workplace and industrial type vehicles accessing and leaving the property as part of business operations. Discretion is not sought given the drafting of the performance criteria, and it has been accepted that additional car parking will likely be required when the business expands in the future.

4. **Construction of Parking Areas – Clause C2.6.1 A1/P1**

An updated parking plan is provided as an attachment to this response.

Planning scheme response:

A1 is not met. The application relies on compliance with the performance criteria,which states:

Proposed parking spaces, access ways, manoeuvring and circulation spaces are identifiable and constructed to be useable in all-weather with regard to:

a) The subject site is an industrial site and will be developed with gravel hardstand suitable to withstand use by trucks and other heavy vehicles;
b) The site has a gently slope and the topography is suitable for the proposed use;
c) The proposed drainage for the site is shown on the attached plans. Storm water is proposed to be captured into an onsite retention basin and directed, with flow rate management, to the reticulated system at road side. See plan 47359HC -29
d) The mitigation methods proposed to be implemented at the entrance to the property to minimise the transportation of mud and debris onto Glenstone Road are as follows:

- Vehicles should enter and leave the site by the access driveway to limit the tracking of mud and/or soil onto roads.
- Loads are covered to eliminate materials or litter blowing off.
- Any sediment left on the road by vehicles is to be removed in a timely manner.

e) &
f) The surface is compacted gravel hardstand, a compacted base material built to withstand long periods of use by heavy vehicles. The gravel is compacted and generates very little dust.

5. Clause c2.6.2 A1/P1 – Design and layout of parking Areas

A1 is met
Please refer to the attached updated plan – 47359HC – 11 (Parking Plan)

A1.2 is met
Please refer to the attached updated plan – 47359HC – 11 (Parking Plan)

6. Clause C2.6.5 – Pedestrian Access
A1.1 is met
Please refer to the attached updated plan – 47359HC – 11 (Parking Plan)

A1.2 is met
Please refer to the attached updated plan – 47359HC – 11 (Parking Plan)

7. Clause C3.5.1 A1.1/P1 – Traffic generation at a vehicle crossing, level crossing or new junction

A traffic impact statement is provided as an attachment to this correspondence.

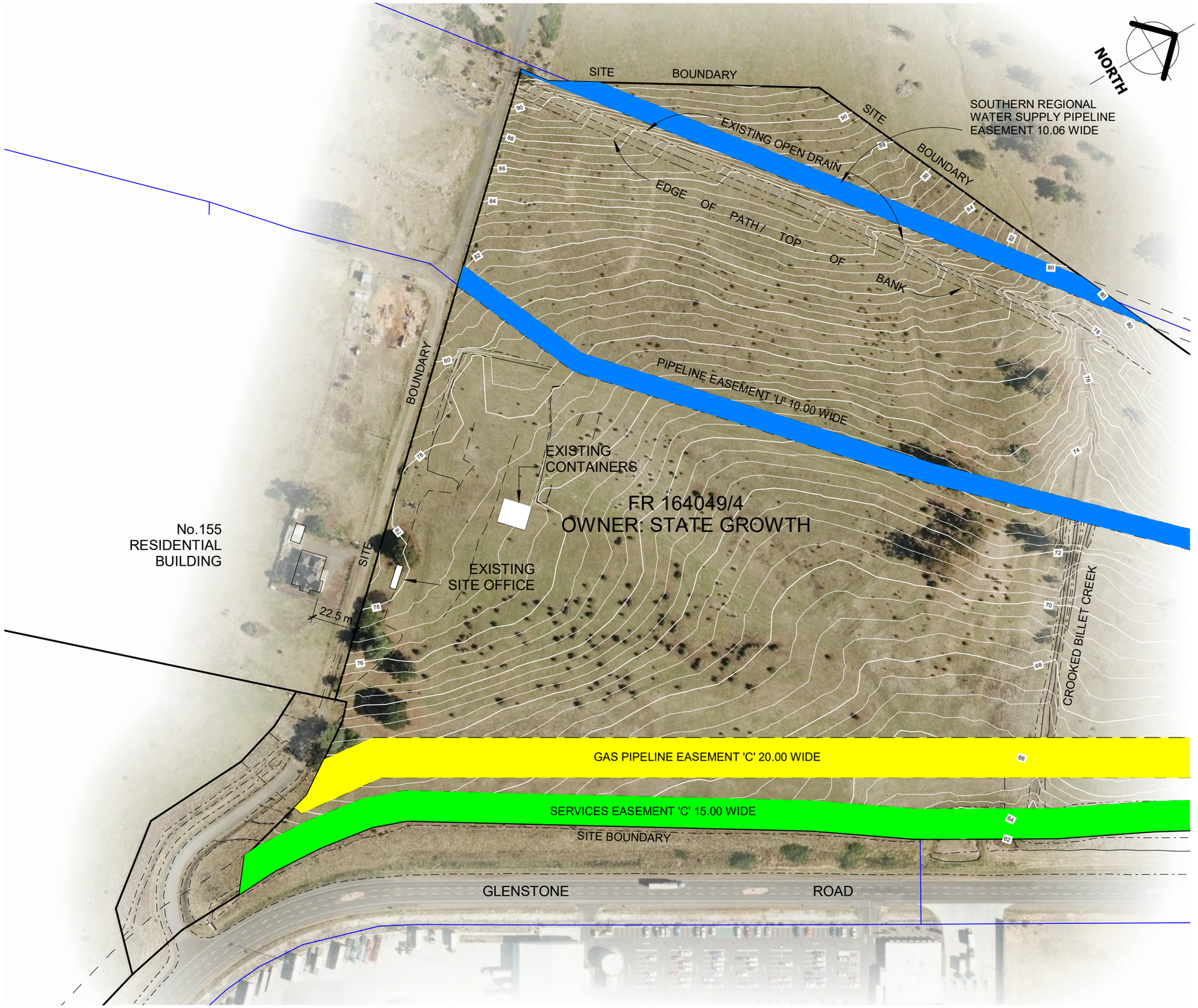
Other Matters

A stormwater management plan that demonstrates how stormwater is captured and treated is provided as an attachment to this correspondence.

Do not hesitate to contact me should you require additional clarification on any matter contained within this correspondence or on the attached documentation,

Yours faithfully

Justine Brooks
Consulting Planner
PDA Surveyors, Engineers and Planners



REV	AMENDMENTS	DRAWN	DATE	APPR.
0	First Issue to client	MK	26.07.21	HAC

SCALE:

SURVEYOR	PROJECT
-	47359HC
DRAWN	CHECKED
MK	HAC
DATE	
26 JULY 2021	

PARTIAL EXISTING SITE PLAN - FR 164049/4
GLENSTONE ROAD, BRIGHTON
for BULLOCK CIVIL

PDA Surveyors Incorporating WALTER SURVEYS
Surveying, Engineering & Planning
ABN 71 217 806 325
127 Bathurst Street
Hobart, Tasmania, 7000
www.pda.com.au
Also at: Kingston, Launceston & Burnie
PHONE: +61 03 6234 3217
FAX: +61 03 6234 5085
EMAIL: pda.hbt@pda.com.au

SCALE	PAPER
1 : 2000	A3
DRAWING NUMBER	SHEET / REV
47359HC - 2B	-0

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

REV	AMENDMENTS	DRAWN	DATE	APPR.
D	ADDITIONAL DETAIL	BM	14.12.21	HAC
C	DRAINAGE & SERVICES EASEMENT 6.00 WIDE ADDED	HAC	29.11.21	HAC
B	DRAINAGE & SERVICES EASEMENT 6.00 WIDE ADDED	HAC	29.11.21	HAC
A	LOT LAYOUT AMENDED	HAC	8.11.2021	HAC
0	FIRST CLIENT ISSUE.	MK	20.08.21	HAC

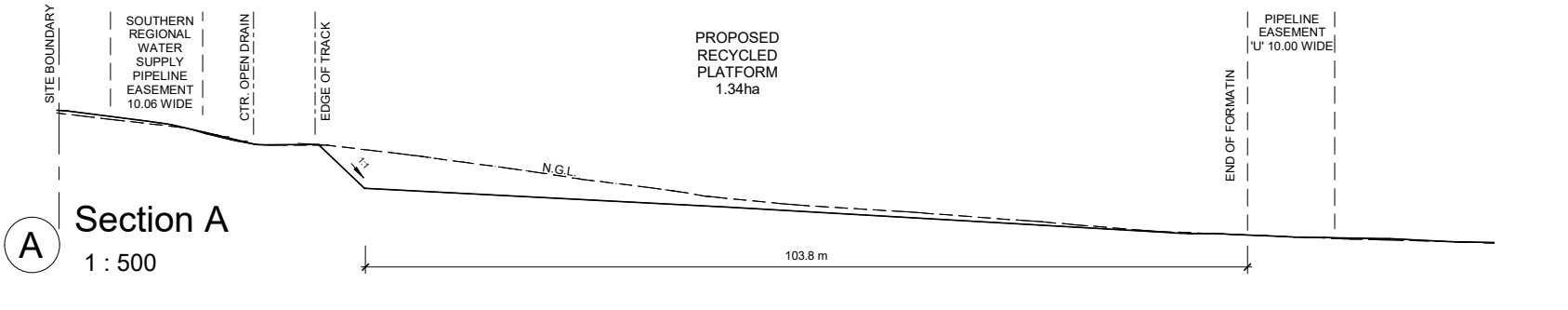
SCALE: 0 4 8 20 40 100m

SURVEYOR	GEOCIVIL
-	-
DRAWN	CHECKED
MK/BM	HAC
DATE	
14 DECEMBER 2021	

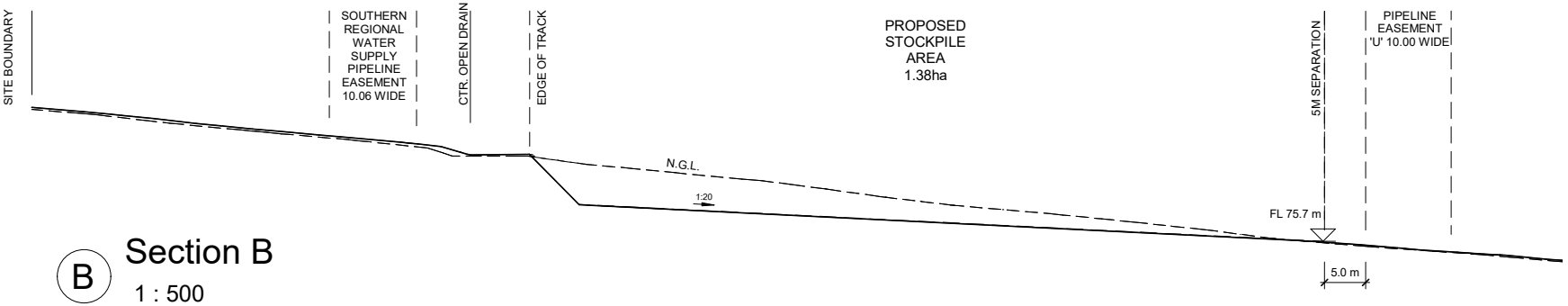
SITE PLAN
221 GLENSTONE ROAD, BRIGHTON
for BULLOCK CIVIL

PDA Surveyors Incorporating WALTER SURVEYS
Surveying, Engineering & Planning
ABN 71 217 806 325
127 Bathurst Street
Hobart, Tasmania, 7000
www.pda.com.au
Also at: Kingston, Launceston & Burnie
PHONE: +61 03 6234 3217
FAX: +61 03 6234 5085
EMAIL: pda.hbt@pda.com.au

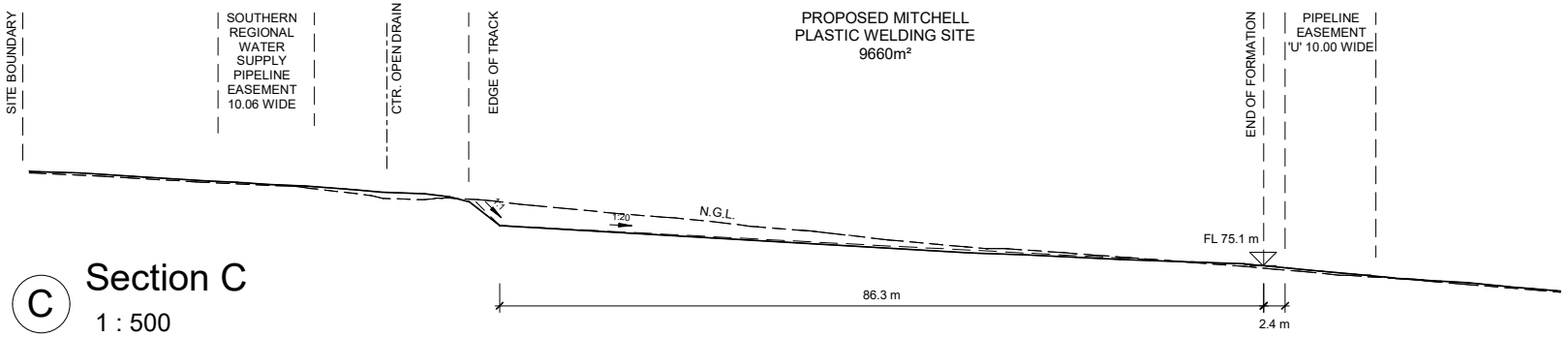
SCALE	PAPER
1:2000	(A3)
JOB NUMBER	DRAWING
47359HC-2D	



A Section A
1 : 500



B Section B
1 : 500



C Section C
1 : 500

REV	AMENDMENTS	DRAWN	DATE	APPR.

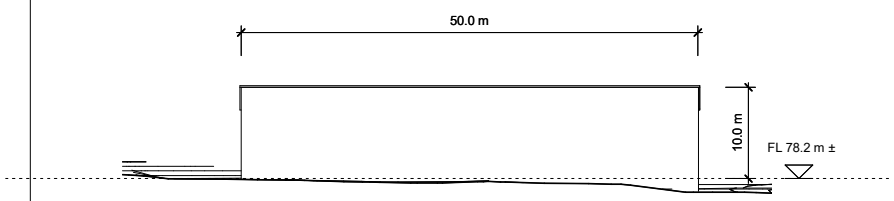
SCALE:

SURVEYOR	PROJECT
-	47359HC
DRAWN	CHECKED
MK	HAC
DATE	
26 JULY 2021	

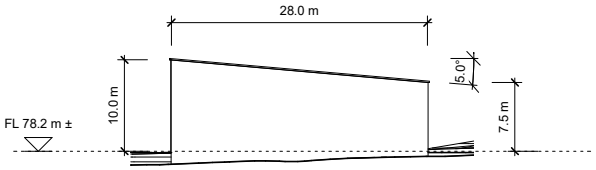
PROPOSED SECTIONS
GLENSTONE ROAD, BRIGHTON
for BULLOCK CIVIL

PDA Surveyors
Surveying, Engineering & Planning
ABN 71 217 606 325
127 Bathurst Street
Hobart, Tasmania, 7000
www.pda.com.au
Also at: Kingston, Launceston & Burnie
PHONE: +61 03 6234 3217
FAX: +61 03 6234 5085
EMAIL: pda.hbt@pda.com.au

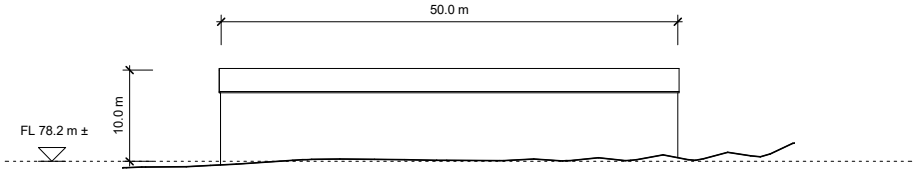
SCALE	PAPER
1 : 500	A3
DRAWING NUMBER	SHEET	REV
47359HC - 4		



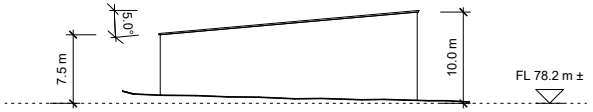
1 South Elevation
1 : 500



2 East Elevation
1 : 500



3 North Elevation
1 : 500



4 West Elevation
1 : 500

REV	AMENDMENTS	DRAWN	DATE	APPR
0	First Issue to client	MK	26.07.21	HAC

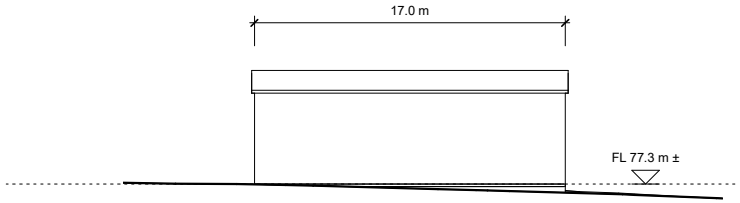
SCALE:

SURVEYOR: -
PROJECT: 47359HC
DRAWN: MK
CHECKED: HAC
DATE: 26 JULY 2021

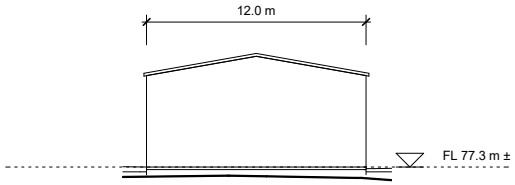
WORKSHOP ELEVATIONS
GLENSTONE ROAD, BRIGHTON
for BULLOCK CIVIL

PDA Surveyors
Surveying, Engineering & Planning
ABN 71 217 606 325
Incorporating WALTER SURVEYS
127 Bathurst Street
Hobart, Tasmania, 7000
www.pda.com.au
Also at: Kingston, Launceston & Burnie
PHONE: +61 03 6234 3217
FAX: +61 03 6234 5085
EMAIL: pda.hbt@pda.com.au

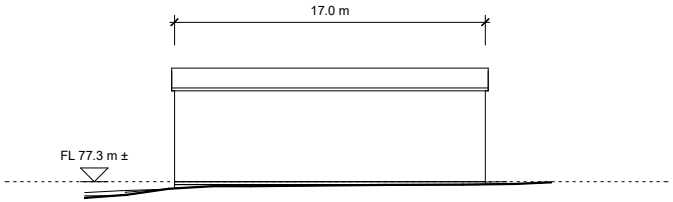
SCALE	PAPER
1 : 500	A3
DRAWING NUMBER	SHEET / REV
47359HC - 5	-0



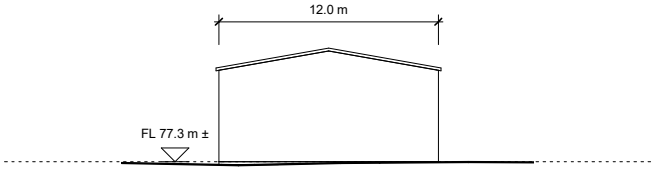
1 Shed South
1 : 250



2 Shed East
1 : 250



3 Shed North
1 : 250



4 Shed West
1 : 250

REV	AMENDMENTS	DRAWN	DATE	APPR
0	First Issue to client	MK	26.07.21	HAC

SCALE:

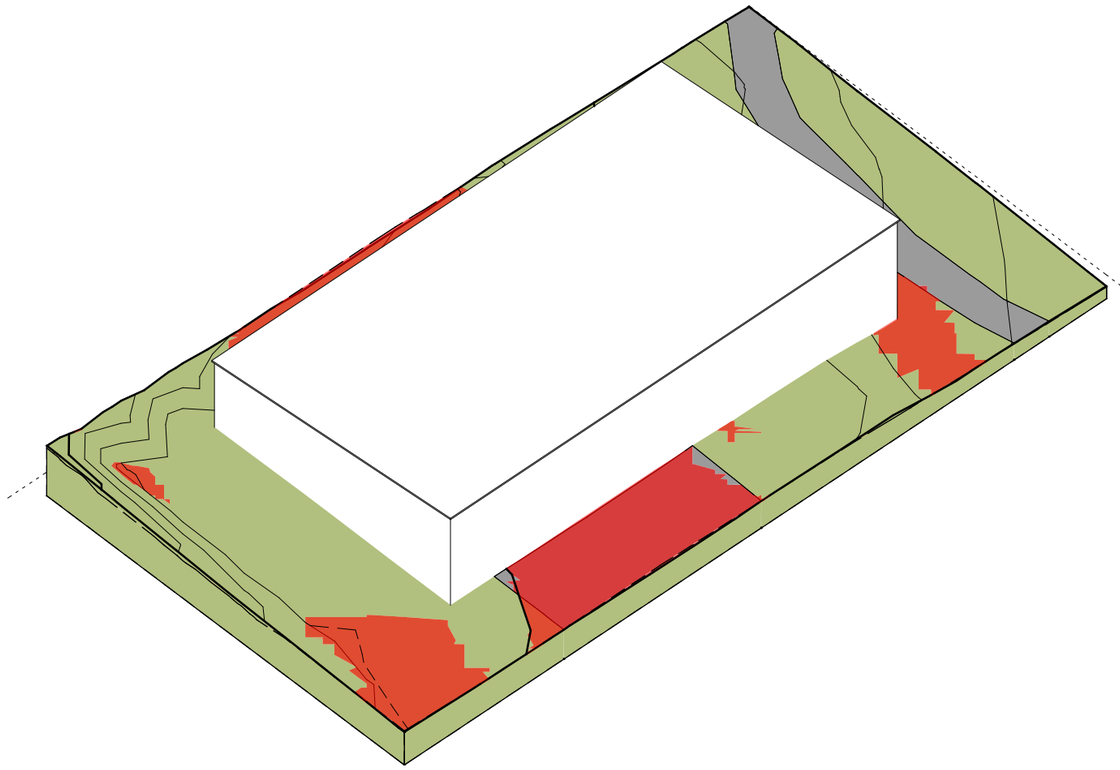
SURVEYOR: -
PROJECT: 47359HC
DRAWN: MK
CHECKED: HAC
DATE: 26 JULY 2021

SHED ELEVATIONS
GLENSTONE ROAD, BRIGHTON
for BULLOCK CIVIL

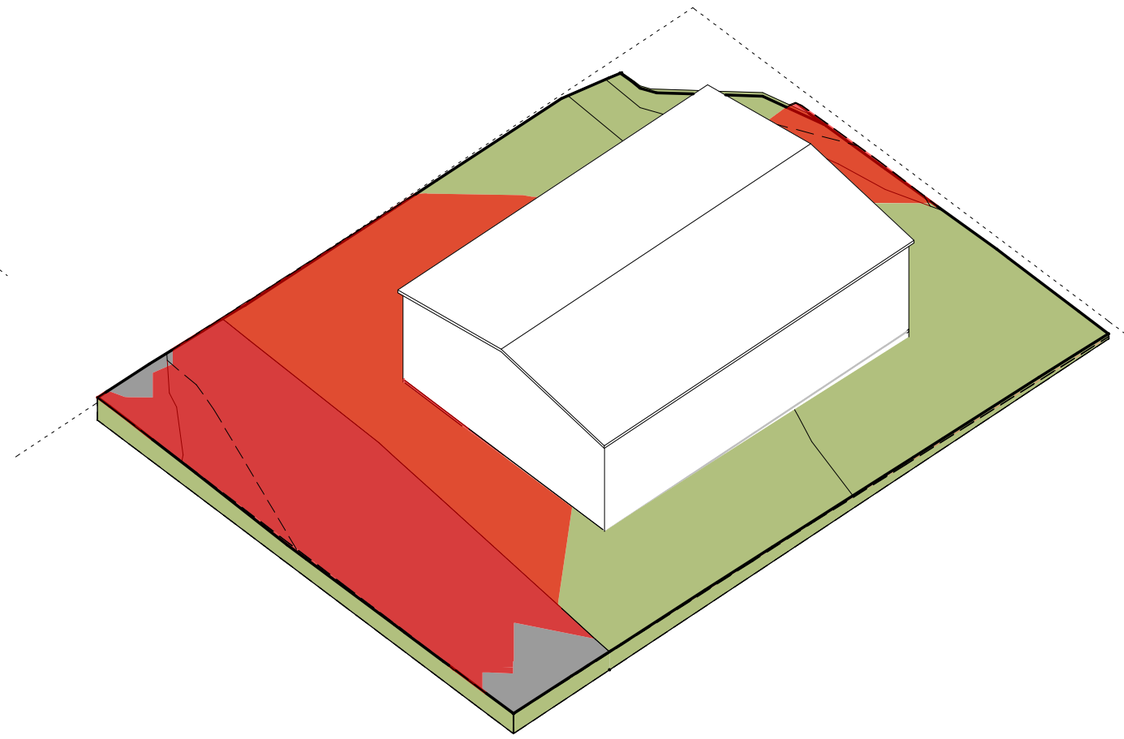
PDA Surveyors (incorporating WALTER SURVEYS)
Surveying, Engineering & Planning
ABN 71 217 606 325
127 Bathurst Street
Hobart, Tasmania, 7000
www.pda.com.au
Also at: Kingston, Launceston & Burnie
PHONE: +61 03 6234 3217
FAX: +61 03 6234 5085
EMAIL: pda.hbt@pda.com.au

SCALE	PAPER
1 : 250	A3

DRAWING NUMBER	SHEET	REV
47359HC - 6		-0



1 Work shop



2 Shed

REV	AMENDMENTS	DRAWN	DATE	APPR.
0	First Issue to client	MK	26.07.21	HAC

SCALE:

SURVEYOR: -
PROJECT: 47359HC
DRAWN: MK
CHECKED: HAC
DATE: 26 july 2012

3D VIEW
GLENSTONE ROAD, BRIGHTON
for BULLOCK CIVIL

PDA Surveyors Incorporating WALTER SURVEYS
Surveying, Engineering & Planning
ABN 71 217 606 325
127 Bathurst Street
Hobart, Tasmania, 7000
www.pda.com.au
Also at: Kingston, Launceston & Burnie
PHONE: +61 03 6234 3217
FAX: +61 03 6234 5085
EMAIL: pda.hbt@pda.com.au

SCALE	PAPER
	A3
DRAWING NUMBER	SHEET / REV
47359HC - 7	-0

N

TO GLENSTONE ROAD

PREVENT TRAFFICKING
OF MUD ONTO EXISTING
GLENSTONE ROAD

No. 155
RESIDENTIAL
BUILDING

(23m)

PEDESTRIAN ACCESS
0.6m WIDE GRAVEL PATH
WITH 1.0M SEPARATION TO
TRAFFIC PATH

SITE BOUNDARY

EXISTING SITE OFFICE

ONE WAY CROSSFALL 4%

EXISTING ACCESS
MINIMUM 7.0m WIDE
PER TSD-R01-v3

LIGHT

10x CARPARKS (2.6mx5.4m)

11x CARPARKS (2.6mx5.4m)

1 x ACCESIBLE CARPARK
(3.9mx5.4m)

SITE AREA
8768m²±

SITE OFFICE ENTRY

EXISTING GRAVEL HARDSTAND

(52m)

(10m)

80

PROPOSED 28x50m SHED

LIGHT

LIGHT

SW OPEN V-DRAIN TO
DETENTION POND.
SEE CONCEPT
STORMWATER PLAN

SW OPEN V-DRAIN

4%

EXISTING
12x15m SHED

4%

Minimal 12.5m Rad.

Outside Front Wheel Path

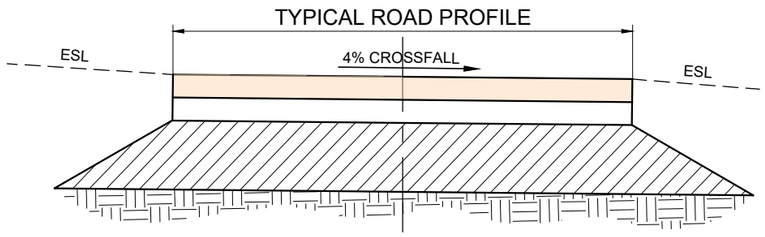
Path of Front Overhang

Inside Rear Wheel path
180°

SEMI-TRAILER MINIMAL
TURNING AREA

TRUCK PARKING

TYPICAL ROAD PROFILE



TYPICAL PARKING PAVEMENT DESIGN:
SURFACING - 100mm THICK 20 FCR
BASE - 100mm THICK 40 FCR
SUBBASE - 300mm THICK 80 FCR
ON APPROVED SUBGRADE

NOTES

Bearing Datum is GDA2020 per GNSS observations.

Horizontal Datum is MGA2020 per St1109, with coordinates of
E 519649.898
N 5270473.889 per the LIST.
All other coordinates have been treated as plane (csf=0.999963).

Vertical datum is AHD per ST1109 with reputed RL 47.616m.

Prior to any demolition, excavation, final design or construction on this site, a comprehensive site investigation should be undertaken to locate all above and below ground service infrastructure.

All coordinates within this file, although stated to the nearest 0.001 metre, are approximate only and are only within 0.015m of the stated coordinate (horizontally and vertically).

The boundaries shown on this plan are compiled from SP164049 and , as such, are approximate only.

If any works are to be conducted on or near the boundary a re-establishment survey will be required.

Contour Interval 0.5m

REV	AMENDMENTS	DRAWN	DATE	APPR.
E				
D				
C				
B				
A				

SCALE:
0 1 2 5 10 30m

SURVEYOR	GEOCIVIL
JM/JT	47359HC
DRAWN	CHECKED
BM	HAC
DATE	
09 NOVEMBER 2021	

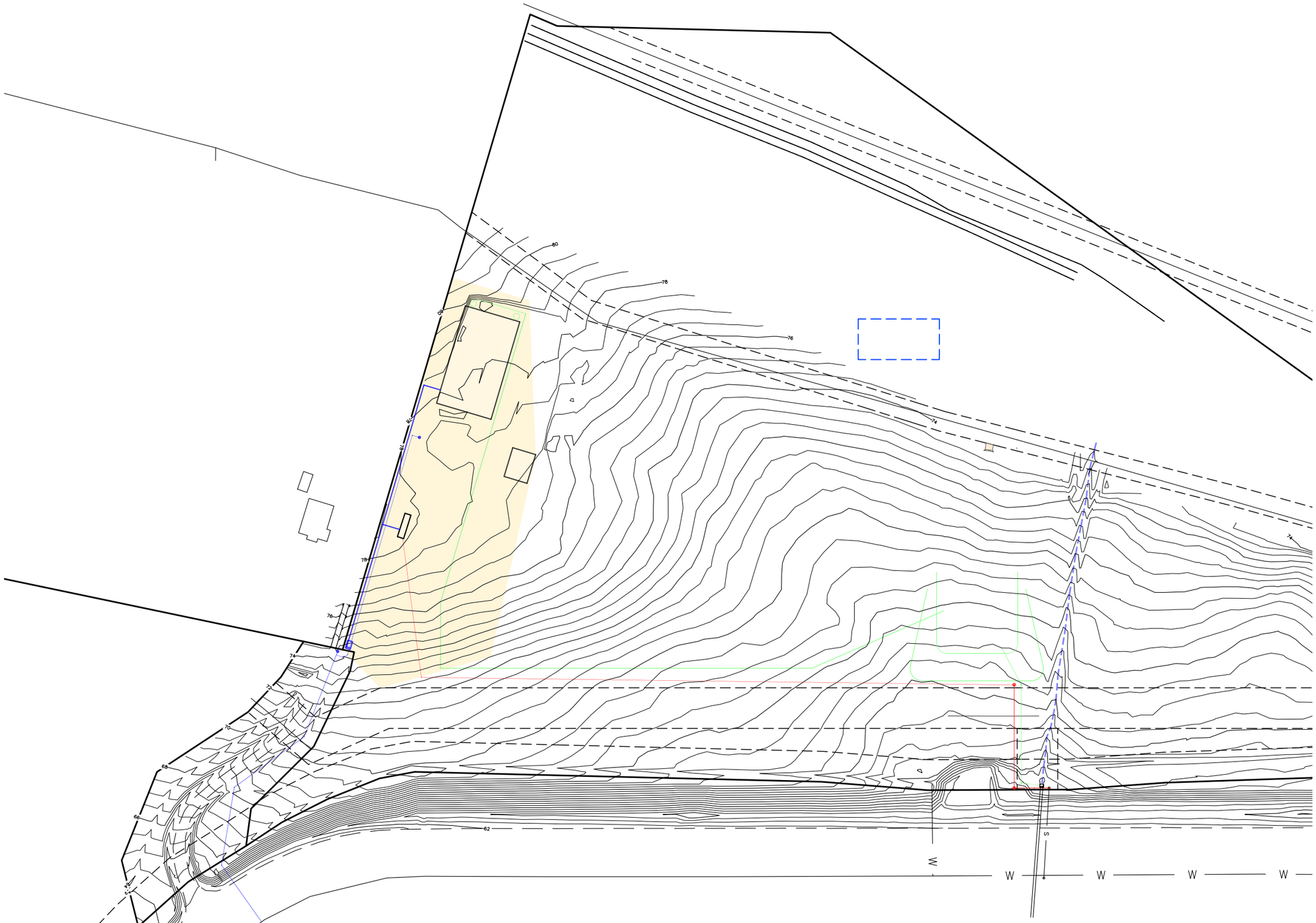
PARKING AND SEMI-TRAILER TURNING AREA
221 GLENSTONE ROAD, BRIDGEWATER
for BULLOCK CIVIL

PDA Surveyors Incorporating WALTER SURVEYS
Surveying, Engineering & Planning
ABN 71 217 806 325
127 Bathurst Street
Hobart, Tasmania, 7000
www.pda.com.au
Also at: Kingston, Launceston & Burnie
PHONE: +61 03 6234 3217
FAX: +61 03 6234 5085
EMAIL: pda.hbt@pda.com.au

SCALE	PAPER
1:600	(A3)
JOB NUMBER	DRAWING
47359HC - 11	

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

Each lot, or a lot proposed in a plam of subdivision must have a frontage of not less than 20m.



