Brighton Council

ATTACHMENTS

ORDINARY COUNCIL MEETING

18 NOVEMBER 2025



Brighton
going places

Brighton Council

MINUTES OF THE ORDINARY COUNCIL MEETING

OF THE BRIGHTON COUNCIL, HELD IN THE COUNCIL CHAMBERS,

COUNCIL OFFICES, 1 TIVOLI ROAD, OLD BEACH

AT 5.35 P.M. ON TUESDAY, 21 OCTOBER 2025

PRESENT: Cr Gray; Cr Curran; Cr De La Torre; Cr Irons; Cr McMaster; Cr Murtagh; Cr Owen and Cr Whelan

IN ATTENDANCE: Mr J Dryburgh (Chief Executive Officer); Ms G Browne (Director Corporate Services); Mr A Woodward (Director Development Services); Mrs J Banks (Director Governance & Regulatory Services) and Mr L Wighton (Acting Director Asset Services)

1. STATEMENT BY THE CHAIRPERSON

2. ACKNOWLEDGEMENT OF COUNTRY

3. APOLOGIES & REQUESTS FOR LEAVE OF ABSENCE

Cr De La Torre moved, Cr Murtagh seconded that Cr Geard be granted leave of absence for the period 6 October 2025 to 24 October 2025.

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr De La Torre	
Cr Gray	
Cr Irons	
Cr McMaster	
Cr Murtagh	
Cr Owen	
Cr Whelan	

4. NOTIFICATION OF LEAVE OF ABSENCE FOR PARENTAL LEAVE

Nil.

5. CONFIRMATION OF MINUTES

5.1 Ordinary Council Meeting

The Minutes of the previous Ordinary Council Meeting held on the 16th September 2025 are submitted for confirmation.

RECOMMENDATION:

That the Minutes of the previous Ordinary Council Meeting held on 16th September 2025, be confirmed.

DECISION:

Cr De La Torre moved, Cr McMaster seconded that the Minutes of the previous Ordinary Council Meeting held on 16th September 2025, be confirmed.

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr De La Torre	
Cr Gray	
Cr Irons	
Cr McMaster	
Cr Murtagh	
Cr Owen	
Cr Whelan	

5.2 Planning Authority Meeting

The Minutes of the Planning Authority Meeting held on the 7th October 2025 are submitted for confirmation.

RECOMMENDATION:

That the Minutes of the Planning Authority Meeting held on the 7th October 2025, be confirmed.

DECISION:

Cr Curran moved, Cr Irons seconded that the Minutes of the Planning Authority Meeting held on the 7th October 2025, be confirmed

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr De La Torre	
Cr Gray	
Cr Irons	
Cr McMaster	

Cr Murtagh
Cr Owen
Cr Whelan

6. DECLARATION OF INTEREST

In accordance with the requirements of Regulation 10(8) of the *Local Government (Meeting Procedures) Regulations 2025*, the chairperson of a meeting is to request Councillors to indicate whether they have, or are likely to have, an interest in any item on the agenda. In accordance with Section 48(4) of the *Local Government Act 1993*, it is the responsibility of councillors to then notify the Chief Executive Officer, in writing, the details of any interest(s) that the councillor has declared within 7 days of the declaration.

Cr Irons declared an interest in Item 16.7.

Cr De La Torre also declared an interest in Item 16.7.

Cr Murtagh declared an interest in Item 16.3.

7. PUBLIC QUESTION TIME & DEPUTATIONS

In accordance with the requirements of Regulations 33, 36, 37 & 38 of the *Local Government (Meeting Procedures) Regulations 2025*, the agenda is to make provision for public question time.

7.1 Public Questions on Notice

Mr Andrew Bullock has submitted the following questions on notice via email on the 3rd October 2025.

1. *Nelsons Building Road dump site*

a. *Who authorised the variation and cost for the construction of the new road to the dump site from Nelsons Building Road?*

Council Response:

A quote for the works was sought, and the cost of these works was under Stage 1 of Andrew Street Project, within the approved budget.

b. *Who authorised the procurement and cost for the environment report for the dump site at Nelsons Building Road?*

Council Response:

Council's Director Asset Services as part of the planning application

c. *Who authorised the variation to the sub-contractor and/or head contractor for the construction of new road to the dump site at Nelsons Building Road, as part of the works for the car park at the bowls club and medical centre?*

Council Response:

No variation was produced. Works were undertaken within the allocated budget.

d. *What was the total cost of the variation for the construction of the new road to the dump site at Nelsons Building Road?*

Council Response:

No variation was produced. Works were undertaken within the allocated budget.

e. *Was money allocated in the tender for Stage 1 of the Andrew Street redevelopment for the burial of waste pursuant to Council's tender schedule?*

Council Response:

Council are not "burying waste", nor was this listed in the tender schedule.

f. *Was road pavement from the reconstruction of Elderslie Road taken to the dump site at Nelsons Building Road?*

Council Response:

No. The pavement design for the renewal of Elderslie Road called for the top 200mm of existing pavement material to be removed. This top 200mm was used as farm track improvements as per the permit.

g. *Did contractors for the reconstruction of Elderslie Road take materials to upgrade other roads at a separate farm owned by the same owner as the farm that hosts the dump site?*

Council Response:

Material from Elderslie Road was taken to the property on Tea Tree Road and utilised for farm track improvement in accordance with the planning permit.

h. *What is the total, and ongoing, cost for the cartage and compacting of material at this other site?*

Council Response:

Cartage and compaction of clean fill taken to 97 Nelsons Building Road and the adjacent property is covered under an item in schedule of works as "Bulk excavation". As the name suggests, this allows for removal of clean fill, cartage and compaction at the fill site. Contractors have the option to take clean fill to any other approved fill sites but need to nominate where to Council.

i. *Noting that Council's road waste was also carted to a golf course at Elderslie and dumped in an old-gully waterway, can you please advise as to who at Council authorised for this to occur?*

Council Response:

This is referring to a project that was undertaken prior to the establishment of the Nelsons Building Road site. The site that material was transported to had a planning permit and materials were not placed in a waterway.

j. *Noting that the Nelsons Building Road dumpsite is not zoned for manufacturing, recycling, transport, crushing etc., did Council instruct their contractor to crush all concrete from stage 1 of the Andrews Street redevelopment to be taken to the dumpsite at Nelsons Building Road?*

Council Response:

Concrete from stage 1 work on Andrew St works was taken to and processed at the contractors own facility to be recycled.

k. *Noting that SPA was previously carting stage 2 concrete to my recycling plant, can you please confirm whether Council have paid for it to be taken to Lindisfarne for recycling? If so, can you please advise as to any variation paid to SPA for stage 2 of the Andrew Street redevelopment in this regard.*

Council Response:

SPA were taking concrete to Bullocks for recycling, but then opted to take concrete to AWC facility in Cambridge. This was an operational decision by SPA and no cost was incurred by Council.

l. *What was the total variations for road works to the Seymore Street redevelopment and were materials from these road works taken to the dumpsite at Nelsons Building Road?*

Council Response:

Material from Seymour Street is being stockpiled and re-used to construct the mountain bike track within the reserve. Material containing silica (concrete) is being recycled.

m. *Are materials from the Baskerville Road development being carted to the dumpsite at Nelsons Building Road? If not, please advise where they are currently being carted to.*

Council Response:

Material from Baskerville Road is being taken to the Nelson's building road property and placed in accordance with the permit and environmental report.

n. *Approximately how many tonnes of road materials from the Seymore Street and Baskerville Road redevelopments have been recycled and reused in the municipality?*

Council Response:

Material from both Seymour Street and Baskerville Road is being recycled for various projects.

2. Dumping materials at Dylan Street

a. *Was Council aware that there was no permit to dump materials at Dylan Street prior to Christmas 2024?*

Council Response:

This is an operational matter that was dealt with by staff. Temporary stockpiles were placed onsite and a permit was subsequently applied for.

b. *Why did Councillors approve a permit in April to fill four lots, when the first lot had already been filled by Council and TasWater prior to this?*

Council Response:

Council has not undertaken any works in relation to the South Brighton Sewer Project.

c. *Who is managing and paying for the environment compliance and future environment protection of the Dylan Street site?*

Council Response:

Compliance with any Planning Permit conditions is the responsibility of Council.

d. *Was the new sewer project in Brighton part paid for by Brighton rate payer funds?*

Council Response:

No - Council have not funded any of the sewer infrastructure works.

e. *What is the breakdown of funding for the new sewer project with TasWater?*

Council Response:

Council funds are not being contributed to the sewer project.

f. *Noting the Labor Government's grant of $10 million for the new sewer project, how much has Brighton Council spent in its own capacity prior this grant being provided?*

Council Response:

Council has not spent towards the sewer infrastructure project, this is a TasWater project, nor has Council expended any of its share of the grant funding towards the wider precinct works.

8. REPORTS FROM COUNCIL

8.1 Mayor's Communications

17/9 LGAT Mayors Workshop

24/9 TasWaste South Board Meeting

25/9 Meeting with Josh Willie MP & Anita Dow MP

29/9 Meeting with David O'Byrne MP

30/9 Meeting with Principal of Gagebrook Primary School

30/9 Meeting with Brian Mitchell MP

30/9 Citizenship Ceremony

7/10 Council Workshop

7/10 Planning Authority Meeting

10/10 Meeting with Director & General Manager of Hobart Zoo & Aquarium

13/10 Brighton Local Area Plan Steering Committee Meeting

13/10 Pre Premiers Local Government Council (PLGC) Meeting

13/10 PLGC Meeting

13/10 Meeting with Brighton Football Club and Tasmania Football Club

16/10 Council on-site visit

20/10 Meeting with Carlo DiFalco MP

20/10 Office of Local Government Information Session re reforms to Councillors numbers & allowances

21/10 Council Meeting

RECOMMENDATION:

That the Mayor's communications be received.

DECISION:

Cr Irons moved, Cr McMaster seconded that the Mayor's communications be received.

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr De La Torre	
Cr Gray	
Cr Irons	
Cr McMaster	
Cr Murtagh	
Cr Owen	
Cr Whelan	

8.2 Reports from Council Representatives

- Nil reports from Council representatives.

9. MISCELLANEOUS CORRESPONDENCE

- Letter from the Minister for Local Government dated 15 September 2025 regarding a review of councillor numbers and allowances.
- Memo from the Minister for Local Government dated 6 October 2025 regarding Local Government Amendment (Targeted Reform) Bill 2025 – exposure draft consultation.

10. NOTIFICATION OF COUNCIL WORKSHOPS

In accordance with the requirements of Regulation 10(3) of the Local Government (Meeting Procedures) Regulations 2025, the agenda is to make provision for the date and purpose of any council workshop held since the last meeting.

One (1) Council workshop has been held since the previous Ordinary Council meeting.

A workshop was held on the 7th October 2025 at 5.00pm to discuss the Discussion Paper on Councillor Numbers & Allowances; a Planning Scheme Fee Waiver Request and Boyer Road Planning Scheme Amendment.

Attendance: Cr Gray; Cr Curran; Cr De La Torre; Cr Irons; Cr McMaster, Cr Owen & Cr Whelan

Apologies: Cr Geard & Cr Murtagh

11. NOTICES OF MOTION

There were no Notices of Motion.

12. CONSIDERATION OF SUPPLEMENTARY ITEMS TO THE AGENDA

In accordance with the requirements of Regulation 10(7) of the *Local Government (Meeting Procedures) Regulations 2025*, the Council, by absolute majority may decide to deal with a matter that is not specifically listed on the agenda if:-

(a) the general manager has reported the reason for which it was not possible to include the matter on the agenda; and
(b) the general manager has reported that the matter is urgent; and
(c) the general manager has certified under Section 65 of the *Local Government Act 1993* that the advice has been obtained and taken into account in providing general advice to the council.

RECOMMENDATION:

That the Council resolve by absolute majority to deal with any supplementary items not appearing on the agenda, as reported by the Chief Executive Officer in accordance with the provisions of the *Local Government (Meeting Procedures) Regulations 2025.*

DECISION:

Cr De La Torre moved, Cr Whelan seconded that Council resolve by absolute majority to deal with the below supplementary item not appearing on the agenda, as reported by the Chief Executive Officer in accordance with the provisions of the Local Government (Meeting Procedures) Regulations 2025.

Item 12.1 Submission on Derwent Valley Council Draft Scheme Amendment 2024/2.

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr De La Torre	
Cr Gray	
Cr Irons	
Cr McMaster	
Cr Murtagh	
Cr Owen	
Cr Whelan	

12.1 Submission on Derwent Valley Council Draft Scheme Amendment 2024/2

Author: Director Development Services (A Woodward)

Background

Council recently received notification from Derwent Valley Council (DVC) that DVC had initiated a Draft Amendment on Boyer Road and that it had commenced exhibition, closing 22nd October 2025.

The proposed amendment seeks to rezone multiple lots adjacent to the north of Boyer Road, in the vicinity of the Boyer Paper Mill from Light Industrial and Rural to General Industrial and Light Industrial, contained within Figure 1, below:

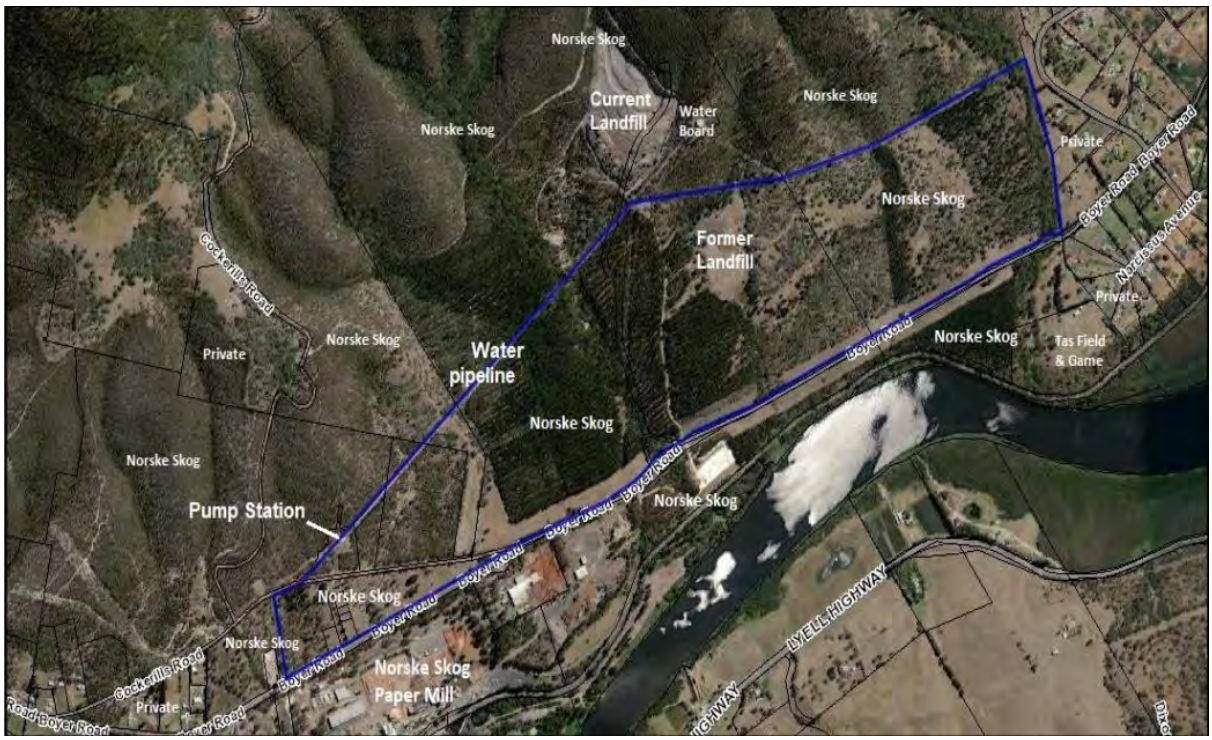


Figure 1 Application of the General Industrial and Light Industrial zones at Boyer Road, Boyer

The site is approximately 130 hectares in size and can be accessed via several points on Boyer Road and from Cockerills Road. It is noted that the land directly borders the Brighton municipality, adjacent to Brighton residents in Pegasus Drive, Dromedary.

The future subdivision plan submitted with the documents outlines a yield of approximately 92 lots (66.18ha) of variable sizes.

The following figure outlines the proposed zoning, being General Industrial to the West, Light Industrial to the East and an Exclusion Zone which abuts the municipal boundary.

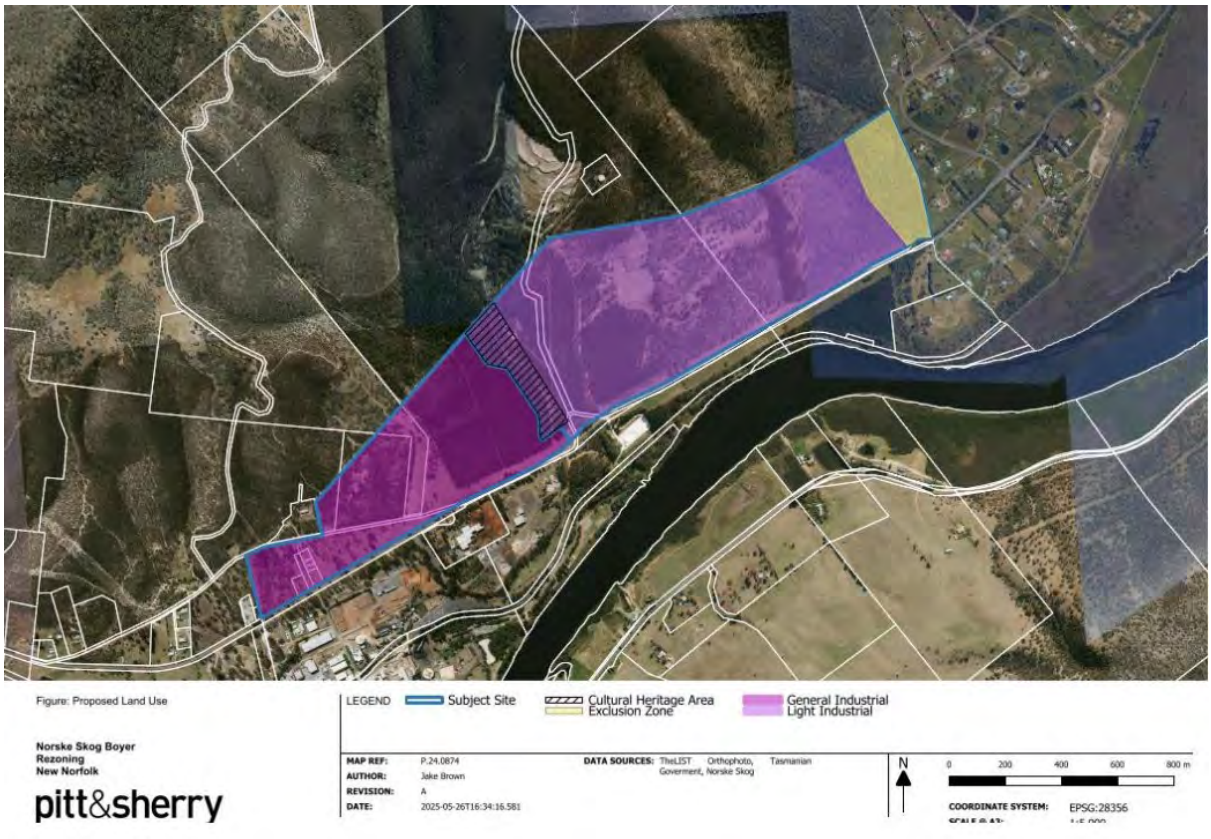


Figure 2 Proposed Zoning (DV-LPS) & Land Use – modification within the subject site (outlined in blue)

This report will recommend that a representation is made on this proposal which outlines a number of key issues.

The Amendment documents can be viewed on Derwent Valley Council's webpage at Derwent Valley Local Provisions Schedule DRAFT AMENDMENT 2024/02 | Derwent Valley Council. It is noted these are approximately 500 pages long, therefore they have not been attached to this report.

Consultation

A workshop was held with Council on the 7th October 2025. Council Officers visited the Derwent Valley Council during the exhibition period to attempt to gain a better understanding of the proposal. Further to this, staff obtained assistance from consultants Geographia to undertake a brief review of the Supply and Demand Study.

Risk Implications

The key risks with the proposal are outlined in the body of this report. By not raising these issues, this may have consequences for residents in our municipality and also Council's strategic planning.

Financial Implications

Nil

Strategic Plan

4.1 Be big picture, long-term and evidence based in our thinking.

4.2 Be well-governed, providing quality service and accountability

4.3 Ensure strong engagements and relationships to shape the agenda and advocate for our community

Social Implications

Nil

Environmental or Climate Change Implications

Nil

Economic Implications

Nil

Other Issues

Nil

Assessment

Officers have reviewed the exhibited documentation and have serious concerns about the proposal's potential negative impacts to our municipality and the broader region. These consist of the following issues:

1) **Supply and demand of industrial land in Southern Tasmania and inconsistency with the Southern Tasmania Industrial Land Study and, therefore, also with the Southern Tasmania Regional Land Use Strategy.**

   - The proposal conflicts with the **Southern Tasmania Industrial Land Study 2011, inclusive of the most recent revisions** and the **Southern Tasmania Regional Land Use Strategy (STRLUS)**.
   - The Brighton Hub is identified in these studies as the key industrial area due to its infrastructure and zoning advantages. This proposal may impact on the work and planning that has been completed to date.
   - The proposed land is not referenced in the 2011 Study, making the amendment inconsistent with regional planning policies.
   - It is recommended that the amendment not proceed until an updated regional or statewide industrial land strategy is released and a comprehensive structure plan is prepared for the site which factors in current supply and demand data for the southern region.

2. **The accuracy and reliability of the supply and demand report, as per the attached independent peer review prepared by Geografia. The Geographia review raises questions about the underlying assumptions and conclusions of the proponent's analysis.**

- An independent high level peer review by **Geografia** questions the assumptions and conclusions of the proponent's analysis (KPMG), especially when compared to the draft Statewide Industrial Study. This peer review is in Attachment 1.

3. **Land use conflict between future industrial uses on the site and existing sensitive uses within Rural Living Zoned land in the Brighton municipality, with insufficient consideration of appropriate buffers and amenity impacts**

   - The rezoning risks conflict between future industrial uses and existing **Rural Living Zoned** areas in Pegasus Drive, Dromedary, which is within the Brighton municipality.
   - No local provisions are included to manage amenity impacts or buffer zones.
   - Traffic impacts on **Boyer Road** are not adequately addressed in the submitted Traffic Impact Assessment (TIA).
   - It is recommended that a specific area plan or local provision be developed to address interface and buffer requirements, ensuring the protection of existing sensitive uses' amenity in our municipality.

4. **The safety and amenity of Boyer Road, particularly given that Brighton Council has some 900 residential lots planned within a new precinct along Boyer Road to the west of the new Bridgewater Bridge, which will significantly increase pedestrian movements between the precinct and Old Main Road. Additionally with the rearrangement of access from the New Bridgewater Bridge any northbound heavy vehicles coming from Boyer will need to turn left along Old Main Road.**

   - Brighton Council has approximately 900 residential lots planned along Boyer Road, west of the new Bridgewater Bridge.
   - This will increase pedestrian activity and demand for active transport infrastructure.
   - The current TIA does not address these broader movement network impacts.
   - It is recommended that an updated TIA is prepared which considers Boyer Road and the future growth area identified as a Greenfield Development Precinct in STRLUS.

Given the above issues it is Officers recommendation that a representation in the form of Attachment 2 is submitted to the Derwent Valley Council for consideration.

Options

1. As per the recommendation.
2. As per the recommendation with amendments.
3. Other.

RECOMMENDATION:

That Council make a representation in the form of Attachment 2 on Derwent Valley Council's Draft Scheme Amendment 2024/2.

DECISION:

Cr De La Torre moved, Cr Whelan seconded that Council make a representation in the form of Attachment 2 on Derwent Valley Council's Draft Scheme Amendment 2024/2.

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr De La Torre	
Cr Gray	
Cr Irons	
Cr McMaster	
Cr Murtagh	
Cr Owen	
Cr Whelan	

13. REPORTS FROM COMMITTEES

Nil.

14. COUNCIL ACTING AS A PLANNING AUTHORITY

Under the provisions of the *Land Use Planning and Approvals Act 1993* and in accordance with Regulation 29 of the *Local Government (Meeting Procedures) Regulations 2025*, the Chairperson is to advise the meeting that Council will act as a planning authority in respect to those matters appearing under Item 14 on this agenda, inclusive of any supplementary items.

Nil.

15. PETITIONS

Nil.

16. OFFICERS REPORTS

16.1 Draft Brighton Council Community Engagement Strategy

Author: Manager Community Development & Engagement (A Turvey)
Authorised: Chief Executive Officer (J Dryburgh)

Background

In June 2025, Council approved a draft Brighton Council Community Engagement Strategy to be made available for community feedback via Brighton Council's *'Have Your Say'* page on Council's website. The strategy was open for public review and comment during a four week period in July/August 2025 and the community was made aware of this via Council's social media channels and the Brighton Alive network.

A summary of the comments/feedback received, as they directly relate to the Community Engagement Strategy, are included below:

ID	Feedback
1.	*The Community Engagement Strategy is decent - it's clear, uses a widely accepted framework of what real engagement means, and is linked to broader strategic plans such as the Brighton 2050 Vision statement. It's heartening to see the Council state publicly that it will consult and engage with the community, rather than just inform residents. The trick to any good strategy though is the implementation. It means the Council will actually have to do real consultation, listen to what they're told, and acknowledge and act on that feedback. When those facets of strategy implementation occur, then I'll be pleasantly surprised. You have a real opportunity here, Brighton Council, with many willing community members from all parts of the council area to be part of whatever new projects evolve. Brighton Council, please don't disappoint us with glossy strategies and no substance, some of us still have a little bit of faith we live in the best council area.*
2.	*I find this a well thought out and comprehensive strategy and commend Brighton Council for implementing it. I hope that positive change and growth to be more collaborative will come from within community as a result of the work council puts in.*
3.	Via email: *A great strategy well done! Wonderful to see community development principles included in a CE plan. Love the section on examples of when council may/ may not engage etc. Consider adding healthcare professionals to your list of key stakeholders as they offer a specific set of expertise relevant to community health and wellbeing outcomes.* *The existing profile only reflects residents, not visitors/ business community etc. Consider updating community profile to reflect wider group of stakeholders relevant to strategy.*
4.	Via email: *Consider complementing the IAP2 Public Participation Spectrum with the 'Community Engagement WITH People' framework.* W – Welcome, I – Involve, T – Together, H - Help

Brighton Council is committed to hearing from our community about issues that affect them. Council does this in planned ways throughout the year, such as Brighton Alive meetings, Brighton Youth Action Group (BYAG), pop-ups, ongoing relationships that allow regular conversations with community groups, reference groups and individuals, 'kitchen table' conversations, and our 'Have Your Say' page on Council's website.

Council also acknowledges that it's important for the community to hear from us. Council is committed to keeping the community informed on Council decisions, news, opportunities to be involved and how we are delivering the projects and infrastructure that supports our communities. We do this through Council's website, social media, posters, flyers and the Brighton Community News (BCN).

Brighton Council recognises that our community has a right to be meaningfully engaged in decisions which affect them. We are committed to seeking out and facilitating that engagement.

To formalise this commitment and as outlined in Council's Annual Plan 2025-2026, Council has developed a Community Engagement Strategy.

In making informed decisions, we take account of the views, needs, and aspirations of our community. Where relevant we collaborate directly with community and allow community to lead. We balance that with expert advice, budgetary needs and legislative requirements.

Legislative Requirements

The Tasmanian Government is currently making targeted amendments to the *Local Government Act 1993* and the proposed Reform Directions have been communicated as follows:

#17 – All Councils will develop and adopt a community engagement strategy. The Community Engagement Strategy will inform how councils will engage, involves, consult and inform their communities on plans, projects and policies. Councils will be required to follow their Community Engagement Strategy when engaging communities on their Strategic Plan in determining their service delivery priorities and when setting their budget (including rating decisions).

#18 – Removing prescriptive consultation requirements

Councils will have broadened capacity to engage with their communities in accordance with their Community Engagement Strategy. Wherever possible, prescriptive requirements to provide reports and information in a specified way, such as by post, will be removed. Some specific consultation requirements will be maintained where necessary to protect the rights of the community and councils.

This report presents to Council the Community Engagement Strategy incorporating relevant feedback from community and stakeholders. It is noted, as per feedback from a stakeholder, that the community profile in *Appendix 1: Who is our community* requires some updating. Council has recently commissioned Dr Lisa Denny to provide a more current profile of our community demographics. Once this data is received, the community profile will be updated accordingly.

Consultation

CEO, Senior Management Team, Executive Officer – Governance, Community Development Officer.

Risk Implications

A formal strategy can lead to a very prescriptive and less organic way of engaging, working with and communicating with all members of our community.

Financial Implications

Budget considerations for projects should always allow for community engagement activities.

Strategic Plan

Goal 1: Inspire a proud community that enjoys a comfortable life at every age.

1.1 Engage with and enable our community.
1.2 Build resilience and opportunity.

Goal 4: Ensure a progressive, efficient and caring Council.

4.1 Be big picture, long term and evidence based in our thinking.
4.2 Be well governed, providing quality service and accountability to our community.
4.3 Ensure strong relationships and engagements to shape the agenda and advocate for our community.

Social Implications

Our community is diverse. Their varied skills, experience and knowledge play a key role in shaping the future of Brighton. Effective and meaningful engagement builds positive relationships with our community and leads to better decision-making. In making informed decisions, we take account of the views, needs, and aspirations of our community. We balance that with expert advice, budgetary needs and legislative requirements.

Environmental or Climate Change Implications

A Community Engagement Strategy serves to inform, educate and involve community in matters related to climate change and waste management.

Economic Implications

Give community members a better understanding of the economic implications of Council's decision and the economic environment in which Tasmanian councils are operating.

Other Issues

Nil.

Assessment

Following a period of community consultation in July/August 2025, Brighton Council received six (6) comments or submissions, four (4) of which related directly to feedback on the draft Community Engagement Strategy. These suggestions have been incorporated into the latest document for Council's consideration. In addition to reflecting our Asset Based Community Development approach to community engagement, this strategy will allow Brighton Council to meet the new legislative requirements for Tasmanian councils to have a Community Engagement Strategy.

Options

1. As per the recommendation.
2. Other.

RECOMMENDATION:

That Council endorses and adopts the Brighton Council Community Engagement Strategy – October 2025.

DECISION:

Cr De La Torre moved, Cr Owen seconded that Council endorses and adopts the Brighton Council Community Engagement Strategy – October 2025.

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr De La Torre	
Cr Gray	
Cr Irons	
Cr McMaster	
Cr Murtagh	
Cr Owen	
Cr Whelan	

16.2 Request for funding to Electrical Upgrade - Civic Centre Café

Author: Executive Officer, Risk & Property (M Braslin)
Authorised: Director, Corporate Services (G Browne)

Background

The café tenant in the Civic Centre at 25 Greenpoint Road, Bridgewater have contacted Council regarding electrical upgrades required for the café kitchen. The tenants have already invested a significant amount in upgrading to new commercial grade equipment. A substantial electrical upgrade will allow them to add more options to their menu and possibly extend their opening hours while making it a more sustainable business. They have asked Council to fund the upgrade to the kitchen's power to allow them to upgrade the equipment to a commercial standard.

The tenant currently has a five (5) year lease with Council and have indicated they would like to continue well into the future.

Consultation

Electrician, Manager Works and Services, Director Asset Services & Environmental Health Officer

Risk Implications

This electrical upgrade must be done to enable the café to install a combi oven and under bench fridges and prepare for the anticipated business growth and business sustainability. If not, business expansion will not be possible, and it would jeopardise the long-term sustainability of the café.

Financial Implications

Current financial implications are the upgrade to the electricity cost quoted at $2,600 to the café kitchen in Council's Civic Centre building at 25 Green Point Road, Bridgewater.

Strategic Plan

Relates to Goal 3: Manage infrastructure and growth effectively.

Social Implications

Minimal impact to the community is expected during the renovations. The upgrade would ensure a sustainable café well into the future for the community and surrounding areas to enjoy good food and a place to socialise.

Environmental or Climate Change Implications

Not considered relevant to this report.

Economic Implications

The Economic implications to the electricity upgrade to the café kitchen will assist the café tenant in reducing operating costs and in turn increase revenue creating a sustainably long-term business in our Civic centre.

Other Issues

Nil.

Assessment

A new upgraded kitchen will allow the tenant to improve efficiency and workflow, increase capacity and output as well as reduce operating costs and in turn increase revenue creating a sustainable business. It is also anticipated business growth with the possibility of extending the operating hours.

The Council is presented with an opportunity to enhance the electrical infrastructure within the Civic Centre café, considering the long-term intention for a café to operate in the designated area.

Options

1. Approve the recommendation.
2. Don't approve any recommendations.
3. Other

RECOMMENDATION:

That Council allocate $2,600 from the building maintenance budget to finance the electrical upgrade in the Brighton Civic Centre café kitchen.

DECISION:

Cr Owen moved, Cr McMaster seconded that Council allocate $2,600 from the building maintenance budget to finance the electrical upgrade in the Brighton Civic Centre café kitchen.

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr De La Torre	
Cr Gray	
Cr Irons	
Cr McMaster	
Cr Murtagh	
Cr Owen	
Cr Whelan	

Cr Murtagh had declared an interest in the following item and left the meeting at 6.02pm

16.3 42 Dollery Court, Brighton

Author: Executive Officer, Risk & Property (M Braslin)

Authorised: Director, Corporate Services (G Browne)

Background

At the August 2025 Ordinary Council Meeting it was decided to explore future options for the site located at 42 Dollery Court, Brighton due to the current use of two half days per week by Brighton Playcentre and Playgroup and report these back to Council. This was prompted by condition reports on the building, discussions with the current operators at the site regarding the intensity of usage and future viability of their operations and as part of ongoing strategic assessment of council assets.

Options that were considered included building improvements, supported closure of services from the site, future uses and/or redevelopment.

Council have explored various options, created indicative plans, received quotes and estimated costs and market valuations which are all shown in the attached table.

Consultation

Playgroup operators of the site, Director Development Services, Director Asset Services, CEO, Harcourts Real Estate, Rod Campbell Painting, BJ Scott Building Contractors, Sutcliffe Demo Pty Ltd.

Risk Implications

There is a risk to council in continuing to allow its building to be used for the care of children without addressing the potential risks by the education department audit especially in regard to lead paint.

There is also an increasing risk that the building is becoming very tired and in need of major renovations or demolishing.

There is also a reputational risk if council is not caring and understanding to the current operators of the site and their clients.

Financial Implications

Although the Brighton Child Centre pay the utility accounts, the current financial implications are approximately $10,761 which are the maintenance costs of the building and gardens and land tax.

There is also an ‘opportunity cost,’ in that council are not maximising the potential return for the site, either through sale, development or a more commercial lease arrangement. Council’s Annual Plan refers to maximising the community benefit from our properties. The limited usage of this site by hours and numbers accessing the services offered suggest it is worth at least considering the future use of the site, to ensure it is in the best interest of the whole community.

Strategic Plan

Relates to Goal 3: Manage infrastructure and growth effectively.

Social Implications

Minimal impact to the community due to the low numbers using the services and the potential for alternatives. However, there could be a real impact to a small number of people if the service ceased without an ability to find alternatives. As such, it is suggested that Council continue supporting the operators, where appropriate, to explore transitional arrangements, alternative services and potential assistance navigating business wind-up processes.

Environmental or Climate Change Implications

The issue of potential lead paint coming off should be addressed. The building eaves also contain asbestos.

Economic Implications

Nil

Other Issues

Nil.

Assessment

The property is tired, and significant investment in the building is not likely to represent a sound investment due to its age and condition. Council needs to consider the future use and needs of this site in the best interest of the whole community.

The are several active development approvals, applications and enquiries within the municipality for childcare services, meaning there is recognition of current and future demand and reason for optimism that local options will improve. Schools are also increasingly providing overlapping services such as the Launch into Learning program.

Council approved staff to explore options for the site to ensure the best value to the whole community and a long-term approach prior to spending any significant money on the site.

In addition to the options for the site itself we have reviewed other community programs for children which could replace the Playgroup if it is discontinued in Brighton, for example there is Storytime, Rock and Rhyme and Play and learn at the Bridgewater library various days and times. There is a playgroup currently running weekly out of Old Beach Hall which Brighton Playgroup could join.

Tea Tree hall has availability of a Monday morning to transfer the location from Brighton to Tea Tree however as per discussions with the committee this would be dependent on the hire costs and the storage requirements of Brighton Playgroup.

Tagari Lia Child and Family Centre at Green Point Road have a free Drop in and Play every day as well as a Toy library where families can borrow toys.

Brighton Playgroup provided Council with a ‘Playgroup Venue Selection checklist/audit’ document which Council have used to try to find another suitable venue however the only venue that is suitable under Playgroup Tasmania’s checklist is Old Beach Hall in Jetty Road as it is currently approved by Playgroup Tasmania.

Options

1. Approve the recommendation.
2. Don't approve the recommendation.
3. Other.

RECOMMENDATION:

That Council approve option seven as presented in the Table of Options, which is to subdivide two blocks of land from the parcel containing the dwelling and the subsequent sale of all three parcels. This approach would result in the best return to Council with minimal effort to renovate/demolish the existing dwelling. The sale will proceed in accordance with section 178 of the *Local Government Act 1993 (Tas).*

DECISION:

Cr Owen moved, and Cr De La Torre seconded, that Council authorise Council Officers to proceed with evaluating the redevelopment of the site for residential purposes. The Officers are to present detailed options for consideration, with Council identified as a potential developer.

The disposal or sale of land is to be conducted in accordance with section 178 of the Local Government Act 1993 (Tas).

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr De La Torre	
Cr Gray	
Cr Irons	
Cr McMaster	
Cr Owen	
Cr Whelan	

Cr Murtagh returned to the meeting at 6.19pm

16.4 Fees & Charges - Opening of Change Rooms

Author: Director, Corporate Services (G Browne)

Background

When a booking for Thompson Oval includes the use of changerooms, a council officer must attend the site to open and close the building. This is necessary because the Pavilion's alarm system is complex, making it impractical for hirers to manage access themselves. As a result, Council incurs additional costs, typically paying staff at overtime or call-out rates to perform this duty.

Consultation

Works Manager, Facilities Co-ordinator & Admin Officer

Risk Implications

Nil

Financial Implications

Council recoups costs from hirers for outgoings associated with the hire of facilities.

Strategic Plan

Goal 3 – S3.3 – Community facilities are safe, accessible and meet contemporary needs.

Social Implications

Nil

Environmental or Climate Change Implications

Nil

Economic Implications

Nil

Other Issues

Nil

Assessment

When a hirer requires access to the changerooms, a Council employee is currently responsible for opening and closing the building. Councils incurs a cost of approximately $250.00, which includes four hours of staff time plus oncosts, or alternatively, two call-out fees. These costs should be paid by the hirer, not the ratepayer. Staff availability may also affect whether this arrangement is feasible.

It is proposed that the current security company be engaged to perform this task at a cost of $70 to $100, depending on the day of use. This alternative is both more cost-effective and ensures that hirers are not dependent on staff availability.

Options

1. As per the recommendation.
2. Not accept the recommendation and propose a new fee.

RECOMMENDATION:

That Council include a new fee for the opening of changerooms on the fees and charges register in the range of $70 to $100.

DECISION:

Cr Irons moved, Cr McMaster seconded that Council include a new fee for the opening of changerooms on the fees and charges register in the range of $70 to $100.

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr De La Torre	
Cr Gray	
Cr Irons	
Cr McMaster	
Cr Murtagh	
Cr Owen	
Cr Whelan	

16.5 Policy Review - Temporary Accommodation Permits Policy 6.15 - Rescind

Author: Director, Development Services (A Woodward)

Background

The purpose of this report is to formally rescind Policy 6.15 - Temporary Accommodation Permits.

Policy 6.15 was originally granted to guide the granting of temporary accommodation permits during the construction of permanent dwellings. Legislative updates now mean that temporary occupancy is now granted by Building Surveyors in accordance with the *Building Act 2016*. All references in Policy 6.15 are outdated regulations and the policy is no longer required or relevant.

Consultation

Permit Authority Officer, Executive Officer, Governance

Risk Implications

Minimal risk in rescinding this policy as temporary occupancy requirements are covered under the *Building Act 2016.*

Financial Implications

N/A

Strategic Plan

Goal 4.2 Be well-governed, providing quality service and accountability to our community

Social Implications

N/A

Environmental or Climate Change Implications

N/A

Economic Implications

N/A

Other Issues

Nil.

Options

1. As per the recommendation.
2. Other.

RECOMMENDATION:

That Council rescinds the Temporary Accommodation Permits Policy (Policy 6.15).

DECISION:

Cr Curran moved, Cr Whelan seconded that Council rescinds the Temporary Accommodation Permits Policy (Policy 6.15).

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr De La Torre	
Cr Gray	
Cr Irons	
Cr McMaster	
Cr Murtagh	
Cr Owen	
Cr Whelan	

16.6 Policy Review - Public Open Space Policy 6.6

Author: Director, Development Services (A Woodward)

Background

In May 2025 Council adopted the updated Public Open Space Policy. The key changes associated with this update were providing clarity on the determination of open space contributions. At the time, the zones in which provision of cash-in-lieu of Public Open Space (POS) were required were not revised. They consisted of Inner Residential, General Residential, Low Density Residential, Rural Living, Village, Urban Mixed Use, Local Business, General Business, Light Industrial and General Industrial.

Subsequent to this review, discussions have been held with developers about the requirement of cash-in-lieu of POS contributions and the need for them in Industrial Hub. Following those meetings staff reviewed Council's Open Space Strategy and Brighton Industrial Estate Brand & Place Strategy – December 2020 to determine if there is a demand for POS In this area. It was determined that there is no longer a demand in this location as all the planned works in the Strategies have been completed. As such, it is the recommendation of Officers that the Brighton Industrial Hub should be excluded from the Policy.

Consideration was given to removing the General Industrial Zone entirely, however, it was determined that a demand still exists in other areas, and this has been identified in Council's Strategies.

Consultation

SMT

Risk Implications

Regular review and monitoring of council policies will be undertaken to ensure compliance with relevant legislation and advice.

Financial Implications

Whilst removing the requirement of public open space contributions from subdivided land within the Brighton Industrial Hub will reduce income, there is not expected to be any future expenditure on public open space in this area. As identified in the report, future subdivisions are not expected to create any additional public open space demand in the location itself.

Strategic Plan

3.2 Infrastructure development and service delivery are guided by strategic planning to cater for the needs of a growing and changing population

S4.2: Be well-governed, providing quality service and accountability to our community.

Social Implications

Nil

Environmental or Climate Change Implications

Nil

Economic Implications

Nil

Options

1. As per the recommendation.
2. Other.

RECOMMENDATION:

That Council adopts the Public Open Space Policy (Policy 6.6).

DECISION:

Cr Whelan moved, Cr McMaster seconded that Council adopts the Public Open Space Policy (Policy 6.6).

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr De La Torre	
Cr Gray	
Cr Irons	
Cr McMaster	
Cr Murtagh	
Cr Owen	
Cr Whelan	

Cr Irons & Cr De La Torre had declared an interest in the following item and left the meeting at 6.33pm.

16.7 Request from Bonorong Wildlife Sanctuary - Waiver of Planning Scheme Amendment Fees

Author: Director, Development Services (A Woodward)

Background

Council has been contacted by Bonorong Wildlife Sanctuary (BWS) to waive fees associated with a future application for a Planning Scheme Amendment for the site at at 593 and 595 Briggs Road, Brighton (see Attachment).

As outlined in the letter, BWS has historically been approved as a "tourist operation" use under various planning schemes.

In 2016, Council initiated a rezoning of Rural Resource zoned land to Rural Living under the Brighton Interim Planning Scheme 2015 (BIPS), which included Bonorong's land. The "Tourist operation" use was a discretionary use in the Rural Living Zone under Brighton Interim Planning Scheme 2015.

It appears at the time, rezoning options were discussed with the owner who liked the idea of having options to subdivide and also having "Visitor Accommodation" as a permitted use. However, the primary objective was to continue to expand the park, particularly on to the northern property at 595 Briggs Road. Council staff agreed that Rural Living would allow Bonorong the ability to grow but provided greater flexibility. This rezoning was approved, and the land was rezoned to Rural Living.

In April 2021, Brighton Council moved to the Tasmanian Planning Scheme – Brighton (TPS) and Council kept the zoning of Bonorong as Rural Living. However, under the TPS, "Tourist operation" became a prohibited use, meaning that Bonorong could no longer meet its primary objective of expanding its operations. This was not realised at the time.

The removal of the "Tourist operation" use class from this zone significantly impacts on BWS' future plans and creates a far more complex process for any Development Application on the site.

Council Officers recently met with the BWS CEO, Matt Clement, to discuss options to address this situation and it was agreed that the most logical way forward would be to prepare a Site Specific Qualification, Specific Area Plan or Particular Purpose Zone that is unique to BWS and facilitates future growth in a sensitive manner.

It would be the responsibility of Bonorong to engage a suitably qualified Planning Consultant to prepare this amendment. Bonorong have indicated that they are willing to undertake this work, however the fees associated with the application are preventing them from proceeding. Given this issue was outside of their control, and as a result of an unexpected change when the Tasmanian Planning Scheme was introduced, it is Officers' opinion that it reasonable to recommend waiver of the Council related fees associated with the future application. Direct costs to Council, such as the Planning Commission fees and advertising are recommended to still be passed onto the applicant.

Consultation

SMT

Risk Implications

There may be some risks that some parties feel that the site is receiving preferential treatment. Given the explanation provided in this report these concerns should be addressed.

Financial Implications

The fee for a planning scheme amendment is $7579.00 which includes the $382.00 lodgement fee payable to the Tasmanian Planning Commission. As such the total fee waiver will be $7197.00.

The advertising fee of $1695.00, which is a direct cost to Council, will be passed onto BWS.

Strategic Plan

1.3 Ensure attractive local areas that provide social, recreational and economic opportunities.

2.4 Ensure strategic planning and management of assets has a long term-sustainability and evidence-based approach

3.2 Infrastructure development and service delivery are guided by strategic planning to cater for the needs of a growing and changing population

3.3 Community facilities are safe, accessible and meet contemporary needs

4.4 Ensure financial and risk sustainability

Social Implications

Nil

Environmental or Climate Change Implications

Nil

Economic Implications

Nil

Other Issues

It is noted that Cr Greg Irons is the owner of the BWS. No discussions have been held with Cr Irons regarding this matter. To address conflict of interest concerns Council staff undertook an exercise using tools from the Integrity Commission and are satisfied that appropriate steps have been followed to address any perceived conflicts. This request was assessed on its own merits and considered as per any other request.

Options

1. As per the recommendation.

2. Other.

RECOMMENDATION:

That Council resolves to waive the planning scheme amendment fees of $7197.00 for Bonorong Wildlife Sanctuary.

DECISION:

Cr Curran moved, Cr Owen seconded that Council resolves to waive the planning scheme amendment fees of $7197.00 for Bonorong Wildlife Sanctuary.

MOTION LOST

VOTING RECORD

In favour	Against
Cr Curran	Cr Murtagh
Cr Gray	Cr McMaster
Cr Owen	Cr Whelan

Cr Whelan moved, Cr McMaster seconded that Council resolves to consider waiving the direct planning scheme amendment fee for Bonorong Wildlife Sanctuary once an amendment to the Scheme is lodged with Council.

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	Cr Murtagh
Cr Gray	
Cr McMaster	
Cr Owen	
Cr Whelan	

Cr Irons and Cr De La Torre rejoined the meeting at 7.04pm.

16.8 Fergusson Oval Goal Netting

Author: Senior Project Engineer (L Ali-Lavroff)

Authorised: Acting Director Asset Services (L Wighton)

Background

Council has received a request from the Brighton Football Club to install goal safety netting at Fergusson Oval and relocate existing interchange boxes from Thompson Oval to Fergusson Oval.

