6ty°

Planning Report

Asphalt and Reclaimed Asphalt Pavement Processing Plant

1 Crooked Billet Drive, Bridgewater

Document Control Record

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Client:	Hazell Bros Group Pty Ltd	**Client Contact:**	Simon Jordan	

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0	26 September 2025	Planning Application	Ashley Brook	
1	31 October 2025	Response to Council RFI	Ashley Brook	
Current revision:	**1**			

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1. Introduction

6ty Pty Ltd has been engaged by **Hazell Bros Group Pty Ltd** to prepare a Planning Report to accompany a planning permit application (the "application") for a project comprising a proposed asphalt and reclaimed asphalt pavement (RAP) processing plant at 1 Crooked Billet Drive, Bridgewater.

The project requires a permit under Clause 6.8.1 of the *Tasmanian Planning Scheme – Brighton* (the "Planning Scheme") and Sections 51 and 57 of the *Land Use Planning and Approvals Act 1993* (the "LUPA Act"). Additionally, it is classified as a permissible Level 2 activity, and therefore the application will require referral to the Tasmanian Environment Protection Authority (EPA) for assessment under the *Environmental Management and Pollution Control Act 1994* (the "EMPC Act").

1.1 Purpose of the Report

The Planning Report provides supporting information and includes an assessment of the relevant provisions of the Planning Scheme. It has been prepared to assist Council's planning authority in its assessment of the application.

1.2 Planning Overview

Table 1 – Overview of the Application

Address:	1 Crooked Billet Drive, Bridgewater 13 Crooked Billet Drive, Bridgewater	
Property Identification Number:	3017836 3017801	
Certificate of Title:	**Volume**	**Folio**
	158010 158009	1 7
Owner:	327 Midland Highway Pty Ltd	
Area:	7.865 hectares 2.5 hectares	
Planning Instrument:	*Tasmanian Planning Scheme - Brighton*	
Planning Authority:	Brighton Council	
Applicable Zone:	General Industrial	
Applicable Overlay(s):	Electricity Transmission Corridor Attenuation Area Bushfire-Prone Area	
Applicable Code(s):	Parking and Sustainable Transport Road and Railway Electricity Transmission Infrastructure Protection	
Applicable Specific Area Plan(s):	Bridgewater Quarry Specific Area Plan Brighton Industrial Hub Specific Area Plan	
General Provisions:	Nil	

Proposed Use:	Manufacturing and processing – asphalt and reclaimed asphalt pavement processing plant. The operation will produce 50,000 tonnes of asphalt per annum and will receive a process 5,000 tonnes of RAP per annum.
Proposed Development:	Construction of the asphalt plant components within 1 Crooked Billet Drive, including installation of signage and other associated works comprising: • the extension and upgrade of vehicular access, stormwater and other infrastructure, and the provision of additional landscaping, partially extending into 13 Crooked Billet Drive; • the construction of a new vehicle crossing in Crooked Billet Drive.
Application Status:	Discretionary

1.3 Associated Documents

This Planning Report accompanies the proposal plans and other assessments listed in Tables 2 and 3, which have prepared to support the application. The report should be read in conjunction with these plans and documents.

Table 2 – Proposal Plans

Drawing Title	Drawing No.	Revision	Date	Issue	Issued For
Civil Works Drawings by 6ty° (Project No. 24.140)					
Overall Site Plan Existing	Cp01	-	23.09.2025	04	Planning Approval
Overall Site Plan	Cp02	-	30.10.2025	07	Council RFI
Detailed Site Plan Sheet 1	Cp03	-	23.09.2025	02	Planning Approval
Detailed Site Plan Sheet 2	Cp04	-	23.09.2025	02	Planning Approval
Detailed Site Plan Sheet 3	Cp05	-	23.09.2025	02	Planning Approval
Detailed Site Plan Sheet 4	Cp06	-	23.09.2025	02	Planning Approval
Detailed Site Plan Sheet 5	Cp07	-	23.09.2025	02	Planning Approval
Detailed Site Plan Sheet 6	Cp08	A	29.10.2025	03	Amended Spare Parts Container
Detailed Site Plan Sheet 7	Cp09	-	23.09.2025	02	Planning Approval
Detailed Site Plan Sheet 8	Cp10	-	23.09.2025	02	Planning Approval
Detailed Site Plan Sheet 9	Cp11	-	23.09.2025	02	Planning Approval
Detailed Site Plan Sheet 10	Cp12	-	23.09.2025	02	Planning Approval
Detailed Site Plan Sheet 11	Cp13	-	29.10.2025	03	Council RFI
Civil Details – Civil Notes	Cp14	-	29.10.2025	02	Council RFI
Erosion and Sediment Control Plan	Cp15	-	23.09.2025	03	Planning Approval

Drawing Title	Drawing No.	Revision	Date	Issue	Issued For
Civil Works Drawings by 6ty° (Project No. 24.140)					
Overall Site Plan – Site Safety Plan	Cp16	-	23.09.2025	06	Planning Approval
Sample Turn Paths Sheet 1	Cp18	-	23.09.2025	05	Planning Approval
Sample Turn Paths Sheet 2	Cp19	-	23.09.2025	05	Planning Approval
Sample Turn Paths Sheet 3	Cp20	-	23.09.2025	05	Planning Approval
Astec Inc. BG 2500 General Plant Layout	Cp21	A	29.10.2025	02	Council RFI
Overall Site Plan – Bulk Earthworks	Cp22	-	15.09.2025	01	Planning Approval
Site Sections	Cp23	002	29.10.2025	002	Council RFI
Pre Construction – Pervious / Impervious Surface Areas	Cp24	-	29.10.2025	02	Planning Approval
Architectural Drawing by 6ty° (Project No. 24.140)					
Laboratory & Offices – Floor Plan, Roof Plan & Elevations	Ap100	-	1.08.2025	01	Planning Approval
Dangerous Goods Drawing by 6ty° (Project No. 24.140)					
Overall Site Plan – Dangerous Goods Plan	DG	D	2.09.2025	07	Pinion Report (EIS)

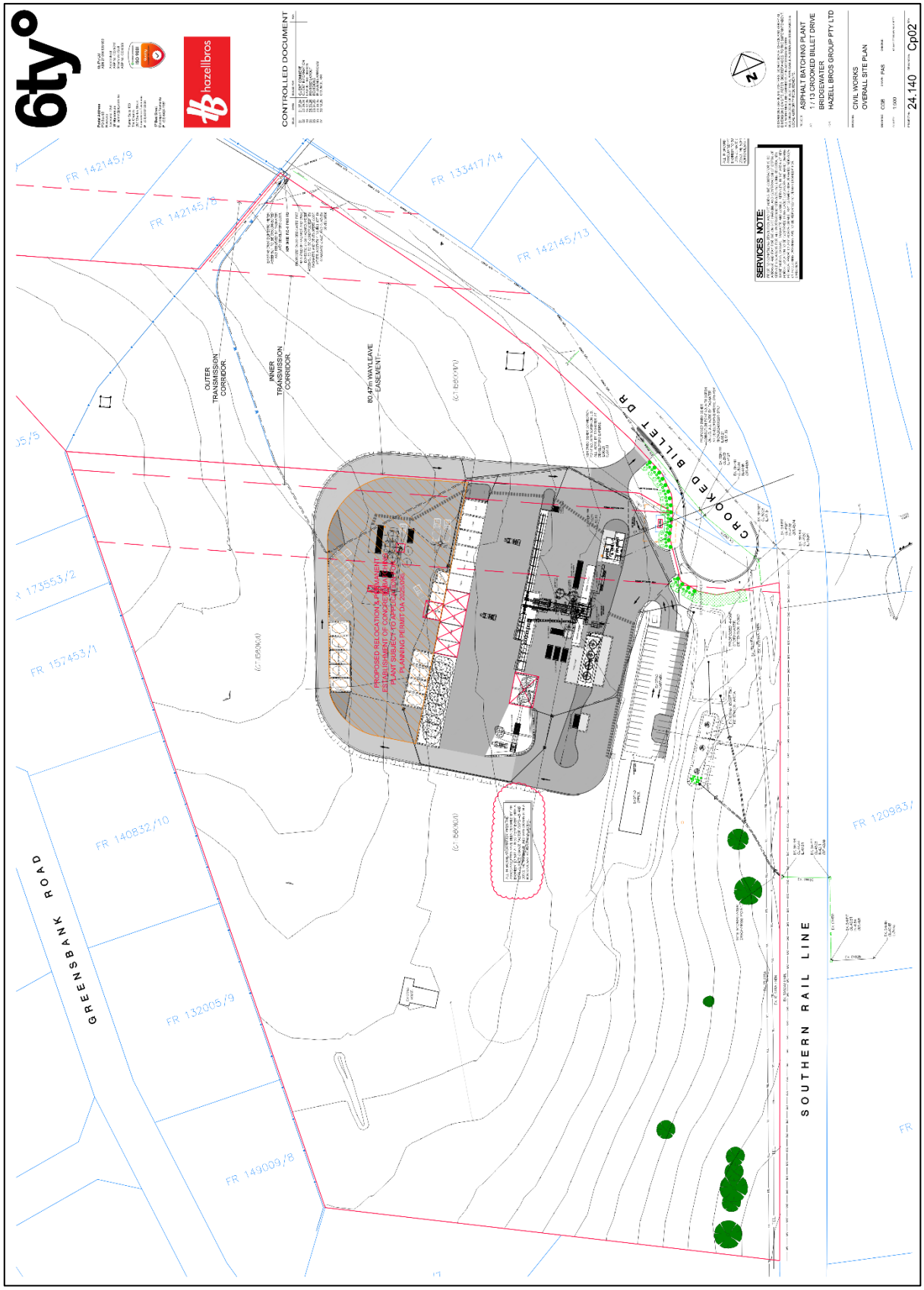
The overall site plan associated with the proposal (Drawing No. Cp02) is reproduced in Figure 1.

The Environmental Impact Statement (EIS) listed in Table 1 has been prepared to inform the EPA's assessment of the project under the EMPC Act. It incorporates the additional documents listed in the table, which are provided as Appendices 1 to 6 of the EIS.