REV	AMENDMENTS	DRAWN	DATE	APPR.
D				
C				
B				
A				
0	FIRST CLIENT ISSUE.	MK	20.08.21	HAC

SCALE:

0 4 8 20 40 100m

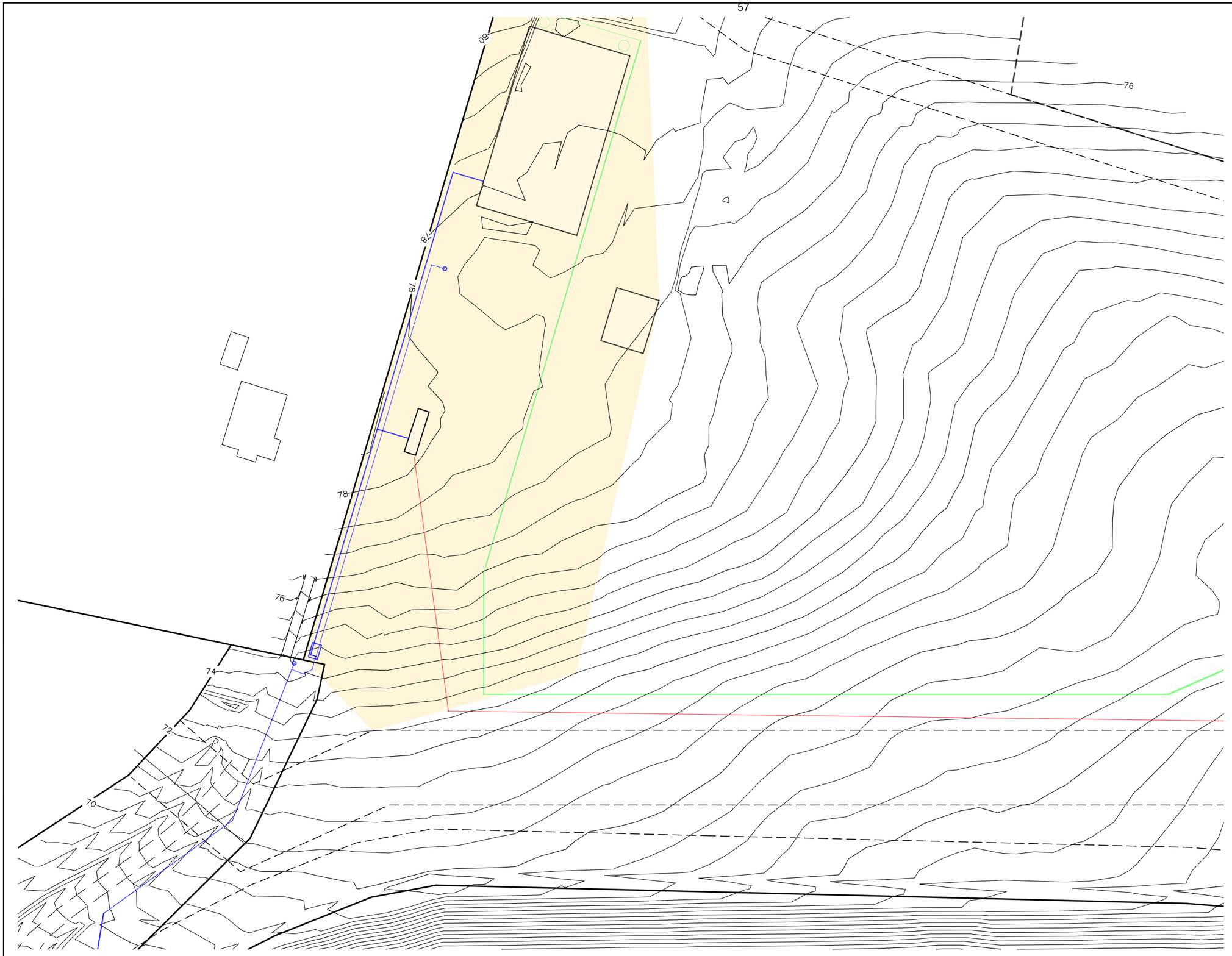
SURVEYOR	GEO/CIVIL
-	-
DRAWN	CHECKED
DP	MW
DATE	
11 OCT 2021	

OVERALL SERVICES PLAN
221 GLENSTONE ROAD, BRIGHTON
for BULLOCK CIVIL

PDA Surveyors Incorporating WALTER SURVEYS
Surveying, Engineering & Planning
ABN 71 217 806 325

127 Bathurst Street
Hobart, Tasmania, 7000
www.pda.com.au
Also at: Kingston, Launceston & Burnie
PHONE: +61 03 6234 3217
FAX: +61 03 6234 5085
EMAIL: pda.hbt@pda.com.au

SCALE	PAPER
1:2000	(A3)
JOB NUMBER	DRAWING
47359HC-28	



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

Each lot, or a lot proposed in a plam of subdivision must have a frontage of not less than 20m.

REV	AMENDMENTS	DRAWN	DATE	APPR.
D				
C				
B				
A				
0	FIRST CLIENT ISSUE.	MK	20.08.21	HAC

SCALE:

0 4 8 20 40 100m

SURVEYOR	GEOCIVIL
-	-
DRAWN	CHECKED
DP	MW
DATE	
11 OCT 2021	

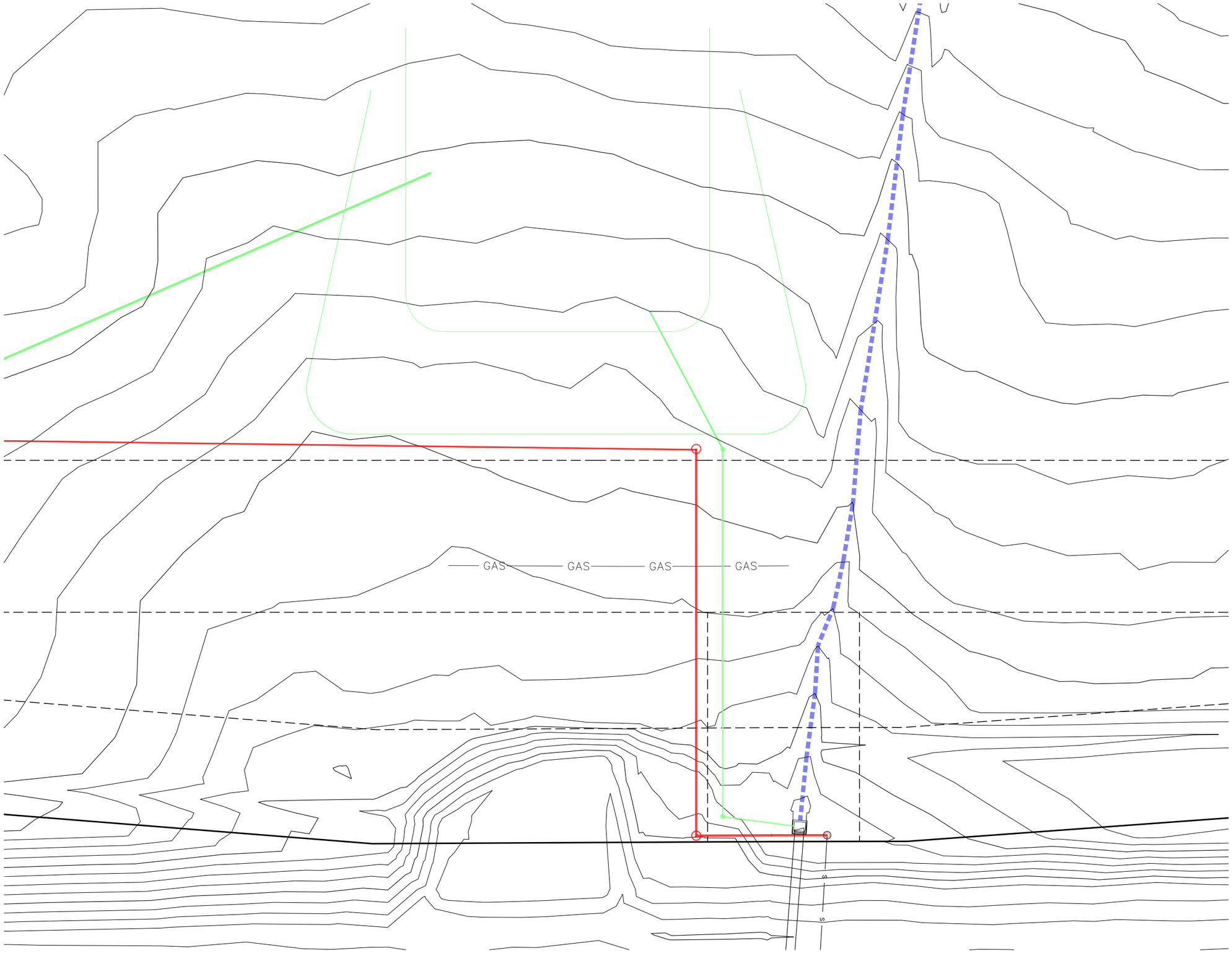
DETAIL SERVICES PLAN
221 GLENSTONE ROAD, BRIGHTON
for BULLOCK CIVIL

PDA Surveyors Incorporating WALTER SURVEYS
Surveying, Engineering & Planning
ABN 71 217 806 325

127 Bathurst Street
Hobart, Tasmania, 7000
www.pda.com.au
Also at: Kingston, Launceston & Burnie

PHONE: +61 03 6234 3217
FAX: +61 03 6234 5085
EMAIL: pda.hbt@pda.com.au

SCALE	PAPER
1:1000	(A3)
JOB NUMBER	DRAWING
47359HC-29	



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

Each lot, or a lot proposed in a plam of subdivision must have a frontage of not less than 20m.

REV	AMENDMENTS	DRAWN	DATE	APPR.
D				
C				
B				
A				
0	FIRST CLIENT ISSUE.	MK	20.08.21	HAC

SCALE:

0 4 8 20 40 100m

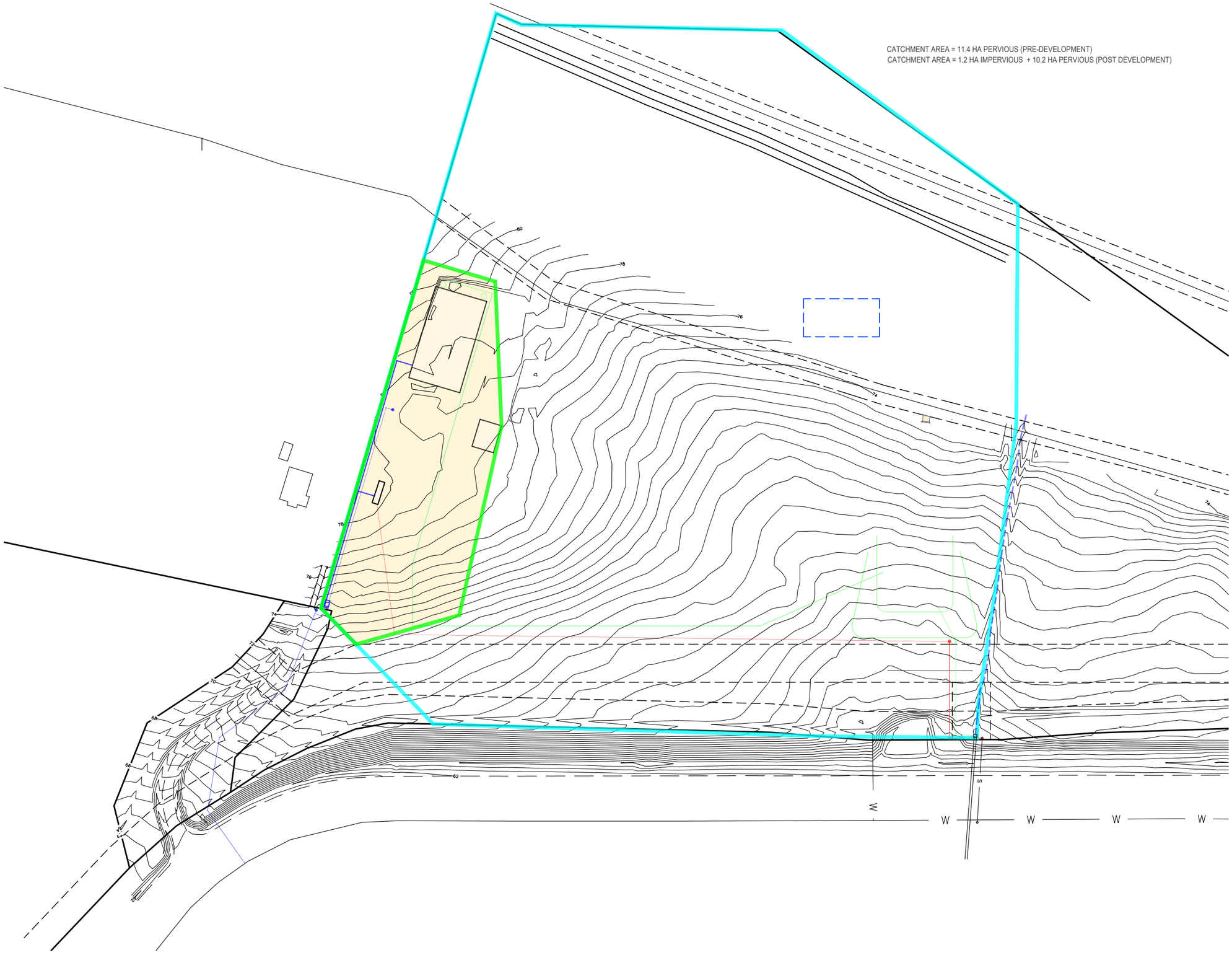
SURVEYOR	GEOCIVIL
-	-
DRAWN	CHECKED
DP	MW
DATE	
11 OCT 2021	

DETAIL SERVICES PLAN
221 GLENSTONE ROAD, BRIGHTON
for BULLOCK CIVIL

PDA Surveyors Incorporating WALTER SURVEYS
Surveying, Engineering & Planning
ABN 71 217 806 325

127 Bathurst Street
Hobart, Tasmania, 7000
www.pda.com.au
Also at: Kingston, Launceston & Burnie
PHONE: +61 03 6234 3217
FAX: +61 03 6234 5085
EMAIL: pda.hbt@pda.com.au

SCALE	PAPER
1:500	(A3)
JOB NUMBER	DRAWING
47359HC-30	



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

Each lot, or a lot proposed in a plam of subdivision must have a frontage of not less than 20m.

REV	AMENDMENTS	DRAWN	DATE	APPR.
D				
C				
B				
A				
0	FIRST CLIENT ISSUE.	MK	20.08.21	HAC

SCALE:

0 4 8 20 40 100m

SURVEYOR	GEO/CIVIL
-	-
DRAWN	CHECKED
DP	MW
DATE	
11 OCT 2021	

OVERALL SERVICES PLAN
221 GLENSTONE ROAD, BRIGHTON
for BULLOCK CIVIL

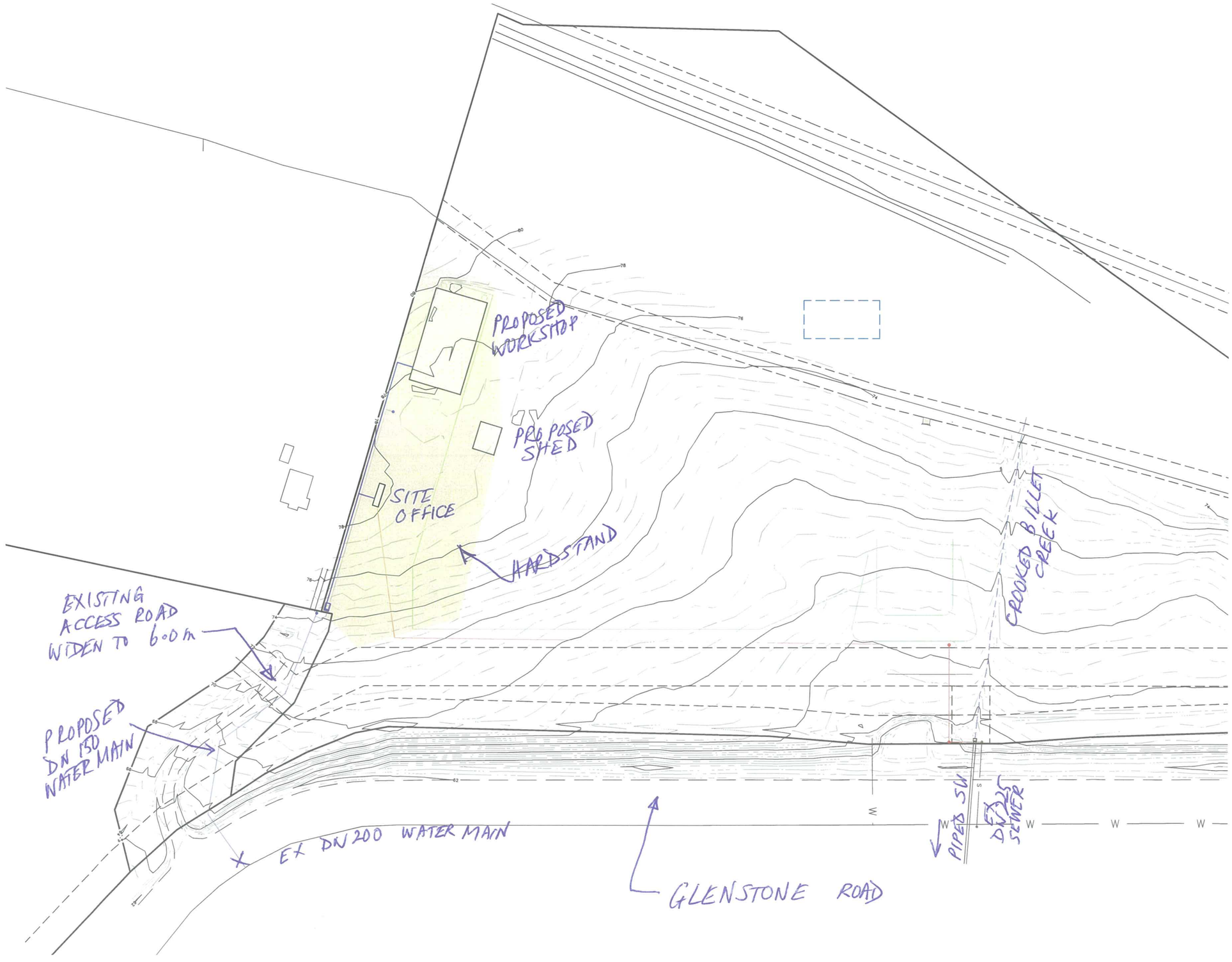
PDA Surveyors Incorporating WALTER SURVEYS
Surveying, Engineering & Planning
ABN 71 217 806 325

127 Bathurst Street
Hobart, Tasmania, 7000
www.pda.com.au
Also at: Kingston, Launceston & Burnie
PHONE: +61 03 6234 3217
FAX: +61 03 6234 5085
EMAIL: pda.hbt@pda.com.au

SCALE	PAPER
1:2000	(A3)
JOB NUMBER	DRAWING
47359HC-28	

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

Each lot, or a lot proposed in a plam of subdivision must have a frontage of not less than 20m.



REV	AMENDMENTS	DRAWN	DATE	APPR.
D				
C				
B				
A				
0	FIRST CLIENT ISSUE.	MK	20.08.21	HAC

SCALE
0 4 8 20 40 100m

SURVEYOR	GEO/CIVIL
-	-
DRAWN	CHECKED
DP	MW
DATE	
11 OCT 2021	

OVERALL SERVICES PLAN
221 GLENSTONE ROAD, BRIGHTON
for BULLOCK CIVIL

PDA Surveyors Incorporating WALTER SURVEYS
Surveying, Engineering & Planning
ABN 71 217 606 325
127 Bathurst Street
Hobart, Tasmania, 7000
www.pda.com.au
Also at: Kingston, Launceston & Burnie
PHONE: +61 03 6234 3217
FAX: +61 03 6234 5085
EMAIL: pda.hbt@pda.com.au

SCALE	PAPER
1:2000	(A3)
JOB NUMBER	DRAWING
47359HC-28	

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

Each lot, or a lot proposed in a plam of subdivision must have a frontage of not less than 20m.

REV	AMENDMENTS	DRAWN	DATE	APPR.
D				
C				
B				
A				
0	FIRST CLIENT ISSUE.	MK	20.08.21	HAC

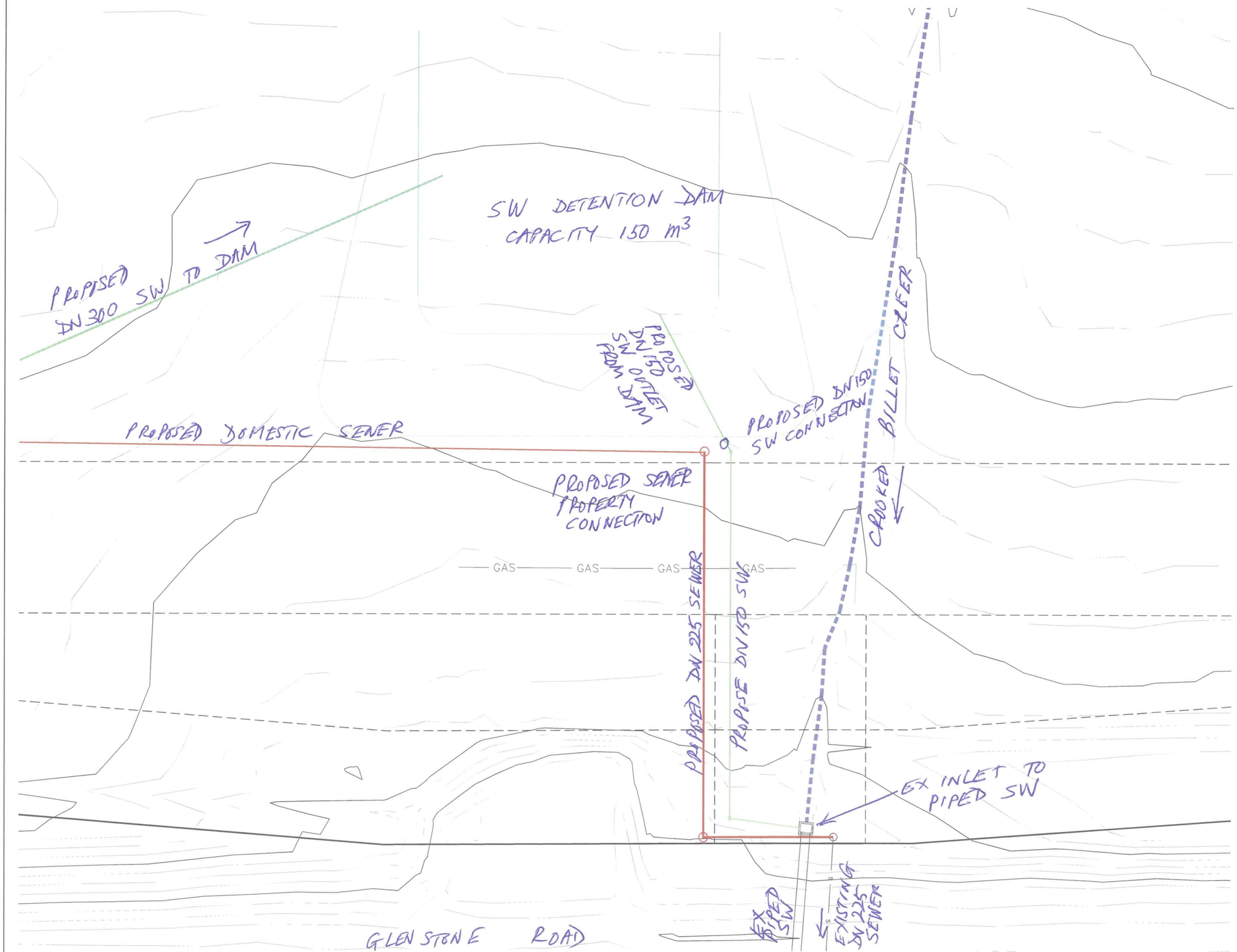
SCALE: 0 4 8 20 40 100m

SURVEYOR	GEOCIVIL
-	-
DRAWN	CHECKED
DP	MW
DATE	
11 OCT 2021	

DETAIL SERVICES PLAN
221 GLENSTONE ROAD, BRIGHTON
for BULLOCK CIVIL

PDA Surveyors Incorporating WALTER SURVEYS
Surveying, Engineering & Planning
ABN 71 217 606 325
127 Bathurst Street
Hobart, Tasmania, 7000
www.pda.com.au
Also at: Kingston, Launceston & Burnie
PHONE: +61 03 6234 3217
FAX: +61 03 6234 5085
EMAIL: pda.hbt@pda.com.au

SCALE	PAPER
1:1000	(A3)
JOB NUMBER	DRAWING
47359HC-29	



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

Each lot, or a lot proposed in a plam of subdivision must have a frontage of not less than 20m.

REV	AMENDMENTS	DRAWN	DATE	APPR.
D				
C				
B				
A				
0	FIRST CLIENT ISSUE.	MK	20.08.21	HAC

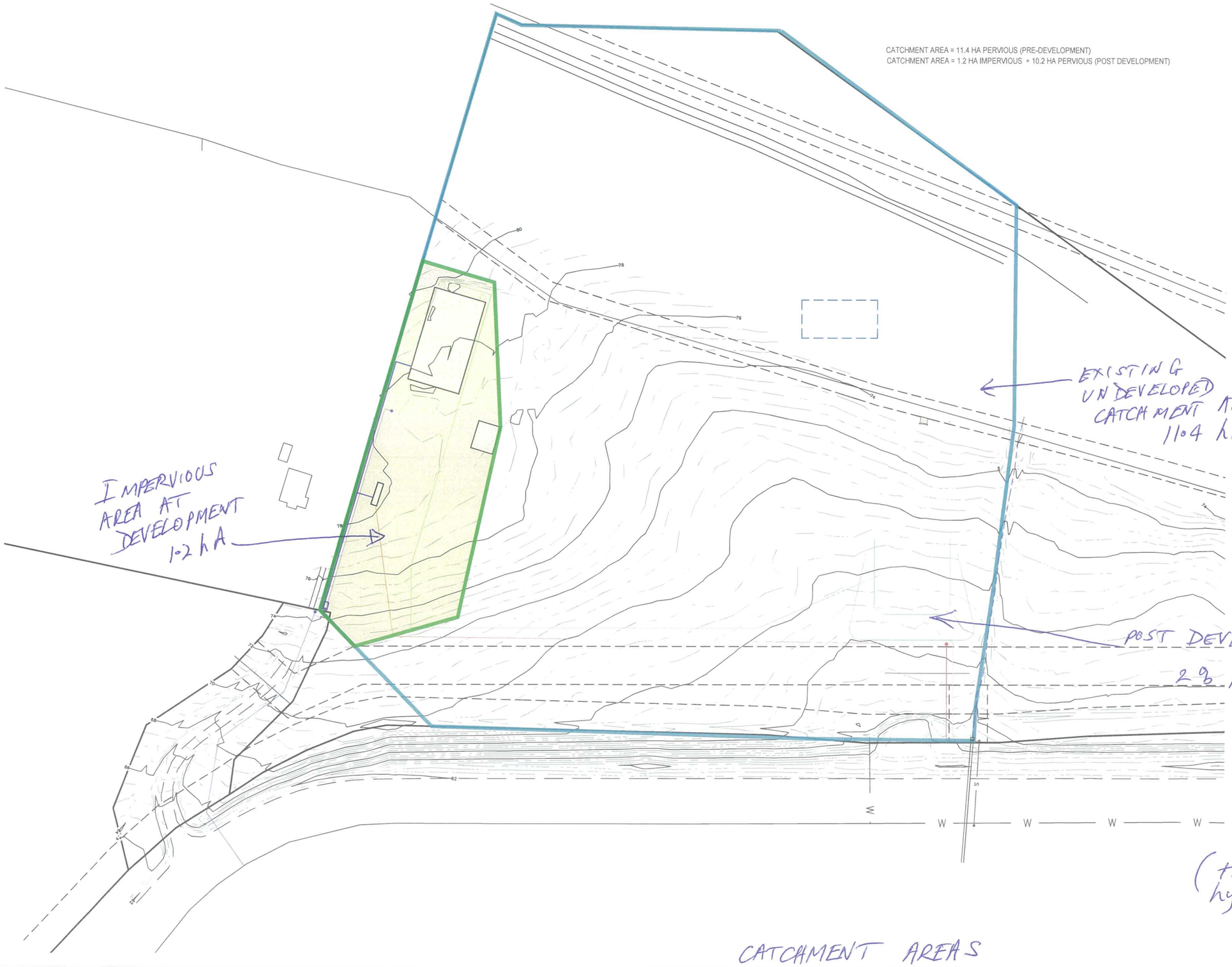
SCALE
0 4 8 20 40 100m

SURVEYOR	GEOCIVIL
-	-
DRAWN	CHECKED
DP	MW
DATE	
11 OCT 2021	

DETAIL SERVICES PLAN
221 GLENSTONE ROAD, BRIGHTON
for BULLOCK CIVIL

PDA Surveyors Incorporating WALTER SURVEYS
Surveying, Engineering & Planning
ABN 71 217 806 325
127 Bathurst Street
Hobart, Tasmania, 7000
www.pda.com.au
Also at: Kingston, Launceston & Burnie
PHONE: +61 03 6234 3217
FAX: +61 03 6234 5085
EMAIL: pda.hbt@pda.com.au

SCALE	PAPER
1:500	(A3)
JOB NUMBER	DRAWING
47359HC-30	



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

Each lot, or a lot proposed in a plam of subdivision must have a frontage of not less than 20m.

CATCHMENT AREAS

REV	AMENDMENTS	DRAWN	DATE	APPR.
D				
C				
B				
A				
0	FIRST CLIENT ISSUE.	MK	20.08.21	HAC

SCALE: 0 4 8 20 40 100m

SURVEYOR	GEOCIVIL
-	-
DRAWN	CHECKED
DP	MW
DATE	
11 OCT 2021	

OVERALL SERVICES PLAN
221 GLENSTONE ROAD, BRIGHTON
for BULLOCK CIVIL

PDA Surveyors Incorporating WALTER SURVEYS
Surveying, Engineering & Planning
ABN 71 217 606 325
127 Bathurst Street
Hobart, Tasmania, 7000
www.pda.com.au
Also at: Kingston, Launceston & Burnie
PHONE: +61 03 6234 3217
FAX: +61 03 6234 5085
EMAIL: pda.hbt@pda.com.au

SCALE	PAPER
1:2000	(A3)
JOB NUMBER	DRAWING
47359HC-28	

ENVIRONMENTAL MANAGEMENT PLAN

FOR

BULLOCK CIVIL CONTRACTING

221 Glenstone Road, Brighton

September 2021

NTCADS Pty Ltd

21 DIGNEY ST DYNNYRNE TAS 7005

T 0431 965 740 E glenn@ntcads.com.au

Project: 221 Glenstone Rd, Brighton – Environmental Management Plan

Author: Glenn Allen

Civil Engineer BEng

MIEAust 1140590

Building Services Provider No. CC7077

Engineer, unrestricted (civil, building services)

DATE	NATURE OF REVISION	REVISION NUMBER	PREPARED BY	APPROVED BY
27/09/2021	FINAL	0	Glenn Allen	Glenn Allen

This document has been prepared in accordance with the scope of services agreed upon between NTCADS and the Client. To the best of our understanding, this document represents the Client's intentions at the time of printing of the document. In preparing this document we have relied upon data, surveys, analysis, designs, plans and other information provided by the client, and other individuals and organisations referenced herein. Except as otherwise stated in this document, we have not verified the accuracy or completeness of such data, surveys, analysis, designs, plans and other information.

No responsibility is accepted for use of any part of this document in any other context or for any other purpose by third parties.

Contents

1 INTRODUCTION

This Environmental Management Plan (EMP) has been prepared by NTCADS Pty Ltd on behalf of the proponent, Bullock Civil Contracting (BCC). The objective of the project is to establish a clean fill – recycling supply Depot. The Depot will be used to receive, stockpile, segregate, crush, mix, store and transport materials suitable for use as clean fill in construction, backfilling and other projects, as well as supply inorganic recycled products such as crushed concrete, aggregate and screened mixed topsoil.

This proposal does not require formal assessment by the EPA, and is not considered to be a Level 2 Activity under the *Environment Management and Pollution Control Act* 1994 (EMPCA). This project is a transplant of the proponents previously approved operations at the Tasrail site at Lot 2 Glenstone Rd Brighton (SP 163911), and for the same operation and scale has previously been assessed as not requiring formal assessment. Refer to SEMF submissions of December 2016 "Brighton Waste Recycling Facility – Notice of Intent".

1.1 PROPONENT

The proponent is Bullock Civil Contracting. The Plan of Survey SP164049/4 is a Crown land (DIER) property at the Brighton Hub.

Bullock Civil Contracting is a Tasmanian business that has operated in the construction industry for over 20 years. Most of its work has been in the civil contracting industry and work on subdivisions. The company is based in Brighton, Tasmania. The Company details are:

The Company name (legal entity):	Bullock Civil Contracting Pty Ltd
The contact person's name:	Mr Andrew Bullock
Registered Address:	Rosny Park, 7018
Postal Address:	PO Box 74, Brighton, 7030
ABN / ACN:	131 081 331
Email:	Andrew@bullockcivil.com.au
Mobile:	0427 555 202

1.2 SITE DETAILS

Physical address: 221 Glenstone Road, Bridgewater Tas 7030

Land title: SP 164049/4

Land size: 8.28 Ha (21.07 Ha total title)

The site location is shown in Figure 1.

The Master Plan for 221 Glenstone Road as prepared by PDA Surveyors on 20.08.2021 with reference 47359HC-10 Rev 0 is shown in Figure 2. The master plan proposes a strata title for the internal development of the subdivision. This project EMP is prepared for the development of Site 1 for the purposes outlined above.

Future developments for the subsequent sites will be subject to separate submissions as required

.

Figure 1: Site Location

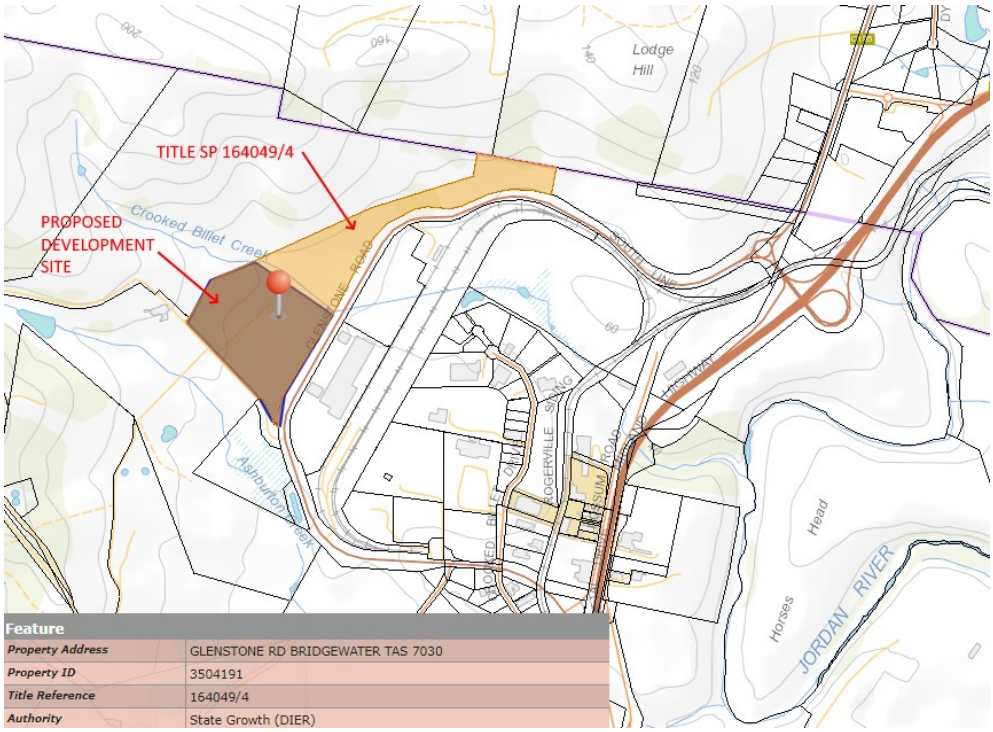
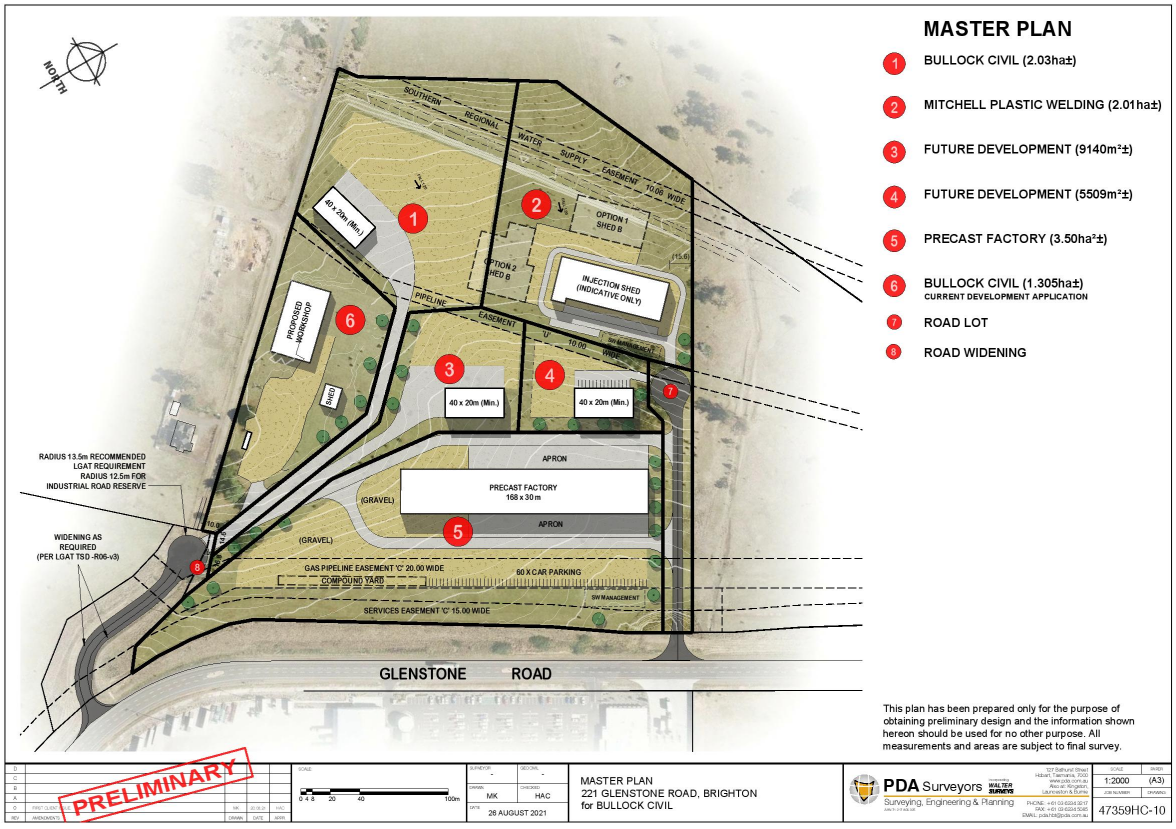


Figure 2: Project Master Plan



1.3 PROJECT BACKGROUND

BCC has been operating a similar facility for processing clean fill waste at a nearby site at 2 Glenstone Road for the past 5 years. The operation has successfully received, sorted and processed large amounts of 'clean wastes', which, until recently, have been treated as waste and not reused. BCC is proposing to continue to screen and sort the mixed clean waste, which includes concrete pavements, soil, aggregate, rock and some hotmix asphalt, into segregated streams for reuse.

