



Application for Planning Approval

Land Use Planning and Approvals Act 1993

APPLICATION NO.

DA2024/194

LOCATION OF AFFECTED AREA

55 CROOKED BILLET DRIVE, BRIDGEWATER

DESCRIPTION OF DEVELOPMENT PROPOSAL

EXTENSION TO EXISTING WAREHOUSE

A COPY OF THE DEVELOPMENT APPLICATION MAY BE VIEWED AT www.brighton.tas.gov.au AND AT THE COUNCIL OFFICES, 1 TIVOLI ROAD, OLD BEACH, BETWEEN 8:15 A.M. AND 4:45 P.M, MONDAY TO FRIDAY OR VIA THE QR CODE BELOW. ANY PERSON MAY MAKE WRITTEN REPRESENTATIONS IN ACCORDANCE WITH S.57(5) OF THE LAND USE PLANNING AND APPROVALS ACT 1993 CONCERNING THIS APPLICATION UNTIL 4:45 P.M. ON **08/05/2025**. ADDRESSED TO THE CHIEF EXECUTIVE OFFICER AT 1 TIVOLI ROAD, OLD BEACH, 7017 OR BY EMAIL AT development@brighton.tas.gov.au. REPRESENTATIONS SHOULD INCLUDE A DAYTIME TELEPHONE NUMBER TO ALLOW COUNCIL OFFICERS TO DISCUSS, IF NECESSARY, ANY MATTERS RAISED.

JAMES DRYBURGH
Chief Executive Officer



Brighton
going places

Machinery Workshop

PROJECT SPECIFIC:
Statewide Earthworks
 55 Crooked Billet Drive
Bridgewater

Tasmanian Planning Scheme
 Title Reference : Vol 147055 / Folio 08

NCC DEEMED TO SATISFY Mr Marcus Ralph CC1317F
 Climate Zone 7

SITE INFORMATION

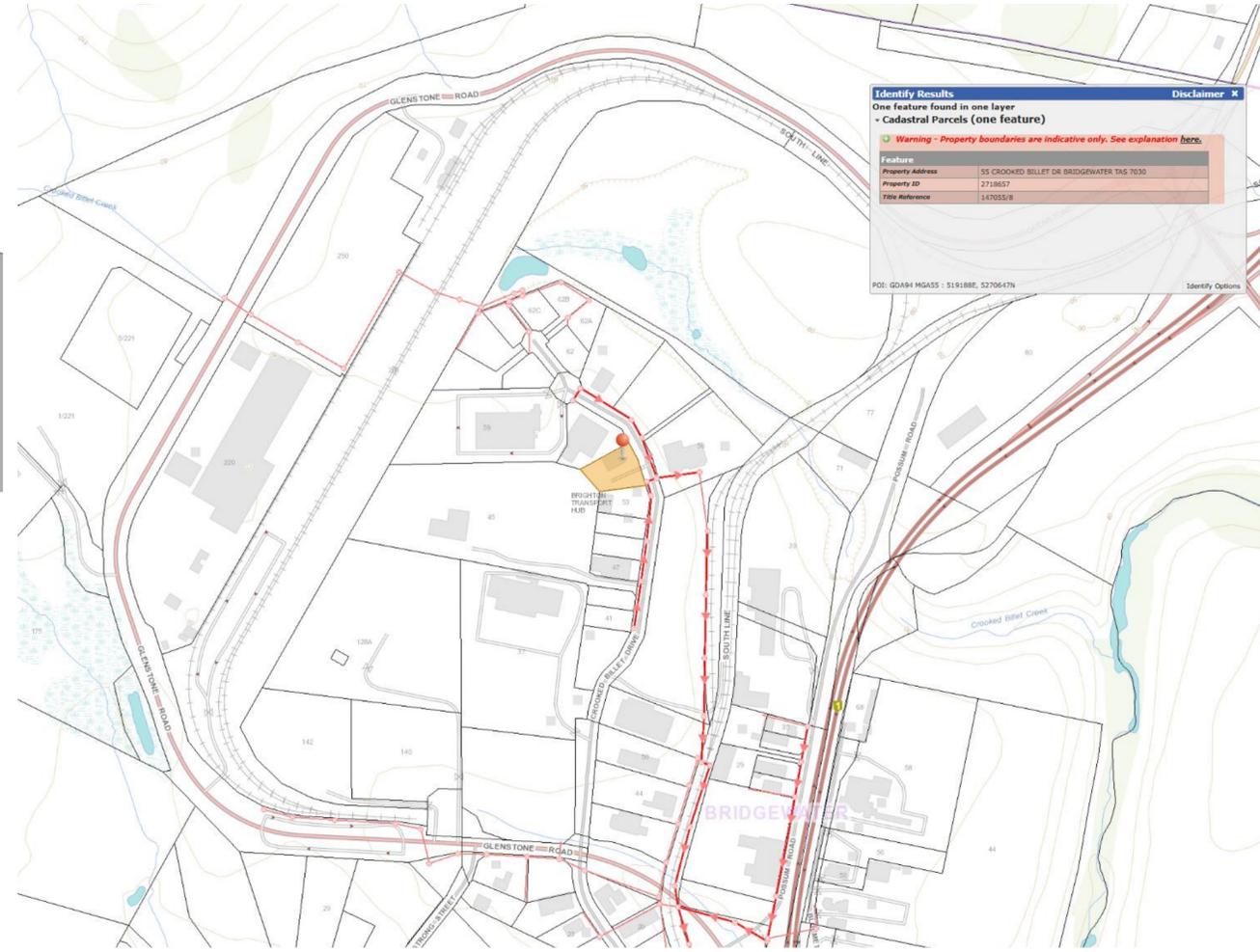
Lot: **08**
 Title: **147055 folio 08**
 Land Size: 10000.00 sqm

Council: **Brighton Council**
 Zoning: 15.0 General Industrial

Overlays:
 D.A APPROVAL:
 BAL:
 WIND CLASSISIFCATION :
 CLIMATE ZONE: 7
 ENERGY RATING :Na
 BUILDING CLASSISIFCATION: tba



ARTIST IMPRESSION



LOCATION PLAN

Layout	Drawing		Last Updated	Scale
	ID	Name		
948-01 Project Information				
	1	Basement	8/04/2025 8:52 AM	1:0.86
	2	Basement	8/04/2025 8:52 AM	1:722.05
	3	Basement	8/04/2025 8:52 AM	1:205.59
	4	Basement	8/04/2025 8:52 AM	1:100
948-02 Location Plan				
	1	Basement	8/04/2025 8:52 AM	1:500
948-03 Site Layout				
	1	Basement	8/04/2025 8:52 AM	1:200
948-04 Services Plan				
	1	Basement	8/04/2025 8:52 AM	1:200
948-05 Proposed Plan				
	1	Basement	8/04/2025 8:52 AM	1:100
948-06 Elevations				
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	2	Basement	8/04/2025 8:52 AM	1:100
	3	Basement	8/04/2025 8:52 AM	1:100
948-07 Turning Template				
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948-08 Turning Template				
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948-09 Turning Template				
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948-10 Turning Temolate				