The Club has been successful in receiving a grant which covers approximately 50% of the cost to supply the netting. The club is prepared to fund the remaining 50% and has requested Council provide the installation as well as relocate the boxes.

Council's current budget includes an allocation under Oval Refurbishment suitable for works of this nature. Approval is sought to apply part of that allocation to complete the installation.

Consultation

Officers have liaised with the Brighton Football Club regarding scope and roles.

If Council had applied for the grant with Club support, installation would ordinarily have been met from the Oval Refurbishment line; this proposal aligns funding responsibilities to complete the upgrade in a timely manner.

Risk Implications

Low. Netting reduces the risk of balls leaving the field (adjacent property/road interface) and improves spectator and player safety. Standard construction WHS and site management will apply.

Financial Implications

The net installation and relocation of the interchange shelters is estimated to be in the order of $19,000. No additional budget is sought and costs will be met from the existing Oval Refurbishment allocation.

Strategic Plan

S1.1 Engage with and enable our community

S1.2 Build resilience and opportunity

S1.3 Ensure attractive local areas that provide social, recreation and economic opportunities

S1.4 Encourage a sense of pride, local identity and engaging activities

S3.3 Community facilities are safe, accessible and meet contemporary needs

S4.3 Ensure strong engagements and relationships to shape the agenda and advocate for our community

Social Implications

The upgrade supports community sport by improving safety, reducing nuisance to neighbours, and enhancing game continuity. Benefits extend to junior and youth football and to summer cricket users of Fergusson Oval.

Environmental or Climate Change Implications

Nil.

Economic Implications

Nil.

Other Issues

Nil.

Assessment

Applying the existing Oval Refurbishment budget to installation is a practical, cost-neutral mechanism for Council to complete a community led, grant supported upgrade on a Council asset. The approach mirrors standard practice where Council would ordinarily fund installation had it been the applicant.

Options

1. As per recommendation.
2. Decline use of the Oval Refurbishment budget for installation and request the Club source additional funds (project delayed).

RECOMMENDATION:

That Council approve the use of the existing Oval Refurbishment budget to fund the installation of goal netting at Fergusson Oval.

DECISION:

Cr McMaster moved, Cr Curran seconded that Council approve the use of the existing Oval Refurbishment budget to fund the installation of goal netting at Fergusson Oval.

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr De La Torre	
Cr Gray	
Cr Irons	
Cr McMaster	
Cr Murtagh	
Cr Owen	
Cr Whelan	

16.9 Community Residential Christmas Lighting Guidelines

Author: Senior Project Engineer (L Ali-Lavroff)

Authorised: Acting Director Asset Services (L Wighton)

Background

Over recent years, Council has received complaints from residents regarding the impacts of residential Christmas lighting displays. While these displays contribute to the festive spirit and are enjoyed by many in the community, they can also result in unintended issues such as excessive pedestrian activity, traffic congestion, blocked driveways and general disruption to the surrounding area. In response to these concerns, Council has developed the Community Residential Christmas Lighting Guidelines to assist residents in planning and managing their displays in a way that ensures safety, minimises disruption and maintains the enjoyment for all.

This document provides guidance on appropriate considerations and expectations, helping strike a balance between festive celebration and community wellbeing. A draft of the Guidelines was released for community consultation (see Consultation).

Consultation

The Draft Community Residential Christmas Lighting Guidelines were exhibited on Social PinPoint for four weeks (24 July 2025 to 25 August 2025). Three submissions were received. In summary, feedback raised:

(i) concern about food vendors operating on residential, one-way-in/one-way-out streets due to congestion and disruption;

(ii) concern that broad social-media promotion can drive excessive visitation, noise and traffic; and

(iii) a view that residents should not require permission from Council for nature-strip lighting and Council should avoid over-regulation. Minor clarifications have been incorporated in the Guidelines to address these themes.

Risk Implications

Nil.

Financial Implications

Nil.

Strategic Plan

S1.1 Engage with and enable our community

S1.2 Build resilience and opportunity

S1.3 Ensure attractive local areas that provide social, recreation and economic opportunities

S1.4 Encourage a sense of pride, local identity and engaging activities

S3.3 Community facilities are safe, accessible and meet contemporary needs

S4.3 Ensure strong engagements and relationships to shape the agenda and advocate for our community

Social Implications

Without the provision of these guidelines, the social impacts of unmanaged Christmas lighting displays could escalate, leading to increased community frustration, safety risks, and neighbourhood disputes. The absence of clear expectations may result in displays that unintentionally disrupt residents' daily lives through traffic congestion, noise, and reduced access to private properties. By not addressing these issues, Council may also be perceived as unresponsive to community concerns, potentially undermining trust and social cohesion during what should be a positive and inclusive time of year. The final Guidelines incorporate community feedback to balance celebration with neighbourhood amenity.

Environmental or Climate Change Implications

Nil.

Economic Implications

Nil.

Other Issues

Nil.

Assessment

The preparation of these guidelines demonstrates Council's proactive approach to supporting community traditions while promoting safety and neighbourhood harmony. By providing clear and practical guidance, Council aims to engage residents in a positive and collaborative manner, encouraging responsible planning of Christmas lighting displays. This not only reflects Council's commitment to community wellbeing but also helps balance festive celebrations with the needs of all residents, fostering inclusivity, safety, and goodwill during the holiday season. Consultation indicates overall support for the provision of guidance to help residents plan safe, respectful displays.

Options

1. As per recommendation.
2. Not adopt the guidelines for community Christmas lighting.

RECOMMENDATION:

That Council adopt the Community Christmas Lighting Guidelines as exhibited, noting consultation indicated general support for Council providing guidance on residential lighting displays.

DECISION:

Cr Irons moved, Cr Owen seconded that Council adopt the Community Christmas Lighting Guidelines as exhibited, noting consultation included general support for Council providing guidance on residential lighting displays.

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	Cr De La Torre
Cr Gray	Cr McMaster
Cr Irons	Cr Murtagh
Cr Owen	
Cr Whelan	

Cr Curran left the meeting at 7.17pm and rejoined the meeting at 7.21pm.

16.10 Update of Asset Management Plans

Author:	Director Asset Services (C Pearce-Rasmussen)
Authorised:	Acting Director Asset Services (L Wighton)

Background

Brighton Council's Asset Management Plans (AMPs) for stormwater, buildings, and transport assets have recently been updated to reflect the latest information on asset condition, performance, and community needs. These updates ensure that our infrastructure planning remains current and responsive, supporting the delivery of safe, reliable, and sustainable services for our community.

Council's Audit and Risk Committee has reviewed the asset management plans and provided feedback, which has subsequently been incorporated into the updated documents.

Asset management plans are vital tools for local government. They provide a systematic and strategic framework for managing assets throughout their lifecycle from acquisition and operation to renewal and disposal. By identifying critical risks and forecasting lifecycle costs, these plans enable Council to optimise resource allocation, maintain financial sustainability, and support long-term planning.

Importantly, asset management plans inform decision making by:

- Providing evidence-based insights into the condition, performance, and value of Council's assets.
- Highlighting priorities for maintenance, renewal, and investment, ensuring that limited funds are directed where they deliver the greatest community benefit.
- Supporting compliance with legislative and regulatory requirements.
- Enabling transparent reporting and benchmarking, which strengthens accountability to the community and other stakeholders.

Through the regular review and update of our asset management plans, Brighton Council ensures that infrastructure decisions are proactive, data-driven, and aligned with our strategic objectives. Ultimately delivering safe, accessible, and resilient services for all residents.

Consultation

Director Asser Services, Senior Project Engineer, Director Corporate Services, Chief Executive Officer

Risk Implications

Service Delivery - Updating AMPs may reveal gaps in current service levels or highlight assets that are not meeting required standards. If these issues are not addressed, there is a risk of service interruptions, reduced asset performance, or failure to meet community expectations. Critical assets (those whose failure would cause significant loss or reduction of service) must be carefully identified and managed to avoid such outcomes.

Financial - Revised AMPs can lead to changes in funding requirements. If the updated plans identify additional investment needs or deferred maintenance, there may be financial shocks or budgetary pressures. Conversely, underestimating future costs or failing to secure adequate funding can result in asset deterioration and higher long-term costs.

Compliance and Regulatory - Asset management plans must align with legislative and regulatory requirements. Inadequate updates or failure to incorporate new compliance obligations can leave the council exposed.

Data and Information - The accuracy of AMPs depends on the quality of underlying asset data. Incomplete, outdated, or inaccurate data can lead to poor decision making, misallocation of resources, and increased risk of asset failure. Identification of data gaps and establishing a pathway to address these is critical.

Organisational and Cultural - Updating AMPs requires cross-departmental collaboration and a strong risk management culture. Lack of engagement, insufficient training, or resistance to change can undermine the effectiveness of the updated plans and lead to inconsistent implementation.

Strategic and Reputational - If updated AMPs are not aligned with the organisation's strategic objectives or community expectations, there is a risk of reputational damage. Failure to deliver promised improvements or to communicate changes transparently can erode stakeholder trust.

Business Continuity - Major changes in asset management practices, if not well planned, can disrupt business continuity. For example, shifting priorities or resource allocations may inadvertently impact critical services or emergency response capabilities.

Financial Implications

New investment needs or deferred maintenance, can lead to financial shocks or budgetary pressures if additional funding is required to address asset gaps or service level shortfalls. Conversely, underestimating future costs or failing to secure adequate funding can result in asset deterioration and higher long-term costs for the organisation. A robust AMP requires forecasting the full lifecycle costs of assets from acquisition and operation to renewal and disposal, which informs the organisation's long-term financial plan and helps avoid "boom and bust" cycles in asset investment, thereby supporting financial sustainability. Asset management plans also provide evidence-based insights into asset condition and performance, enabling the organisation to optimise the allocation of limited

resources to areas of greatest need or risk, and to prioritise maintenance, renewal, and investment to maximise community benefit and minimise unnecessary expenditure.

Strategic Plan

S1.1 Engage with and enable our community

S1.2 Build resilience and opportunity

S1.3 Ensure attractive local areas that provide social, recreation and economic opportunities

S2.1 Acknowledge and respond to the climate change and biodiversity emergency

S2.4 Ensure strategic planning and management of assets has a long term sustainability and evidence-based focus

S3.2 Infrastructure development and service delivery are guided by strategic planning to cater for the needs of a growing population

S3.3 Community facilities are safe, accessible and meet contemporary needs

S4.4 Ensure financial and risk sustainability

Social Implications

The AMPs play a critical role in ensuring that community facilities and infrastructure are safe, accessible, and meet contemporary needs, which is essential for social cohesion and engagement.

AMPs underpin the delivery of essential services, support social and recreational opportunities, enhances accessibility and safety, and ensure that council remains accountable and responsive to the needs of its residents.

Environmental or Climate Change Implications

AMPs assess the potential impacts of climate change on infrastructure, such as increased frequency of extreme weather events, rising temperatures, or changes in rainfall patterns. This means considering both the risks and opportunities associated with climate change, and planning for resilient infrastructure that can withstand these changes over its lifecycle.

Economic Implications

Nil.

Other Issues

Nil.

Assessment

Council staff have drafted new revisions of council's asset management plans for the stormwater, buildings and transport asset classes. These plans will play a central role in guiding council's strategic decision making by providing a structured, evidence-based framework for managing infrastructure assets over their entire lifecycle. AMPs allow council to identify current and future needs, assess risks, and prioritize investments. This information is directly linked to council's strategic objectives, ensuring that infrastructure decisions support long-term community goals and financial sustainability.

AMPs inform decision making by integrating with the council's long-term financial plan. Expenditure forecasts from the AMPs covering maintenance, renewal, and upgrade costs are incorporated into the long term financial plan, which is then used to guide annual budget deliberations and funding allocations. This approach allows council to avoid from short-term, reactive budgeting and employ a proactive, planned model that considers the full lifecycle costs of assets. As a result, council can make informed decisions about when and how to renew assets, ensuring that funding is available when needed and that service levels are maintained for the community.

Options

1. As per recommendation.
2. Council do not adopt the updated asset management plans.

RECOMMENDATION:

That Council adopt the updated asset management plans for stormwater, buildings and transport asset classes.

DECISION:

Cr Owen moved, Cr De La Torre seconded that Council adopt the updated asset management plans for stormwater, buildings and transport asset classes.

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr De La Torre	
Cr Gray	
Cr Irons	
Cr McMaster	
Cr Murtagh	
Cr Owen	
Cr Whelan	

16.11 Review of Councillor Numbers and Allowances

Author: Chief Executive Officer (J Dryburgh)

Background

Councillors will be aware that the Office of Local Government has issued a discussion paper on proposed reforms to councillor numbers and allowances as part of the Future of Local Government Review. The Tasmanian Government's discussion paper outlines a new system for determining councillor numbers and allowances, emphasising fairness and data-driven decision-making. This approach considers factors such as population, development activity, infrastructure, urbanisation, and road networks. Notable proposed changes include:

- Fewer councillors: Reducing the total number of councillors from 263 to 203, with councils having 9, 7, or 5 councillors based on their size and complexity.
- Higher allowances: Increasing councillor allowances by 14.25% on average, funded by savings from fewer councillors.
- A fairer framework: Aligning councillor numbers and pay to council responsibilities, ensuring equal pay for equal work and consistency across similar councils.
- Ongoing reviews: Establishing regular, four-yearly reviews to keep the system up-to-date and responsive to community needs.
- Additional support: Exploring whether to require councils to pay the 12% superannuation equivalent allowance into councillors' super funds.

Councillors had an opportunity at the workshop held on 7th October 2025 to discuss any concerns and provide feedback on the discussion paper.

Consultation

Chief Executive Officer, Directors, LGAT CEO and Councillors

Risk Implications

A reduction in the number of Councillors could potentially result in decreased representation for residents of Brighton Council. An increase in allowances may not automatically ensure that qualified candidates are encouraged to run for office. The sector not supporting this reform could fuel public sentiment that the sector is not open to any reform or change.

Financial Implications

It is proposed that Councillor allowances will be increased; however, the specific recommendation for Brighton involves reducing the number of Councillors from nine to seven. As a result, the total annual allowance budget will remain unchanged, aside from any annual increases authorised by the Government.

Strategic Plan

Goal 4: Ensure a progressive, efficient and caring Council

4.2 Be well-governed, providing quality service and accountability to our community

4.3 Ensure strong engagements and relationships to shape the agenda and advocate for our community

4.4 Ensure financial and risk sustainability 4.5 Ensure Council

Social Implications

N/A

Environmental or Climate Change Implications

N/A

Economic Implications

N/A

Assessment

Council held a workshop to discuss the proposed changes, with the intent to provide a submission to government summarising the discussion and the issues raised.

During the workshop, the following observations and methodologies were noted by elected members:

- Population should be the key driver for Councillor numbers, with some of the other metrics being easily skewed by irrelevant factors.
- The total value of asset depreciation appeared inconsistent or unclear.
- The average total value of development applications approved over five years also lacked clarity. The quantity of development applications would be a better reflection on scale and responsibility than dollar value (or a combination of both).
- Brighton's operational efficiencies should be acknowledged. By aligning revenue so closely with the methodology, it 'punishes' councils for being efficient and having lower rates.
- Kilometres of sealed roads proved to be a challenging metric.
- Few residents choose to run for Council, which may be partly attributed to perceived organisational culture and media portrayal. There needs to be a concurrent effort from government and from the sector to 'sell' the sector's importance and relevance and thereby encourage potential candidates to put their hand up.
- A slight increase in the allowance is unlikely to sufficiently encourage more candidates for Council positions.

- Councillors are fundamentally present to represent the community; financial compensation is not the primary motivation.

Options

1. As per the recommendation.
2. Not provide feedback on the Discussion paper.

RECOMMENDATION:

That Council provide a submission to the government consultation process presenting the points raised in the workshop as per the above summary.

DECISION:

Cr Irons moved, Cr McMaster seconded that Council provide a submission to the government consultation process summarising the issues and opinions raised in the workshop as per the above summary, and to additionally include the points:

- *that there were a variety of views amongst councillors regarding the merits, and pros and cons with the proposal;*
- *all councillors believe Brighton is currently functioning well;*
- *that there could be merit in considering a ward system due to the risk of losing representation.*

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr De La Torre	
Cr Gray	
Cr Irons	
Cr McMaster	
Cr Murtagh	
Cr Owen	
Cr Whelan	

17. COUNCILLORS QUESTION TIME

17.1 Councillor Questions on Notice

In accordance with Regulation 35 of the *Local Government (Meeting Procedures) Regulations 2025*, a councillor, at least seven days before an ordinary Council Meeting or a Council Committee Meeting, may give written notice to the Chief Executive Officer of a question in respect of which the councillor seeks an answer at that Meeting.

There were no Questions on Notice.

17.2 Councillor Questions without Notice

In accordance with Regulation 34 of the *Local Government (Meeting Procedures) Regulations 2025*, a councillor at a meeting may ask a question without notice. The chairperson, councillor or general manager who is asked a question without notice at a meeting may decline to answer the question. The chairperson may require a councillor to put a question without notice in writing.

- Cr De La Torre asked for an update on Council's Greenhouse gas emissions.
- Cr De La Torre asked for an update on the Greening Brighton strategy.
- Cr Curran asked for an update on the alleged Dilapidated building in Andrew Street, Brighton.
- Cr McMaster asked for an update on the 'Jerry' sculpture.

Meeting closed: 7.40pm

Confirmed: _____

(Mayor)

Date: 18th November 2025

Brighton Council

MINUTES OF THE PLANNING AUTHORITY MEETING OF THE BRIGHTON COUNCIL, HELD IN THE COUNCIL CHAMBERS, COUNCIL OFFICES, 1 TIVOLI ROAD, OLD BEACH AT 5.40P.M. ON TUESDAY, 4 NOVEMBER 2025

PRESENT: Cr Gray (Chairperson); Cr Curran; Cr De La Torre; Cr Geard and Cr Owen.

IN ATTENDANCE: Cr McMaster; Cr Murtagh; Mr J Dryburgh (Chief Executive Officer); Mrs J Banks (Director Governance & Regulatory Services); Mr A Woodward (Director Development Services); Mr L Wighton (Acting Director Asset Services); Mrs G Browne (Director Corporate Services); Mrs J Blackwell (Manager Planning) and Mr D Van (Planning Officer).

1. STATEMENT BY THE CHAIRPERSON

2. ACKNOWLEDGEMENT OF COUNTRY

3. APOLOGIES & REQUESTS FOR LEAVE OF ABSENCE

Cr Owen moved, Cr De La Torre seconded that Cr Irons and Cr Whelan be granted leave of absence.

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr De La Torre	
Cr Geard	
Cr Gray	
Cr Owen	

4. NOTIFICATION OF LEAVE OF ABSENCE FOR PARENTAL LEAVE

Nil.

5. PUBLIC QUESTION TIME AND DEPUTATIONS

There was no requirement for Public Question Time.

6. DECLARATION OF INTEREST

In accordance with the requirements of Regulation 10(8) of the *Local Government (Meeting Procedures) Regulations 2025*, the chairperson of a meeting is to request Councillors to indicate whether they have, or are likely to have, an interest in any item on the agenda.

In accordance with Section 48(4) of the *Local Government Act 1993*, it is the responsibility of councillors to then notify the Chief Executive Officer, in writing, the details of any interest(s) that the councillor has declared within 7 days of the declaration.

There were no declarations of interest.

7. COUNCIL ACTING AS PLANNING AUTHORITY

In accordance with the provisions of Part 2 Regulations 25 of the *Local Government (Meeting Procedures) Regulations 2025*, the intention of the Council to act as planning authority pursuant to the *Land Use Planning and Approvals Act 1993* is to be noted.

In accordance with Regulation 25, the Council will act as a planning authority in respect to those matters appearing under Item 7 on this agenda, inclusive of any supplementary items.

7.1 Development Application DA 2025/00135 - Establishment of a Food Service Use (Mobile Food Vendor) and construction of car parking at 2 Strong Street, Bridgewater

Author: Planning Officer (D Van)

Authorised: Manager Planning (J Blackwell)

Applicant:	Brian White obo Brighton Council
Subject Site:	2 Strong Street, Bridgewater
Proposal:	Establishment of a Food Service Use (Mobile Food Vendor) and construction of car parking
Planning Scheme:	Tasmanian Planning Scheme - Brighton
Zoning:	Utilities
Codes:	• Road and Railway Assets Code • Parking and Sustainable Transport Code • Electricity Transmission Infrastructure Protection Code • Bushfire Prone Areas Code • Attenuation Code
Local Provisions:	• Brighton Industrial Estate SAP • Bridgewater Quarry SAP • Site Specific Qualification BRI-26.1

Use Class:	Food Services and Passive Recreation
Discretions:	• Building or works within electricity corridor (cl C4.6.1 P1) • Buildings and works within Bridgewater Quarry SAP (Cl S4.7.1.P1)
Representations:	Nil
Recommendation:	Approval with conditions

1. STATUTORY REQUIREMENTS

The purpose of this report is to enable the Planning Authority to determine application DA 2025/0135.

The relevant legislation is the *Land Use Planning and Approvals Act* 1993 (LUPAA). The provisions of LUPAA require a planning authority to take all reasonable steps to ensure compliance with the Tasmanian Planning Scheme.

Council's assessment of this proposal should also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the *Land Use Planning and Approvals Act 1993* (LUPAA).

It is noted that there was no representation received during the public exhibition period.

This application requires a determination by a Planning Authority as it was prepared and submitted by Council's Officers, pursuant to *Council's Policy 6.4 Assessment of Council Related Development Applications.*

This report details the reasons for the planning officer's recommendation. The Planning Authority must consider this report but is not bound to adopt the recommendation. Broadly, the Planning Authority can either:

(1) adopt the recommendation, or

(2) vary the recommendation by adding, modifying, or removing recommended reasons and conditions or replacing an approval with a refusal (or vice versa).

Any alternative decision requires a full statement of reasons to comply with the *Judicial Review Act* 2000 and the *Local Government (Meeting Procedures) Regulations 2025*.

2. SITE ASSESSMENT

The development site is contained in CT 164049/1 (2 Strong Street) and has a total land area of 2661m^2. The land is owned by the Crown (Department of State Growth). It is a corner block on Glenstone Road and Strong Street with a high visibility in the Brighton Industrial Estate area.

The site is zoned Utilities and is affected by the following Codes/Overlays:

- Electricity Transmission Infrastructure Protection

- Bushfire Prone Areas Code
- Attenuation Code
- Road and Railway Assets Code
- Parking and Sustainable Transport Code

The site is also within Declared Gas Pipeline Planning Corridor.

It is within the Site-specific Qualification BRI-26.1 under Brighton Local Provisions Schedules to allow Food Services as a permitted use class.

In addition, two (2) Specific Area Plans (SAP) apply to the site, being the Bridgewater Quarry SAP and the Brighton Industrial Hub SAP.

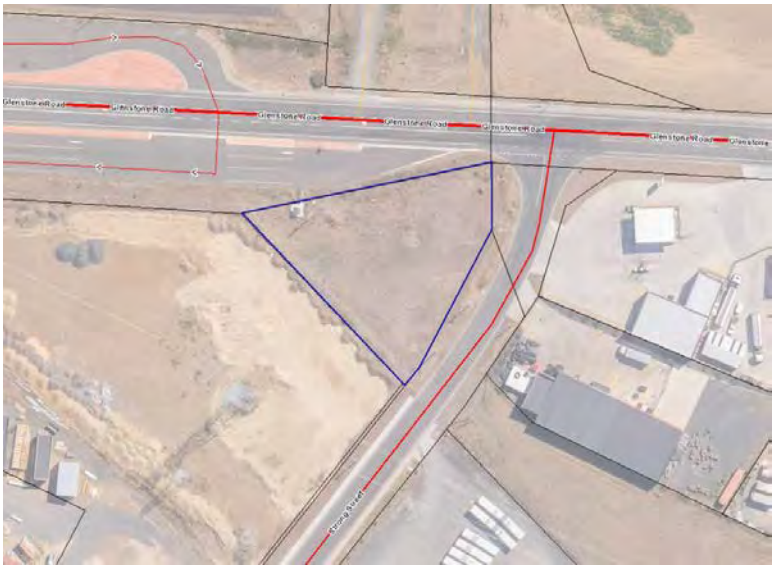


Figure 1: Location Map (Source: Listmap)

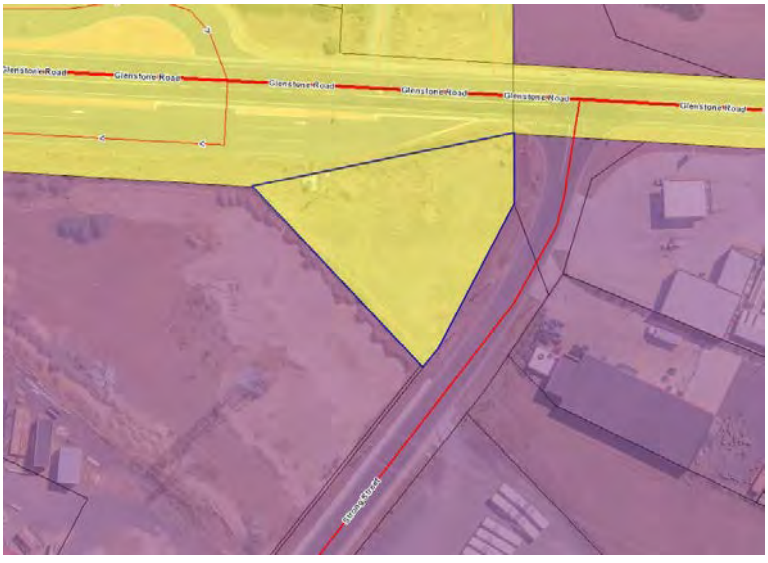


Figure 2: Zoning Map (Purple = General Industrial; Yellow = Utilities) (Source: Listmap)

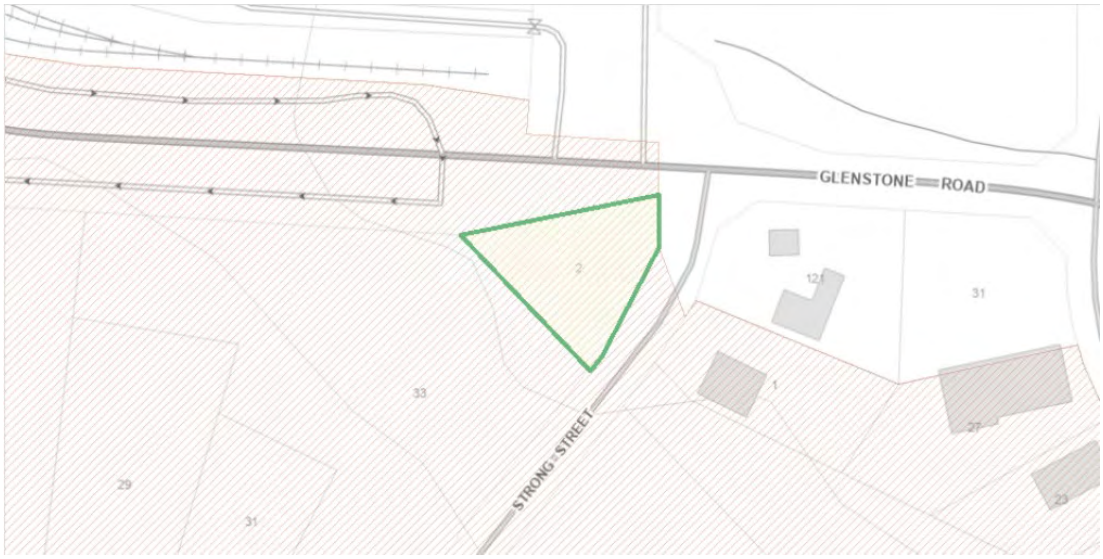


Figure 3: Bushfire-prone areas overlay (Source: Listmap)



Figure 4: Attenuation area overlay (Bridgewater Quarry) (Source: Listmap)



Figure 5: Electricity Transmission Infrastructure Protection area overlay (Source: Listmap)

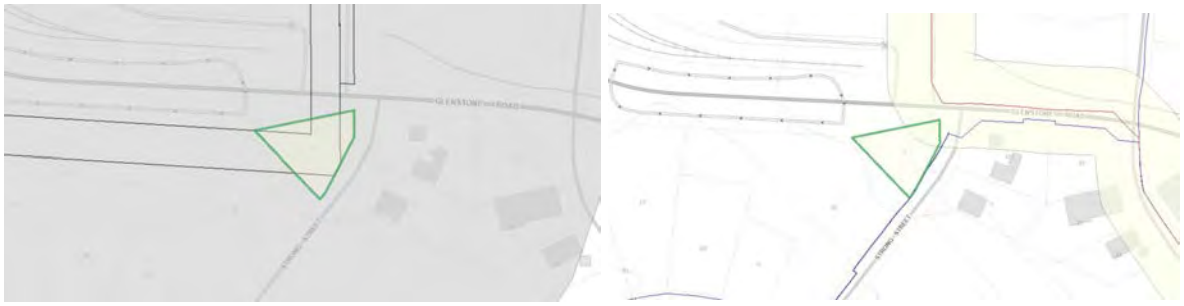


Figure 6: Tasmanian Gas Pipeline Planning Corridor (left) Tas Gas Networks Declared Gas Pipeline Planning Corridor (right) (Source: Listmap)

Background

The proposal continues the Brighton Hub – Truck Stop Upgrades / Town Square Project, which began in 2024 following Council's successful funding through the Commonwealth Government's Heavy Vehicle Rest Area initiative.

The Brighton Industrial Estate Brand & Place Strategy sets a new vision to reposition the area as a more attractive destination for investment and growth. It recommends creating a 'town centre' within the Hub to provide recreational space for workers and visitors, support food trucks, and host social and community events—while also upgrading the existing truck stop.

Consultation for the Strategy highlighted that the Hub lacked inviting public spaces. Council Officers selected the site for the town centre as it includes an existing Crown-owned truck stop in need of improvement, which could serve both truck drivers and Hub users.

In June 2024, Council received funding to construct the Park in line with the endorsed Concept Plan by Play Street. The plan was shaped through consultation with nearby businesses, infrastructure providers, and state agencies, and includes space for mobile food vendors as recommended.

The plan received strong support from local businesses, and feedback from agencies was addressed with no objections to food vans. Council endorsed the plan on 17 October 2024. Detailed design drawings have been prepared, with construction expected to begin in late 2025.

On 1st April 2025, the Tasmanian Planning Commission approved an amendment to the Brighton LPS to insert site specific qualification BRI26.1 at 2 Strong Street, Bridgewater, folio of the register 164049/1, for an additional Permitted Use Class for Food Services with the qualification 'if for mobile food vendor'.

Council has now finalised a lease and licence with the Crown to take over the management of the site for the park and to operate food vans.

Proposal

Brighton Council Officers are seeking planning approval from the Brighton Council Planning Authority for the use and development of land at 2 Strong Street, Bridgewater. Specifically, approval is sought for the following:

a) Establishment of a Food Services Use (if for mobile food vendor)

b) Construction of a car park to service the passive recreation use and food services use on site.



Figure 8: Proposed concept plan

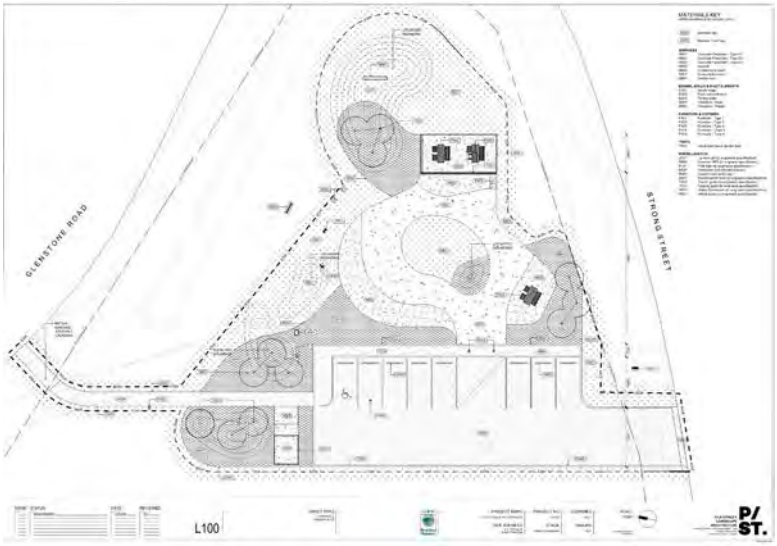


Figure 9: Proposed surfaces and finishes plan

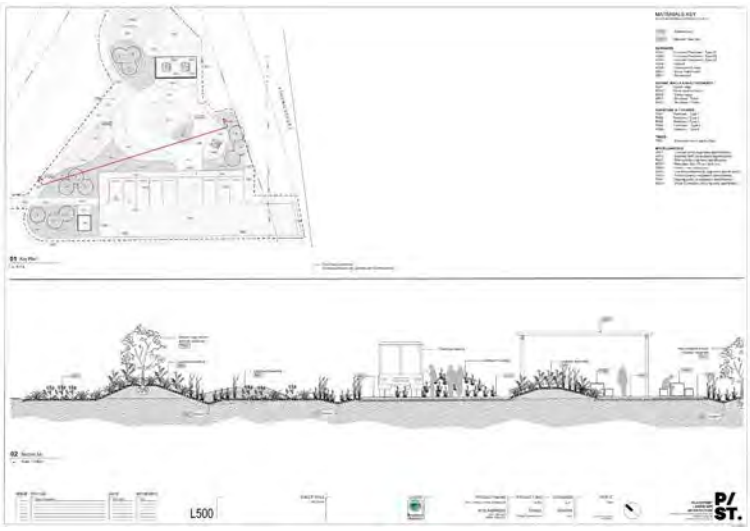


Figure 10: Proposed section plan

The balance of the works required to complete the project are exempt pursuant to Section 4.2 of the Tasmanian Planning Scheme – Brighton, being works to be undertaken by or on behalf of Council.

PLANNING SCHEME ASSESSMENT

Compliance with Applicable Standards:

5.6.1 A use or development must comply with each applicable standard in the State Planning Provisions and the Local Provisions Schedules.

5.6.2 A standard is an applicable standard if:

(a) the proposed use or development will be on a site within:

(i) a zone;

(ii) an area to which a specific area plan relates; or

(iii) an area to which a site-specific qualification applies; or

(b) the proposed use or development is a use or development to which a relevant applies; and

(c) the standard deals with a matter that could affect, or could be affected by, the proposed use or development.

5.6.3 Compliance for the purposes of subclause 5.6.1 of this planning scheme consists of complying with the Acceptable Solution or satisfying the Performance Criterion for that standard.

5.6.4 The planning authority may consider the relevant objective in an applicable standard to determine whether a use or development satisfies the Performance Criterion for that standard.

Determining applications (clause 6.10.1):

6.10.1 In determining an application for any permit for use or development the planning authority must, in addition to the matters required by section 51(2) of the Act, take into consideration:

(a) all applicable standards and requirements in this planning scheme; and

(b) any representations received pursuant to and in conformity with section 57(5) of the Act,

but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised.

Use Class

The Use Classes are categorised as Food Services and Passive Recreation under the Scheme. In the Utilities Zone, the *Passive Recreation Use* is a No Permit Required use. *Food Services* use is a Permitted use under Site-specific Qualification BRI-26.1 added for 2 Strong Street site, provided it is for a mobile food vendor.

Compliance with Performance Criteria

The proposal meets the Scheme's relevant Acceptable Solutions except for the following:

- Buildings or works within electricity corridor - C4.6.1 P1
- Buildings and works within Bridgewater Quarry Specific Area Plan - BRI-S4.7.1 P1

Assessment against each performance criteria of the above standards are provided below.

Clause C4.6.1 Buildings or works within electricity 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.	
Acceptable Solution	**Performance Criteria**
A1 Buildings or works within an electricity transmission corridor must not be within: (a) an inner protection area; or (b) a registered electricity easement.	**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.

There are a small portion of works within the registered electricity easement (see Figure 11). Assessment against P1 is required.

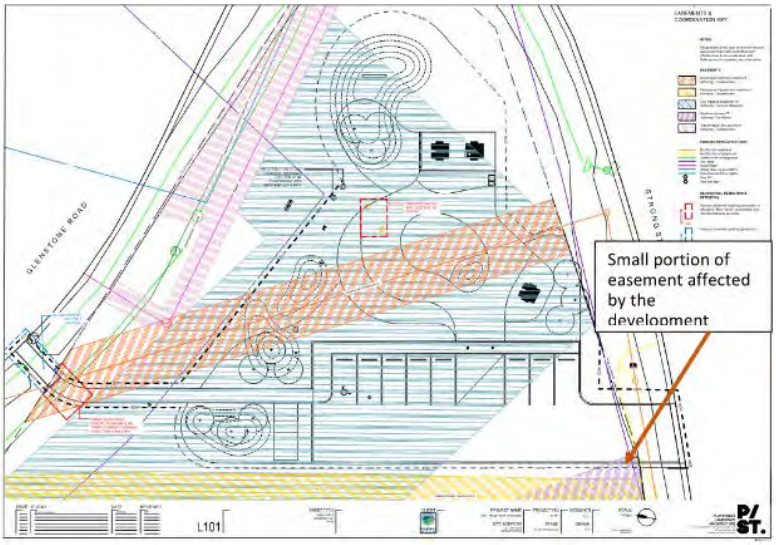


Figure 11. Registered electricity easement affecting the site

a) The only works proposed within the easement area a very small amount of sealed carparking. No significant earthworks are proposed.

b) The encroachment is minor and highly unlikely to affecting TasNetworks' operations.

c) No building is proposed within the registered electricity easement.

d) The application was referred to TasNetworks for comment, who have provided no objections.

Given the minor nature of the works, it is considered that the proposal satisfies Performance Criteria P1 and objective of this standard.

Clause S4.7.1 A1/P1 Bridgewater Quarry SAP

Objective: That development is compatible with the operations of the Bridgewater Quarry.	
Acceptable Solution	Performance Criteria
A1 No Acceptable Solution	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.

There is no acceptable solution for this standard. Accordingly, the performance criteria must be addressed.

The proposed development is within the overlay of the Bridgewater Quarry Specific Area Plan and, therefore, subject to compliance with this standard.

No building is proposed for this development, and only the development of the subservient car park can be considered 'works'. Given the intended use, the scale and nature of the proposed car park, it is unlikely that the development would create conflict or interfere with the operation of the Bridgewater Quarry.

The application was referred to Boral for comment, who have provided no objections.

On that basis, the proposal can comply with this standard's objective and performance criteria.

3. REFERRALS

Development Engineering

The proposal has been considered by Council's Development Engineering. That officer's comments have been included within the assessment.

TasWater

The application was referred to TasWater, who have issued a Submission to Planning Authority Notice reference number TWDA 2025/01079-BTN dated 25 September 2025, which is to be annexed to any permit issued.

Department of State Growth

The application was referred to the Department of State Growth for comment. That authority does not have any concerns with the proposal.

Tasmanian Gas Pipeline

The application was referred to Tasmanian Gas Pipeline (TGP), which reviewed the proposal and raised no objection. However, TGP recommended that a permit be granted subject to further discussion and confirmation of details regarding the relocation of existing TGP infrastructure, mechanical protection for the pipeline, and management of vibration, compaction, and heavy vehicle use within the easement. Additional requirements include provisions for underground utilities, entering into an MoU for future access and development, and supervision by TGP field personnel during works, including temporary fencing where necessary.

TasNetworks

The application was referred to TasNetworks for assessment. TasNetworks provided a response indicating no objection to the proposal.

Boral

The application was referred to Boral for comment. Boral does not have any concerns with the proposal.

4. REPRESENTATIONS

No representation was received during the statutory public exhibition period between 1st October 2025 and 15th October 2025.

5. CONCLUSION

The proposal for Establishment of a Food Service Use (Mobile Food Vendor) and Construction of Car Parking at 2 Strong Street, Bridgewater, satisfies the relevant provisions of the Tasmanian Planning Scheme - Brighton, and as such is recommended for approval.

RECOMMENDATION:

That Pursuant to the *Tasmanian Planning Scheme - Brighton*, Council approve application DA 2025/0135 for Establishment of a Food Service Use (Mobile Food Vendor) and Construction of Car Parking at 2 Strong Street, Bridgewater, for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

General

(1) The use or development must be carried out substantially in accordance with the application for planning approval, the endorsed drawings and with the conditions of this permit and must not be altered or extended without the further written approval of Council.

(2) This permit shall not take effect and must not be acted on until 15 days after the date of receipt of this permit unless, as the applicant and the only person with a right of appeal, you notify Council in writing that you propose to commence the use or development before this date, in accordance with Section 53 of the *Land Use Planning and Approvals Act 1993.*

(3) When a conflict occurs between the endorsed plans and this permit the latter will take precedence.

Mobile Food Vendor

(4) The use must operate in accordance with Council's Mobile Food Vendor Policy.

(5) No liquid waste, including but not limited to wastewater and oil, is permitted to be discharged on the site.

Signage

(6) The custom neon entry sign (SN01), as shown on Drawing Plan L100 prepared by Play Street and dated 12/08/2024, is not approved under this permit.

Landscaping

(7) Prior to commencement of use, all trees and landscaping must be planted and installed in accordance with the approved Concept Plan to the satisfaction of the Council's Director Development Services. Evidence showing compliance with this condition must be submitted to and approved by the Director Development Services within 30 days of planting.

(8) Replacement trees and landscaping in accordance with the approved Landscaping Plan must be planted if any is lost. All landscaping must continue to be maintained to the satisfaction of Council.

TasWater

(9) The use and/or development must comply with the requirements of TasWater, as detailed in the Submission to Planning Authority Notice, Reference No TWDA 2025/01079-BTN dated 25/09/2025, as attached to this permit.

Services

(10) The developer must pay the cost of any alterations and/or reinstatement to existing services, Council infrastructure or private property incurred as a result of the development. Any work required is to be specified or undertaken by the authority concerned.

(11) All service covers located in vehicle access ways are to be constructed as trafficable, to the appropriate standard and to the satisfaction of Councils Municipal Engineer.

Parking and Access

(12) At least seven (7) car parking spaces must be provided on the land at all times for the use of the development, in accordance with Standards Australia (2004) Australian Standard AS 2890.1 - 2004 – Parking Facilities Part 1: Off-Street Car Parking; Standards Australia, Sydney.

(13) Unless approved otherwise by Councils Municipal Engineer all parking, access ways, maneuvering and circulation spaces must be provided in accordance with the endorsed drawings and the Australian Standard AS 2890.1 - 2004 – Parking Facilities Parts 1 – 6 and must include all of the following,

(a) Be constructed with a durable all-weather pavement,

(b) Be drained to the public stormwater system,

(c) surfaced by concrete or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement,

(d) have gradients in accordance with the applicable Tasmanian Standard Drawings,

(e) provide for all vehicles to enter and exit the site in a forward direction,

(f) be delineated by line marking or other clear physical means.

(14) The driveway must be drained to minimise surface runoff over adjoining land (including road reservation) in accordance with the requirements of the Municipal Engineer and the *Building Act 2016.*

(15) All areas set aside for parking, turning and access must be completed before the use commences and must continue to be maintained to the satisfaction of Councils Municipal Engineer

Stormwater

(16) Stormwater must drain to a legal point of discharge to the satisfaction of Councils Chief Executive Officer and in accordance with a Certificate of Likely Compliance or Plumbing Permit issued by the permit authority in accordance with the *Building Act 2016*.

Erosion and Sediment Control

(17) An erosion and sediment control plan (here referred to as a **'ESCP'**) prepared in accordance with the guidelines *Soil and Water Management on Building and Construction Sites*, by the Derwent Estuary Programme and NRM South, must be approved by Council's Municipal Engineer before development of the land commences.

(18) Before any work commences temporary run-off, erosion and sediment controls must be installed in accordance with the approved ESCP and must be maintained at full operational capacity to the satisfaction of Council's Municipal Engineer until the land is effectively rehabilitated and stabilised after completion of the development

Construction amenity

(19) The development must only be carried out between the following hours unless otherwise approved by the Council's Director Development Services:

Monday to Friday	7:00 a.m. to 6:00 p.m.
Saturday	8:00 a.m. to 6:00 p.m.
Sunday and State-wide public holidays	10:00 a.m. to 6:00 p.m.

(20) All works associated with the development of the land shall be carried out in such a manner so as not to unreasonably cause injury to, or prejudice or affect the amenity, function, and safety of any adjoining or adjacent land, and of any person therein or in the vicinity thereof, by reason of:

(a) Emission of noise, artificial light, vibration, odour, fumes, smoke, vapour, steam, ash, dust, wastewater, waste products, grit or otherwise.

(b) The transportation of materials, goods, and commodities to and from the land.

(c) Obstruction of any public footway or highway.

(d) Appearance of any building, works or materials.

(21) Any accumulation of vegetation, building debris or other unwanted material must be disposed of by removal from the site in an approved manner. No burning of such materials on site will be permitted unless approved in writing by the Council's Director Development Services.

(22) The developer must make good and/or clean any footpath, road surface or other element damaged or soiled by the development to the satisfaction of the Council's Municipal Engineer.

THE FOLLOWING ADVICE APPLIES TO THIS PERMIT:

A. Please contact your private building surveyor to ascertain what approvals (if any) are required under the *Building Act 2016*.

B. This permit does not imply that any other approval required under any other legislation or by-law has been granted.

C. The developer must consult with Tasmanian Gas Pipeline prior to the commencement of any construction works.

D. If you notify Council that you intend to commence the use or development before the date specified above you forfeit your right of appeal in relation to this permit.

E. This planning approval shall lapse at the expiration of two (2) years from the date of the commencement of planning approval if the development for which the approval was given has not been substantially commenced. Where a planning approval for a development has lapsed, an application for renewal of a planning approval for that development shall be treated as a new application.

DECISION:

Cr Geard moved, Cr Curran seconded that the recommendation be adopted.

CARRIED

VOTING RECORD

In favour	Against
Cr Curran	
Cr De La Torre	
Cr Geard	
Cr Gray	
Cr Owen	

Meeting closed: 5.50pm

Confirmed: _____

(Mayor)

Date: 18 November 2025

Officer: Brian White
Direct: (03) 6268 7041

Date: 6 November 2025

ATTACHMENT
AGENDA ITEM 1

Redistribution Committee for Tasmania
Australian Electoral Commission
Level 7, 144 Macquarie Street
HOBART TAS 7000
Email: FedRedistribution-tas@aec.gov.au

Dear Sir/Madam

TASMANIAN FEDERAL REDISTRIBUTION: ROUND 1 - IDEAS

Brighton Council Officers welcome the opportunity to provide a submission to Round 1 of the Tasmanian federal redistribution ('the redistribution').

This is a matter of critical importance to the future prosperity, equity, and governance of our community. We believe there is a compelling case for maintaining the current electoral boundaries as they relate to the Brighton municipality. In particular, we strongly oppose any proposal that would see part of the Brighton municipality included in the electorate of Clark, or our municipality split into more than one electorate. We firmly advocate that the entire Brighton municipality should remain wholly within the electorate of Lyons.

This submission specifically addresses the boundaries between the electorates of Lyons and Clarke and is made in accordance with the redistribution criteria outlined in Section 66 of the *Commonwealth Electoral Act 1918*.

Summary of Key Points:

- Brighton is a diverse, youthful, and rapidly growing community.
- Despite this growth, parts of our municipality experience significant socio-economic disadvantage, with many residents reliant on government support—both financial and in terms of social infrastructure.
- It is essential that Brighton Council continues to operate within a clearly defined governance structure, with parliamentary representation focused solely on the needs of Lyons.
- Splitting the municipality between two electorates would dilute representation, create confusion, and risk undermining the delivery of services and advocacy for our community.
- Despite more recent urbanisation, the identity of our communities remain far more aligned with that of Lyons than of the predominantly inner city electorate of Clark.
- Due to our large and growing population, adding Brighton to Clark would simply result in Clark becoming too populous and Lyons too small.

We thank the Redistribution Committee for considering this submission and urge that the integrity of the Brighton municipality within the Lyons electorate be preserved.