BCC is in a good financial position at present to set up this business at the new site. BCC is an experienced civil contractor who has carried out numerous earthmoving civil jobs, which have required load source and movement tracking, waste segregation and stockpiling. BCC also has an excellent network within the civil industry, which will allow the segregated waste to be reused immediately within local projects. The project can assist the Brighton and other Councils capital works program and will provide a facility able to accept recyclable material from road works.

1.4 PROJECT OBJECTIVE

The objective of the project is to establish a clean fill – recycling supply Depot. The Depot will be used to receive, stockpile, segregate, crush, mix, store and transport materials suitable for use as clean fill in construction, backfilling and other projects, as well as supply inorganic recycled products such as crushed concrete, aggregate and screened mixed topsoil. Minor amounts of clay will be generated.

Input materials will be brought to the site either directly from their source (e.g. an excavation site for a housing estate) or, primarily, from depots located at BCC's other depot at Mornington, and eventually Derwent Park and Kingston. The satellite BCC sites will serve to store materials locally until such time as there are sufficient volumes to warrant cartage to the Brighton clean fill recycling site.

1.5 PROJECT PRODUCTION

The recycling depot will process up to 100,000 tonnes per annum (tpa) of locally sourced construction spoil (primarily derived from service trench works, road reconstruction, demolition etc). This material will be delivered to the Brighton Facility via truck. The initial project phase will employ 15-20 people, including 3 to 4 full time site staff.

1.6 PUBLIC CONSULTATION

There will be an opportunity through the statutory consultation process for consultation with those landowners and operators directly adjacent to the property as well as for public input.

BCC has already held meetings with the following stakeholders:

- Department of State Growth
- Brighton Council
- Tasmanian EPA
- TasRail

Other consultation will be held with neighbouring operators as needed.

1.7 PROJECT TIMEFRAME

- The site preparation and construction of proposed elements – berms, levelling, stormwater and sediment control measures – 3 to 6 weeks.
- Installation and commissioning of the remaining plant and equipment, including permanent site office, amenities and ancillaries is expected to take a further 6 to 8 weeks, once Council approval has been obtained.
- Full operational recycling processing will begin at the conclusion of the installation and commissioning.

1.8 PROJECT AREA

1.8.1 Land Tenure

The site is located on land at the Brighton Hub. It is situated at the western side of Glenstone Road (refer to Figure 1). The 21.07 hectare property is shown on Plan of Survey 164049/4, with the proposed 8.28 HA subdivision shown in Figure 2.

1.8.2 Land Use

The site is cleared and grassed, with the exception of a developed hardstand area associated with BCC site office that is to remain and will be utilised. The site is situated on a gently sloping hillside of approx. 1 in 20, which has previously been used as paddocks. BCC is intending to excavate the site in order to create a berm parallel to the site boundary and afford the site operations protection from the westerly winds, reduce the surrounding tenants' exposure to noise and provide flatter areas at 1 in 100 for direction of surface runoff and safer machine & plant operation.

The land is surrounded by:

- Toll Transport to the south east of the site;
- Glenstone Road and the TasRail line to the east;
- Beyond Glenstone Road, uphill to the sourth-west is an existing residence (around 200 m away) and the old abattoir to the west (250m);
- Beyond Glenstone Road, to the south, are further commercial / industrial premises;
- To the east of the site are other commercial / industrial premises.

Brighton Hub zoned Industrial under the Brighton Planning Scheme 2000. The proposed activity is considered to be compatible with other nearby site uses.

2 EXISTING ENVIRONMENT

2.1 TOPOGRAPHY

The site is situated on a gently south east sloping hillside, cleared of trees and grassed for use as paddocks.

2.2 HYDROLOGY

There are no natural drainage lines existing on the proposed development site. Crooked Billet Creek passes to the north-east of the development site, through the title property 221 Glenstone Road.

2.3 GROUNDWATER

No groundwater investigations have been carried out at the site and BCC are not aware of any groundwater bores present on the site. A search of the DPIPWE website for groundwater use and presence of bores in the vicinity of the site identified the following information as extracted from the DIER Southeast Tasmania Groundwater Map 2006:

- There are two bores located between 1,500-3,000m south east of the site (accuracy of the groundwater map is variable).
- One bore was labelled Dry and the other bore positioned in the same location was labelled as producing a yield of 5 to 10L per second.
- There are numerous engineering geology and groundwater bores to the east and south east of the site associated with the Toll Transport and Tasrail development, and are registered as domestic/garden bores producing a yield of 0.05- 1. 5L/sec.

2.4 GEOLOGY

The DIER Southeast Tasmania Groundwater Map 2006 indicates the site lies upon fractured Tertiary Basalt rock.

2.5 FLORA AND FAUNA

The site is located within a landscape dominated now by commercial and industrial development, although it borders agricultural lands consisting of paddocks and an old abattoir. Native flora on the site will have been completely lost during its days as an open paddock, which was further modified via cutting and filling as part of the Brighton Hub development. There is no remaining native fauna natural habitat on the site and no known native fauna present on the site.

2.6 ABORIGINAL AND EUROPEAN CULTURAL HERITAGE

No significant aboriginal or cultural heritage has been identified on the site during the previous extensive earthworks undertaken.

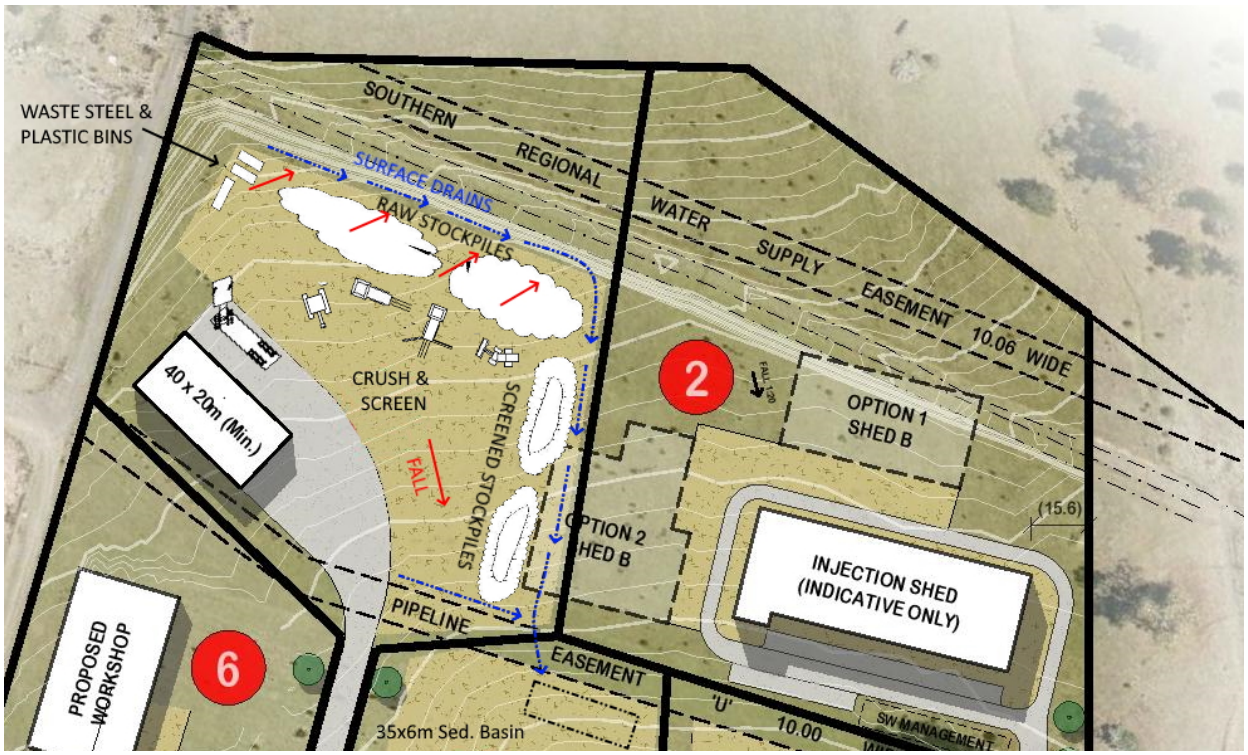
3 DEVELOPMENT PROPOSAL

3.1 PROPOSED SITE LAYOUT

The proposed layout for the site operations is shown in Figure 3. The site will be operated as a receiving and despatch waste transfer and handling depot. BCC is intending to excavate the site in order to create a berm parallel to the rear site boundary and afford the site operation protection from the westerly winds and reduce the surrounding tenants' exposure to noise

The site stockpiles used for separation, screening and crushing will be located on the site floor, approximately 3-5m below the surrounding lip of the berm. The main site entry is through a gate to the fully fenced site. The site office, amenities and weighbridge will be fixed. The office demountable will be placed on a previous hard stand located at the site.

Figure 3: Site Layout



3.2 RECYCLING HUB DEVELOPMENT

3.2.1 Recycling Operations

The main activities at the site will entail the following:

- inward carting of mixed clean trench, excavation & demolition materials, via truck;
- unloading and stockpiling of mixed excavated materials;
- primary separation and stockpiling of oversized and coarse components (concrete rubble, rock, asphalt);
- screening of materials to separate coarser fractions of rock, clay and soil from the finer soil and clay;
- primary crushing of concrete and rock to generate a 60 minus product;
- secondary screening of soil and topsoil;
- separation of reinforcing steel, plastic, etc.;

- stockpiling of segregated reusable wastes;
- storing of plastics and steel scrap/waste in dedicated skip bins for offsite recycling;
- loading of materials onto trucks.

Bulk recycled materials will be transported from the Brighton site back to the satellite sites via truck and dog, for distribution back out to work sites, by subcontractors, for use as fill, road pavements, trench backfill and nature strip reinstatement. Recycled materials will also be used:

- to supply fill to the local construction industry;
- to supply loam to the landscape industry; and
- to produce clay material to cap landfills.

The products that will be made, stockpiled and transported from the site will include:

- crushed concrete fill;
- clean soil;
- clay; and
- screened topsoil.

BCC will be responsible for site clean-up should operations cease.

3.2.2 Facilities and Equipment

Machines to be used on site will include:

- 2 – 3 10 yard tipper trucks plus trailer for internal stockpiling,
- Hyundai Tier 3 low emission 20 tonne excavator,
- TCM 840 low emission wheel loader,
- McCloskey jaw crusher, cone and 3 deck screen with sound proofing & dust suppression, Tier 4 low exhaust emission engines.

All loading, screening and crushing plant will be mobile.

3.2.3 Water and Wastewater Management

All rainfall and surface site runoff water will be directed to perimeter v-drains, which in turn report to a sediment basin located in the south-western corner of the site. The basin will be located within the future Lot 3, and be subject to relocation pending future developments.

The sediment basin is designed to limit peak surface water discharges and to remove sediment, limiting discharges to a pre-developed 1 in 20 ARI. Treated sediment and detention basin outflow will report to the Glenstone Rd stormwater system.

The berms that delineate the boundary of the operational recycling area are effective in diverting the surface run-off from surrounding upstream grassed areas and away from operational areas of the depot (limiting the catchment area for water that needs to be managed by the operation to the site footprint). This surface runoff from undisturbed areas (no bare earth) will make its way into Crooked Billet Creek as it presently does.

The lightly weathered to dense basalt typically present at 500mm-800mm below the stripped silty clay upper profile is not likely to generate colloidal fine materials that are difficult to settle.

3.2.4 Solid Waste

Any waste and scrap steel from crushed concrete will be recycled. Any plastic pipe and waste rubbish arriving in deliveries from excavations will be separated and placed in a skip bin located on site.

3.2.5 Hazardous Materials

No dangerous goods will be stored on site. Mobile refuelling and servicing of machinery will occur as required.

3.2.6 Contaminated Land and Products

The site is understood to be clean as it is part of the undisturbed Brighton Hub area and significant work was done in the area in terms of contamination investigation.

The proposed activity is planning to process clean fill, however there is potential for contamination to occur to the site in the event of:

- Inadequate fill source tracking;
- Inadequate waste characterisation; and
- Hydrocarbon and other mobile and stationary vehicle fuel and oil spills.

Sources of material which will be transported to the Brighton Recycling Facility will include:

- Crushed rock and gravels from under pavements,
- Concrete from footpath and curb,
- Topsoil,
- Asphalt mixed with pavement substrate solid waste resulting from excavation: gravel, sand, soil.

The sources are considered to comply with the definition of "clean fill" from EMPCA, namely: soil, rock, concrete, bituminised pavement and similar non-putrescibles and non-water-soluble material.

There is potential for contaminants to be associated with the above material. The risks associated with these materials will be managed in accordance with the EPA's requirements for waste classification, and with reference to *Environmental Management and Pollution Control (Waste Management) Regulations* 2010. The aim is to avoid any contaminated or potentially contaminated wastes from being trucked to the BCC Brighton waste recycling facility. BCC is aware that EPA approval is required for reuse of a controlled waste and controls apply to the storage and disposal of controlled waste.

In the unlikely event that contaminated material is accepted to the site and unloaded, it will be removed from the stockpile and placed in a contaminated waste skip bin. The material will be sampled and classified, and approval will be obtained from EPA prior to disposal by and to licensed contaminated waste operators.

3.2.7 Access

The main site entry is through a gate to the fully fenced site off Glenstone road, via the existing access which will be upgraded to LGAT standard drg TSD-R06, with a new heavy duty road surface. Trucks delivering and despatching from site will be controlled via weighbridge and visual inspection of loads. Drivers will report with loading dockets as part of the management and tracking of inputs and outputs. The site will operate as a full access intersection with left and right entry/exit possible.

3.2.8 Transport

The site will be serviced by truck and dog truck configurations. Plant service and operator vehicles will be parked on and visit the site; light vehicle parking areas will be provided adjacent to the site office.

It is anticipated that up to 100,000 tonnes of raw material will be delivered to site via truck per year, Based on the proposed truck and dog configuration this equates to approximately 18-20 trucks per day over a 6-day week, or 4-6 vehicle movements at the property entry intersection per hour.

Trucks will be working with covered loads; the site yard surface and driveway consists of bedrock basalt or crushed coarse and compacted basalt cobbles which effectively act as 'rumble pads'. These surfaces will prevent the tracking of material onto the public road network. A concrete wash down slab connected to site sediment control will be provided.

3.2.9 Hours of Operation

Proposed operating hours will be:

- 0700 to 1800 hours Monday to Friday,
- 0800 to 1600 hours on Saturday;
- Closed on Sunday and public holidays.

4 REGULATORY FRAMEWORK

4.1 ENVIRONMENT AND PLANNING LEGISLATION

As mentioned in Section 1, a DRAFT NOI was previously submitted by SEMF to the EPA to provide a description of the proponent's original operation. This EMP has been prepared to support the Application for Planning Approval - Use and Development to describe the site, existing environment, potential environmental impacts, and the proposed management measures to mitigate them. At the time (December 2016) Mr. Malcolm Budd (Section Head Assessments, EPA) confirmed that the Director's advice is that that project did not require formal assessment by the EPA Board, but EPA would work with Council and insert relevant conditions.

As this project is a relocation of the previously approved operations to a new site within the Brighton Transport Hub, the working assumption is the previous advice is still applicable, and the proposed activities still do not require a Level 2 Activity application.

This EMP aims to provide this information to the decision-making authorities, and to the general public.

The main legislative requirements that apply to the approval of this development include:

- Land Use Planning and Approvals Act 1993 (LUPAA);
- Environmental Management and Pollution Control Act 1994 (EMPCA); and
- Brighton Planning Scheme 2000.
- The project is not expected to have an impact on any Matters of National Environmental Significance (MNES) and therefore would not trigger referral under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999.

4.2 PLANNING CONSIDERATIONS

This EMP addresses the management framework around any aspects of concern. There is a planning overlay which includes the site and pertains to the Boral Quarry located at Bridgewater.

The main aspects of potential impact from the operation include:

- Clean fill handling, with minor potential for contaminated waste inclusion;
- Noise from machinery, screening and crushing;
- Dust generation;
- Sediment generation into stormwater;
- Local truck traffic.

5 ENVIRONMENTAL MANAGEMENT MEASURES

5.1 SURFACE WATER

5.1.1 Potential Effects

The site will be re-profiled by cutting into the surface and using the material to create a surrounding berm parallel to the site boundary.

Sedimentation is the primary contaminant of surface water associated with the recycling activity. While all operations associated with the depot will be undertaken within the berms that delineate the operation, it has potential for the:

- Disturbed operational area (associated with equipment movement, crushing, screening) to increase the potential for sedimentation of surface run-off directed to the perimeter surface drainage swales; and
- Frequent vehicular movements across the long access road leading to the operational area may result in a higher suspended solids load in the surface water entering the perimeter surface drainage swales (especially during wetter periods).

5.1.2 Management Measures

The site working surface will be relatively level and the constructed crushed rock pavement will encourage infiltration and minimise surface sheet flow, as it will be made of crushed basalt cobbles. Stormwater runoff will be managed to prevent uncontrolled release of sediment-laden water to the receiving stormwater network. All rainfall and surface site runoff water will be directed to perimeter v-drains, which in turn report to a sediment basin located in the south-eastern corner of the site. The sediment basin is designed to limit peak surface water discharges and to remove sediment, limiting discharges to the pre-developed 1 in 20 ARI peak. Sediment basin discharge will report to the public stormwater system.

The berms that delineate the boundary of the operational recycling area are effective in diverting most of the surface run-off from upstream areas and away from operational areas of the depot (limiting the catchment area for water that needs to be managed by the operation).

5.2 DOMESTIC WASTEWATER

5.2.1 Potential Effects

Pollution of water courses and health hazards to the workforce and general population can result from uncontrolled release of sewerage.

5.2.2 Management Measures

The site is currently not serviced by a reticulated sewer system. The site is temporarily serviced by portable toilets. Planning & design has been completed for a new reticulated sewer system to connect to the Taswater network manhole at the Toll Transport site on Glenstone Rd. This infrastructure will be completed prior to this development commencing operations.

All fixtures and fittings associated with site ablutions will be plumbed into the system in accordance with the relevant plumbing codes.

5.3 GROUNDWATER

5.3.1 Potential Effects

While there is an absence of background information regarding groundwater in general and more specifically groundwater quality, it is known that there is a substantial basalt horizon which effectively stops any surface water from penetrating at depth. No adverse impact on groundwater is considered likely as a result of the proposed operation.

5.3.2 Management Measures

The upstream surrounds of the site are gently sloping grassed paddocks. In the unlikely event that a significant ingress of groundwater is encountered during the earthworks and site grading and presents a problem for operations; groundwater will be pumped to the perimeter v-drains.

> Commitment 1: Undertake pumping of groundwater to the perimeter drains if it is encountered during earthworks and presents a problem for operations

5.4 COASTAL ZONE/ MARINE AREAS

5.4.1 Potential Effects

The site is approximately 3.0km north of the tidal Derwent River Estuary (at Bridgewater) and approximately 20km northwest of a coastline. Given the water management system in place at the site, it is considered unlikely that the recycling operation could have a significant impact on coastal or marine areas.

5.4.2 Management Measures

No management measures are considered necessary other than those specified in Section 5.1 and 5.3.2 for the management of water on-site.

5.5 FLORA AND FAUNA

5.5.1 Potential Effects

The recycling depot is located within a landscape dominated by industry. There is no vegetation within the site and therefore there is no foreseen impact on native vegetation.

Introducing weeds to the area is a potential effect of recycling operations with potential for propagules to be transported via heavy machinery, collection trucks and other vehicles, and on contractor footwear.

The depot location offers negligible habitat value to any conservation significant species. There are no trees in the operational area that could support either now (i.e. mature), or into the future conservation significant fauna species.

5.5.2 Management Effects

The site operations will aim to minimise the spread of weeds or plant diseases by ensuring that all equipment entering or exiting the operation is free from clods of earth, mud or vegetation. The site will be maintained free from weeds. Materials sourced for recycling will be inspected for weed content and any weed-containing topsoil and green waste will not be carted to the site.

A hardstand washdown area and truck wheel wash is proposed to minimise the spread of weeds. This will be located in the operational area of the recycling facility close to the entrance to the driveway access. The area will be designed to address the requirements of the *Tasmanian Washdown Guidelines for Weed and Disease Control: Machinery, Vehicles and Equipment, Edition 1*.

5.6 AIR QUALITY

The Tasmanian Environmental Protection Policy (Air Quality) 2004 provides a framework for the management and regulation of both point and diffuse sources of emissions to air, and for pollutants with the potential to cause environmental harm. This Environment Protection Policy (EPP) is made pursuant to the provisions of section 96A-96O of EMPCA 1994. Included in the EPP are the Air NEPM standards which are the National Environment Protection Measure for Ambient Air Quality (made by the National Environment Protection Council on 26 June 1998) standards.

The Recycling operations are required to manage air emissions in accordance with the above noted air policies and standards.

5.6.1 Potential Effects

The initial earthworks caused by the construction of the surrounding earth berm is likely to create dust emissions although the material below the upper layer of silty clay is sound tough bedrock and will not generate dust to the extent bulk earthworks involving soils will.

Potential sources of dust emissions resulting from the operations include:

- Dust from trucks and other traffic on the unsealed surface
- Stockpiling and uncovered stockpiles
- Separation and screening of materials
- Crushing of concrete and rock
- Unloading/ loading of materials onto trucks

Dust inhalation by site workers and visiting contractors is also likely.

The nearest sensitive residence is located approx. 250m in a downwind (south-south-east from the site) direction from the site as the prevailing wind direction is from the north-west. Afternoon winds are generally lesser and from the south and south-east. The potential of this dwelling to experience dust nuisance from the recycling depot is low given the prevailing wind directions and the residence location away from wind directions of the site. Refer to the annual 9am & 3pm summary wind rose plots taken from the Bureau pf Meteorology station at Hobart Airport attached at Appendix A.

The recycling operation has a low potential for nuisance dust generation, given;

- Any dust generated by the activity is contained within a lowered re-profiled surface (below the level of natural ground surface);
- Recycling operations are surrounded by a berm which will be allowed to revegetate (hydromulched where necessary), though kept clear of weeds;
- The material below the upper layer of silty clay is sound unweathered bedrock and will not generate dust to the extent bulk earthworks involving soils will;
- Wetting of materials will be undertaken if required; and
- Trucks will be covered if carrying fine dusty material.

5.6.2 Management Measures

Dust control will be achieved in two ways: passive mitigation as a result of the lowered working floor level and surrounding earth berm creating protection from the westerly winds, and active dust suppression by application of water as required. Dusty operations will be minimised during periods of high wind and dry weather. The berm will assist as a wind break, particularly from the prevailing westerlies, and will also act as a containment screen for any dust created by the crushing/screening and loading/ transport activities. To further minimise dust generation by vehicular movement on-site, vehicle speeds will be kept below 20 kilometres per hour (km/hr) along roads on-site.

All BCC transport trucks will be covered to minimise dust emissions or spillages during haulage. All vehicles and heavy operating machinery and equipment will be regularly maintained and have standard exhaust systems to minimise any nuisance air emissions from fumes, etc.

Dust inhalation by site workers is likely to be an important issue. To minimise impacts of dust inhalation on workers the following preventative measures will be implemented as required:

- Windows and doors on vehicles and operating machinery will be closed during operation;
- Vehicle and machinery air conditioners will be adequately serviced and maintained;
- Road surfaces will be regularly watered; and

- Employees will be trained in recognising and minimising dust generating activities during windy and dry weather and minimising exposure to air emissions.

5.7 NOISE

5.7.1 Potential Effect

Due to the location of the facility in an Industrial Area and surrounded by many other large industrial sites, the assessment of noise emanating from the operation is assessed in the context of its overall impact on the industrial area. Noise will be generated on an ad-hoc basis during the recycling operation. Earthworks noise would occur during the site creation of the boundary berms and remodelling of the ground surface/earthworks. During the recycling operation, noise will be emitted through coming and going vehicular movement, onsite large machinery/equipment movement and usage (trucks, excavators, crushers, screens).

5.7.2 Management Measures

The site lies outside the Bridgewater Quarry Attenuation Overlay.

By providing a lowered working floor level approximately 3-5m below the crest of the proposed surrounding earth berm, the operations are significantly shielded from the surrounds by removing direct line of sight from adjacent properties.

The crushing operation is not a continuous operation but is intermittent and dependant on the volumes of suitable input materials.

The material inputs are relatively small when compared with large scale quarrying operations. The crushing effort for smaller blocks is less, with subsequently lower noise levels. All machinery will be either new or recent models with current noise and vibration attenuation provisions. Machinery will be maintained in good working order to maintain acceptable noise emission levels.

Lack of engine maintenance and degraded silencers can result in intrusive noise characteristics such as tonality and excessive low frequency noise.

5.8 SOLID WASTE

5.8.1 Potential Effects

Minor quantities of waste are expected from crushed concrete in the form of waste and scrap steel. Plastic piping and waste rubbish are also likely to be uncovered in deliveries from excavations. Minor quantities of solid waste associated with site office activities is also expected.

5.8.2 Management Measures

Scrap steel from crushed concrete will be recycled. Plastic pipe and waste rubbish arriving in deliveries from excavations will be separated and placed in a skip bin located on site. The maintenance of a skip bin on-site will ensure that the operation remains free of windblown and general refuse. Domestic solid waste will be removed regularly for disposal off-site in an approved manner by licensed Contractor in an approved manner.

5.9 HAZARDOUS SUBSTANCES

5.9.1 Potential Effects

The main hazardous material that has been, and will continue to be, used on-site will be diesel. Diesel will continue to be brought on-site on a diesel dispensing vehicle as needed (typically daily) to refuel equipment and vehicles. The diesel dispensing vehicle will vacate the property at the end of each day.

There is the potential for a spill to occur during a machine refuelling event or during equipment maintenance if undertaken on-site (300 to 500 litres depending on which vehicle is brought onsite).

Limited quantities of oil and lubricants will be brought on-site on an as needs basis for minor maintenance of equipment that is not easily relocated off-site for servicing.

All hazardous materials and waste oil will be removed from the site.

5.9.2 Management Measures

Diesel refuelling tanks are fixed within the ute tray and protected by the sides of the tray.

Spill management procedures will be put into place for implementation if needed and a spill kit kept and maintained on the refuelling vehicle.

Vehicles and equipment will not typically be serviced at the Recycling facility, unless relocation to an alternative more suitable site is not possible. If this should occur, every effort will be made to collect and contain all hazardous liquid wastes (such as used oil, etc). This material will not be stored on-site. Hazardous liquid wastes will be removed from the site as soon as practicable for disposal in an approved manner off- site by the Contractor.

5.10 TRAFFIC

5.10.1 Potential Effects

The site will be serviced by truck and dog truck configurations. Plant service and operator vehicles will be parked on and visit the site; light vehicle parking areas will be provided adjacent to the site office.

Heavy vehicles

It is anticipated that up to 100,000 tonnes of locally derived raw material will be delivered to site on an annual basis. Based on the proposed 30 tonne payload truck and dog configuration this equates to approximately 18-20 trucks movements (in and out) per day over a 6-day week, or 2-4 vehicle movements at the property entry intersection per hour.

Light Vehicles

The site will be operated by 3-4 employees, resulting in up to 16 light vehicle movements a day (assuming onsite staff leave site once a day to purchase lunch, or other purpose).

A mobile refuelling plant will be used. It will not remain at the site overnight. This will result in an additional 2 traffic movements per day. Other movements including sundry deliveries and client visits are expected to add 2 vehicle movements per day.

Total light vehicle movements: 16-20 per day (peak 4 per hour)

There are no potential effects associated with traffic movements.

5.10.2 Management Measures

The main site entry is through a gate to the fully fenced site. Trucks delivering and despatching from site will be controlled via weighbridge and visual inspection of loads.

Drivers will report with loading dockets as part of the management and tracking of inputs and outputs. The site will operate as an unrestricted access with regard to vehicles turning left or right on entering and leaving, as the site gate is positioned with extensive sight distance in both directions, and with no traffic island or lane delineations to restrict turning movements.

The entry road from Glenstone Road is currently under sized for use as an industrial access, and will be upgraded to the requirements of IPWEA LGAT standard drawing TSD-R06 for Road Class 4 – Local Industrial cul-de-sac for lots > 10,000 square metres.

Trucks will be working with covered loads; the site yard surface and driveway consists of bedrock basalt or crushed coarse and compacted basalt cobbles. These surfaces will prevent the tracking of material onto the public road network. The access from Glenstone Road to the property will be constructed as a sealed access in accordance with Brighton Council requirements.

5.11 ABORIGINAL AND CULTURAL HERITAGE

5.11.1 Potential Effects

No significant aboriginal or cultural heritage has been identified on the site during the previous extensive earthworks undertaken.

5.11.2 Management Measures

No specific management measure will be implemented for the site.

5.12 SITE CONTAMINATION

5.12.1 Potential Effects

The site is understood to be clean as it was used for paddocks.

The proposed activity is planning to process clean fill, however there is potential for contamination to occur to the site in the event of:

- Inadequate fill source tracking; and
- Hydrocarbon and other mobile and stationary vehicle fuel and oil spills.

Sources of material which will be transported to the Brighton Recycling Facility will include:

- Crushed rock and gravels from under pavements,
- Concrete from footpath and curb,
- Topsoil,
- Asphalt mixed with pavement substrate solid waste resulting from excavation: gravel, sand, soil.

The sources are considered to comply with the definition of "clean fill" from EMPCA, namely: soil, rock, concrete, bituminised pavement and similar non-putrescible and non-water-soluble material.

5.12.2 Management Measures

There is potential for contaminants to be associated with the above material. The risks associated with these materials will be managed in accordance with the following Figures 4 & 5 for waste classification, previously developed by Bullocks and in consultation with the EPA, and based on *Environmental Management and Pollution Control (Waste Management) Regulations* 2010. The aim is to avoid any contaminated or potentially contaminated wastes from being trucked to the BCC Brighton waste recycling facility. BCC is aware that EPA approval is required for reuse of a controlled waste and controls apply to the storage and disposal of controlled waste.

Figure 4:BCC Risk Reduction

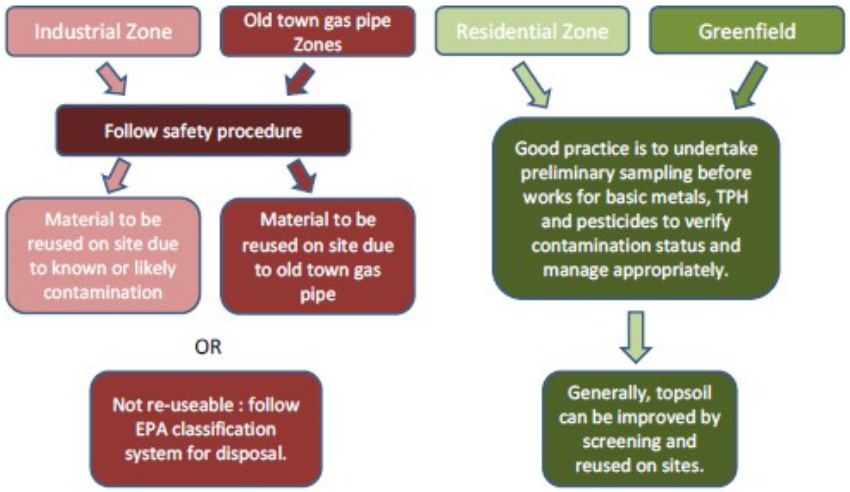
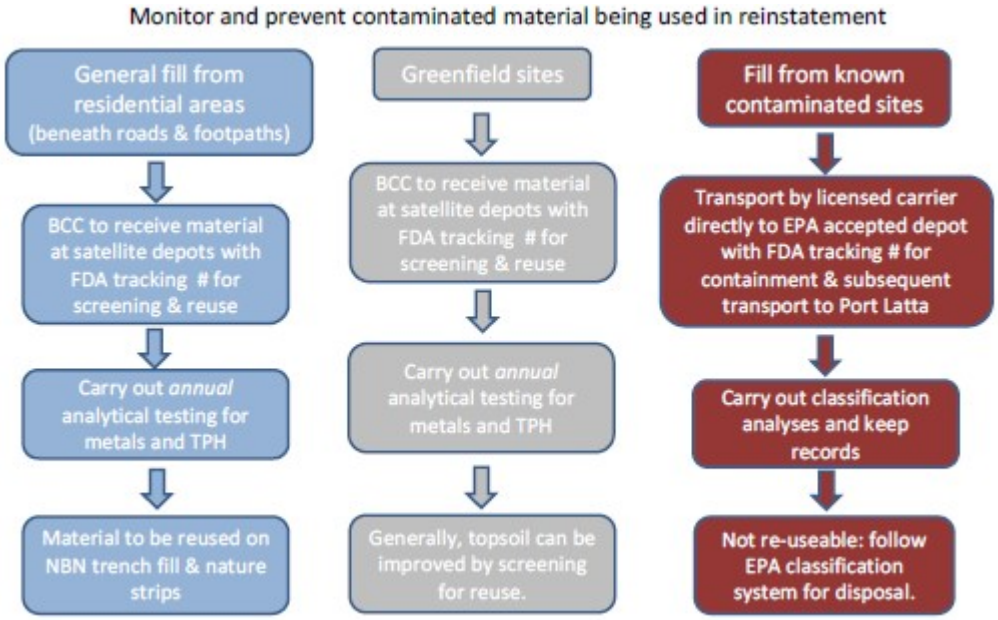


Figure 5: BCC Contamination Risk Reduction



In the unlikely event that contaminated material is accepted to the site and unloaded, it will be removed from the stockpile and placed in a contaminated waste skip bin. The material will be sampled and classified, and approval will be obtained from EPA prior to disposal by and to licensed contaminated waste operators.