Table 3 – Accompanying Assessments

Document Title	Author	Reference Number	Revision/ Version	Date
Environmental Impact Statement	Pinion Advisory	-	1.4	3.09.2025
Traffic Impact Statement	Traffic & Civil Services	-	-	1.08.2025
Air Quality Impact Assessment	Assured Environmental	16586	R5	5.09.2025
Stormwater Management Plan	Flüssig Engineers	FE_24063	04	27.10.2025
Noise Impact Assessment	Assured Environmental	16586	R3	12.06.2025
Natural Values Assessment	Pinion Advisory	-	3.0	30.06.2025
Weed Management Plan	Pinion Advisory	-	1.3	19.06.2025

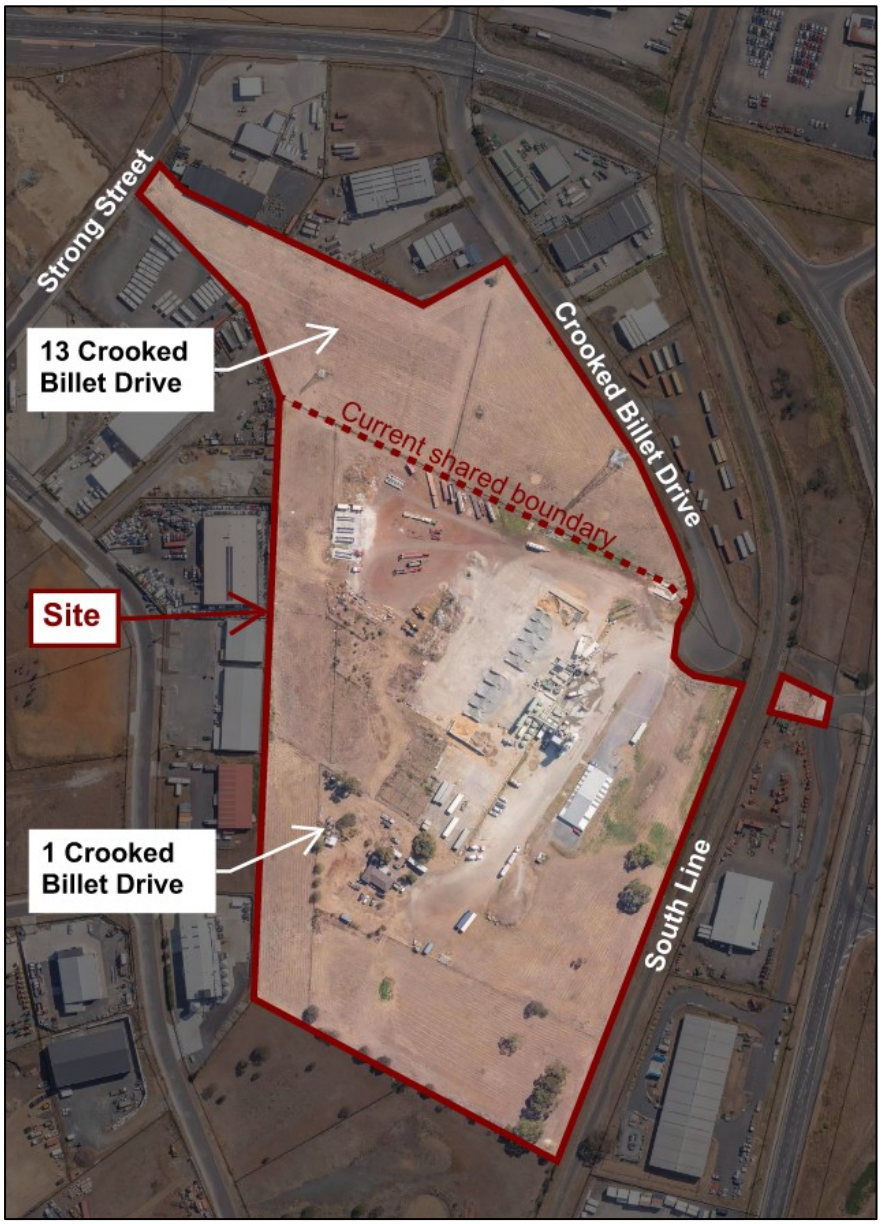
Figure 1 – Overall Site Plan (Proposed)



2. Site

The site subject to the proposal is shown in Figure 2. It includes the property at 1 Crooked Billet Drive, which will accommodate the proposed asphalt plant. The property has an area of 7.865 hectares and is located at the southern end of Crooked Billet Drive, bounded to the east by the rail network (South Line).

Figure 2 – Aerial Image of the Site[1]



Formerly the location of the Brighton saleyards, the property at 1 Crooked Billet Drive currently contains a concrete batching plant, office, car park, access ways, and a dwelling. A relatively small portion of the property is located on the eastern side of the railway and is unaffected by the proposal.

[1] Source: Base image and data from TheLIST, https://maps.thelist.tas.gov.au/listmap/app/list/map, State of Tasmania.

The proposal also involves land within the adjoining property at 13 Crooked Billet Drive, located to the north and under common ownership, for the purpose of undertaking associated works. This property has an area of 2.5 hectares. It contains electricity transmission infrastructure, including multiple overhead lines and two towers. A wayleave easement associated with this infrastructure is registered on the property's title. It is serviced by vehicle crossings to the north-east, in Crooked Billet Drive, and to the west in Strong Street.

2.1 Approved Boundary Adjustment

The shared boundary between the two properties comprising the site is approved to be adjusted under Planning Permit SA 2024/007, issued by Council on 14 November 2024. The adjustment involves a land transfer between the properties. Land in the north-west corner of 1 Crooked Billet Drive is approved to be added to 13 Crooked Billet Drive, providing the latter with a building area located outside the Electricity Transmission Corridor – Inner Protection Area affecting the site. In return, a relatively larger portion of land, mostly affected by the Inner Protection Area, is approved to be transferred from the eastern part of 13 Crooked Billet Drive to 1 Crooked Billet Drive.

The boundary adjustment has not been effected through the registration of titles for the newly approved lots associated with the properties. If it is undertaken, 1 Crooked Billet Drive (approved Lot 2) will have an increased area of approximately 8.347 hectares, while 13 Crooked Billet Drive (approved Lot 1) will have a reduced area of approximately 2.018 hectares. The proposed asphalt plant and associated works, excluding the proposed new vehicle crossing in Crooked Billet Drive, will be located entirely within approved Lot 2.

The application, including relevant supporting assessments, considers both the current shared boundary between the two properties and the potential future boundary following completion of the approved boundary adjustment.

2.2 Concrete Batching Plant

The existing concrete batching plant in the northern part of 1 Crooked Billet Drive includes both wet and dry mix operations. It was approved under Planning Permit DA 2022/00210, issued by Council on 15 November 2022. It was established to produce high-strength, ready-mixed concrete for the Bridgewater Bridge Project and to supply the general concrete market in the local area.

The existing wet mix plant is approved to be dismantled under Planning Permit DA 2025/00068, issued by Council on 4 June 2025.

The dry mix plant is approved to be relocated and permanently established in a modified position under planning permit DA 2025/00095, issued by Council on 7 October 2025. The modified location will be immediately to the west of both its current position and the proposed asphalt plant. For context, the site plans associated with the asphalt plant proposal show the concrete batching plant in its modified position, which will primarily consist of an area with an asphalt hardstand pavement.

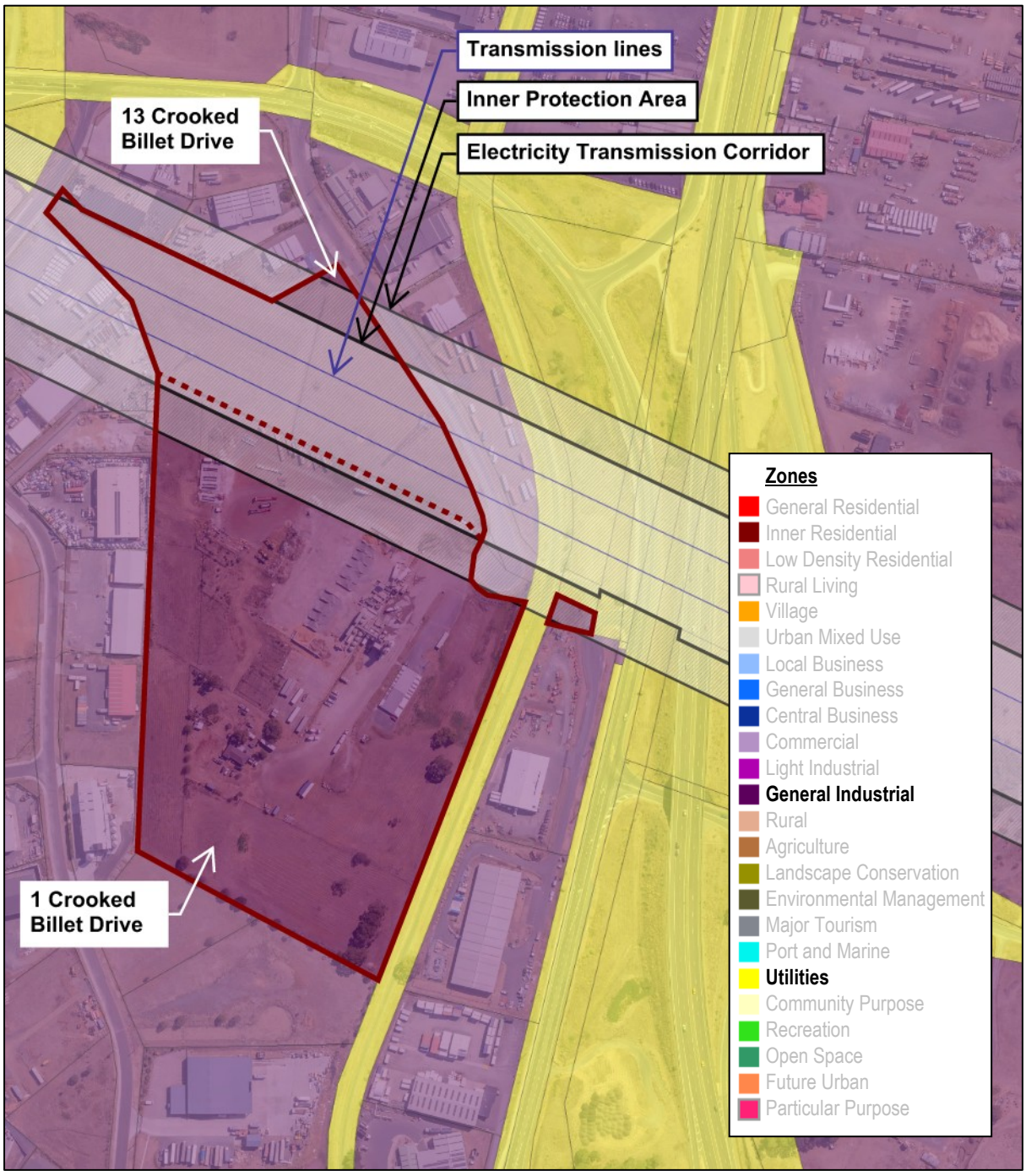
The relocation of the concrete batching plant will involve substantially the same associated works, extending partly into 13 Crooked Billet Drive, as the asphalt plant proposal. These works include the extension and upgrade of vehicular access, stormwater and other infrastructure, provision of landscaping, and construction of a new vehicle crossing in Crooked Billet Drive.