Community of interests within the proposed electorate including economic, social and regional interests

Brighton Council is one of the fastest-growing municipalities in Tasmania. Between 2009 and 2023, the population grew from approximately 15,000 to over 20,000. According to Tasmanian Population Projections (TasPOPP), Brighton's population is expected to grow from about 20,000 to 25,000 by 2046, at an average annual growth rate of around 1.3–1.4%—more than double the projected statewide average of 0.5% per year.

Brighton is the youngest municipality in Tasmania, with a median age of 34.9 years, compared to the state median of 42.3. It is also the only municipality in Tasmania with sustained positive natural population growth—that is, births continue to exceed deaths, unlike most other LGAs in the state. This is particularly significant given that Tasmania's overall population is projected to enter natural decline around 2030, driven by an ageing population and low fertility rates. 1

Brighton has a diverse population, with 11.6% of residents identifying as Aboriginal and/or Torres Strait Islander, compared to 5.4% statewide.2

Brighton ranks among the most disadvantaged municipalities in Tasmania. According to the ABS SEIFA Index of Relative Socio-Economic Disadvantage, suburbs such as Bridgewater, Gagebrook, and Herdsmans Cove score in the lowest decile nationally, reflecting historical policy decisions by state and federal governments that concentrated public housing on the urban fringe with limited access to services.

Brighton also continues to play an important sub-regional role, with a catchment extending into the municipalities of Southern Midlands and Central Highlands. These municipalities rely on Brighton for access to a range of services, as demonstrated in Council's recent Activity Centre Strategy.

These factors collectively demonstrate that Brighton's community interests are best represented within a unified electorate, ensuring consistent governance and advocacy tailored to its unique profile.

Means of communication and travel within the proposed electorate

Many residents in Brighton Council's more disadvantaged suburbs experience what is known as "transport poverty"—limited access to private vehicles combined with inadequate public transport options. This significantly affects access to employment, education, healthcare, and other essential services.

According to the 2021 Census, the average number of motor vehicles per dwelling in Brighton is 2.1, which is slightly above the Tasmanian average. However, this figure masks significant variation across the municipality. In suburbs such as Bridgewater, Gagebrook, and

[1] https://www.lgat.tas.gov.au/__data/assets/pdf_file/0033/1855068/Tasmanias-Population-The-Current-Reality-August-2025.pdf
[2] https://abs.gov.au/census/find-census-data/quickstats/2021/SAL60075

Herdsmans Cove, car ownership rates are considerably lower, and reliance on public transport is higher. Unfortunately, public transport services in these areas remain infrequent and poorly connected, exacerbating social and economic disadvantage.

Brighton Council continues to advocate for improved public transport infrastructure and service frequency, particularly for vulnerable and low-income residents. This advocacy is most effective when the municipality is represented as a single, cohesive electorate, with shared demographic characteristics and policy priorities.

Maintaining Brighton within one federal electorate ensures that transport disadvantage can be addressed holistically, rather than fragmented across electorates with differing priorities and competing interests. This is essential for delivering equitable access to services and supporting inclusive regional development.

Physical features and areas in the proposed electorate (i.e. prominent geographic features)

Brighton municipality is geographically cohesive, located entirely on the northern side of the Derwent River, which serves as a prominent natural boundary separating Brighton from the urban areas of Hobart. This physical divide reinforces Brighton's distinct identity and regional character, setting it apart from the more metropolitan communities within the electorate of Clarke on the southern side of the river.

Brighton shares stronger geographic and demographic ties with neighbouring municipalities such as the Southern Midlands and Central Highlands, which also lie north of the Derwent. These areas increasingly rely on Brighton for access to a range of services.

The municipality includes a mix of semi-rural and residential suburbs, such as Brighton, Pontville, Bridgewater, Gagebrook, Herdsmans Cove, and Old Beach. These communities are connected by key transport routes like the Midland Highway, which link Brighton to Greater Hobart and northern Tasmania.

Together, these geographic features support a unified community identity and planning framework. Maintaining Brighton within a single federal electorate ensures that representation aligns with the region's physical landscape and shared interests.

The existing boundaries for that electorate

Brighton municipality is currently located entirely within the federal electorate of Lyons, which aligns well with its geographic, demographic, and socio-economic profile. These boundaries support cohesive representation, allowing Brighton's unique needs—such as rapid population growth, transport disadvantage, and socio-economic vulnerability—to be addressed in a unified and strategic manner.

Maintaining the current boundaries ensures that Brighton continues to receive focused and consistent representation, without the fragmentation or confusion that would result from being split across electorates.

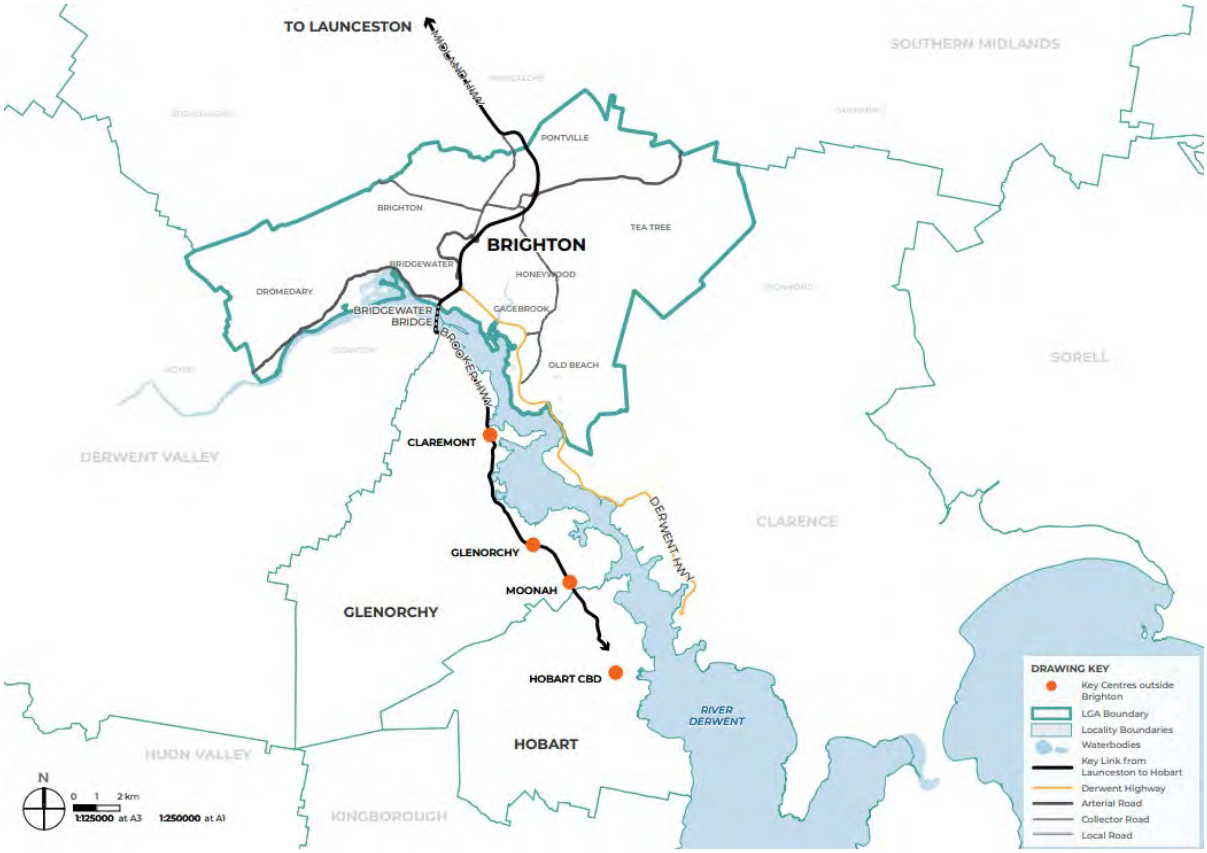


Figure 1 Existing LGA wholly within Lyons

Conclusion

Brighton Council's brief submission makes a clear case for keeping the entire municipality within the federal electorate of Lyons. It highlights Brighton's rapid growth, youthful population, and unique challenges like transport disadvantage and socio-economic vulnerability. The submission also points out Brighton's geographic cohesion north of the Derwent River and its strong ties to neighbouring rural municipalities. Splitting Brighton between electorates would risk weakening representation and service delivery. The Council urges the Redistribution Committee to maintain the current boundaries to ensure consistent governance and advocacy for the community.

Yours faithfully

James Dryburgh
CHIEF EXECUTIVE OFFICER

CREATIVE HOMES HOBART

CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

PROJECT ADDRESS: 12 Jubilee Avenue, Brighton

TITLE REFERENCE: VOLUME: 34441 FOLIO: 2

CLIENTS: Contruct Creative & ASCR Group

DESIGNER: Inge Brown, CC 6652

FLOOR AREAS:

TYPE A:		TYPE A:	
FLOOR AREA:	71.0 m²	# UNITS ON SITE:	3
PORCH:	2.4 m²	TOTAL TYPE A:	220.1 m²
A TOTAL AREA:	73.4 m²		
		TYPE B:	
TYPE B:		# UNITS ON SITE:	2
FLOOR AREA:	101.50 m²	TOTAL TYPE B:	203.0 m²
PORCH:	1.5 m²		
B TOTAL AREA:	101.5 m²	TYPE C:	
		# UNITS ON SITE:	5
TYPE C:		TOTAL TYPE C:	568.1 m²
FLOOR AREA:	112.1 m²		
PORCH:	1.5 m²		
		TYPE D:	
C TOTAL AREA:	113.6 m²	# UNITS ON SITE:	1
		TOTAL TYPE D:	126.1 m²
TYPE D:			
FLOOR AREA:	124.7 m²		
PORCH:	1.4 m²	TYPE E:	
		# UNITS ON SITE:	1
D TOTAL AREA:	126.1 m²	TOTAL TYPE E:	126.1 m²
TYPE E:			
FLOOR AREA:	124.7 m²	EXISTING UNITS:	1
PORCH:	1.4 m²	UNIT 13 AREA:	199.3m²
		ALL UNITS	
E TOTAL AREA:	126.1 m²		
		TOTAL AREA:	1442.8m²

SOIL CLASSIFICATION: M

WIND CLASSIFICATION: N3

CLIMATE ZONE: 7

BUSHFIRE ATTACK LEVEL: TBC - WITHIN OVERLAY

ALPINE AREA: N/A

CORROSION ENVIRONMENT: N/A

DOCUMENTATION INDEX

The documentation listed below should be read in conjunction with these drawings and form the basis of construction documentation for the project

Document	*Revision*	*By*
Working drawings concept Planning issue	G	Creative Homes Hobart
Survey plan SP23456-01	B	Survey Plus
Soil assessment	7/03/2024	GES Solutions
Title documents 34441/2	16/04/2024	The List
Traffic Impact Assessment	Draft	Hubble Traffic
Engineering drawings - Civil	B	Aldanmark Consulting Engineers

THE DRAWINGS LISTED BELOW ARE INCLUDED IN THIS SET

Sheet Title
01 COVER PAGE
02 LOCATION
03 PRO SITE PLAN
04 PROPLAN-A
05ELEV-A-U1-1
06ELEV-A-U1-2
07ELEV-A-U4-1
08ELEV-A-U4-2
09ELEV-A-U5-1
10ELEV-A-U5-2
11PROPLAN-B
12ELEV-B-U2-1
13ELEV-B-U2-2
14ELEV-B-U3-1
15ELEV-B-U3-2
16PROPLAN-C
17ELEV-C-U6-1
18ELEV-C-U6-2
19ELEV-C-U7-1
20ELEV-C-U7-2
21ELEV-C-U8-1
22ELEV-C-U8-2
23ELEV-C-U9-1
24ELEV-C-U9-2
25ELEV-C-U10-1
26ELEV-C-U10-2
27PROPLAN-D
28ELEV-D-U11-1
29ELEV-D-U11-2
30PROPLAN-E
31ELEV-E-U12-1
32ELEV-E-U12-2
33 9amSHADOWS
34 12pmSHADOWS
35 3pmSHADOWS
36 CARPORT



LOCATION PLAN

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02

PROJECT NORTH

CONTRACTOR MUST VERIFY ALL DIMENSIONS AND LEVELS AT THE JOB PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS.

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CREATIVE HOMES HOBART

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JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative &
ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	02 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:2000	REV: H		

GENERAL NOTES:

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

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

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

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

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

6. HORIZONTAL DATUM IS MGA (GDA94).

7. VERTICAL DATUM IS AHD.

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

9. SURVEY BY ROBOTIC TOTAL STATION AND GPS.

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

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

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

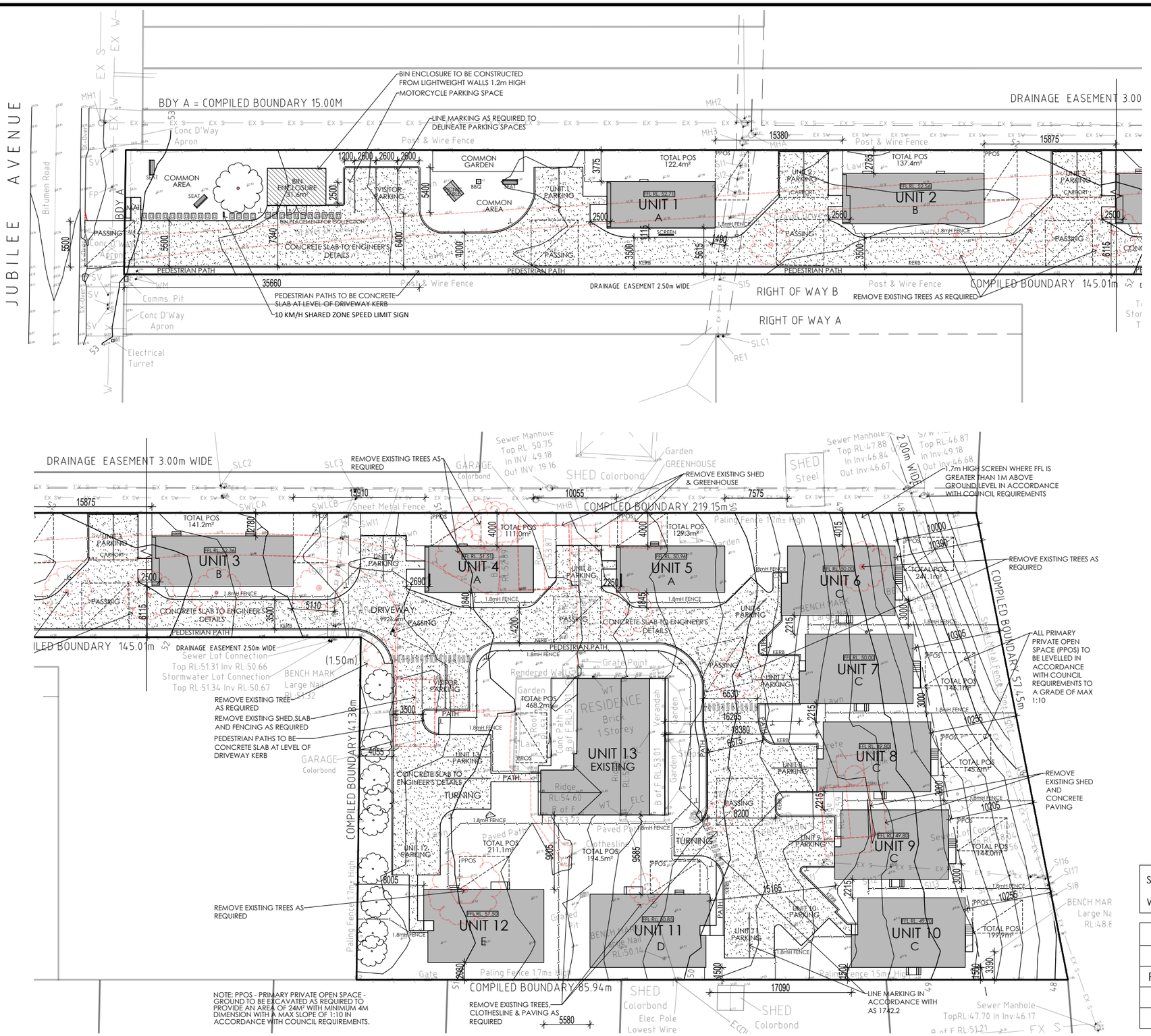
LIST DATA IMPORT
- TasWater-SewerLateralLine
- TasWater-SewerMain
- TasWater-SewerMaintenanceHole
- TasWater-SewerPressurisedMain
- TasWater-WaterHydrant
- TasWater-WaterLateralLine
- TasWater-WaterMain
- CadastralParcel-OwnerInformation

13. BOUNDARIES ARE COMPILED ONLY FROM SP143519 & SP34441 AND RELEVANT SURVEY INFORMATION OBTAINED FROM LAND TITLES OFFICE AND ARE APPROXIMATE AND SUBJECT TO SURVEY.

14. ALL WINDOWS WERE NOT ABLE TO BE LOCATED DUE TO OBSTRUCTION OF LINE OF SIGHT FROM TOTAL STATION.
WINDOW LOCATIONS ARE APPROXIMATE ONLY DUE TO BEING UNABLE TO BE PERPENDICULAR TO WINDOWS WHEN LOCATING WITH TOTAL STATION.

15. 3D DATA TURNED OFF IN LAYER CONTROL.
- 3D TIN
- MAJOR CONTOUR 3D
- MINOR CONTOUR 3D

⊥ BOLLARD LIGHTING (OR EQUIV.)



NOTES

SITE PREPARATION

THE SITE IS TO BE DISTURBED AS MINIMALLY AS POSSIBLE TO THE EXTENT REQUIRED TO CARRY OUT THE BUILDING WORKS.
EARTHWORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH NCC PART 3.2.
UN-RETAINED EMBANKMENT GRADIENTS SHALL BE IN ACCORDANCE WITH NCC TABLE 3.2.1.
DRAINAGE SHALL BE IN ACCORDANCE WITH NCC PART 3.3.2.
THE BUILDER AND SUBCONTRACTOR SHALL ENSURE THAT ALL STORMWATER DRAINS, SEWER PIPES AND THE LIKE ARE LOCATED AT A SUFFICIENT DISTANCE FROM ANY BUILDINGS FOOTING AND/OR SLAB EDGE BEAMS SO AS TO PREVENT GENERAL MOISTURE PENETRATION, DAMPNESS, WEAKENING & UNDERMINING OF ANY BUILDING AND IT'S FOOTING SYSTEM.
LOCATION OF ALL EXISTING SERVICES TO BE CONFIRMED ON SITE PRIOR TO CONSTRUCTION.

ATTENTION OF OWNER

THE OWNERS ATTENTION IS DRAWN TO THE FACT THAT FOUNDATIONS AND ASSOCIATED DRAINAGE FOR ALL SITES REQUIRES CONTINUING MAINTENANCE TO ASSIST FOOTING PERFORMANCE. ADVICE FOR FOUNDATION MAINTENANCE IS CONTAINED IN THE CSIRO BUILDING TECHNOLOGY FILE 18 AND IT IS THE OWNERS RESPONSIBILITY TO MAINTAIN THE SITE IN ACCORDANCE WITH THIS DOCUMENT.

SOIL AND WATER MANAGEMENT NOTES:

DRAINAGE LINES ARE TO BE INSTALLED PRIOR TO THE PLACEMENT OF ROOF AND GUTTERING. ONCE DWELLING IS ROOFED, CONNECT IMMEDIATELY.
APPLY TEMPORARY COVERING TO DISTURBED AREAS THAT WILL REMAIN EXPOSED FOR 14 DAYS OR MORE DURING CONSTRUCTION (EG. WATERPROOF BLANKET, VEGETATION OR MULCH)

PROTECT ANY NEARBY OR ON-SITE DRAINAGE PITS FROM SEDIMENT BY INSTALLING SEDIMENT TRAPS AROUND THEM.
LIMIT ENTRY/EXIT TO ONE POINT AND STABILISE.
INSTALL FACILITIES TO REMOVE DIRT/ MUD FROM VEHICLE WHEELS BEFORE THEY LEAVE THE SITE.

SITE TO BE VEGETATED AND PLANTED ACCORDING TO THE HOBART REGIONAL SOIL AND WATER MANAGEMENT CODE OF PRACTICE.

BUILDER AND SUBCONTRACTORS TO VERIFY ALL DIMENSIONS AND LEVELS PRIOR TO THE COMMENCEMENT OF ANY WORK. GIVE 24 HOURS MINIMUM NOTICE WHERE AMENDMENTS ARE REQUIRED TO DRAWINGS. THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH DOCUMENTATION LISTED ON THE COVER PAGE. DO NOT SCALE DRAWINGS.
DIMENSIONS ARE TO TAKE PREFERENCE OVER SCALE.
BUILDING SPECIFICATION AND ENGINEERS DRAWINGS SHALL OVERRIDE ARCHITECTURAL DRAWINGS.

-THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWING SHEETS, CONSULTANTS DRAWINGS, DOCUMENTS, SCHEDULES AND SPECIFICATIONS (AS APPLICABLE).
-THE BUILDER AND SUBCONTRACTOR SHALL ENSURE THAT ALL STORMWATER DRAINS, SEWER PIPES AND THE LIKE ARE LOCATED AT A SUFFICIENT DISTANCE FROM ANY BUILDINGS FOOTING AND/OR SLAB EDGE BEAMS SO AS TO PREVENT GENERAL MOISTURE PENETRATION, DAMPNESS, WEAKENING & UNDERMINING OF ANY BUILDING AND ITS FOOTING SYSTEM.
- LOCATION OF ALL EXISTING ONSITE SERVICES TO BE CONFIRMED ONSITE PRIOR TO CONSTRUCTION

IMPORTANT!
SITE INFORMATION AS DRAWN IS APPROXIMATE ONLY. FINAL SITE INFORMATION IS SUBJECT TO A DETAILED CONTOUR SURVEY BY LICENSED SURVEYOR.

SOIL CLASSIFICATION:	M
WIND CLASSIFICATION:	N3

SITE COVERAGE

SITE AREA	6687.41 m²
PROPOSED BUILDING FOOTPRINT	1442.8 m²
PROPOSED SITE COVERAGE	21.57 %
SITE AREA PER DWELLING	351.97 m²

PROPOSED SITE PLAN

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03

PROJECT NORTH

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G	COUNCIL RFI	IB	25/9/25
H	COUNCIL RFI - PASSING BAY CLEARANCES	IB	13/10/25

CREATIVE HOMES HOBART
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS: 12 Jubilee Avenue Brighton		CLIENT: Construct Creative & ASCR Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	03 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:500	REV: H		

AREAS:	
FLOOR AREA:	71.0 m²
PORCH:	2.4 m²
TOTAL AREA:	73.4 m²

LEGEND:

DP	DOWNPIPE LOCATION
SHR	SHOWER
BTH	BATH
VB	VANITY BASIN
WC	TOILET
OHC	OVERHEAD CUPBOARDS
REF	REFRIGERATOR
P	PANTRY
RH	RANGE HOOD
UBO	UNDER BENCH OVEN
CT	COOK TOP
S	SINK
DW	DISH WASHER
T	TROUGH
WM	WASHING MACHINE
MH	MANHOLE
CSD	CAVITY SLIDING DOOR
AAW	ALUM. AWNING WINDOW
ASD	ALUM. SLIDING DOOR
B/O	BEAM OVER
BH	BULKHEAD

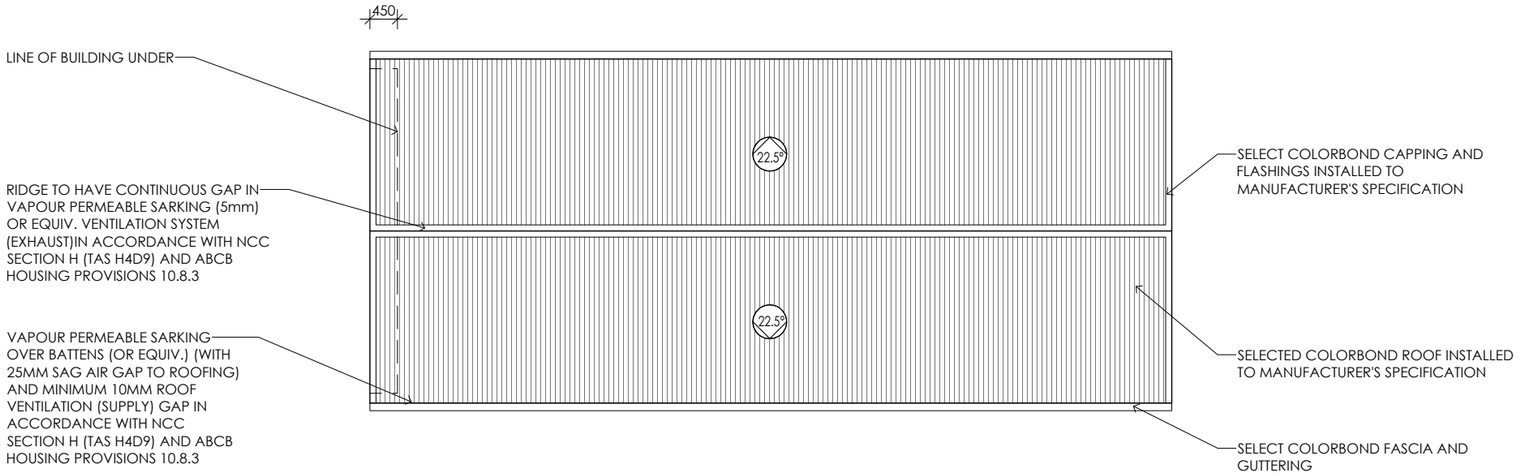
BAL SELECTED BALUSTRADE TO BUILDER'S STANDARD DETAIL INSTALLED IN ACCORDANCE WITH NCC

MASONRY ARTICULATION JOINT - LOCATION TO ENGINEER'S DETAILS

CEILING MOUNTED INTERCONNECTED SMOKE DETECTORS, MAINS WIRED WITH BATTERY BACKUP, ALL IN ACCORDANCE WITH AS 3786.

DP 90mm DOWNPIPE

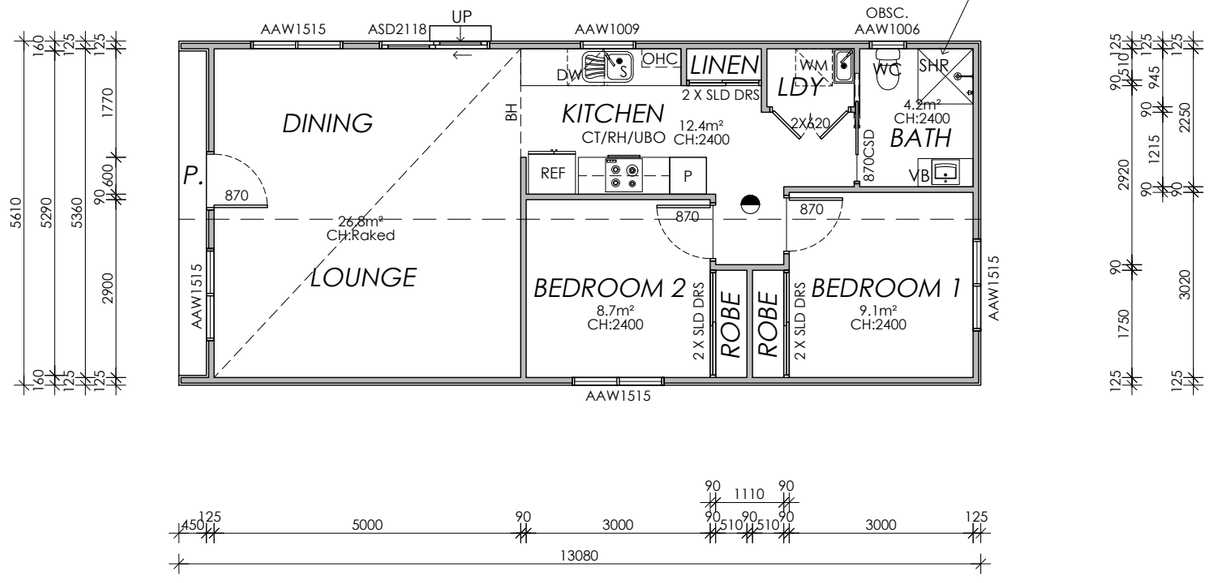
NOTE: LIFT OFF HINGES TO WC TO BE INSTALLED AS REQUIRED IN ACCORDANCE WITH NCC.



PROPOSED ROOF PLAN TYPE A

UNITS 1, 4, 5

TO COMPLY WITH LIVABLE HOUSING STANDARDS - SILVER LEVEL



PROPOSED FLOOR PLAN TYPE A

Framing NCC H1D6
All timber framing, fixing and bracing shall comply with AS 1684 and the requirements of NCC H1D6. Manufactured sizes must not be undersized to those specified, for all timber sizes, stress grades, spacing and wall bracing refer to Engineer's details. Tie-down details shall be in accordance with Engineer's details and comply with NCC H1D6 (4). Structural steel members shall comply with the requirements of clauses in NCC H1D6 (3). Refer to Engineer's details where provided.

Glazing NCC H1D8
All windows to be aluminium awning style, double glazed (obscured safety glass to bathrooms as shown on drawings) All glazing shall comply with the requirements of AS 2047 & AS 1288 and NCC H1D8.

Human impact safety requirements shall comply with NCC H1D8 (3) and Part 8.4 of the ABCB Housing provisions.

Note:
Builder and subcontractors to verify all dimension and levels prior to the commencement of any work. Give 24hrs minimum notice where amendments are required to design of working drawings. These drawings are to be read in conjunction with Engineer's and Surveyor's drawings and notes. Do not scale drawings. Dimensions are to take preference over scale. Building specification and Engineer's drawings shall override architectural drawings. All construction work shall be carried out in accordance with the state building regulations, local council by-laws and relevant NCC and AS codes.

Important notice for attention of Owners: the Owners attention is drawn to the fact that foundations and associated drainage in all sites requires continuing maintenance to assist footing performance. Advice for foundation maintenance is contained in the CSIRO building technology file 18 and it is the Owners responsibility to maintain the site in accordance with this document.

Energy efficiency:
Insulation must comply with AS/NZS4859.1 and be installed in accordance with ABCB housing provisions Part 13.2.2 and comply with minimum R values for climate zone 7. Bulk insulation between external studs to be insulated with min R2.0. (Ensure batts fit within cavity without compression, making sure that there is at least 25mm gap from the reflective surface). External walls are to be clad with vapour permeable reflective foil over the outside of the timber frame. Ceiling to be insulated with R4.0 and vapour permeable sarking. Floor to be insulated with Min R1.7 batts where applicable. Seal exhaust fans to Ensuite, Bathroom, Laundry and Kitchen. All downlights to be IC rated. Construction of the external walls, floor and roof for compliance with building sealing requirements shall comply with *BCA 2019 Part 3.12*

General:
All flashings, weep holes and damp proof coursing to be in accordance with NCC Housing provisions Part 5.7. Fibre cement sheet in accordance with NCC Housing provisions Part 7.5. Block construction in accordance NCC Housing provisions Part 5. Plasterboard linings to internal walls and ceilings with selected cornice. (see below for wet areas)

Wet areas: All wet areas shall comply with the requirements of ABCB Housing provisions Part 10.2. Provide waterproof plasterboard sheeting to all walls and ceilings. Provide ceramic tiles or other approved water resistant lining in accordance with Part 10.2.9 to a minimum height of 1800mm to shower walls and to a height of min 150mm behind baths, basins, sinks, troughs, washing machines and wall fixtures.

For construction of floor wastes refer to NCC ABCB Housing provisions part 10.2.12. For typical installation requirements for substrate preparation, penetrations, flashings/ junctions, membranes, screeds, hobs, baths, showers, door jambs and screens refer to ABCB Housing provisions part 10.2.14-32.

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04

PROJECT NORTH

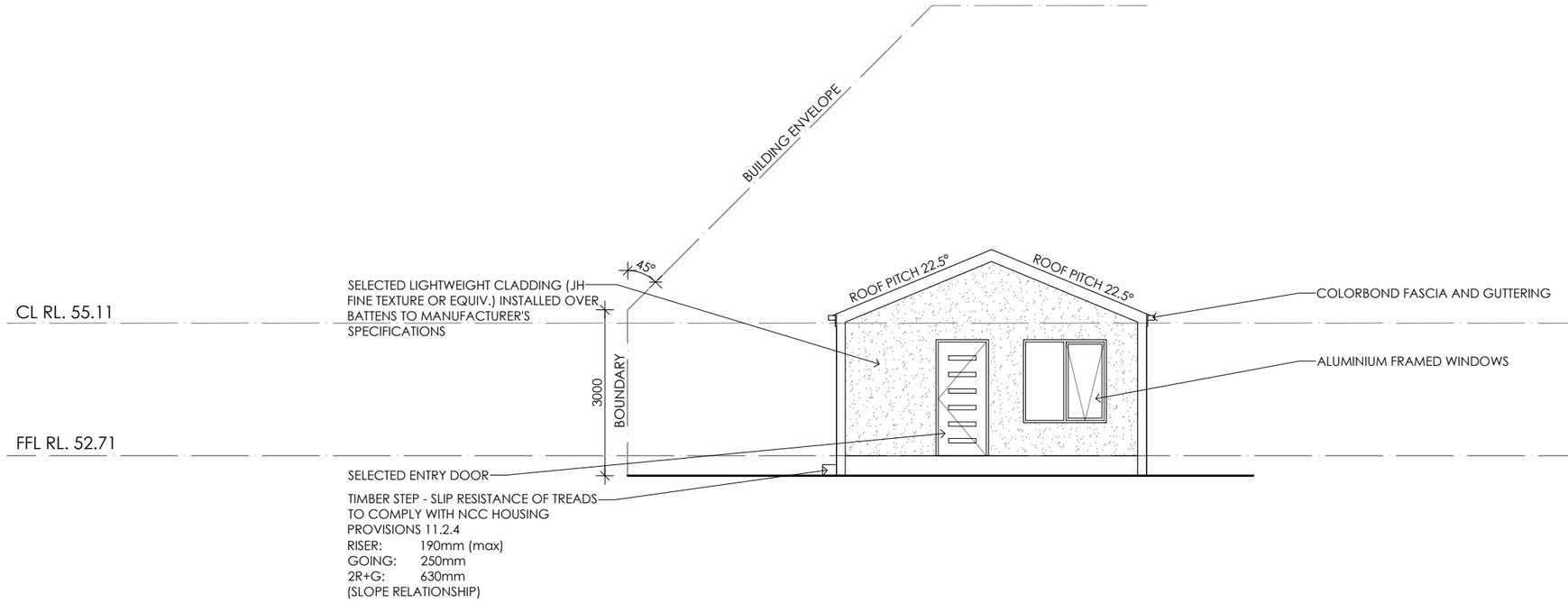
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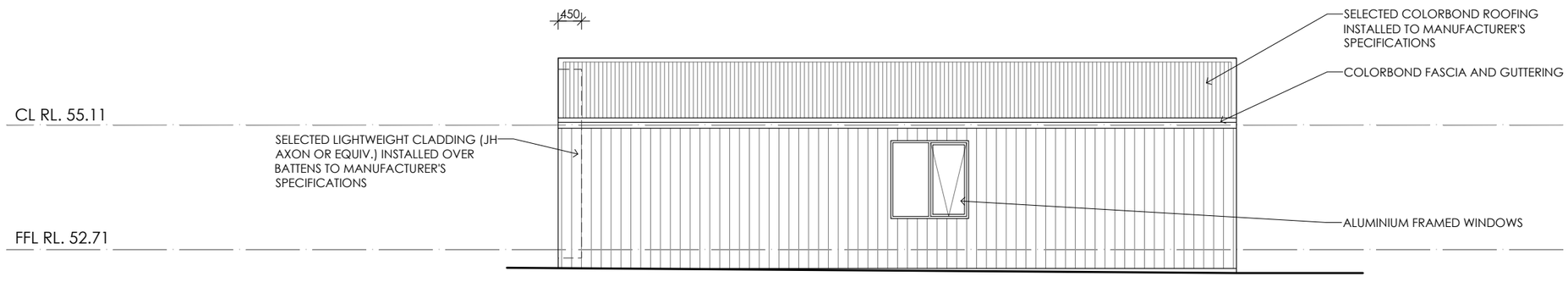
CREATIVE HOMES HOBART
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JOB ADDRESS: 12 Jubilee Avenue Brighton		CLIENT: Construct Creative & ASCR Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	04 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: H		



WESTERN ELEVATION

BUILDING ENVELOPE



SOUTHERN ELEVATION

UNIT 1

Framing NCC H1D6
All timber framing, fixing and bracing shall comply with AS 1684 and the requirements of NCC H1D6. Manufactured sizes must not be undersized to those specified, for all timber sizes, stress grades, spacing and wall bracing refer to Engineer's details. Tie-down details shall be in accordance with Engineer's details and comply with NCC H1D6 (4). Structural steel members shall comply with the requirements of clauses in NCC H1D6 (3). Refer to Engineer's details where provided.

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General:
All flashings, weep holes and damp proof coursing to be in accordance with NCC Housing provisions Part 5.7. Fibre cement sheet in accordance with NCC Housing provisions Part 7.5. Block construction in accordance NCC Housing provisions Part 5. Plasterboard linings to internal walls and ceilings with selected cornice. (see below for wet areas)

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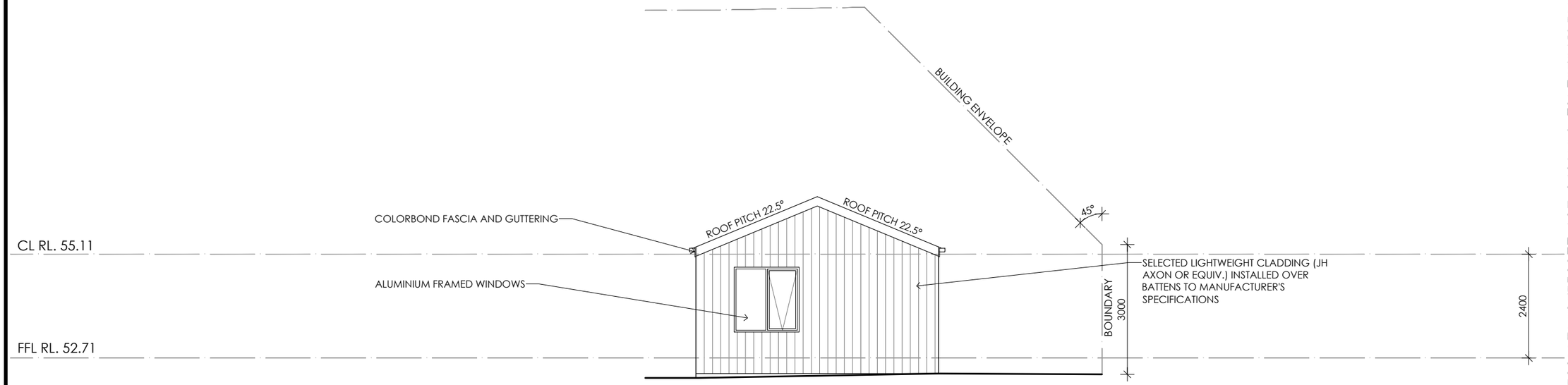
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CREATIVE HOMES HOBART
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

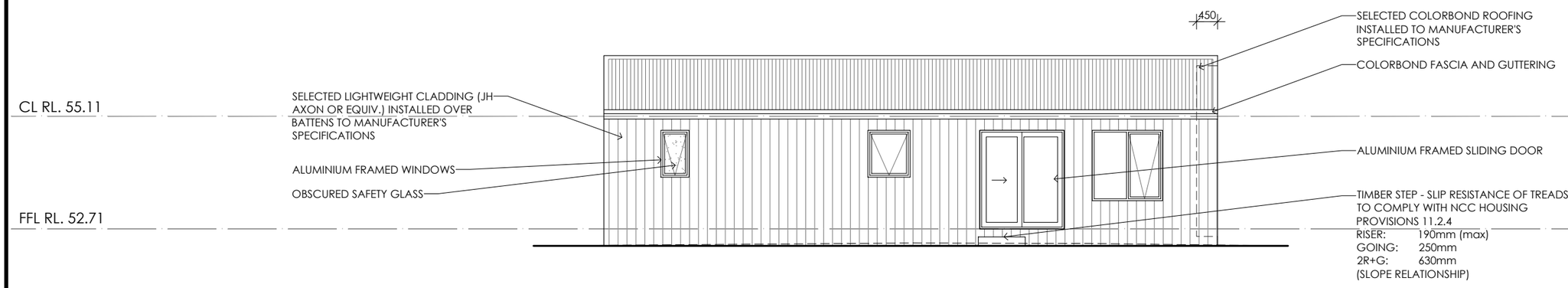
JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	05 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: H		



EASTERN ELEVATION



NORTHERN ELEVATION

UNIT 1

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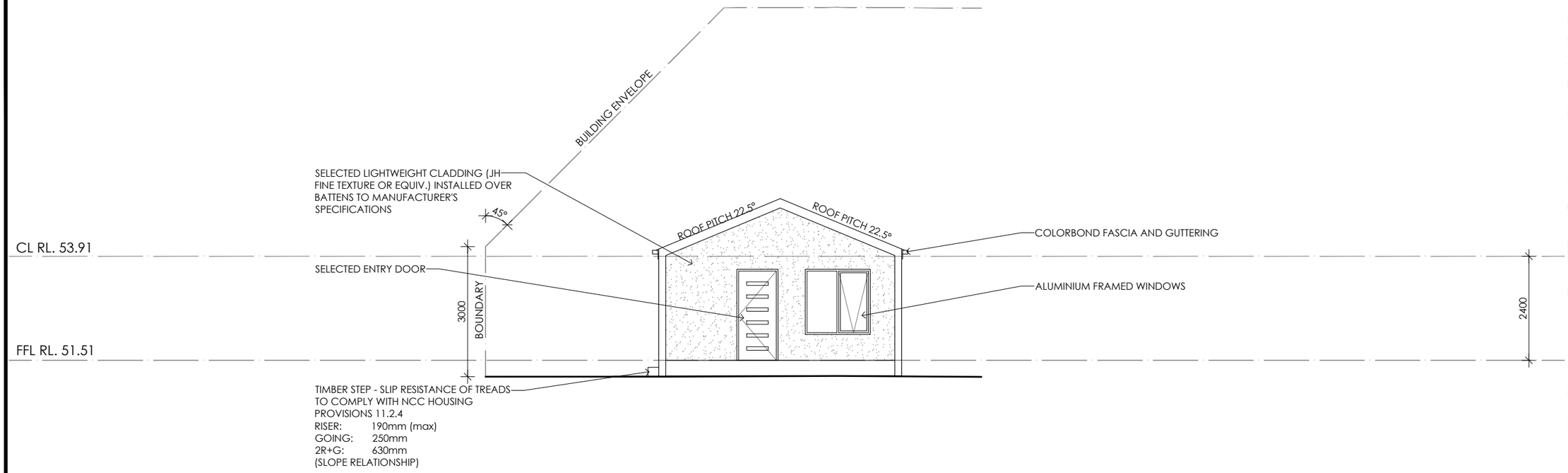
REV:	DESCRIPTION:	BY:	DATE:
E	AMENDMENTS FOR TRAFFIC MANAGEMENT	IB	16/12/24
F	COUNCIL RFI, LIVEABLE HOUSING AMENDMENTS	IB	25/7/25
G	COUNCIL RFI	IB	25/9/25
H	COUNCIL RFI - PASSING BAY CLEARANCES	IB	13/10/25

CREATIVE HOMES HOBART
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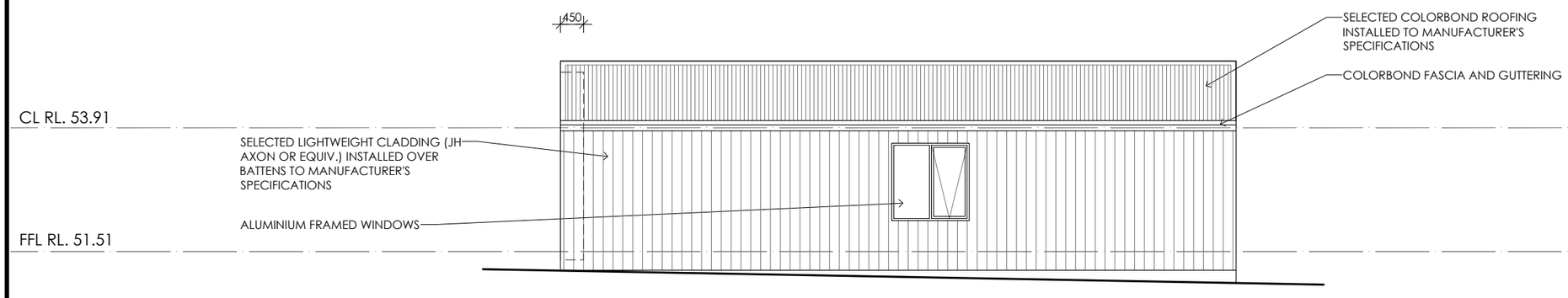
JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	06 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: H		



WESTERN ELEVATION



SOUTHERN ELEVATION

UNIT 4

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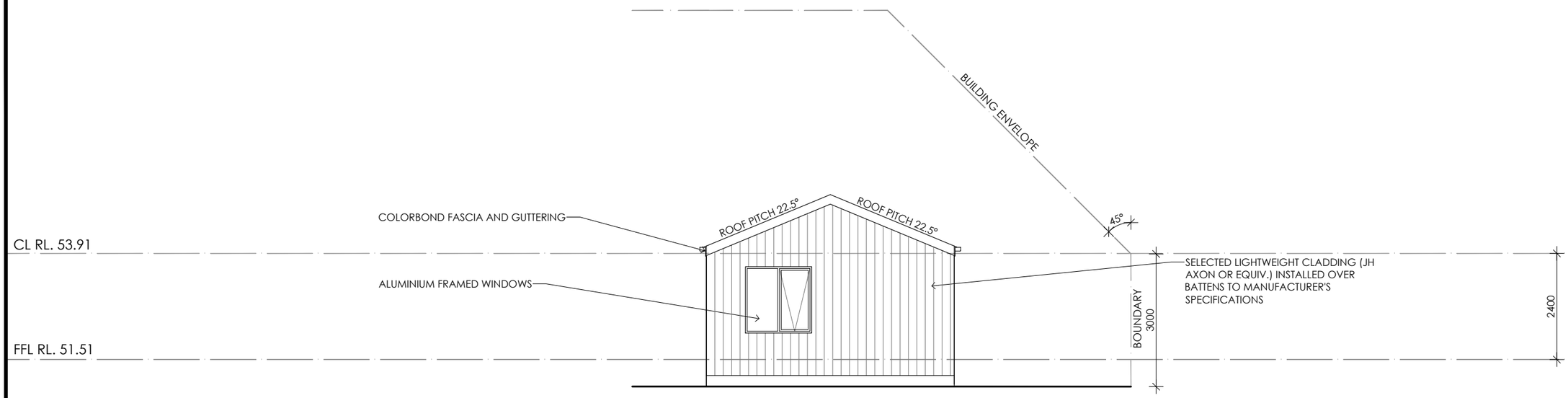
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CREATIVE HOMES HOBART
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

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Brighton

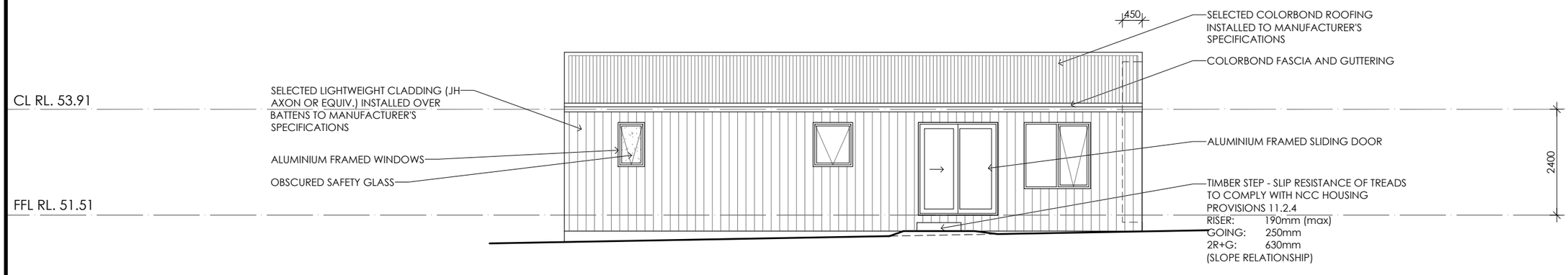
CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	07 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: H		