6 CLOSURE

The lifespan of this operation is not known, however it is anticipated to be a long term operation. Closure and decommissioning of the site, if required would depend on the next use for the site, but would include some of the following:

- Removal of all machinery and equipment;
- Removal of any stockpiles of material and skip bins;
- Removal of the weighbridge and other in-ground structures and reinstatement of the excavations;
- Removal of any contamination (e.g. from spills);
- Possible reinstatement of the berm back over the surface of the site and levelling to allow a good natural drainage profile towards the general area's low points;
- Cover with topsoil if required.

7 MANAGEMENT COMMITMENTS

The environmental commitments made by BCC throughout the EMP are summarised in Table 1 below. This table summarises each commitment and identifies the responsible party for its implementation during operation.

Table 1: Summary of Environmental Management Commitments

No .	Environmental Commitment	Timing	Responsible Person / Party
1	Undertake pumping of groundwater to the perimeter drains if it is encountered during earthworks and presents a problem for operations .	As required	Site manager & site operators
2	Control dust generation by watering from dedicated water tanker, provide distributed sprinkler system fixed to berms.	Ongoing	Site manager & machinery operators
3	Ensure vehicular movements on-site are kept below 20km/hr .	Ongoing	Site manager & all operators
4	All BCC transport trucks will be covered to minimise dust nuisance .	Ongoing	Site manager & truck drivers
5	Regularly maintain vehicles and equipment used on-site to ensure effective operation and to minimise potential nuisance air emissions .	Ongoing	Site manager & truck drivers
6	Maintain all equipment used on-site in good working order to manage noise emission levels.	Ongoing	Site manager & machinery operators
7	Manage solid waste through the maintenance of a skip bin on-site and ensuring its regular emptying (or replacement) for disposal of contents off-site by a Licensed Contractor in an approved manner.	Ongoing	Site manager & site operators
8	Maintain a spill kit on the diesel refuelling and to ensure spill management procedures are in place for implementation in the event of an incident occurring.	Ongoing	Site manager & machinery operators
9	Organise for disposal of any hazardous materials generated on-site in an approved manner off-site.	Ongoing	Site manager & machinery operators
10	In the event that contaminated material is accepted to the site and unloaded, it will be removed from the stockpile and placed in a contaminated waste skip bin. The material will be sampled and classified, and approval will be obtained from EPA prior to disposal by and to licensed contaminated waste operators	As required	Site manager & machinery operators

APPENDIX A WIND ROSES

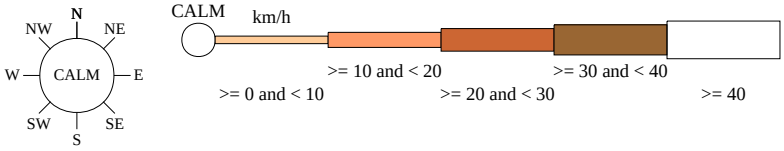
Rose of Wind direction versus Wind speed in km/h (01 Jun 1958 to 30 Sep 2010)

Custom times selected, refer to attached note for details

HOBART AIRPORT

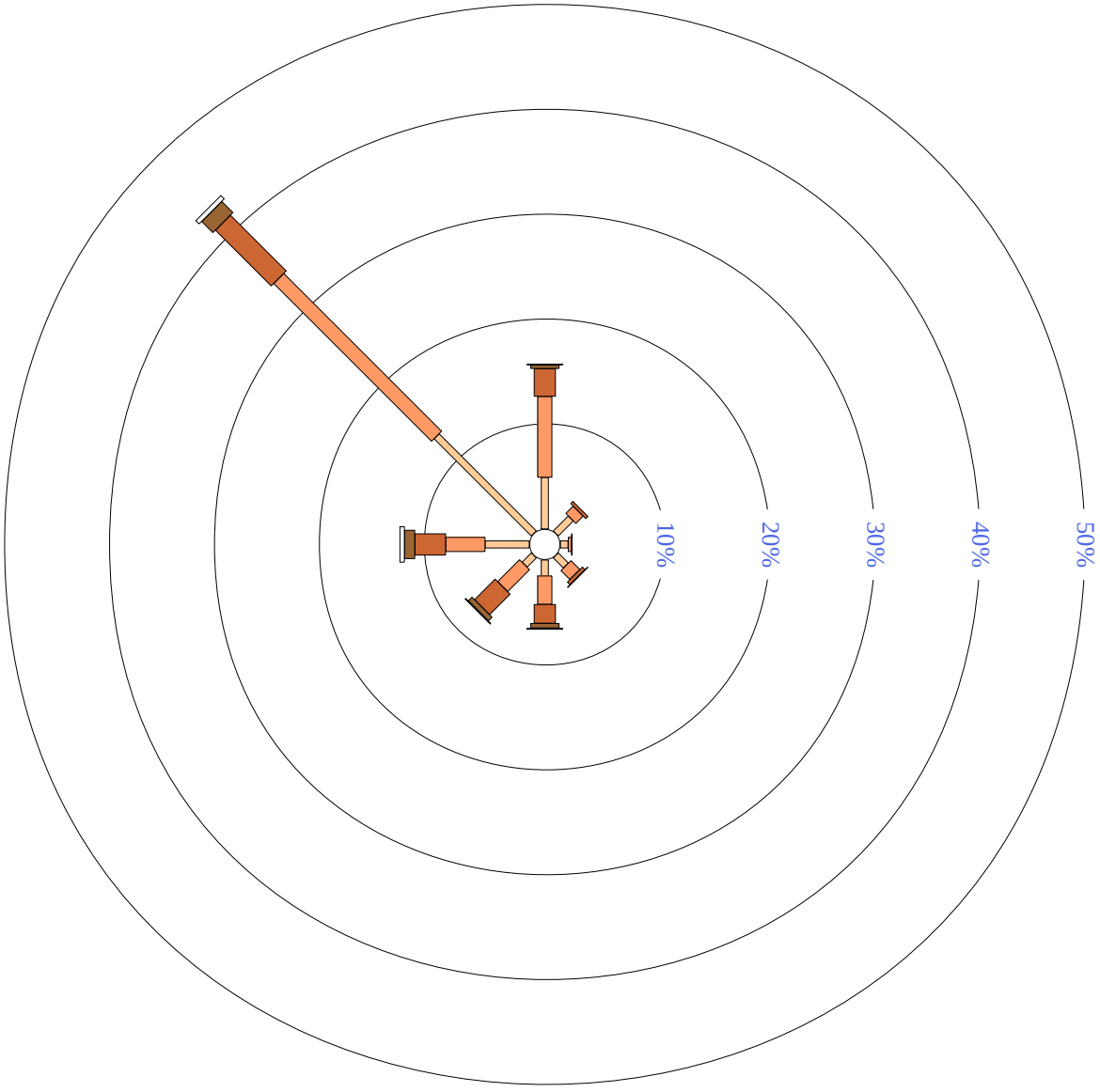
Site No: 094008 • Opened Jan 1958 • Still Open • Latitude: -42.8339° • Longitude: 147.5033° • Elevation 4m

An asterisk (*) indicates that calm is less than 0.5%.
Other important info about this analysis is available in the accompanying notes.



9 am
18339 Total Observations

Calm 7%



Rose of Wind direction versus Wind speed in km/h (01 Jun 1958 to 30 Sep 2010)

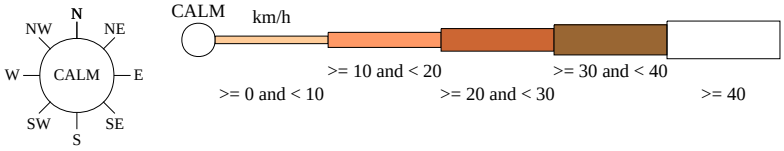
Custom times selected, refer to attached note for details

90

HOBART AIRPORT

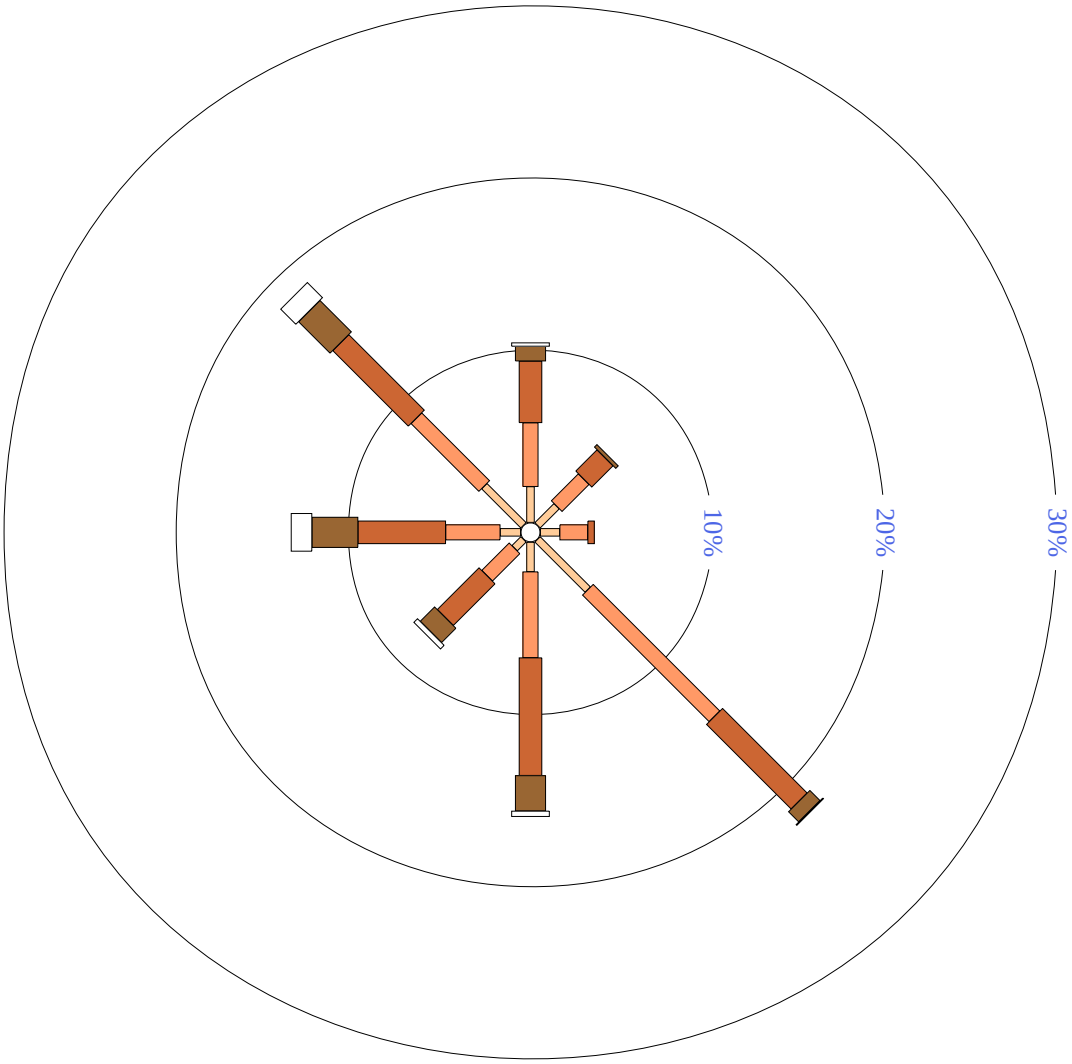
Site No: 094008 • Opened Jan 1958 • Still Open • Latitude: -42.8339° • Longitude: 147.5033° • Elevation 4m

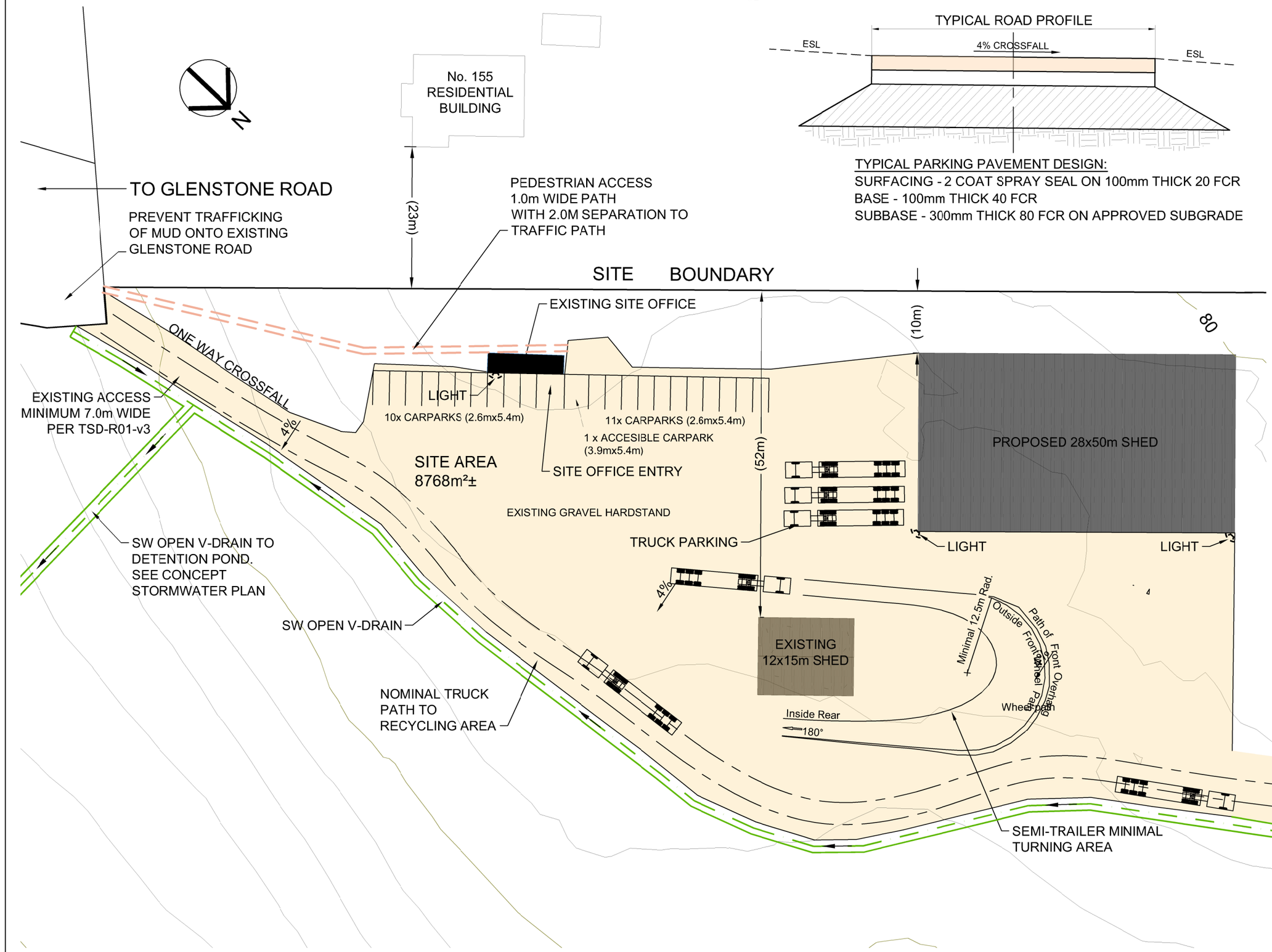
An asterisk (*) indicates that calm is less than 0.5%.
Other important info about this analysis is available in the accompanying notes.



3 pm
18337 Total Observations

Calm 3%





TYPICAL ROAD PROFILE

TYPICAL PARKING PAVEMENT DESIGN:
SURFACING - 2 COAT SPRAY SEAL ON 100mm THICK 20 FCR
BASE - 100mm THICK 40 FCR
SUBBASE - 300mm THICK 80 FCR ON APPROVED SUBGRADE

NOTES

Bearing Datum is GDA2020 per GNSS observations.

Horizontal Datum is MGA2020 per St1109, with coordinates of
E 519649.898
N 5270473.889 per the LIST.
All other coordinates have been treated as plane (csf=0.999963).

Vertical datum is AHD per ST1109 with reputed RL 47.616m.

Prior to any demolition, excavation, final design or construction on this site, a comprehensive site investigation should be undertaken to locate all above and below ground service infrastructure.

All coordinates within this file, although stated to the nearest 0.001 metre, are approximate only and are only within 0.015m of the stated coordinate (horizontally and vertically).

The boundaries shown on this plan are compiled from SP164049 and , as such, are approximate only.

If any works are to be conducted on or near the boundary a re-establishment survey will be required.

Contour Interval 0.5m

REV	AMENDMENTS	DRAWN	DATE	APPR.
E				
D				
C				
B				
A	TRUCK MOVEMENTS & FARKING UPDATED	HAC	3.12.21	HAC

SCALE: 0 1 2 5 10 30m

SURVEYOR	GEOCIVIL
JM/JT	47359HC
DRAWN	CHECKED
BM	HAC
DATE	
09 NOVEMBER 2021	

PARKING AND SEMI-TRAILER TURNING AREA
221 GLENSTONE ROAD, BRIDGEWATER
for BULLOCK CIVIL

PDA Surveyors Incorporating WALTER SURVEYS
Surveying, Engineering & Planning
ABN 71 217 606 325
127 Bathurst Street
Hobart, Tasmania, 7000
www.pda.com.au
Also at: Kingston, Launceston & Burnie
PHONE: +61 036234 3217
FAX: +61 036234 5085
EMAIL: pda.hbt@pda.com.au

SCALE	PAPER
1:600	(A3)
JOB NUMBER	DRAWING
47359HC-11A	

LEGEND:

INDICATIVE STORMWATER MAINS

INDICATIVE OVERLAND FLOW

STORMWATER NOTES:

CATCHMENT AREA = 10.7 ha (APPROX)

FROM PRELIMINARY DRAINS ANALYSIS:

PEAK PRE DEVELOPED FLOW @ 2% AEP, Q_{50}=0.875 m^3/s(FOR 3 HOUR BURST EVENT)

ASSUMED AT POST DEVELOPMENT 80% WILL BE PAVED AREA.

PEAK POST DEVELOPED FLOW @ 2% AEP, Q_{50} = 1.47 m^3/s (FOR 20min BURST EVENT)

ESTIMATED STORAGE REQUIRED 640 m^3 IN ORDER TO MATCH THE PREDEVELOPED CATCHMENT PEAK FLOW.

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

REV	AMENDMENTS	DRAWN	DATE	APPR.
D				
C				
B				
A				
0	FIRST CLIENT ISSUE	MK	20.08.21	HAC

PRELIMINARY

SCALE: 0 4 8 20 40 100m

SURVEYOR	GEOCIVIL
-	-
DRAWN	CHECKED
MK/GS	HAC/MW
DATE	
31 AUGUST 2021	

CONCEPTUAL STOMRWATER PLAN
221 GLENSTONE ROAD, BRIGHTON
for BULLOCK CIVIL

PDA Surveyors Incorporating WALTER SURVEYS
Surveying, Engineering & Planning
ABN 71 217 806 325
127 Bathurst Street
Hobart, Tasmania, 7000
www.pda.com.au
Also at: Kingston, Launceston & Burnie
PHONE: +61 03 6234 3217
FAX: +61 03 6234 5085
EMAIL: pda.hbt@pda.com.au

SCALE	PAPER
1:2000	(A3)
JOB NUMBER	DRAWING
47359HC-11	

TRAFFIC IMPACT STATEMENT

ENTRANCE

221 GLENSTONE ROAD

GLENSTONE ROAD

BRIDGEWATER

November 2021

Job Number 47359HC

PDA Surveyors ABN 71 217 806 325
Surveying, Engineering & Planning

1. INTRODUCTION

A new development is being proposed by Bullock Civil Contracting for the area of land shown below (Figure-1) contained in CT 164049/4 located at 221 Glenstone Road, Bridgewater

This Traffic Impact Statement has been prepared in support of the upgrading of an existing access which currently services the land and the adjoin property of 155 Cobbs Hill Road. It outlines the impact of the proposed upgrade on the Glenstone Road and 155 Cobbs Hill Road

The statement is based on the Department of State Growth's Glenstone Road (Station - A1105100 & Station- A1105120) annual road usage trend. An onsite sight distance investigation at the intersection of proposed site and Glenstone Road has also been conducted by PDA Surveyors.

Figure 1: Proposed Glenstone Road shown with the subject land parcel shaded orange.

The blue shaded parcel show the parcel where the business was previously located.

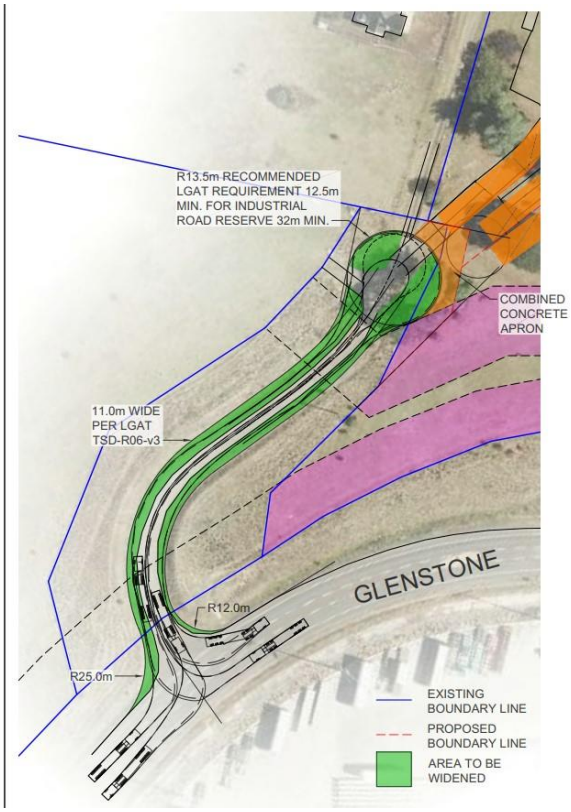


Figure 2: Proposed extent of upgraded entrance location

Development Proposal

The proposed development is an 10.7ha industrial site accessed via a short access road off Glenstone Road.

2. TRAFFIC IMPACT ASSESSMENT

Traffic Generation

Traffic generation rates were sourced from the Roads and Traffic Authority of NSW

publication, Guide to

Traffic Generating Developments, 2002 (RTA Guide). The RTA Guide provides the following equations for the peak hour traffic generation of Factories:

Rates.

Daily vehicle trips = 5 per 100 m2 gross floor area

Evening peak hour vehicle trips = 1 per 100 m2 gross floor area.

Given a total developable site area of 10,7 hectares, the total gross floor area is expected to be in the order of 10,700m2 (approximately 10% of total site area). This results in a traffic generation as follows:

Peak hour vehicle trips (PVT) = 107 vehicles per hour

The proposed industrial use is therefore likely to generate in the order of 535 vehicles per day as an upper figure based on the total site area as set out in the RMS Guide when fully developed.

The current access road has a sealed pavement of approximately 4m and provides access to three titles, being the subject land, 155 Cobbs Hill Road & a vacant crown land lot

(FR 1644049-3).

Current use of 155 Cobbs Hill Road is best described as a pastoral property with associated residence whilst the other two parcels are best described as vacant pastoral land. It is understood adjoining owners had agreements to enable stock to be grazed on these parcels from time to time. As such traffic generation from these sites was minimal hence the 4m wide pavement that was constructed as part of the Brighton Transport Hub construction.

All of these lots have the potential for further development as they are currently zoned General Industrial under the Tasmanian Planning Scheme.

2.1. ANNUAL AVERAGE DAILY TRAFFIC (AADT)

Based on DSG'S report generated on 3rd November,2020:

Current Data:

In 2019 Glenstone Road had an AADT of

3506 vehicles/day towards/from Bridgewater with 39.9% of the traffic counted to be trucks.

1042 vehicles/day towards/from Brighton with 34.4% of the traffic counted to be trucks.

Forecasted Data:

It has been forecasted in DSG's report that in 2021

The AADT on Glenstone Road is projected to be 3925 vehicles/day with an annual growth rate of 8.510% towards/from Bridgewater; and

The AADT on Glenstone Road is projected to be 1021 vehicles/day with an annual growth rate of 3.733% towards/from Brighton;

Assume a similar ratio for the traffic generated by the strata.

The AADT on Glenstone Road from the strata is projected to be 428 vehicles/day or an overall increase of 10.9%

The AADT on Glenstone Road from the full potential development of the site is projected to be 105 vehicles/day or an overall increase of 10.3%

2.2. SIGHT DISTANCE AT THE INTERSECTION OF 221 GLENSTONE ROAD

Upon inspecting on site, the intersection satisfied all the requirements of Safe intersection sight distance (SISD) for a design speed of 80km/h (SISD = 175m each side from the conflict point at the intersection) being 190m to the north and over 300m to the south as per TSD-RF01. It is to be noted that the posted speed limit on Glenstone Road is 70km/h.

Figure 3: View along Glenstone Road to the north from existing road

Figure 3: View along Glenstone Road to the south from existing road

3. CONCLUSIONS

Upon reviewing the data from DSG and sight distance investigation, it can be said that the proposed upgraded access will have no adverse impact on the traffic conditions on Glenstone Road as the current and forecasted data already largely incorporates the traffic volume generated by the proposal. Refer to the attached DSG report generated on 3rd November, 2020.

Intersections and junctions reach capacity when the total conflicting approach traffic volumes are around 1,500 vehicles/hour. The expected maximum future traffic conflict at the road junction/ entrance during peak traffic periods will be less than 40% of this maximum conflicting traffic volume.

Access to 155 Cobbs Hill Road will be compliant with all required standards as the access road will be upgraded to an 11m from the current pavement per TSD-R06-v3. 155 Cobbs Hill Road will have a dedicated independent access point onto the cul-de-sac head separate from all traffic that will be generated by the proposed development.

It is noted that traffic in this cul-de-sac environment will be of a low speed nature typically 40 km per hour or less.

Access to 155 Cobbs Hill Road will not be adversely affected by this development.

TRAFFIC IMPACT STATEMENT

PROPOSED

NEW ENTRANCE

221 GLENSTONE ROAD

GLENSTONE ROAD

BRIDGEWATER

17 September 2021

Job Number 47359HC

Prepare by

Dean Panton **BE, FIE Aust, CP Eng NER**

Civil Engineer

PDA Surveyors ABN 71 217 806 325

Surveying, Engineering & Planning

1. STATEMENT OF QUALIFICATION & EXPERIENCE

This TIS has been prepared by an experienced and qualified civil engineer with over 40 years' experience in road and intersection design. This TIS was prepared by Dean Panton. Dean's experience and qualifications are briefly outlined as follows;

- Bachelor of Engineering (Civil) - University of Tasmania, 1975
- Fellow, - Institution of Engineers, Australia
- Member, Civil College - Institution of Engineers, Australia
- Registered NER - Institution of Engineers, Australia
- Certified Municipal Engineer - Tasmania
- Certified Hydraulic Engineer - Tasmania
- Member, Australian Water and Wastewater Association
- Member, Concrete Institute of Australia

Dean is a Consultant to PDA Surveyors Engineers & Planners and was formerly a Director of the firm for many years. Dean has undertaken numerous Traffic Impact Statements and then the resulting road network design for developments of all sizes for PDA's varied client base, including large residential & industrial subdivisions.

2. INTRODUCTION

A new development is being proposed by Bullock Civil Contracting for the area of land shown below (Figure-1) contained in CT 164049/4 located at 221 Glenstone Road, Bridgewater

This Traffic Impact Statement has been prepared in support of the upgrading of an existing access which currently services the land and the adjoin property of 155 Cobbs Hill Road. It outlines the impact of the proposed upgrade on the Glenstone Road and 155 Cobbs Hill Road

The statement is based on the Department of State Growth's Glenstone Road (Station - A1105100 & Station- A1105120) annual road usage trend. An onsite sight distance investigation at the intersection of proposed site and Glenstone Road has also been conducted by PDA Surveyors Engineers & Planners.

Figure 1: Proposed Glenstone Road shown with the subject land parcel shaded orange.

The blue shaded parcel show the parcel where the business was previously located.

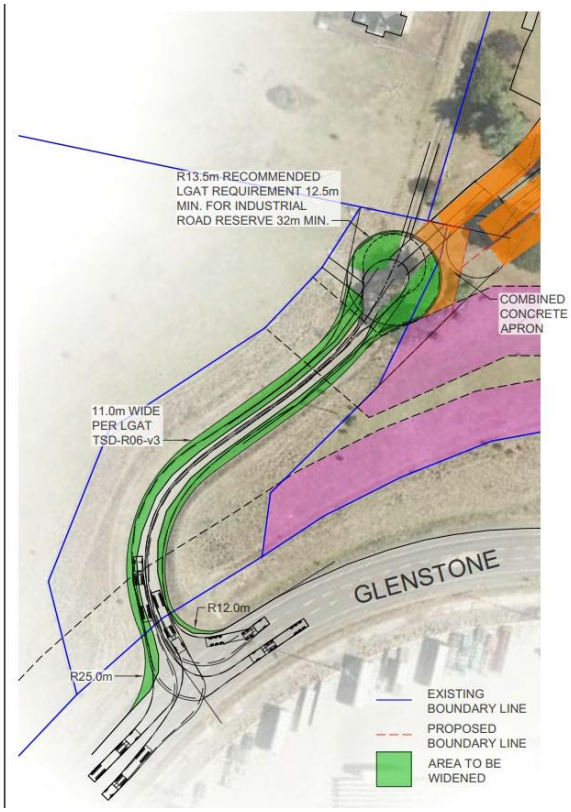


Figure 2: Proposed extent of upgraded entrance location

Development Proposal

The proposed development is an 11ha industrial site accessed via a short access road off Glenstone Road.

3. TRAFFIC IMPACT ASSESSMENT

3.1 Proposed Development Traffic Generation

The current application will generate 4-10 heavy truck movements per day depending on the amount of recycled materials being transported.

Light Vehicle movements will be between 10 & 20 per day.

DSG data shows on average 35-40% of all traffic is heavy truck movements for Glenstone Road (see Section 3.4) thus the above estimates of 40-50% heavy truck movements for this development is considered conservative for an industrial use.

Note: Further future development of the site has been taken into account at section 3.2, this is important when considering the required standard to be applied for the existing road upgrade to ensure that work untaken does not limit future use of the site referred to in the site master plan.

3.2 Future Traffic Generation

Rates were sourced from the Roads and Traffic Authority of NSW publication, Guide to Traffic Generating Developments, 2002 (RTA Guide). The RTA Guide provides the following equations for the peak hour traffic generation of Factories:

Rates

Daily vehicle trips = 5 per 100 m2 gross floor area

Evening peak hour vehicle trips = 1 per 100 m2 gross floor area.

Given a total developable site area of 11 hectares, the total gross floor area is expected to be in the order of 11,000m2 (approximately 10% of total site area). This results in a traffic generation as follows:

Peak hour vehicle trips (PVT) = 110 vehicles per hour

The proposed industrial use is therefore likely to generate in the order of 550 vehicles per day as an upper figure based on the total site area as set out in the RMS Guide when fully developed.

3.3 Current Conditions

The current access road has a sealed pavement of approximately 4m and provides access to three titles, being the subject land, 155 Cobbs Hill Road & a vacant crown land lot (FR 1644049-3).

Current use of 155 Cobbs Hill Road is best described as a pastoral property with associated residence whilst the other two parcels are best described as vacant pastoral land.

It is understood adjoining owners had agreements to enable stock to be grazed on these parcels from time to time. As such traffic generation from these sites was minimal hence the 4m wide pavement that was constructed as part of the Brighton Transport Hub construction.

All of these lots have the potential for further development as they are currently zoned General Industrial under the Tasmanian Planning Scheme.

3.4 Annual Average Daily Traffic (AADT)

Based on DSG'S report generated on 3rd November, 2020:

Current Data:

In 2019 Glenstone Road had an AADT of

3506 vehicles/day towards/from Bridgewater with 39.9% of the traffic counted to be trucks.

1042 vehicles/day towards/from Brighton with 34.4% of the traffic counted to be trucks.

Forecasted Data:

It has been forecasted in DSG's report that in 2021

The AADT on Glenstone Road is projected to be 3925 vehicles/day with an annual growth rate of 8.510% towards/from Bridgewater; and

The AADT on Glenstone Road is projected to be 1021 vehicles/day with an annual growth rate of 3.733% towards/from Brighton;

No actual traffic counts have been undertaken as part of this study as the DSG data is considered to be current and the best source for these figures as the traffic counts have been done over a longer duration than would be sampled by a site specific traffic count, thus giving a more accurate average number & breakdown of vehicles.

Assuming a similar ratio for the traffic generated by the proposed & full future development of the site based upon the site Master Plan gives the following growth of AADT.

Traffic Increase (Proposed Development)

The AADT on Glenstone Road from the full development is projected to be 24 vehicles/day towards/from Bridgewater or an overall increase of 0.6%.

The AADT on Glenstone Road from the full potential development of the site is projected to be 6 vehicles/day towards/from Brighton or an overall increase of 0.6%.

Traffic Increase (Full Future Development)

The AADT on Glenstone Road from the full development is projected to be 440 vehicles/day towards/from Bridgewater or an overall increase of 11.2%.

The AADT on Glenstone Road from the full potential development of the site is projected to be 110 vehicles/day towards/from Brighton or an overall increase of 10.7%.

It is noted that this increase rate would be spread over a number of years so annual increases would be much less than the total stated above applying a conservative estimate of 4 year development timeframe then the average growth rate would be less than 3% per annum.

3.1. SIGHT DISTANCE AT THE INTERSECTION OF 221 GLENSTONE ROAD

From on-site inspection, the intersection satisfied all the requirements of Safe Intersection Sight Distance (SISD) for a design speed of 80km/h (SISD = 175m each side from the conflict point at the intersection) as per TSD-RF01 having a SISD of 190m to the north and over 300m to the south. It is to be noted that the posted speed limit on Glenstone Road is 70km/h which is 10km an hour less than the design speed used for calculation of the SISD.

Figure 3: View along Glenstone Road to the north from existing road with SISD of 190m

Figure 3: View along Glenstone Road to the south from existing road with SISD of 300m+

4. Planning Scheme Requirements

The following codes apply to this application;

2.0 Parking and Sustainable Transport Code

3.0 Road and Railway Assets Codes

The relevant sections of these codes are addressed below.

C2.5 Use Standards

C2.5.1 Car parking numbers

C2.5.1 A1 is met as Table C2.1 states 1 space per 500m² of site area + 1 space per employee, the development area is 8,768m2 plus parking for 5 employees = 22 parking spaces, which have been supplied including 1 mobility access park.