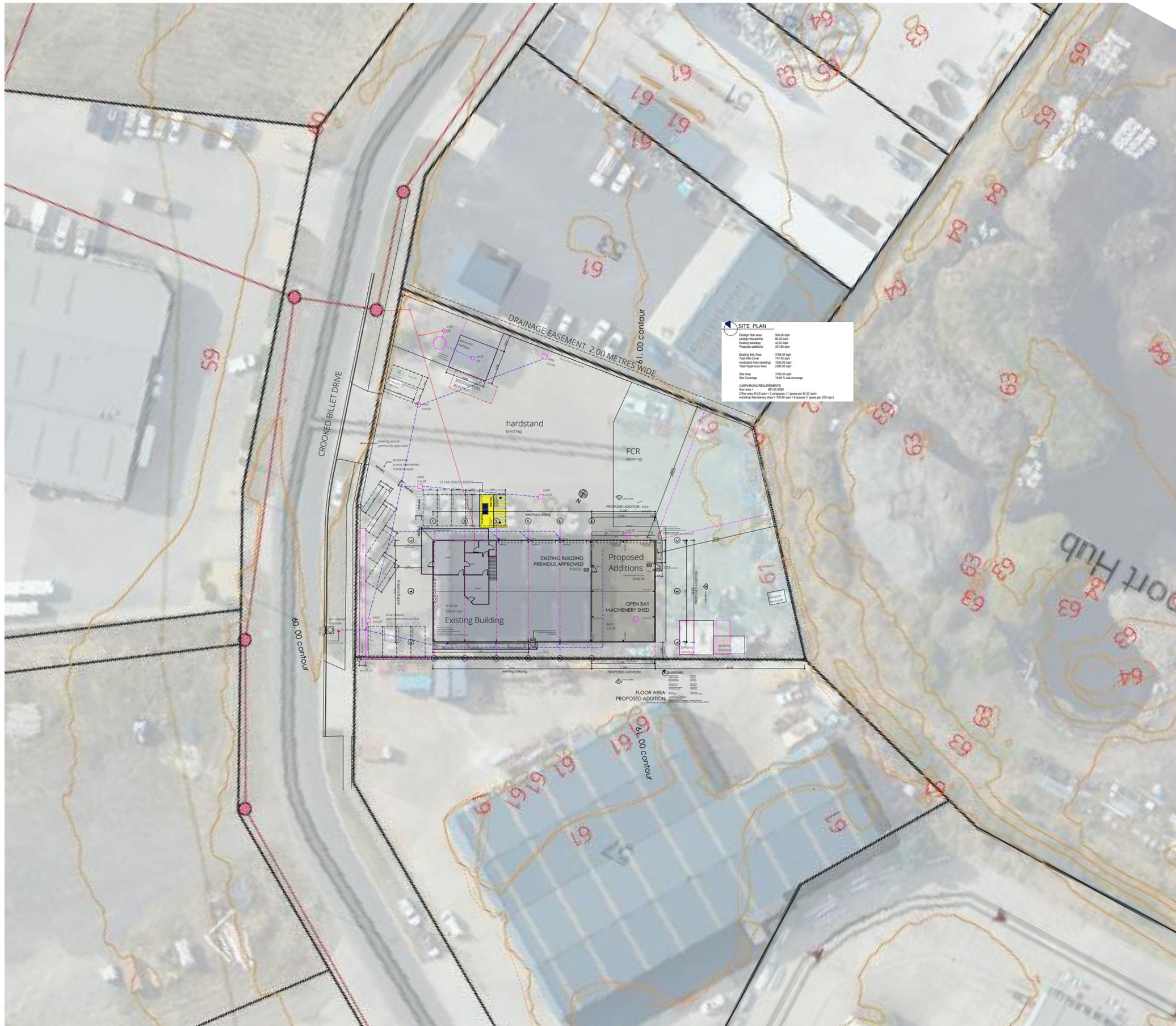
Service over and above
MARCUSRALPH
 Design -architectural animation
 Building designer accreditation CC1317F
 13 Franklin Street
 Richmond, Tasmania 7025
 0409 975 825 mob
 e: marcusralph@bigpond.com

Machinery Workshop
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 55 Crooked Billet Drive
Bridgewater

Project Information

date	Revision = "A"
08/04/2025	08/04/2025
revision-date	revision-date
designed and drawn	DRAWING ISSUE
M.Ralph	Design Drawing
job no:	drawing no:
2024-1000	948-01

26/03/2025 "A"/ Amendment shipping containers added, carparking reduced, vehicle turning added upgraded, planning response and landscaping



Location Plan

scale 1:500



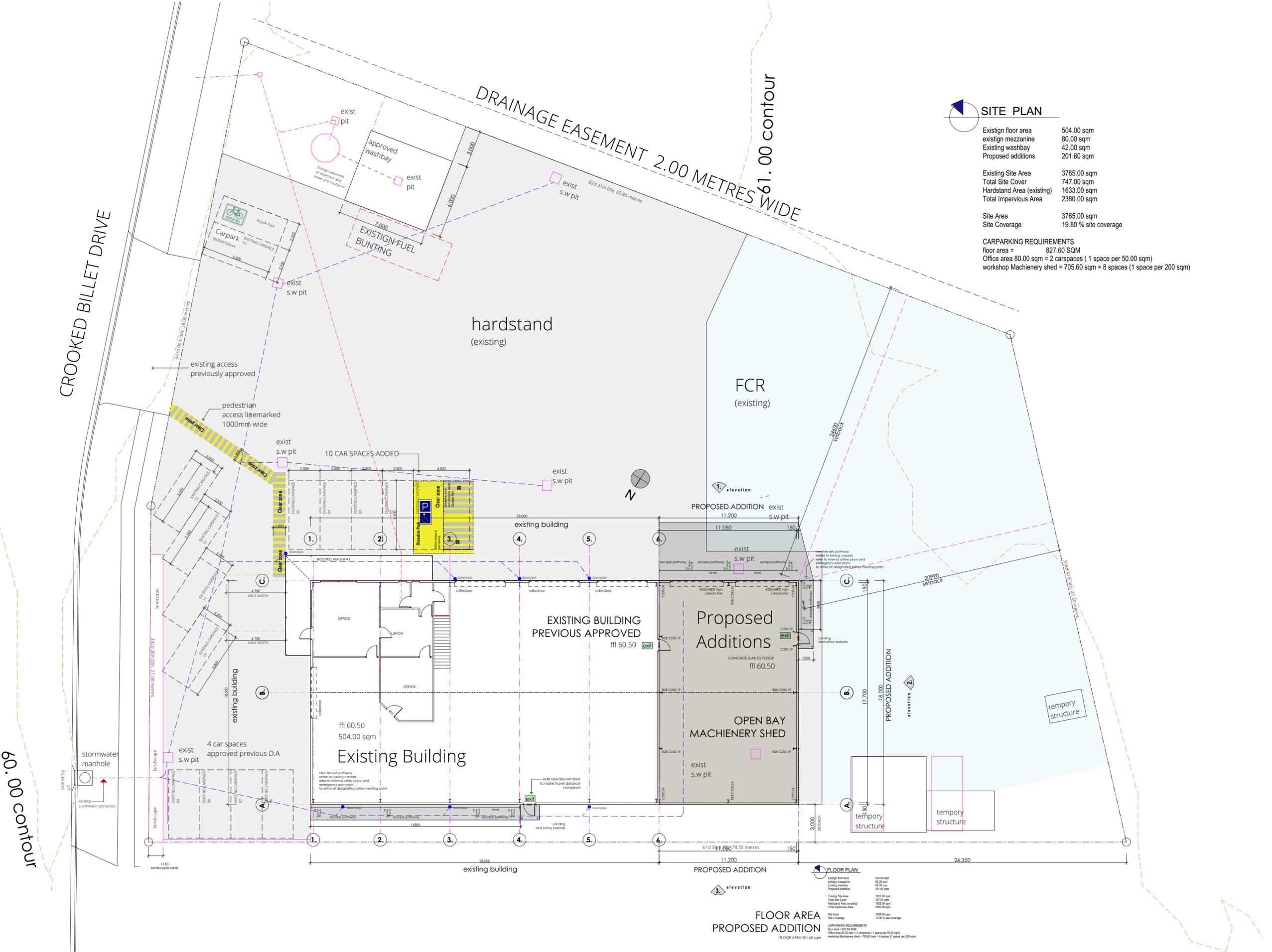
Project Location



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Location Plan	
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revision-date	revision-date
designed and drawn	DRAWING ISSUE
M.Ralph	Design Drawing
job no:	drawing no:
2024-1000	948-02



SITE PLAN

Existing floor area	504.00 sqm
existing mezzanine	80.00 sqm
Existing washbay	42.00 sqm
Proposed additions	201.60 sqm
Existing Site Area	3765.00 sqm
Total Site Cover	747.00 sqm
Hardstand Area (existing)	1633.00 sqm
Total Impervious Area	2380.00 sqm
Site Area	3765.00 sqm
Site Coverage	19.80 % site coverage
CARPARKING REQUIREMENTS	
floor area =	827.60 SQM
Office area 80.00 sqm = 2 carspaces (1 space per 50.00 sqm)	
workshop Machinery shed = 705.60 sqm = 8 spaces (1 space per 200 sqm)	

Site Plan
scale 1:500

26/03/2025 "A"/ Amendment shipping containers added, carparking reduced, vehicle turning added upgraded, planning response and landscaping



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Site Layout	
date	Revision = "A"
08/04/2025	08/04/2025
designed and drawn	revision-date
M.Ralph	Design Drawing
job no:	drawing no:
2024-1000	948-03



SITE PLAN

Existign floor area	504.00 sqm
existign mezzanine	80.00 sqm
Existing washbay	42.00 sqm
Proposed additions	201.60 sqm
Existing Site Area	3765.00 sqm
Total Site Cover	747.00 sqm
Hardstand Area (existing)	1633.00 sqm
Total Impervious Area	2380.00 sqm
Site Area	3765.00 sqm
Site Coverage	19.80 % site coverage

CARPARKING REQUIREMENTS
 floor area = 827.60 SQM
 Office area 80.00 sqm = 2 carspaces (1 space per 50.00 sqm)
 workshop Machinery shed = 705.60 sqm = 8 spaces (1 space per 200 sqm)