EASTERN ELEVATION





NORTHERN ELEVATION

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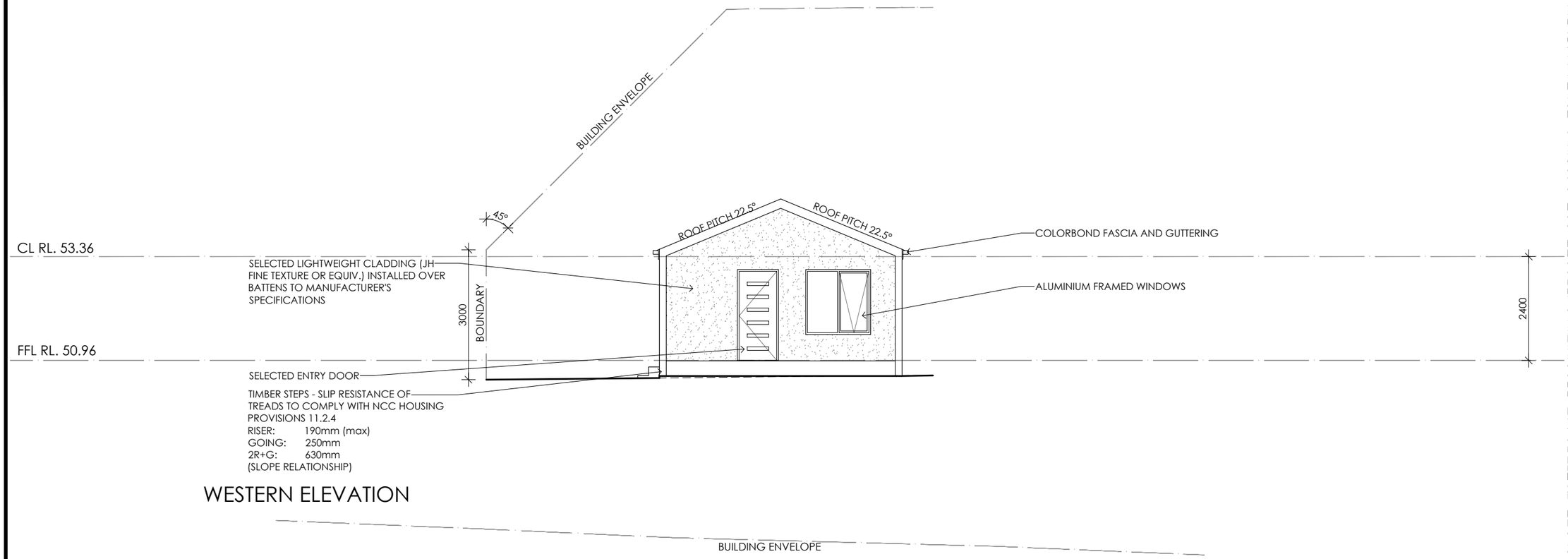
REV:	DESCRIPTION:	BY:	DATE:
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F	COUNCIL RFI, LIVEABLE HOUSING AMENDMENTS	IB	25/7/25
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CREATIVE HOMES HOBART
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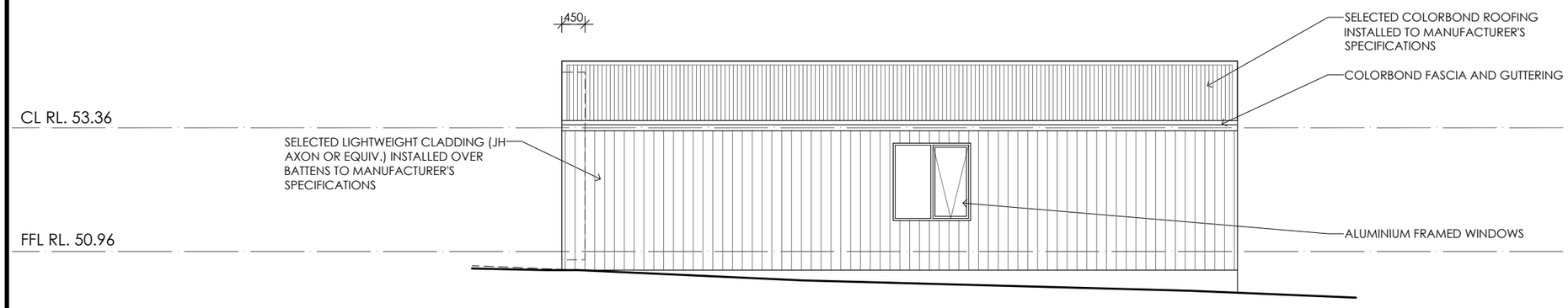
JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	08 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: H		



WESTERN ELEVATION



SOUTHERN ELEVATION

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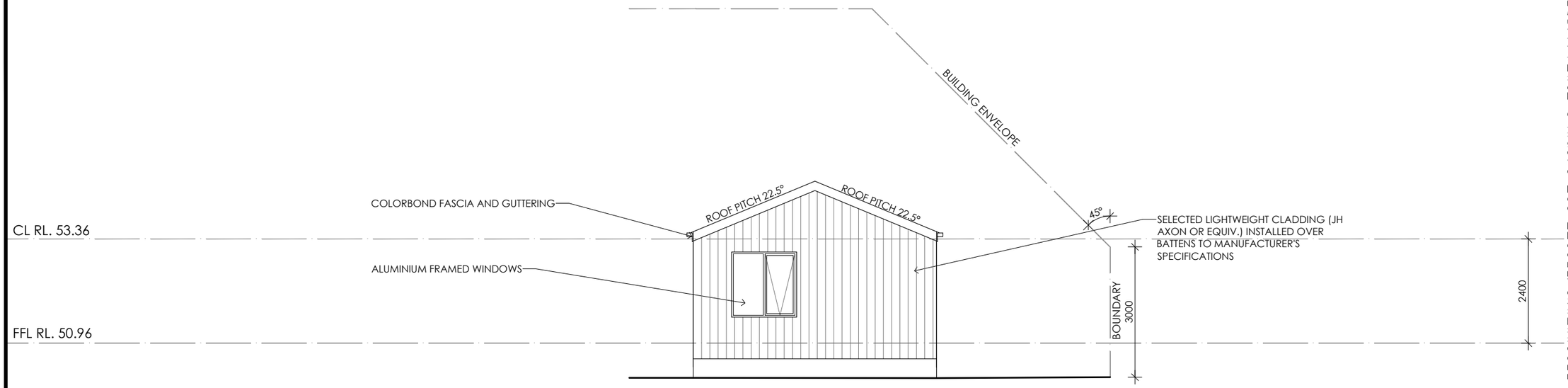
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F	COUNCIL RFI, LIVEABLE HOUSING AMENDMENTS	IB	25/7/25
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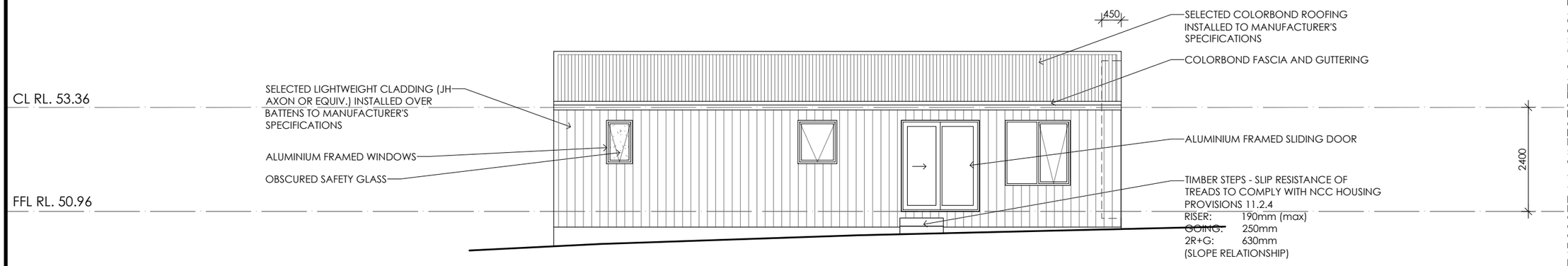
CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	09 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
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EASTERN ELEVATION





NORTHERN ELEVATION

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AREAS:	
FLOOR AREA:	100.0 m²
PORCH:	1.5 m²
TOTAL AREA:	101.5 m²

LEGEND:

DP	DOWNPIPE LOCATION
SHR	SHOWER
BTH	BATH
VB	VANITY BASIN
WB	WALL HUNG BASIN
WC	TOILET
OHC	OVERHEAD CUPBOARDS
REF	REFRIGERATOR
P	PANTRY
RH	RANGE HOOD
UBO	UNDER BENCH OVEN
CT	COOK TOP
S	SINK
DW	DISH WASHER
T	TROUGH
WM	WASHING MACHINE
MH	MANHOLE
CSD	CAVITY SLIDING DOOR
AAW	ALUM. AWNING WINDOW
ASD	ALUM. SLIDING DOOR
BH	BULKHEAD

BAL SELECTED BALUSTRADE TO BUILDER'S STANDARD DETAIL INSTALLED IN ACCORDANCE WITH NCC

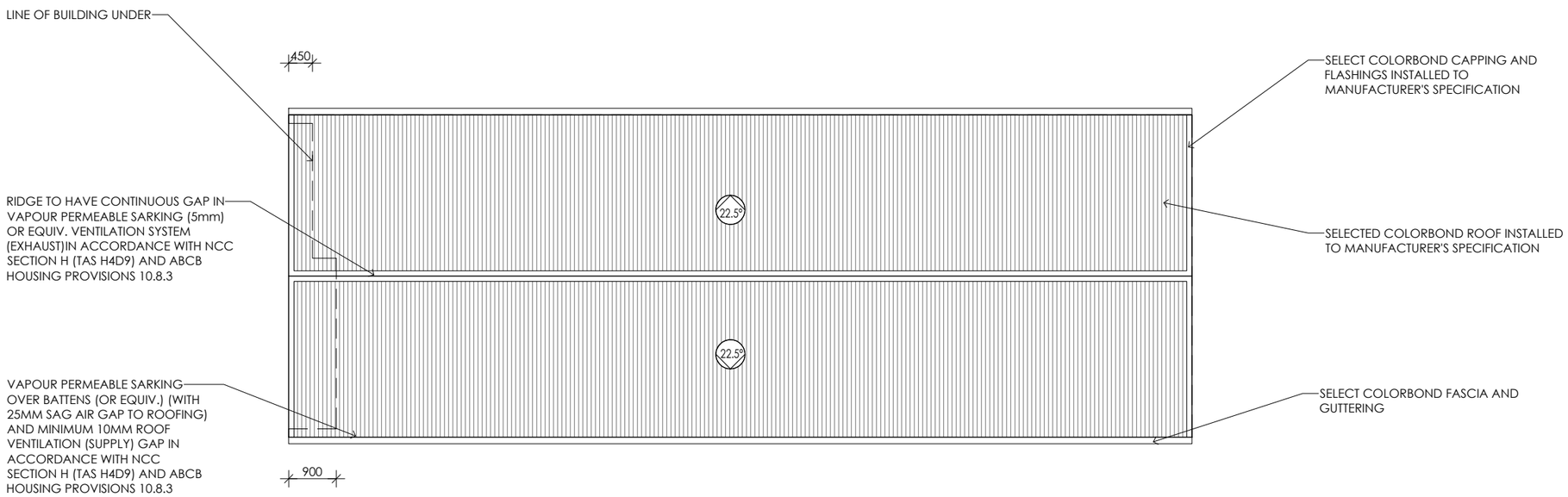
MASONRY ARTICULATION JOINT - LOCATION TO ENGINEER'S DETAILS

CEILING MOUNTED INTERCONNECTED SMOKE DETECTORS, MAINS WIRED WITH BATTERY BACKUP, ALL IN ACCORDANCE WITH AS 3786.

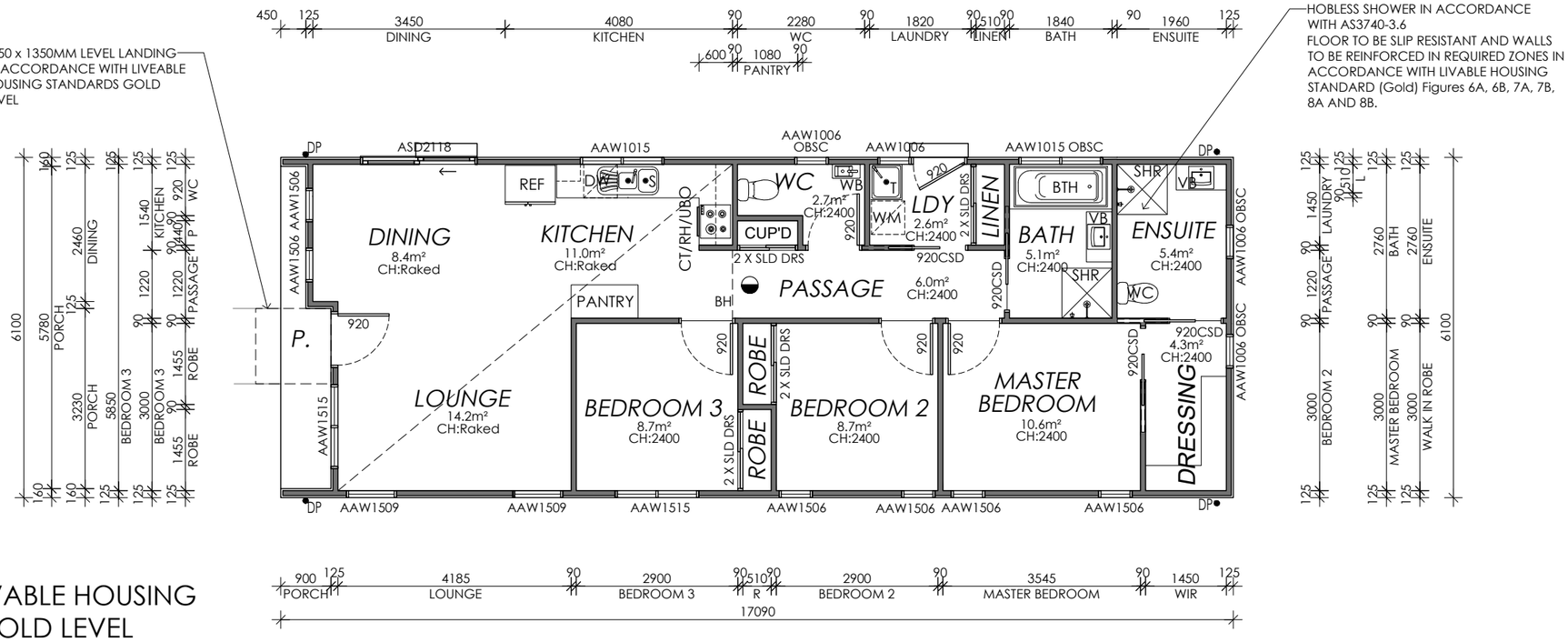
DP 90mm DOWNPIPE

NOTE: LIFT OFF HINGES TO WC TO BE INSTALLED AS REQUIRED IN ACCORDANCE WITH NCC.

NOTE: NUMBER OF STAIRS SUBJECT TO FINAL FINISHED SITE LEVELS. WHERE DECK LEVEL IS OVER 1m ABOVE GROUND LEVEL, BALUSTRADE TO BE FITTED IN ACCORDANCE WITH NCC REQUIREMENTS.



PROPOSED ROOF PLAN TYPE B



UNITS 2 & 3

TO COMPLY WITH LIVABLE HOUSING STANDARDS - GOLD LEVEL

PROPOSED FLOOR PLAN TYPE B

Framing NCC H1D6
All timber framing, fixing and bracing shall comply with AS 1684 and the requirements of NCC H1D6. Manufactured sizes must not be undersized to those specified, for all timber sizes, stress grades, spacing and wall bracing refer to Engineer's details. Tie-down details shall be in accordance with Engineer's details and comply with NCC H1D6 (4). Structural steel members shall comply with the requirements of clauses in NCC H1D6 (3). Refer to Engineer's details where provided.

Glazing NCC H1D8
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Human impact safety requirements shall comply with NCC H1D8 (3) and Part 8.4 of the ABCB Housing provisions.

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PROJECT NORTH U11 U18

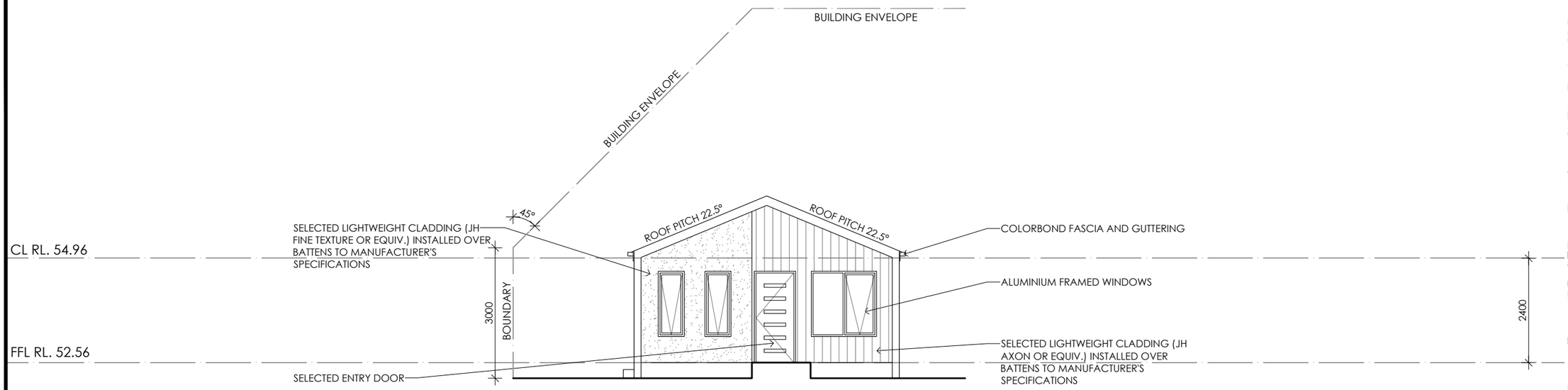
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REV:	DESCRIPTION:	BY:	DATE:
E	AMENDMENTS FOR TRAFFIC MANAGEMENT	IB	16/12/24
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G	COUNCIL RFI	IB	25/9/25
H	COUNCIL RFI - PASSING BAY CLEARANCES	IB	13/10/25

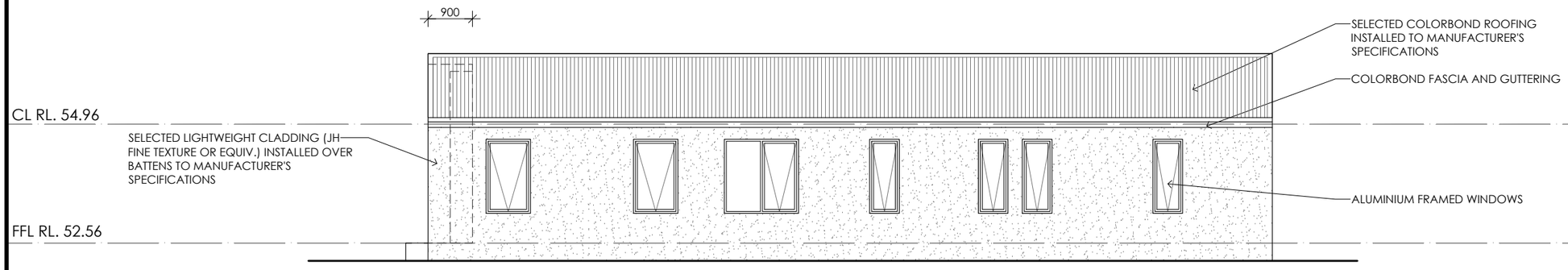
CREATIVE HOMES HOBART
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS: 12 Jubilee Avenue Brighton		CLIENT: Construct Creative & ASCR Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	27 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: H		



WESTERN ELEVATION

BUILDING ENVELOPE



SOUTHERN ELEVATION

UNIT 2

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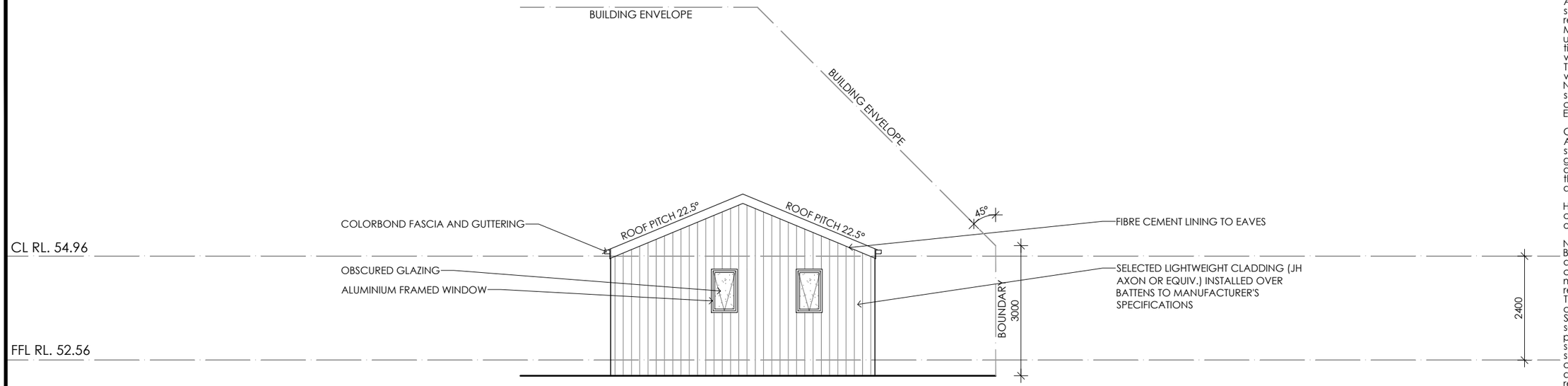
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H	COUNCIL RFI - PASSING BAY CLEARANCES	IB	13/10/25

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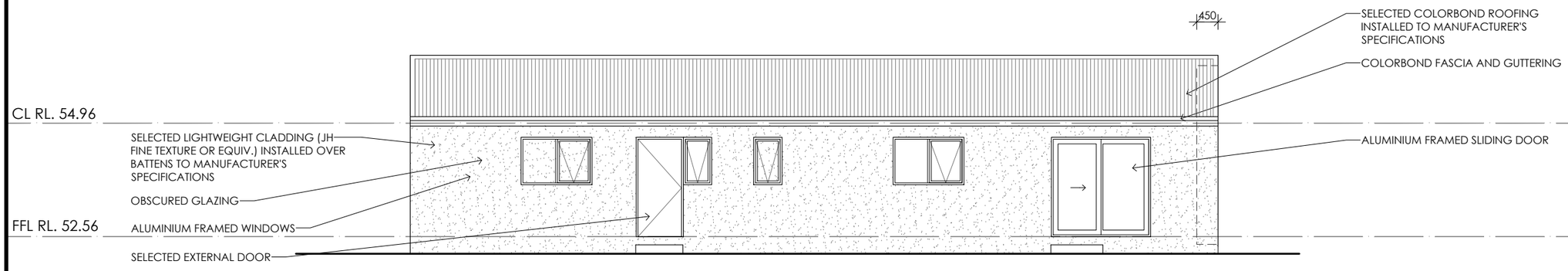
JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative &
ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	11 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: H		



EASTERN ELEVATION



NORTHERN ELEVATION

UNIT 2

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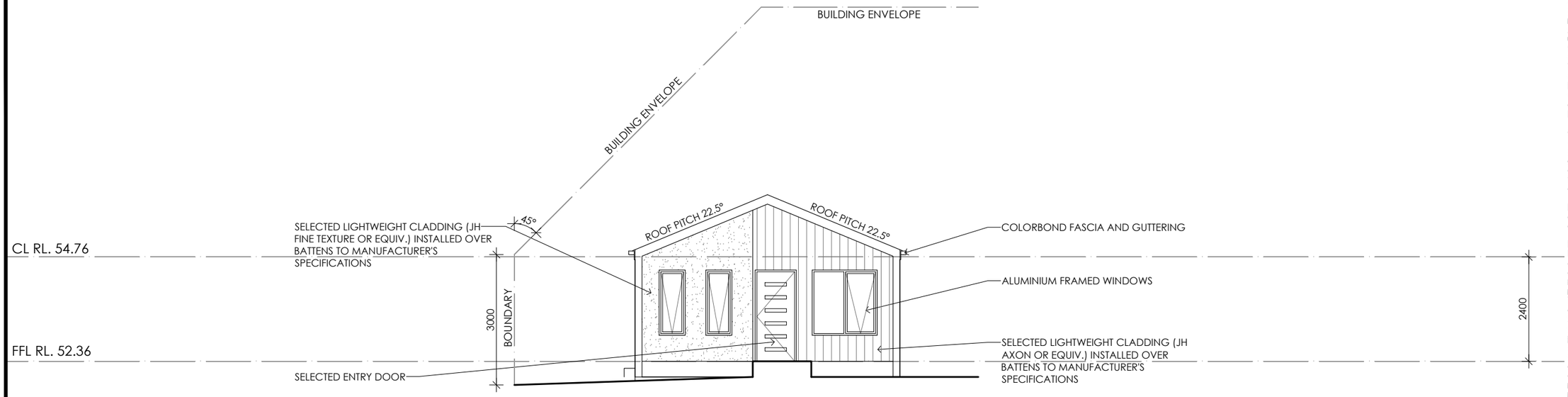
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CREATIVE HOMES HOBART
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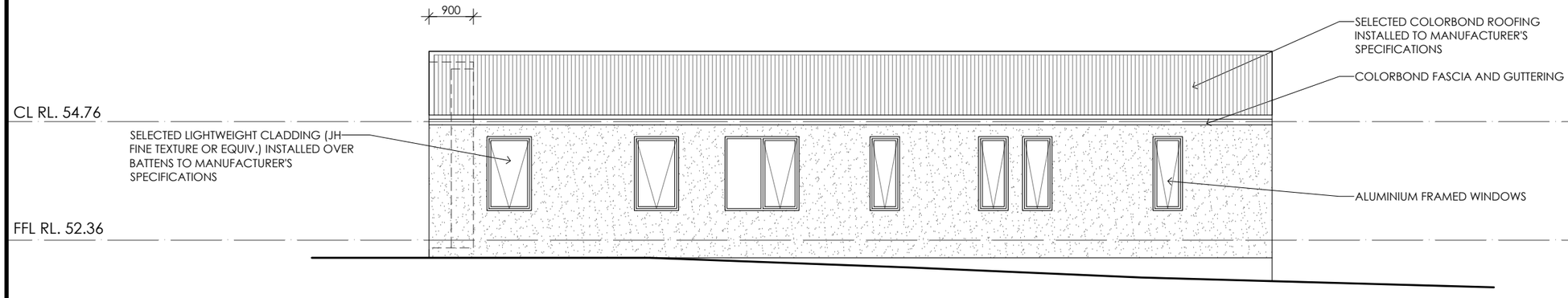
JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	12 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
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SCALE: 1:100	REV: H		



WESTERN ELEVATION



SOUTHERN ELEVATION

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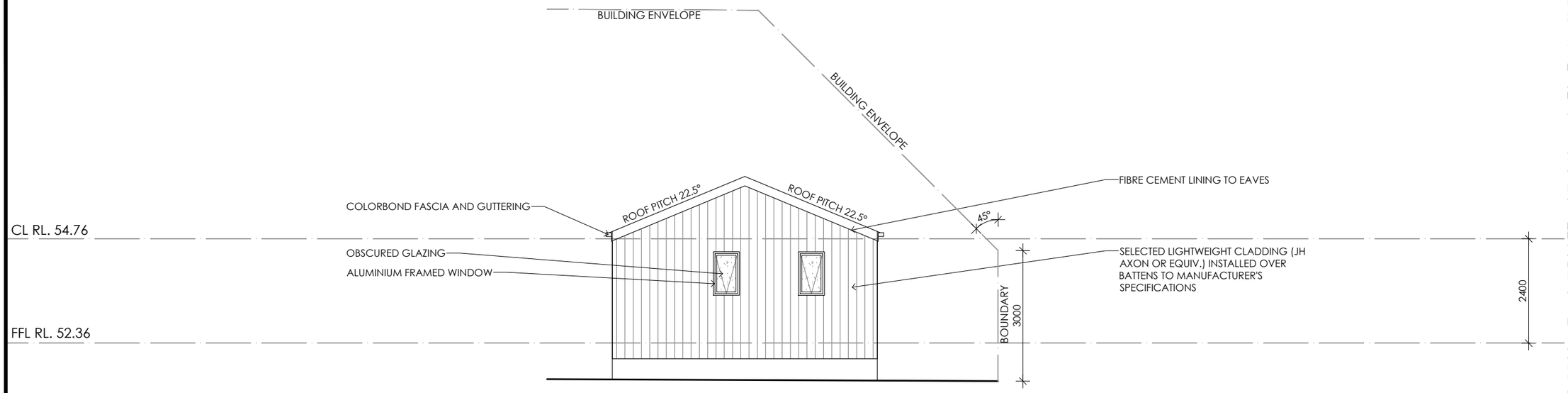
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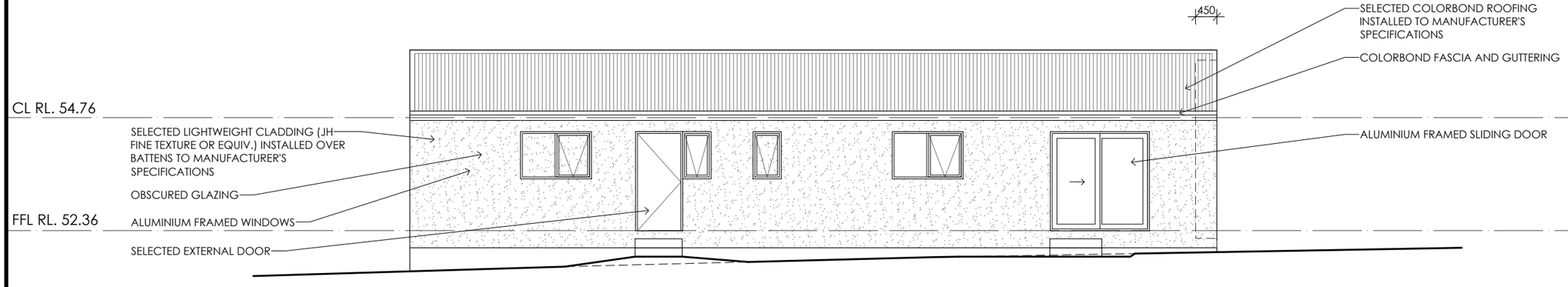
JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	13 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: H		



EASTERN ELEVATION



NORTHERN ELEVATION

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DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
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SCALE: 1:100	REV: H		

AREAS:	
FLOOR AREA:	112.1 m²
PORCH:	1.5 m²
TOTAL AREA:	113.6 m²

LEGEND:

DP	DOWNPIPE LOCATION
SHR	SHOWER
BTH	BATH
VB	VANITY BASIN
WC	TOILET
OHC	OVERHEAD CUPBOARDS
REF	REFRIGERATOR
P	PANTRY
RH	RANGE HOOD
UBO	UNDER BENCH OVEN
CT	COOK TOP
S	SINK
DW	DISH WASHER
T	TROUGH
WM	WASHING MACHINE
MH	MANHOLE
CSD	CAVITY SLIDING DOOR
AAW	ALUM. AWNING WINDOW
ASD	ALUM. SLIDING DOOR
B/O	BEAM OVER
BH	BULKHEAD

BAL SELECTED BALUSTRADE TO BUILDER'S STANDARD DETAIL INSTALLED IN ACCORDANCE WITH NCC

MASONRY ARTICULATION JOINT - LOCATION TO ENGINEER'S DETAILS

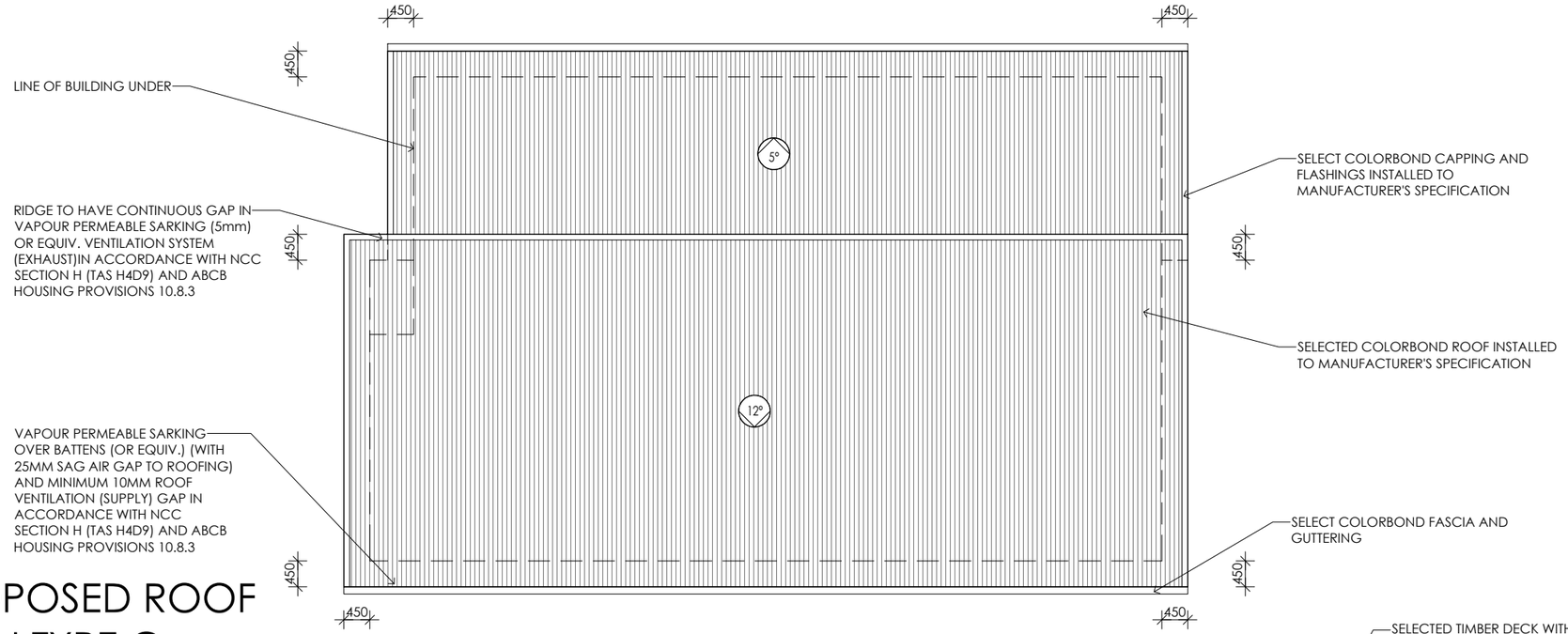
CEILING MOUNTED INTERCONNECTED SMOKE DETECTORS, MAINS WIRED WITH BATTERY BACKUP, ALL IN ACCORDANCE WITH AS 3786.

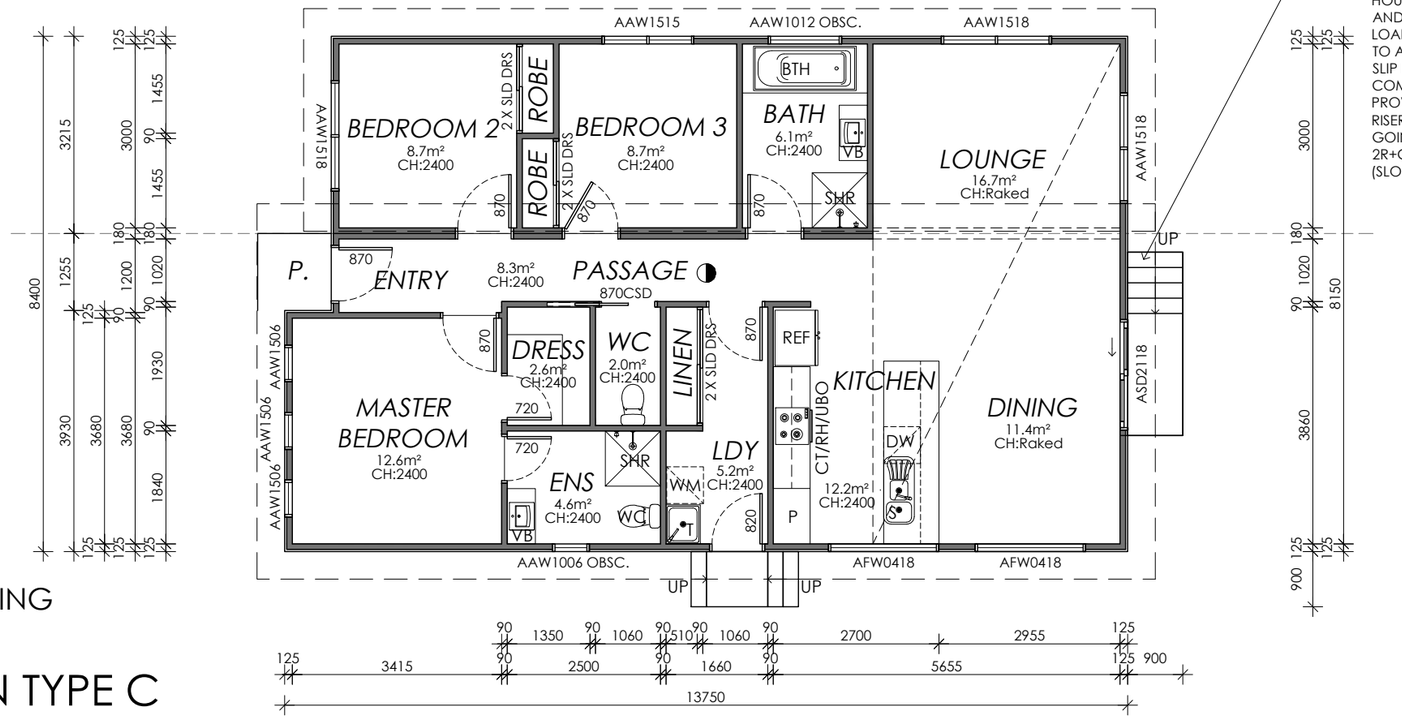
DP 90mm DOWNPIPE

NOTE: LIFT OFF HINGES TO WC TO BE INSTALLED AS REQUIRED IN ACCORDANCE WITH NCC.

NOTE: NUMBER OF STAIRS SUBJECT TO FINAL FINISHED SITE LEVELS. WHERE DECK LEVEL IS OVER 1m ABOVE GROUND LEVEL, BALUSTRADE TO BE FITTED IN ACCORDANCE WITH NCC REQUIREMENTS.

PROPOSED ROOF PLAN TYPE C





SELECTED TIMBER DECK WITH STAIR AND BALUSTRADE (AS REQUIRED) TO ENGINEER'S DETAILS AND INSTALLED IN ACCORDANCE WITH NCC PART 11 & PART 12.3 (ATTACHMENT TO BUILDING) BALUSTRADE TO BE IN ACCORDANCE WITH NCC HOUSING PROVISIONS PART 11.3 AND BE CAPABLE OF BEARING LOADING FORCES ACCORDING TO AS1170.1 & AS 4586 SLIP RESISTANCE OF TREADS TO COMPLY WITH NCC HOUSING PROVISIONS 11.2.4

RISER: 190mm (max)
GOING: 250mm
2R+G: 630mm
(SLOPE RELATIONSHIP)

UNITS 6 - 10

TO COMPLY WITH LIVABLE HOUSING STANDARDS - SILVER LEVEL

PROPOSED FLOOR PLAN TYPE C

Framing NCC H1D6
All timber framing, fixing and bracing shall comply with AS 1684 and the requirements of NCC H1D6. Manufactured sizes must not be undersized to those specified, for all timber sizes, stress grades, spacing and wall bracing refer to Engineer's details. Tie-down details shall be in accordance with Engineer's details and comply with NCC H1D6 (4). Structural steel members shall comply with the requirements of clauses in NCC H1D6 (3). Refer to Engineer's details where provided.

Glazing NCC H1D8
All windows to be aluminium awning style, double glazed (obscured safety glass to bathrooms as shown on drawings) All glazing shall comply with the requirements of AS 2047 & AS 1288 and NCC H1D8.

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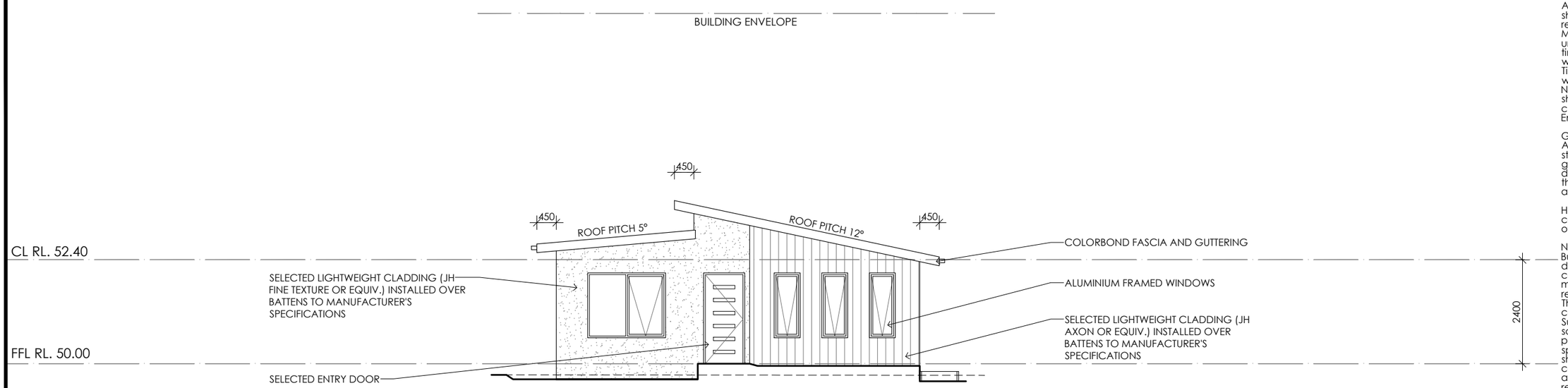
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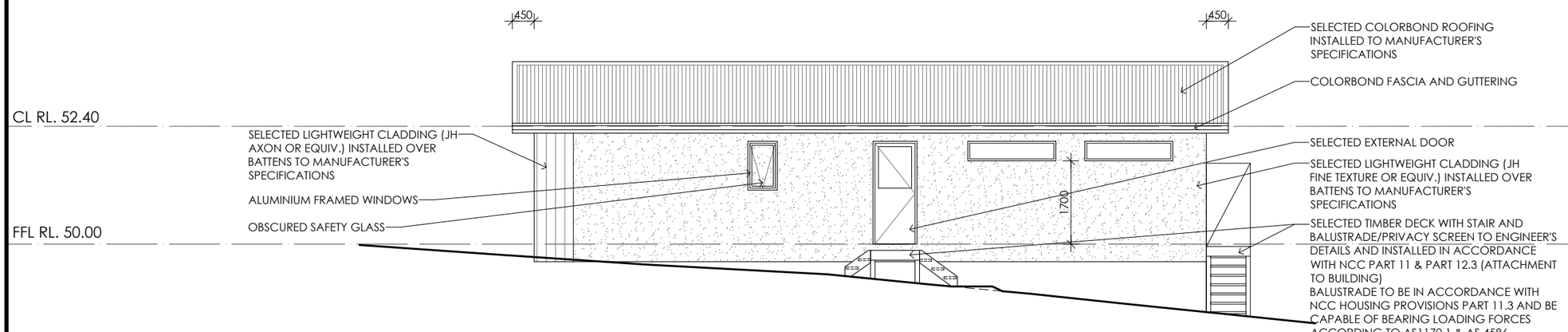
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F	COUNCIL RFI, LIVEABLE HOUSING AMENDMENTS	IB	25/7/25
G	COUNCIL RFI	IB	25/9/25
H	COUNCIL RFI - PASSING BAY CLEARANCES	IB	13/10/25

CREATIVE HOMES HOBART
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS: 12 Jubilee Avenue Brighton		CLIENT: Construct Creative & ASCR Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	32 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
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WESTERN ELEVATION



SOUTHERN ELEVATION

UNIT 6

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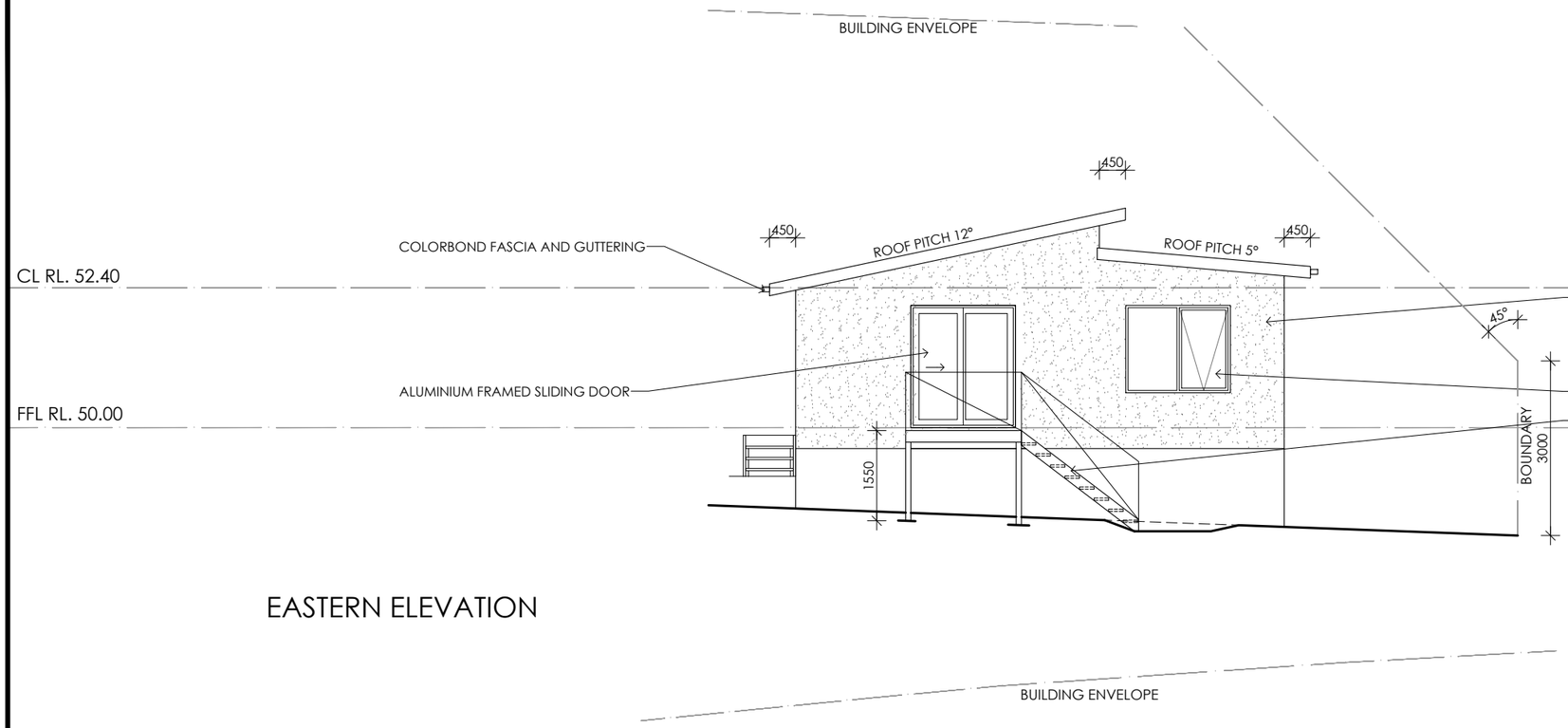
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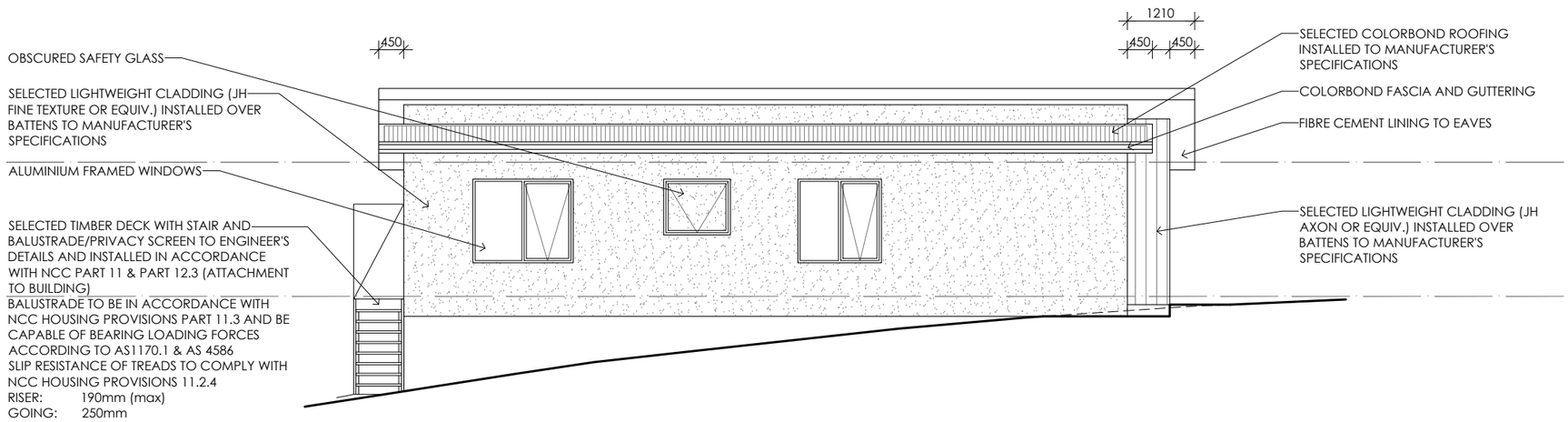
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12 Jubilee Avenue
Brighton