Key exceptions are the further extension of domestic and fire water supply lines to the asphalt plant, and the installation of a new sewer connection for the proposed laboratory and office building. The asphalt plant will also include associated, non-regulatory signage.

2.3 Zoning

The site and most adjoining land is located within a General Industrial Zone, as shown in Figure 3. The adjoining railway, as well as nearby Glenstone Road and the Midland Highway, are located within the Utilities Zone.

Figure 3 – Zoning and Electricity Transmission Corridor Overlay[2]



[2] Source: Base image and data from TheLIST, https://maps.thelist.tas.gov.au/listmap/app/list/map, State of Tasmania.

2.4 Overlays

2.4.1 Electricity Transmission Corridor

The electricity transmission infrastructure extending through 13 Crooked Billet Drive is located within an Electricity Transmission Corridor, as shown in Figure 3. This overlay includes an Inner Protection Area within the wider corridor.

The overlay also extends into the northern part of 1 Crooked Billet Drive, as illustrated on the accompanying proposal plans. The Electricity Transmission Corridor extends 37.7 metres in depth from the northern lot boundary, while the Inner Protection Area extends 7.6 metres in depth from the same boundary.

2.4.2 Attenuation Area

The entirety of the site is shown within an Attenuation Area overlay. The associated provisions for the Attenuation Code in the Planning Scheme do not apply on the basis that the site is within an industrial area and the proposal does not involve a sensitive use.

2.4.3 Bushfire-Prone Area

The entirety of the site is located within a Bushfire-Prone Area overlay. The associated provisions for the Bushfire-Prone Areas Code in the Planning Scheme do not apply on the basis that the proposal does not include a vulnerable use, hazardous use or subdivision.

2.4.4 Bridgewater Quarry Specific Area Plan

The entirety of the site is located within the Bridgewater Quarry Specific Area Plan, which covers the same area as the relevant Attenuation Area encompassing the site. While the Attenuation Code does not apply, the provisions of the specific area plan in the Brighton Local Provisions Schedule (LPS) of the Planning Scheme include standards that both substitute for, and are in addition to, those of the Attenuation Code.

2.4.5 Brighton Industrial Hub Specific Area Plan

The entirety of the site is located within the Brighton Industrial Hub Specific Area Plan. The provisions of the specific area plan in the Brighton LPS include a standard that substitutes for a standard of the Attenuation Code.

3. Proposal

The application seeks planning approval to establish an asphalt and reclaimed asphalt pavement processing plant within the northern part 1 Crooked Billet Drive. The proposed asphalt plant is intended to operate concurrently with the relocated concrete batching plant approved under DA 2025/00095.

3.1 Operational Information

The operation of the proposed asphalt plant is detailed in the Environmental Impact Statement that accompanies the application. In particular:

- 50,000 tonnes of asphalt will be produced per annum.
- 5,000 tonnes of RAP will be received and processed per annum.
- The asphalt plant will have the capacity to operate 24-hours per day, 7-days per week, depending on specific project requirements. Normal operating hours will be 7:00 am to 5:00 pm on weekdays. Operation during weekends, nighttime and public holidays will be as required to meet customer demand.
- There will be two RAP processing campaigns per annum totalling approximately 50 hours.
- The plant will accommodate up to four (4) operational staff.

3.2 Development and Associated Works

3.2.1 Establishment of the Asphalt Plant

The proposed asphalt plant, including production and RAP processing operations, will be positioned adjacent to the relocated concrete batching plant approved under DA 2025/00095, in an area that will primarily consist of an asphalt hardstand pavement. Positioning the plants in the northern part of the site avoids impacts on natural values identified to the south.

Asphalt Production Works

The asphalt batch plant proposed to be constructed has a modular design. The facility features a batching tower where weighing, mixing and asphalt production will take place. The tower is steel-framed and includes a baghouse filter directly above a rotary dryer at ground level.

Aggregate and sand material will be superheated in the rotary dryer, then transported to the top of the batching tower via a bucket elevator. The material will be discharged onto a screen deck and separated before being stored in multiple hot bins. From there, it will be weighed and mixed with fines and other components — such as bitumen and RAP — in relevant quantities to produce a batch. The finished asphalt will be discharged into one of three storage silos, within the tower, for temporary holding prior to loading into trucks.

The batching tower's exhaust stack will form the highest point of the asphalt plant, with a maximum building height of 24.168 metres above existing ground level.

Aggregate, sand, and other raw materials such as crushed glass will be stockpiled within storage bays located to the west of the batching tower. These include six precast concrete bays with 3-metre-high walls, and other semi-permanent bays formed from interlocking concrete block walls, also 3 metres in height. Four of the precast concrete bays will have a roof structure and cladding on three sides to provide weather protection for the relatively finer materials – sand, dust, glass, and 7 mm aggregate – to be stored.

Stockpiled materials will be loaded into feeders near the batching tower using a front-end loader. Each feeder will have its own conveyor belt that will discharge onto a main collecting conveyor, where all materials required for a given mix are combined and transferred to the rotary dryer. Feeders, including those containing finer materials, will be fitted with roof covers. The front-end loader operating area will be fitted with dust suppression sprinklers.

Other proposed infrastructure surrounding the batching tower includes a bitumen tank farm, consisting of four heated 60 m^3 vertical tanks contained within a concrete bund. Two further silos will separately store imported filler (hydrated lime) and fine particulates captured from the baghouse filter. These materials will be fed into the asphalt production process. A solid additive system, located near the base of the tower, will also provide for the addition of granular materials such as crumbed rubber.

The batch plant includes an elevated control room of approximately 25 m^2, which will be connected to the batching tower via an access platform and stairs. In addition, a single-level laboratory and office building, including staff amenities, is proposed near the control room. This building will have a floor area of 83 m^2, be metal-clad, and have a maximum height of 5.976 metres above existing ground level.

A number of containers and other structures are proposed for the storage of dangerous and non-dangerous goods to be used on-site, as outlined below.

- Two 25,000-litre self-bunded tanks, each housed within a 20-foot tanktainer with external dimensions of 6.06 metres (length) × 2.44 metres (width) × 2.59 metres (height), will accommodate the storage of bitumen in a cold and solid state.
- A 30,000-litre self-bunded tank, housed within a 20-foot container, will store diesel for use in operating on-site machinery and as a backup fuel source for the asphalt plant.
- A self-bunded 10-foot container, with external dimensions of 3.05 metres (length) × 2.44 metres (width) × 2.44 metres (height), will accommodate the storage of turpentine in four 15-litre drums and shellite in two 15-litre drums. These materials will be used as part of laboratory testing.
- A gas cage will provide storage for acetylene in a G-sized cylinder, oxygen in two G-sized cylinders, Argo Shield in an E-sized cylinder and liquefied petroleum gas in an 8kg cylinder. Minimal usage of these materials, limited to maintenance activities, is anticipated.
- Four 1,000-litre IBC totes will be stored in portable bunding trays for the containment of Recosol 185 — an oxidising agent used during the occasional production of cold-mixed asphalt — and Slipway, a release agent applied to asphalt truck bodies in a bunded area. Each material will be stored in quantities of up to 2,000 litres.
- A 20-foot container, between the cold bitumen tanktainers, will accommodate the storage of electrical heating elements.
- A 40-foot container, with external dimensions of 12.19 metres (length) × 2.44 metres (width) × 2.59 metres (height), will accommodate the storage of spare parts.

Additionally, a 30,000-litre self-bunded tank, housed within a 20-foot container, will accommodate the storage of CRS bitumen emulsion. The emulsion product, which is not used as part of the asphalt production process, will be available for bulk sale to customers.

RAP Processing Works

The processing of reclaimed asphalt pavement will occur using a mobile screening plant located in a designated area in the southern part of the asphalt plant. This material will be sourced from road profiling or milling activities across various job sites in Tasmania and transported to the facility. It will be stockpiled in a storage bay immediately adjacent to other stockpiles associated with the asphalt and concrete batching operations.

Unprocessed RAP will be fed into the receiving feeder of the mobile plant using a front-end loader. The processed material will be stockpiled in one of two dedicated bays located directly adjacent to the mobile plant, allowing for the separate storage of fine and coarse RAP.

The designated area for the mobile plant and the storage areas will be defined using interlocking concrete block walls. The stockpiles will have an average height of 3 metres.

Storage Bays

The raw materials associated with both asphalt production and RAP processing operations, to be stockpiled in storage bays formed from a combination of concrete walls and interlocking concrete blocks, are detailed in Table 4.

Table 4 – Raw Materials to be Stockpiled in Storage Bays

Description	Size
Sand	5mm Minus Natural Washed Sand
Dust	5mm Minus Aggregate
7mm	7mm Aggregate
10mm	10mm Aggregate
14mm	14mm Aggregate
20mm	20mm Aggregate
Glass	Recycled Glass Cullet
RAP	Recycled Asphalt Pavement- Profilings
7 HP	7mm High Friction Aggregate
10HP	10mm High Friction Aggregate

3.2.2 Signage

The proposed development includes three (3) signs featuring Hazell Bros branding, as detailed below.

1. Entry Sign: Located at the vehicle entry from Crooked Billet Drive, this sign will have a vertical dimension of 1.2 metres and a horizontal dimension of 0.9 metres. It will be mounted in two posts resulting in an overall height of 2.4 metres.

2. Batching Tower Sign: Positioned on the eastern side of the batching tower, this sign will have a vertical dimension of 1.8 metres and a horizontal dimension of 2.8 metres, resulting in a total area of 5.04 m^2.

3. Filler Silo Sign: Positioned on the filler silo, this sign will have a vertical dimension of 2.34 metres and a horizontal dimension of 1.872 metres, resulting in a total area of 4.38 m^2.

3.2.3 Vehicular Access

Vehicular access for the relevant part of the site will be extended and upgraded to establish a one-way access loop around the proposed asphalt plant and relocated concrete batching plant. The access loop will operate in a clockwise direction, while two-way traffic movements will continue between the frontage and the car park.

The existing vehicle crossing at 1 Crooked Billet Drive will be retained to provide entry for heavy vehicles and entry/exit for car park users.

A new vehicle crossing is proposed in Crooked Billet Drive to accommodate the exit of heavy vehicles. This will be located to the southeast of 13 Crooked Billet Drive. The northern section of the internal access way associated with the facility will extend into this adjoining property.