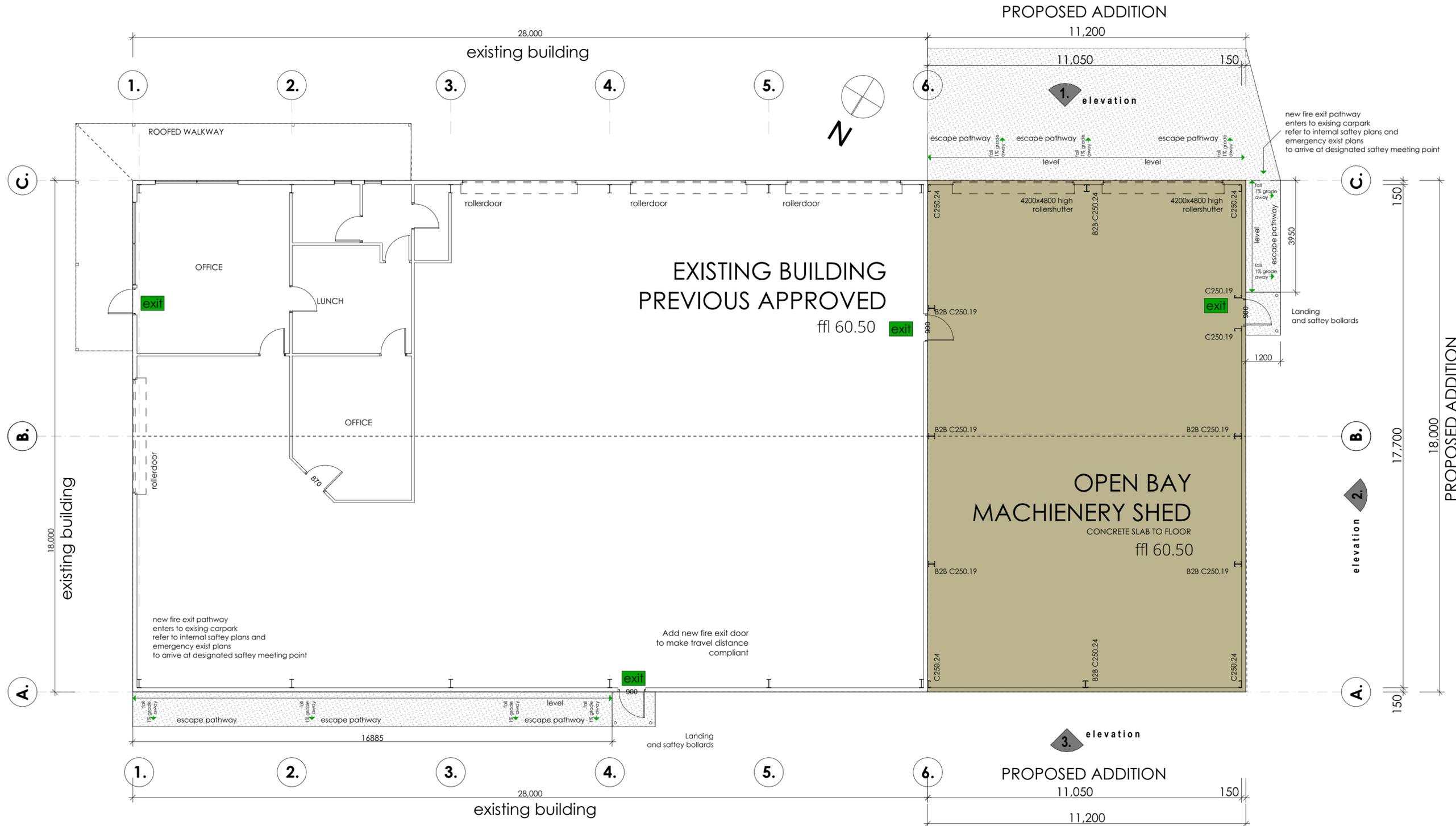


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Services Plan

date	Revision = "A"
08/04/2025	08/04/2025
designed and drawn	revision-date
M.Ralph	Drawing ISSUE
job no:	drawing no:
2024-1000	948-04



FLOOR AREA PROPOSED ADDITION

FLOOR AREA 201.60 sqm

Existing floor area	504.00 sqm
existing mezzanine	80.00 sqm
Existing washbay	42.00 sqm
Proposed additions	201.60 sqm
Existing Site Area	3765.00 sqm
Total Site Cover	747.00 sqm
Hardstand Area (existing)	1633.00 sqm
Total Impervious Area	2380.00 sqm
Site Area	3765.00 sqm
Site Coverage	19.80 % site coverage

CARPARKING REQUIREMENTS
 floor area = 827.60 SQM
 Office area = 80.00 sqm = 2 carspaces (1 space per 50.00 sqm)
 workshop Machinery shed = 705.60 sqm = 8 spaces (1 space per 200 sqm)



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Machinery Workshop

Statewide Earthworks

55 Crooked Billet Drive

Bridgewater

Proposed Plan

date Revision = "A"

08/04/2025 08/04/2025

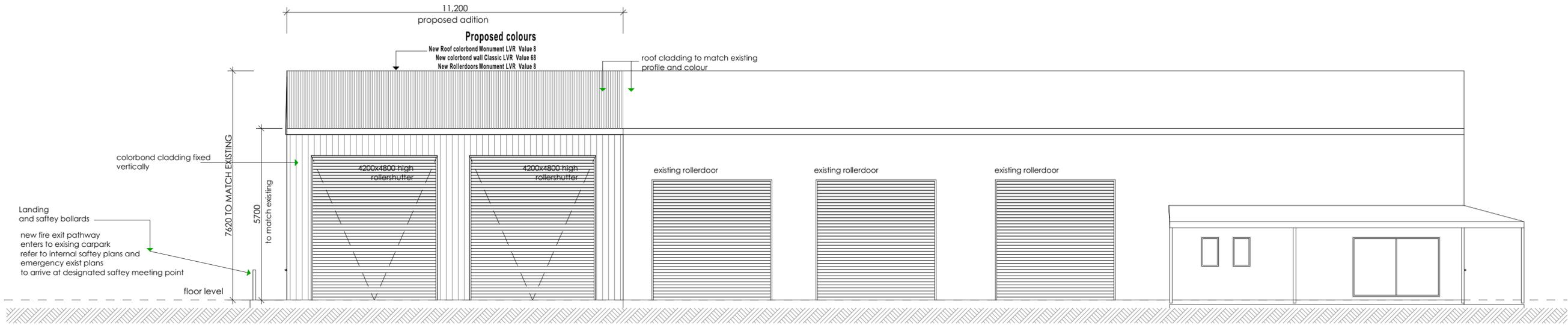
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designed and drawn DRAWING ISSUE

M.Ralph Design Drawing

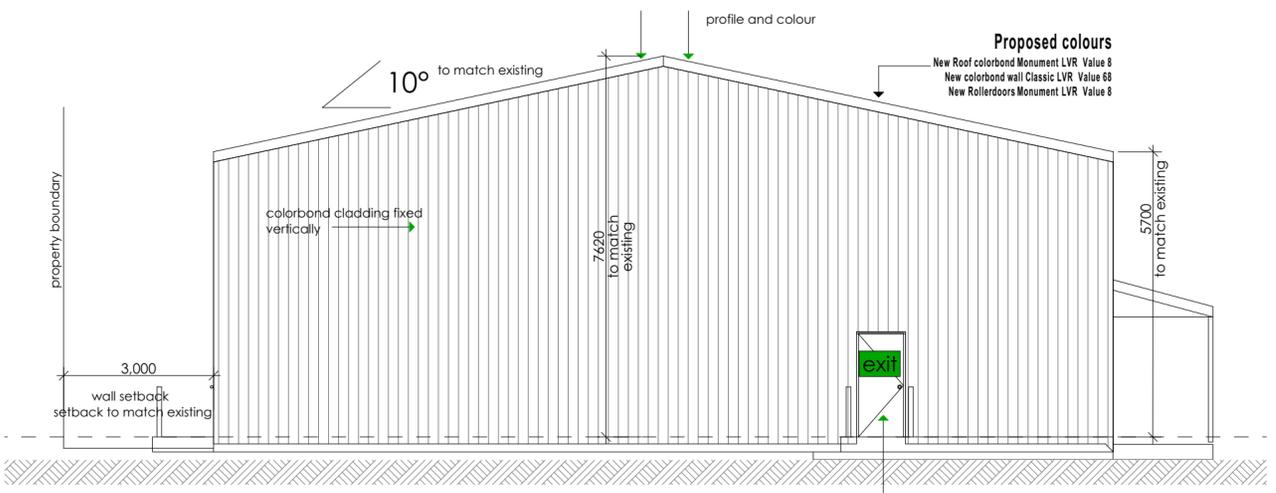
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2024-1000 **948-05**