CLIENT:
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EASTERN ELEVATION



NORTHERN ELEVATION

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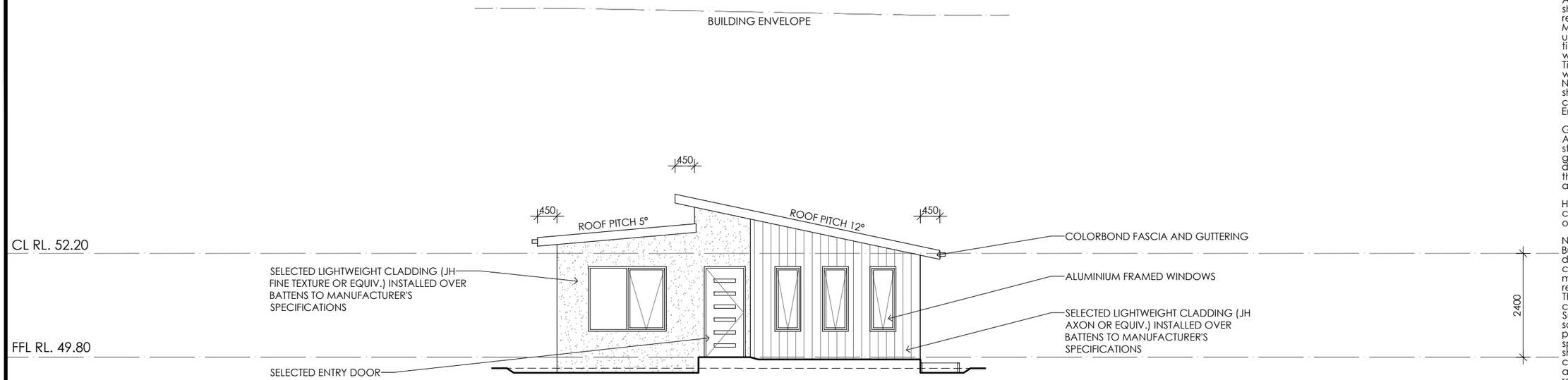
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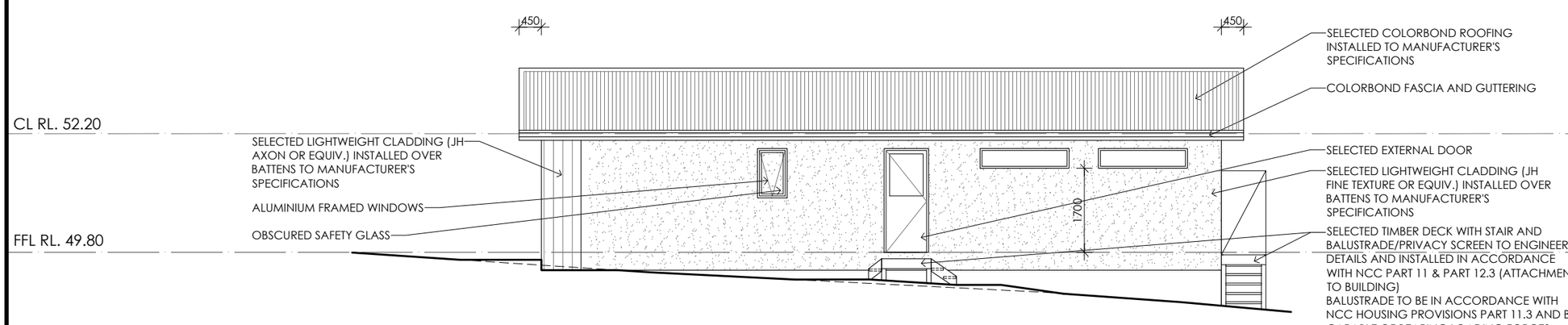
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Brighton

CLIENT:
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WESTERN ELEVATION



SOUTHERN ELEVATION

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UNIT 7

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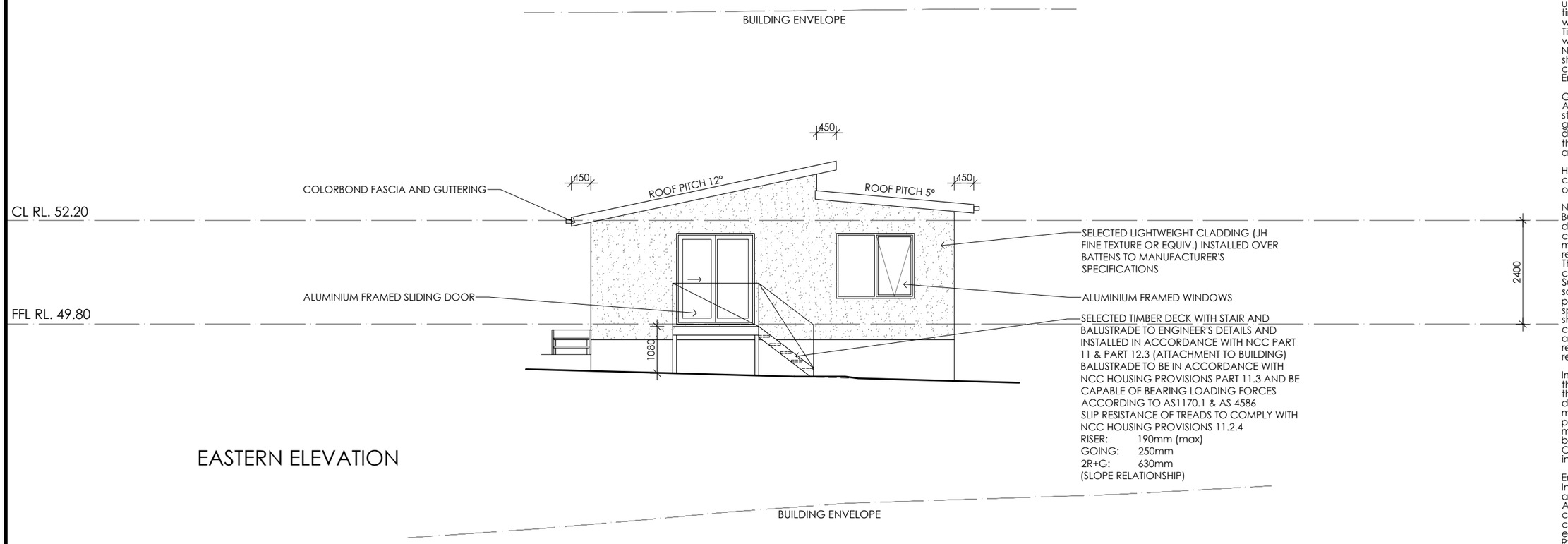
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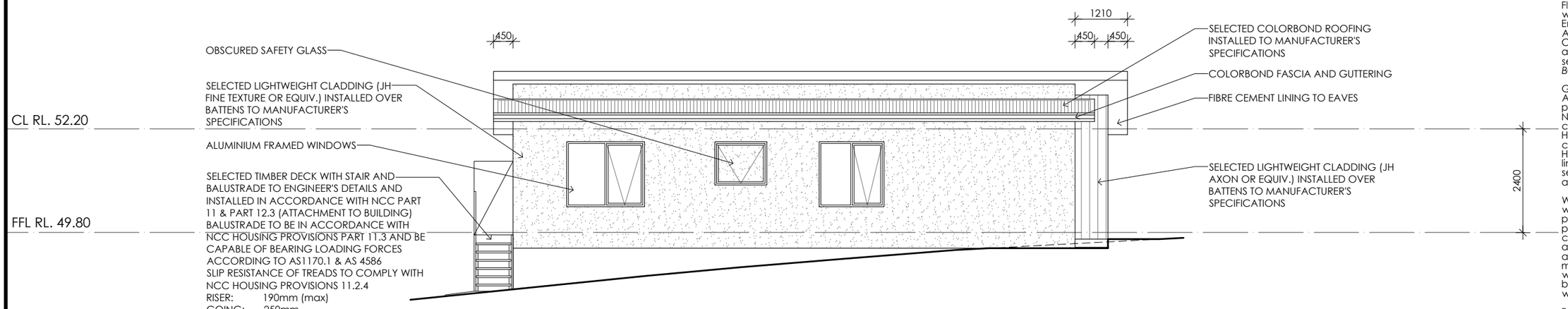
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Brighton

CLIENT:
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DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
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EASTERN ELEVATION



NORTHERN ELEVATION

UNIT 7

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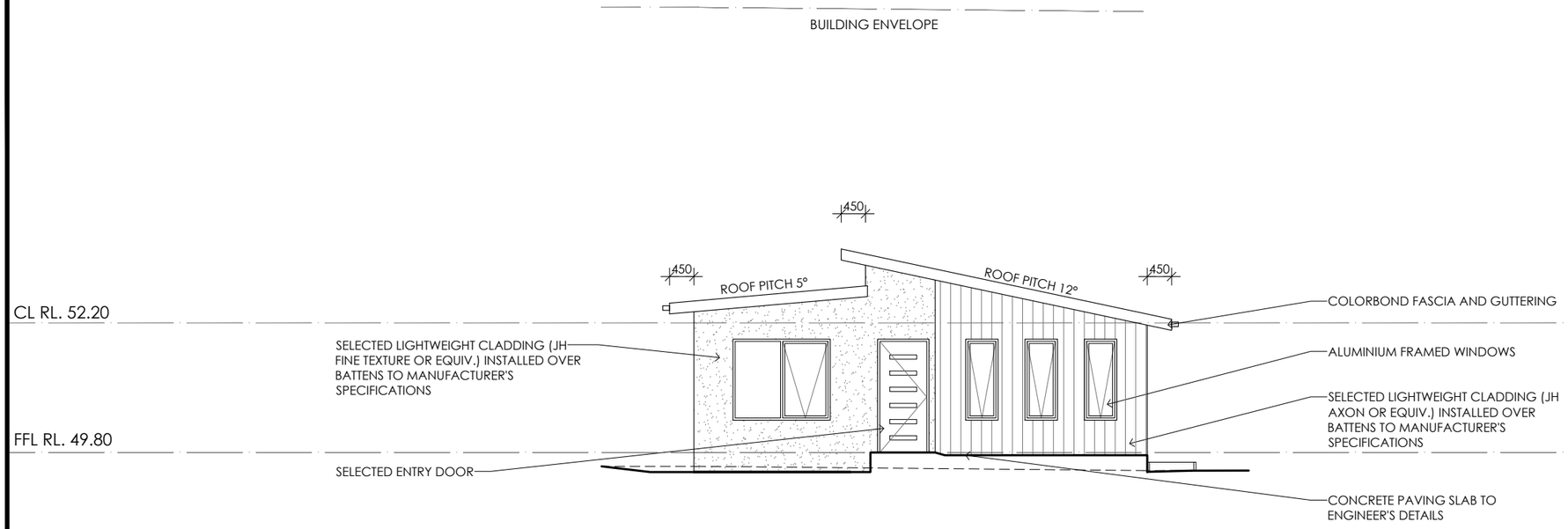
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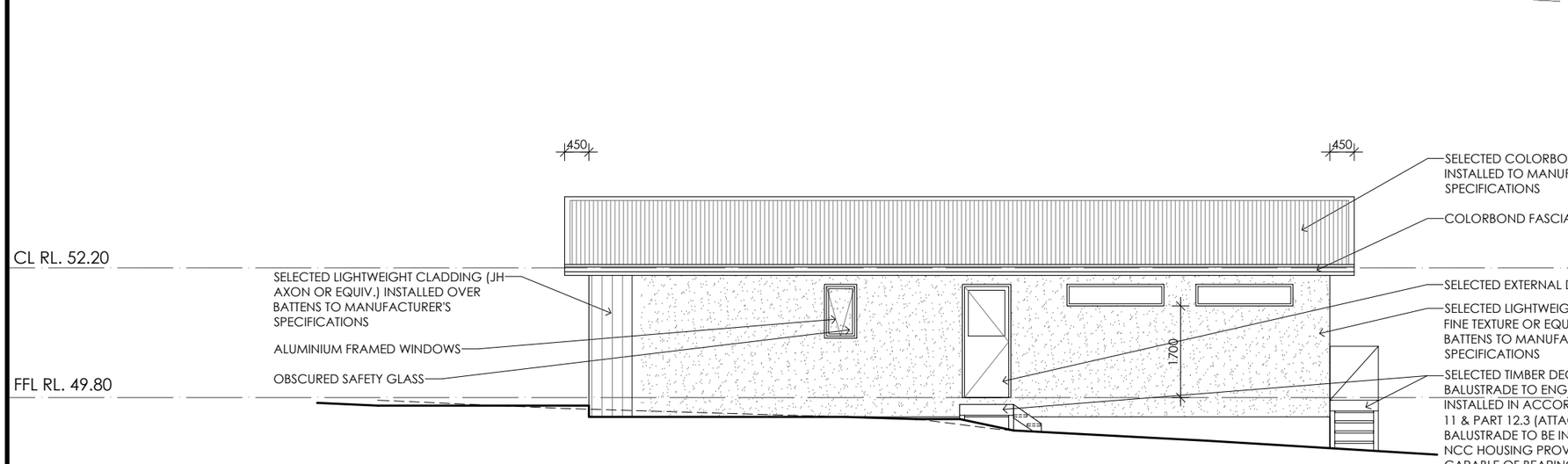
JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	18 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
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WESTERN ELEVATION



SOUTHERN ELEVATION

UNIT 8

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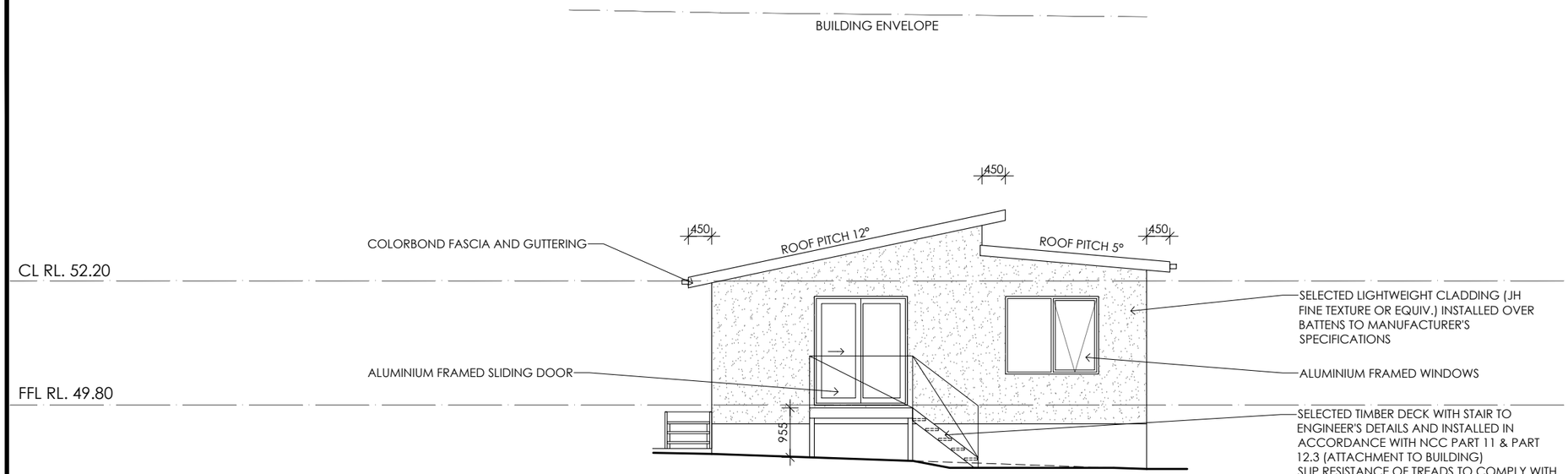
REV:	DESCRIPTION:	BY:	DATE:
E	AMENDMENTS FOR TRAFFIC MANAGEMENT	IB	16/12/24
F	COUNCIL RFI, LIVEABLE HOUSING AMENDMENTS	IB	25/7/25
G	COUNCIL RFI	IB	25/9/25
H	COUNCIL RFI - PASSING BAY CLEARANCES	IB	13/10/25

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CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

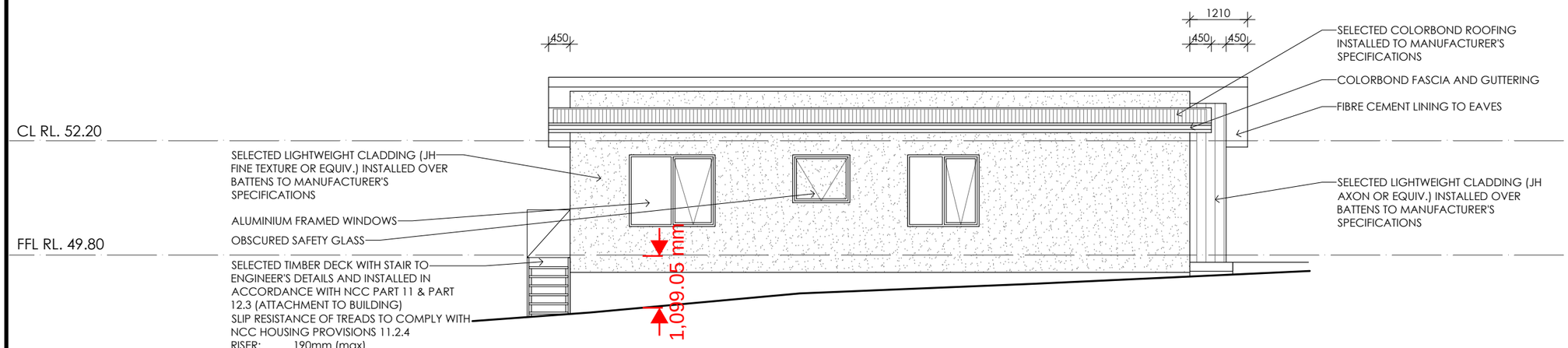
JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER:	I. Brown	ACCRED. NO.:	CC6652	SHEET:	19 of 36
DRAWN:	I. Brown	DATE:	January 2023	DESIGN TYPE:	Custom
CHECKED:		DATE:		DRAWING NO:	0056
SCALE:	1:100	REV:	H		



EASTERN ELEVATION



NORTHERN ELEVATION

UNIT 8

Framing NCC H1D6
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Glazing NCC H1D8
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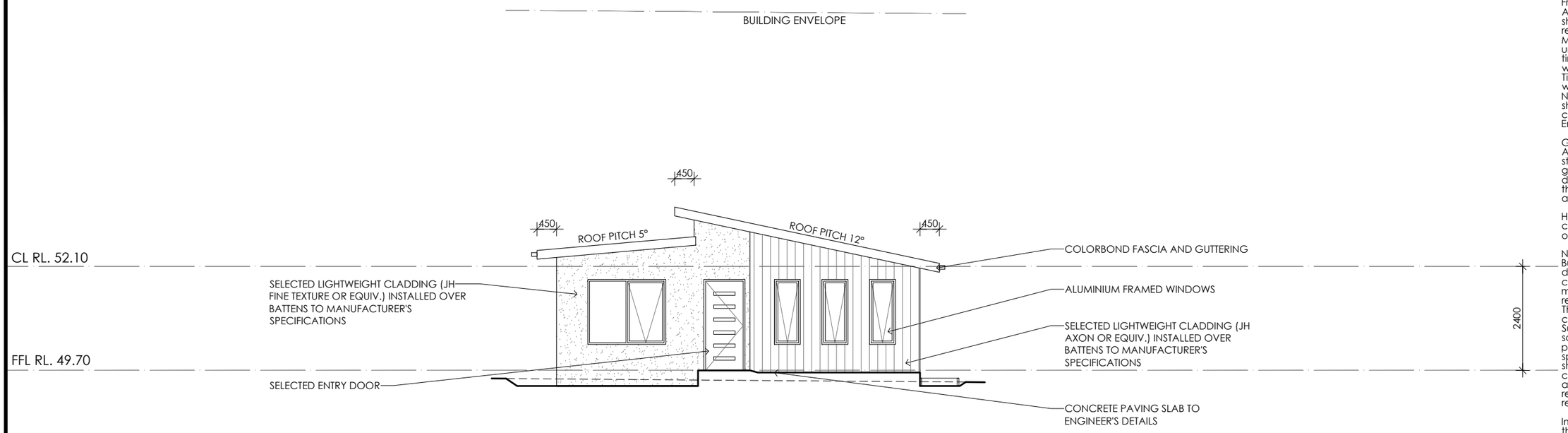
REV:	DESCRIPTION:	BY:	DATE:
E	AMENDMENTS FOR TRAFFIC MANAGEMENT	IB	16/12/24
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G	COUNCIL RFI	IB	25/9/25
H	COUNCIL RFI - PASSING BAY CLEARANCES	IB	13/10/25

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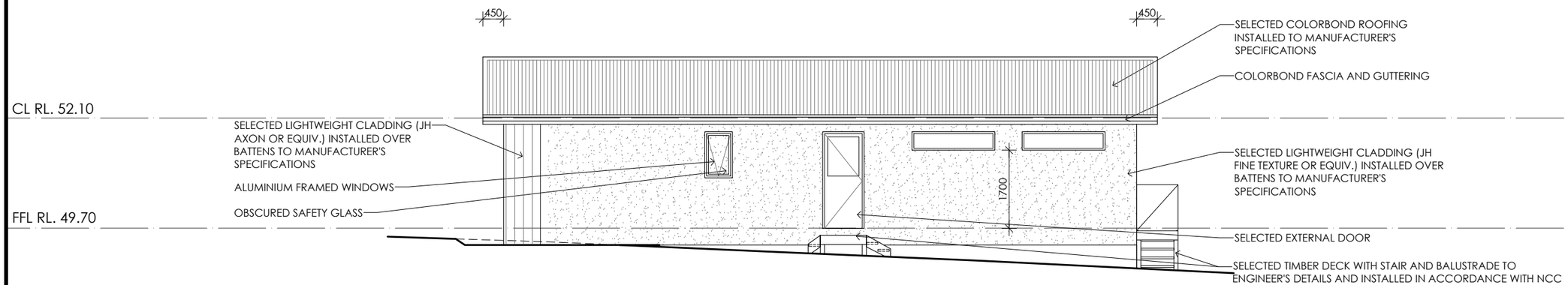
JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	20 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: H		



WESTERN ELEVATION



SOUTHERN ELEVATION

UNIT 9

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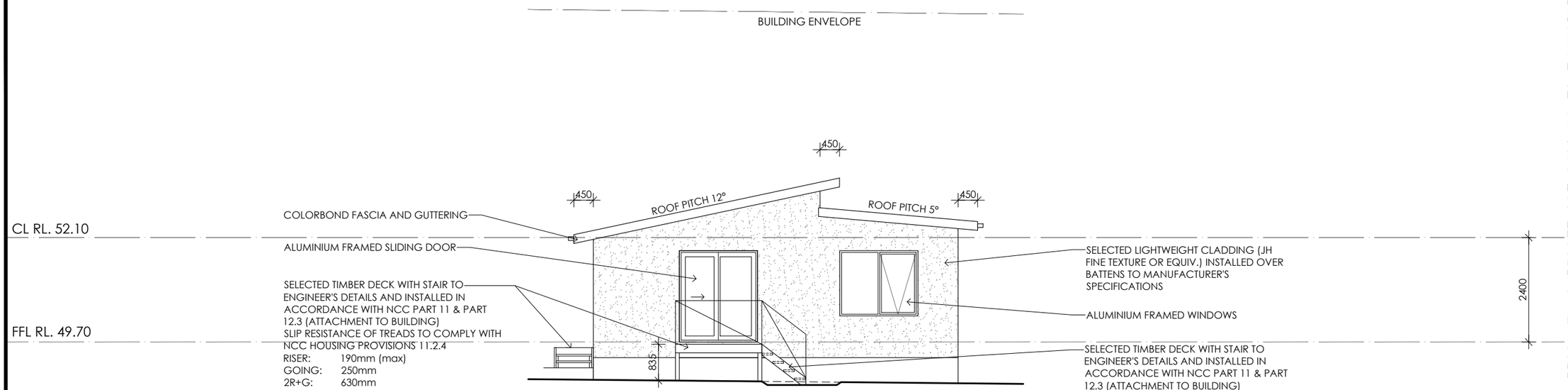
REV:	DESCRIPTION:	BY:	DATE:
E	AMENDMENTS FOR TRAFFIC MANAGEMENT	IB	16/12/24
F	COUNCIL RFI, LIVEABLE HOUSING AMENDMENTS	IB	25/7/25
G	COUNCIL RFI	IB	25/9/25
H	COUNCIL RFI - PASSING BAY CLEARANCES	IB	13/10/25

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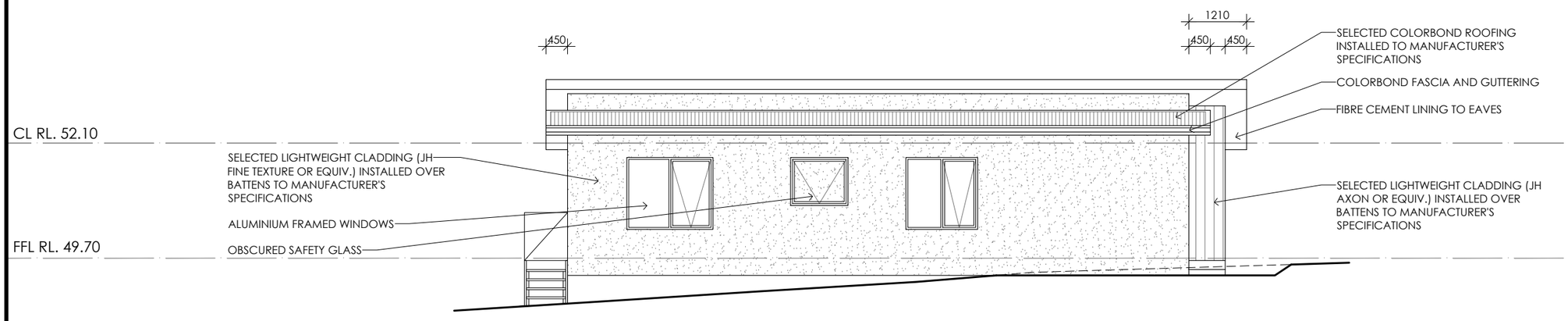
JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	21 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
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EASTERN ELEVATION



NORTHERN ELEVATION

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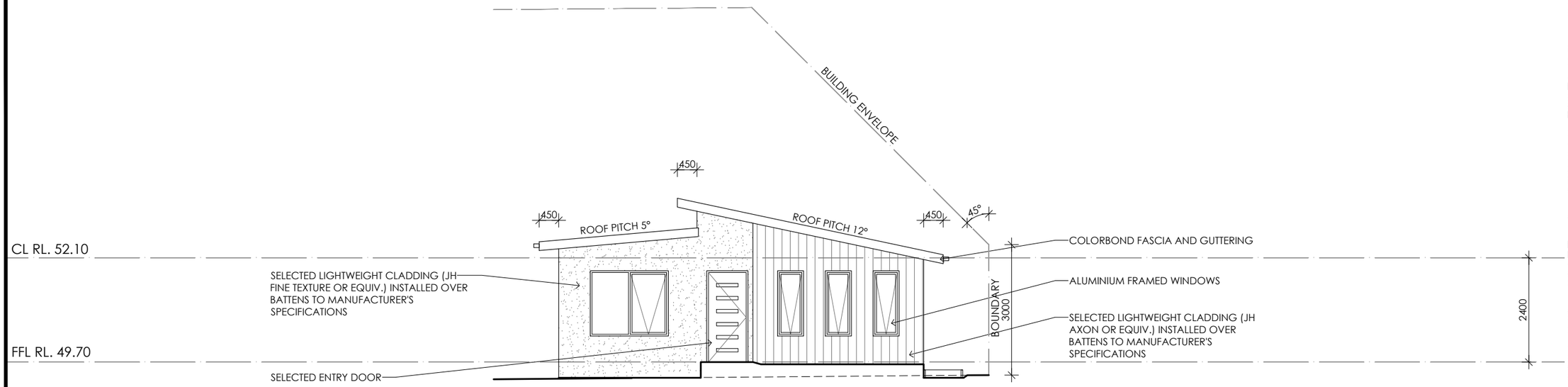
REV:	DESCRIPTION:	BY:	DATE:
E	AMENDMENTS FOR TRAFFIC MANAGEMENT	IB	16/12/24
F	COUNCIL RFI, LIVEABLE HOUSING AMENDMENTS	IB	25/7/25
G	COUNCIL RFI	IB	25/9/25
H	COUNCIL RFI - PASSING BAY CLEARANCES	IB	13/10/25

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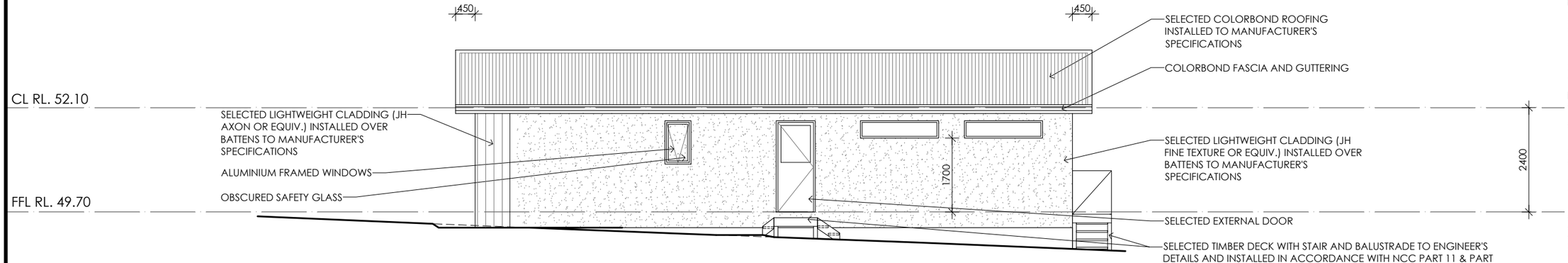
JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative &
ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	22 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: H		



WESTERN ELEVATION



SOUTHERN ELEVATION

UNIT 10

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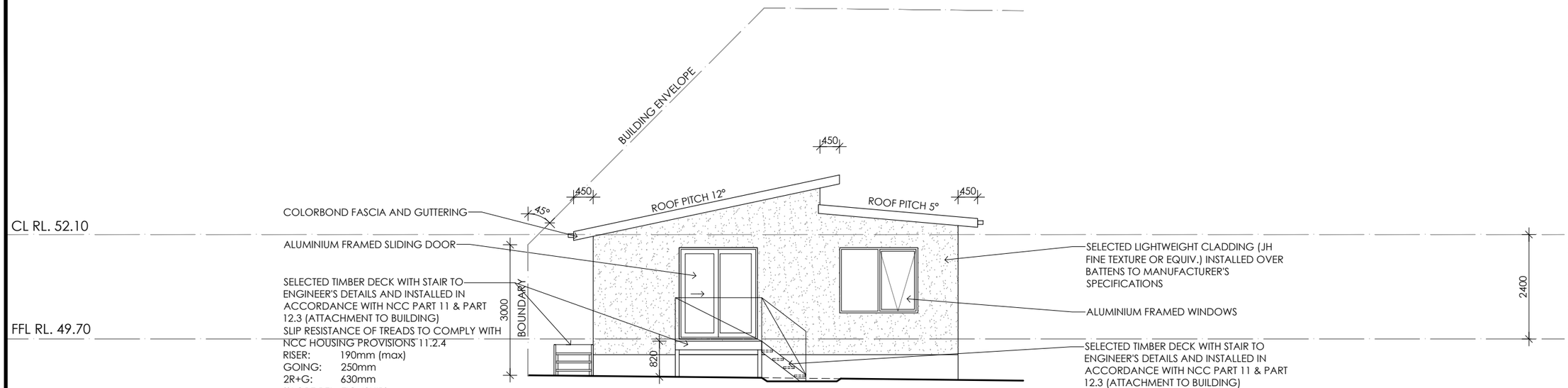
REV:	DESCRIPTION:	BY:	DATE:
E	AMENDMENTS FOR TRAFFIC MANAGEMENT	IB	16/12/24
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H	COUNCIL RFI - PASSING BAY CLEARANCES	IB	13/10/25

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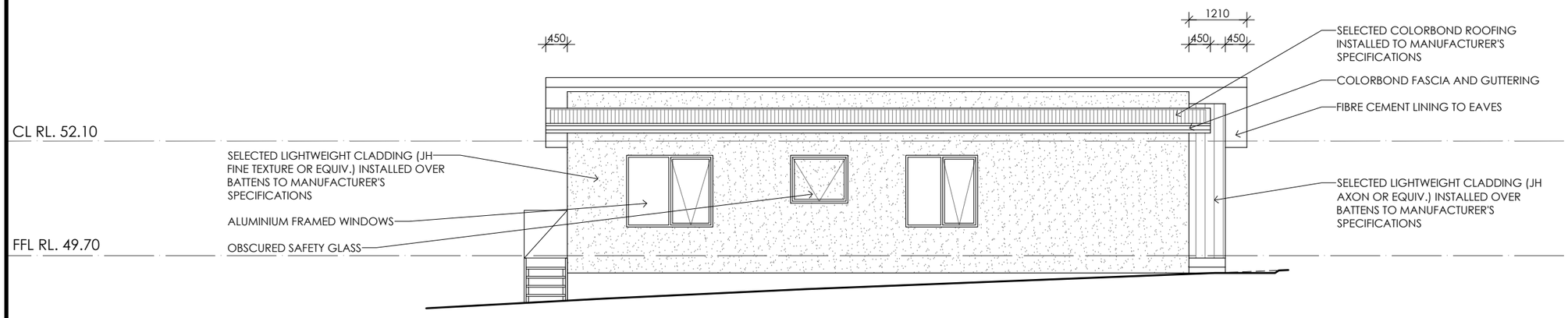
JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative &
ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	23 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: H		



EASTERN ELEVATION



NORTHERN ELEVATION

UNIT 10

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PROJECT NORTH

CONTRACTOR MUST VERIFY ALL DIMENSIONS AND LEVELS AT THE JOB PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS.

DO NOT SCALE DRAWINGS.
ALWAYS USE WRITTEN DIMENSIONS.

REV:	DESCRIPTION:	BY:	DATE:
E	AMENDMENTS FOR TRAFFIC MANAGEMENT	IB	16/12/24
F	COUNCIL RFI, LIVEABLE HOUSING AMENDMENTS	IB	25/7/25
G	COUNCIL RFI	IB	25/9/25
H	COUNCIL RFI - PASSING BAY CLEARANCES	IB	13/10/25

CREATIVE HOMES HOBART
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	24 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: H		

AREAS:	
FLOOR AREA:	124.7 m²
PORCH:	1.4 m²
TOTAL AREA:	126.1 m²

LEGEND:

DP	DOWNPIPE LOCATION
SHR	SHOWER
BTH	BATH
VB	VANITY BASIN
WC	TOILET
OHC	OVERHEAD CUPBOARDS
REF	REFRIGERATOR
P	PANTRY
RH	RANGE HOOD
UBO	UNDER BENCH OVEN
CT	COOK TOP
S	SINK
DW	DISH WASHER
T	TROUGH
WM	WASHING MACHINE
MH	MANHOLE
CSD	CAVITY SLIDING DOOR
AAW	ALUM. AWNING WINDOW
ASD	ALUM. SLIDING DOOR
B/O	BEAM OVER
BH	BULKHEAD

BAL SELECTED BALUSTRADE TO BUILDER'S STANDARD DETAIL INSTALLED IN ACCORDANCE WITH NCC

MASONRY ARTICULATION JOINT - LOCATION TO ENGINEER'S DETAILS

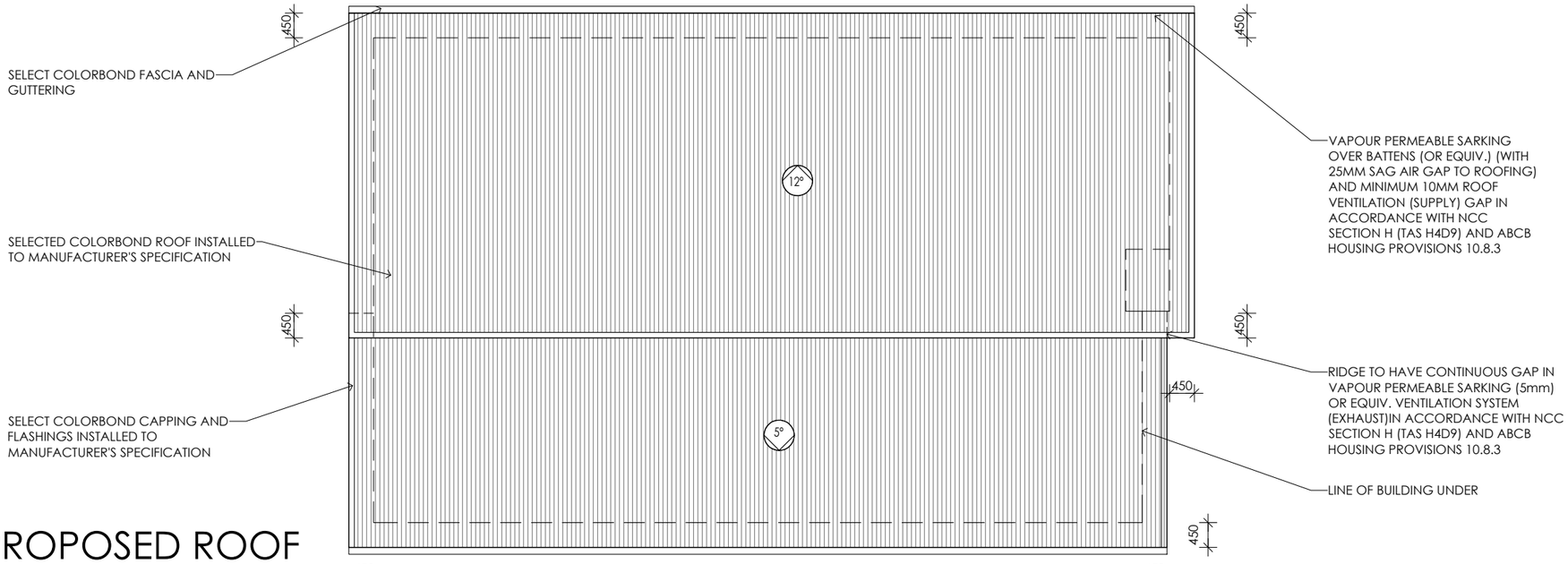
CEILING MOUNTED INTERCONNECTED SMOKE DETECTORS, MAINS WIRED WITH BATTERY BACKUP, ALL IN ACCORDANCE WITH AS 3786.

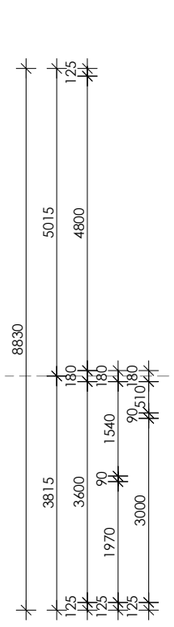
DP 90mm DOWNPIPE

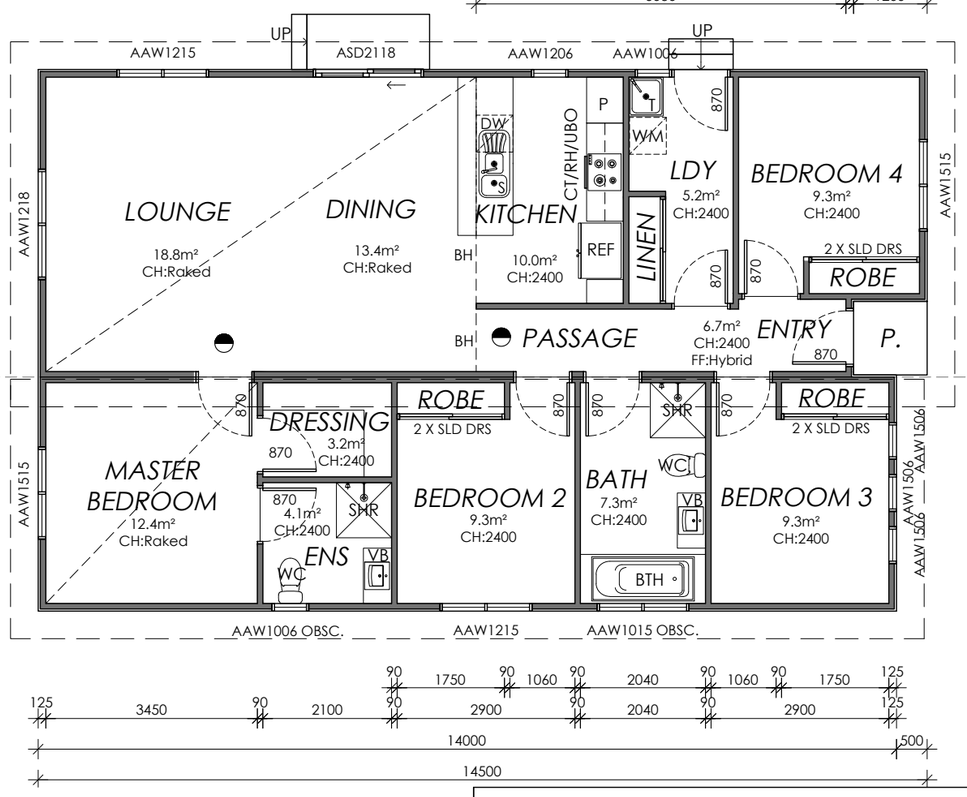
NOTE: LIFT OFF HINGES TO WC TO BE INSTALLED AS REQUIRED IN ACCORDANCE WITH NCC.

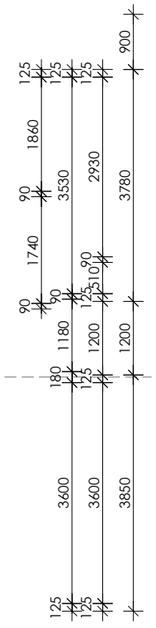
NOTE: NUMBER OF STAIRS SUBJECT TO FINAL FINISHED SITE LEVELS. WHERE DECK LEVEL IS OVER 1m ABOVE GROUND LEVEL, BALUSTRADE TO BE FITTED IN ACCORDANCE WITH NCC REQUIREMENTS.

PROPOSED ROOF PLAN TYPE D









UNIT 11 ONLY

TO COMPLY WITH LIVABLE HOUSING STANDARDS - SILVER LEVEL

PROPOSED FLOOR PLAN TYPE D

Framing NCC H1D6
All timber framing, fixing and bracing shall comply with AS 1684 and the requirements of NCC H1D6. Manufactured sizes must not be undersized to those specified, for all timber sizes, stress grades, spacing and wall bracing refer to Engineer's details. Tie-down details shall be in accordance with Engineer's details and comply with NCC H1D6 (4). Structural steel members shall comply with the requirements of clauses in NCC H1D6 (3). Refer to Engineer's details where provided.

Glazing NCC H1D8
All windows to be aluminium awning style, double glazed (obscured safety glass to bathrooms as shown on drawings) All glazing shall comply with the requirements of AS 2047 & AS 1288 and NCC H1D8.

Human impact safety requirements shall comply with NCC H1D8 (3) and Part 8.4 of the ABCB Housing provisions.

Note:
Builder and subcontractors to verify all dimension and levels prior to the commencement of any work. Give 24hrs minimum notice where amendments are required to design of working drawings. These drawings are to be read in conjunction with Engineer's and Surveyor's drawings and notes. Do not scale drawings. Dimensions are to take preference over scale. Building specification and Engineer's drawings shall override architectural drawings. All construction work shall be carried out in accordance with the state building regulations, local council by-laws and relevant NCC and AS codes.

Important notice for attention of Owners:
the Owners attention is drawn to the fact that foundations and associated drainage in all sites requires continuing maintenance to assist footing performance. Advice for foundation maintenance is contained in the CSIRO building technology file 18 and it is the Owners responsibility to maintain the site in accordance with this document.

Energy efficiency:
Insulation must comply with AS/NZS4859.1 and be installed in accordance with ABCB housing provisions Part 13.2.2 and comply with minimum R values for climate zone 7. Bulk insulation between external studs to be insulated with min R2.0. (Ensure batts fit within cavity without compression, making sure that there is at least 25mm gap from the reflective surface). External walls are to be clad with vapour permeable reflective foil over the outside of the timber frame. Ceiling to be insulated with R4.0 and vapour permeable sarking. Floor to be insulated with Min R1.7 batts where applicable. Seal exhaust fans to Ensuite, Bathroom, Laundry and Kitchen. All downlights to be IC rated. Construction of the external walls, floor and roof for compliance with building sealing requirements shall comply with *BCA 2019 Part 3.12*

General:
All flashings, weep holes and damp proof coursing to be in accordance with NCC Housing provisions Part 5.7. Fibre cement sheet in accordance with NCC Housing provisions Part 7.5. Block construction in accordance NCC Housing provisions Part 5. Plasterboard linings to internal walls and ceilings with selected cornice. (see below for wet areas)

Wet areas: All wet areas shall comply with the requirements of ABCB Housing provisions Part 10.2. Provide waterproof plasterboard sheeting to all walls and ceilings. Provide ceramic tiles or other approved water resistant lining in accordance with Part 10.2.9 to a minimum height of 1800mm to shower walls and to a height of min 150mm behind baths, basins, sinks, troughs, washing machines and wall fixtures.

For construction of floor wastes refer to NCC ABCB Housing provisions part 10.2.12. For typical installation requirements for substrate preparation, penetrations, flashings/ junctions, membranes, screeds, hobs, baths, showers, door jambs and screens refer to ABCB Housing provisions part 10.2.14-32.