The eastern section of the access way, including the lanes servicing the car park, will comprise with asphalt hardstand pavement. The remainder will have a two-coat seal pavement.

Regulatory signage and pavement markings will be installed to manage traffic flow and support a safe speed environment. This will include No Entry, One Way, Give Way and 10 km/h speed limit signs, together with directional arrows along the access way.

3.2.4 Car Parking

The existing car park will be retained, with an additional three spaces will be provided, increasing the total capacity to 42 spaces. A new kerb is proposed along its eastern edge to assist with stormwater management, requiring the construction of a narrow strip of asphalt hardstand pavement along the affected area.

A bicycle hoop, designed to accommodate parking for two bicycles, is proposed between the car park and the existing office building. A 1.2-metre-wide pedestrian access is proposed to extend from the car park through the facility to the relocated concrete batching plant.

3.2.5 Stormwater Infrastructure

A new piped stormwater system, incorporating multiple associated grated pits, is proposed. This will collect surface water from the proposed asphalt plant, concrete batching plant, extended and upgraded access ways, and existing car park.

In accordance with the Stormwater Management Plan that accompanies the application:

- The proposal plans include an Erosion and Sediment Control Plan which is proposed for the construction phase;
- The piped system associated with the proposed use and development will include three (3) treatment devices (Atlan StormSacks or similar);
- Stormwater will be directed to a proposed detention pond to the north-east of the car park, which will have a capacity of 440 m^3 to cater for both the proposed asphalt plant and relocated concrete batching plant; and
- Outflow from the detention pond will be piped to an existing 150 m^2 bioretention swale.

The size of the detention basin has been determined based on modelling of a 1% AEP storm event. Discharge from the bioretention swale, together with a high-flow bypass from the detention basin, will be conveyed to the existing site stormwater discharge point, which leads to an existing culvert under the adjoining railway.

3.2.6 Other Infrastructure

An existing on-site domestic water supply line will be extended, and a new fire line will be installed. The domestic line will supply water to toilets, showers, washdown hoses, and, as required, dust suppression systems associated with the asphalt plant.

A new sewer line will be installed on-site to service the asphalt plant's laboratory and office building. No trade waste is proposed to be discharged to sewer.

Gas supply for the asphalt plant's operation, including the drying and heating of aggregate materials, will be extended from a TasGas distribution pipe located to the east. A substation is also proposed to be installed on-site, with electricity used to power electrical motors and heat the bitumen tank farm.

3.2.7 Landscaping

The existing landscaping zone within 1 Crooked Billet Drive, located to the south of the turning circle at the road's end, is proposed to be extended in a north-westerly direction. This extension will continue up to the location of the new vehicle crossing, involving works within the adjoining property at 13 Crooked Billet Drive. The landscaping zone will extend 5 metres in depth from the frontage, be covered in mulch, and include a mix of plantings.

4. Planning Controls

4.1 Categorisation of Use

A proposed use or development is required to be categorised into one of the use classes described in Table 6.2 of the Planning Scheme. The proposal is for a asphalt and reclaimed asphalt pavement processing plant. The Manufacturing and Processing use class most specifically describes the proposed use and development. The definition for this use class is reproduced below.

> ***Manufacturing and Processing***
>
> *use of land for manufacturing, assembling or processing products other than Resource Processing. Examples include boat building, brick making, cement works, furniture making, glass manufacturing, metal and wood fabrication, mineral processing and textile manufacturing.*

4.2 General Provisions

There are no provisions in Clause 7.0 of the Planning Scheme that are applicable to the application.

4.3 General Industrial Zone

4.3.1 Use Table

The Manufacturing and Processing use class is listed as **Permitted** in Clause 19.2 Use Table of the provisions for the General Industrial Zone in the Planning Scheme.

4.3.2 Use Provisions

Standard		Assessment	Compliance
19.3.1 Discretionary uses			
A1	*No Acceptable Solution.*	There is no acceptable solution for consideration. However, the standard applies only to uses listed as Discretionary. Since the proposed use is listed as Permitted, the standard does not apply.	Not Applicable

4.3.3 Development Provisions

Standard		Assessment	Compliance
19.4.1 Building height			
A1	*Building height must not be more than 20m.*	The asphalt batching tower will have a building height of approximately 23 metres, while its exhaust stack will reach a maximum building height of 24.168 metres.	**Relies on Performance Criteria**

Standard		Assessment	Compliance
19.4.2 Setbacks			
A1	*Buildings must have setback from a frontage of:* *(a) not less than 10m;* *(b) not less than existing buildings on the site; or* *(c) not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.*	The nearest building to Crooked Billet Drive will be the laboratory and office building, with a frontage setback of approximately 19 metres. Therefore, the other requirements of the acceptable solution do not apply.	Complies with Acceptable Solution
19.4.3 Landscaping			
A1	*If a building is set back from a road, landscaping treatment must be provided along the frontage of the site:* *(a) to a depth of not less than 6m; or* *(b) not less than the frontage of an existing building if it is a lesser distance.*	The landscaping zone will have a depth of 5 metres, consistent with the depth of the area that is proposed to be extended. The application seeks to rely on the associated performance criteria.	**Relies on Performance Criteria**

4.3.4 Development Standards for Subdivision

The standards do not apply because the proposal does not involve a subdivision.

4.4 Code Applicability Overview

The applicability of the codes in the Planning Scheme is considered below.

Clause	Code Application	Assessment	Applicability
C1.0	**Signs Code**		
C1.2.1	*Unless otherwise stated in a particular purpose zone, this code applies to all development for signs, unless the following clauses apply:* *(a) C1.4.2; or* *(b) C1.4.3.*	The proposed development includes regulatory signage to manage traffic flow and support a safe speed environment, as well as other non-regulatory signage. The regulatory signage is exempt under Clause C1.4.1.	**Applicable**
C1.4.1	*A sign listed in Table C1.4 is exempt from this code, provided it complies with the relevant requirements.*	Regulatory signage is listed as exempt in Table C1.4, with no associated requirements specified for this sign type. The non-regulatory signage is not exempt.	

Clause	Code Application	Assessment	Applicability
C2.0	**Parking and Sustainable Transport Code**		
C2.2.1	*Unless stated otherwise in a particular purpose zone, or sub-clause C2.2.2, C2.2.3 or C2.2.4, this code applies to all use and development.*	The Code requires consideration in relation to all use or development.	**Applicable**
C3.0	**Road and Railway Assets Code**		
C3.2.1	*This code applies to a use or development that:*		
	(a) will increase the amount of vehicular traffic or the number of movements of vehicles longer than 5.5m using an existing vehicle crossing or private level crossing;	The proposed use and development will result in an increase in traffic generation.	**Applicable**
	(b) will require a new vehicle crossing, junction or level crossing; or	The proposal includes a new vehicle crossing in Crooked Billet Drive.	**Applicable**
	(c) involves a subdivision or habitable building within a road or railway attenuation area if for a sensitive use.	The proposal does not involve a subdivision or sensitive use[3].	Not Applicable
C4.0	**Electricity Transmission Infrastructure Protection Code**		
C4.2.1	*This code applies to use or development of land within the following areas:*		
	(a) electricity transmission corridor, and if for:	The site is partly located within an Electricity Transmission Corridor overlay.	**Applicable**
	(i) buildings or works;	The proposed asphalt batch plant includes some structures and works that will extend into the overlay.	
	(ii) a sensitive use contained within a building;	The proposal does not involve a sensitive use.	
	(iii) use listed in Table C4.1; or	Table C4.1 lists Manufacturing and Processing where the relevant use is not located within a building[4]. Certain operations associated with the proposed asphalt batch plant within the overlay – including the handling of aggregate, sand, and other raw materials – will be conducted outside a building or structure.	

[3] In accordance with the definition in Table 3.1, a sensitive use means a residential use or a use involving the presence of people for extended periods except in the course of their employment such as a caravan park, childcare centre, dwelling, hospital or school.

[4] In accordance with the definition in Section 3(1) of the LUPA Act, a building includes a structure and part of a building or structure.

Clause	Code Application	Assessment	Applicability
C4.0	**Electricity Transmission Infrastructure Protection Code**		
	(i) subdivision; and	The proposal does not involve a subdivision.	
	(b) communications station buffer area, and if for: *(i) buildings or works; or* *(ii) subdivision; and*	The proposal does not involve use or development within a Communications Station Buffer Area.	Not Applicable
	(c) substation facility buffer area, and if for: *(i) a sensitive use contained within a building;* *(ii) a use listed in Table C4.1;* *(iii) buildings or works within 5m of a substation facility; or* *(iv) subdivision.*	The proposal does not involve use or development within a Substation Facility Buffer Area.	Not Applicable
C5.0	**Telecommunications Code**		
C5.2.1	*Unless otherwise stated in a particular purpose zone, this code applies to all development for telecommunication facilities.*	The proposal does not involve a telecommunications facility.	Not Applicable
C6.0	**Local Historic Heritage Code**		
C6.2.1	This code has applicability to development within a Local Heritage Place, Local Heritage Precinct, Local Historic Landscape Precinct, Excavation Within a Place or Precinct of Archaeological Potential or lopping, pruning, removal or destruction of a Significant Tree.	The site is not included in the list of Local Heritage Places in the Brighton LPS, does not form part of a Local Heritage Precinct, Local Historic Landscape Precinct, Excavation Within a Place or Precinct of Archaeological Potential and does not contain a Significant Tree (as listed).	Not Applicable
C7.0	**Natural Assets Code**		
C7.2.1	This code has applicability to development within a Waterway and Coastal Protection Area or Future Coastal Refugia Area, or a Priority Vegetation Area if within specified zones (excludes the General Industrial Zone).	The site is not subject to any overlay to which the Code applies.	Not Applicable
C8.0	**Scenic Protection Code**		
C8.2.1	This code has applicability to development within a Scenic Protection Area or Scenic Road Corridor if within specified zones (excludes the General Industrial Zone).	The site is not subject to any overlay to which the Code applies.	Not Applicable