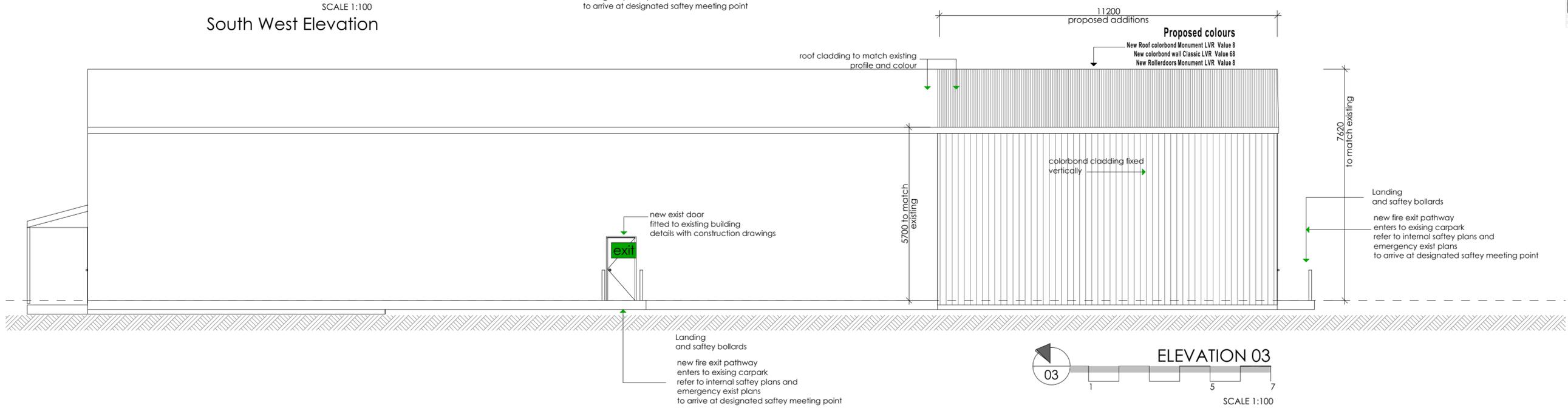
ELEVATION 01
SCALE 1:100

South East Elevation



ELEVATION 03
SCALE 1:100

South West Elevation



ELEVATION 03
SCALE 1:100

North West Elevation

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Elevations
date: 08/04/2025
Revision: "A"
08/04/2025
revision-date
designed and drawn: M.Ralph
DRAWING ISSUE
Design Drawing
job no: 2024-1000
drawing no: 948-06

24/09/2024

ENGINEER'S ADVICE 24202 EA01
STATEWIDE EARTHWORKS – 55 CROOKED BILLET DRIVE, BRIGHTON
VEHICLE TURNING PATHS

Relevant Documents:

Drawings 948-07 to 13 by Marcus Ralph dated 12/01/2024.

S&E were engaged by Marcus Ralph to provide AV & B85 vehicle turning templates in accordance with AS2890.1 and 2:2004 for the above-mentioned project.

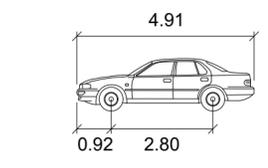
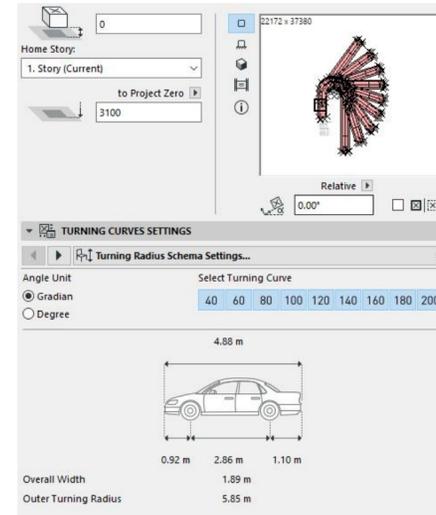
S&E can confirm that turning templates shown in drawings 948-07 to 13 were generated using *AutoTURN Online* software and provided to Marcus Ralph as AutoCAD blocks to include in the development approval documentation.



Noe Escobar BEng (Hons) MIEAust

Saltmarsh & Escobar Consulting Engineers

Turning template
 Small Car Vehicle
 Entering the site turning - leaving
 template not to scale



B85

	Meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0 s
Steering Angle	: 34.1 deg



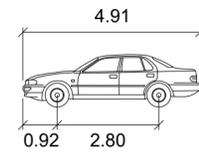
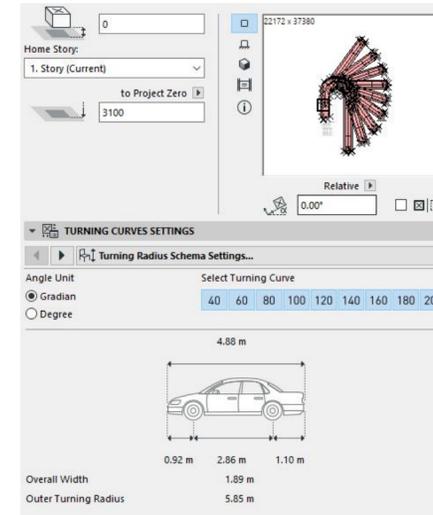
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Statewide Earthworks
 55 Crooked Billet Drive
 Bridgewater

Turning Template

date	Revision = "A"
08/04/2025	08/04/2025
designed and drawn	revision-date
M.Ralph	Design Drawing
job no:	drawing no:
2024-1000	948-07

Turning template
 Small Car Vehicle
 Entering the site turning - leaving
 template not to scale



B85

	Meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0 s
Steering Angle	: 34.1 deg



26/03/2025 "A"/ Amendment shipping containers added, carparking reduced, vehicle turning added upgraded, planning response and landscaping



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Turning Template

date Revision = "A"

08/04/2025 08/04/2025

revision-date

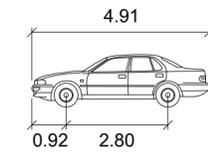
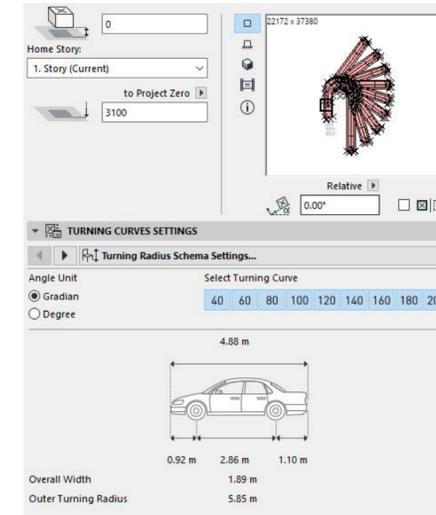
designed and drawn DRAWING ISSUE

M.Ralph Design Drawing

job no: drawing no:

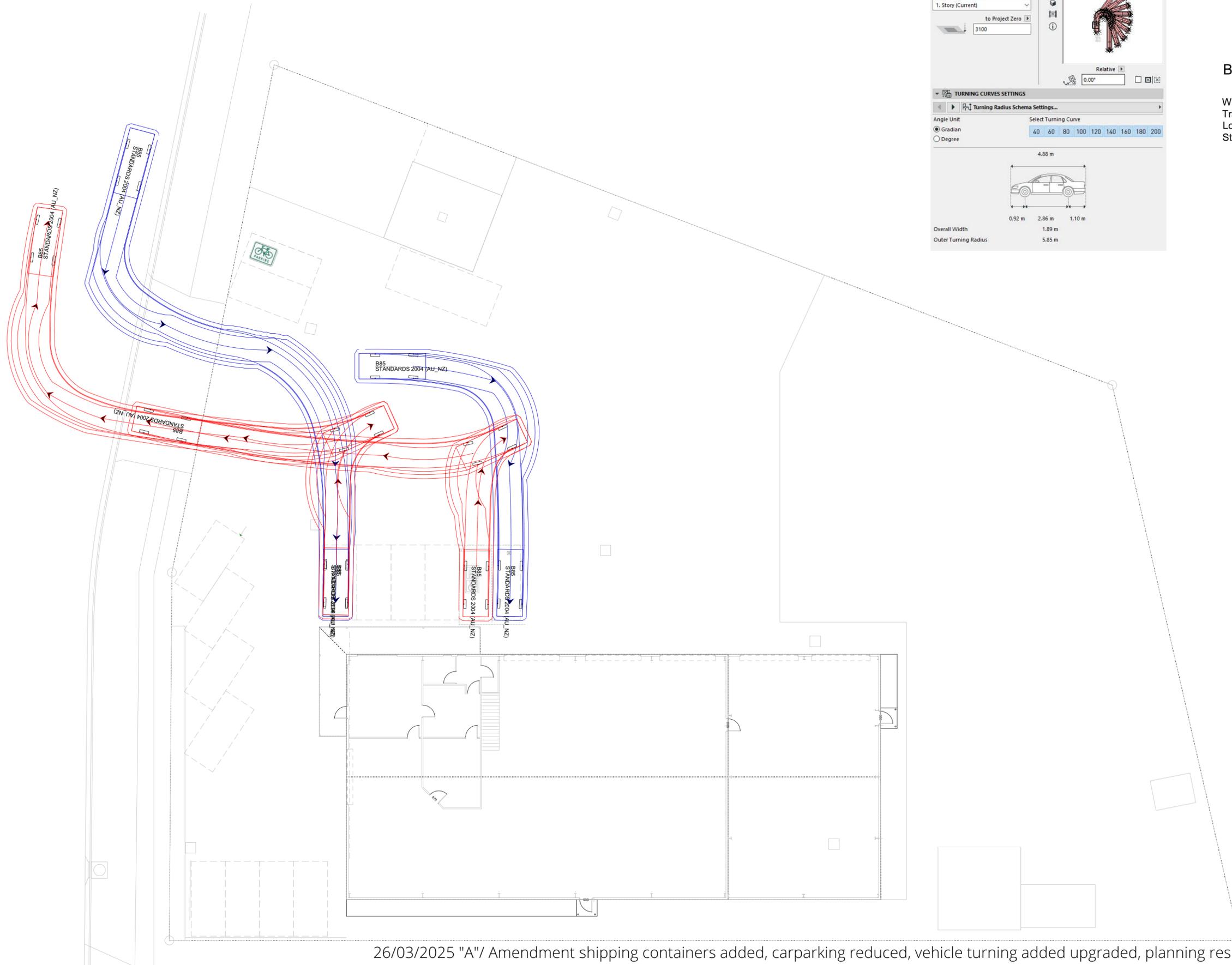
2024-1000 948-08

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 template not to scale



B85

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Track	: 1.77
Lock to Lock Time	: 6.0 s
Steering Angle	: 34.1 deg



26/03/2025 "A"/ Amendment shipping containers added, carparking reduced, vehicle turning added upgraded, planning response and landscaping



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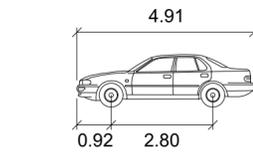
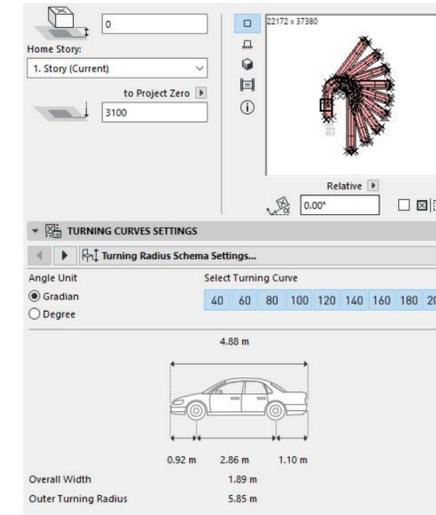
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designed and drawn	revision-date

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job no:	drawing no:

2024-1000	948-09
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Turning template
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 Entering the site turning - leaving
 template not to scale



B85

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Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0 s
Steering Angle	: 34.1 deg



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 Bridgewater

Turning Template

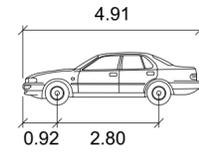
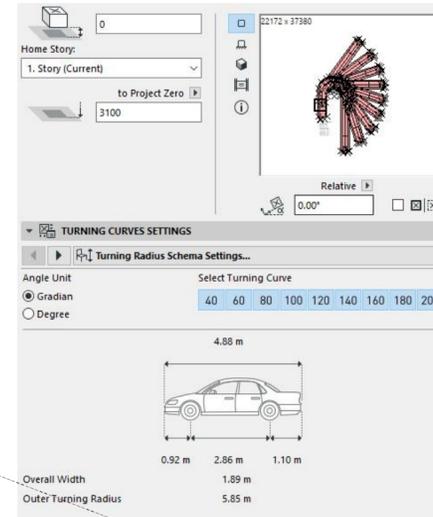
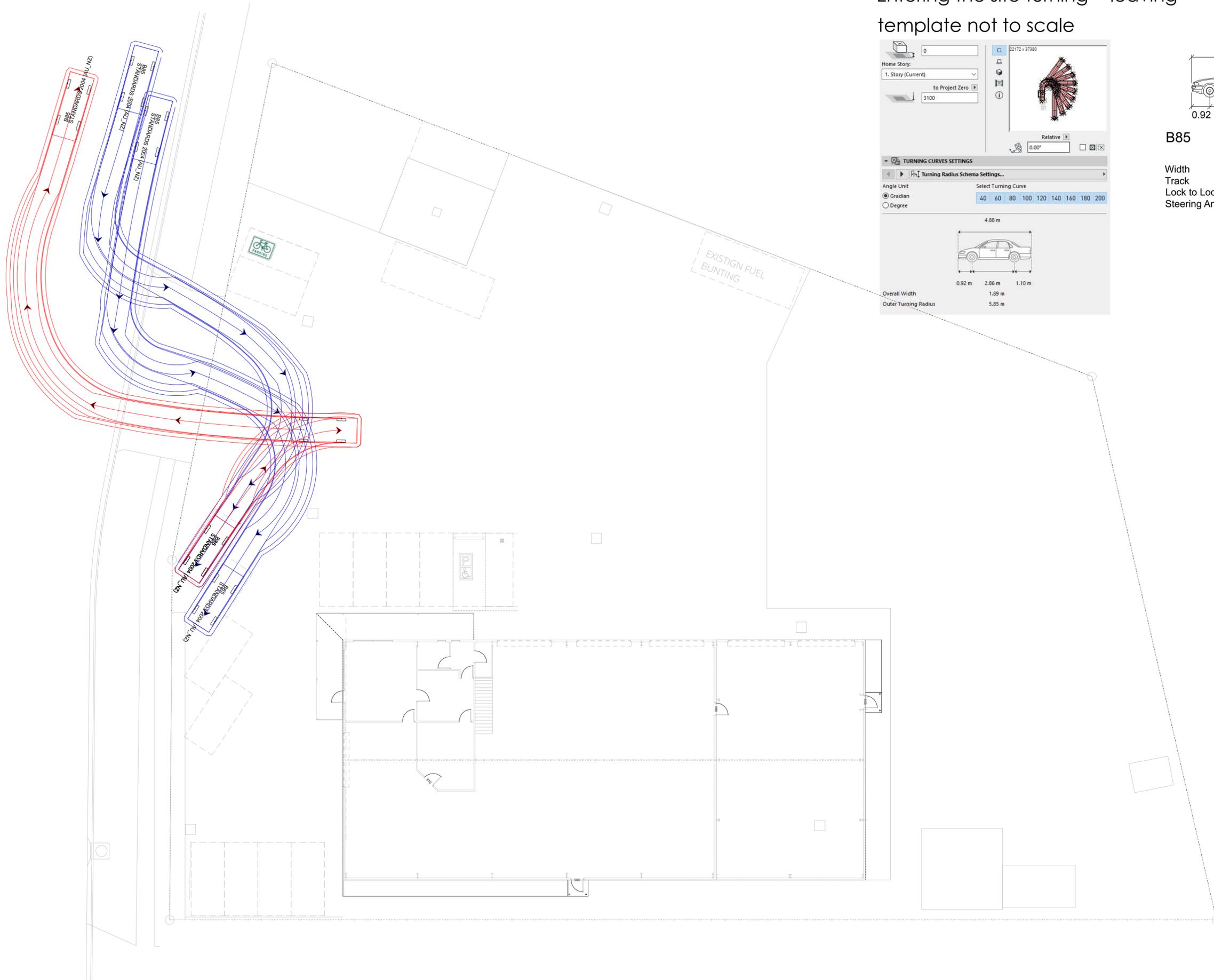
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08/04/2025	08/04/2025
revision-date	

designed and drawn	DRAWING ISSUE
M.Ralph	Design Drawing

job no:	drawing no:
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2024-1000	948-10
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Turning template
 Small Car Vehicle
 Entering the site turning - leaving
 template not to scale



B85

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Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0 s
Steering Angle	: 34.1 deg