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PROJECT NORTH

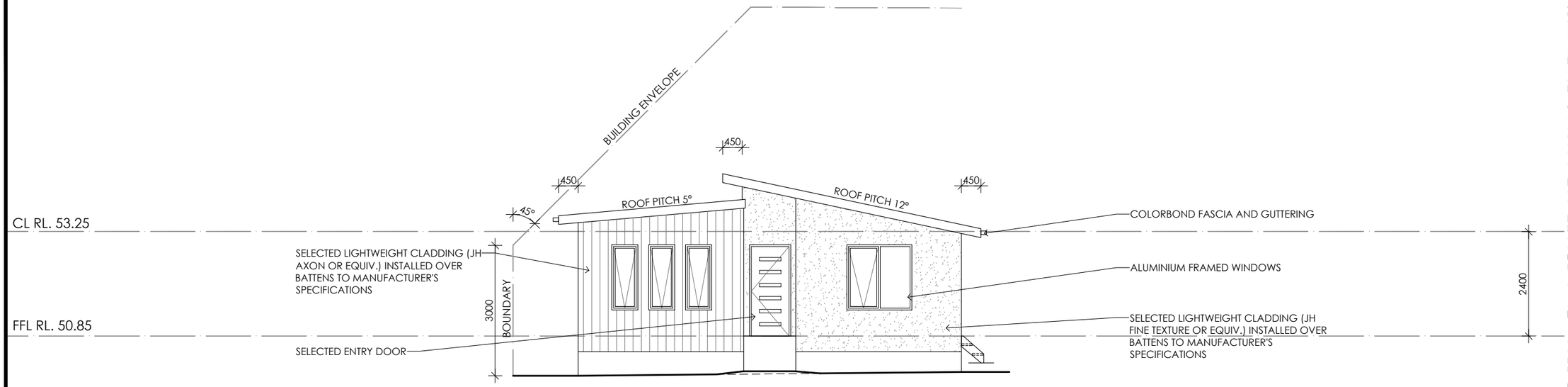
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G	COUNCIL RFI	IB	25/9/25
H	COUNCIL RFI - PASSING BAY CLEARANCES	IB	13/10/25

CREATIVE HOMES HOBART
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS: 12 Jubilee Avenue Brighton		CLIENT: Construct Creative & ASCR Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	41 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: H		



WESTERN ELEVATION



SOUTHERN ELEVATION

UNIT 11

Framing NCC H1D6
All timber framing, fixing and bracing shall comply with AS 1684 and the requirements of NCC H1D6. Manufactured sizes must not be undersized to those specified, for all timber sizes, stress grades, spacing and wall bracing refer to Engineer's details. Tie-down details shall be in accordance with Engineer's details and comply with NCC H1D6 (4). Structural steel members shall comply with the requirements of clauses in NCC H1D6 (3). Refer to Engineer's details where provided.

Glazing NCC H1D8
All windows to be aluminium awning style, double glazed (obscured safety glass to bathrooms as shown on drawings) All glazing shall comply with the requirements of AS 2047 & AS 1288 and NCC H1D8.

Human impact safety requirements shall comply with NCC H1D8 (3) and Part 8.4 of the ABCB Housing provisions.

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Energy efficiency:
Insulation must comply with AS/NZS4859.1 and be installed in accordance with ABCB housing provisions Part 13.2.2 and comply with minimum R values for climate zone 7. Bulk insulation between external studs to be insulated with min R2.0. (Ensure batts fit within cavity without compression, making sure that there is at least 25mm gap from the reflective surface). External walls are to be clad with vapour permeable reflective foil over the outside of the timber frame. Ceiling to be insulated with R4.0 and vapour permeable sarking. Floor to be insulated with Min R1.7 batts where applicable. Seal exhaust fans to Ensuite, Bathroom, Laundry and Kitchen. All downlights to be IC rated.
Construction of the external walls, floor and roof for compliance with building sealing requirements shall comply with *BCA 2019 Part 3.12*

General:
All flashings, weep holes and damp proof coursing to be in accordance with NCC Housing provisions Part 5.7. Fibre cement sheet in accordance with NCC Housing provisions Part 7.5. Block construction in accordance NCC Housing provisions Part 5. Plasterboard linings to internal walls and ceilings with selected cornice. (see below for wet areas)

Wet areas: All wet areas shall comply with the requirements of ABCB Housing provisions Part 10.2. Provide waterproof plasterboard sheeting to all walls and ceilings. Provide ceramic tiles or other approved water resistant lining in accordance with Part 10.2.9 to a minimum height of 1800mm to shower walls and to a height of min 150mm behind baths, basins, sinks, troughs, washing machines and wall fixtures.

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PROJECT NORTH

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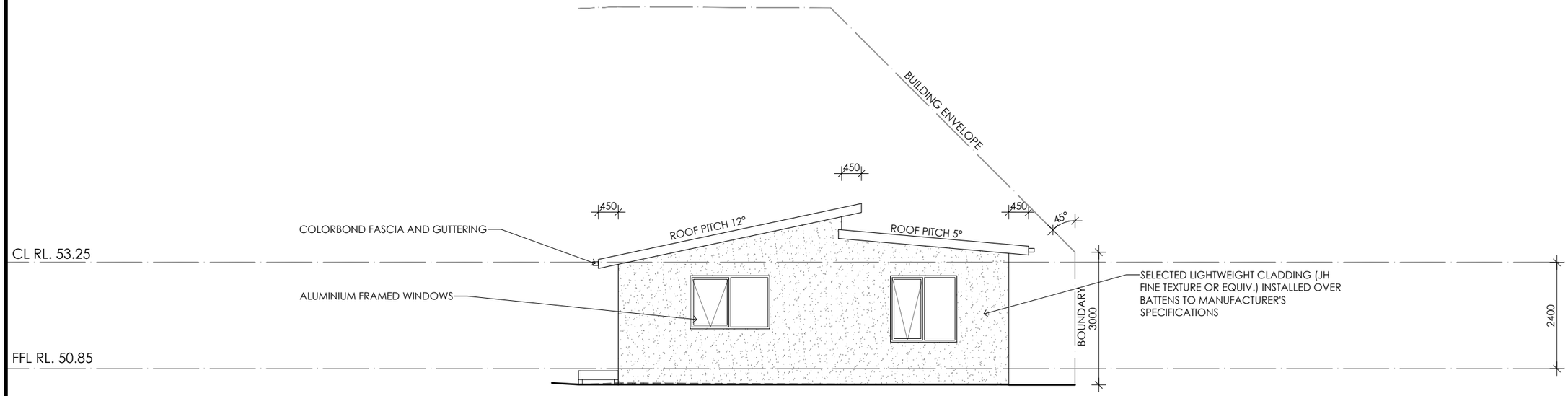
REV:	DESCRIPTION:	BY:	DATE:
E	AMENDMENTS FOR TRAFFIC MANAGEMENT	IB	16/12/24
F	COUNCIL RFI, LIVEABLE HOUSING AMENDMENTS	IB	25/7/25
G	COUNCIL RFI	IB	25/9/25
H	COUNCIL RFI - PASSING BAY CLEARANCES	IB	13/10/25

CREATIVE HOMES HOBART
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

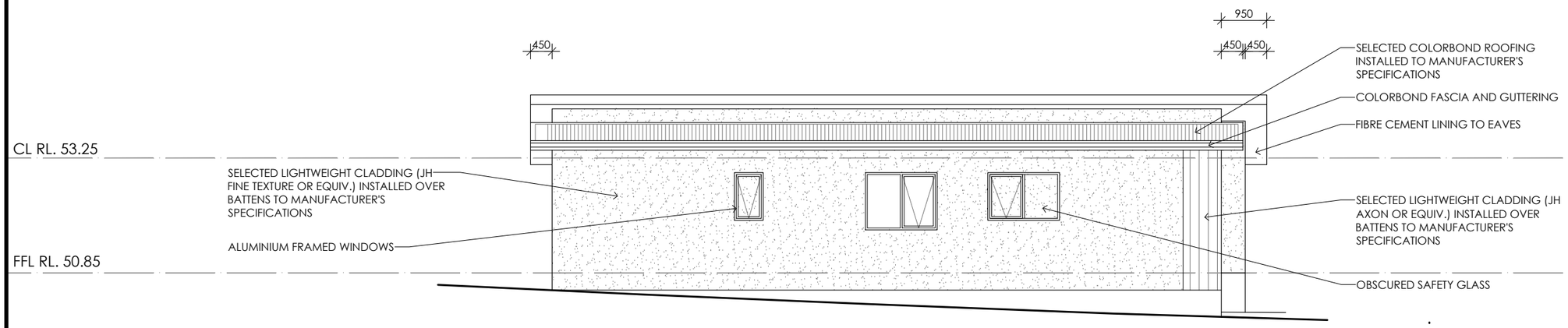
JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative &
ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	42 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: H		



EASTERN ELEVATION



UNIT 11

Framing NCC H1D6
All timber framing, fixing and bracing shall comply with AS 1684 and the requirements of NCC H1D6. Manufactured sizes must not be undersized to those specified, for all timber sizes, stress grades, spacing and wall bracing refer to Engineer's details. Tie-down details shall be in accordance with Engineer's details and comply with NCC H1D6 (4). Structural steel members shall comply with the requirements of clauses in NCC H1D6 (3). Refer to Engineer's details where provided.

Glazing NCC H1D8
All windows to be aluminium awning style, double glazed (obscured safety glass to bathrooms as shown on drawings) All glazing shall comply with the requirements of AS 2047 & AS 1288 and NCC H1D8.

Human impact safety requirements shall comply with NCC H1D8 (3) and Part 8.4 of the ABCB Housing provisions.

Note:
Builder and subcontractors to verify all dimension and levels prior to the commencement of any work. Give 24hrs minimum notice where amendments are required to design of working drawings. These drawings are to be read in conjunction with Engineer's and Surveyor's drawings and notes. Do not scale drawings. Dimensions are to take preference over scale. Building specification and Engineer's drawings shall override architectural drawings. All construction work shall be carried out in accordance with the state building regulations, local council by-laws and relevant NCC and AS codes.

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Energy efficiency:
Insulation must comply with AS/NZS4859.1 and be installed in accordance with ABCB housing provisions Part 13.2.2 and comply with minimum R values for climate zone 7. Bulk insulation between external studs to be insulated with min R2.0. (Ensure batts fit within cavity without compression, making sure that there is at least 25mm gap from the reflective surface). External walls are to be clad with vapour permeable reflective foil over the outside of the timber frame. Ceiling to be insulated with R4.0 and vapour permeable sarking. Floor to be insulated with Min R1.7 batts where applicable. Seal exhaust fans to Ensuite, Bathroom, Laundry and Kitchen. All downlights to be IC rated.
Construction of the external walls, floor and roof for compliance with building sealing requirements shall comply with *BCA 2019 Part 3.12*

General:
All flashings, weep holes and damp proof coursing to be in accordance with NCC Housing provisions Part 5.7. Fibre cement sheet in accordance with NCC Housing provisions Part 7.5. Block construction in accordance NCC Housing provisions Part 5. Plasterboard linings to internal walls and ceilings with selected cornice. (see below for wet areas)

Wet areas: All wet areas shall comply with the requirements of ABCB Housing provisions Part 10.2. Provide waterproof plasterboard sheeting to all walls and ceilings. Provide ceramic tiles or other approved water resistant lining in accordance with Part 10.2.9 to a minimum height of 1800mm to shower walls and to a height of min 150mm behind baths, basins, sinks, troughs, washing machines and wall fixtures.

For construction of floor wastes refer to NCC ABCB Housing provisions part 10.2.12. For typical installation requirements for substrate preparation, penetrations, flashings/ junctions, membranes, screeds, hobs, baths, showers, door jambs and screens refer to ABCB Housing provisions part 10.2.14-32.

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PROJECT NORTH

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REV:	DESCRIPTION:	BY:	DATE:
E	AMENDMENTS FOR TRAFFIC MANAGEMENT	IB	16/12/24
F	COUNCIL RFI, LIVEABLE HOUSING AMENDMENTS	IB	25/7/25
G	COUNCIL RFI	IB	25/9/25
H	COUNCIL RFI - PASSING BAY CLEARANCES	IB	13/10/25

CREATIVE HOMES HOBART
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS: 12 Jubilee Avenue Brighton

CLIENT: Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	43 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: H		

AREAS:	
FLOOR AREA:	124.7 m²
PORCH:	1.4 m²
TOTAL AREA:	126.1 m²

LEGEND:

DP	DOWNPIPE LOCATION
SHR	SHOWER
BTH	BATH
VB	VANITY BASIN
WC	TOILET
OHC	OVERHEAD CUPBOARDS
REF	REFRIGERATOR
P	PANTRY
RH	RANGE HOOD
UBO	UNDER BENCH OVEN
CT	COOK TOP
S	SINK
DW	DISH WASHER
T	TROUGH
WM	WASHING MACHINE
MH	MANHOLE
CSD	CAVITY SLIDING DOOR
AAW	ALUM. AWNING WINDOW
ASD	ALUM. SLIDING DOOR
B/O	BEAM OVER
BH	BULKHEAD

BAL SELECTED BALUSTRADE TO BUILDER'S STANDARD DETAIL INSTALLED IN ACCORDANCE WITH NCC

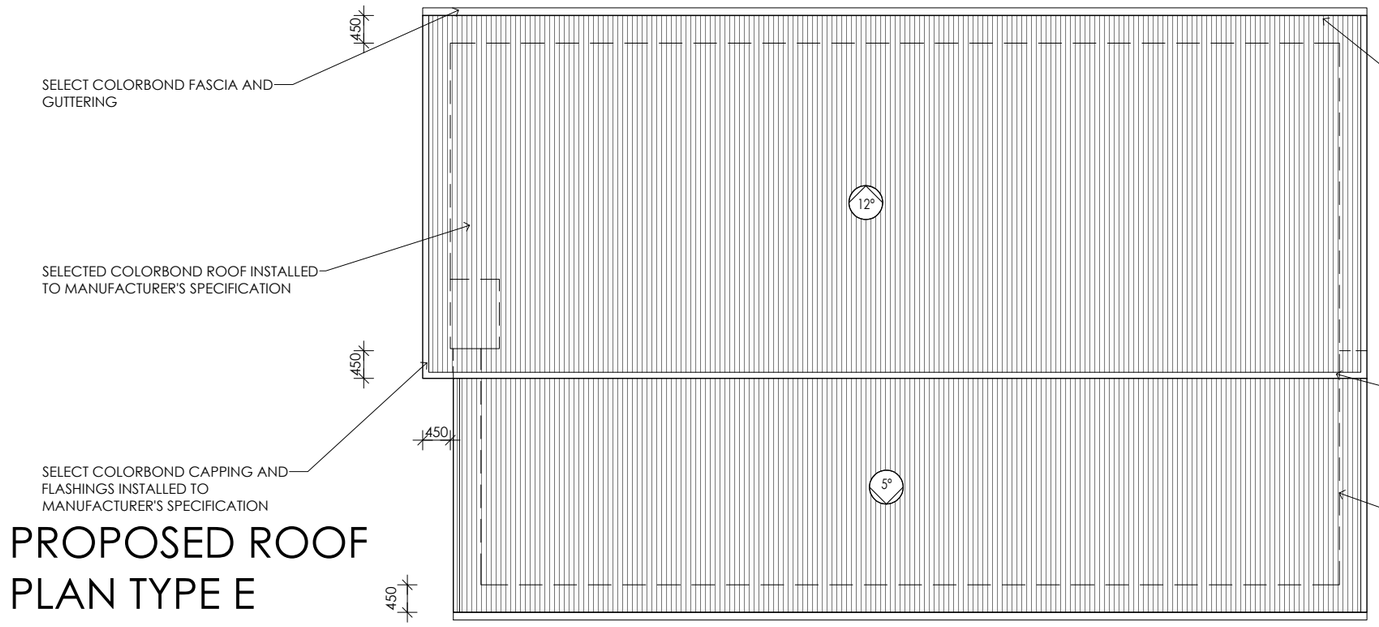
MASONRY ARTICULATION JOINT - LOCATION TO ENGINEER'S DETAILS

CEILING MOUNTED INTERCONNECTED SMOKE DETECTORS, MAINS WIRED WITH BATTERY BACKUP, ALL IN ACCORDANCE WITH AS 3786.

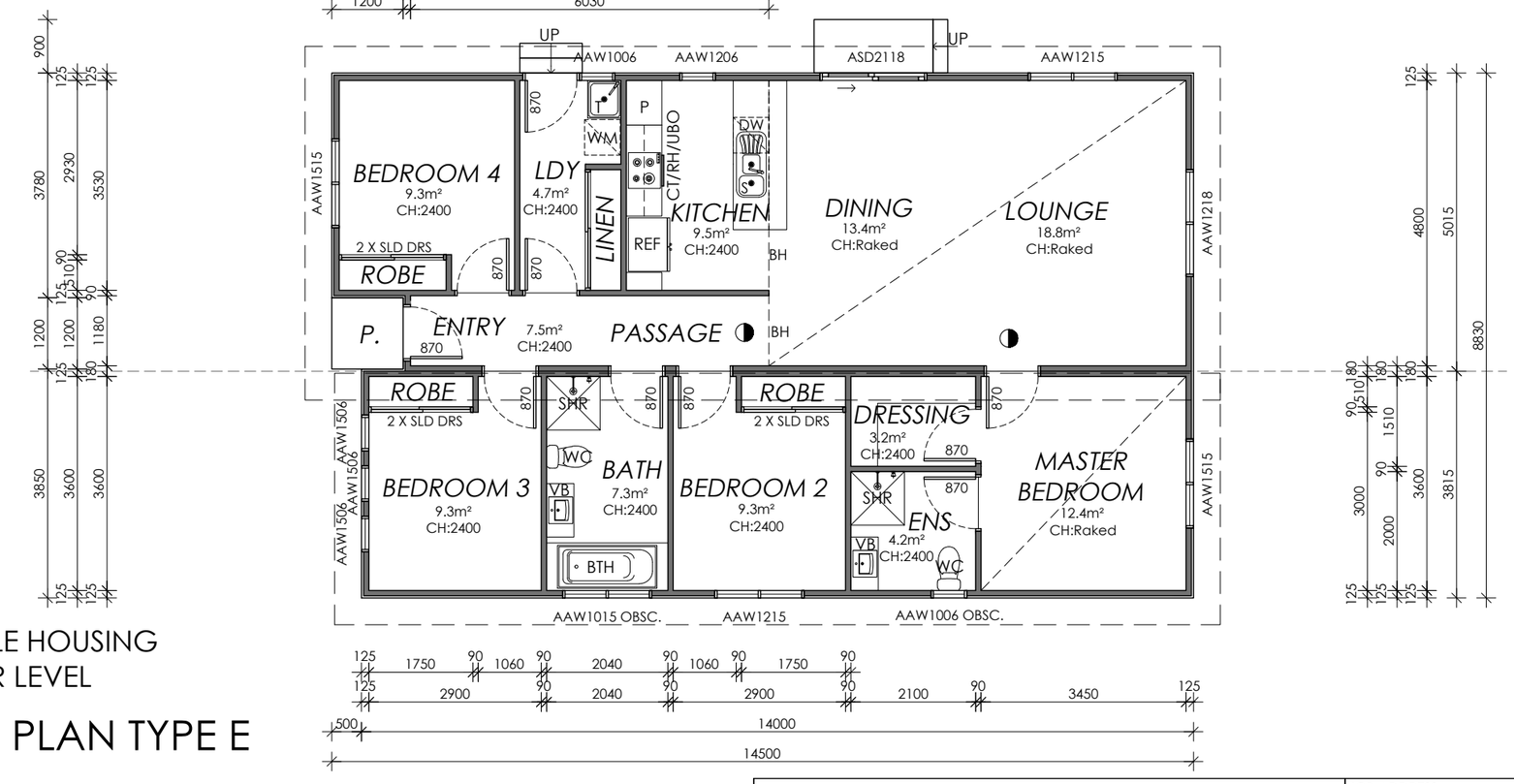
DP 90mm DOWNPIPE

NOTE: LIFT OFF HINGES TO WC TO BE INSTALLED AS REQUIRED IN ACCORDANCE WITH NCC.

NOTE: NUMBER OF STAIRS SUBJECT TO FINAL FINISHED SITE LEVELS. WHERE DECK LEVEL IS OVER 1m ABOVE GROUND LEVEL, BALUSTRADE TO BE FITTED IN ACCORDANCE WITH NCC REQUIREMENTS.



PROPOSED ROOF PLAN TYPE E



UNIT 12 ONLY

TO COMPLY WITH LIVABLE HOUSING STANDARDS - SILVER LEVEL

PROPOSED FLOOR PLAN TYPE E

Framing NCC H1D6
All timber framing, fixing and bracing shall comply with AS 1684 and the requirements of NCC H1D6. Manufactured sizes must not be undersized to those specified, for all timber sizes, stress grades, spacing and wall bracing refer to Engineer's details. Tie-down details shall be in accordance with Engineer's details and comply with NCC H1D6 (4). Structural steel members shall comply with the requirements of clauses in NCC H1D6 (3). Refer to Engineer's details where provided.

Glazing NCC H1D8
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Human impact safety requirements shall comply with NCC H1D8 (3) and Part 8.4 of the ABCB Housing provisions.

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PROJECT NORTH

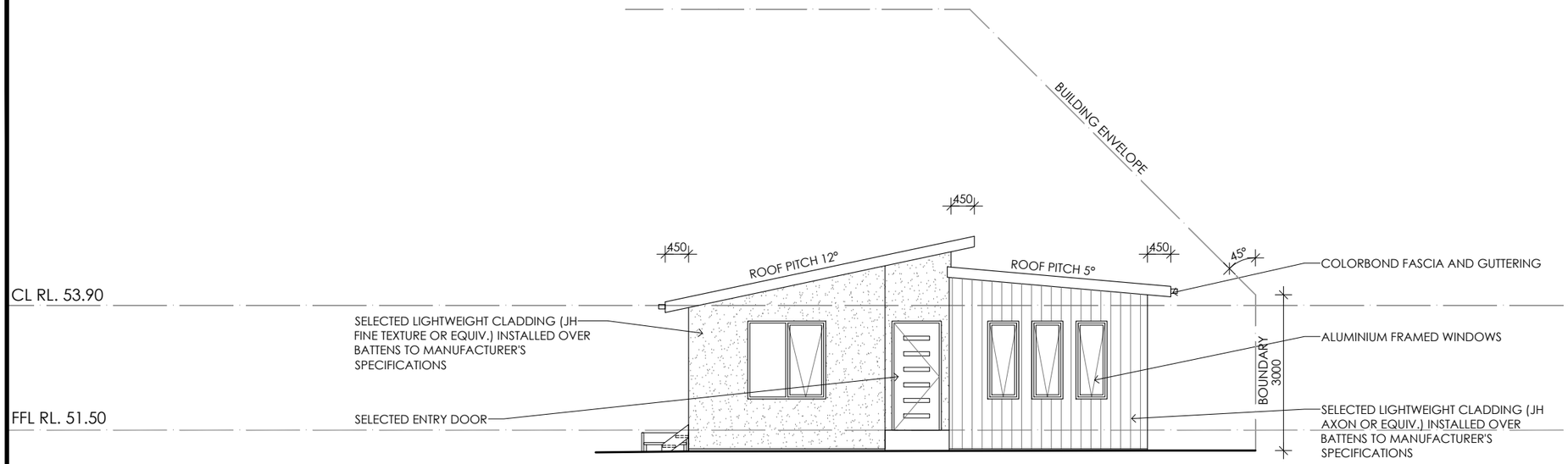
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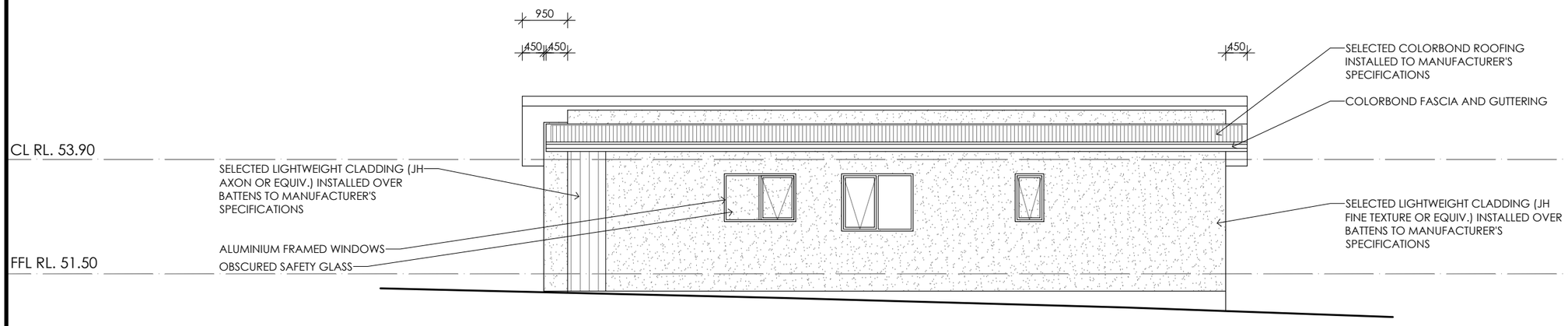
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CREATIVE HOMES HOBART
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS: 12 Jubilee Avenue Brighton		CLIENT: Construct Creative & ASCR Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	44 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: H		



WESTERN ELEVATION



SOUTHERN ELEVATION

UNIT 12

Framing NCC H1D6
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the Owners attention is drawn to the fact that foundations and associated drainage in all sites requires continuing maintenance to assist footing performance. Advice for foundation maintenance is contained in the CSIRO building technology file 18 and it is the Owners responsibility to maintain the site in accordance with this document.

Energy efficiency:
Insulation must comply with AS/NZS4859.1 and be installed in accordance with ABCB housing provisions Part 13.2.2 and comply with minimum R values for climate zone 7. Bulk insulation between external studs to be insulated with min R2.0. (Ensure batts fit within cavity without compression, making sure that there is at least 25mm gap from the reflective surface). External walls are to be clad with vapour permeable reflective foil over the outside of the timber frame. Ceiling to be insulated with R4.0 and vapour permeable sarking. Floor to be insulated with Min R1.7 batts where applicable. Seal exhaust fans to Ensuite, Bathroom, Laundry and Kitchen. All downlights to be IC rated. Construction of the external walls, floor and roof for compliance with building sealing requirements shall comply with *BCA 2019 Part 3.12*

General:
All flashings, weep holes and damp proof coursing to be in accordance with NCC Housing provisions Part 5.7. Fibre cement sheet in accordance with NCC Housing provisions Part 7.5. Block construction in accordance NCC Housing provisions Part 5. Plasterboard linings to internal walls and ceilings with selected cornice. (see below for wet areas)

Wet areas: All wet areas shall comply with the requirements of ABCB Housing provisions Part 10.2. Provide waterproof plasterboard sheeting to all walls and ceilings. Provide ceramic tiles or other approved water resistant lining in accordance with Part 10.2.9 to a minimum height of 1800mm to shower walls and to a height of min 150mm behind baths, basins, sinks, troughs, washing machines and wall fixtures.

For construction of floor wastes refer to NCC ABCB Housing provisions part 10.2.12. For typical installation requirements for substrate preparation, penetrations, flashings/ junctions, membranes, screeds, hobs, baths, showers, door jambs and screens refer to ABCB Housing provisions part 10.2.14-32.

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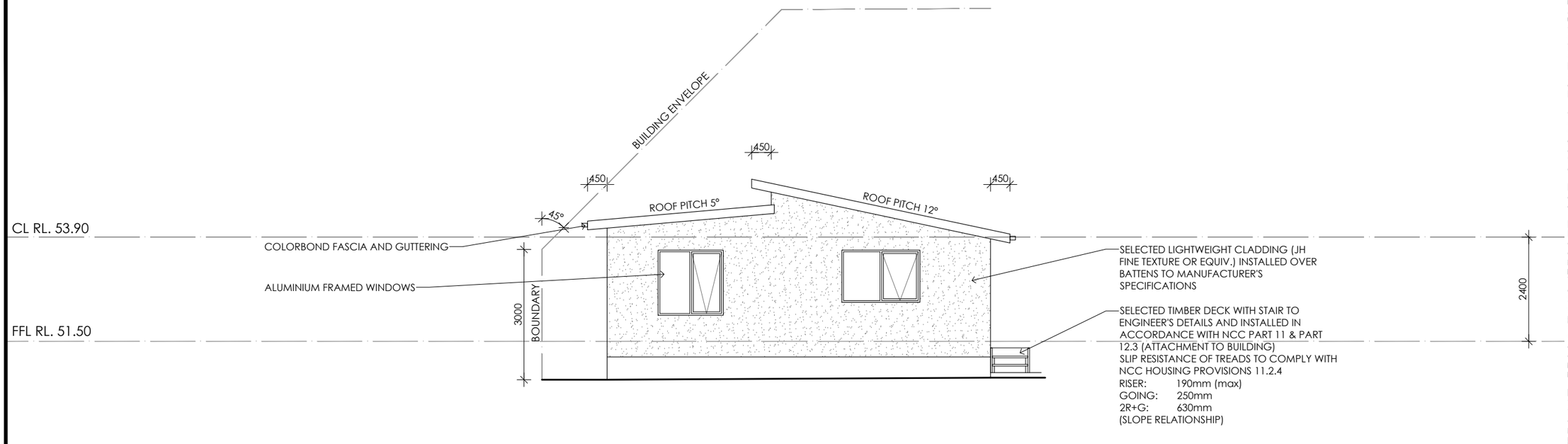
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H	COUNCIL RFI - PASSING BAY CLEARANCES	IB	13/10/25

CREATIVE HOMES HOBART
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	45 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
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EASTERN ELEVATION



NORTHERN ELEVATION

UNIT 12

Framing NCC H1D6
All timber framing, fixing and bracing shall comply with AS 1684 and the requirements of NCC H1D6. Manufactured sizes must not be undersized to those specified, for all timber sizes, stress grades, spacing and wall bracing refer to Engineer's details. Tie-down details shall be in accordance with Engineer's details and comply with NCC H1D6 (4). Structural steel members shall comply with the requirements of clauses in NCC H1D6 (3). Refer to Engineer's details where provided.

Glazing NCC H1D8
All windows to be aluminium awning style, double glazed (obscured safety glass to bathrooms as shown on drawings) All glazing shall comply with the requirements of AS 2047 & AS 1288 and NCC H1D8.

Human impact safety requirements shall comply with NCC H1D8 (3) and Part 8.4 of the ABCB Housing provisions.

Note:
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CREATIVE HOMES HOBART
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12 Jubilee Avenue
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CLIENT:
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DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	46 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
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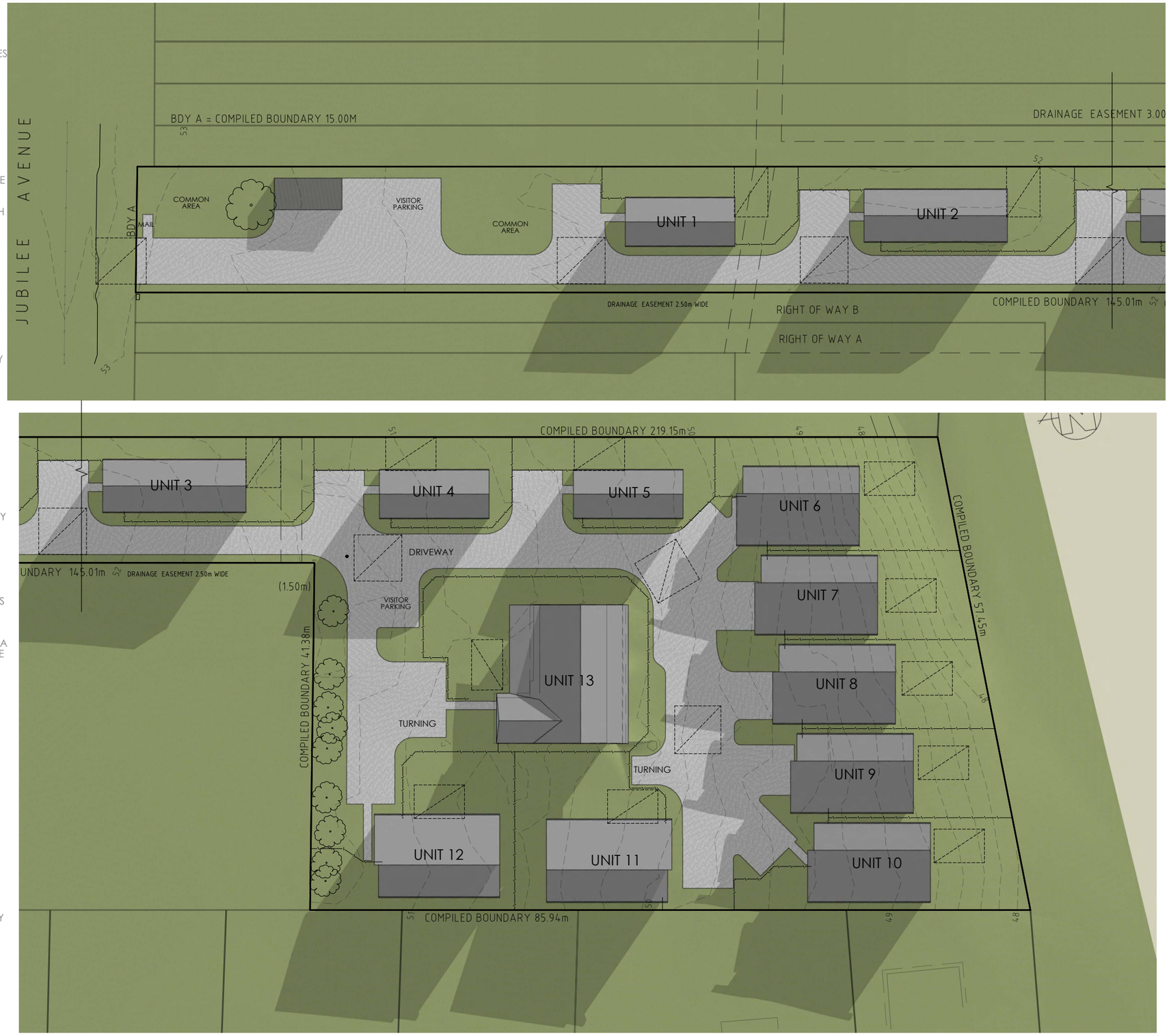
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15. 3D DATA TURNED OFF IN LAYER CONTROL.
- 3D TIN
- MAJOR CONTOUR 3D
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PROPOSED SHADOW 9AM JUNE 21

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JOB ADDRESS:
12 Jubilee Avenue
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CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	33 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:500	REV: H		

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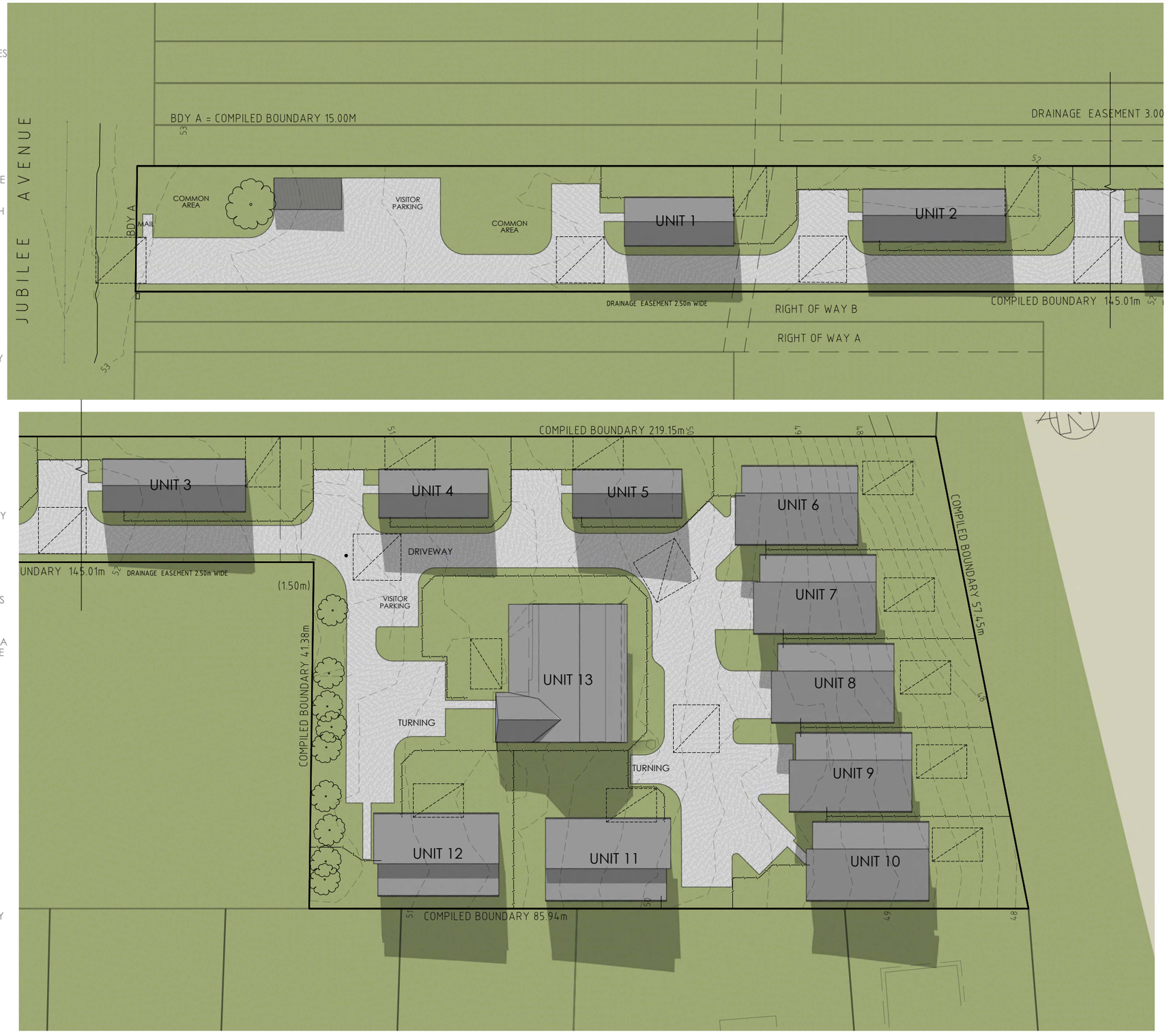
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PROPOSED SHADOW 12PM JUNE 21

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CREATIVE HOMES HOBART

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JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	34 of 36
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:500	REV: H		

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PROPOSED SHADOW 3PM JUNE 21

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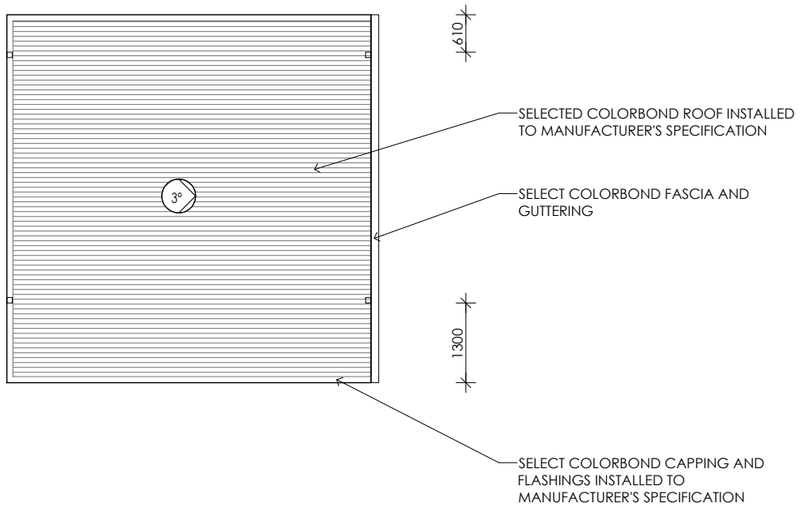
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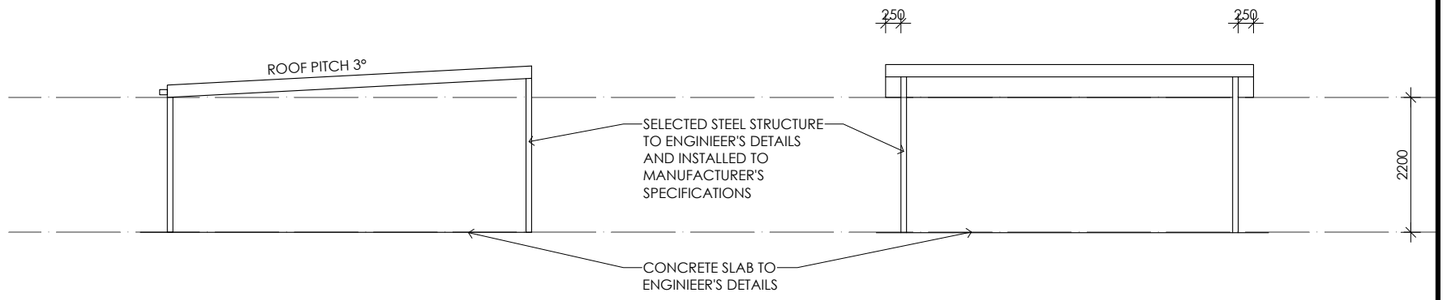
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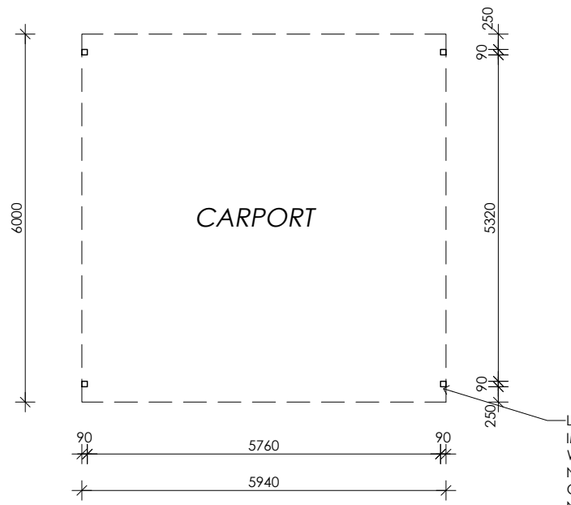
JOB ADDRESS: 12 Jubilee Avenue Brighton		CLIENT: Construct Creative & ASCR Group Pty Ltd	
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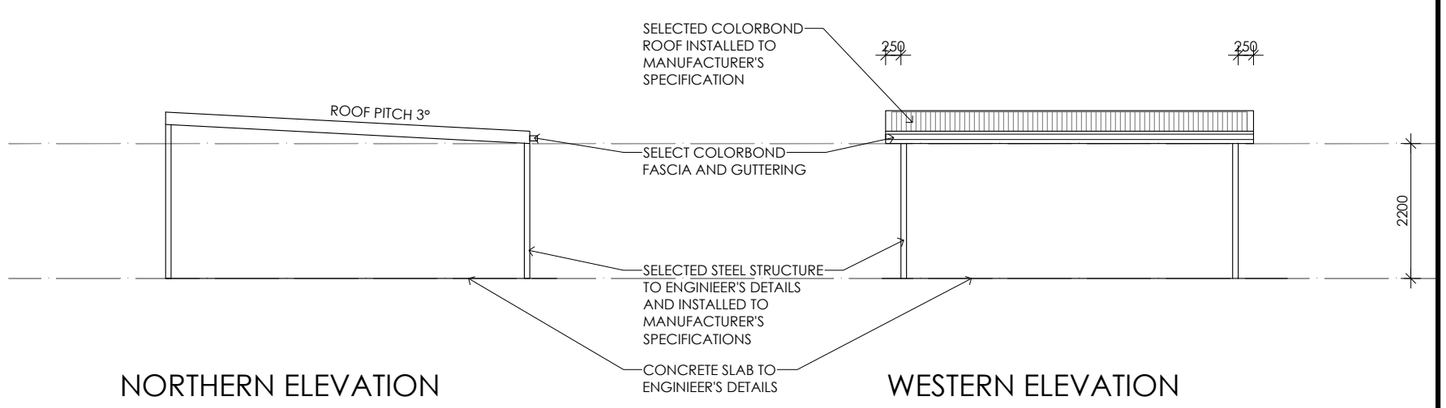
SOUTHERN ELEVATION

EASTERN ELEVATION



LIGHTWEIGHT STRUCTURE IS PROPOSED IN ORDER TO MINIMISE IMPACT OF OPENING WIDTH ON THE STREETSCAPE. THE OVERALL WIDTH IS NO MORE THAN A STANDARD DOUBLE GARAGE. NDIS HOUSING PROVISIONS HAVE BEEN PRIORITISED OVER COMPLIANCE WITH THIS REQUIREMENT DUE TO THE HIGH NEED/DEMAND FOR ACCESSIBLE HOUSING. LANDSCAPING ALONG THE FRONT BOUNDARY AND BETWEEN EACH CARPORT HAS ALSO BEEN PROPOSED IN ORDER TO MINIMISE THE IMPACT FROM THE STREET.

PROPOSED CARPORT FLOOR PLAN - TYPICAL



NORTHERN ELEVATION

WESTERN ELEVATION

ELEVATIONS - TYPICAL

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ALDANMARK
CONSULTING ENGINEERS
Lower Ground – 199 Macquarie Street
Hobart TAS 7000
(03) 6234 8666
mail@aldanmark.com.au
www.aldanmark.com.au

ENGINEERS ADVICE

251010 EA 24E35-24

To: Inge Brown **inge@creativehomeshobart.com.au**

Cc:

INSPECTION ☐
INSTRUCTION ☐
MEMO ☐
RFI RESPONSE ☒
SHOP DRAWING APPROVAL ☐

PROJECT: Unit Development: 12 Jubilee Avenue, Brighton
SUBJECT: Brighton Council RAI DA2025/006

RELEVANT DOCUMENTS:

- Engineering design documents by Aldanmark 24E35-24 CIV Revision C dated 10/10/2025
- Correspondence from Council RFI dated 2/10/2025

Aldanmark Engineers provide the following responses to the Council RFI for the proposed development at 12 Jubilee Avenue, Brighton.