Clause	Code Application	Assessment	Applicability
C9.0	**Attenuation Code**		
C9.2.1	*This code applies to:*		Not Applicable
	(a) activities listed in Tables C9.1 and C9.2;	A pre-mix bitumen plant is an activity listed in Table C9.1. However, the Code does not apply to the proposal in accordance with Clause C9.4.1(a).	
	(b) sensitive uses; and	Whilst the site is within shown within an Attenuation Area overlay, the proposal is not a sensitive use.	
	(c) subdivision if it creates a new lot where a sensitive use could be established, within an attenuation area.	The proposal does not involve a subdivision.	
C9.4.1	*The following use or development is exempt from this code:*		Not Applicable
	(a) use or development assessed as a level 2 activity;	The proposed asphalt plant is being assessed as a Level 2 Activity under the EMPC Act.	
	(b) additions or alterations to an existing building used for sensitive use, provided that the gross floor area does not increase by more than 50% or 100m², whichever is the greater, from that existing at the effective date	Exemption (b) is not relevant to the proposal.	
C10.0	**Coastal Erosion Hazard Code**		
C10.2.1	*This code applies to:*		
	(a) use and development of land within a coastal erosion hazard area; or	The site is not shown within a Coastal Erosion Hazard Area on the overlay maps.	Not Applicable
	(b) development identified in a report, that is lodged with an application, or required in response to a request under section 54 of the Act, as located on an actively mobile landform within the coastal zone.	The site is not located within the coastal zone.	Not Applicable
C11.0	**Coastal Inundation Hazard Code**		
C11.2.1	*This code applies to use and development of land within a coastal inundation hazard area.*	The site is not shown within a Coastal Inundation Hazard Area on the overlay maps.	Not Applicable
C12.0	**Flood-Prone Areas Hazard Code**		
C12.2.1	*This code applies to development of land within a flood-prone hazard area.*	The site is not shown within a Flood-Prone Hazard Area on the overlay maps.	Not Applicable

Clause	Code Application	Assessment	Applicability
C13.0	**Bushfire-Prone Areas Code**		
C13.2.1	*This code applies to:*		
	(a) subdivision of land that is located within, or partially within, a bushfire-prone area; and	The site is located within a Bushfire-Prone Area. However, the proposal does not involve a subdivision.	Not Applicable
	(b) a use, on land that is located within, or partially within, a bushfire-prone area, that is a vulnerable use or hazardous use.	The term vulnerable use is defined in Clause C13.3.1 of the Code by reference to a limited number of use classes. It excludes Manufacturing and Processing. The definition of hazardous use, also provided in Clause C13.3.1, is reproduced below. *means a use where:* *(a) hazardous chemicals of a manifest quantity are stored on a site[5]; or* *(b) explosives are stored on a site and where classified as an explosives location or large explosives location as specified in the Explosives Act 2012.* The proposed asphalt plant will involve the storage of hazardous materials that are subject to placard and manifest quantity thresholds under Schedule 11 of the *Work Health and Safety Regulations 2022*. These materials include turpentine, shellite, acetylene, oxygen, Argo Shield and liquefied petroleum gas. However, the quantities of these materials proposed to be stored do not exceed the manifest quantity thresholds. Furthermore, the proposal does not involve the storage of explosives. Accordingly, the proposed asphalt plant does not meet the criteria for classification as a hazardous use.	Not Applicable

[5] In accordance with the definition in Table 3.1, a hazardous chemical of manifest quantity means a hazardous chemical, as defined in the *Work Health and Safety Regulations 2022*, if the amount of hazardous chemical stored exceeds the manifest quantity as specified under the *Work Health and Safety Regulations 2022*.

Clause	Code Application	Assessment	Applicability
C14.0	**Potentially Contaminated Land Code**		
C14.2.1	This code applies to specified uses, including a sensitive use or specified uses in the Passive Recreation and Sports and Recreation use classes, or development on potentially contaminated land.	The site is not known to have been used for any potentially contaminating activity listed in Table C14.2 of the Code.	Not Applicable
C15.0	**Landslip Hazard Code**		
C15.2.1	This code has applicability to use or development within a Landslip Hazard Area.	The site is not shown within a Landslip Hazard Area on the overlay maps.	Not Applicable
C16.0	**Safeguarding of Airports Code**		
C16.2.1	This code has applicability to sensitive use within an Airport Noise Exposure Area or development within an Airport Obstacle Limitation Area.	The site is not subject to any overlay to which the Code applies.	Not Applicable

4.5 Signs Code

4.5.1 Sign Type Categorisation

The proposed development includes signage at three locations: at the vehicle entry from Crooked Billet Drive, on the eastern side of the batching tower, and on a filler silo.

Clause C1.3.2.1 requires each sign to be categorised into one of the defined sign types described in Table C1.3. Where a sign does not readily fit within a defined type, it must be categorised as the most similar sign type.

The sign at the vehicle entry falls is best categorised as a ground base sign, the definition for which is reproduced below.

> ***ground base sign***
>
> *means a freestanding sign permanently attached to the ground on its own supportive structure, but not including a pole/pylon sign or a blade sign.*

The signs on the batching tower and filler silo are best categorised as wall signs. The relevant definition is provided below.

> ***wall sign***
>
> *means a sign attached to the wall of a building.*

An assessment of the applicable standards under the Code is provided below.

4.5.2 Development Standards for Buildings and Works

Standard		Assessment	Compliance
C1.6.1 Design and siting of signs			
A1	*A sign must:* *(a) be located within the applicable zone for the relevant sign type set out in Table C1.6; and* *(b) meet the sign standards for the relevant sign type set out in Table C1.6,*	The General Industrial Zone is an applicable zone for the building ground base and wall sign types, as outlined in Table C1.6. <u>Ground Base Sign</u> Table C1.6 specifies the following requirements for ground base signs: *Must:* *(a) be limited to 1 ground base sign for each 20m of frontage or part thereof* *(b) not be higher than 2.4m above the ground; and* *(c) have a supportive structure that does not project above the sign face, unless it forms a feature or is incorporated in the sign design.* The proposal is limited to a single ground base sign. The sign will be mounted on a supporting structure consisting of two posts, resulting in an overall height of 2.4 metres. The supporting structure will not project above the sign face. <u>Wall Signs</u> Table C1.6 specifies the following requirements for wall signs: *Must:* *(a) must not extend beyond the wall or above the top of the wall to which it is attached;* *(b) have a maximum area of 4.5m^2 and* *(c) must not occupy more than 25% of the wall area*.	**Relies on Performance Criteria**

Standard		Assessment	Compliance
C1.6.1 Design and siting of signs			
		The proposed wall signs will not extend beyond or above the surfaces of the batching tower and filler silo to which they are attached. In both cases, the signage will occupy less than 25% of the respective surface areas. The filler silo sign will have an area of 4.38 m^2. To this extent, the proposed wall signs comply with the relevant requirements. However, the batching tower sign will have an area of 5.04 m^2, which slightly exceeds the maximum 4.5 m^2 specified.	
A2	*A sign must be not less than 2m from the boundary of any lot in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone or Landscape Conservation Zone.*	The proposed signs will not be located within 2m of a residential zone or a Landscape Conservation Zone.	Complies with Acceptable Solution
A3	*The number of signs for each business or tenancy on a road frontage of a building must be no more than:*		**Relies on Performance Criteria**
	(a) 1 of each sign type, unless otherwise stated in Table C1.6;	The proposal includes two signs categorised within the wall sign type, and one within the ground base sign type.	
	(b) 1 window sign for each window;	The proposal does not include a window sign.	
	(c) 3 if the street frontage is less than 20m in length; and	The frontage of the site exceeds 20 metres in length.	
	(d) 6 if the street frontage is 20m or more,	The proposal includes less than six signs.	
	excluding the following sign types, for which there is no limit:	The proposal does not include a name plate or temporary sign.	
	(i) name plate; and		
	(ii) temporary sign.		
C1.6.2 Illuminated signs			
A1	*No Acceptable Solution.*	No illuminated signage is proposed.	Not Applicable
A2	*An illuminated sign visible from public places in adjacent roads must not create the effect of flashing, animation or movement, unless it is providing direction or safety information.*	No illuminated signage is proposed.	Not Applicable

Standard		Assessment	Compliance
C1.6.3 Third party			
A1	No Acceptable Solution.	No third-party signage is proposed.	Not Applicable
C1.6.4 Signs on local heritage places and in local heritage precincts and local historic landscape precincts			
A1	*A sign located on a site that is a local heritage place, in a local heritage precinct or local historic landscape precinct listed under the Local Historic Heritage Code, must:* *(a) be not more than 0.2m²;* *(b) not be an illuminated sign; and* *(c) there must be not more than 1 sign per site*.	The site is not associated with any Local Heritage Place, Local Heritage Precinct or Local Historic Landscape Precinct.	Not Applicable

4.6 Parking and Sustainable Transport Code

An assessment of the applicable standards under the Code is provided below.

4.6.1 Use Standards

Standard		Assessment	Compliance
C2.5.1 Car parking numbers			
A1	*The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if:* *(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;* *(b) the site is contained within a parking precinct plan and subject to Clause C2.7.* *(c) the site is subject to Clause C2.5.5; or* *(d) it relates to an intensification of an existing use or development or a change of use where:* *…*	The accompanying Traffic Impact Statement (TIS) identifies that the proposal complies with the acceptable solution. The provision of four (4) car parking spaces is required for the asphalt plant, in accordance with Table C2.1, based on the number of employees. This is in addition to six (6) spaces required for the relocated concrete batching plant and two (2) spaces for the dwelling, resulting in a total requirement of twelve (12) car parking spaces. The existing car park, which is to be retained contains thirty-nine (39) spaces, thereby exceeding the overall requirement. The proposed development will further increase the total car park capacity to forty-two (42) spaces.	Complies with Acceptable Solution

Standard		Assessment	Compliance
C2.5.2 Bicycle parking numbers			
A1	*Bicycle parking spaces must:* *(a) be provided on the site or within 50m of the site; and* *(b) be no less than the number specified in Table C2.1.*	The accompanying TIS identifies that the proposal complies with the acceptable solution. The provision of two (2) bicycle parking spaces is required for the asphalt plant and the relocated concrete batching plant, in accordance with Table C2.1, based on the number of employees. A bicycle hoop, designed to accommodate parking for two bicycles, is proposed between the car park and the existing office building.	Complies with Acceptable Solution
C2.5.3 Motorcycle parking numbers			
A1	*The number of on-site motorcycle parking spaces for all uses must:* *(a) be no less than the number specified in Table C2.4; and* *(b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle numbers is maintained.*	As identified in the accompanying TIS, dedicated motorcycle parking is not required as fewer than twenty (20) car parking spaces are required.	Complies with Acceptable Solution
C2.5.4 Loading bays			
A1	*A loading bay must be provided for uses with a floor area of more than 1,000m^2 in a single occupancy.*	Clause C2.2.3 lists a limited range of use classes to which the standard applies. It excludes Manufacturing and Processing. Accordingly, the standard is not applicable to the proposal.	Not Applicable