C2.5.2 Bicycle parking numbers – NA (no spaces required by Table C2.1)

C2.5.3 – NA per C2.2.2

C2.5.4 – NA per C2.2.3

C2.5.5 – NA per C2.2.4

C2.6 Development Standards for Buildings and Works

C2.6.1 A1 is met as the hardstand areas will be

a) Constructed per pavement plan to ensure durable all weather pavement
b) Will be connected to public stormwater system per supplied plans
c) Will be surfaced with 2 coat spray seal

C2.6.2 A1.1 is met as all parking, access, manoeuvring and circulation spaces have;

i) Gradient of 4% and is thus compliant with AS2890 as required
ii) Vehicles can enter and exit in a forward direction as shown on the parking layout plan.
iii) Has an minimum internal access width of 7m which is 2m wider than required by table C2.2
iv) Parking spaces meet the requirements of table C2.3 for 90 degree parking with a combined access and manoeuvring width of 6.4m, being 2.6m x 5.4m
v) Combined access and manoeuvring width adjacent to parking spaces is well in excess of 6.4m
vi) Vertical height is not obstructed for any parking spaces.
vii) Parking spaces will be delineated by painted lines or space markers

C2.6.2 A1.2 is met as a parking space has been provided for people with a disability that is;

(a) As close as practicable to the office entrance
(b) Has been incorporated into the overall parking plan
(c) Has been designed and will be constructed to the applicable standard.

C2.6.3 Number of accesses for vehicles

C2.6.3 A1 is met as the frontage will have a single access

C2.6.3 A2 – NA as is not is Central Business Zone or in a pedestrian priority street

C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone

C2.6.4 – NA as site is not in General Business Zone or Central Business Zone

C2.6.5 Pedestrian access

C2.6.5 A1.1 is met as

(a) The proposed footpath is 1m wide and has a separation of 2.5m or more from accessways & parking aisles.
(b) Pedestrians will have any need to cross access ways or parking aisles

C2.6.5 A1.2 is met as the no footpath is needed to gain access from the designated car space and the office – the access space directly in front of the office entrance is , and the gradient of the entire site is 1:25 or 4% thus much less than the required maximum of 1:14.

C2.6.6 Loading bays

C2.6.6 A1 is met the site is designated for use as a civil contractors yard the loading bay requirements are meet as follows;

This will generally occur in the area in front of the office or in front of the proposed 28m x 50m shed depending on the amount of space required which meets the listed requirements;

(a) The type of vehicles likely to use the site – will be heavy haulage trucks and heavy construction equipment such as excavators and bull dozers.
(b) The nature of the use will be as a civil contractors yard which includes loading/unloading of heavy construction machinery for service & storage
(c) Frequency of loading and unloading is irregular but typically not more than 1 or 2 per day.
(d) The area and dimensions of the site allow adequate space for the required use without having areas delineated for this purpose alone.
(e) The site is essentially flat and level thus allowing flexibility in the area used for loading.
(f) The existing and proposed buildings have been sited with the proposed use in mind and will not interfere with the loading of trucks etc.

C2.6.6 A2 is met

C2.6.7 is not applicable as the site is General Industrial Zone

C2.6.8 is not applicable as the site is General Industrial Zone

C3.5.1 As the access is an existing junction rather than a new junction with Glenstone Road then the performance criteria of C3.5.1 P1 must be satisfied which states;

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;

Response – The modest increase of traffic generated by the development will have negligible effect on the road network as this growth has been allowed for in the DSG AADT growth forecasts

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

Response – The nature of the traffic generated is both in keeping with the existing traffic seen on Glenstone Road and also for the zoning of the land being General Industrial

(c) the nature of the road;

Response – It is proposed to upgrade the current formation from 4m to 11m pavement per TSD-R06-v3, to allow for future development of the site as well the development currently being applied for, the nature of the road in the future would be an industrial feeder road.

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

Response – Glenstone Road is signed as a 70km/hr road whilst the current access is unsigned so has an implied speed limit of 50km/hr, due to the geometry and short length of the access road the actual speed limit is expected to be less than 50kmhr.

(e) any alternative access to a road;

Response – given the existing access is a sub-standard road that was built to access three separate titles that are all zoned General industrial it is not considered appropriate to provide additional access for the proposed development, however as the current access does not meet the standards required for an industrial development then it is considered appropriate to upgrade the existing access.

(f) the need for the use;

Response – The proposed development is required to allow an existing business to relocate from over the other side of Glenstone Road, the proposed use meets the planning scheme requirements and is appropriate for the zoning.

(g) any traffic impact assessment; and

Response – Please see this report.

(h) any advice received from the rail or road authority.

Response – Crown Consent has been gained from DSG as the Road Authority for this application to be made and no issues were raised by DSG at this point thus further feedback has not been sought. Additional advice from DSG can be provided as part of the engineering design phase of the project.

5. CONCLUSIONS

Upon reviewing the data from DSG and sight distance investigation, it can be said that the proposed upgraded access will have no adverse impact on the traffic conditions on Glenstone Road as the current and forecasted data already incorporates the traffic volume generated by the proposal as it is the relocation of an existing business/use. Refer to the attached DSG report generated on 3rd November, 2020.

Intersections and junctions reach capacity when the total conflicting approach traffic volumes are around 1,500 vehicles/hour. The expected **maximum future** traffic conflict at the road junction/ entrance during peak traffic periods will be less than 40% of this maximum conflicting traffic volume, the expected traffic generate from the proposed development is approximately 3% of this capcity.

Access to 155 Cobbs Hill Road will be compliant with all required standards as the access road will be upgraded to an 11m from the current pavement per TSD-R06-v3. 155 Cobbs Hill Road will have a dedicated independent access point onto the cul-de-sac head separate from all traffic that will be generated by the proposed development thus ensuring safe & efficient access for the existing use of the 155 Cobbs Hill Road.

It is noted that traffic in this cul-de-sac environment will be of a low speed nature typically 40 km per hour or less.

Access to 155 Cobbs Hill Road will not be adversely affected by this development.

It is intended that once the road is upgraded, which will be to full council standard that, the road will be handed over to the relevant road authority deemed appropriate by council & DSG. Additional road lots will be created and transferred to the road authority as required to ensure the full extent of the road works are contained within the road reserve boundaries.

Department of State Growth

Salamanca Building Parliament Square
4 Salamanca Place, Hobart TAS
GPO Box 536, Hobart TAS 7001 Australia
Email permits@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au
Ref: SRA-21-371

Tasmanian Government

Justine Brooks
PDA Surveyors, Engineers & Planners obo Bullocks Civil Construction
By email: justine.brooks@pda.com.au

Dear Justine

Crown Landowner Consent Granted - Glenstone Road, Bridgewater

I refer to your recent request for Crown landowner consent relating to the development application at Glenstone Road, Bridgewater to relocate recycling plant for construction materials.

I, Fiona McLeod, Director Asset Management, State Roads, the Department of State Growth, having been duly delegated by the Minister under Section 52 (1F) of the *Land Use Planning and Approvals Act 1993* (the Act), and in accordance with the provisions of Section 52 (1B) (b) of the Act, hereby give my consent to the making of the application, insofar as it affects the State road network and any Crown land under the jurisdiction of this Department.

The consent given by this letter is for the **making of the application only** insofar as that it impacts Department of State Growth administered Crown land and is with reference to your application dated 28 July 2021, and the documents approved, as follows:

Approved Document Name	**Author**	**Date Received**	**Notes**
Crown Landowner Consent Application – Glenstone Road, Bridgewater	Justine Brooks (PDA Surveyors)	28-07-21	
Certificate of Title – Folio Text – Folio Plan – FR 16049/4		28-07-21	
Environmental Management Plan	Glenn Allen (NTCADS Pty Ltd)	01-10-21	*221 Glenstone Road, Brighton, for Bullock Civil Contracting, 27 September 2021, Rev 0, Final*
Traffic Impact Statement	PDA Surveyors	01-10-21	*Proposed new entrance 221 Glenstone Road, Bridgewater, Job No. 47359HC, 20 September 2021*
Master Plan	PDS Surveyors	01-10-21	*Master Plan, Drawing No. 47329HC-10, Rev 0, First Client Issue, 20 June 2021, Preliminary*
Supporting Development Application Letter	Justine Brooks (PDA Surveyors)	28-07-21	*RE: Development Application – to construct a workshop, shed, stockpile, bunded area and associated access, to Brighton Council Planning Department, from Justine Brooks (PDA Surveyors), dated 27 July 2021, Ref: 47359HC, Pages 1-67*

Access – construction or alteration (Access works permit required)

In giving consent to lodge the subject development application, the Department notes that the proposed access to the State road network will require the following additional consent:

The consent of the Minister under Section 16 of the Roads and Jetties Act 1935 to undertake works within the State road reservation.

For further information please visit https://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings/new_or_altered_access_onto_a_road_driveways or contact permits@stategrowth.tas.gov.au

On sealed State roads all new accesses must be sealed from the road to the property boundary as a minimum.

Pursuant to Section 16 of the Roads and Jetties Act 1935, where a vehicle access has been constructed from land to a State highway or subsidiary road, the owner of that land is responsible for the maintenance and repair of the whole of the vehicular access.

Other types of works (pipeline, etc.) OR Construction of infrastructure in the road reserve/on Crown land (Works permit required)

In giving consent to lodge the subject development application, the Department notes that the works in the State road network will require the following additional consent:

The consent of the Minister under Section 16 of the Roads and Jetties Act 1935 to undertake works within the State road reservation.

For further information please visit http://www.transport.tas.gov.au/road/permits or contact permits@stategrowth.tas.gov.au

Discharge of Stormwater or drainage into the State road drainage system (Ministerial consent required)

In giving consent to lodge the subject development application, the Department notes that the works in the State road network will require the following additional consent:

The consent of the Minister under Section 17B of the Roads and Jetties Act 1935 to concentrate and discharge drainage to the State road reserve.

The proponent must submit a drainage plan, including catchment area, flows and drainage design for any area discharging to the State road reserve.

If any enlargement of the existing State road drainage infrastructure is required in order to carry any additional drainage, these works must be undertaken under the supervision and to the satisfaction of an officer designated by the Minister. If such works are required, the costs associated with the works will be payable by the proponent.

The proponent is responsible for the ongoing maintenance of their own infrastructure.

It is recommended that the proponent initiates early discussions with the Department concerning the overall stormwater design associated with the application to assist in streamlining the consent process.

For further information please contact Road Assets at roadassets.utilities@stategrowth.tas.gov.au

Requires Crown Land lease/licence

Prior to undertaking works, a Crown land lease/licence will be required to formalise the on-going use/occupation of the Crown land. Lease/licence establishment costs including the Crown's legal and valuation cost as well as an annual rental amount will be required to be covered by the Lessee/Licensee. For further information please email Property.Assets@stategrowth.tas.gov.au

The Department reserves the right to make a representation to the relevant Council in relation to any aspect of the proposed development relating to its road network and/or property.

Yours sincerely

Fiona McLeod
DIRECTOR ASSET MANAGEMENT

Delegate of
Minister for Infrastructure and Transport
Michael Ferguson MP

15 October 2021

cc: General Manager, Brighton Council

INSTRUMENT OF DELEGATION

Land Use Planning and Approvals Act 1993

I, MICHAEL FERGUSON MP, being and as the Minister of the Crown responsible for the administration of land under section 52(1B)(a) of the *Land Use Planning and Approvals Act 1993* (the Act) pursuant to section 52(1F) of the Act, hereby revoke all previous delegations made under section 52(1B) of the Act as made in the Instruments of Delegations dated 31 July 2018, and hereby delegate the performance and exercise of my functions and powers under the provisions set out below to the persons holding, occupying or acting in the position as listed next to that provision of the said Act, being an office or position within the Department of State Growth.

	Position	**Position No**
Section 52 (1B)	General Manager State Roads	370470
	Director Network Management	372521
	Director Asset Management	372535
	Manager Transport Network Planning	371844

Dated this 30th day of June 2021

SIGNED:

MICHAEL FERGUSON
Minister for Infrastructure and Transport

Submission to Planning Authority Notice

Council Planning Permit No.	DA 2021/ 200	**Council notice date**	9/08/2021
TasWater details			
TasWater Reference No.	TWDA 2021/01334-BTN	**Date of response**	16/11/2021
TasWater Contact	Elio Ross	**Phone No.**	0467 874 330
Response issued to			
Council name	BRIGHTON COUNCIL		
Contact details	development@brighton.tas.gov.au		
Development details			
Address	GLENSTONE RD, BRIDGEWATER	**Property ID (PID)**	3504191
Description of development	Retrospective planning approval for a recycling and waste depot		

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
PDA	47359HC. Sheets 2B, 3, 4, 5, 6, 7	0	26/07/2021
PDA	47359HC . Sheets 28, 29, 30,	0	11/10/2021
PDA	Hand Mark Ups on 47359HC . Sheets 28, 29, 30	0	11/10/2021

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.

   Advice: TasWater will not accept direct fire boosting from the network unless it can be demonstrated that the periodic testing of the system will not have a significant negative effect on our network and the minimum service requirements of other customers serviced by the network. To this end break tanks may be required with the rate of flow into the break tank controlled so that peak flows to fill the tank do not also cause negative effect on the network.

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 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.

ASSET CREATION & INFRASTRUCTURE WORKS

4. Plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) / Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.

5. Prior to applying for a Permit to Construct/the issue of a Certificate for Certifiable Work (Building and/or Plumbing to construct new infrastructure the developer must obtain from TasWater

Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction.

6. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.

7. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.

8. Prior to the issue of a Certificate for Certifiable Work (Building and/or Plumbing) Certificate of Water and sewerage Compliance (Building and/or Plumbing) all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, are to be completed generally as shown on, and in accordance with, the plans listed in the schedule of drawings, documents & concept servicing plan submitted for Development Application/ Planning, and are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.

9. After testing/disinfection, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.

10. At practical completion of the water and sewerage works and prior to TasWater issuing a Consent to a Register Legal Document / applying to TasWater for a Certificate of Water and Sewerage Compliance (Building and/or Plumbing), the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:

    a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved;

    b. A request for a joint on-site inspection with TasWater's authorised representative must be made;

    c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee;

    d. Work As Constructed drawings and documentation must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.

11. After the Certificate of Practical Completion has been issued, a 12 month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12 month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". The newly constructed infrastructure will be transferred to TasWater upon issue of this certificate and TasWater will release any security held for the defects liability period.

12. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.

13. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.

14. A construction management plan must be submitted with the application for TasWater Engineering

Design Approval. The construction management plan must detail how the new TasWater infrastructure will be constructed while maintaining current levels of services provided by TasWater to the community. The construction plan must also include a risk assessment and contingency plans covering major risks to TasWater during any works. The construction plan must be to the satisfaction of TasWater prior to TasWater's Engineering Design Approval being issued.

FINAL PLANS, EASEMENTS & ENDORSEMENTS

15. Pipeline easements to TasWater's satisfaction, must be created over any existing or proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions requirements.

16. Prior to the issue of a Certificate of Water & Sewerage Compliance (Building and or Plumbing) / Certificate of Practical Completion from TasWater, the applicant must submit a copy of the completed Transfer for the provision of a Pipeline and Services Easement to cover existing/proposed TasWater infrastructure as required by condition 15. All costs and expenses related to the transfer of easement(s)/lots to TasWater are to be paid by the developer.

TRADE WASTE

17. In the event that other than domestic/ office fixtures from the proposed office building (ie shed, workshop or wash down areas) are discharged to sewer then the following Traded Waste conditions apply.

18. Prior to the commencement of operation, the developer/property owner must obtain Consent to discharge Trade Waste from TasWater.

19. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to discharge.

20. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent.

DEVELOPMENT ASSESSMENT FEES

21. The applicant or landowner as the case may be, must pay a development assessment fee of $363.57, 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

Trade Waste Advice

Prior to any Building and/or Plumbing work being undertaken, the applicant will need to make an application 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.
Details of the proposed use of the premises, including the types of food that will be prepared and served; and the estimated number of patrons and/or meals on a daily basis.
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**ormatio**

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

Service Locations
Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

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

Declaration

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

Authorised by

Jason Taylor
Development Assessment Manager

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

TasRail Standard Notes (V2021)

- Where a building or other development is proposed to be located at a setback distance less than 50 metres from the boundary of the rail corridor, the occupants are likely to be exposed to train horn noise and vibration, noting that TasRail Freight Rail Services operate 24/7 and the configuration, frequency and time of these services is subject to change at any time.

- Landowners, builders/developers and prospective residents should undertake appropriate due diligence to ensure they are aware of potential exposure to train horn noise and vibration, particularly in relation to building design, material specifications and lifestyle. The train horn is a safety device that is required to be sounded twice per level crossing being on approach and on entry. The minimum duration of each train horn blow is one second. The train driver also has the discretion to sound the horn at any time he/she perceives a risk.

- Using or creating an unauthorised railway crossing or stock crossing is unsafe and strictly prohibited. If the proposed development interfaces with a rail crossing and/or rail corridor land it is recommended you contact property@tasrail.com.au to discuss the proposed interface ahead of the planning process. Consideration should also be given to the orientation and siting of above ground structures on adjoining land as well as landscaping to ensure there is no potential to obscure or obstruct the line of sight with respect to a railway crossing.

- Stormwater or effluent is not permitted to be discharged onto rail land or into the rail drainage system. Should there be a requirement for a service or asset to be installed on rail land in order to connect into an authorised stormwater or other outlet, a separate TasRail Permit is required and will only be approved subject to terms and conditions (costs apply). A Permit Application Form is available by contacting property@tasrail.com.au

- Any excavation within 3 metres of the rail boundary line requires a separate TasRail Permit from property@tasrail.com.au in accordance with s44 of the *Rail Infrastructure Act 2009*. A minimum of seven (7) business days notice is required, but earlier engagement is recommended

- Rail land is not for private use and should not be encroached for any purpose including for gardens, storage, keeping of animals etc. Dumping of rubbish including green waste into the rail corridor is not permitted.

- No obstruction, installation or works of any kind are permitted inside railway land for any purpose including for structures, unauthorised vehicles, drainage, water pipes, stormwater discharge, electrical or service infrastructure, storage of materials, vegetation clearing, inspections etc.

- As per the *Rail Infrastructure Act 2007*, the Rail Infrastructure Manager (TasRail) may remove and dispose of unauthorised or unlawful service infrastructure and take such other action as it sees fit. Where this occurs, TasRail may recover its costs of doing so as a debt due to TasRail from that person and retain if applicable any proceeds of disposal. No action lies against TasRail for removing or disposing of the unauthorised or unlawful service infrastructure.

- No persons should enter rail land without formal authorisation from TasRail in the form of a TasRail Permit issued by property@tasrail.com.au

- As railway land is Crown Land, the Rail Infrastructure Manager is not required to contribute to the cost of boundary fencing.

Application for Planning Approval

Land Use Planning and Approvals Act 1993

APPLICATION NO.

DA 2021 / 00290

LOCATION OF AFFECTED AREA

16 CLIVES AVENUE, OLD BEACH

DESCRIPTION OF DEVELOPMENT PROPOSAL

ADDITIONS & ALTERATIONS TO DWELLING

THE 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. ANY PERSON MAY MAKE WRITTEN REPRESENTATIONS CONCERNING AN APPLICATION UNTIL 4:45 P.M. ON **24/01/2022** 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.

JANINE BANKS
Acting General Manager

Brighton
going places

Drawing Register

PLANNING APPLICATION SET

Cover sheet, Existing house photo, Property ID, Drawing Register	DWG-01	-
Title site plan	DWG-02	1:300
Aerial view site plan -with easement	DWG-03	1:300
Existing Floor plan	DWG-04	1:100
Existing Elevations	DWG-05	1:100
Proposed Floor plan	DWG-06	1:100
Proposed East & West Elevations	DWG-07	1:100
Proposed North & South Elevations	DWG-08	1:100
Proposed Workshop Plan	DWG-09	1:100
Proposed Roof Plan	DWG-09	1:100

PROPOSED ALTERATIONS & ADDITIONS

(Bedroom /Bathroom Extension & Workshop & Carport

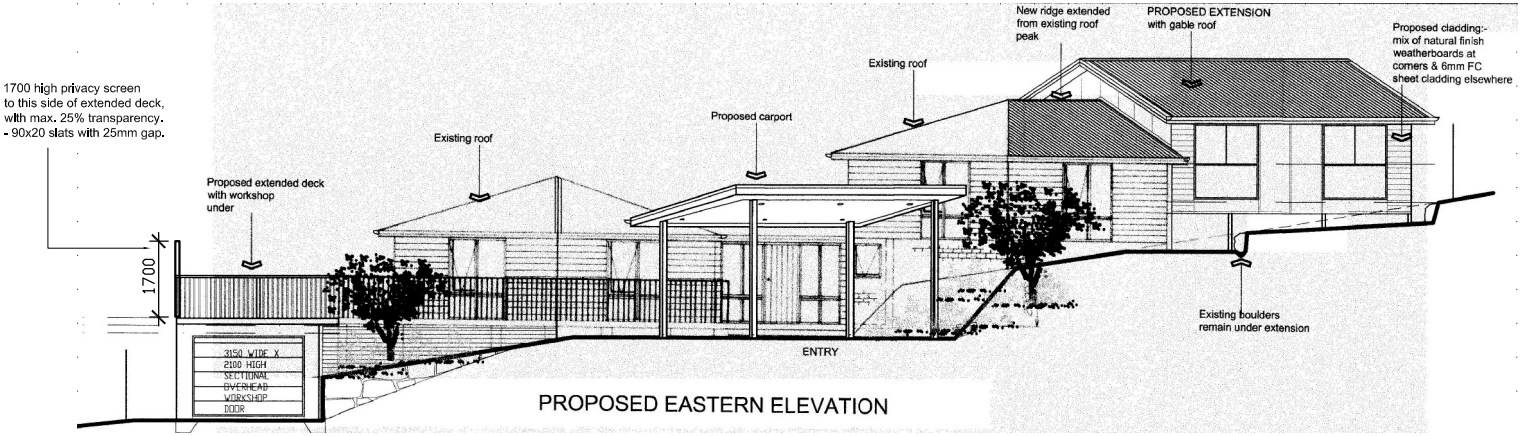
at

16 Clives Avenue OLD BEACH, TAS

for

Brad Parkin & Jenny McQuire

PROPERTY DATA:
LOT 21 Plan SP41406
Permit Authority : Brighton Council
Property ID - 2053974
5702 m2 approx.



PROPOSED EASTERN ELEVATION

PROPOSED ALTERATIONS & ADDITIONS

at

16 Clives Avenue OLD BEACH, TAS

for

Brad Parkin & Jenny McQuire

SITE PLAN
- AERIAL PHOTO
&
LISTMAP / IPLAN OVERLAYS
- TITLE PLAN

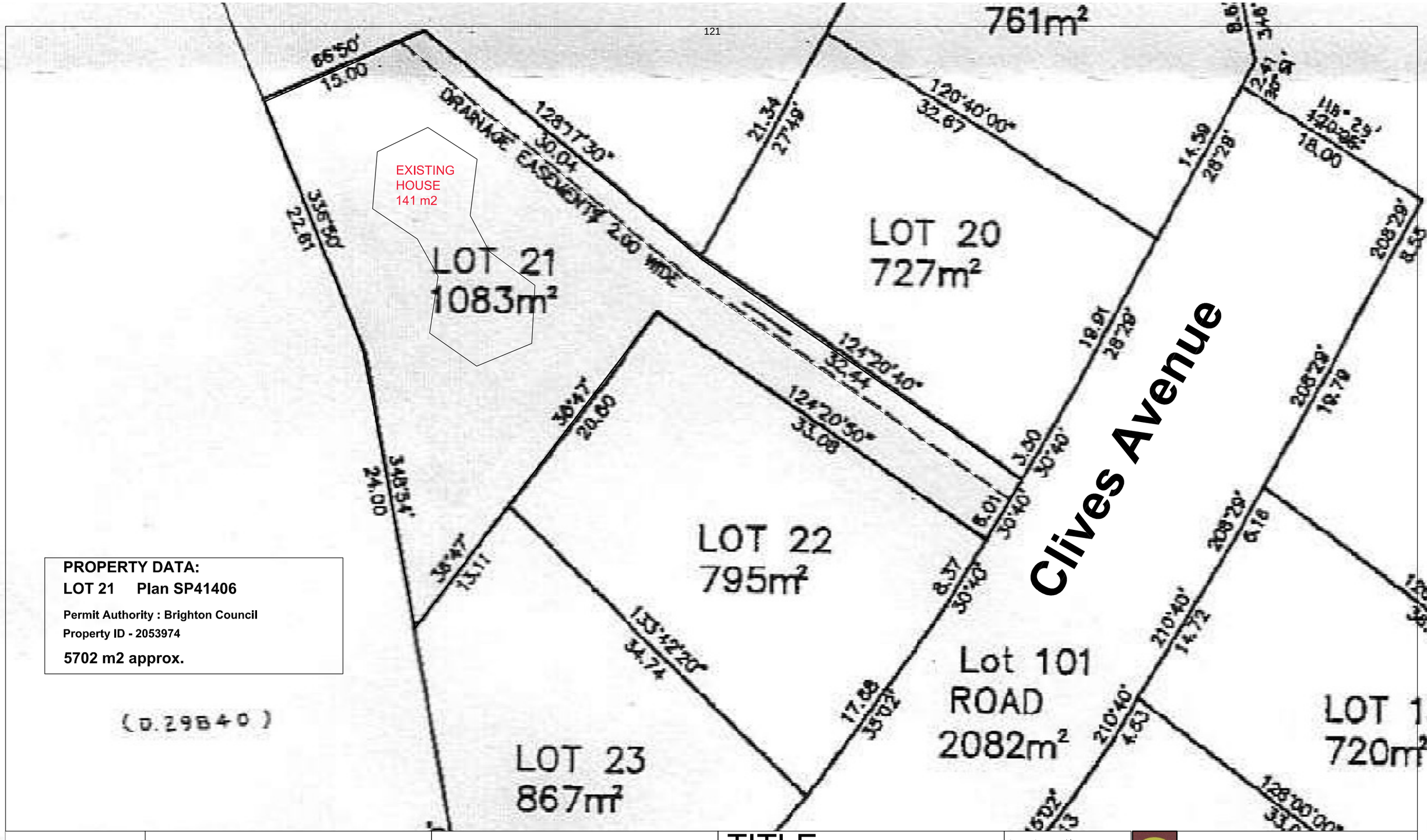
Amendments / Issues

A Amended 20.10.21
B Amended 22.10.21
C Amended 22.12.21

Dennis Cantwell
Building Design & Documentation
Trading as
CanDitt Constructions P/L

Mobile : 0414 310 328
Email dennis@canditt.com.au
P.O. Box 200 Woodbridge TAS 7162
Accreditation No. CC5242C

Scale -- Date 10/10/21
SHEET No DWG - 01 / C



PROPERTY DATA:
LOT 21 Plan SP41406
Permit Authority : Brighton Council
Property ID - 2053974
5702 m2 approx.

(D.29B40)

PROPOSED ALTERATIONS & ADDITIONS

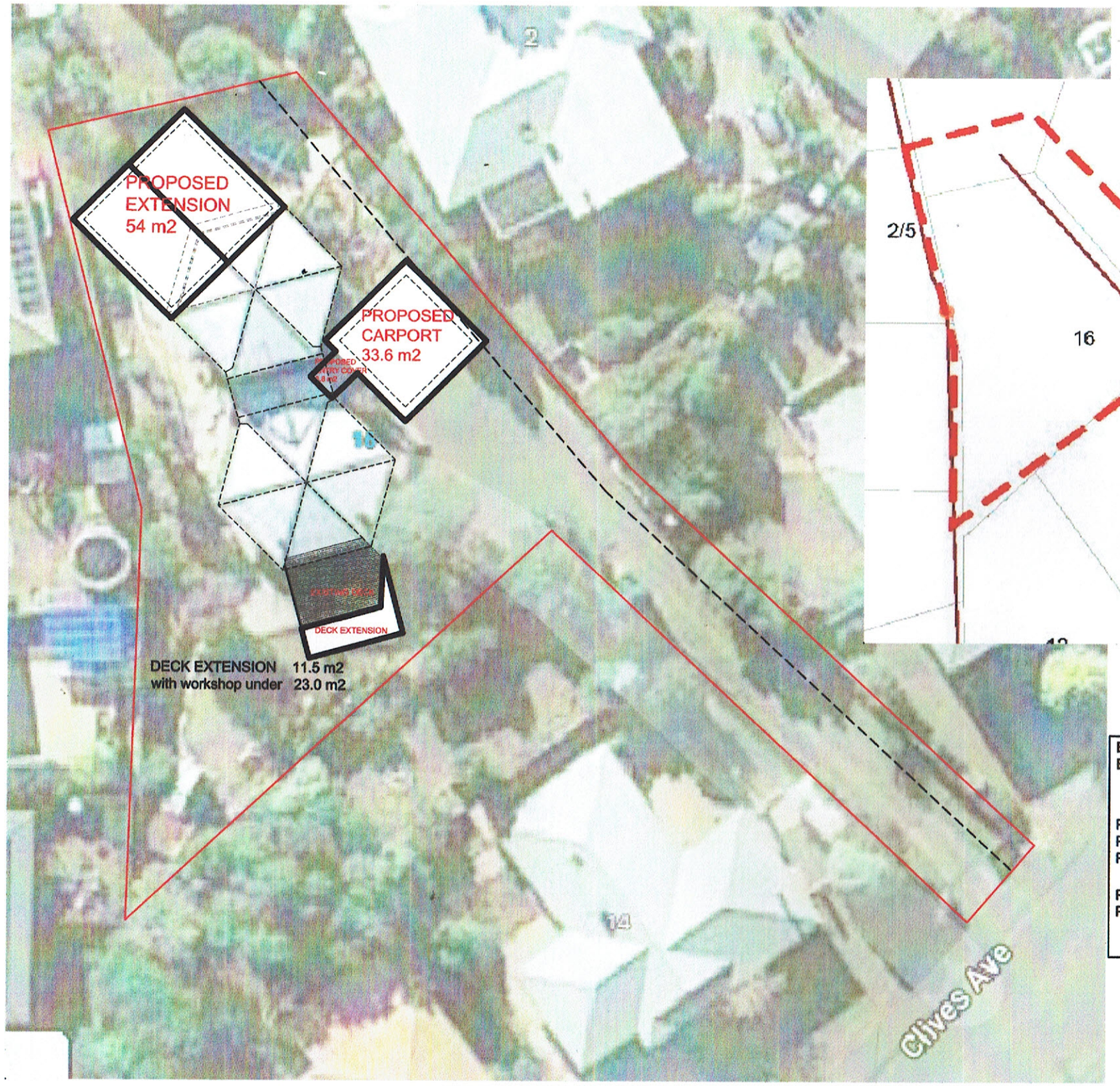
at
16 Clives Avenue
OLD BEACH, TAS
for
Brad & Jenny Parkin

TITLE
SITE PLAN
with
existing house

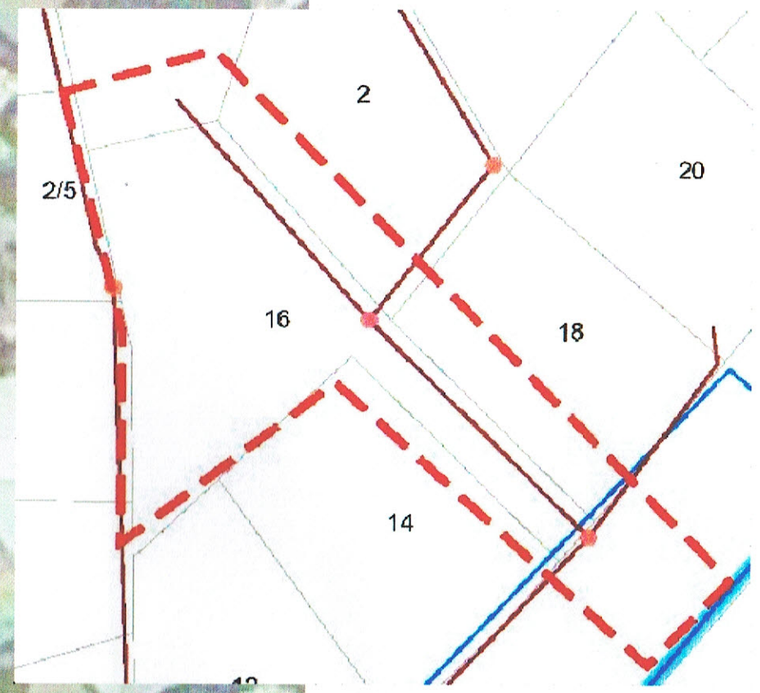
Amendments / Issues

Dennis Cantwell
Building Design & Documentation
Trading as
CanDitt Constructions P/L
Mobile : 0414 310 328
Email dennis@canditt.com.au
P.O. Box 200 Woodbridge TAS 7162
Accreditation No. CC5242C

Scale 1:300 Date 10/10/21
SHEET No DWG - 02



DECK EXTENSION 11.5 m2
with workshop under 23.0 m2



AREAS:-

EXISTING HOUSE	137.0m2
EXISTING DECK	44.0m2
TOTAL EXISTING AREA:-	181.0m2
PROPOSED EXTENSION	54.0m2
PROPOSED DECK EXTENSION	11.5m2
PROPOSED WORKSHOP (under the extended deck)	23.0m2
PROPOSED CARPORT (outside of posts)	32.4m2
PROPOSED COVER OVER ENTRY DECK	3.8m2
TOTAL NEW AREA:-	124.7m2
COMBINED AREA:-	305.7m2

PROPERTY DATA:
LOT 21 Plan SP41406
Permit Authority : Brighton Council
Property ID - 2053974
5702 m2 approx.