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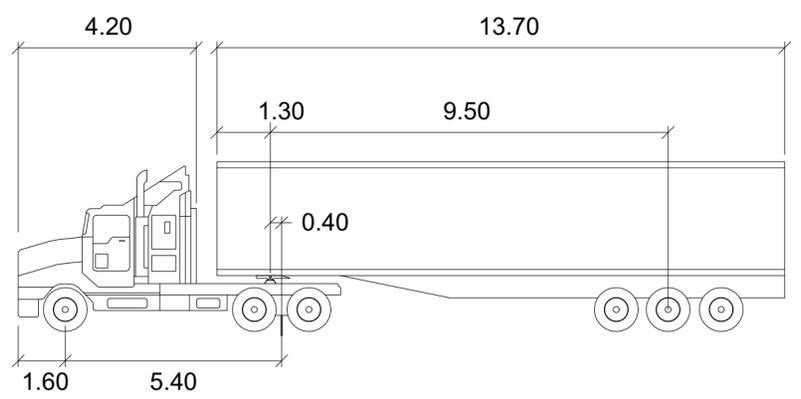
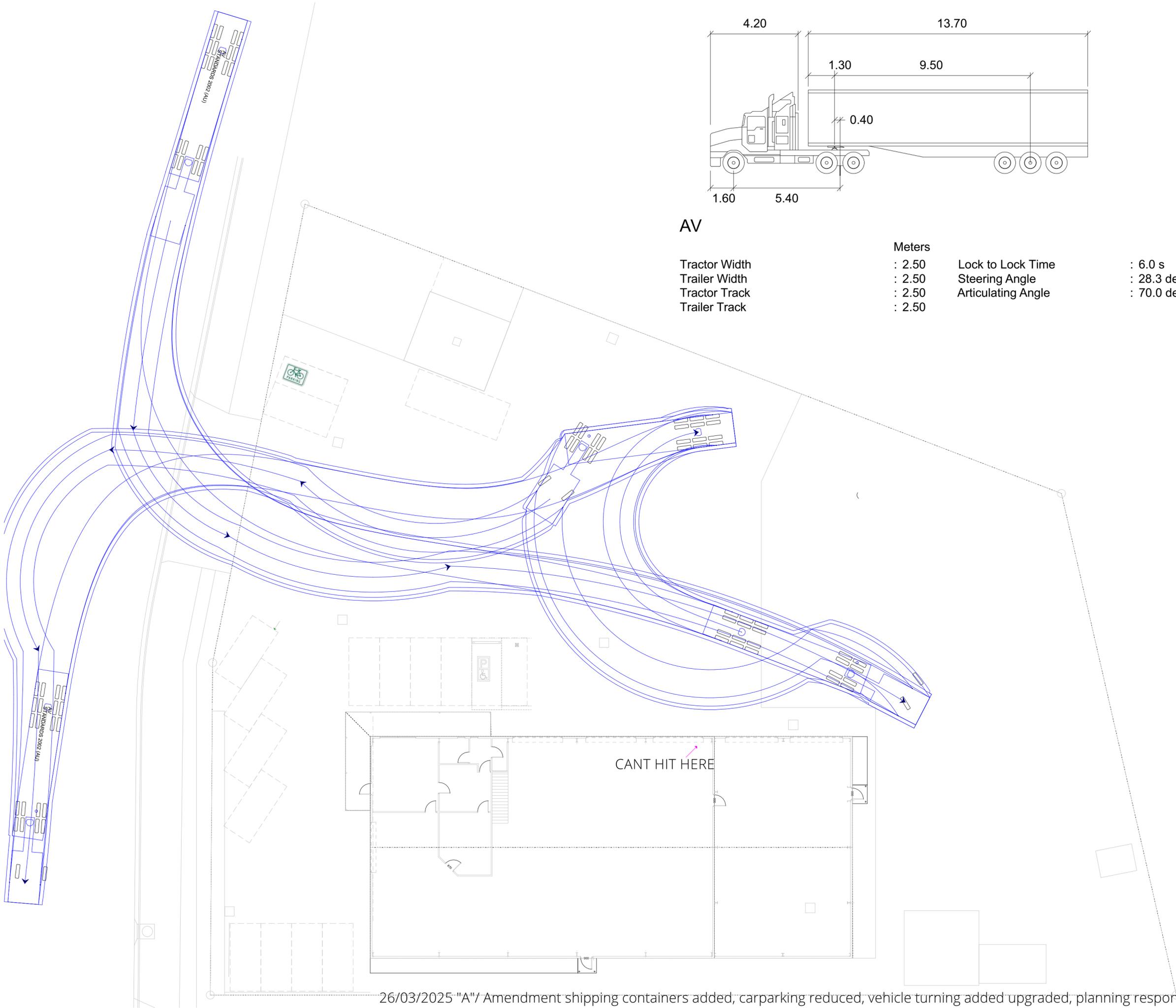
Machinery Workshop
Statewide Earthworks
 55 Crooked Billet Drive
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Turning Template

date	Revision = "A"
08/04/2025	08/04/2025
	revision-date

designed and drawn	DRAWING ISSUE
M.Ralph	Design Drawing

job no:	drawing no:
2024-1000	948-13

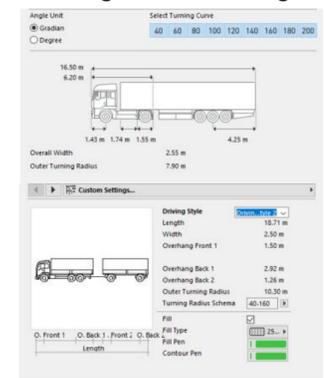


AV

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Trailer Width	: 2.50	Steering Angle	: 28.3 deg
Tractor Track	: 2.50	Articulating Angle	: 70.0 deg
Trailer Track	: 2.50		

template not to scale

Turning template
articulated Vehicle
Entering the site turning -

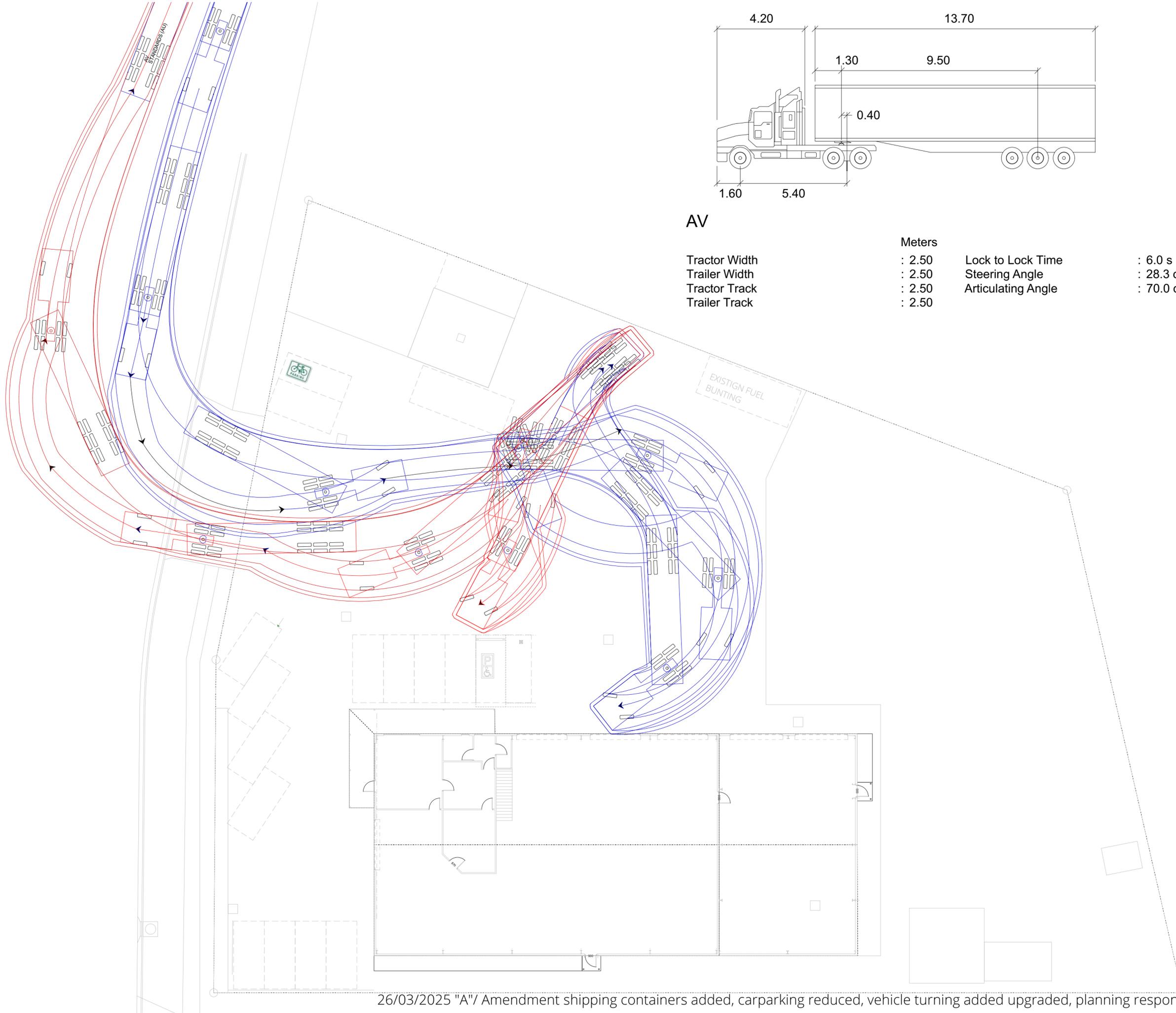


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Turning Template

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08/04/2025	08/04/2025
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M.Ralph	DRAWING ISSUE
job no:	Design Drawing
2024-1000	948-16