4.6.2 Development Standards for Buildings and Works

Standard		Assessment	Compliance
C2.6.1 Construction of parking areas			
A1	*All parking, access ways, manoeuvring and circulation spaces must:* *(a) be constructed with a durable all weather pavement;* *(b) be drained to the public stormwater system, or contain stormwater on the site; and* *(c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.*	The accompanying TIS identifies that the proposal complies with the acceptable solution.	Complies with Acceptable Solution
C2.6.2 Design and layout of parking areas			
A1.1	*Parking, access ways, manoeuvring and circulation spaces must either:* *(a) comply with the following:* *(i) have a gradient in accordance with Australian Standard AS 2890 – Parking facilities, Parts 1-6.* *(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;* *(iii) have an access with no less than the requirements in Table C2.2;* *(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;*	The accompanying TIS demonstrates that the proposal complies with the acceptable solution.	Complies with Acceptable Solution

Standard		Assessment	Compliance
C2.6.2 Design and layout of parking areas			
	(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and *(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or* *(b) comply with Australian Standard AS 2890 Parking facilities, Parts 1-6.*		
A1.2	*Parking spaces provided for use by persons with a disability must satisfy the following:* *(a) be located as close as practicable to the main entry point to the building;* *(b) be incorporated into the overall car park design; and* *(c) be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6: 2009 Parking facilities, Off-street parking for people with disabilities.*	The accompanying TIS identifies that the provision of accessible car parking is not required for the proposed use.	Not Applicable
C2.6.3 Number of accesses for vehicles			
A1	*The number of accesses provided for each frontage must:* *(a) be no more than 1; or* *(b) no more than the existing number of accesses,* *whichever is the greater.*	The proposal will include the provision of an additional vehicle crossing in Crooked Billet Drive.	**Relies on Performance Criteria**
A2	*Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.*	The site is not within the Central Business Zone and is not shown as being in a pedestrian priority street on the Brighton LPS maps.	Not Applicable

Standard		Assessment	Compliance
C2.6.5 Pedestrian access			
A1.1	*Uses that require 10 or more car parking spaces must:* *(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:* *(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or* *(i) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and* *(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.*	The accompanying TIS identifies that the proposal complies with the acceptable solution requirement. It is noted that a 1.2-metre-wide pedestrian access is proposed to extend from the car park through the facility to the relocated concrete batching plant.	Not Applicable
A1.2	*In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.*	The accompanying TIS identifies that the provision of accessible car parking is not required for the proposed use.	Not Applicable

4.7 Road and Railway Assets Code

An assessment of the applicable standards under the Code is provided below.

4.7.1 Use Standards

Standard		Assessment	Compliance
C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction			
A1.1	*For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:* *(a) a new junction;* *(b) a new vehicle crossing; or* *(c) a new level crossing.*	The proposal does not involve any access to a Category 1 Trunk Road as defined in the State Road Hierarchy or a limited access road declared under the *Roads and Jetties Act 1935*. Crooked Billet Drive is administered by Council's road authority.	Not Applicable
A1.2	*For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.*	The new vehicle crossing in Crooked Billet Drive that is proposed will require consideration by Council's road authority as part of the planning approval process.	**Relies on Performance Criteria**
A1.3	*For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.*	The proposal does not involve a new private level crossing.	Not Applicable
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 license issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road.*	The accompanying TIS identifies that the increase in traffic generation associated with the asphalt plant will exceed the relevant amounts specified in Table C3.1.	**Relies on Performance Criteria**
A1.5	*Vehicular traffic must be able to enter and leave a major road in a forward direction.*	Crooked Billet Drive is not identified in the Brighton LPS as being a major road. In any event, the accompanying TIS demonstrates that the proposed development will allow vehicles to enter and exit the site in a forward direction.	Not Applicable

4.8 Electricity Transmission Infrastructure Protection Code

An assessment of the applicable standards under the Code is provided below.

4.8.1 Use Standards

Standard		Assessment	Compliance
C4.5.2 Dust or other airborne particulates within an electricity transmission corridor			
A1	*No Acceptable Solution.*	There is no acceptable solution for consideration.	**Relies on Performance Criteria**

4.8.2 Development Standards for Buildings and Works

Standard		Assessment	Compliance
C4.6.1 Buildings or works within an electricity transmission corridor			
A1	*Buildings or works within an electricity transmission corridor must not be within:* *(a) an inner protection area; or* *(b) a registered electricity easement.*	The proposed development includes some works that will extend into both the Inner Protection Area associated with the site and the wayleave easement registered on the title for 13 Crooked Billet Drive.	**Relies on Performance Criteria**

4.9 Bridgewater Quarry Specific Area Plan

An assessment of the applicable standards under the Specific Area Plan is provided below.

4.9.1 Use Standards

Standard		Assessment	Compliance
BRI-S4.6.1 Sensitive use			
A1	*Use or development is not for sensitive use.*	The proposal does not involve a sensitive use.	Complies with Acceptable Solution

4.9.2 Development Standards for Buildings and Works

Standard		Assessment	Compliance
BRI-S4.7.1 Buildings and works within Bridgewater Quarry Specific Area Plan			
A1	*No Acceptable Solution.*	There is no acceptable solution for consideration.	**Relies on Performance Criteria**

4.10 Brighton Industrial Hub Specific Area Plan

An assessment of the applicable standards under the Specific Area Plan is provided below.

4.10.1 Use Standards

Standard		Assessment	Compliance
BRI-S10.6.1 Sensitive use			
A1	*Use or development is not for sensitive use.*	The proposal does not involve a sensitive use.	Complies with Acceptable Solution

5. Performance Criteria Assessment

5.1 General Industrial Zone

5.1.1 Clause 19.4.1 Building Height – Performance Criteria P1

19.4.1 Building height	
Objective: *To provide for a building height that:* *(a) is necessary for the operation of the use; and* *(b) minimises adverse impacts on adjoining properties.*	
Performance Criteria	**Assessment**
P1 *Building height must be necessary for the operation of the use and not cause an unreasonable impact on adjoining properties, having regard to:*	Parts of the asphalt plant will exceed the 20 metre building height that is permitted by the acceptable solution for the standard. This includes the batching tower, which will reach a building height approximately of 23 metres, and its exhaust stack, which will reach a height of 24.168 metres.
(a) the bulk and form of the building;	The proposed batching tower is industrial in nature with a utilitarian design. It comprises stacked modular components arranged within a compact footprint to maximise operational efficiency. Accordingly, the tower adopts a vertical form, which facilitates a gravity-fed production process. Heated aggregate and sand are deposited at the top and progressively mixed with finer materials and other components — such as bitumen and RAP — as they move downward through the system, with the final asphalt product stored near the base. The exhaust stack is one of the associated components, extending above the height of the tower. It has a simple cylindrical form, consistent with its functional purpose.
(b) separation from existing use on adjoining properties;	The batching tower, including its associated exhaust stack, will be set back a minimum of 48 metres from the northern boundary shared with 13 Crooked Billet Drive and 80 metres from the eastern boundary adjoining the railway. It will also be set back a minimum of 180 metres from the site's western boundary and 260 metres from the southern boundary. From the Crooked Billet Drive frontage, the tower will be set back a minimum of 40 metres.

19.4.1 Building height	
Performance Criteria	**Assessment**
(c) any buffers created by natural or other features.	These relatively substantial boundary setbacks, combined with the tower's narrow, vertical form, will assist in minimising impacts on adjoining properties – particularly in relation to visual amenity. Having regard to matters (a) to (c), the height of the proposed batching tower, including its associated exhaust stack, is necessary to support the operational requirements of the use and will not result in any unreasonable impacts on adjoining properties. Accordingly, the proposal complies with the performance criteria.

5.1.2 Clause 19.4.3 Landscaping – Performance Criteria P1

19.4.3 Landscaping	
Objective: *That landscaping enhances the amenity and appearance of the streetscape where buildings are setback from the frontage*.	
Performance Criteria	**Assessment**
P1 *If a building is setback from a road, landscaping treatment must be provided along the frontage of the site, having regard to:*	The existing landscaping zone within 1 Crooked Billet Drive, located the south of the turning circle at the road's end, is proposed to be extended in a north-westerly direction.
(a) the width of the setback;	The existing office building within the property is setback approximately 75 metes from the frontage, while the asphalt plant's office and laboratory building will be setback approximately 19 metres. The existing car park and some proposed access ways are located within the frontage setback. The landscaping zone will be positioned adjacent to these areas. It will have a depth of 5 metres, consistent with the depth of the area proposed to be extended.
(b) the width of the frontage;	The extended landscaping zone will span most of the frontage width of 1 Crooked Billet Drive, continuing up to the location of the new vehicle crossing. It will therefore be partially located within the adjoining 13 Crooked Billet Drive.
(c) the topography of the site;	The land within the site rises gently away from the frontage and does not present any constraints to establishing an effective landscaping treatment.
(d) existing vegetation on the site;	Aside from the existing landscaping zone, the undeveloped areas within the site predominantly consist of grassland with scattered trees.

19.4.3 Landscaping	
Performance Criteria	**Assessment**
(e) the location, type and growth of the proposed vegetation; and	The proposed landscaping zone will be covered with eucalyptus chip mulch and planted with a mix of species capable of achieving a range of heights, taking into account the relevant requirements applicable to areas adjacent to the electricity transmission infrastructure.
(f) any relevant local area objectives contained within the relevant Local Provisions Schedule.	There are no relevant local area objectives in the Brighton LPS. Having regard to matters (a) to (f), the proposal includes appropriate landscaping along the site frontage and complies with the performance criteria.

5.2 Signs Code

5.2.1 Clause C1.6.1 Design and Siting of Signs – Performance Criteria P1.1 and P3

C1.6.1 Design and siting of signs	
Objective: *That:* *(a) signage is well designed and sited; and* *(b) signs do not contribute to visual clutter or cause an unreasonable loss of visual amenity to the surrounding area.*	
Performance Criteria	**Assessment**
P1.1 *A sign must:*	
(a) be located within an applicable zone for the relevant sign type as set out in Table C1.6; and	The General Industrial Zone is an applicable zone for the ground base and wall sign types, as outlined in Table C1.6.
(b) be compatible with the streetscape or landscape, having regard to:	The size of the batching tower sign (5.04 m^2) slightly exceeds the maximum 4.5 m^2 specified in Table C1.6.
(i) the size and dimensions of the sign;	The site and dimensions of the signs are appropriate having regard to the scale of the site and proposed asphalt plant.
(ii) the size and scale of the building upon which the sign is proposed;	The batching tower will have a building height of approximately 23 metres. Its associated sign will be positioned on a lower part of the tower. The filler silo sign will be positioned near the top of the silo, which will have a relatively lower height of approximately 18 metres. The sign at the vehicle entry will not be attached to a building.