PROPOSED ALTERATIONS & ADDITIONS

at
16 Clives Avenue
OLD BEACH, TAS
for
Brad & Jenny Parkin

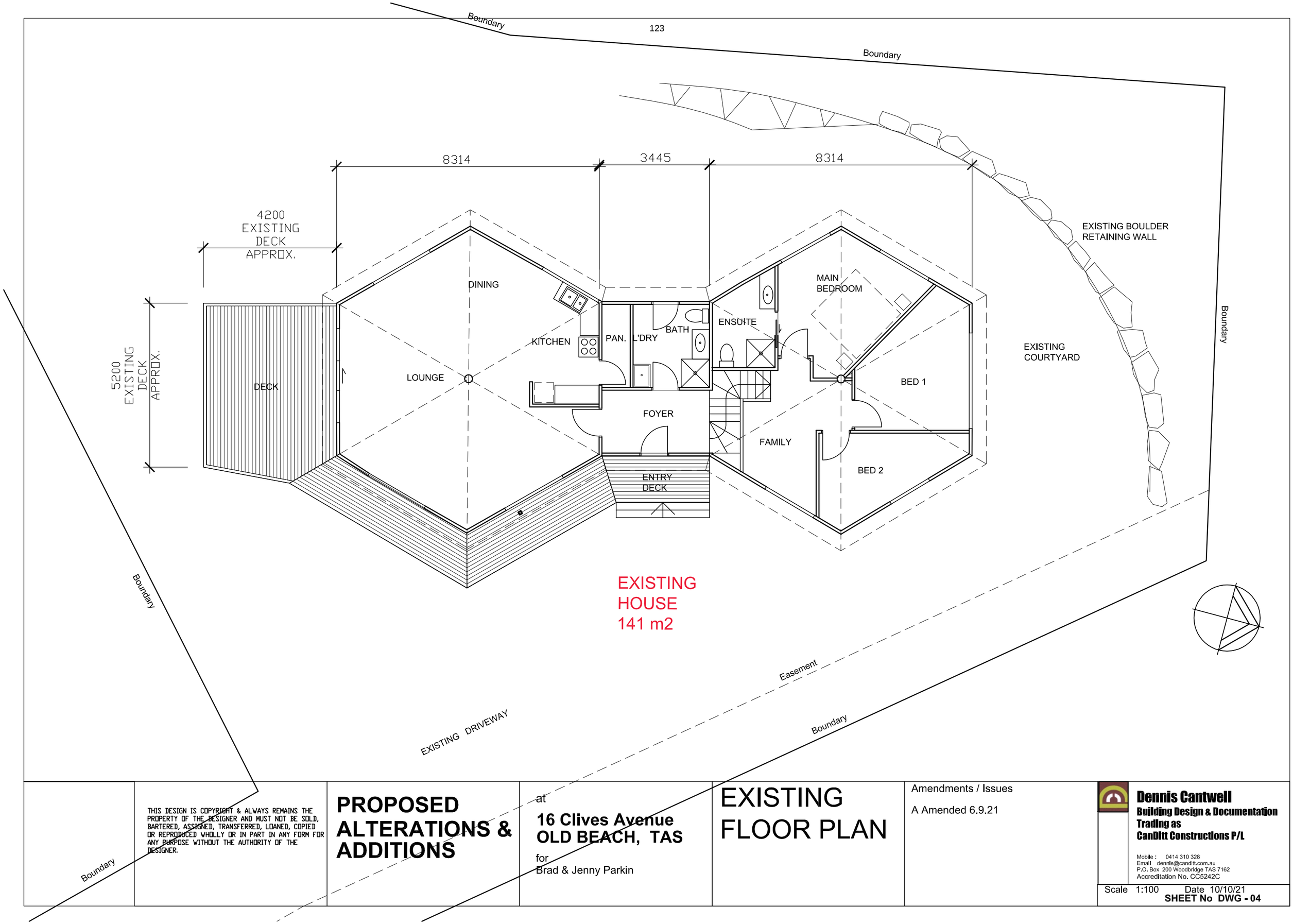
AERIAL VIEW SITE PLAN with easement

Amendments / Issues
A Amended 22.10.21
B Carport reduced for sewer clearance 21.12.21

Dennis Cantwell
Building Design & Documentation
Trading as
CanDitt Constructions P/L

Mobile : 0414 310 328
Email dennis@canditt.com.au
P.O. Box 200 Woodbridge TAS 7162
Accreditation No. CC5242C

Scale 1:300 Date 10/10/21
SHEET No DWG - 03 / B



PROPOSED ALTERATIONS & ADDITIONS

at

16 Clives Avenue
OLD BEACH, TAS

for
Brad & Jenny Parkin

EXISTING FLOOR PLAN

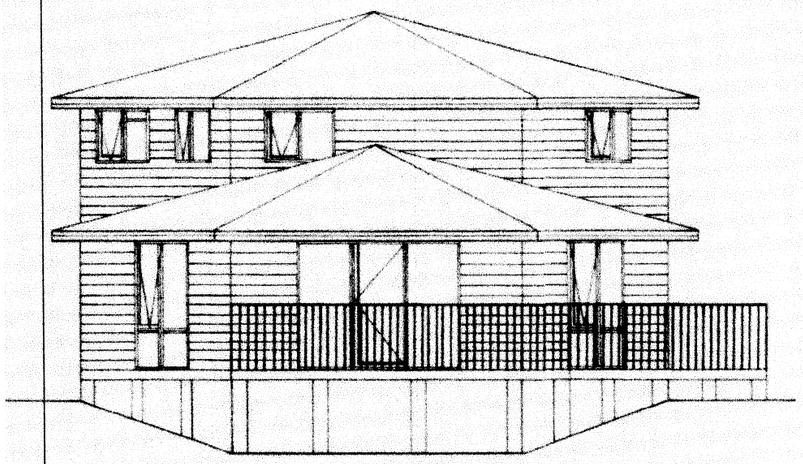
Amendments / Issues

A Amended 6.9.21

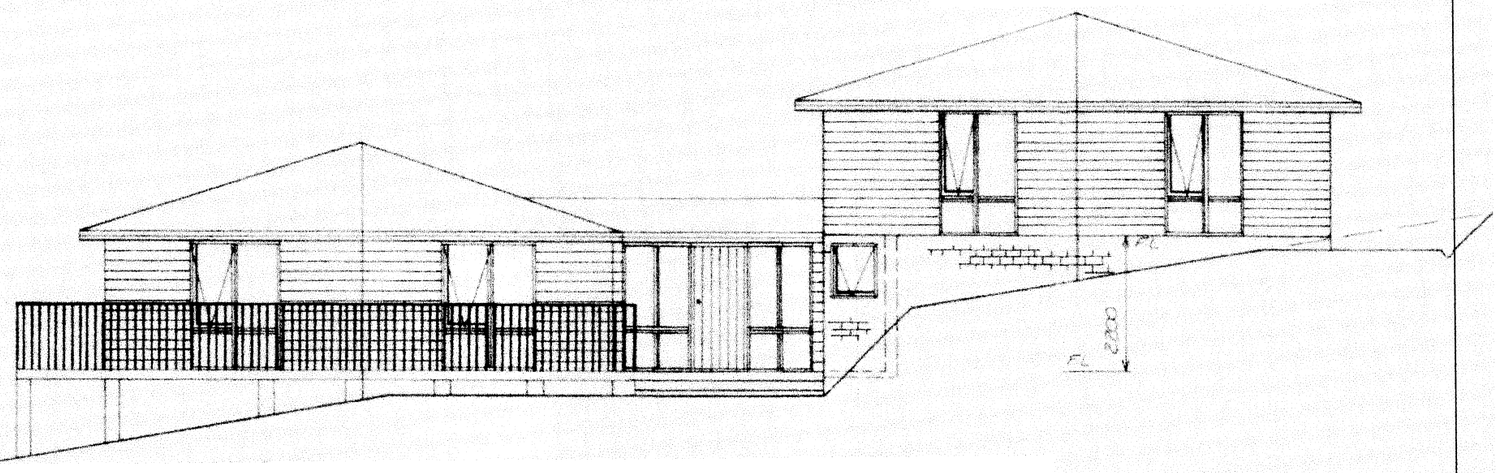
Dennis Cantwell
Building Design & Documentation
Trading as
CanDItt Constructions P/L

Mobile : 0414 310 328
Email dennis@canditt.com.au
P.O. Box 200 Woodbridge TAS 7162
Accreditation No. CC5242C

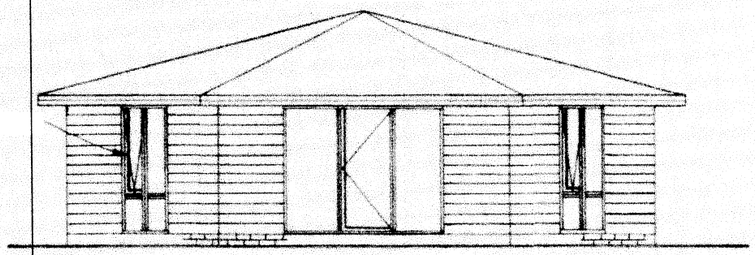
Scale 1:100 Date 10/10/21
SHEET No DWG - 04



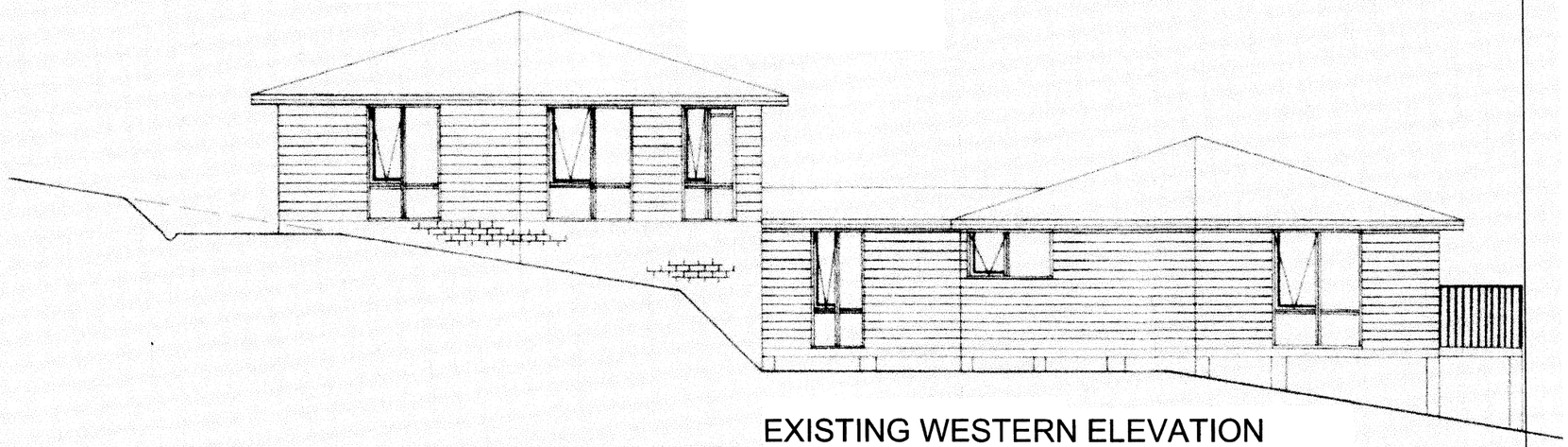
EXISTING SOUTHERN ELEVATION



EXISTING EASTERN ELEVATION



EXISTING NORTHERN ELEVATION



EXISTING WESTERN ELEVATION

PROPOSED ALTERATIONS & ADDITIONS

at

16 Clives Avenue OLD BEACH, TAS

for

Brad & Jenny Parkin

EXISTING ELEVATIONS

Amendments / Issues

Dennis Cantwell
Building Design & Documentation
Trading as
CanDitt Constructions P/L

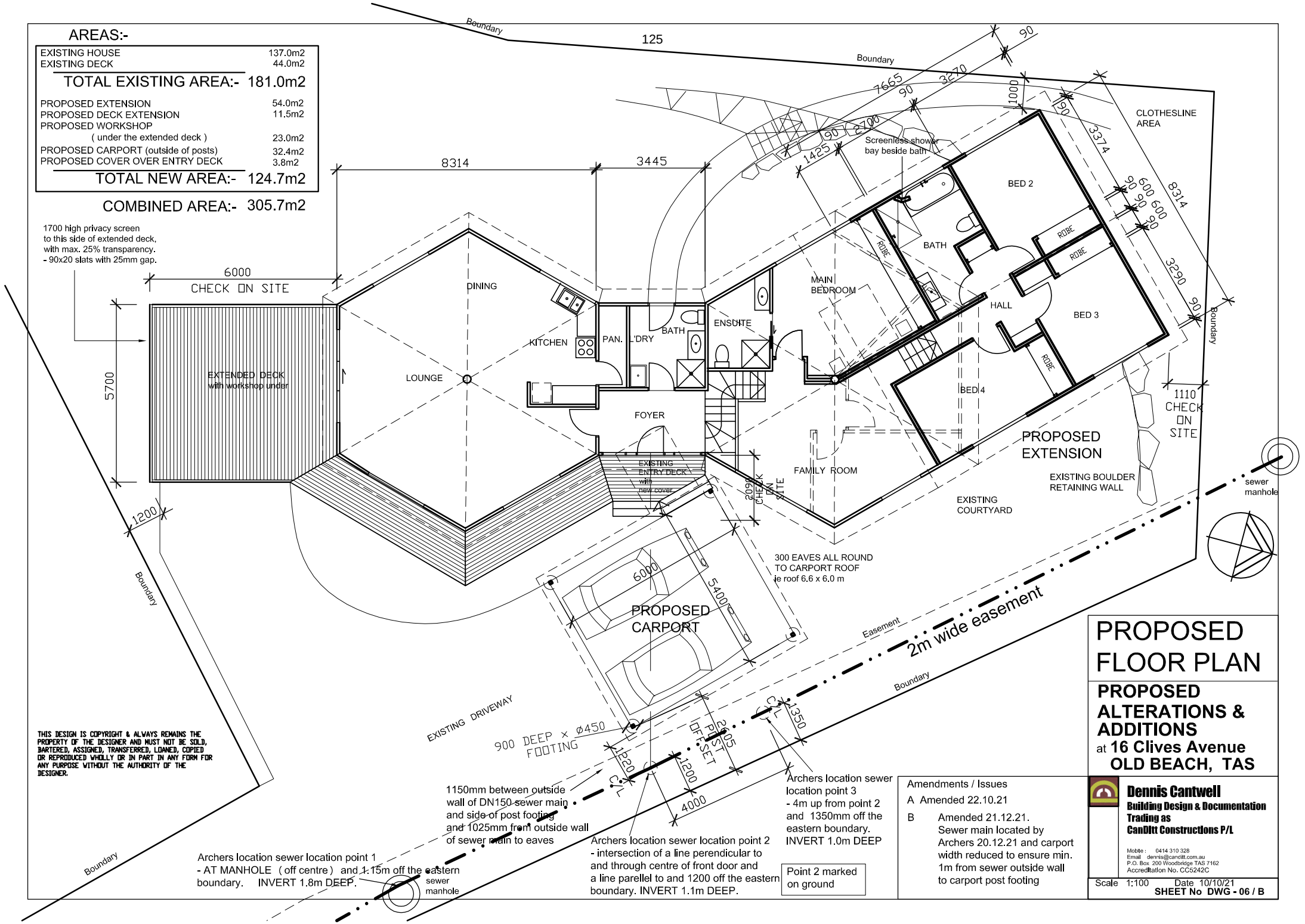
Mobile : 0414 310 328
Email dennis@canditt.com.au
P.O. Box 200 Woodbridge TAS 7162
Accreditation No. CC5242C

Scale 1:100 Date 10/10/21
SHEET No DWG - 05

AREAS:-

EXISTING HOUSE	137.0m2
EXISTING DECK	44.0m2
TOTAL EXISTING AREA:-	**181.0m2**
PROPOSED EXTENSION	54.0m2
PROPOSED DECK EXTENSION	11.5m2
PROPOSED WORKSHOP (under the extended deck)	23.0m2
PROPOSED CARPORT (outside of posts)	32.4m2
PROPOSED COVER OVER ENTRY DECK	3.8m2
TOTAL NEW AREA:-	**124.7m2**
COMBINED AREA:-	**305.7m2**

1700 high privacy screen to this side of extended deck, with max. 25% transparency. - 90x20 slats with 25mm gap.



PROPOSED FLOOR PLAN

PROPOSED ALTERATIONS & ADDITIONS

at **16 Clives Avenue OLD BEACH, TAS**

Amendments / Issues

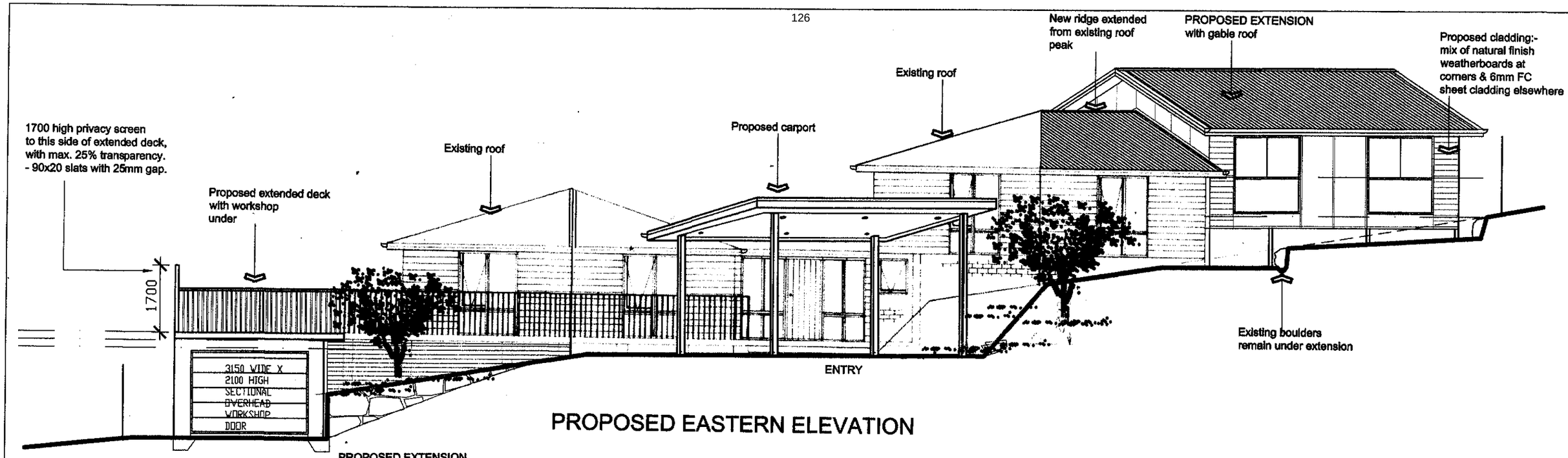
A Amended 22.10.21

B Amended 21.12.21. Sewer main located by Archers 20.12.21 and carport width reduced to ensure min. 1m from sewer outside wall to carport post footing

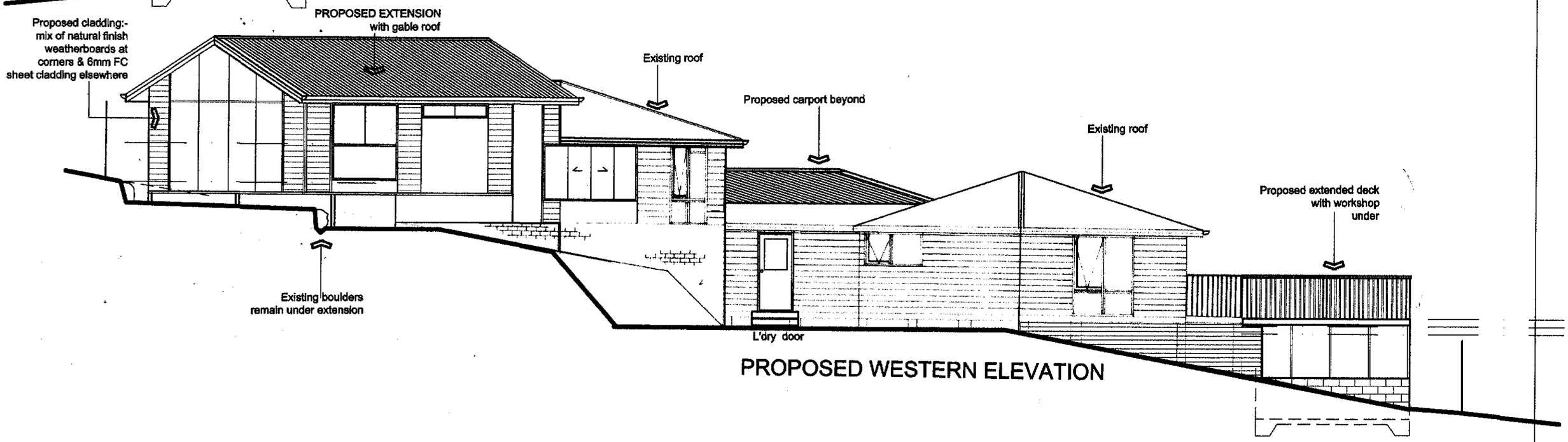
Dennis Cantwell
Building Design & Documentation
Trading as
CanDitt Constructions P/L
Mobile : 0414 310 328
Email : dennis@canditt.com.au
P.O. Box 200 Woodbridge TAS 7162
Accreditation No. CC5242C

Scale 1:100 Date 10/10/21

SHEET No DWG - 06 / B



PROPOSED EASTERN ELEVATION



PROPOSED WESTERN ELEVATION

PROPOSED ALTERATIONS & ADDITIONS

at

16 Clives Avenue OLD BEACH, TAS

for

Brad & Jenny Parkin

PROPOSED ELEVATIONS

Amendments / Issues

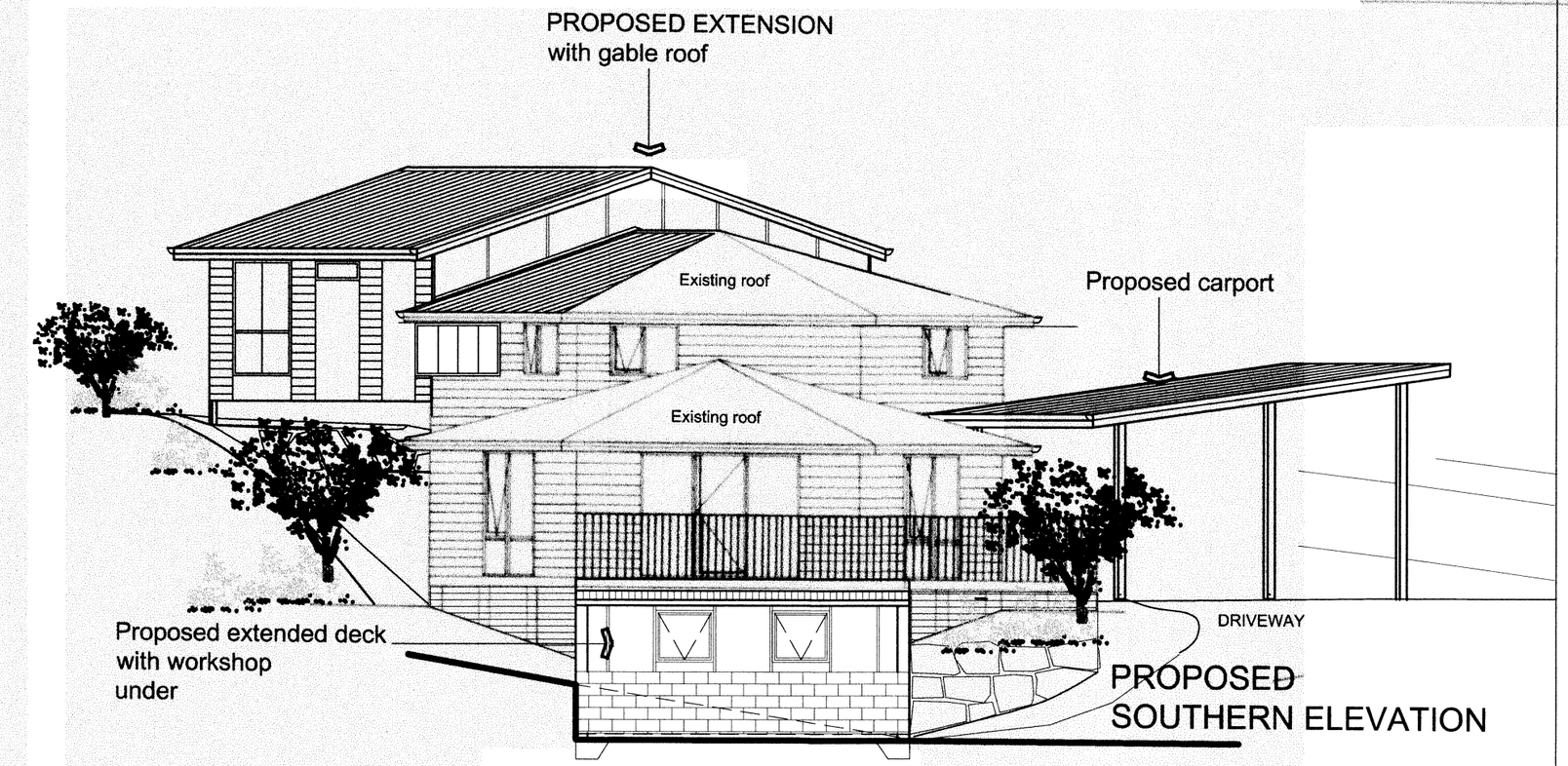
A 1700 high privacy screen added to southern side of proposed deck extension

Dennis Cantwell
Building Design & Documentation
Trading as
Canditt Constructions P/L

Mobile : 0414 310 328
Email dennis@canditt.com.au
P.O. Box 200 Woodbridge TAS 7162
Accreditation No. CC5242C

Scale 1:100 Date 10/10/21

SHEET No DWG - 07 /A



PROPOSED SOUTHERN ELEVATION

PROPOSED NORTHERN ELEVATION

PROPOSED ALTERATIOI ADDITIONS

at
16 Clives Avenue OLD BEACH, TAS
for
Brad & Jenny Parkin

EXISTING ELEVATIONS

Amendments / Issues

Dennis Cantwell
Building Design & Documentation
Trading as
CanDitt Constructions P/L

Mobile : 0414 310 328
Email dennis@canditt.com.au
P.O. Box 200 Woodbridge TAS 7162
Accreditation No. CC5242C

Scale 1:100 Date 10/10/21
SHEET No DWG - 08

Boundary

128

Boundary

Boundary

6000
CHECK ON SITE

5700

PROPOSED
WORKSHOP

3150 WIDE X
2100 HIGH
SECTIONAL
OVERHEAD
WORKSHOP
DOOR

PROPOSED
EXTENSION

HOUSE FOOTPRINT

4000

2000

1200

Boundary

PROPOSED
CARPORT

2m wide easement

EXISTING DRIVEWAY

Boundary

Boundary

PROPOSED ALTERATIONS & ADDITIONS

at

16 Clives Avenue
OLD BEACH, TAS

for
Brad & Jenny Parkin

PROPOSED WORKSHOP PLAN

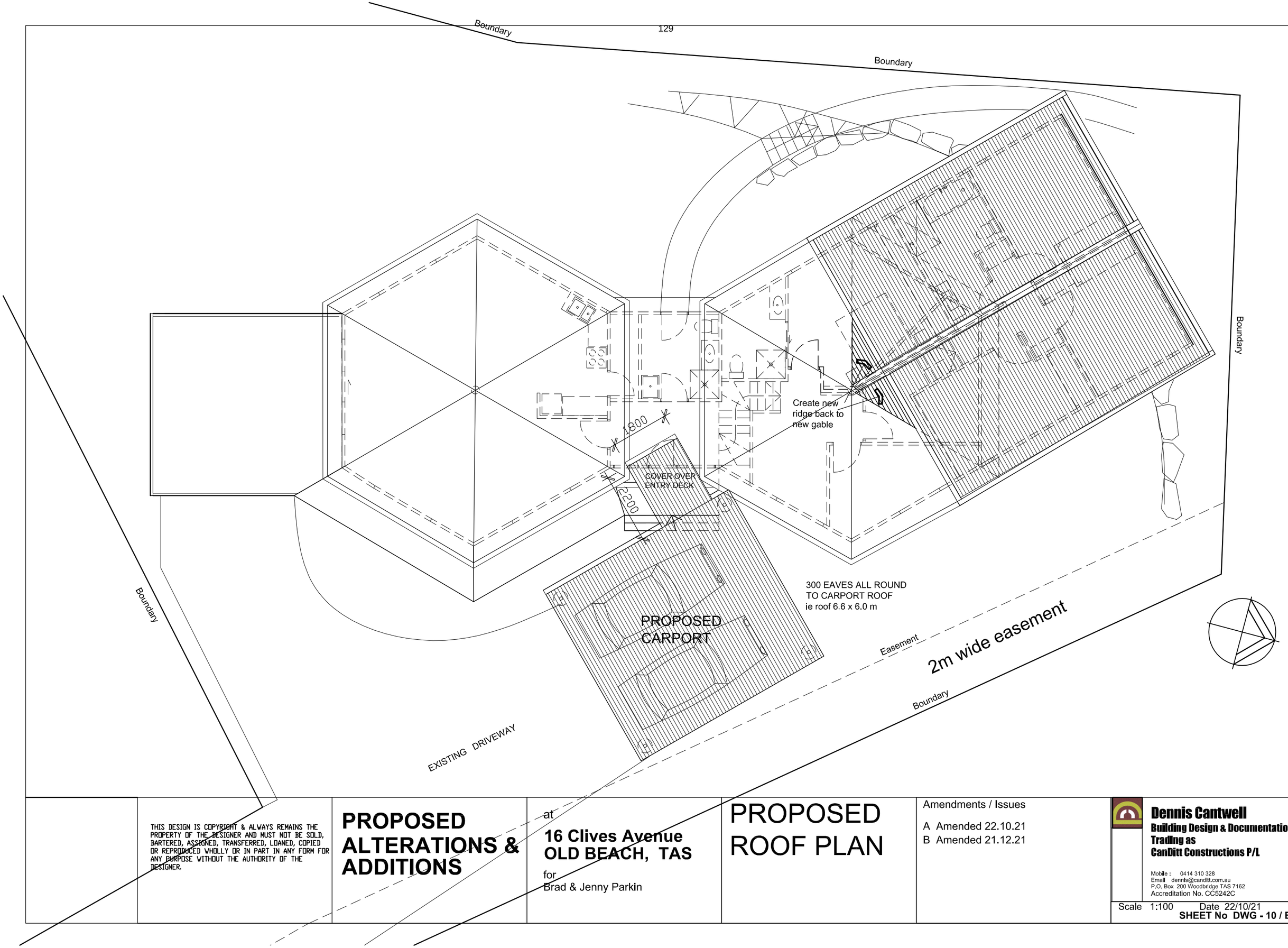
Amendments / Issues

A Amended 22.10.21
B Amended 21.12.21

Dennis Cantwell
Building Design & Documentation
Trading as
CanDitt Constructions P/L

Mobile : 0414 310 328
Email dennis@canditt.com.au
P.O. Box 200 Woodbridge TAS 7162
Accreditation No. CC5242C

Scale –
Date 3/9/21
SHEET No DWG - 09 / B



PROPOSED ALTERATIONS & ADDITIONS

at

16 Clives Avenue
OLD BEACH, TAS

for
Brad & Jenny Parkin

PROPOSED ROOF PLAN

Amendments / Issues

A Amended 22.10.21
B Amended 21.12.21

Dennis Cantwell
Building Design & Documentation
Trading as
CanDitt Constructions P/L

Mobile : 0414 310 328
Email dennis@canditt.com.au
P.O. Box 200 Woodbridge TAS 7162
Accreditation No. CC5242C

Scale 1:100 Date 22/10/21
SHEET No DWG - 10 / B

Dennis Cantwell
building design & documentation
DENNIS CANTWELL
m 0414 310 328
e dennis@canditt.com.au
www.canditt.com.au

HIA GreenSmart® PROFESSIONAL

21/12/21

Re: DA-2021 / 290 Planning RFI letter
Project : Alterations & Additions at 16 Clives Avenue, Old Beach
Attention: Andres Perez-Roca

Dear Andres,
In response to councils letter of 16/11/21 regarding the above, I submit the following, addressing all items as follows, in **RED** for clarity:-

1. **Clause 8.4.2 of the Planning Scheme - Building envelope**

Please provide shadow diagrams and a written response to the Performance Criteria in Clause 8.4.2 P3 of the Planning Scheme:
"The siting and scale of a dwelling must:

(a) not cause an unreasonable loss of amenity to adjoining properties, having regard to:

(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;
RESPONSE: please see shadow diagrams provided and the accompanying report & conclusions. Shadow diagrams, calculated for 22 June, from the top of the 1700 high deck privacy screens as required by council, do not affect any living areas of 14 Clives Av.

(II) overshadowing the private open space of a dwelling on an adjoining property;
RESPONSE: The closest portion of the house at 14 Clives Avenue upon which partial overshadowing will occur but only after 2pm is the southern bedroom wing of the house, not a living room wing. The private open space of the living area is the paved area to the east of the house.

(iii) overshadowing of an adjoining vacant property;
RESPONSE: Not applicable.
or

(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property;
RESPONSE: See the photograph below, taken from the existing deck of 16 Clives Avenue looking towards No 14.
The proposed 1800 widening of the deck and the 1700 privacy screens will be almost undetectable from No 14. The bulk and scale of the proposal is appropriate.

Photo looking at the southern neighbour, No 14 Clives Avenue.

The nearest portion of No 14, the bedroom wing, is completely hidden by the established trees against their northern fence.

The only shadows cast from the top of the privacy screen to the edge of the proposed extended deck will just begin to strike this bedroom wing corner (albeit, the trees) from after 2.00pm on the 22nd of June.

Dennis Cantwell
building design & documentation
DENNIS CANTWELL
m 0414 310 328
e dennis@canditt.com.au
www.canditt.com.au

(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area;
RESPONSE: see locality photo below. The proximity of the proposed deck extension will still provide a separation to No 14 consistent with that existing on established properties in the area. In fact, the separation between No 14 & 16 will still be greater than average.

and

(c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on:
(i) an adjoining property;
RESPONSE: not applicable – there are no solar panels on No 14
or
(ii) another dwelling on the same site." RESPONSE: not applicable.

Advice: Part of the proposed 'EXTENDED DECK with workshop under' is distanced by less than 4.5m from the boundary with the property at 14 dives Avenue. As such, the proposal is outside the building envelope in Figure 8.3 and does not comply with the Acceptable Solution in Clause 8.4.2 A3
(a) (I) of the Planning Scheme. For this reason, shadow diagrams and a written response to the Performance Criteria in Clause 8.4.2 P3 of the Planning Scheme are required. AS ABOVE.

Dennis Cantwell
building design & documentation
DENNIS CANTWELL
m 0414 310 328
e dennis@canditt.com.au
www.canditt.com.au

2. Clause 8.4.6 of the Planning Scheme - Privacy for dwellings

Since the proposed 'EXTENDED DECK' has a finished floor level more than im above the existing ground level and part of it is setback by less than 3m from the boundary with the property at 14 Clives Avenue:

2.1. Please provide amended elevations showing that this part of the deck will have a permanently fixed screen to a height of not less than 1.7m above the deck's finished floor level, with a uniform transparency of not more than 25%.
RESPONSE : See amended plans with privacy screen with a transparency of less than 25% noted to the southern proposed edge. (90x20 screen battens with a 25mm gap)

2.2. Alternatively, you can propose other suitable measures to minimise overlooking of the dwelling at 14 CIlves Avenue and its private open space. Trees to be planted on the southern boundary to provide the necessary privacy. After sufficient growth to provided the required privacy, the deck screen is proposed to be removed down to handrail height of 1m.
See the photo – only a small number of trees would be required to fill the gap in the neighbours trees, and they would need to reach a height of approximately 3m.

3. TasWater

Pursuant to the Water and Sewerage Industry Act 2008, your application has been referred to TasWater and TasWater has requested additional information (attached).

RESPONSE: Archers were engaged to locate the services and did so on 20/12/21. See attached "Certified Plant Locator Site Record Form".
See the revised plan DWG-06 with the detailed information required.

The proposed carport footings have been relocated accordingly to achieve the required offset (carport reduced to 6 x 5.4 m outside SHS post dimensions) to ensure that the 450 diameter footings are 1150mm to the outside wall of the DN150 sewer main.

The carport eaves have been reduced to 300mm all round to ensure the eaves are 1025mm to the outside wall of the DN150 sewer main.

It is requested that council consider the above responses.

Yours sincerely,
Dennis Cantwell -Building Designer – CC5242C Ph 0414 310 328

Dennis Cantwell
building design & documentation
DENNIS CANTWELL
m 0414 310 328
e dennis@canditt.com.au
www.canditt.com.au

HIA GreenSmart® PROFESSIONAL

12/12/21

Re: 16 Clives Avenue, Tasmania
Proposed DECK EXTENSION + Privacy Screen

SHADOW DIAGRAM REPORT

This shadow diagram report address the effects of shadows that would be thrown by the proposed deck extension over the existing southern neighbouring property, No 14 Clives Avenue.