COUNCIL RFI

TABLE 1: COUNCIL RFI REPONSE

RFI CONDITION	COMMENTS	AMENDMENTS	ALDANMARK DRG REFERENCE
4(a)	Provide a revised plan set that addresses C2.6.2 A1.1 (iii) in particular providing a 5.5m carriage way throughout or provides passing bays that include workable tapers and are orientated to accommodate the flow of traffic. Turning sweeps should be shown at each passing bay.	Adequate tapers have been provided for all passing bays, are oriented to the flow of traffic and have turning paths shown as per Sheets C110 – C113 RevB	C110 – C113 RevB
4(b)	Provide a revised plan set that addresses C2.6.2 A1.1 (v) provide parking bays throughout that meet the requirements of Table C2.3 including which do not encroach upon pedestrian access ways.	No parking bays are shown encroaching on pedestrian access ways.	C110 – C113 RevB
4(c)	In accordance with 2.6.5 A1.1 parts (a) and (b) including with a pedestrian throughfare that has a surface raised 150mm above that of the roadway and is not encroached with vehicle reversing.	Type 'BK' Barrier Kerb as per LGAT drawing TSD-R14-v3 has been noted on Sheets C102 - C105 RevB. Footpaths match into the back of 150mm high kerb. Aisle widths from the carpark to the kerb have been shown on Sheets C102 - C105 RevB for all car parks and are above the minimum requirement of 5.8m for User Class 1A as per AS2890.1. This allows for adequate space for reversing without encroaching, as deemed by AS2890.1	C102 - C105 RevB
N/a	Council comment regarding Unit 4 passing bay: *Picture above of the internal intersection change of direction occurring at unit 4 that has not been taken into account if a vehicle wishes to turn left entering from the right. Proof or an understanding of this action is required.*	Aldanmark considers the vehicle entering from the right and turning left at the intersection outside of Unit 4 an improbable scenario. Only vehicles accessing the existing dwelling and the proposed Unit 12 will enter this section of the driveway, which would be from the left of page. This intersection is the widest	C113 RevB

		part of the driveway which has sufficient space for turning and an adequate carriageway width of 3.5m has been provided at the exit to the existing dwelling and proposed Unit 12.	
12	It is noted that 16 Creed Court currently provides overhead power supply to 12 Jubilee Avenue via a private pole. Please confirm whether this existing overhead supply will be removed and replaced with an underground connection.	This is not Aldanmark's decision. Creative Homes to address.	N/a

Regards,



Lachlan Gadomski BEng Civil (Hons), Dip. Project Management
Civil Engineer

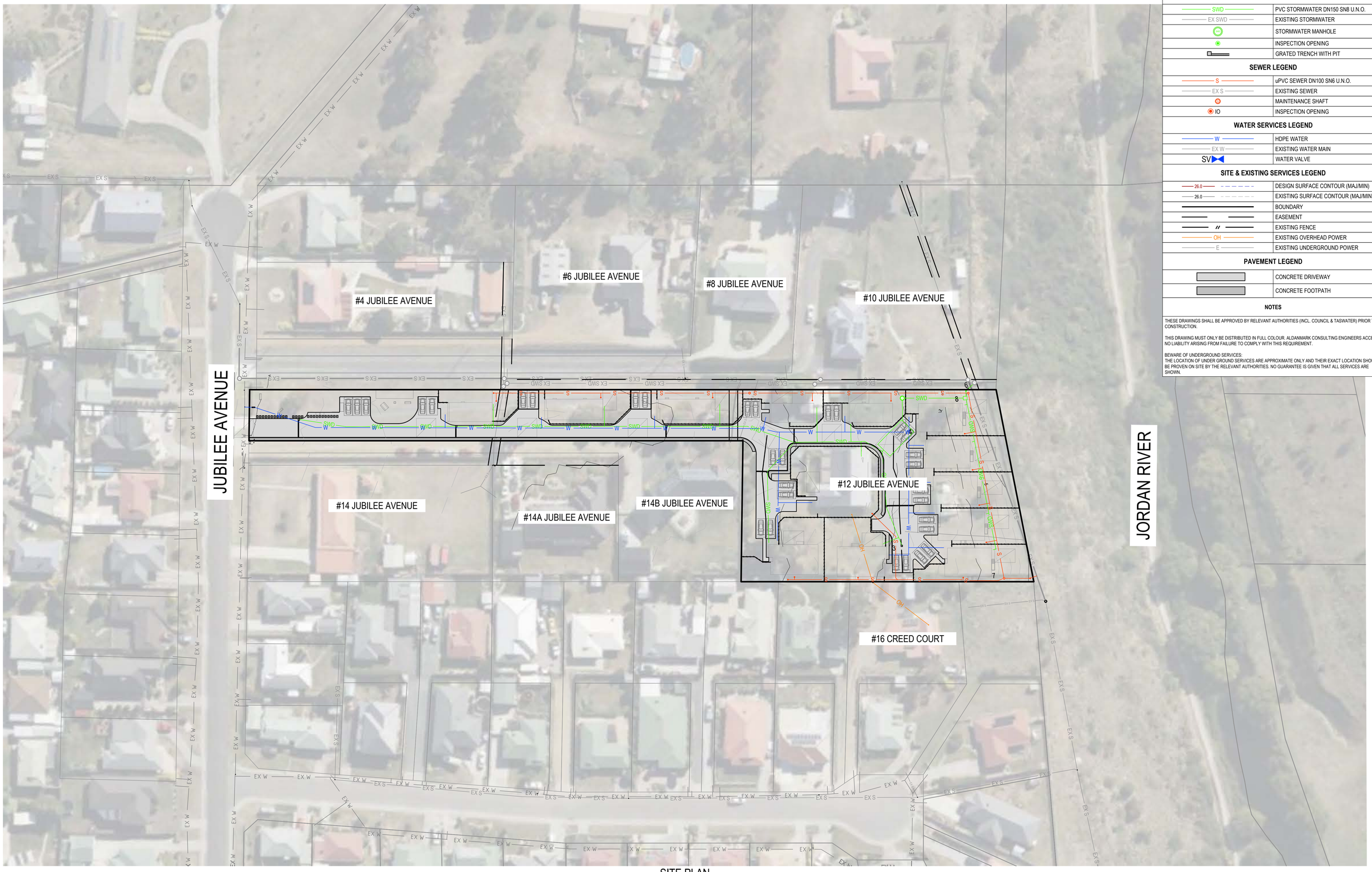
CIVIL DRAWINGS
UNIT DEVELOPMENT
12 JUBILEE AVENUE
BRIGHTON

C001	COVER	C	10/10/2025
C101	SITE PLAN	A	7/08/2025
C102	ROAD AND STORMWATER PLAN - SHEET 1	B	10/10/2025
C103	ROAD AND STORMWATER PLAN - SHEET 2	B	10/10/2025
C104	ROAD AND STORMWATER PLAN - SHEET 3	B	10/10/2025
C105	ROAD AND STORMWATER PLAN - SHEET 4	B	10/10/2025
C106	SEWER AND WATER PLAN - SHEET 1	A	25/09/2025
C107	SEWER AND WATER PLAN - SHEET 2	A	25/09/2025
C108	SEWER AND WATER PLAN - SHEET 3	A	25/09/2025
C109	SEWER AND WATER PLAN - SHEET 4	A	25/09/2025
C110	TURNPATH PLAN - SHEET 1	B	10/10/2025
C111	TURNPATH PLAN - SHEET 2	B	10/10/2025
C112	TURNPATH PLAN - SHEET 3	B	10/10/2025
C113	TURNPATH PLAN - SHEET 4	B	10/10/2025

REV	ISSUE	DATE	APPROVAL
			DRAWN: LG
			CHECKED: NM
C	PRELIMINARY ISSUE - NOT FOR CONSTRUCTION	10/10/2025	DESIGN: LG
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199 Macquarie Street
Hobart TAS 7000
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mail@aldanmark.com.au
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PROJECT: UNIT DEVELOPMENT
ADDRESS: 12 JUBILEE AVENUE BRIGHTON
CLIENT: CREATIVE HOMES
SHEET: COVER
SCALE: AS INDICATED
TOTAL SHEETS: 14
SIZE: A1
PROJECT No: 24E35-24
SHEET: C001
REV: C



SITE PLAN

SCALE 1:500 (A1)

STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
EX SWD	EXISTING STORMWATER
	STORMWATER MANHOLE
	INSPECTION OPENING
	GRATED TRENCH WITH PIT

SEWER LEGEND

S	uPVC SEWER DN100 SN6 U.N.O.
EX S	EXISTING SEWER
	MAINTENANCE SHAFT
IO	INSPECTION OPENING

WATER SERVICES LEGEND

W	HDPE WATER
EX W	EXISTING WATER MAIN
SV	WATER VALVE

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER

PAVEMENT LEGEND

	CONCRETE DRIVEWAY
	CONCRETE FOOTPATH

NOTES

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BEWARE OF UNDERGROUND SERVICES:
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PROJECT: UNIT DEVELOPMENT

0 5 10 15 20 25 30 35 40 45 50m

ADDRESS: 12 JUBILEE AVENUE
BRIGHTON

CLIENT: CREATIVE HOMES

SHEET: SITE PLAN

SCALE: 1:500

TOTAL SHEETS: 14

SIZE: A1

PROJECT No: 24E35-24

SHEET: C101

REV: A

STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
EX SWD	EXISTING STORMWATER
SWMH	STORMWATER MANHOLE
IO	INSPECTION OPENING
	GRATED TRENCH WITH PIT

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER

PAVEMENT LEGEND

	CONCRETE DRIVEWAY

NOTES

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TYPE 'BK' BARRIER KERB

620mm MIN. OFFSET

2.40m

5.40m

NEW GRATED TRENCH PIT. ATLAN STORMSACK OR APPROVED EQUIVALENT TO BE INSTALLED IN PIT

PROPOSED
UNIT 1
FFL 52.71

6.40m

6.50m

4.00m

5.50m

3.50m

CH 0.00

CH 10.00

CH 20.00

CH 30.00

CH 40.00

CH 50.00

CH 60.00

CH 70.00

REFER SHEET C103 FOR CONTINUATION

ROAD AND STORMWATER PLAN - SHEET 1

SCALE 1:100 (A1)

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PROJECT: UNIT DEVELOPMENT

ADDRESS: 12 JUBILEE AVENUE BRIGHTON

CLIENT: CREATIVE HOMES

SHEET: ROAD AND STORMWATER PLAN - SHEET 1

SCALE: 1:100 | TOTAL SHEETS: 14 | SIZE: A1

PROJECT No: 24E35-24 | SHEET: C102 | REV: B

STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
EX SWD	EXISTING STORMWATER
	STORMWATER MANHOLE
	INSPECTION OPENING
	GRATED TRENCH WITH PIT

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER

PAVEMENT LEGEND

	CONCRETE DRIVEWAY

NOTES

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EXISTING PUBLIC STORMWATER MAIN. SIZE TBC

820mm MIN. OFFSET

820mm MIN. OFFSET

PROPOSED UNIT 2
FFL 52.56

PROPOSED UNIT 3
FFL 52.36

2.40m
3.20m
5.40m

NEW GRATED TRENCH PIT. ATLAN STORMSACK OR APPROVED EQUIVALENT TO BE INSTALLED IN PIT

8.35m
3.50m

CH 70.00
CH 80.00
CH 90.00
CH 100.00
CH 110.00
CH 120.00
CH 130.00
CH 140.00

TYPE 'BK' BARRIER KERB

REFER SHEET C102 FOR CONTINUATION

REFER SHEET C104 FOR CONTINUATION

ROAD AND STORMWATER PLAN - SHEET 2
SCALE 1:100 (A1)

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PROJECT: UNIT DEVELOPMENT
ADDRESS: 12 JUBILEE AVENUE BRIGHTON
CLIENT: CREATIVE HOMES
SHEET: ROAD AND STORMWATER PLAN - SHEET 2
SCALE: 1:100
TOTAL SHEETS: 14
SIZE: A1
PROJECT No: 24E35-24
SHEET: C103
REV: B

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STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
EX SWD	EXISTING STORMWATER
	STORMWATER MANHOLE
	INSPECTION OPENING
	GRATED TRENCH WITH PIT

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER

PAVEMENT LEGEND

	CONCRETE DRIVEWAY

NOTES

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REFER SHEET C103 FOR CONTINUATION

EXISTING PUBLIC STORMWATER MAIN. SIZE TBC

EXISTING PUBLIC STORMWATER MANHOLE

NEW PRIVATE MANHOLE

NEW PRIVATE STORMWATER PROPERTY CONNECTION. EXISTING CONNECTION TO BE LOCATED ONSITE AND MADE REDUNDANT.

NEW 850mm ATLAN FILTER IN A VAULT OR APPROVED EQUIVALENT.

PROPOSED UNIT 4
FFL 51.51

PROPOSED UNIT 5
FFL 50.96

PROPOSED UNIT 6
FFL 50.00

PROPOSED UNIT 7
FFL 50.00

EXISTING UNIT 13

PROPOSED

NEW GRATED TRENCH PIT. ATLAN STORMSACK OR APPROVED EQUIVALENT TO BE INSTALLED IN PIT

NEW GRATED TRENCH PIT. ATLAN STORMSACK OR APPROVED EQUIVALENT TO BE INSTALLED IN PIT

TYPE 'BK' BARRIER KERB

NEW 62,500L UNDERGROUND DETENTION TANK (10m L x 5m W x 1.5m H) FITTED WITH A 110mm ORIFICE. FULL SPECIFICATION TO BE PROVIDED IN DETAILED DESIGN.

820mm MIN. OFFSET

REFER SHEET C105 FOR CONTINUATION

ROAD AND STORMWATER PLAN - SHEET 3

SCALE 1:100 (A1)

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PROJECT: UNIT DEVELOPMENT

ADDRESS: 12 JUBILEE AVENUE BRIGHTON

CLIENT: CREATIVE HOMES

SHEET: ROAD AND STORMWATER PLAN - SHEET 3

SCALE: 1:100 | TOTAL SHEETS: 14 | SIZE: A1

PROJECT No: 24E35-24 | SHEET: C104 | REV: B

REFER SHEET C104 FOR CONTINUATION

FFL 51.51

FFL 50.96

FFL 50.00

EXISTING UNIT 13
FFL N/A

PROPOSED UNIT 7
FFL 50.00

PROPOSED UNIT 8
FFL 49.80

PROPOSED UNIT 9
FFL 49.80

PROPOSED UNIT 10
FFL 49.70

PROPOSED UNIT 11
FFL 50.85

PROPOSED UNIT 12
FFL 51.50

NEW GRATED TRENCH PIT. ATLAN STORMSACK OR APPROVED EQUIVALENT TO BE INSTALLED IN PIT

NEW GRATED PIT. ATLAN STORMSACK OR APPROVED EQUIVALENT TO BE INSTALLED IN PIT

TYPE 'BK' BARRIER KERB

820mm MIN. OFFSET

620mm MIN. OFFSET

3.50m
6.20m
5.40m
2.40m
5.80m
7.75m

STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
EX SWD	EXISTING STORMWATER
	STORMWATER MANHOLE
	INSPECTION OPENING
	GRATED TRENCH WITH PIT

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER

PAVEMENT LEGEND

	CONCRETE DRIVEWAY

NOTES

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ROAD AND STORMWATER PLAN - SHEET 4
SCALE 1:100 (A1)

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PROJECT: UNIT DEVELOPMENT

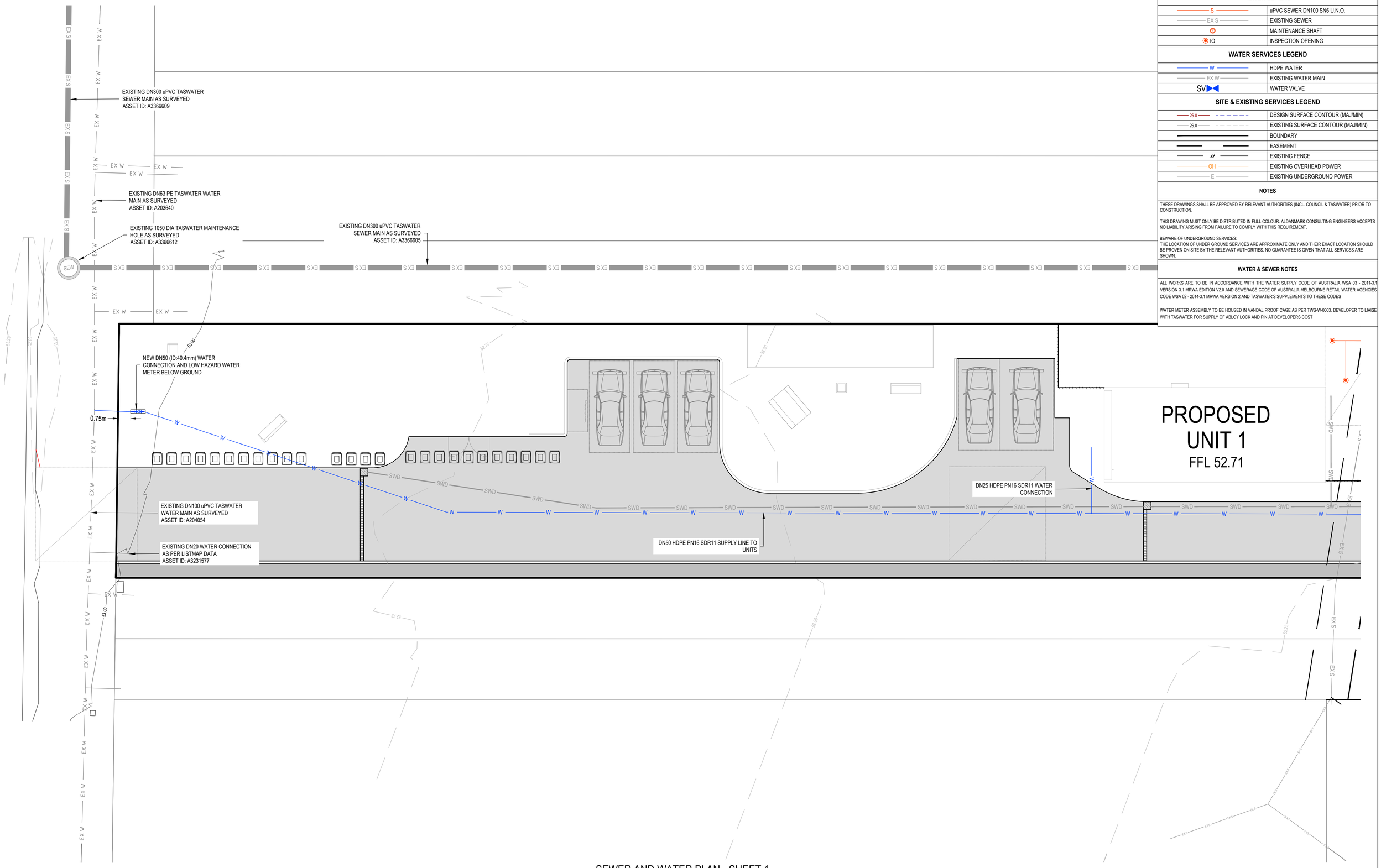
ADDRESS: 12 JUBILEE AVENUE BRIGHTON

CLIENT: CREATIVE HOMES

SHEET: ROAD AND STORMWATER PLAN - SHEET 4

SCALE: 1:100 | TOTAL SHEETS: 14 | SIZE: A1

PROJECT No: 24E35-24 | SHEET: C105 | REV: B



SEWER LEGEND

S	uPVC SEWER DN100 SN6 U.N.O.
EX S	EXISTING SEWER
	MAINTENANCE SHAFT
IO	INSPECTION OPENING

WATER SERVICES LEGEND

W	HDPE WATER
EX W	EXISTING WATER MAIN
SV	WATER VALVE

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER

NOTES

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WATER & SEWER NOTES

ALL WORKS ARE TO BE IN ACCORDANCE WITH THE WATER SUPPLY CODE OF AUSTRALIA WSA 03 - 2011-3.1 VERSION 3.1 MRWA EDITION V2.0 AND SEWERAGE CODE OF AUSTRALIA MELBOURNE RETAIL WATER AGENCIES CODE WSA 02 - 2014-3.1 MRWA VERSION 2 AND TASWATER'S SUPPLEMENTS TO THESE CODES

WATER METER ASSEMBLY TO BE HOUSED IN VANDAL PROOF CAGE AS PER TWS-W-0003. DEVELOPER TO LIAISE WITH TASWATER FOR SUPPLY OF ABLOY LOCK AND PIN AT DEVELOPERS COST

SEWER AND WATER PLAN - SHEET 1

SCALE 1:100 (A1)

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PROJECT: UNIT DEVELOPMENT

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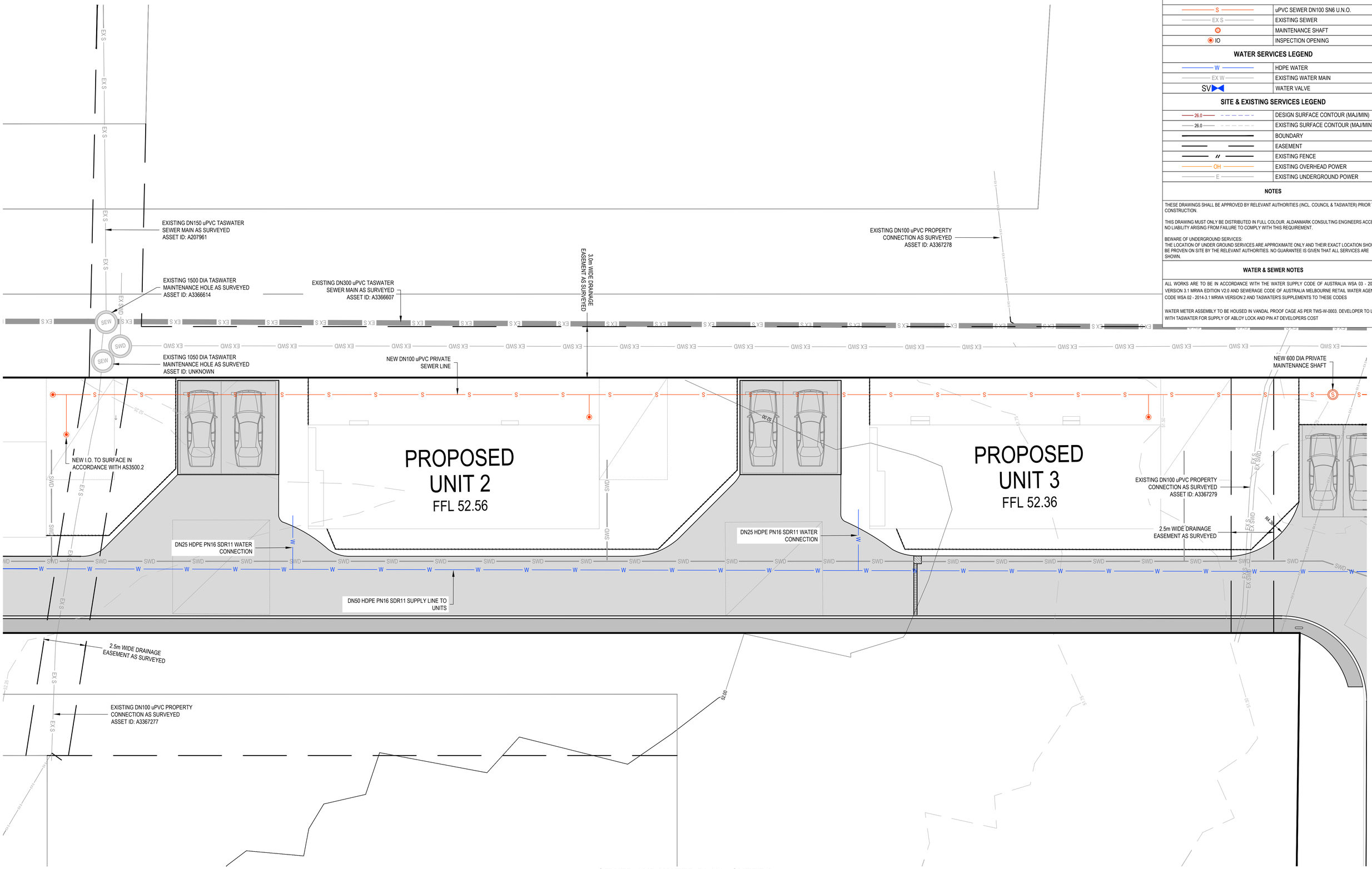
ADDRESS: 12 JUBILEE AVENUE BRIGHTON

CLIENT: CREATIVE HOMES

SHEET: SEWER AND WATER PLAN - SHEET 1

SCALE: 1:100 | TOTAL SHEETS: 14 | SIZE: A1

PROJECT No: 24E35-24 | SHEET: C106 | REV: A



SEWER LEGEND

S	uPVC SEWER DN100 SN6 U.N.O.
EX S	EXISTING SEWER
	MAINTENANCE SHAFT
IO	INSPECTION OPENING

WATER SERVICES LEGEND

W	HDPE WATER
EX W	EXISTING WATER MAIN
SV	WATER VALVE

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER

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WATER METER ASSEMBLY TO BE HOUSED IN VANDAL PROOF CAGE AS PER TWS-W-0003. DEVELOPER TO LIAISE WITH TASWATER FOR SUPPLY OF ABLOY LOCK AND PIN AT DEVELOPERS COST

SEWER AND WATER PLAN - SHEET 2

SCALE 1:100 (A1)

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PROJECT: UNIT DEVELOPMENT

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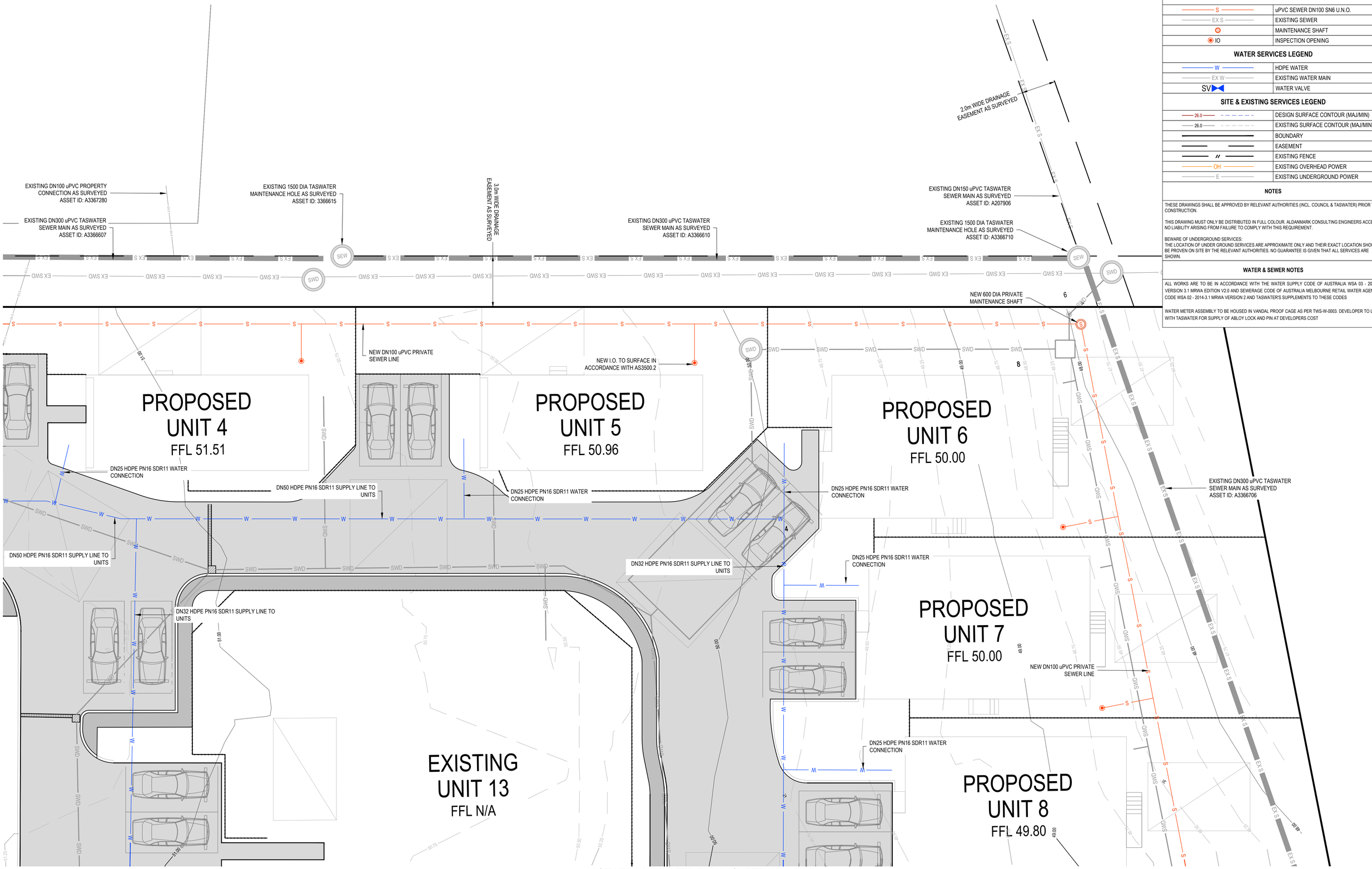
ADDRESS: 12 JUBILEE AVENUE BRIGHTON

CLIENT: CREATIVE HOMES

SHEET: SEWER AND WATER PLAN - SHEET 2

SCALE: 1:100 | TOTAL SHEETS: 14 | SIZE: A1

PROJECT No: 24E35-24 | SHEET: C107 | REV: A



SEWER AND WATER PLAN - SHEET 3

SCALE 1:100 (A1)

SEWER LEGEND

S	uPVC SEWER DN100 SN6 U.N.O.
EX S	EXISTING SEWER
	MAINTENANCE SHAFT
IO	INSPECTION OPENING

WATER SERVICES LEGEND

W	HDPE WATER
EX W	EXISTING WATER MAIN
SV	WATER VALVE

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER

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WATER & SEWER NOTES

ALL WORKS ARE TO BE IN ACCORDANCE WITH THE WATER SUPPLY CODE OF AUSTRALIA WSA 03 - 2011-3.1 VERSION 3.1 MRWA EDITION V2.0 AND SEWERAGE CODE OF AUSTRALIA MELBOURNE RETAIL WATER AGENCIES CODE WSA 02 - 2014-3.1 MRWA VERSION 2 AND TASWATER'S SUPPLEMENTS TO THESE CODES

WATER METER ASSEMBLY TO BE HOUSED IN VANDAL PROOF CAGE AS PER TWS-W-0003. DEVELOPER TO LIAISE WITH TASWATER FOR SUPPLY OF ABLOY LOCK AND PIN AT DEVELOPERS COST

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			DESIGN: LG
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A	PRELIMINARY ISSUE - NOT FOR CONSTRUCTION	25/09/2025	VERIFIED: -

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Lower Ground
199 Macquarie Street
Hobart TAS 7000
03 6234 8666
mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT: UNIT DEVELOPMENT

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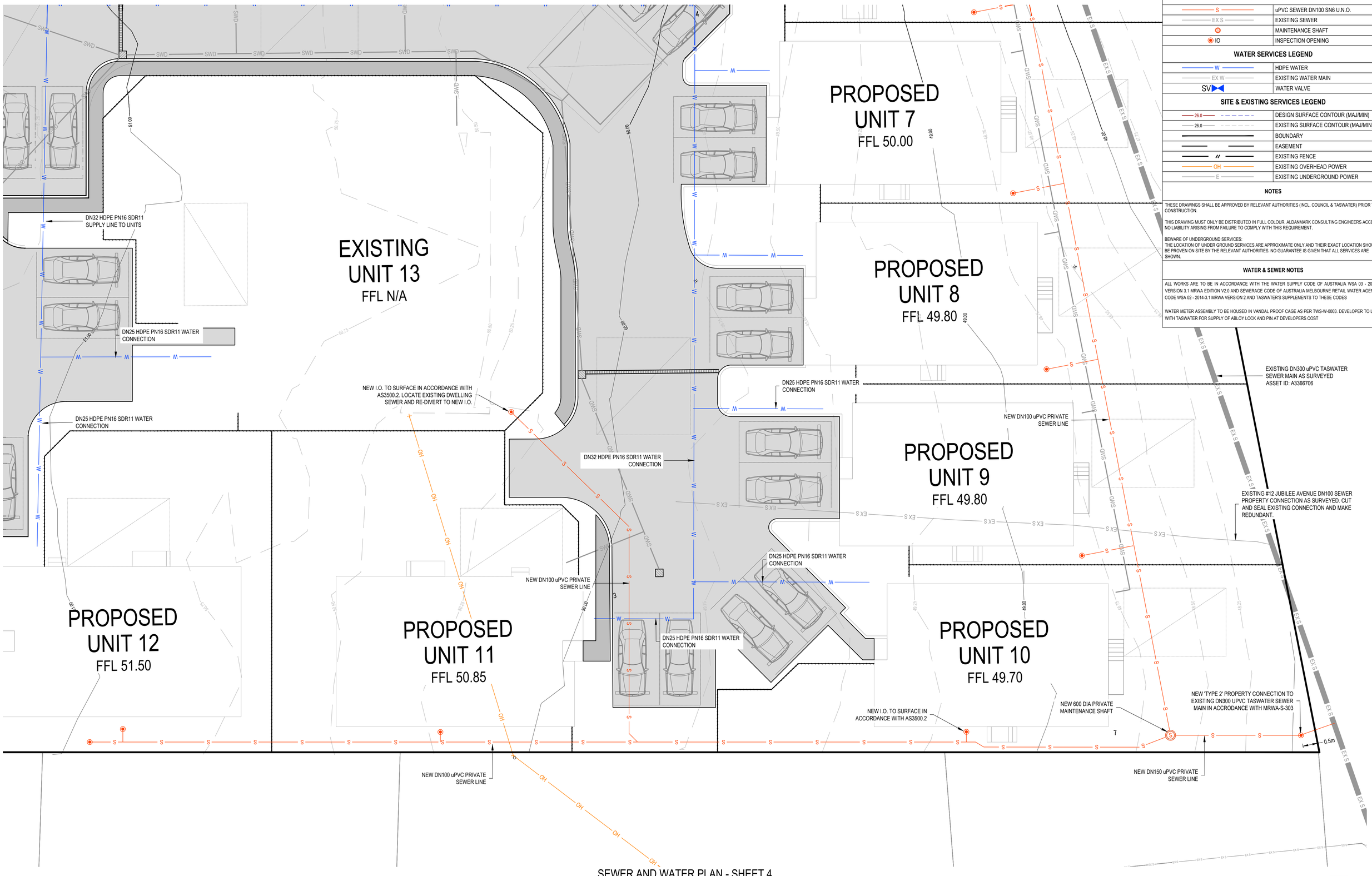
ADDRESS: 12 JUBILEE AVENUE BRIGHTON

CLIENT: CREATIVE HOMES

SHEET: SEWER AND WATER PLAN - SHEET 3

SCALE: 1:100 | TOTAL SHEETS: 14 | SIZE: A1

PROJECT No: 24E35-24 | SHEET: C108 | REV: A



SEWER LEGEND

S	uPVC SEWER DN100 SN6 U.N.O.
EX S	EXISTING SEWER
	MAINTENANCE SHAFT
IO	INSPECTION OPENING

WATER SERVICES LEGEND

W	HDPE WATER
EX W	EXISTING WATER MAIN
SV	WATER VALVE

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER

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SEWER AND WATER PLAN - SHEET 4

SCALE 1:100 (A1)

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PROJECT: UNIT DEVELOPMENT

0 1 2 3 4 5 6 7 8 9 10m

ADDRESS: 12 JUBILEE AVENUE
BRIGHTON

CLIENT: CREATIVE HOMES

SHEET: SEWER AND WATER PLAN - SHEET 4

SCALE: 1:100 | TOTAL SHEETS: 14 | SIZE: A1

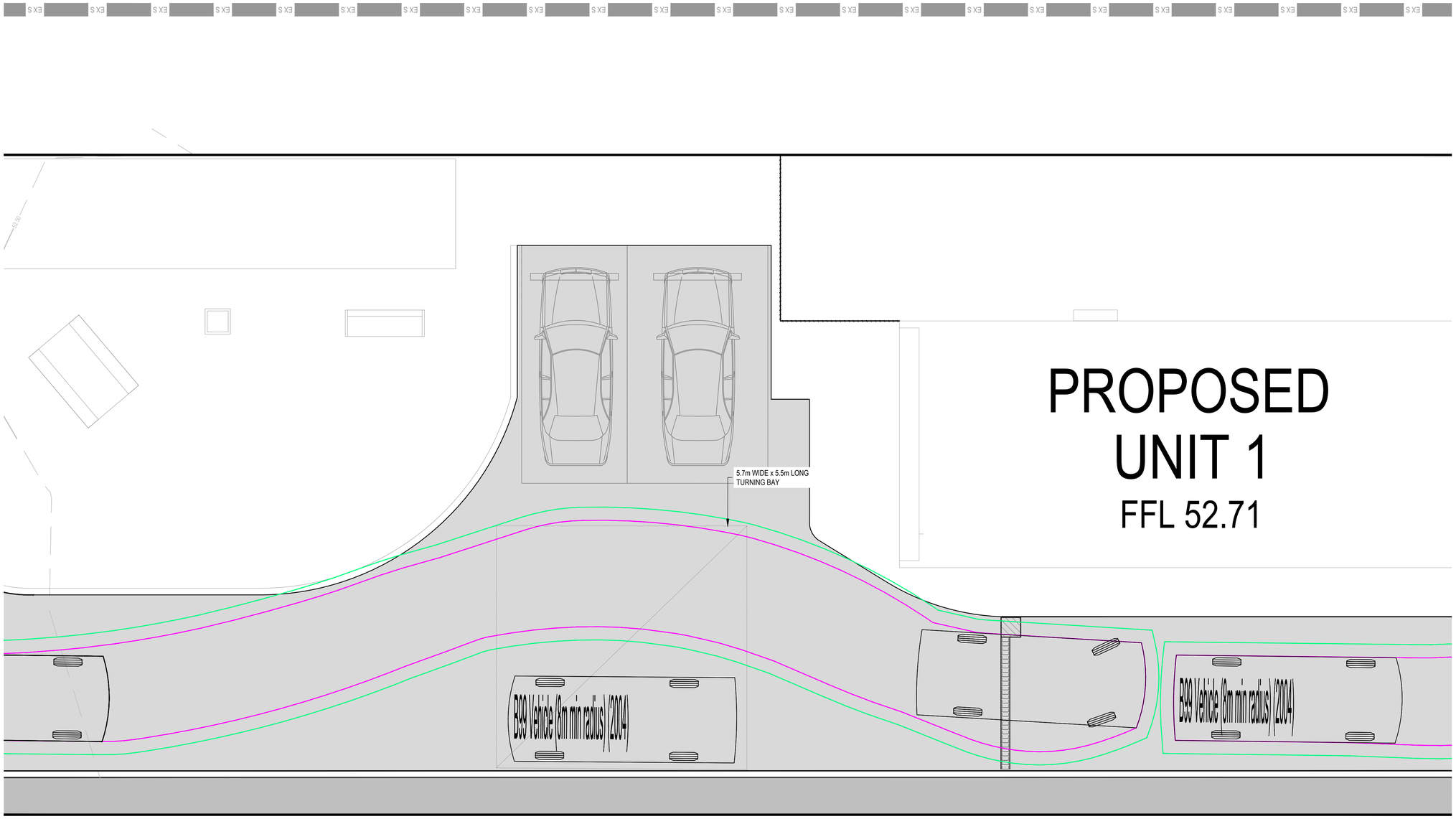
PROJECT No: 24E35-24 | SHEET: C109 | REV: A

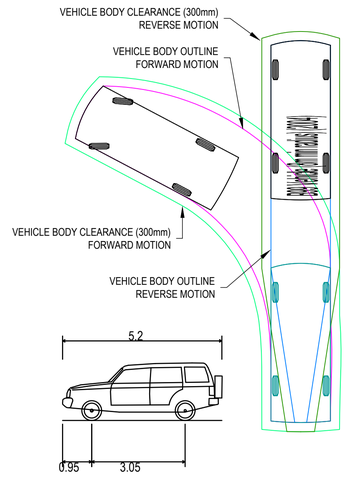
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B99 Vehicle (8m min radius) (2004)	
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	8.000m

VEHICLE TURNPATH - LEGEND

SCALE 1:100 (A1)
FROM AUTOCAD CIVIL 3D VEHICLE TRACKING SOFTWARE

TURNPATH PLAN - SHEET 1

SCALE 1:50 (A1)

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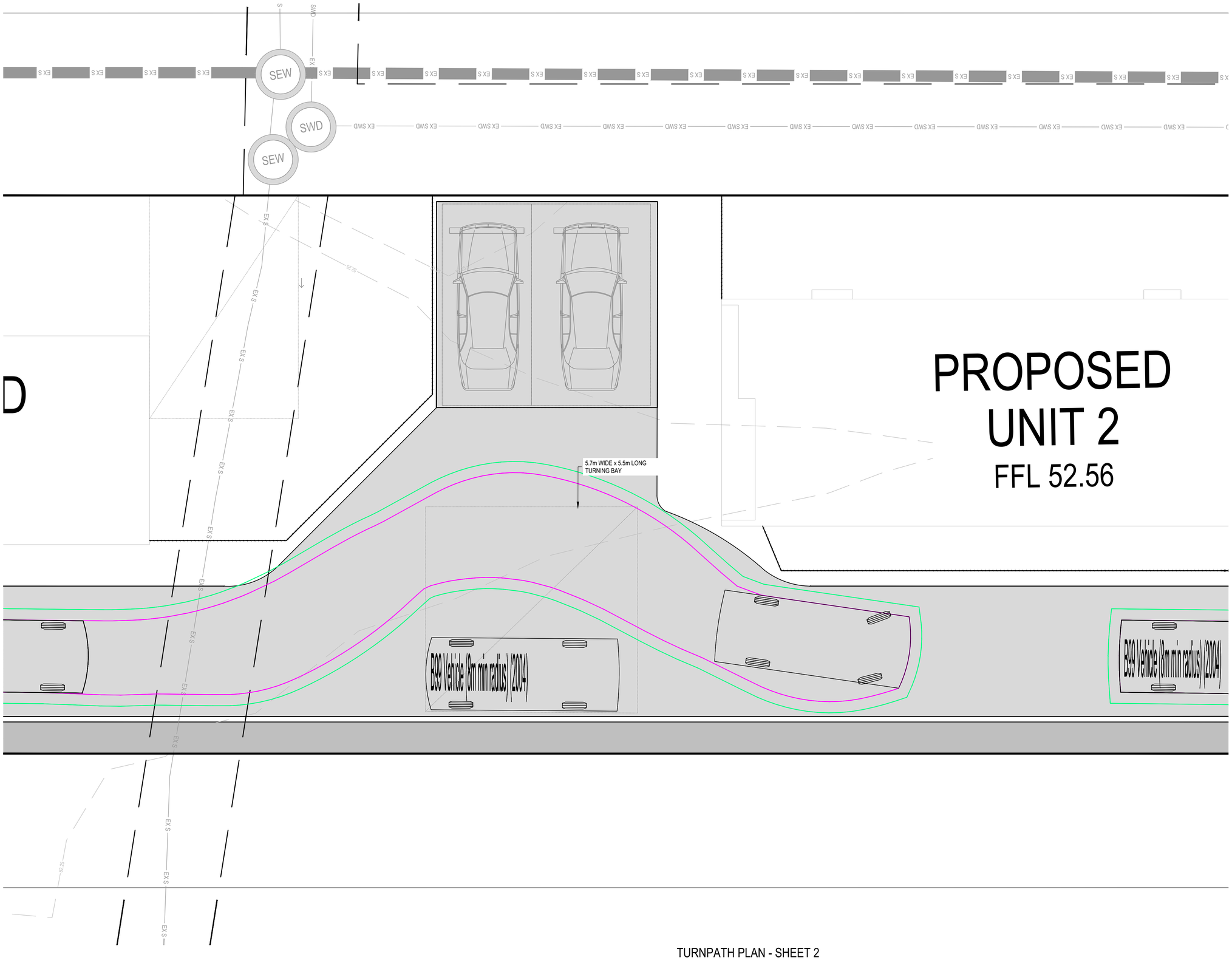
PROJECT: UNIT DEVELOPMENT
0 1 2 3 4 5 6 7 8 9 10m
ADDRESS: 12 JUBILEE AVENUE BRIGHTON
CLIENT: CREATIVE HOMES
SHEET: TURNPATH PLAN - SHEET 1
SCALE: 1:50
TOTAL SHEETS: 14
SIZE: A1
PROJECT No: 24E35-24
SHEET: C110
REV: B

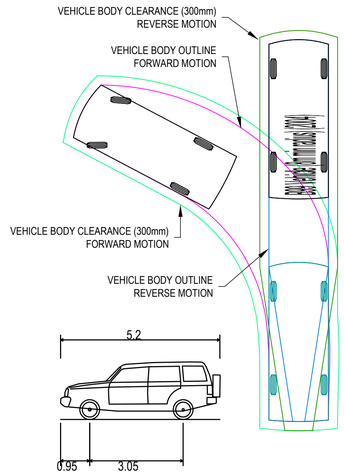
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TURNPATH PLAN - SHEET 2

SCALE 1:50 (A1)

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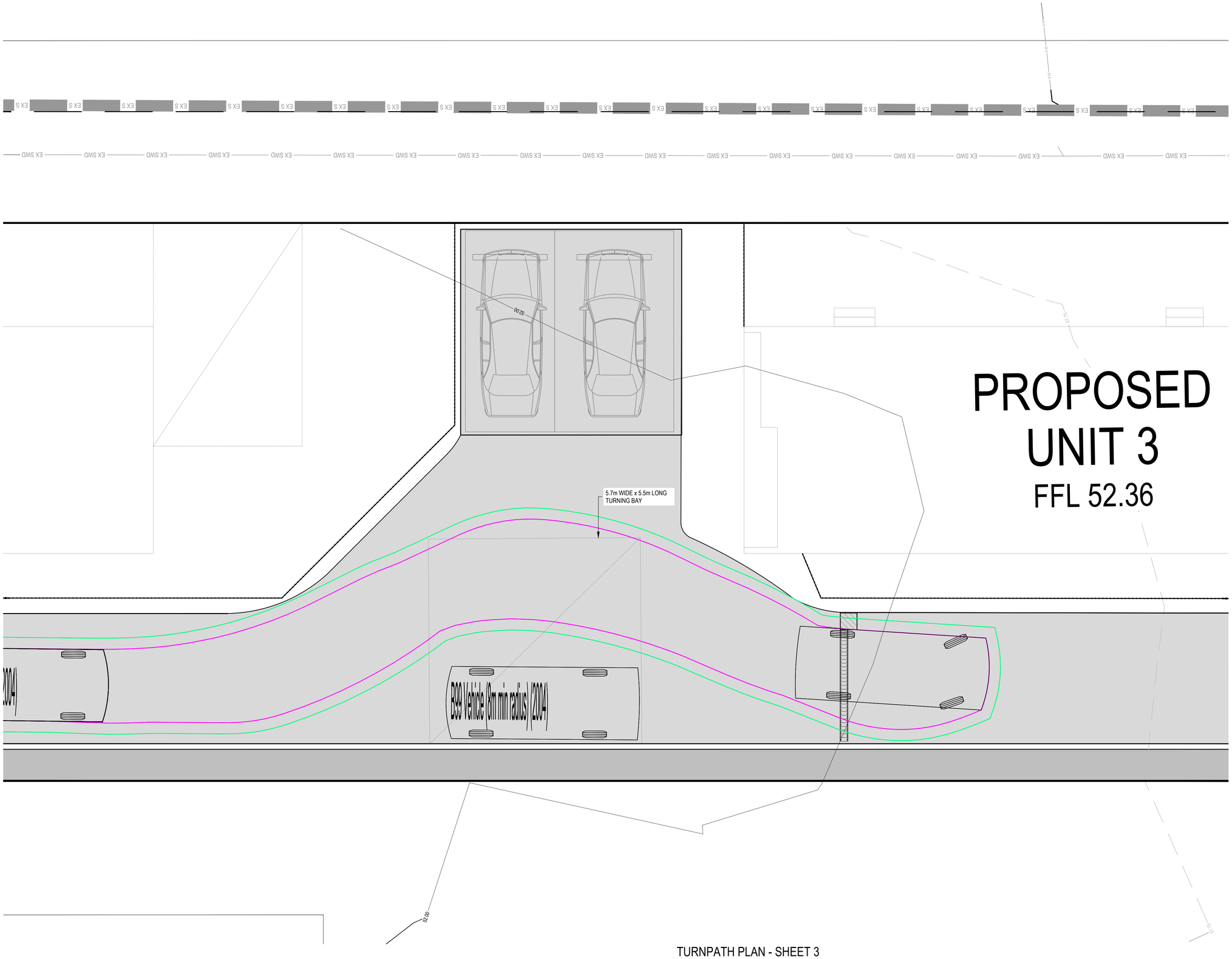
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CLIENT: CREATIVE HOMES
SHEET: TURNPATH PLAN - SHEET 2
SCALE: 1:50
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SIZE: A1
PROJECT No: 24E35-24
SHEET: C111
REV: B

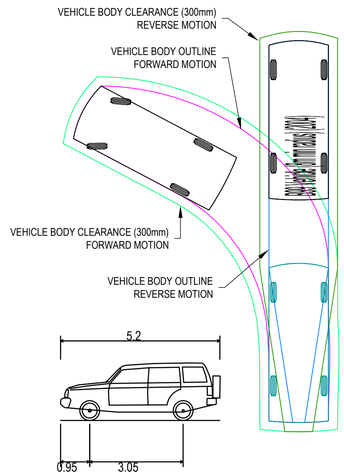
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SCALE 1:100 (A1)
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TURNPATH PLAN - SHEET 3

SCALE 1:50 (A1)

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CLIENT: CREATIVE HOMES
SHEET: TURNPATH PLAN - SHEET 3
SCALE: 1:50
TOTAL SHEETS: 14
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PROJECT No: 24E35-24
SHEET: C112
REV: B

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PROPOSED UNIT 4
FFL 51.51

PROPOSED UNIT 5
FFL 50.96

PROPOSE UNIT 6
FFL 50.00

PROP UN
FFL

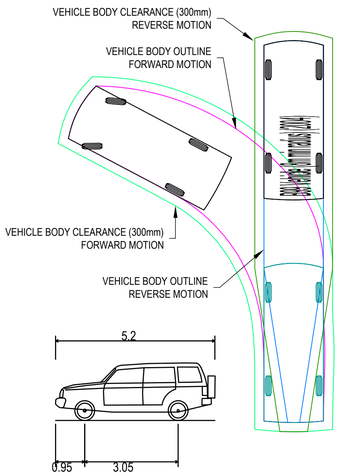
EXISTING UNIT 13
FFL N/A

5.7m WIDE x 5.5m LONG TURNING BAY

5.7m WIDE x 5.5m LONG TURNING BAY

5.7m WIDE x 5.5m LONG TURNING BAY

5.7m WIDE x 5.5m LONG TURNING BAY



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SCALE 1:100 (A1)
FROM AUTOCAD CIVIL 3D VEHICLE TRACKING SOFTWARE

TURNPATH PLAN - SHEET 4
SCALE 1:100 (A1)

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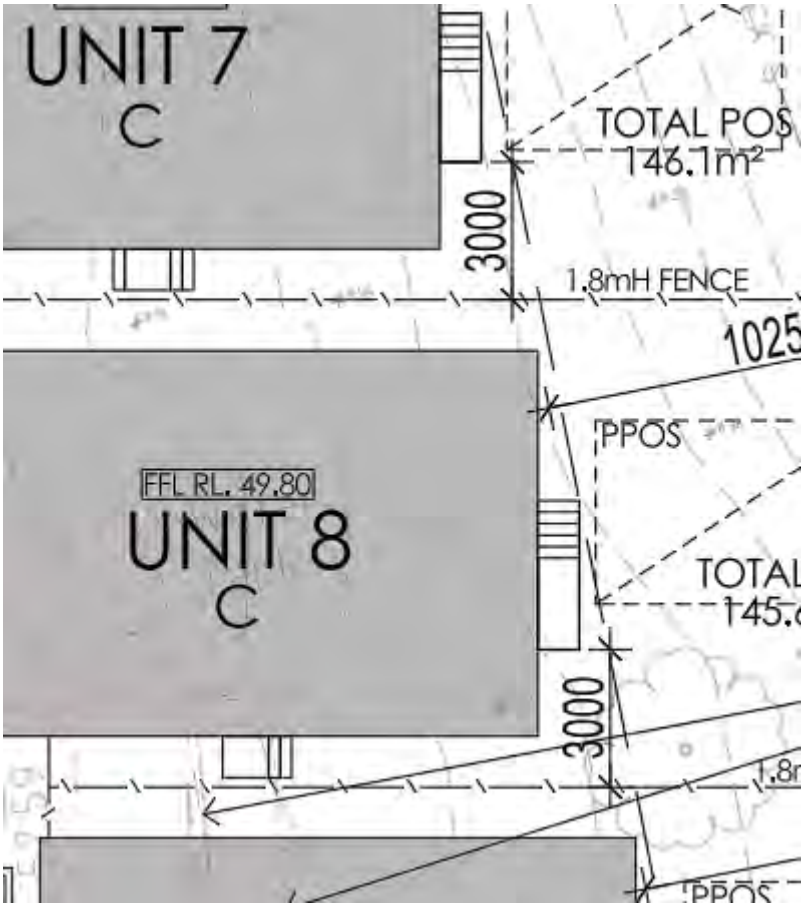
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CLIENT: CREATIVE HOMES
SHEET: TURNPATH PLAN - SHEET 4
SCALE: 1:100
TOTAL SHEETS: 14
SIZE: A1
PROJECT No: 24E35-24
SHEET: C113
REV: B

APPLICATION FOR PLANNING PERMIT (DA 2025 / 00006)
MULTIPLE DWELLINGS X 13 (12 NEW AND 1 EXISTING), 12 JUBILEE AVENUE, BRIGHTON

1. Provide a site plan/elevation plan showing the compliance of Clause 8.4.6 A1(c) for Unit 8

Advice: U8 seems to have a deck that has a finished floor level of 1m higher than existing ground level.