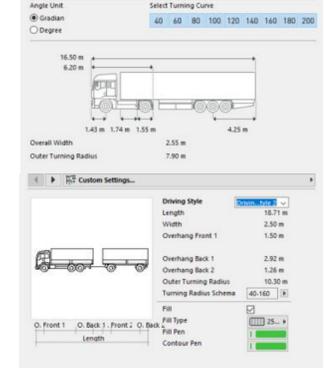


AV

Tractor Width	: 2.50	Lock to Lock Time	: 6.0 s
Trailer Width	: 2.50	Steering Angle	: 28.3 deg
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Trailer Track	: 2.50		

template not to scale

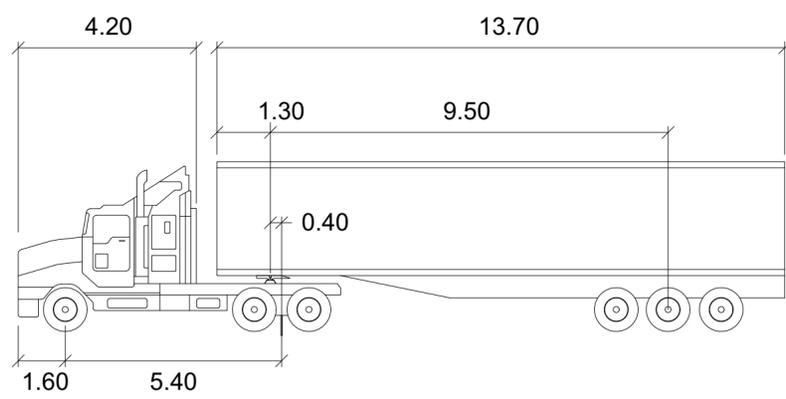
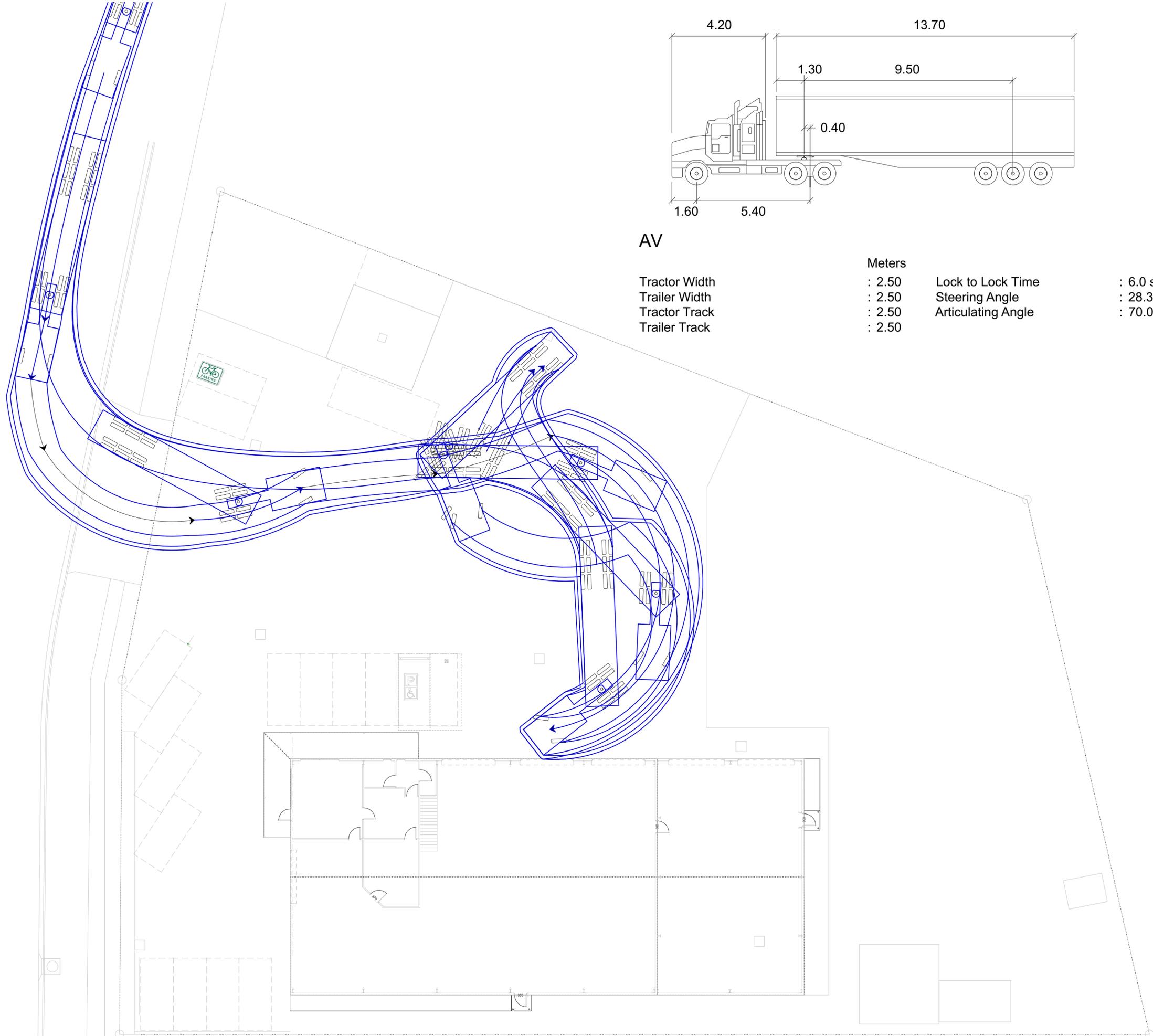
Turning template
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2024-1000	948-17

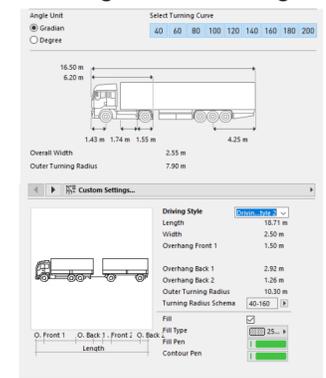


AV

Tractor Width	: 2.50	Lock to Lock Time	: 6.0 s
Trailer Width	: 2.50	Steering Angle	: 28.3 deg
Tractor Track	: 2.50	Articulating Angle	: 70.0 deg
Trailer Track	: 2.50		

template not to scale

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articulated Vehicle
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designed and drawn	DRAWING ISSUE
M.Ralph	Design Drawing
job no:	drawing no:
2024-1000	948-18

19 September 2024

David Hurd
General Manager
State-Wide Earthworks Pty Ltd

Dear David,

Pinion Advisory have been engaged by Marcus Ralph on behalf of yourself (State-Wide Earthworks Pty Ltd) to assess the stormwater quantity management requirements of the proposed shed alteration/extension at 55 Crooked Billet Drive, Brighton.

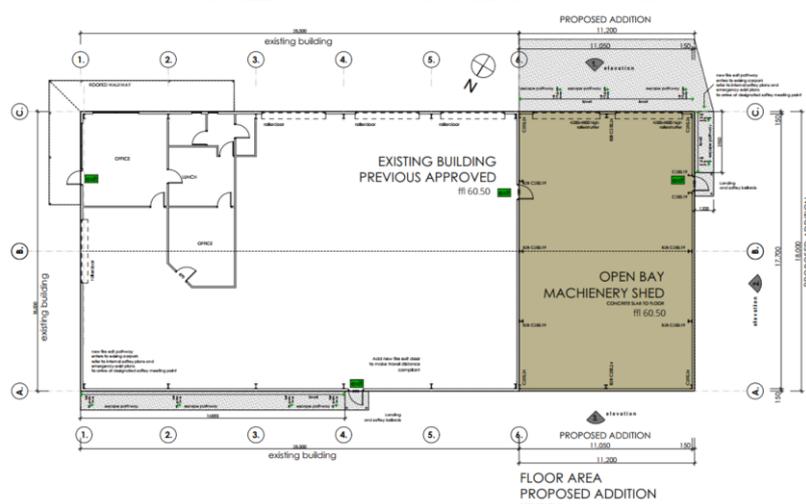


Figure 1 – Aerial imagery indicating shed location relative to existing concrete slab, and building designer dimensions of proposed extension

Brighton Council operate under the Tasmanian Planning Scheme which does not include a stormwater code, and in the absence of a municipal specific Stormwater Policy, the Tasmanian Stormwater Policy Guidance and Standards for Development 2021 have been used as a basis for assessment. This is consistent with email advice to Marcus Ralph from Brighton Council Senior Officer of Development Engineering – Leigh Wighton.