C1.6.1 Design and siting of signs	
Performance Criteria	**Assessment**
(iii) the amenity of surrounding properties;	The surrounding properties are industrial in nature.
(iv) the repetition of messages or information;	The number of proposed signs is relatively limited and will therefore not result in a repetition of messages.
(v) the number and density of signs on the site and on adjacent properties; and	The number of signs is appropriate taking account of the size of the site and the industrial nature of the surrounding area.
(vi) the impact on the safe and efficient movement of vehicles and pedestrians.	The proposed signs will be located entirely within the site boundaries, positioned clear of accessways, and will not compromise the safe and efficient movement of vehicles or pedestrians. Having regard to matters (b)(i) to (vi), proposed signs are considered compatible with the streetscape. They comply with the performance criteria.
P3 *The number of signs for each business or tenancy on a street frontage must:*	The proposal includes two signs classified as wall signs – specifically, the batching tower and filler silo signs – and therefore relies on the performance criteria.
(a) not unreasonably increase in the existing level of visual clutter in the streetscape, and where possible, reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs; and	The number of proposed signs is limited and appropriate given the size of the site and the industrial nature of the surrounding area. Accordingly, the proposal will not unreasonably increase in the existing level of visual clutter in the streetscape.
(b) not involve the repetition of messages or information.	Furthermore, the proposal will not result in a repetition of messages. For these reasons, the proposal complies with the performance criteria.

5.3 Parking and Sustainable Transport Code

5.3.1 Clause C2.6.3 Number of Accesses for Vehicles – Performance Criteria P1

C2.6.3 Number of accesses for vehicles	
Objective: *That:* *(a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;* *(b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and* *(c) the number of accesses minimise impacts on the streetscape.*	
Performance Criteria	**Assessment**
P1 *The number of accesses for each frontage must be minimised, having regard to:* *(a) any loss of on-street parking; and* *(b) pedestrian safety and amenity;* *(c) traffic safety;* *(d) residential amenity on adjoining land; and* *(e) the impact on the streetscape.*	The proposal includes an additional vehicle crossing in Crooked Billet Drive to service the proposed asphalt plant and relocated concrete batching plant. This requires assessment against the performance criteria, which has been undertaken in the accompanying Traffic Impact Statement. The TIS identifies that the proposal complies. The proposal will not affect on-street parking or pedestrian safety and amenity. The additional access will provide for the separation of light and heavy vehicles and is considered safe. As the site is located within an industrial area, the proposal will not affect residential amenity or negatively impact the streetscape.

5.4 Road and Railway Assets Code

5.4.1 Clause C3.5.1 Traffic Generation at a Vehicle Crossing, Level Crossing or New Junction – Performance Criteria P1

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	
Objective: *To minimise any adverse effects on the safety and efficiency of the road and rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction*.	
Performance Criteria	**Assessment**
P1 *Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*	The proposal will result in an increase in traffic generation and includes a new vehicle crossing in Crooked Billet Drive, which requires the written consent of Council's road authority. An assessment of the performance criteria is therefore undertaken below and in the accompanying Traffic Impact Statement.

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	
Performance Criteria	**Assessment**
(a) any increase in traffic caused by the use;	The TIS identifies that the increase in traffic associated with the proposal can be easily absorbed by the adjacent road network.
(b) the nature of the traffic generated by the use;	Consistent with other on-site uses, the asphalt plant will generate traffic comprising a mix of light and heavy vehicles.
(c) the nature of the road;	Crooked Billet Drive is a sealed rural access road under the administration of Council's road authority. It has a relatively straight alignment, a sealed width of 8 metres, and no associated footpaths. The road is located within an industrial area and forms part of the Tasmania 26-metre B-Double Network. It therefore accommodates a mix of light and heavy vehicles.
(d) the speed limit and traffic flow of the road;	The speed limit is 50km/h, which is suitable for safe and efficient operation of the proposed access.
(e) any alternative access to a road;	The new vehicle crossing will accommodate heavy vehicles exiting the proposed asphalt plant and relocated concrete batching plant. It will operate alongside the existing access associated with the property, which will be retained to provide heavy vehicle entry and entry/exit for car park users. This arrangement will enable the separation of light and heavy vehicle movements. While another existing access to the road is located further to the north, it is situated on the opposite side of the electricity transmission infrastructure and is associated with the adjoining 13 Crooked Billet Drive.
(f) the need for the use;	The new vehicle crossing will service proposed asphalt plant and relocated concrete batching plant – both of which are supported and encouraged uses under the General Industrial zoning that applies to the site.
(g) any traffic impact assessment; and	The TIS identifies that the proposed access arrangements are safe and that traffic will continue to operate efficiently.
(h) any advice received from the rail or road authority.	The proposed vehicle crossing will be assessed by Council's road authority during the planning process and constructed to meet its requirements. Having regard to matters (a) to (h), the proposal complies with the performance criteria.

5.5 Electricity Transmission Infrastructure Protection Code

5.5.1 Clause C4.5.2 Dust or Other Airborne Particulates Within an Electricity Transmission Corridor – Performance Criteria P1

C4.5.2 Dust or other airborne particulates within an electricity transmission corridor	
Objective: *That dust or other airborne particulates do not adversely affect the safe and reliable operation of overhead electricity transmission infrastructure within an electricity transmission corridor.*	
Performance Criteria	**Assessment**
P1 *A use listed in Table C4.1 and located within an electricity transmission corridor must not generate dust or other airborne particulates that will cause an unreasonable impact on the operation of overhead electricity transmission infrastructure, having regard to:* *(a) the nature of the proposed use and the materials that will be stored and handled on the site; and* *(b) the conductivity or corrosiveness of any dust or other airborne particulates and its potential to affect the operation of the electricity transmission infrastructure;* *(c) proximity to the electricity transmission infrastructure;* *(d) any mitigation measures proposed; and* *(e) any advice from the electricity entity.*	Table C4.1 lists Manufacturing and Processing where the relevant use is not located within a building. Certain operations associated with the proposed asphalt batch plant – including the handling of aggregate, sand, and other raw materials – will be conducted outside a building or structure. These activities will partially extend into the Electricity Transmission Corridor overlay associated with infrastructure located within the adjoining 13 Crooked Billet Drive. External stockpiles within the overlay will store relatively coarser aggregates. To reduce wind erosion, storage bays will comprise bunkers designed to contain the materials. Finer materials will be stored outside the overlay in roofed storage bays with cladding on three sides. Stockpiled materials, including finer materials, will be loaded into feeders using a front-end loader. The operating area for the front-end loader will sealed with asphalt and fitted will dust suppression sprinklers. In addition, all hardstand areas will be regularly swept with a street sweeper to control particulates. Feeders, including those containing finer materials, will be fitted with roof covers, and the conveyors transferring materials to the rotary dryer at the base of the batching tower will be enclosed. The batching tower itself will be located outside the overlay. Accordingly, it is considered that the proposal will not unreasonably impact the operation of the overhead electricity transmission infrastructure within 13 Crooked Billet Drive.

5.5.2 Clause C4.6.1 Buildings or Works Within an Electricity Transmission Corridor – Performance Criteria P1

C4.6.1 Buildings or works within an electricity transmission corridor	
Objective: *That buildings or works within an electricity transmission corridor are located at appropriate distances from transmission lines or cables to:* *(a) ensure operational efficiencies, access to, and security of, existing or future electricity transmission infrastructure; and* *(b) protect against a safety hazard associated with proximity to existing or future electricity transmission infrastructure.*	
Performance Criteria	**Assessment**
P1 *Buildings or works within an electricity transmission corridor must not cause an unreasonable impact on the safety, security, operation of, or access to, existing or future electricity transmission infrastructure, having regard to:* *(a) the nature, height and materials of the buildings and works;* *(b) the extent of encroachment of the buildings and works into the electricity transmission corridor;* *(c) the location of the buildings and works within the electricity transmission corridor; and;* *(d) any advice from the electricity entity.*	The proposed development includes some works that will extend into both the Inner Protection Area associated with the site and the wayleave easement registered on the title for 13 Crooked Billet Drive. These works include: • Relatively smaller sections of the asphalt hardstand pavement and asphalt infill pavement areas to the north of the facility's buildings and structures. • A section of the 1.2-metre-wide pedestrian access. • The northern section of the access loop, including associated signage and pavement markings. • A section of the proposed piped stormwater system, including one Atlan StormSack (or similar treatment device) to be installed in a grated pit. • Sections of the extended domestic and fire water supply lines on-site. • The new vehicle crossing in Crooked Billet Drive. • The northern section of the extended landscaping zone along the road frontage, between the existing and proposed vehicle crossings. The proposal minimises encroachment on the overhead electricity transmission infrastructure within the adjoining 13 Crooked Billet Drive. It is considered that the development will not unreasonably impact the safety, security, operation of, or access to this infrastructure. The majority of the development will be located within 1 Crooked Billet Drive.

5.6 Bridgewater Quarry Specific Area Plan

5.6.1 Clause BRI-S4.7.1 Buildings and Works Within Bridgewater Quarry Specific Area Plan – Performance Criteria P1

BRI-S4.7.1 Buildings and works within Bridgewater Quarry Specific Area Plan	
Objective: *That development is compatible with the operations of the Bridgewater Quarry.*	
Performance Criteria	**Assessment**
P1 *Buildings and works must not result in potential to interfere or conflict with quarry operations having regard to:* *(a) the nature of the quarry; including:* *(i) operational characteristics;* *(ii) scale and intensity;* *(iii) degree of hazard or pollution that may be emitted from the activity;* *(b) the degree of encroachment of development or use into the Bridgewater Quarry Attenuation Area; and* *(c) measures in the design, layout and construction of the development to eliminated, mitigate or manage effects of the quarry; and* *(d) any advice from the Bridgewater Quarry operator.*	The site is located approximately 750 metres from the operational footprint of the Bridgewater Quarry. The proposed asphalt plant will occupy a portion of the site currently associated with the existing concrete batching plant to be relocated. The proposed development is not associated with a sensitive use. As an industrial activity, the asphalt plant is broadly compatible with the ongoing operation of the quarry. Accordingly, the proposal does not introduce any potential for interference or conflict with the quarry's operation and is considered to comply with the relevant performance criteria.

6. Conclusion

The application seeks planning approval for proposed asphalt and reclaimed asphalt pavement processing plant at 1 Crooked Billet Drive, Bridgewater, including associated works that will partially extend into the adjoining 13 Crooked Billet Drive.

This Planning Report demonstrates that the proposal complies with the applicable standards in the provisions for the:

- General Industrial Zone;
- Signs Code;
- Parking and Sustainable Transport Code;
- Road and Railway Assets Code;
- Electricity Transmission Protection Code;
- Bridgewater Quarry Specific Area Plan; and
- Brighton Industrial Hub Specific Area Plan.