Note that the shadows include for the council requested 1700 high privacy screen around the deck extension sides, which clearly increases the shadows.
The top of the 1700mm privacy screen would be 4.4m above the ground.

For the sake of the shadow diagrams, the screen is taken to have 0% transparency.

All shadow diagrams are shown with north directly up the page.

The report examines the shadows **for the hours 9am, 11am, 12 noon, 1pm, 2pm and 3pm** at:-

- **June 22, the winter solstice**

The Winter solstice shadows do not cause any significant shadows on the southern neighbours rear yard, until 1pm onwards.

Only from 2pm to 3pm and later does the deck privacy screen cause partial shading of the neighbours wall during the Equinox, but this wall of the **rear bedrooms.**

Shadow software

The software used to generate the diagrams is “ShadowDraw” produced by RG Harvey Pty Ltd Melbourne (03) 9670 7904 using data derived from CSIRO data for Hobart and performed in AutoCad. Refer www.shadowdraw.com.au

Dennis Cantwell -Building Designer - 0414 310 328 Tas Licence CC5242C

9.00 am
Winter solstice

PROPOSED ALTERATIONS & ADDITIONS

at

16 Clives Avenue
OLD BEACH, TAS

for
Brad & Jenny Parkin

SHADOW DIAGRAMS WITH 1700mm HIGH SCREEN TO SOUTH-EAST EDGE OF PROPOSED DECK EXTENSION

Amendments / Issues
A Amended 22.10.21

Dennis Cantwell
Building Design & Documentation
Trading as
CanDitt Constructions P/L

Mobile : 0414 310 328
Email dennis@canditt.com.au
P.O. Box 200 Woodbridge TAS 7162
Accreditation No. CC5242C

Scale 1:300 Date 12/12/21
SHEET No DWG - shadow-01

11.00 am
Winter solstice

PROPOSED ALTERATIONS & ADDITIONS

at

16 Clives Avenue
OLD BEACH, TAS

for
Brad & Jenny Parkin

SHADOW DIAGRAMS WITH 1700mm HIGH SCREEN TO SOUTH-EAST EDGE OF PROPOSED DECK EXTENSION

Amendments / Issues
A Amended 22.10.21

Dennis Cantwell
Building Design & Documentation
Trading as
CanDitt Constructions P/L

Mobile : 0414 310 328
Email dennis@canditt.com.au
P.O. Box 200 Woodbridge TAS 7162
Accreditation No. CC5242C

Scale 1:300 Date 12/12/21
SHEET No DWG - shadow-02

12.00 noon
Winter solstice

PROPOSED ALTERATIONS & ADDITIONS

at

16 Clives Avenue
OLD BEACH, TAS

for
Brad & Jenny Parkin

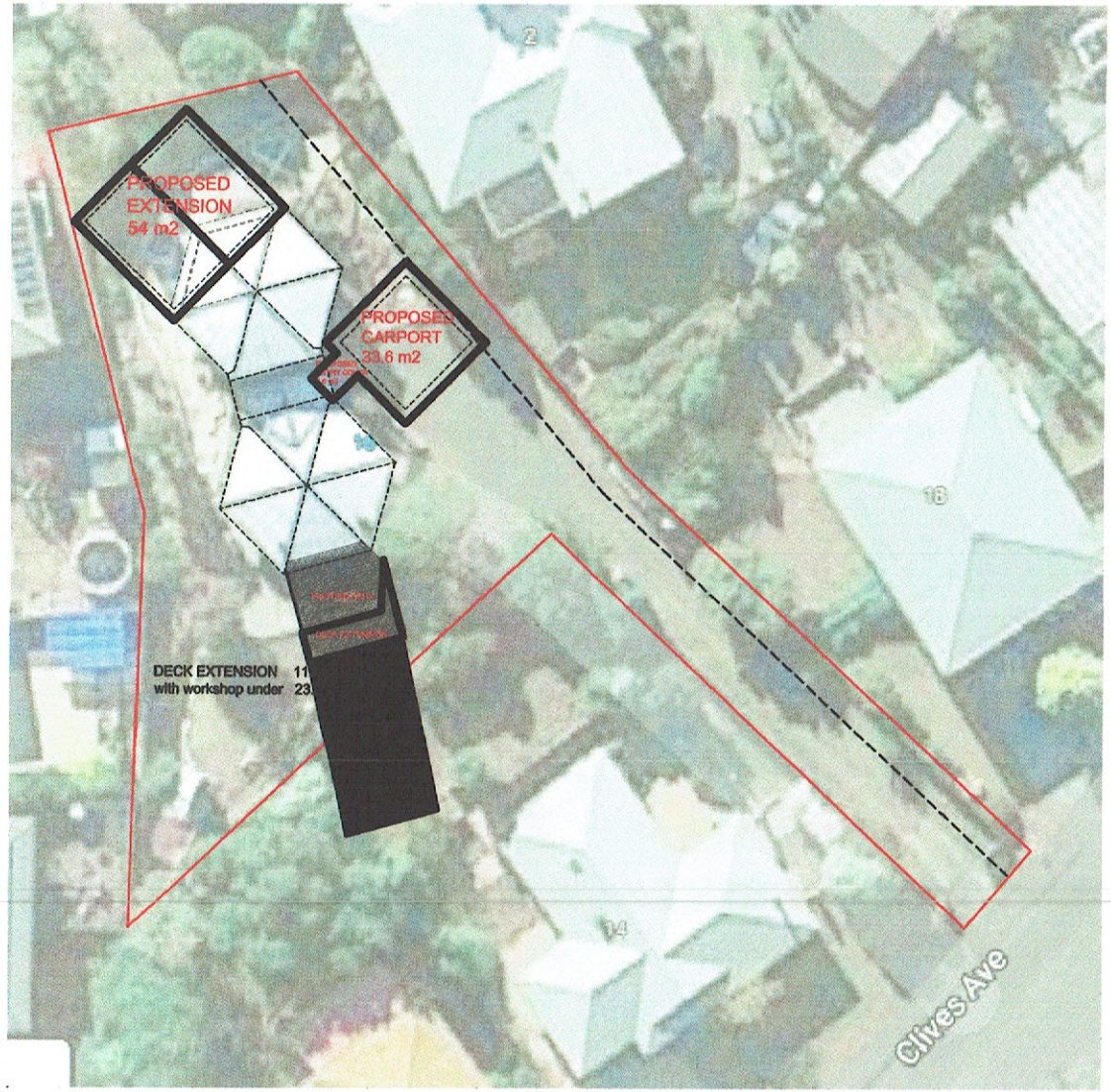
SHADOW DIAGRAMS WITH 1700mm HIGH SCREEN TO SOUTH-EAST EDGE OF PROPOSED DECK EXTENSION

Amendments / Issues
A Amended 22.10.21

Dennis Cantwell
Building Design & Documentation
Trading as
CanDitt Constructions P/L

Mobile : 0414 310 328
Email dennis@canditt.com.au
P.O. Box 200 Woodbridge TAS 7162
Accreditation No. CC5242C

Scale 1:300 Date 12/12/21
SHEET No DWG - shadow-03



1pm
Winter solstice

PROPOSED ALTERATIONS & ADDITIONS

at

16 Clives Avenue
OLD BEACH, TAS

for
Brad & Jenny Parkin

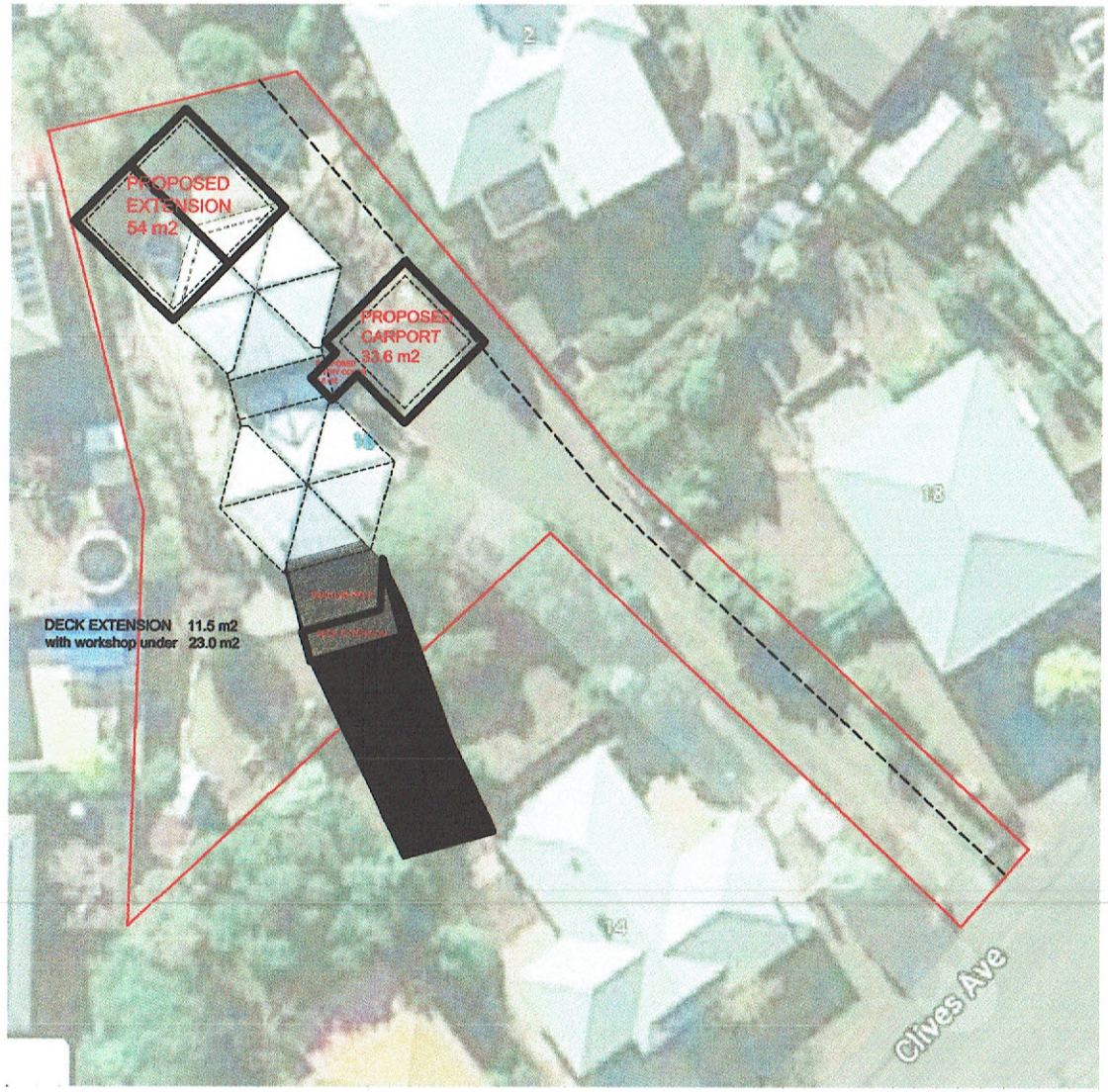
SHADOW DIAGRAMS WITH 1700mm HIGH SCREEN TO SOUTH-EAST EDGE OF PROPOSED DECK EXTENSION

Amendments / Issues
A Amended 22.10.21

Dennis Cantwell
Building Design & Documentation
Trading as
CanDitt Constructions P/L

Mobile : 0414 310 328
Email dennis@canditt.com.au
P.O. Box 200 Woodbridge TAS 7162
Accreditation No. CC5242C

Scale 1:300 Date 12/12/21
SHEET No DWG - shadow-04



2.00 pm
Winter solstice

PROPOSED ALTERATIONS & ADDITIONS

at

16 Clives Avenue
OLD BEACH, TAS

for
Brad & Jenny Parkin

SHADOW DIAGRAMS WITH 1700mm HIGH SCREEN TO SOUTH-EAST EDGE OF PROPOSED DECK EXTENSION

Amendments / Issues
A Amended 22.10.21

Dennis Cantwell
Building Design & Documentation
Trading as
CanDitt Constructions P/L

Mobile : 0414 310 328
Email dennis@canditt.com.au
P.O. Box 200 Woodbridge TAS 7162
Accreditation No. CC5242C

Scale 1:300 Date 12/12/21
SHEET No DWG - shadow-05

3.00 pm
Winter solstice

PROPOSED ALTERATIONS & ADDITIONS

at

16 Clives Avenue
OLD BEACH, TAS

for
Brad & Jenny Parkin

SHADOW DIAGRAMS WITH 1700mm HIGH SCREEN TO SOUTH-EAST EDGE OF PROPOSED DECK EXTENSION

Amendments / Issues
A Amended 22.10.21

Dennis Cantwell
Building Design & Documentation
Trading as
CanDitt Constructions P/L

Mobile : 0414 310 328
Email dennis@canditt.com.au
P.O. Box 200 Woodbridge TAS 7162
Accreditation No. CC5242C

Scale 1:300 Date 12/12/21
SHEET No DWG - shadow-06

ARCHER'S UNDERGROUND SERVICES PTY LTD

CERTIFIED PLANT LOCATOR SITE RECORD FORM

16648

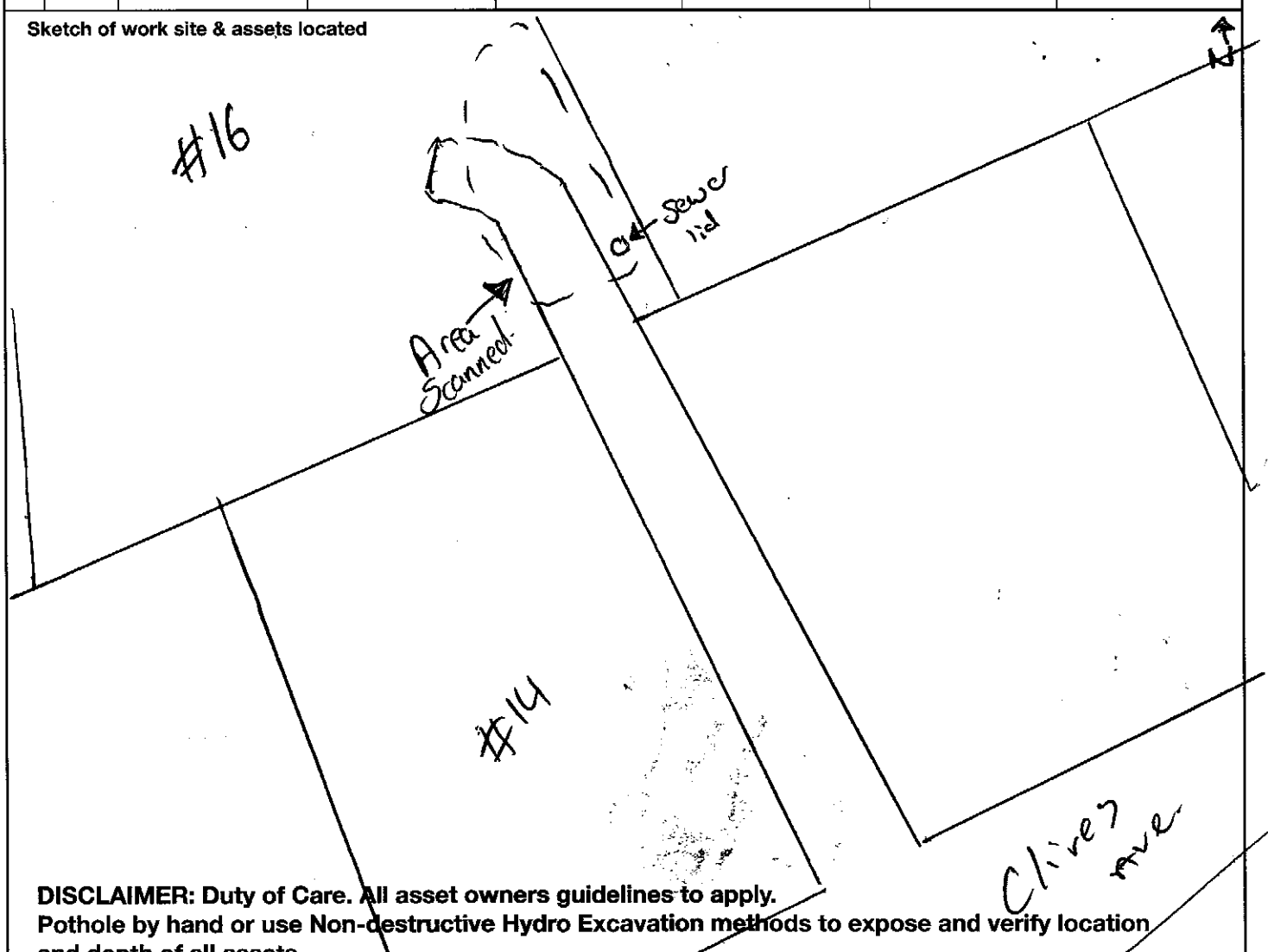
DBYD Confirmation: 31110675

WORK SITE ADDRESS: 16 Clives Ave, Old Beach.

Postcode

LOCATED	Tick	TELSTRA	TAS NETWORK	NBN	TASWATER	Power	
		✓			✓	✓	
		QL- C	QL-	QL-	QL- C	QL- C	QL-

Sketch of work site & assets located



DISCLAIMER: Duty of Care. All asset owners guidelines to apply. Pothole by hand or use Non-destructive Hydro Excavation methods to expose and verify location and depth of all assets.

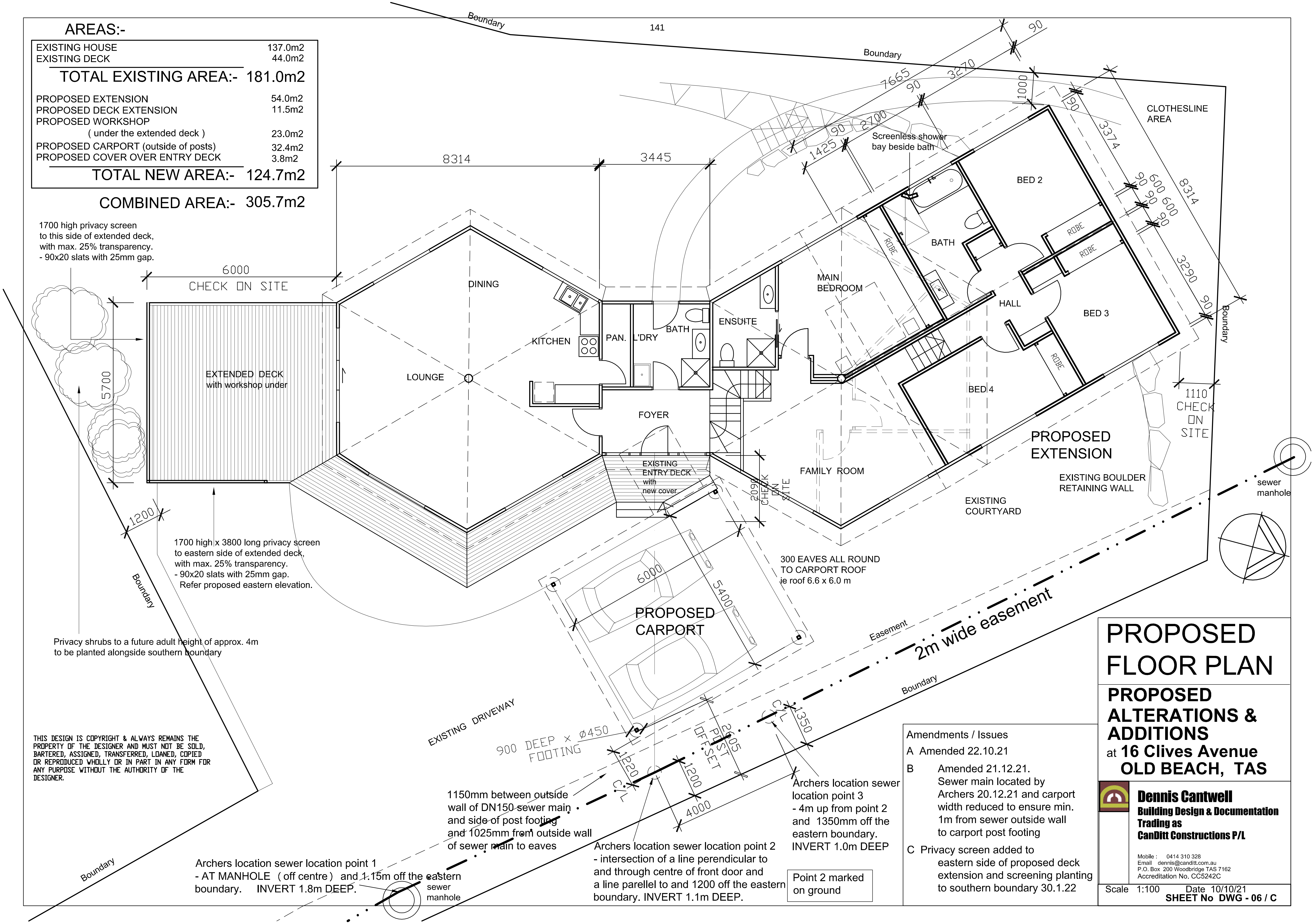
Comments/Notes: Rodded Sewer line in area. Located Suspected Power & Telstra lead ins. Suggest pothole to prove

Certified Plant Locator		Customer/Client	
Name (PRINT):	Chris Johnson	Name (PRINT):	Dennis Cantwell
WA #:	6L29023.	Business Name:	
Date:	20 - 12 - 21	Date:	20 - 12 - 21
Signed:		Signed:	

AREAS:-

EXISTING HOUSE	137.0m2
EXISTING DECK	44.0m2
TOTAL EXISTING AREA:-	**181.0m2**
PROPOSED EXTENSION	54.0m2
PROPOSED DECK EXTENSION	11.5m2
PROPOSED WORKSHOP (under the extended deck)	23.0m2
PROPOSED CARPORT (outside of posts)	32.4m2
PROPOSED COVER OVER ENTRY DECK	3.8m2
TOTAL NEW AREA:-	**124.7m2**

COMBINED AREA:- 305.7m2



Boundary
141
Boundary
7665
3270
90
90
90
1000
2700
1425
Screenless shower bay beside bath
CLOTHESLINE AREA
3374
8314
600 600
90 90 90
8314
3445
BED 2
ROBE
ROBE
ROBE
BATH
3290
90
Boundary
HALL
BED 3
MAIN BEDROOM
ENSUITE
ROBE
BED 4
DINING
KITCHEN
PAN.
L'DRY
BATH
LOUNGE
FOYER
6000
CHECK ON SITE
5700
EXTENDED DECK with workshop under
EXISTING ENTRY DECK with new cover
2090 CHECK ON SITE
FAMILY ROOM
PROPOSED EXTENSION
1110 CHECK ON SITE
EXISTING BOULDER RETAINING WALL
EXISTING COURTYARD
sewer manhole
1200
Boundary
1700 high privacy screen to this side of extended deck, with max. 25% transparency. - 90x20 slats with 25mm gap.
1700 high x 3800 long privacy screen to eastern side of extended deck, with max. 25% transparency. - 90x20 slats with 25mm gap. Refer proposed eastern elevation.
300 EAVES ALL ROUND TO CARPORT ROOF ie roof 6.6 x 6.0 m
6000
5400
PROPOSED CARPORT
Easement
2m wide easement
Privacy shrubs to a future adult height of approx. 4m to be planted alongside southern boundary
Boundary
EXISTING DRIVEWAY
900 DEEP x Ø450 FOOTING
2605 POST OFFSET
1220
C/L
1200
4000
C/L
1350
1150mm between outside wall of DN150 sewer main and side of post footing and 1025mm from outside wall of sewer main to eaves
Archers location sewer location point 3 - 4m up from point 2 and 1350mm off the eastern boundary. INVERT 1.0m DEEP
Archers location sewer location point 2 - intersection of a line perendicular to and through centre of front door and a line parellel to and 1200 off the eastern boundary. INVERT 1.1m DEEP.
Point 2 marked on ground
Archers location sewer location point 1 - AT MANHOLE (off centre) and 1.15m off the eastern boundary. INVERT 1.8m DEEP.
sewer manhole
Boundary

Amendments / Issues

A Amended 22.10.21

B Amended 21.12.21. Sewer main located by Archers 20.12.21 and carport width reduced to ensure min. 1m from sewer outside wall to carport post footing

C Privacy screen added to eastern side of proposed deck extension and screening planting to southern boundary 30.1.22

PROPOSED FLOOR PLAN

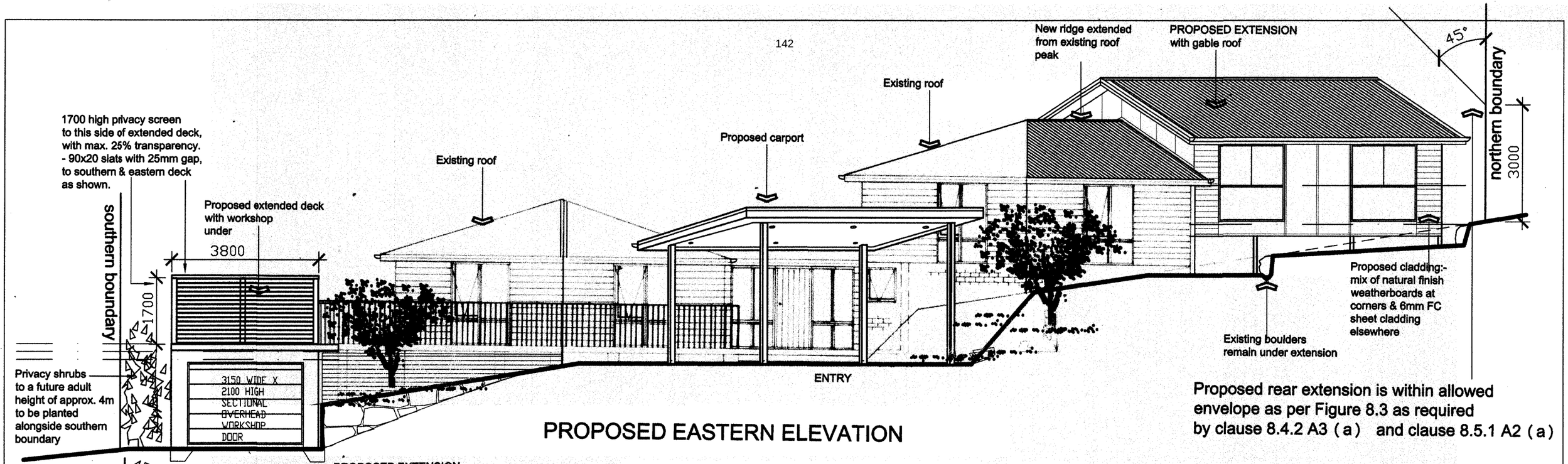
PROPOSED ALTERATIONS & ADDITIONS at 16 Clives Avenue OLD BEACH, TAS

Dennis Cantwell
Building Design & Documentation
Trading as
CanDitt Constructions P/L

Mobile : 0414 310 328
Email dennis@canditt.com.au
P.O. Box 200 Woodbridge TAS 7162
Accreditation No. CC5242C

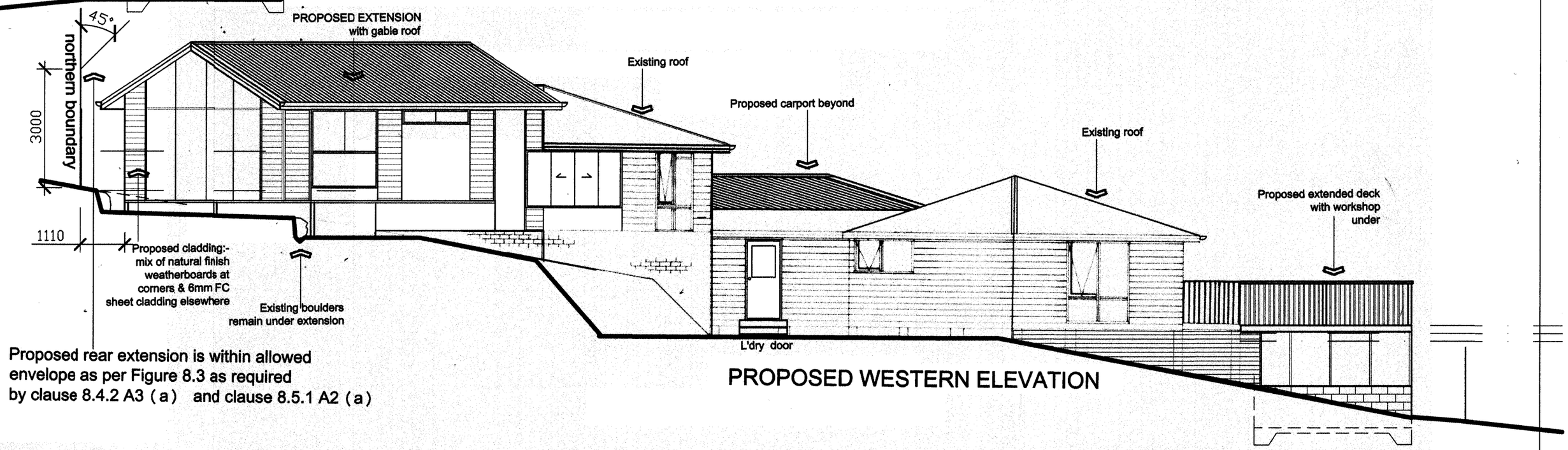
Scale 1:100 Date 10/10/21

SHEET No DWG - 06 / C



PROPOSED EASTERN ELEVATION

Proposed rear extension is within allowed envelope as per Figure 8.3 as required by clause 8.4.2 A3 (a) and clause 8.5.1 A2 (a)



PROPOSED WESTERN ELEVATION

Proposed rear extension is within allowed envelope as per Figure 8.3 as required by clause 8.4.2 A3 (a) and clause 8.5.1 A2 (a)

PROPOSED ALTERATIONS & ADDITIONS

at

16 Clives Avenue
OLD BEACH, TAS

for
Brad & Jenny Parkin

PROPOSED ELEVATIONS

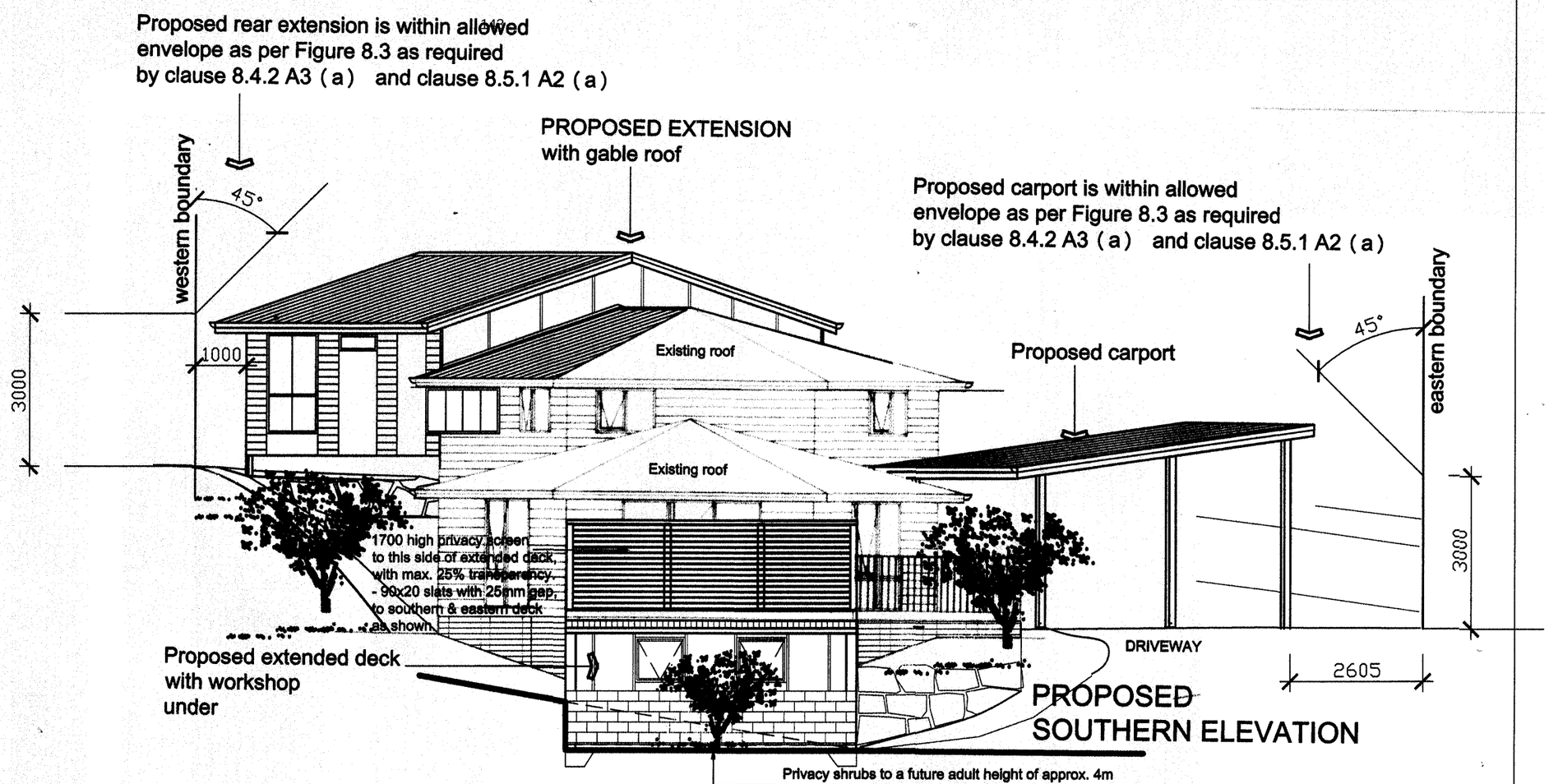
Amendments / Issues
- A 1700 high privacy screen added to southern side of proposed deck extension
- B 1700 high privacy screen added to eastern side of proposed deck extension also and privacy planting to southern boundary also 30.1.22

Building envelope compliance diagrams as per Clause 8.4.2 added 30.1.22

Dennis Cantwell
Building Design & Documentation
Trading as
CanDitt Constructions P/L

Mobile : 0414 310 328
Email dennis@canditt.com.au
P.O. Box 200 Woodbridge TAS 7162
Accreditation No. CC5242C

Scale 1:100 Date 10/10/21
SHEET No DWG - 07 / B



PROPOSED ALTERATIONS & ADDITIONS

at
16 Clives Avenue
OLD BEACH, TAS
for
Brad & Jenny Parkin

EXISTING ELEVATIONS

Amendments / Issues
A Privacy screen and privacy planting noted added.
Building envelope compliance diagrams as per Clause 8.4.2 added 30.1.22

Dennis Cantwell
Building Design & Documentation
Trading as
CanBlt Constructions P/L
Mobile : 0414 310 328
Email dennis@canblt.com.au
P.O. Box 200 Woodbridge TAS 7162
Accreditation No. CC5242C

Scale 1:100 Date 10/10/21
SHEET No DWG - 08 / A

Submission to Planning Authority Notice

Council Planning Permit No.	DA 2021 / 00290	**Council notice date**	12/11/2021
TasWater details			
TasWater Reference No.	TWDA 2021/01968-BTN	**Date of response**	05/01/2022
TasWater Contact	Timothy Carr	**Phone No.**	0419 306 130
Response issued to			
Council name	BRIGHTON COUNCIL		
Contact details	development@brighton.tas.gov.au		
Development details			
Address	16 CLIVES AVE, OLD BEACH	**Property ID (PID)**	7613926
Description of development	Alterations & Additions		

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Date of Issue
Dennis Cantwell – Building Design	Proposed Floor Plan – DWG-06/B	B	21/12/2021

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:

SEWER CONNECTION

1. Any removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.

   Advice; *The existing sewer lot connection must be located and be shown on the plan. The existing sewer lot connection must be no closer than 1.0m from the proposed carport.*

56W CONSENT

2. Prior to the issue of the Certificate for Certifiable Work (Building) and/or (Plumbing) by TasWater the applicant or landowner as the case may be must make application to TasWater pursuant to section 56W of the Water and Sewerage Industry Act 2008 for its consent in respect of that part of the development which is built within two metres of TasWater infrastructure.