“Stormwater discharge from the site will need to be limited such that there is no increase in peak flows for up to a 2% AEP event over existing”.

Pinion Response:

The proposed shed extension occupies an area of approximately 200m² and is to be constructed over an existing area of concrete hardstand (Figure 1). The runoff from the site will not increase because of the development and stormwater detention is not required.

Regards,



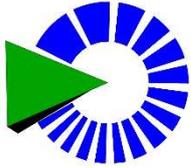
Robert Hunt

03/05/2024
General Manager
Brighton Council
1 Tivoli Road, Old Beach 7017

Planning Department
Statutory planner

55 Crooked Billet Drive
Statewide Earthworks
DA2024 / 00194

MARCUSRALPH
architectural animation design



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62 602 220 ph
0409 975 525 mob

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APPLICATION FOR PLANNING PERMIT EXTENSION TO EXISTING WAREHOUSE

IN RESPONSE TO THE REQUEST FOR FURTHER INFORMATION

1.0 - Please provide further information about the temporary structures as shown on the submitted plans.

Response:

The temporary structures on site consist of 2 shipping containers and steel racking which is used to store truck and fork parts. Transport devices and other tools used in the process of excavation and transport within the business. Road and hazard signage pallets and civil plumbing works Refer to Photo 01 .to show items on Northern Boundary. Setbacks are 900mm on the northern boundary. The Item on the western boundary was a site shed which is currently off site in use.



Onsite bulk goods



On site bulk goods





Photo 01

Photo 02

2.0

Please provide a statement and/or revised landscaping plan to demonstrate compliance with the standards and criteria of Clause 19.4.3 A1 or P1.

Advice: Your response should also address Council's Policy for Landscaping and Amenity Policy for Industrial Zone. Both policies are attached to this letter.

19.4.3 Landscaping

Objective:	That landscaping enhances the amenity and appearance of the streetscape where buildings are setback from the frontage.	
Acceptable Solutions	Performance Criteria	
A1	P1	
<p>If a building is set back from a road, landscaping treatment must be provided along the frontage of the site:</p> <p>(a) to a depth of not less than 6m; or</p> <p>(b) not less than the frontage of an existing building if it is a lesser distance.</p>	<p>If a building is setback from a road, landscaping treatment must be provided along the frontage of the site, having regard to:</p> <p>(a) the width of the setback;</p> <p>(b) the width of the frontage;</p> <p>(c) the topography of the site;</p> <p>(d) existing vegetation on the site;</p> <p>(e) the location, type and growth of the proposed vegetation; and</p> <p>(f) any relevant local area objectives contained within the relevant Local Provisions Schedule.</p>	

Response:

The proposed development is behind the existing building and is seeking approval to match the wall and roof alignment of the existing Building. The Pavement and Landscaping in the front of the building is existing and was signed off as part of a previous development application. The parking for the project is shown in this area and the 1100mm strip of landscaping is not proposed to be changed. Compliance with the provisions of 19.4.3 A1 or P1 cannot be achieved and as the application does not propose to amend the existing development or pavement at the front of the site it can only propose to add more screening plants to offset the density to increase foliage at the front of the property. As the development (existing approved development) cannot achieve compliance with 19.4.3. It is noted that the site adjacent while being built in the last few years has no landscaping in the front boundary alignment.



Landscaping at 49 Crooked Billet



No 53 Crooked Billet has no approved landscaping



Current landscaping at 55 Crooked Billet

3.0

Parking and Sustainable Transport Code

Please provide the number of staff for the use of the development.

Reason: The number of staff is required to assess the parking requirement under C2.0 of the Tasmanian Planning Scheme (noting the development is assigned with a service industry usage class).

RESPONSE:

- There is only full-time staff member based at the yard (1)
- State-wide transport has 3 mechanics who work in our yard workshop but also attend site(s) for maintenance, repairs and callouts (3)
- Operations and Safety manager has an office here but also spends significant amounts of time on site (1) Vehicle Based
- 2 Civils Project managers that have an office on site but also spend half their time attending sites (2) Vehicle Based
- The Managing Director is not based at the yard but may attend for a period of time during the day. (0)
- There is a part time office support person who works a one week on (at the yard) and one week off, cycle. (1)

The number of full-time staff has been advised as 7 office and workshop-based staff and 1 part time employee with contractors employed as required off site to drive machinery or trucks on a contract basis. There are 60 external contractors in total operating machinery and plant statewide off site

4.0

Referring to the Drawing 948-09, please demonstrate access to car spaces 15-17.

Reason: Existing fuel bunding appears to restrict access.

RESPONSE:

The existing development at present exceeds the total number of car spaces required
Car space 15-17 currently shown on the design plans will be removed

5.0

Please provide a statement or revised parking plan to demonstrate compliance with Clause C2.5.2 for bicycle parking numbers.

RESPONSE:

The deleted car space originally shown as park 17 will now become a designated bicycle parking space to meet the requirements of the scheme.

6.0

Please provide a disability parking space in accordance with C2.6.2 (A1.2).

RESPONSE:

Please refer to parking layout on all site plans. A disability parking space has been provided in front of the building and will be made compliant.

7.0

The use requires 10 car parking spaces, please provide a statement or revised parking plan to demonstrate compliance with Clause C2.6.5 for Pedestrian Access.

RESPONSE:

The current planning scheme requires physical separation for pedestrian access to promote safe access and egress into the workplace from parking areas and areas set aside for vehicle movements (driveways) pedestrian footpaths can be designed outside of these areas for new buildings. While this is an existing development, compliance cannot be achieved. To increase pedestrian safety, it is proposed to line mark the driveway surface in hazard markings to delineate the safety zone and allow staff and public pedestrians to use this designated area rather than walk over the site set aside for other day to day uses.

It will provide a clear pathway to the entry point of the building

8.0

Please confirm Design Vehicles used.

Reason: The turning template for a passenger vehicle image shows a Small Car of overall length 4.88m, while the template shows a B85 (minimum required standard). The turning template image for the Heavy vehicle shows both a 16m articulated vehicle and a truck and trailer.

RESPONSE:

The Civil Engineer has updated the information and it can be confirmed a B85 car is used for vehicle turn paths.

9.0

Please demonstrate the use of the proposed new shed and provide estimates of the expected type and number of vehicles accessing it.

RESPONSE:

The use of the new additions is not for employee carparking. It is to be used for storing plant and equipment out of the elements. The staff mechanics may use the space while doing maintenance repairs on equipment and plant on a daily basis as needed. It is safer to store plant inside than outside where theft occurs.

10.0

Show turning paths for existing car spaces as standalone layers.

Reason: The provided turning diagrams are difficult to understand and it is unclear how vehicles enter and exit certain spaces.

RESPONSE:

Turning paths have been updated by Civil Engineer

11.0

Please provide an estimate of the type and frequency of heavy vehicles accessing the site. If an articulated vehicle regularly uses the site, please demonstrate a suitable turning path that does not interfere with proposed car spaces – Drawing 948-12.

Reason: The regular use of the site by heavy vehicles requires access and egress in a forward direction from and to the appropriate lane on the main road. The turning path shown is not valid.

RESPONSE:

- Heavy vehicles mobilise very early, pre-6.00am and return very late in the afternoon from 3.00pm. Between 3 and 7– Trucks with floats, 3 log trucks
- Light and medium vehicles mobilise, generally leave between 6.00am and 7.00 am and return between 3.00pm and 4.00pm – Smaller trucks, 7 yarders, Utes
- During the day some trucks may call through and up to 3 delivery vehicles, client vehicles etc. may access the site
- Contractor staff appear un-announced.

12.0

Road and Railway Assets Code

Please confirm the compliance with C3.5.1 (A1.4) or demonstrate the performance criteria can be suitably met.

A1.4

Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:

(a) the amounts in Table C3.1; or

(b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road.

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

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

RESPONSE:

The use of the new additions is not for employee carparking. It is to be used for storing plant and equipment out of the elements. The staff mechanics may use the space while doing maintenance repairs on equipment and plant on a daily basis as needed. It is safer to store plant inside than outside where theft occurs or for plant repairs while parts are delivered.

There is no calculated increase in vehicle movements from the site simply based on the additions for basic storage for plant and equipment.

Table C3.1 Is not applied to this site and the existing site access is working as previously approved.



Current vehicle access at 55 crooked Billet