This includes the performance criteria in the relevant zone, code and specific area plan provisions listed below.

- General Industrial Zone
  - Clause 19.4.1 – Building height – Performance Criteria P1.
  - Clause 19.4.3 Landscaping – Performance Criteria P1.
- Signs Code
  - Clause C1.6.1 Design and Siting of Signs – Performance Criteria P1.1 and P3.
- Parking and Sustainable Transport Code
  - Clause C2.6.3 Number of accesses for vehicles – Performance Criteria P1.
- Road and Railway Assets Code
  - Clause C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction – Performance Criteria P1.
- Electricity Transmission Infrastructure Protection Code
  - Clause C4.5.2 Dust or other airborne particulates within an Electricity Transmission Corridor – Performance Criteria P1.
  - Clause C4.6.1 Buildings or works within an Electricity Transmission Corridor – Performance Criteria P1.
- Bridgewater Quarry Specific Area Plan
  - Clause BRI-S4.7.1 Buildings and works within Bridgewater Quarry Specific Area Plan – Performance Criteria P1.

The assessment in Section 5 of this report demonstrates that the proposal complies with these performance criteria.

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Our Ref: 25.133

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31 October 2025

Dang Van
Planning Officer
Brighton Council

By Email: development@brighton.tas.gov.au

Dear Dang,

PLANNING APPLICATION DA 2025/00165 – RESPONSE TO REQUEST FOR ADDITIONAL INFORMATION

I refer to your letter dated 16 October 2025 requesting additional information regarding the above application. Our response comprises the information below, together with the amended proposal plans, supporting assessments, and other relevant material, including the structural drawings referenced on the proposal plans.

1 Maximum Height of the Asphalt Plant

a. The height dimension of the Astec Inc. modular asphalt plant, shown in elevation on Drawing No. Cp21, is measured from the finished surface level, corresponding to the hardstand pavement to be constructed as part of the proposed development. This height measurement has been amended to 23.732 metres, representing the top of the batching tower's exhaust stack.

b. The height dimension on Drawing Cp23 is measured from existing ground level, consistent with the Planning Scheme definition of building height. As the finished surface will be higher than the existing ground level at the location of the batching tower's exhaust stack, its building height will be 24.168 metres – the maximum height of the development for planning assessment purposes.

2 Hudson Civil "Lock Block" Retaining Walls

a. Drawing Cp14 has been amended to include an elevation of the interlocking concrete block walls shown on Drawing Cp08. The blocks will be stacked six high to form 3-metre-high walls, measured from finished surface level. Irrespective of changes to existing ground levels as part of the development, this dimension remains well below the 20-metre building height specified in Clause 19.4.1 A1.

b. As shown on the proposal plans, the materials to be stockpiled within the storage bays formed by these block walls include:

- 20 mm, 7 HP, 10 HP and 14 HP aggregates, which will be stockpiled in four storage bays located to the north-west of the batching tower. ("HP" denotes 7 mm, 10 mm and 14 mm High-Performance aggregates, respectively).

- Processed reclaimed asphalt pavement (RAP) material, which will be stockpiled in two storage bays to the south of the batching tower.

It is also noted that the designated area for the RAP mobile screening plant, as well as the storage area for unprocessed RAP, will be defined using the same interlocking concrete block walls.

3 Virgin Aggregate Feeder

a. The elevation of the modular asphalt plant, shown on Drawing No. Cp21, includes the feeders. Additionally, the information accompanying this response includes:

- 3D plant images, also provided by the plant's supplier, in which the feeders are visible; and
- Structural drawings by JMG for the feeder canopy.

Even with the feeder canopy, the height of these structures will remain well below 20 metres, in accordance with Clause 19.4.1 A1.

Below is an image from a similar project showing Astec Inc. feeders, and an associated canopy, for reference.

b. The feeders associated with the asphalt batching plant will receive aggregate, sand, dust, and crushed glass, while the feeders for the RAP processing plant will receive unprocessed RAP. The materials, as detailed in the table below, will be stockpiled within storage bays formed using a combination of interlocking concrete blocks and concrete walls:

Description	Size
Sand	5mm Minus Natural Washed Sand
Dust	5mm Minus Aggregate
7mm	7mm Aggregate
10mm	10mm Aggregate
14mm	14mm Aggregate

Description	Size
20mm	20mm Aggregate
Glass	Recycled Glass Cullet
RAP	Recycled Asphalt Pavement- Profilings
7 HP	7mm High Friction Aggregate
10HP	10mm High Friction Aggregate

In addition to the above, the structural drawings, providing detailed information on the design of the concrete slabs, walls, and weighbridge, accompany this response. The drawings include the roof structure over the four storage bays that will contain the finer materials: sand, dust, glass, and 7 mm aggregate. The height of this roof structure will remain well below 20 metres, in accordance with Clause 19.4.1 A1.

Below is an image from a similar project showing storage bays with an associated roof structure for reference.

Finally, it is noted that the weighbridge will be pitted, with a platform level designed to match the surrounding hardstand pavement, as illustrated in the image below, which provides a further example.

4 Shipping Containers

- The proposed development a number of 40-foot, 20-foot and 10-foot containers that will be used for storage purposes, including storage of dangerous and non-dangerous goods. These containers have the following standard (external) dimensions:
  - 40-foot container: 12.19-metre length × 2.44- metre width × 2.59-metre height.
  - 20-foot container: 6.06-metre length × 2.44- metre width × 2.59-metre height.
  - 10-foot container: 3.05-metre length × 2.44- metre width × 2.44-metre height.

  While the height dimensions above are measured from finished surface level, they are well below 20 metres, in accordance with Clause 19.4.1 A1.

- The location and intended use of the containers is shown on the proposal plans, and on Drawing No. DG (Dangerous Goods Plan) accompanying this response. This information is summarised below:
  - Two 25,000-litre self-bunded tanks, each housed within a 20-foot tanktainer to the south of the batching tower, will accommodate the storage of bitumen in a cold and solid state.
  - A 30,000-litre self-bunded tank, housed within a 20-foot container to the south of the batching tower, will store diesel.
  - A self-bunded 10-foot container, to the north-west of the batching tower, will accommodate the storage of small quantities of turpentine and shellite for use as part of laboratory testing.
  - A 30,000-litre self-bunded tank, housed within a 20-foot container to the south-east of the batching tower, will accommodate the storage of CRS bitumen emulsion.
  - A 20-foot container, to the south of the batching tower (between the cold bitumen tanktainers), will accommodate the storage of electrical heating elements.
  - A 40-foot container, to the north of the batching tower, will accommodate the storage of spare parts.

5 Service Connections

- The relevant service connection involving works beyond the site boundaries comprises a new water connection, including a section of DN100 PVC-O pipe within the road reservation of Crooked Billet Drive. However, these works have previously been approved under Development Application DA 2025/00095, relating to the relocation of the dry mix concrete plant.

6 Stormwater Management Plan

- The Stormwater Management Plan prepared by Flüssig Engineers has been amended in response to points (a) and (b). In relation to point (b), Drawing No. Cp25, accompanying this response, identifies the areas used in the assessment. The amended report and the associated MUSIC model file used in the assessment also accompany this response.

- The amended plans prepared by 6ty° accompanying this response address points (c) and (d).

7 Sealing of Trafficable Areas

- While the Traffic Impact Statement indicates that hardstand and parking areas will be unsealed, the proposal plans show all trafficable areas as sealed, as proposed. Accordingly, the proposal drawings take precedence over the TIS in this regard.

Finally, the Planning Report has been amended to reflect the relevant information contained in this response. The amended report also accompanies this response.

Please do not hesitate to contact me if there are any queries in relation to this response.

Yours faithfully
6ty° Pty Ltd

Ashley Brook

Ashley Brook
Planning Consultant

Amended Submission to Planning Authority Notice

Application details

Council Planning Permit No.	DA 2025/165
Council notice date	1/10/2025
TasWater Reference No.	TWDA 2025/01176-BTN
Date of response	09/10/2025
Smendment date	25/11/2025
TasWater Contact	Phil Papps
Phone No.	0474 931 272

Response issued to

Council name	BRIGHTON COUNCIL
Contact details	development@brighton.tas.gov.au
Development details	
Address	1 CROOKED BILLET DR, BRIDGEWATER
Property ID (PID)	3017836
Description of development	Asphalt Plant

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Issue date
6ty°	Site Plan / Cp02	07	30/10/2025
6ty°	Lab & Offices Floor Plan / Ap100	001	01/08/2025
6ty°	Plant Layout / Cp21	A	29/10/2025

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. The overall development must be serviced by suitably sized water supply with metered connection(s) and sewerage system and connection(s) to TasWater's satisfaction and be in accordance with any other conditions in this permit.
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.

3. Prior to commencing construction /use 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.

DEVELOPER CHARGES

4. Prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay a developer charge totalling $583.32 to TasWater for water infrastructure for 0.332 additional Equivalent Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.

5. Prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay a developer charge totalling $874.99 to TasWater for sewerage infrastructure for 0.498 additional Equivalent Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.

DEVELOPMENT ASSESSMENT FEES

6. The applicant or landowner as the case may be, must pay a development assessment fee of $417.63 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

Important Notice Regarding Plumbing Plans and Associated Costs

The SPAN includes references to documents submitted as part of the application. These plans are acceptable for planning purposes only and are subject to further detailed assessment and review during the next stage of the development proposal.
TasWater's assessment staff will ensure that the design contains sufficient detail to assess compliance with relevant codes and regulations. Additionally, the plans must be clear enough for a TasWater contractor to carry out any water or sewerage-related work.
Depending on the nature of the project, your application may require Building and/or Plumbing permits or could be exempt from these requirements. Regardless, TasWater's assessment process and associated time are recoverable through an assessment fee.
Please be aware that your consultant may need to make revisions to their documentation to ensure the details are fit for construction. Any costs associated with updating these plans should be discussed directly with your consultant.

Developer Charges

For information on Developer Charges please visit the following webpage -
https://www.taswater.com.au/building-and-development/developer-charges

Trade Waste

Where wastewater discharge is other than of a domestic nature, no development works or use can commence on site unless and until the applicant or landowner as the case may be, has made application to TasWater pursuant to section 56ZI of the Water and Sewerage Industry Act 2008

(Tas) and TasWater has granted that application in respect of the proposed discharge of trade waste to TasWater's sewerage infrastructure from the site.

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 https://www.taswater.com.au/building-and-development/service-locations for a list of companies.

Declaration

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