DEVELOPMENT ASSESSMENT FEES

3. The applicant or landowner as the case may be, must pay a development assessment fee of $219.04 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

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

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.
The location of this infrastructure as shown on the GIS is indicative only.

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

56W Consent

The plans submitted with the application for the Certificate for Certifiable Work (Building) and/or (Plumbing) will need to show footings of proposed buildings located over or within 2.0m from TasWater pipes and will need to be designed by a suitably qualified person to adequately protect the integrity of TasWater's infrastructure, and to TasWater's satisfaction, be in accordance with AS3500 Part 2.2 Section 3.8 to ensure that no loads are transferred to TasWater's pipes. These plans will need to also include a cross sectional view through the footings which clearly shows;

(a) Existing pipe depth and proposed finished surface levels over the pipe;
(b) The line of influence from the base of the footing must pass below the invert of the pipe and be clear of the pipe trench and;
(c) A note on the plan indicating how the pipe location and depth were ascertained.
(d) The location of the property service connection and sewer inspection opening (IO).

Declaration

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

Authorised by

Jason Taylor
Development Assessment Manager

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

PROJECT INFORMATION

BUILDING DESIGNER:	MICHAEL EASTWOOD
ACCREDITATION No:	CC 1066 S
LAND TITLE REFERENCE NUMBER:	104332/14
FLOOR AREA	600 m^2
DEMOLITION FLOOR AREA	180 m^2
DESIGN WIND SPEED:	N3
SOIL CLASSIFICATION:	M
CLIMATE ZONE:	7
BUSHFIRE-PRONE BAL RATING:	NA
ALPINE AREA:	NOT APPLICABLE
CORROSION ENVIRONMENT:	MEDIUM
FLOODING:	NO
LANDSLIP:	NO
DISPERSIVE SOILS:	UNKNOWN
SALINE SOILS:	UNKNOWN
SAND DUNES:	UNKNOWN
MINE SUBSIDENCE:	NO
LANDFILL:	UNKNOWN
DATUM LEVEL AT KERB:	UNKNOWN
GROUND LEVEL:	RL
FINISHED FLOOR LEVEL:	RL
OVERFLOW RELIEF GULLY LEVEL:	RL

Proposed Shed/garage For Kelvin Glen Madden

3 Summerville Place
Brighton TAS 7030

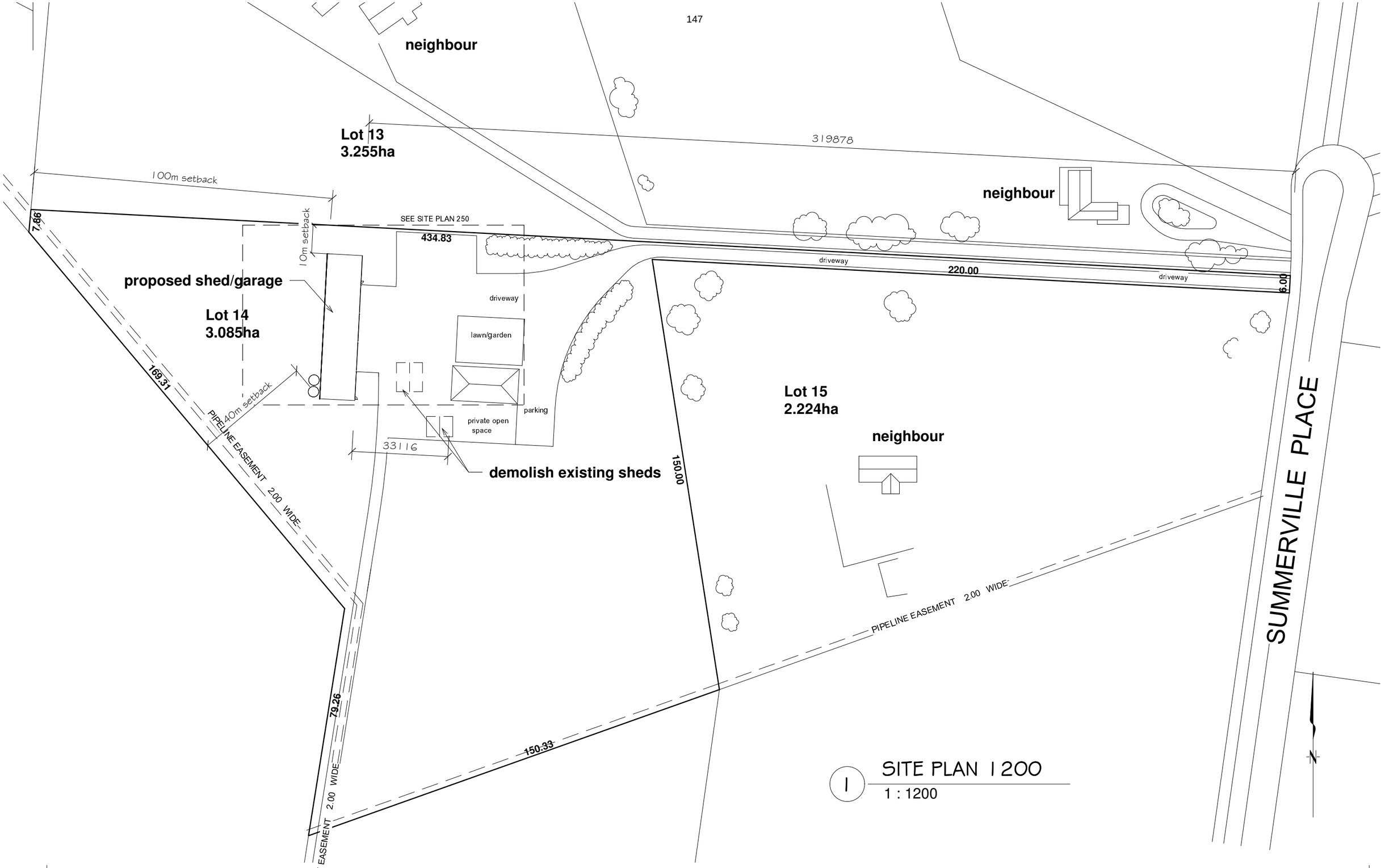
PLANNING APPLICATION

Michael Eastwood
Onshore Design
buiding designSTUDIO
www.buildingdesignstudio.com.au

office 65 South Arm Road, Rokeby, 7019
mail/ 10 Restdown Drive, Otago, 7017
0429901003
onshoredesigns@bigpond.com

Drawing List

Sheet Number	Sheet Name
A0	Title Sheet
A1	Site Plan
A2	Site Plan 250
A3	Floor Plan
A4	Elevations
A5	Elevations
A6	Section A-A
A7	Section B-B
A8	3D Visuals



1 SITE PLAN 1200
1 : 1200

Rev.	Date	Description

BUILDING DESIGNERS AUSTRALIA TAS

Printed Date
7/12/2021 3:31:19 PM

Onshore Designs
Building Designers
building design STUDIO
mail: 10 Restdown Drive, Otago, 7017
phone: mob 0429901003
web: www.buildingdesignstudio.com.au
email: onshoredesigns@bigpond.com

Job Title
Proposed garage/shed
at 3 Summerville Place
Brighton 7030

for Kelvin Madden

Drawing Title
Site Plan

Date: 30/11/21
Drawn By: Michael Eastwood
Acreditation No. CC 1066 S
Scale: **1 : 1200**
Project No:
Sheet No: A1

148

434.83

10m setback

driveway

Lot 14
3.085ha

proposed shed/garage

gravel

lawn/garden

water tanks

stormwater retension
overflow to soakage drains

demolish existing sheds

existing dwelling

33116

private open
space

Rev.	Date	Description

BUILDING DESIGNERS AUSTRALIA TAS

Printed Date
7/12/2021 3:31:20 PM

Onshore Designs

Building Designers
building design STUDIO
mail: 10 Restdown Drive, Otago, 7017
phone: mob 0429901003
web: www.buildingdesignstudio.com.au
email: onshoredesigns@bigpond.com

Job Title
Proposed garage/shed
at 3 Summerville Place
Brighton 7030

for Kelvin Madden

Drawing Title
Site Plan 250

Date: 30/11/21

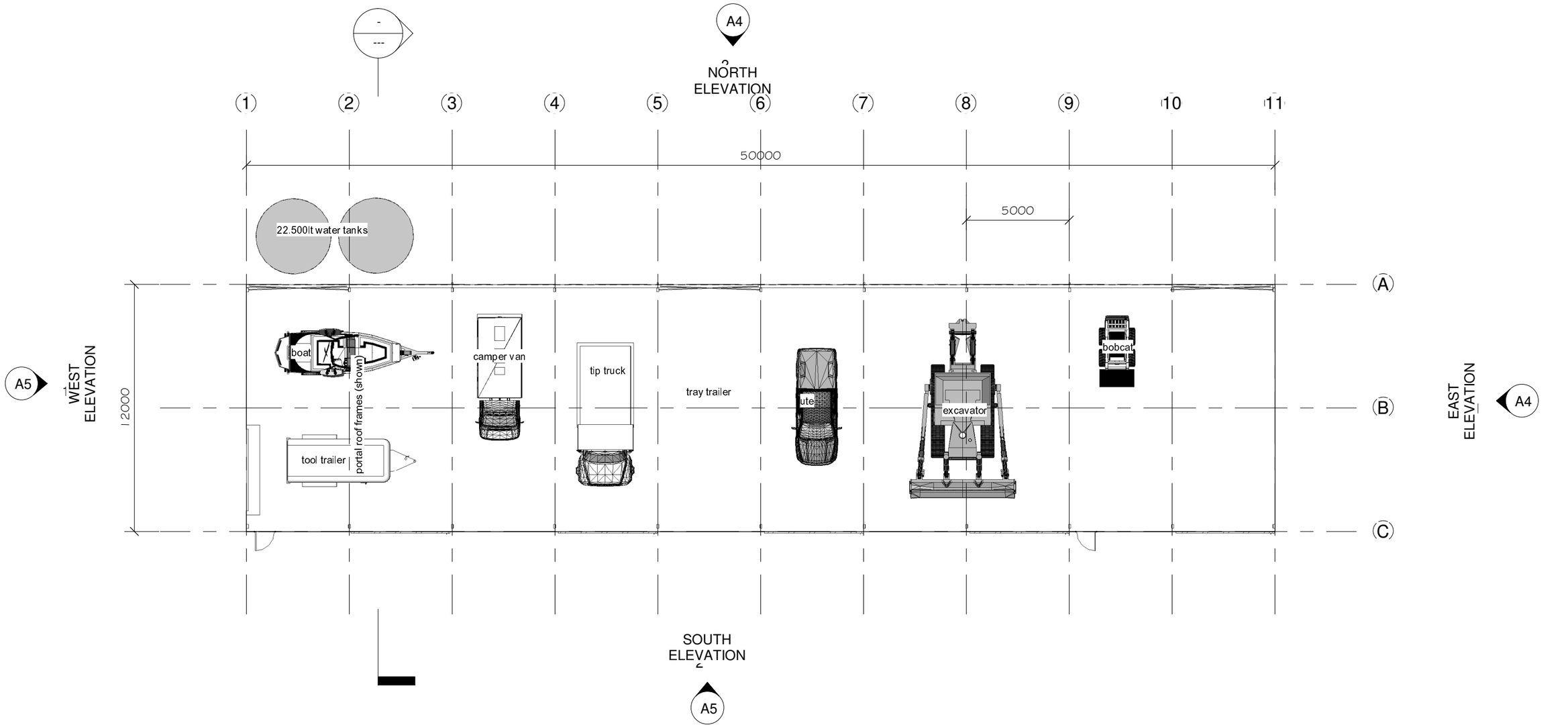
Drawn By: Michael Eastwood

Acreditation No. CC 1066 S

Scale: **1 : 250**

Project No:

Sheet No: **A2**



1 FLOOR PLAN

1 : 200

0 5 10 m

W50N3

Rev.	Date	Description

BUILDING DESIGNERS AUSTRALIA TAS

Printed Date
7/12/2021 3:31:20 PM

Onshore Designs
Building Designers
building design STUDIO
mail: 10 Restdown Drive, Otago, 7017
phone: mob 0429901003
web: www.buildingdesignstudio.com.au
email: onshoredesigns@bigpond.com

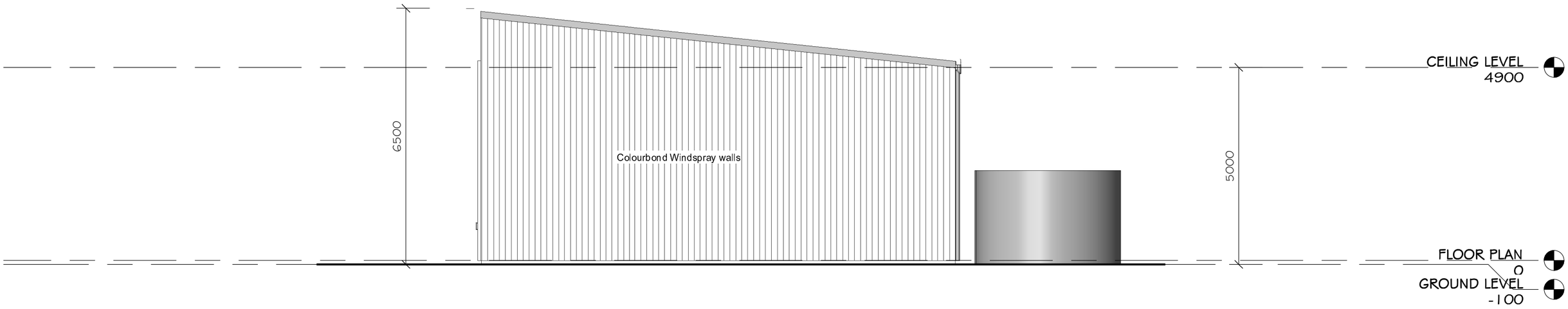
Job Title
Proposed garage/shed
at 3 Summerville Place
Brighton 7030

for Kelvin Madden

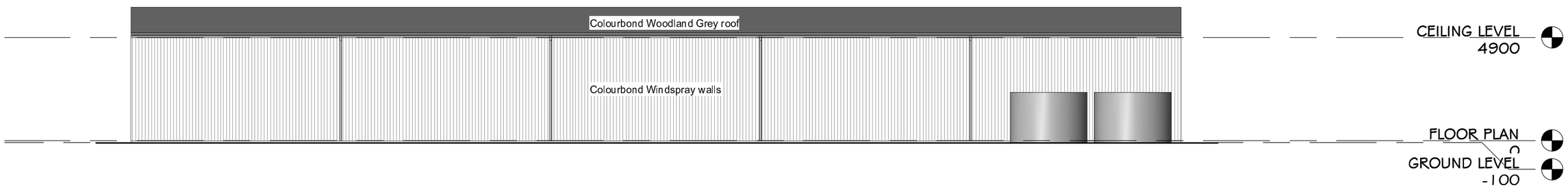
Drawing Title
Floor Plan

Date: 30/11/21
Project No:
Drawn By: Michael Eastwood
Sheet No: A3
Acreditation No. CC 1066 S
Scale: **1 : 200**

150



1 EAST ELEVATION
1 : 100



2 NORTH ELEVATION
1 : 200

0 5 10 m

Rev.	Date	Description

BUILDING DESIGNERS AUSTRALIA TAS

Printed Date
7/12/2021 3:31:21 PM

Onshore Designs
Building Designers
building design STUDIO
mail: 10 Restdown Drive, Otago, 7017
phone: mob 0429901003
web: www.buildingdesignstudio.com.au
email: onshoredesigns@bigpond.com

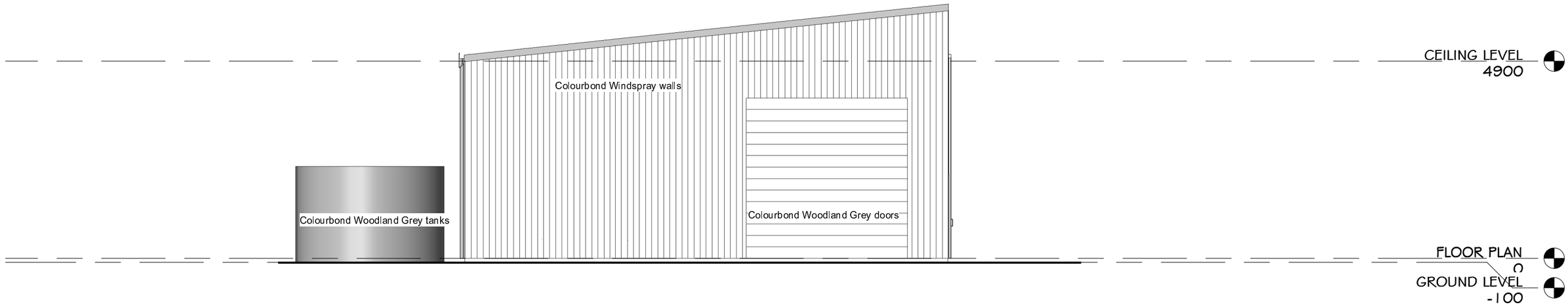
Job Title
Proposed garage/shed
at 3 Summerville Place
Brighton 7030

for Kelvin Madden

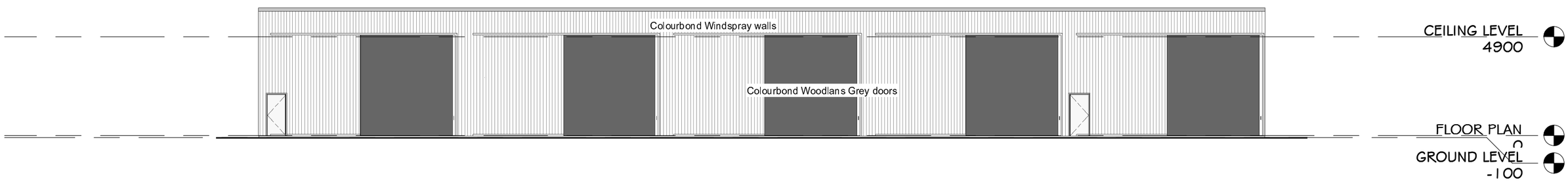
Drawing Title
Elevations

Date: 30/11/21
Drawn By: Michael Eastwood
Acreditation No. CC 1066 S
Scale: **As indicated**

Project No:
Sheet No: A4



1 WEST ELEVATION
1 : 100



2 SOUTH ELEVATION
1 : 200

Rev.	Date	Description

BUILDING DESIGNERS AUSTRALIA TAS

Printed Date
7/12/2021 3:31:22 PM

Onshore Designs
Building Designers
building design STUDIO
mail: 10 Restdown Drive, Otago, 7017
phone: mob 0429901003
web: www.buildingdesignstudio.com.au
email: onshoredesigns@bigpond.com

Job Title
Proposed garage/shed
at 3 Summerville Place
Brighton 7030

for Kelvin Madden

Drawing Title
Elevations

Date: 30/11/21
Drawn By: Michael Eastwood
Acreditation No. CC 1066 S
Scale: **As indicated**

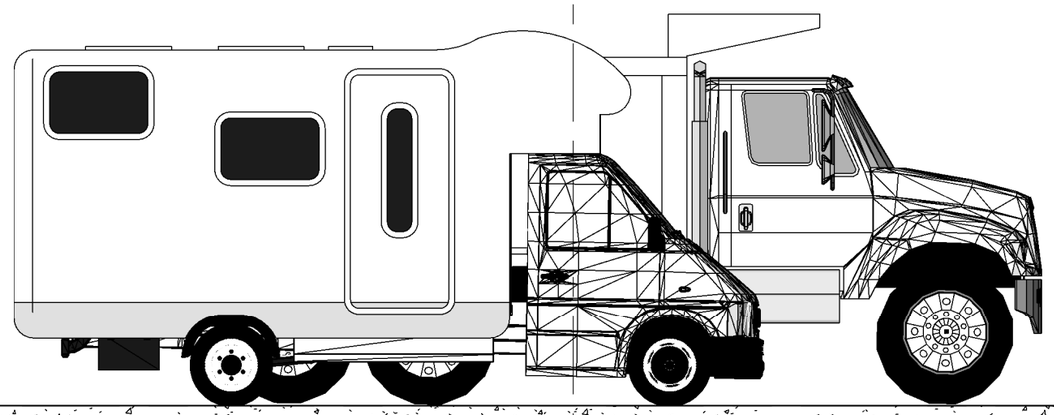
Project No:
Sheet No: A5

FOUND ALL FOOTINGS/FOUNDATIONS A min. 150mm INTO
AS PER 'Geo Solutions' SITE REPORT

B-B
A7

(A) (B) (C)

CEILING LEVEL
4900



FLOOR PLAN
0
GROUND LEVEL
-100

I A-A
1 : 50

W50N3

Rev.	Date	Description

BUILDING DESIGNERS AUSTRALIA TAS

Printed Date
7/12/2021 3:31:23 PM

Onshore Designs
Building Designers
building design STUDIO
mail: 10 Restdown Drive, Otago, 7017
phone: mob 0429901003
web: www.buildingdesignstudio.com.au
email: onshoredesigns@bigpond.com

Job Title
Proposed garage/shed
at 3 Summerville Place
Brighton 7030

for Kelvin Madden

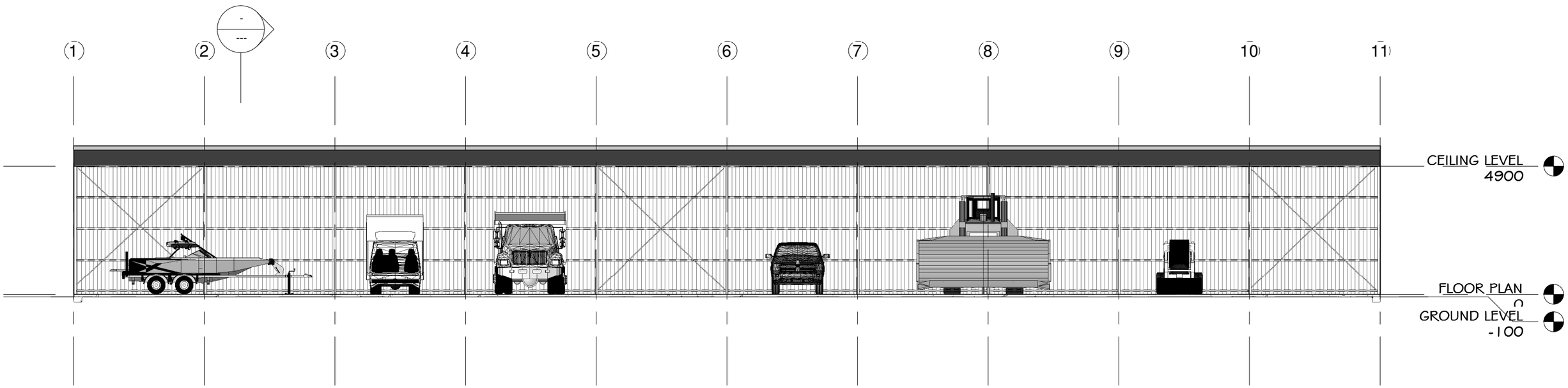
Drawing Title
Section A-A

Date: 30/11/21
Drawn By: Michael Eastwood
Acreditation No. CC 1066 S
Scale: **1 : 50**

Project No:

Sheet No: A6

FOUND ALL FOOTINGS/FOUNDATIONS A min. 150mm INTO
_ _ _ _ _ _ _ _ _ _ _ _ AS PER 'Geo Solutions' SITE REPORT



B-B
1 : 150

W50N3

Rev.	Date	Description

BUILDING DESIGNERS AUSTRALIA TAS

Printed Date
7/12/2021 3:31:23 PM

Onshore Designs
Building Designers
building design STUDIO
mail: 10 Restdown Drive, Otago, 7017
phone: mob 0429901003
web: www.buildingdesignstudio.com.au
email: onshoredesigns@bigpond.com

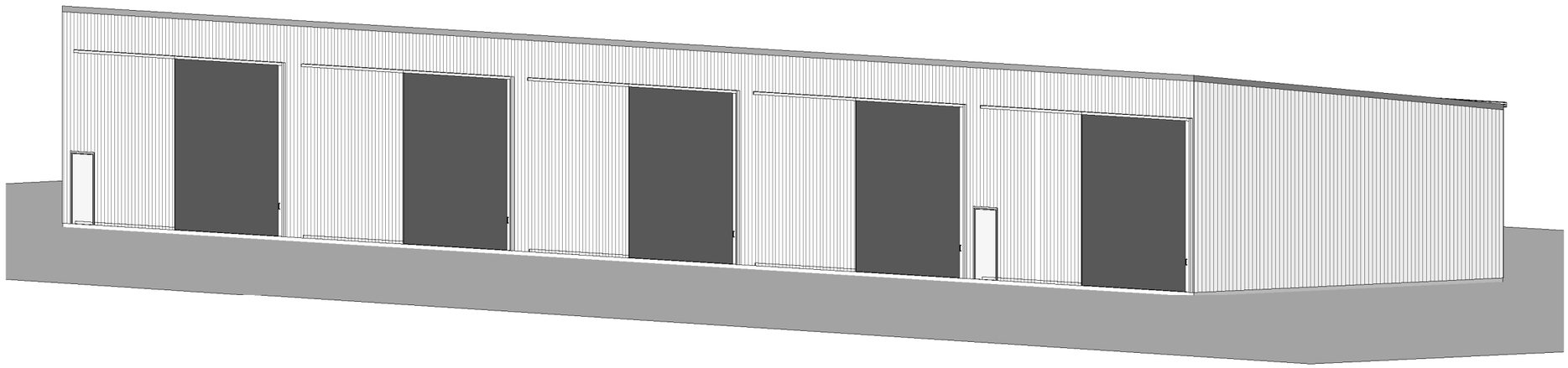
Job Title
Proposed garage/shed
at 3 Summerville Place
Brighton 7030

for Kelvin Madden

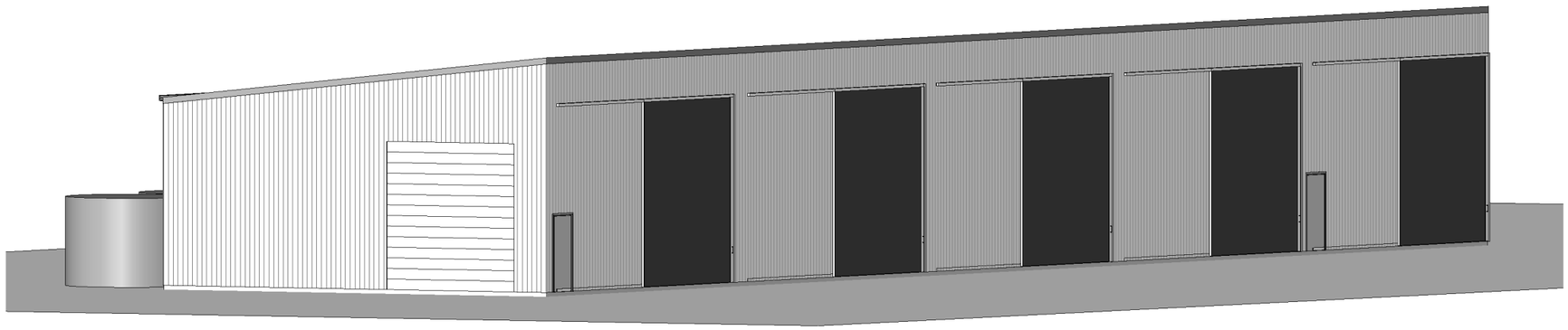
Drawing Title
Section B-B

Date: 30/11/21
Drawn By: Michael Eastwood
Acreditation No. CC 1066 S
Scale: **1 : 150**

Project No:
Sheet No: A7



1 NE VISUAL



2 SE VISUAL

Rev.	Date	Description

BUILDING DESIGNERS AUSTRALIA TAS

Printed Date
7/12/2021 3:31:24 PM

Onshore Designs
Building Designers
building design STUDIO
mail: 10 Restdown Drive, Otago, 7017
phone: mob 0429901003
web: www.buildingdesignstudio.com.au
email: onshoredesigns@bigpond.com

Job Title
Proposed garage/shed
at 3 Summerville Place
Brighton 7030

for Kelvin Madden

Drawing Title
3D Visuals

Date: 30/11/21
Drawn By: Michael Eastwood
Acreditation No. CC 1066 S
Scale:

Project No:
Sheet No: A8

December 2021

Development Application Compliance report

Prepared for

Brighton Council

obo

Kelvin Madden
3 Summerville Place
Brighton, Tasmania 7030

Prepared by

Michael Eastwood
Onshore Designs
onshoredesigns@bigpond.com
mobile 0429901003

Introduction

This report forms part of a Development Application for **proposed shed in the 11.0 Rural Living Zone** and relies on the **acceptable solutions and part thereof the performance criteria** to satisfy part of the relevant planning standards. The report is to be read in conjunction with the design drawings prepared by **Michael Eastwood** that form part of this application.

It is the intent of this report to demonstrate compliance with all relevant scheme standards that form part of the Tasmanian Planning Scheme and that are applicable to this application.

Appendices:

Documents

1. Planning Application Form
2. Titles and folio plans

Drawings

3. Floor plan, elevations and site plans

Date	December 2021
Applicant Details	**Michael Eastwood** **Onshore Designs**
Owner Details	**kelvin Madden** **3 Summerville Place** **Brighton, Tasmania 7030**
Property Details	Cert Title no 104332/14
Development Address	**3 Summerville Place** **Brighton, Tasmania 7030**

Development Type	**Proposed 50m*12m garage** **Demolition 180m2 garage/shed**
Development Area	**600m^2**
Zone	**Rural Living**
Use	Residential
Application	**No Permit Required**

Description of Development Proposal

Proposed steel manufactured shed on slab

Applicable Planning Scheme Standards and Codes

ZONE 11 Rural Living

CODES

COMPLIANCE WITH PLANNING SCHEME

The proposed development is within a defined **Rural Living Zone**. Each scheme standard will be addressed in relation to the proposal.

11.0 Rural Living Zone

13.2 Use Table

Residential. If for home based business. Permitted

11.4 Development Standards for Buildings and Works

11.4.1 Site Coverage

I believe the site coverage is compatible with the character of the existing development in the area. The proposed is similar in size to a neighbours garage/shed and there are several large shed/garages in the area.

The proposed assists with the management of stormwater by using tanks as a retention area and filtering the stormwater through the use of garden and some household use.

P1 The site coverage is well over 400m^2

All the allotments in this area are reasonable size and many of the allotments have a site coverage of that over 400m2 taking in consideration of the combination of the dwellings and sheds/garages. There is a neighbouring property that has a shed/garage of similar proportions then that of the proposed. Although this is an application for a large garage/shed there is to be a removal of 2/existing garage/sheds to enable more solar access to the existing dwelling and its private open space and to keep all the owners work and personnel vehicles etc in the one place.

a) **The property falls gently to the northern boundary. The topography of the site is relatively flat on the building plane.**
b) **It's a large allotment and has handled large precipitations in the past. Stormwater collected from the roof area will use water tanks as a retention system and the owner plans to irrigate the paddock areas of the allotment with the water catchment. In the summer this area gets incredibly dry and**

the idea is to keep the property in a fertile state throughout most of the seasons.

c) **The site is 3.086ha and has an odd shape but not that different from neighbouring properties of similar size. The size of the allotment allows for the proposed to have reasonable setbacks so as not to have any effect on the owners dwelling in relation to shadowing etc.**
d) **There are no constraints provided by the existing dwelling and with the removal of the existing sheds gives the existing dwelling improved solar access to the dwelling and its private open space.**
e) **There is no requirement to remove vegetation with this proposal.**
f) **Neighbouring allotments have similar character to the proposed in relation to large sheds and dwelling and all sit in rather well within the vicinity.**

11.4.2 Building height, setback and siting

A1

Building height is a maximum 6.5m

A2

Setback from frontage approx. 320m

A3

Northern boundary setback 10m. See site plan

P4 Residential use is a sensitive use. Setback to the north of 150m to an Agricultural Zoned property.

a) **Large allotment and separated from the Agricultural use property by another Rural Living Zoned property.**
b) **Will not interfere with any existing buildings or use on neighbouring properties.**
c) **The existing or potential uses on neighbouring properties are Residential.**
d) **There are no proposed attenuation measures as the proposed will not create any noise ect.**
e) **I believe there is no requirement for a buffer as the openings face the owners dwelling and the width of the proposed faces the neighbours property.**

The proposed shed/garage is to protect the owners assets and used to park and protect all the owners vehicles ect. The owner has a building and excavation business that is run from the property. The proposed is designed to keep all the owners trucks, excavators, bobcats, building trailers and building gear all in the same covered area. It may seem a large building but the owner has a large amount of assets that require to be protected from the elements and give security measures hence the size of the building. The building will be also used to park the owners vehicles and recreational vehicles.

By removing the existing garage/sheds enables greater solar access to the existing dwelling and there private open space and reduces the scattering of outbuildings hence a more organised and usable use of space.

Yours Sincerely

Michael Eastwood

From: Admin Emails
Sent: Friday, 28 January 2022 12:30 PM
To: Development
Subject: FW: DA 2021 / 00344

From: onshoredesigns@bigpond.com <onshoredesigns@bigpond.com>
Sent: Friday, January 28, 2022 12:00:42 AM

Subject: DA 2021 / 00344

To whom it may concern re planning application
DA 2021 / 00344
Application For Planning Permit (DA 2021 / 00344) DA 2021 / 00344, 3 Summerville Place, Brighton
I have spoken with the owner and explained that no vehicles over 2 tonnes can be stored in the proposed garage and the garage is to be used for residential use only therefore the owners Truck and Excavator will be required to be stored off site.
The owner is aware that he can keep two (2) commercial vehicles in the proposed garage and these will be his builders ute and tool trailer. The other bays are to be used for personnel cars (2) , recreational storage and protection for there boats and being a car
Enthusiast, storage and protection for there special interest vehicles. The preference is not to reduce the size of the proposed as it also gives a noise buffer to the Midlands Highway. They are not happy with the location and condition of the existing garages/sheds and are prepared to invest
A reasonable amount of money to improve the visual aesthetics of the allotment for themselves and neighbouring properties.
Regards Michael

ONSHORE DESIGNS
MICHAEL EASTWOOD
BUILDING · ENERGY REPORTS · BUSHFIRE REPORTS
Accredited Building Practitioners
Design + Documentation
Interior Design / Planning / Energy Assessments
Bushfire Assessments / Healthy House
Offices: 65 South Arm Road, Rokeby
Mail: 10 Restdown Drive, Otago Bay, 7017
0429 901 003