Units 6 – 10 decks have been amended to ensure the position is a minimum of 3m from the fence separating the units in order to facilitate the maintaining of privacy through the prevention of overlooking. Additional dimensions have been added to demonstrate this.

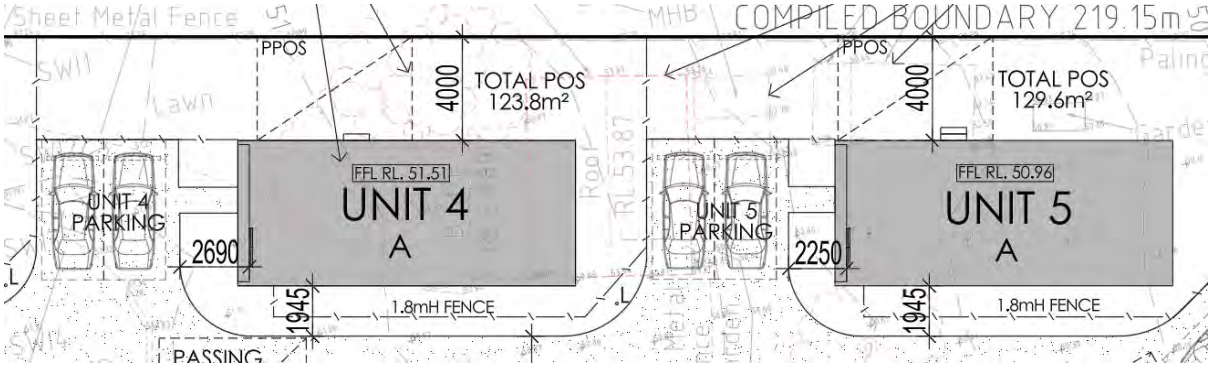


2. Provide a site plan/elevation plan showing the compliance of Clause 8.4.6 A3 for Units 4 and 5

Advice: U4 & U5 front windows have a distance of less than 2.5m to the shared driveway and have no proposed screening or to be obscured.

The front lounge room windows to unit 4 & 5 do not face a shared driveway – they face an area of designated parking for the exclusive use of that unit. Therefore since it is not a shared space, screening or obscuring of windows is not required.

See below for dimensions



3. A stormwater report from a suitably qualified individual or organisation providing:
   a. Confirmation of the connection point referenced on the plan set as being the one that services the allotment.
   b. Provides detention within the site to predevelopment levels.
   c. Provides treatment of all stormwater in accordance with the Tasmanian Stormwater Policy Guidance and Standards for Development 2021.
   d. Provides for capture of surface water to low lying areas within the site to address any flooding risk.

Refer stormwater report accompanying this response.

4. Submit an amendment of the plan set to better address C2.6.2 A1.1 (a) (iii) or address the performance criteria in full in writing.

P1

All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:

(a) the characteristics of the site;

The access way has a simple design with few corners (majority of driveway is long and straight) and light slope which maximises visibility whilst driving. Therefore, the characteristics of the site will not prevent the provision of convenient, safe and efficient access, circulation and parking.

(b) the proposed slope, dimensions and layout;

The site has a gentle slope. The size of parking bays, driveway widths and passing bays comply with AS 2890.1 are appropriate to the nature and use of the development. The language of the design of passing bays and parking also creates a predictable pattern allowing for the provision of convenient, safe and efficient access, circulation and parking.

(c) useability in all weather conditions;

The access and parking surfaces will be constructed from reinforced concrete to Engineer's details. Drainage of the surface in wet weather will also be provided as per Engineer's designs in accordance with relevant standards and will be suitable for use in all weather conditions allowing for the provision of convenient, safe and efficient access, circulation and parking.

(d) vehicle and pedestrian traffic safety;

The proposed access and parking areas will be marked with appropriate lines and signage including speed limit signage, pedestrian crossings, and parking bay line marking making them readily identifiable in order to provide convenient, safe and efficient access, circulation and parking.

(e) the nature and use of the development;

The nature and use of the development is residential, and as determined in the traffic impact assessment for the site, the design of the access, circulation and parking for the development is acceptable and appropriate for the use. The width and layout of the internal driveway has been designed to provide safe and efficient vehicular access, ensuring vehicles can enter, circulate and leave in a forward-driving direction.

(f) the expected number and type of vehicles;

Consideration has been given to the use of the development and the design of the access, circulation and parking areas, and as shown in the Traffic Impact Assessment, the design has been shown to be acceptable for the estimated number of vehicle movements and the type of vehicles typically associated with this type of development.

According to theTraffic Impact Assessment "the development is estimated to generate a total of 81 daily vehicle movements, with nine of these movements likely to occur during the peak periods, representing on average less than one vehicle movement every five minutes". In accordance with AS 2890.1 "As a guide, 30 or more movements in a peak hour would usually require provision for 2 vehicles to pass on the driveway, i.e. a minimum width of 5.5m. On long driveways, passing opportunities should be provided at least every 30m". Therefore as the estimated number of traffic movements in peak hours is less than 30, it is acceptable for the driveway width to be a lesser width with passing bays every 30 metres as has been provided for in the design of this development.

(g) the likely use of the parking areas by persons with a disability;

This development has been designed to comply with Liveable Housing standards silver and gold level and as such the final civil designs will provide compliance with maximum gradients and requirements for parking areas for those standards, which will also be appropriate for the use by persons with a disability.

(h) the nature of traffic in the surrounding area;

As demonstrated in the traffic impact assessment, the development is unlikely to affect the nature of the traffic in the surrounding area. As stated in the Traffic Impact Assessment "The surrounding road network is of a suitable standard to accommodate the low increase in traffic flow. There is sufficient sight distance at

the existing vehicular access to enable vehicles to enter and leave the development site in a safe and efficient manner".

(i) the proposed means of parking delineation; and

Parking spaces will be delineated with line marking paint in accordance with AS 1742.2 which provides detailed guidelines for the design, installation, and maintenance of road line markings in urban areas, including dimensions, colours, and placement of markings.

(j) the provisions of *Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking* and *AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.*

The parking, access ways, manoeuvring and circulation spaces have been designed in accordance with AS2890.1 to provide convenient, safe and efficient parking.

5. Provide further details for the safe passage of pedestrians within the complex across the internal driveway including level changes encountered.

The safe passage of pedestrians has been addressed in the Traffic Impact Assessment.

"The development will require pedestrians to cross the driveway at certain locations, at each location suitable sight lines will be available."

"Where possible barrier kerb will be used to separate the pathway from the driveway, similar to urban streets, where this treatment is considered appropriate. Number of vehicle and pedestrian movements within the development is expected to be low, generating a low conflict risk."

"A 10 km/h shared speed limit will be installed at the beginning of the site, to moderate the operating speed of vehicles."

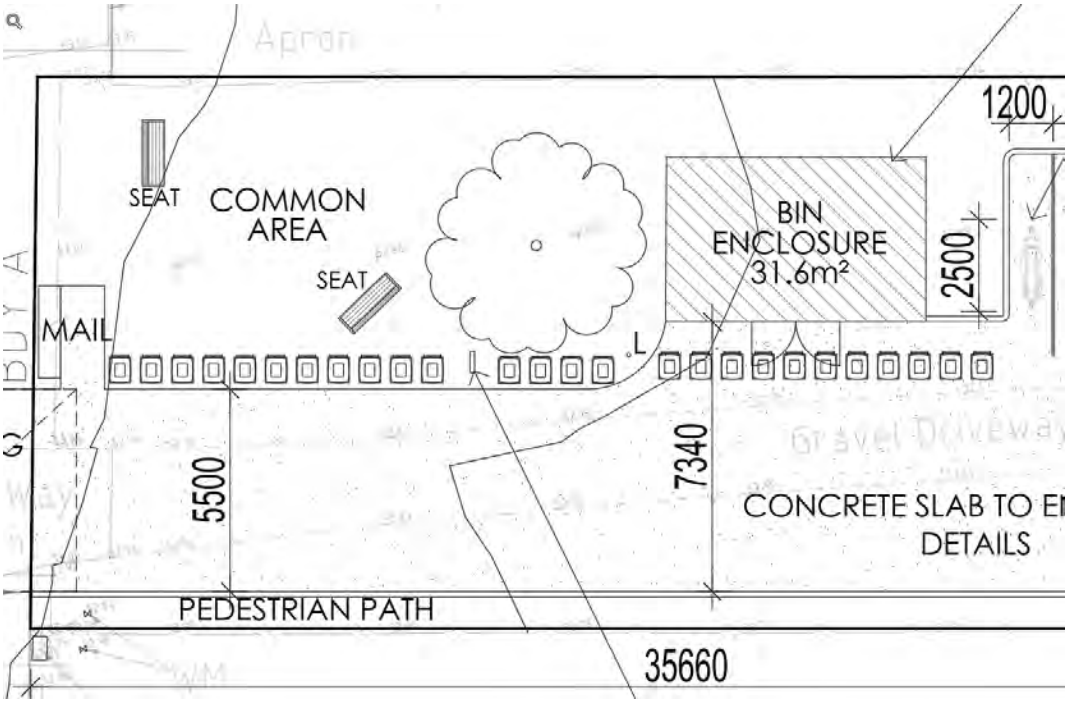
"Where the pathway crosses the internal road, it will be delineated with road markings, defining the pathway and pedestrian crossing areas" in accordance with AS 1742.2 which provides detailed guidelines for the design, installation, and maintenance of road line markings in urban areas, including dimensions, colours, and placement of markings.

"The proposed safety measures are expected to ensure pedestrians can move around the development site in a safe and convenient manner, meeting the objective of the planning scheme."

6. In order to determine the compliance of the Parking and Sustainable Transport Code, please provide a site waste management strategy and statement to address:

    a. Placement area for up to 26 mobile rubbish and recycling bins on collection day.

Placement of 26 bins are possible along the side of the driveway adjacent to the common area and the waste storage enclosure.



BIN PLACEMENT

b. Provide for the pickup of requirements of Councils waste collection contractor and their vehicle.

Vehicle access and turning diagrams for collection have been provided in the Traffic Impact Assessment.

c. Provide for the collection vehicle to enter the site and either turn within the site or undertake collection without blocking access for other vehicles.

The collection zone is located in an area where the driveway width provides for 2 way traffic and therefore should not block other vehicles.

d. Any other nuisances created with the design waste storage and management proposal.

None foreseen.

7. Pursuant to the *Water and Sewerage Industry Act 2008* your application has been referred to TasWater. TasWater has requested for additional information (Ref No. TWDA 2025/00046-BTN) which was forwarded to you on 23 January 2025. Please provide response to Council, we in turn will forward it to TasWater.

Refer response provided by Aldanmark Consulting Engineers.

MATTHEW CLARK
PLANNERS

Planning Report

13 Multiple Dwellings

12 Jubilee Avenue, Brighton

For Creative Homes Hobart

December 2024

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Appendix B - Proposal Plans
Appendix C - Traffic Impact Assessment

VERSION CONTROL					
Version	Description	Author		Reviewer	
1.0	Draft Planning report	PC	11.11.2024	MC	11 11 2024
2.0	Planning report for issue	PC	02.12.2024	MC	02.12.2024

Summary

Use:	Residential (multiple dwellings)
Development:	13 Multiple Dwellings, accessway, and associated services
Location:	12 Jubilee Avenue, Brighton (6,688m$^{2)}$, and 10 Jubilee Avenue, (for stormwater services only).
Certificate of Title:	Volume 34441 Folio 2 and Volume 113475 Folio 5
Property ID:	7430740 and 1558276
Planning Authority:	Brighton Council
Planning Policy:	Tasmanian Planning Scheme - Brighton Local Provisions
GM/Crown Consent:	Yes - Council consent for works within the road reserve
Applicant:	Creative Homes Hobart
Date of Assessment:	December 2024
Assessor:	Peter Coney

The development application relies on the performance criteria of the following provisions of the *Tasmanian Planning Scheme - Brighton:*

- 8.4.6 Privacy for all dwellings (P2) and (P3)
- C2.5.3 Motorcycle parking (P1)
- C2.6.5 Pedestrian access (P1) and
- C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction (P1).

Whilst relying on the Performance Criteria of these clauses, the development meets the objectives and purpose of the General Residential Zone and complies with the *Tasmanian Planning Scheme - Brighton*.

Introduction

MC Planners have been engaged by Creative Homes Hobart to prepare a planning report to support a development application for 13 multiple dwellings and associated works.

The report details the proposed development and provides an assessment against the provisions of the *Tasmanian Planning Scheme - Brighton* ('the Planning Scheme').

The proposal has been considered against the 'General Residential Zone' [8.0].

Development on the site is subject to several Codes which it is required to be assessed against:

- Parking and Sustainable Transport Code [C2.0];
- Road and Railway Assets Code [C3.0];
- Bushfire-Prone Areas Hazard Code [13.0] and;
- Landslip Hazard Code [15.0].

Site Location and Context

The subject site is located at 10 and 12 Jubilee Avenue (CTs 113475/5 and 34441/2), Brighton. The dwelling development is predominately at 12 Jubilee, though includes provision of stormwater infrastructure within the adjoining land at 10 Jubilee Avenue. 12 Jubilee Avenue is an internal lot, with a total area of 6,688m^2 though gaining access over an access strip, this strip is relatively wide at 15m.

There is currently a dwelling, outbuildings and native trees in a landscaped setting. The site adjoins residential lots to the north and south, and land managed by the Department of Natural and Environmental Resources to the east. This public land encompasses the Jordan River, and includes a walking track which links Ford Road, and Andrew Street.

The area is residential, and predominately at suburban densities, though is in proximity to a rural residential estate off River Court, to the north. The site is within 200m walking distance to the Jordan River School Farm, and 300m to Brighton Primary School with the local activity centre further to the west.

Refer to the Titles in Appendix A for full details.



Subject Site (CT 34441/2) in dark blue (source: LISTmap, Accessed 07/10/2024).

Proposed Use and Development

The proposed use of the site is Residential (multiple dwellings).

The development is for 13 multiple dwellings, inclusive of the existing dwelling. Dwellings are arranged by Types, where Type A have two bedrooms, Types B and C have 3 Bedrooms and Type D and E have four bedrooms.

The development includes a driveway, car parking, bin enclosure, common areas and gardens, and associated services. The floor area proposed totals 1,609m² when including the existing dwelling, and the car parking area is arranged to provide 26 dedicated spaces for the use of dwellings, and 5 visitor parking spaces.

The development will require the removal of a number of trees, and landscaping is proposed along the western boundary adjoining 14B Jubilee Avenue.

The proposal is more fully set out in the proposal plans at Appendix B.

Policy Assessment

The proposed removal of vegetation is exempt under clause 4.0.1, as listed in the table at 4.4.2 Landscaping and vegetation management. A 1.8m fence similarly is exempt where not within 4.5m of a frontage, as listed at 4.6.3.

The development site is located on land zoned 'General Residential' (see Figure 2).

The site is subject to Bushfire-prone area overlay over the entire property. The Landslip hazard overlay is also present on the site (See Figure 3).

The nature of the proposal and the location of the site requires that the proposal be considered against the following Scheme elements:

- General Residential Zone [8.0];
- Parking and Sustainable Transport Code [C2.0];
- Road and Railway Assets Code [C3.0];
- Bushfire-Prone Areas Hazard Code [13.0] and;
- Landslip Hazard Code [15.0]

The following section provides an assessment of the proposal against each of the above-listed Scheme elements.

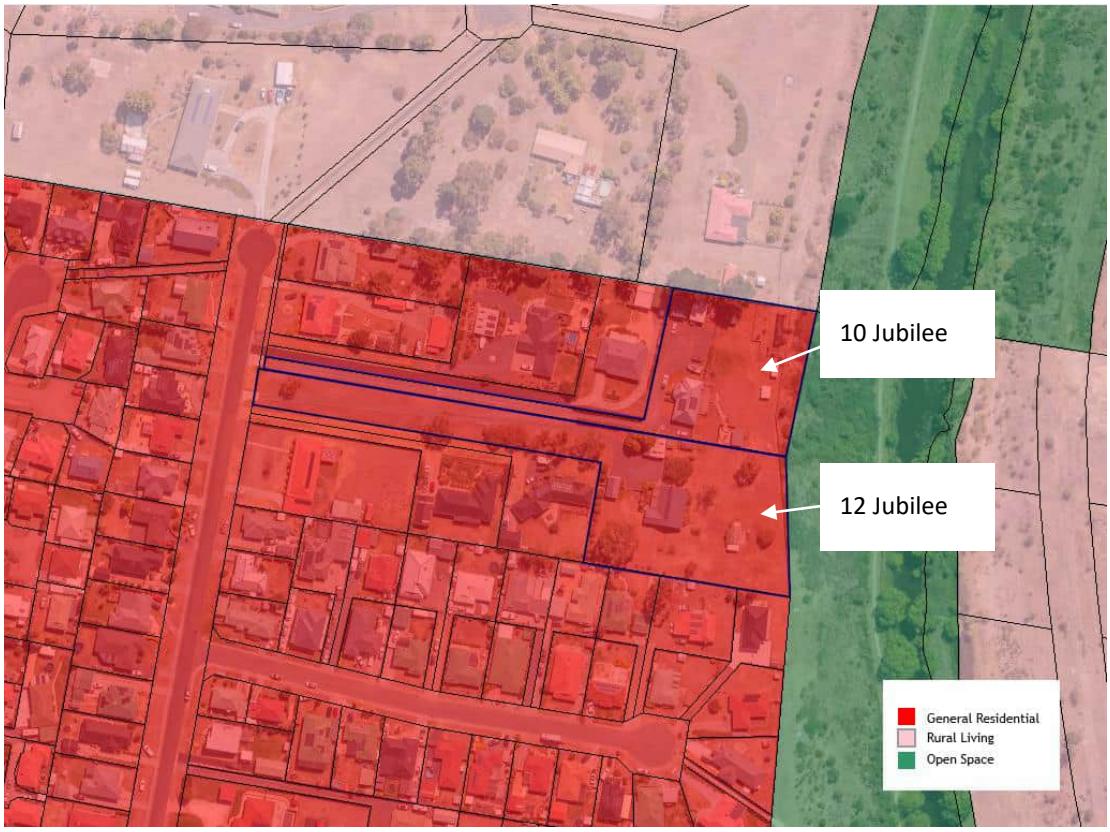


Figure 2. Land use zones (source: LIST map - accessed on 02/12/24).



Figure 3. Landslip Hazard Area Overlay (source: LIST map - accessed on 01/07/24).

General Residential Zone [8.0]

The site is zoned *General Residential* in the *Tasmanian Planning Scheme - Brighton.*

8.2 Use Table

The proposed use is residential (Multiple dwellings) which is permitted within the General Residential Zone.

8.3 Use Standards

There are no applicable use standards for a residential use.

8.4 Development Standards

8.4.1 Residential density for multiple dwellings

A1 *Multiple dwellings must have a site area per dwelling of not less than 325m2.*	*P1* ***

The relevant area for the site area per dwelling calculation is 4,528m²; being the area exclusive of the access strip. For 13 multiple dwellings, the density calculation is then 348m² per dwelling, which complies with the Acceptable Solution.

As such the proposal complies with clause 8.4.1.

8.4.2 Setbacks and building envelope for all dwellings

A1 *Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:* *(a) if the frontage is a primary frontage, not less than 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site;* *(b) if the frontage is not a primary frontage, not less than 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site;* *(c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or*	*P1* ***

(d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level.	

Unit 1 has a setback of over 50m from the primary frontage (a). As such, the proposal complies with A1.

A2 *A garage or carport for a dwelling must have a setback from a primary frontage of not less than:* *(a) 5.5m, or alternatively 1m behind the building line;* *(b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or* *(c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.*	*P2* ***

The proposed dwellings do not have garages or carports. As such, A2 is not applicable.

A3 *A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:* *(a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by:* *(i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and* *(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 8.5m above existing ground level; and* (b) *only have a setback of less than 1.5m from a side or rear boundary if the dwelling:* *(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or* *(ii) does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser).*	*P3* ***

All the dwellings are contained within the building envelope determined by the rear boundary of 14B Jubilee Avenue, and the other site boundaries in accordance with A3 (a). The development also meets the minimum 1.5m setback from side and rear boundaries per (b), thereby in accordance with A3.

8.4.3 Site coverage and private open space

A1 *Dwellings must have:* *(a) a site coverage of not more than 50% (excluding eaves up to 0.6m wide); and* *(b) for multiple dwellings, a total area of private open space of not less than 60m2 associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer).*	*P1* ***

The proposal is for a site coverage of 24%. As such, the proposal complies with A1.

A2 *A dwelling must have private open space that:* (a) *is in one location and is not less than:* *(i) 24m2; or* *(ii) 12m2, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);* (b) *has a minimum horizontal dimension of not less than:* *(a) 4m; or* *(b) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);* *(c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and* *(d) has a gradient not steeper than 1 in 10.*	*P2* *A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is:* *(a) conveniently located in relation to a living area of the dwelling; and* *(b) orientated to take advantage of sunlight.*

Each unit has an area of at least 24m^2 (a), with a horizontal length of at least 4m within each identified private open space area (b); and is not located between the frontage and a dwelling (c). As such, the proposal complies with A2.

8.4.4 Sunlight to private open space of multiple dwellings

A1 *A multiple dwelling, that is to the north of the private open space of another dwelling on the same site, required to satisfy A2 or P2 of clause 8.4.3, must satisfy (a) or (b), unless excluded by (c):* (a) *the multiple dwelling is contained within a line projecting (see Figure 8.4):* *(i) at a distance of 3m from the northern edge of the private open space; and* *(ii) vertically to a height of 3m above existing ground level and then at an angle of 45 degrees from the horizontal;* *(b) the multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00am and 3.00pm on 21st June; and* *(c) this Acceptable Solution excludes that part of a multiple dwelling consisting of:* *(i) an outbuilding with a building height not more than 2.4m; or* *(ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling.*	*P1* *A multiple dwelling must be designed and sited to not cause an unreasonable loss of amenity by overshadowing the private open space, of another dwelling on the same site, which is required to satisfy A2 or P2 of clause 8.4.3 of this planning scheme.*

The proposed dwellings are arranged such that Unit 4 is to the north of the private open space for Unit 13, and Unit 13 is to the north of the private open space of Units 11 and 12.

The separation of these units from the respective private open space of those dwellings to the south however means that they are contained within an envelope in accordance with (b).

Though Units 6 - 10 are on a north-south Axis, the private open space is to the east of each dwelling, and so no dwelling is sited to the north of the private open space of another dwelling on the same site. In any event, no dwelling within this row would cause for the private open space of the dwelling to the south to receive less than 50% sunlight between 9am and 3pm (refer to the shadow modelling in Appendix B)

The proposal therefore complies with A1.

8.4.5 Width of openings for garages and carports for all dwellings

A1 *A garage or carport for a dwelling within 12m of a primary frontage, whether the garage or carport is free-standing or part of the dwelling, must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).*	*P1* ***

As there are no proposed garages or carports, clause 8.4.5 is not applicable.

8.4.6 Privacy for all dwellings

A1 *A balcony, deck, roof terrace, parking space, or carport for a dwelling (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above existing ground level must have a permanently fixed screen to a height of not less than 1.7m above the finished surface or floor level, with a uniform transparency of not more than 25%, along the sides facing a:* *(a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary;* *(b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4m from the rear boundary; and* *(c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m:* *(i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or* *(ii) from a balcony, deck, roof terrace or the private open space of the other dwelling on the same site.*	*P1* ***

Units 6 – 10 include landings for steps to the private open space, and these landings are both 1m above natural ground level, and within 6m of the private open space of dwellings to the south. These landings however include a screen to a height of 1.7m, and so comply with A1.

A2 *A window or glazed door to a habitable room of a dwelling, that has a floor level more than 1m above existing ground level, must satisfy (a), unless it satisfies (b):* *(a) the window or glazed door:* *(i) is to have a setback of not less than 3m from a side boundary;* *(ii) is to have a setback of not less than 4m from a rear boundary;* *(iii) if the dwelling is a multiple dwelling, is to be not less than 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and* *(iv) if the dwelling is a multiple dwelling, is to be not less than 6m from the private open space of another dwelling on the same site.* *(b) the window or glazed door:* *(i) is to be offset, in the horizontal plane, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling;* *(ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of not less than 1.7m above the floor level; or* *(iii) is to have a permanently fixed external screen for the full length of the window or*	*P2* *A window or glazed door to a habitable room of a dwelling that has a floor level more than 1m above existing ground level, must be screened, or otherwise located or designed, to minimise direct views to:* *(a) a window or glazed door, to a habitable room of another dwelling; and* *(b) the private open space of another dwelling.*

glazed door, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%.	

Units 6-8 have portions of their habitable rooms which exceed 1m above natural ground level. Each of these dwellings at the southern elevation includes windows with sill heights of 1.7m above floor level, thus precluding views to the south; however at the northern elevation these dwellings (all being of the same type), include full height windows. These full height windows are somewhat opposite the windows with high sill heights, and are within 6m of the private open space of those dwellings to the north. The proposal is therefore reliant on the Performance Criteria.

In designing the dwellings, a high sill height for the southern elevation albeit opposite a full height window for the northern elevation of the southern neighbour is a simple solution to preclude views between the habitable rooms of these dwellings, while still affording good access to light. With respect to proximity to the private open space, the windows at the northern elevation are set in from the west approximately 1.3m, and this puts them opposite the dwelling rather than directly overlooking private open space, thereby minimising the opportunity for direct views.

The proposal is considered to comply with the Performance Criteria (P2).

A3 *A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of not less than:* *(a) 2.5m; or* *(b) 1m if:* *(i) it is separated by a screen of not less than 1.7m in height; or* *(ii) the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level.*	*P3* *A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise unreasonable impact of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.*

The lounge windows for Units 1, 2, 3, 4 and 5 are at a minimum 2.1m, 2.3m, 2.4m, 2.1m and 1.8m from the edge of the shared driveway respectively. As no screening or obscuring of glazing is included in the dwelling design at this elevation, the proposal is therefore reliant on the performance criteria.

In considering Units 1, 2 and 3, though the lounge room windows are within 2.5m of the edge of the shared driveway, the windows are setback greater than 2.5m from the passing bay, which is expected to be the predominate location of shared usage within the driveway. The remainder which is within 2.5m of the dwelling is predominately required for turning of vehicles associated with the respective dwellings.

For Units 4 and 5, there are no passing bays within the vicinity of the dwelling and the areas of the shared driveway within 2.5m are in all likelihood only to be used by vehicles associated with those dwellings.

Further, each dwelling includes at the southern elevation a projection of wall which will reduce headlight shine from the shared driveway, and attenuate noise transfer from the driveway to those windows of the lounge.

Noting the nature of the driveway and the extent which is set within 2.5m of the habitable room windows is quite minor, it is considered the siting of dwellings as well as the inclusion

of walls as design solutions will satisfactorily minimise unreasonable vehicle noise or light intrusion.

All other windows are either obscured or set behind a 1.8m high fence.

The proposal is considered to comply with the Performance Criteria (P3).

8.4.7 Frontage fences for all dwellings

A1 *No Acceptable Solution.*	*P1* *A fence (including a free-standing wall) for a dwelling within 4.5m of a frontage must:* *(a) provide for security and privacy while allowing for passive surveillance of the road; and* *(b) be compatible with the height and transparency of fences in the street, having regard to:* *(i) the topography of the site; and* *(ii) traffic volumes on the adjoining road.*

The proposal does not include any fencing which is not otherwise exempt.

8.4.8 Waste storage for multiple dwellings

A1 *A multiple dwelling must have a storage area, for waste and recycling bins, that is not less than 1.5m2 per dwelling and is within one of the following locations:* *(a) an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or* *(b) a common storage area with an impervious surface that:* *(i) has a setback of not less than 4.5m from a frontage;* *(ii) is not less than 5.5m from any dwelling; and* *(iii) is screened from the frontage and any dwelling by a wall to a height not less than 1.2m above the finished surface level of the storage area.*	*P1* *A multiple dwelling must have storage for waste and recycling bins that is:* *(a) capable of storing the number of bins required for the site;* *(b) screened from the frontage and any dwellings; and* *(c) if the storage area is a common storage area, separated from any dwellings to minimise impacts caused by odours and noise.*

The proposal includes a bin enclosure for the common storage of waste and recycling bins. The area is 30m², set back approximately 16m from the frontage, and is to be constructed of a wall at 1.3m high, including gates so as to be entirely screened when not in use.

The proposal complies with A1.

8.5 Development Standards for Non-dwellings

There is no non-dwelling development proposed.

8.6 Development Standards for Subdivision

There is no subdivision proposed.

Parking and Sustainable Transport Code [C2.0]

No use or development is exempt from assessment against this code (C2.1.1).

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: (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: N = A + (C- B) N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.*	*P1.1* *The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:* *(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;* *(b) the ability of multiple users to share spaces because of:* *(i) variations in car parking demand overtime; or* *(ii) efficiencies gained by consolidation of car parking spaces;* *(c) the availability and frequency of public transport within reasonable walking distance of the site;* *(d) the availability and frequency of other transport alternatives;* *(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;* *(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;* *(g) the effect on streetscape; and* *(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.* *P1.2 ****

The proposal is for 13 dwellings, each with two bedrooms. Dwellings with two or more bedrooms require two car parking spaces each, to a total of 26. As multiple dwellings at an internal lot, the proposal also requires one visitor space per three dwellings, which must be rounded up to a total of 5. Which are included across two separate modules.

As such the proposal complies with the Acceptable Solution.

C2.5.2 Bicycle parking numbers

There is no requirement for bicycle parking for residential uses under table C2.1, as such this clause is not applicable.

C2.5.3 Motorcycle parking numbers

*A1 **	*P1* *Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:* *(a) the nature of the proposed use and development;* *(b) the topography of the site;* *(c) the location of existing buildings on the site;* *(d) any constraints imposed by existing development; and* *(e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.*

The proposal does not provide any motorcycle parking spaces, as such it must address the performance criteria.

The proposed residential nature of the use does not generate a high demand of motorcycle use or requirement for parking. Noting visiting motorcycles can legally park in car parking spaces, and that residents who own motorcycles will keep them within their unit parking areas, there is a limited demand for this type of parking (a);

The topography of the site is relatively flat, and does not preclude motorcycle parking (b);

The existing building on the site does not generate a requirement for any motorcycle parking (c);

There are no constraints as a result of existing development on site (d);

The use is not of itself anticipated to generate a higher motorcycle parking demand and it is considered that any such demand can be satisfactorily met by resident parking spaces (e) (P1).

The proposal is supported by a Traffic Impact Assessment (see Attachment D) which speaks to the suitability of the proposal and car parking proposed.

As such, the proposal is considered to comply with C2.5.3.

C2.5.4 Loading bays

No loading bays are proposed with this application, therefore, sub-clauses under C2.5.4 are not applicable.

C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone

The proposal is not for non-residential developments as such clause C2.5.5 is not applicable.

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.*	*P1 - *****

All parking and accessways are proposed to be constructed of concrete (a);

Impervious surfaces are proposed to be drained into the public stormwater system by way of a new connection at 10 Jubilee Avenue (b);

The proposed accessways are to be concrete (c)(A1);

As such the proposal complies with C2.6.1.

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 width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or* *(b) comply with Australian Standard AS 2890- Parking facilities, Parts 1-6.* *A1.2* **	*P1* **

The proposed parking areas are to be constructed to the Australian Standard AS2890 (a) (A1.1);

No disabled parking is required or proposed as part of this application, as such A1.2 is not applicable.

The proposal is also supported by a Traffic Impact Assessment which speaks to the compliance of the proposal with this standard (see Appendix C).

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.*	*P1* **
A2 **	*P2* **

There is one access proposed within the access strip to the frontage (a)(A1).

The proposal is not with in the Central Business Zone as such A2 is not applicable.

As such the proposal complies with C2.6.3.

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

The subject site is not located within either the General Business Zone or the Central Business Zone, as such, clause 2.6.4 is not applicable.

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

The proposal requires a pedestrian path, which is provided, though does not meet the Acceptable Solution as it is not separated by 2.5m horizontal distance or protective devices. The proposal therefore is reliant on the performance criteria.

In addressing the performance criteria, the proposal is supported by a Traffic Impact Assessment (see Appendix C) which speaks to the suitability of the proposal and the pedestrian paths.

The proposal is considered to comply with the Performance Criteria P1.

C2.6.6 Loading bays

No loading bays are proposed with this application, therefore, sub-clauses under C2.5.4 are not applicable.

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone

The subject site is not located within either the General Business Zone or the Central Business Zone, as such, clause 2.6.4 is not applicable.

C2.6.8 Siting of parking and turning areas

As the proposal is within the general residential zone, clause 2.6.8 is not applicable.

C2.7 Parking Precinct Plan

There is no parking precinct plan on the subject site, as such, clause 2.7 and all sub-clauses are not applicable to the proposal.

Road and Railway Assets Code [C3.0]

There are no exemptions from Road and Railway Assets Code, therefore provisions under C3.0 need to be considered.

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.* *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.* *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.* *A1.4* *Vehicular traffic to and from the site, using an existing vehicle crossing or private level*	*P1* *Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:* *(a) any increase in traffic caused by the use;* *(b) the nature of the traffic generated by the use; (c) the nature of the road;* *(d) the speed limit and traffic flow of the road;* *(e) any alternative access to a road;* *(f) the need for the use;* *(g) any traffic impact assessment; and* *(h) any advice received from the rail or road authority.*

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. *A1.5* *Vehicular traffic must be able to enter and leave a major road in a forward direction.*	

The proposal will require an altered vehicle access, of a design which is considered to accord to the road authority requirements. The design is also supported by a Traffic Impact Assessment (see Appendix C) which speaks to the suitability of the proposal, and traffic movements generated by the proposal.

The proposal is considered to comply with the Performance Criteria (P1).

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area

The proposal is not within a road or railway attenuation area as such C3.6.1 is not applicable.

C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area

The proposal is not for subdivision as such C3.7.1 is not applicable.

Bushfire-Prone Areas Code [13.0]

Though the site is subject to the Bushfire-Prone area overlay, there are no applicable standards within the Bushfire-Prone Areas Code.

Landslip Hazard Code [C15.0]

C15.4 Use and Development Exempt from this Code

The proposed use is not considered hazardous, vulnerable or critical (a); and the proposed development is within the low landslip hazard band, and will require authorisation under the Building Act 2016 (d). Further, no significant works are proposed within the low landslip hazard band.

As such, the proposal complies with the exemption criteria and is not required to address this code.

Conclusion

This report has been prepared in support of a Planning Application for the development of 20 multiple dwellings at 12 Jubilee Avenue, Brighton (CT34441/2), which includes 10 Jubilee Avenue (CT 113475/5) for reason of the provision of stormwater infrastructure.

The proposal has been considered against the development standards of the General Residential Zone and the proposal generates the following discretions under the *Tasmanian Planning Scheme - Brighton Local Provisions Schedule*:

- 8.4.6 Privacy for all dwellings (P2) and (P3)
- C2.5.3 Motorcycle parking (P1)
- C2.6.5 Pedestrian access (P1)
- C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction (P1)

The proposal has been assessed against all relevant scheme criteria and is found to either comply with the Acceptable Solutions or satisfy the relevant Performance Criteria.

The application is considered to be acceptable with respect to the Planning Scheme requirements and therefore ought to be supported by the Planning Authority.

APPENDIX A

Title Information

APPENDIX B

Proposal Plans

APPENDIX C

Traffic Impact Assessment



TRAFFIC IMPACT ASSESSMENT

Hubble Traffic

December 2024

NEW RESIDENTIAL UNITS, 12 JUBILEE AVENUE, BRIGHTON

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

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

Version	Date	Reason for Issue
Draft	July 2024	Draft issued for client feedback
Final	December 2024	New proposed layout

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1. Introduction

Creative Homes Hobart has engaged Hubble Traffic to prepare an independent Traffic Impact Assessment (TIA) to consider the traffic impacts from the provision of 12 additional residential units at 12 Jubilee Avenue, Brighton (development site).

A development application (DA 2024/00080) was submitted to Brighton Council (Council), who have requested a TIA to evaluate the potential impact to the surrounding road network, specifically Jubilee Avenue, Downie and Andrew Streets, and Brighton Road.

The development has been assessed against the Tasmanian Planning Scheme (planning scheme) Codes, C2 Parking and Sustainable Transport, C3 Road and Railway Assets, and Australian Standard 2890.1:2004 (The Standard).

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

- Tasmanian Planning Scheme (Brighton Council)
- Road Traffic Authority NSW (RTA) Guide to Traffic Generating Developments
- Australian Standards AS2890 parts 1, 2 and 6
- Austroads series of Traffic Management and Road Design
  - Part 4: Intersection and crossings, General
  - Part 4a: Unsignalised and Signalised Intersections
  - Part 12: Traffic Impacts of Development
- Department of State Growth crash database
- Autoturn Online Software
- LIST – Land Information System Tasmania Database

2. Site Description

Located at 12 Jubilee Avenue, Brighton, the development site has an irregular shape, with a long narrow access strip leading to a rectangular parcel of land. With the site having a narrow road frontage, it is considered an internal lot under the planning scheme. The site is occupied by an existing residential dwelling, operating with a vehicular access onto Jubilee Avenue.

The site is situated within an established urban residential area, and within close proximity to Brighton Primary School (school), and Brighton Child Care and Early Learning Centre.

Diagram 2.0 – Extract from LIST Land Information System Tasmania Database

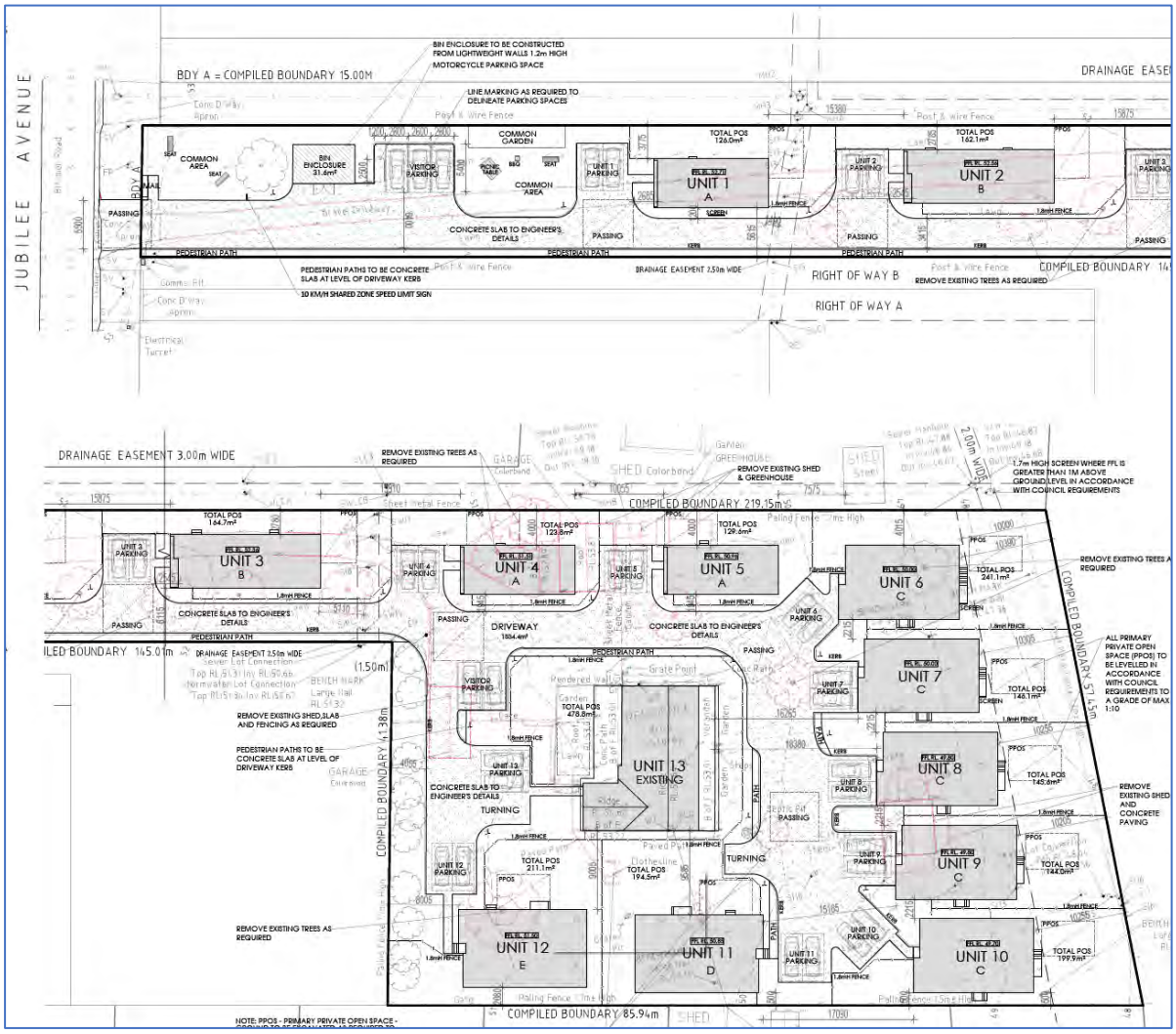


3. Development proposal

The proposal includes:

- retaining the existing dwelling,
- provision of 12 additional residential units, comprising three two-bedroom, seven three-bedroom, and two four-bedroom units.
- each unit will be supported with two dedicated parking spaces, located within close proximity to each unit,
- the existing access with Jubilee Avenue will be retained and upgraded to accommodate two-way traffic flow, and
- as the site is considered an internal lot, including the existing dwelling and the additional 12 units, five on-site visitor parking spaces will be provided, at the rate of one space per three units.

Diagram 3.0 – Development proposal



4. Trip generation by this development

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

To determine the number of trips likely to be generated by this development, reference has been taken from the RTA Guide to Traffic Generating Developments (RTA Guide), section 3.3 residential housing. For the purpose of this assessment the new units and existing dwelling will be referred to as units.

Table 4.0A –Requirements as per RTA section 3.3 update 4a - August 2013

Dwelling Density	**Generation Rate**
Low density residential dwellings in regional areas:	• Daily vehicle trips of 7.4 per dwelling, and • Weekday peak trips of 0.78 per dwelling.
Medium density residential units, smaller units (up to two bedrooms):	• Daily vehicle trips between 4 and 5 per dwelling, and • weekday peak hour trips between 0.4 and 0.5 per dwelling.
Medium density residential units, larger units (three or more bedrooms):	• Daily vehicle trips between 5 and 6.5 per unit, and • Weekday peak trips between 0.5 and 0.65 per unit.

The 12 new units are predicted to generate an additional 74 daily trips, with eight of these occurring during the peak periods, and this number of trips will be used within this assessment.

Currently the existing unit is generating seven daily trips, with one of these trips occurring in the peak hour periods.

Table 4.0B – Predicted number of trips to be generated

Dwelling Type	**RTA Generation rate**	**Number of units/dwellings**	**Daily trips**	**Peak trips**
Two-bedroom unit	5 per day 0.5 per peak	3	15	2
Three-bedroom unit	6.5 per day 0.65 per peak	7	46	5
Four-bedroom unit		2	13	1
New trips		12	74	8
Existing dwelling	7.4 per day 0.78 per peak	1	7	1
Total trips generated by the site			**81**	**9**

5. Existing traffic Conditions

Jubilee Avenue is a local residential street maintained by Council, which extends northerly from Andrew Street and terminates in a cul-de-sac. Downie Street extends between Jubilee Avenue and Brighton Road, with a primary school located on the corner of Downie Street and Jubilee Avenue.

Based on the location of the development site and surrounding local road network, motorists commuting south (Hobart direction) will have two routes to connect to Brighton Road, either along Downie Street or Andrew Street.

With the primary school generating significant activity along Downie Street during the school drop-off and pick-up periods, the majority of peak trips generated by the development are expected to use Andrew Street to access Brighton Road, instead of Downie Street.

5.1 Jubilee Avenue characteristics

Jubilee Avenue north of Downie Street

Jubilee Avenue north of Downie Street is 300 metres long and has a no-through traffic function, providing access only to the surrounding residential properties. The road has been built to a typical urban standard, with an eight metre wide bitumen surface, concrete kerb and channel, concrete footpath along the eastern side, and street lighting. The horizontal road alignment past the development site is straight and is situated on flat terrain.

Photograph 5.1A – Jubilee Avenue, north of Downie Street

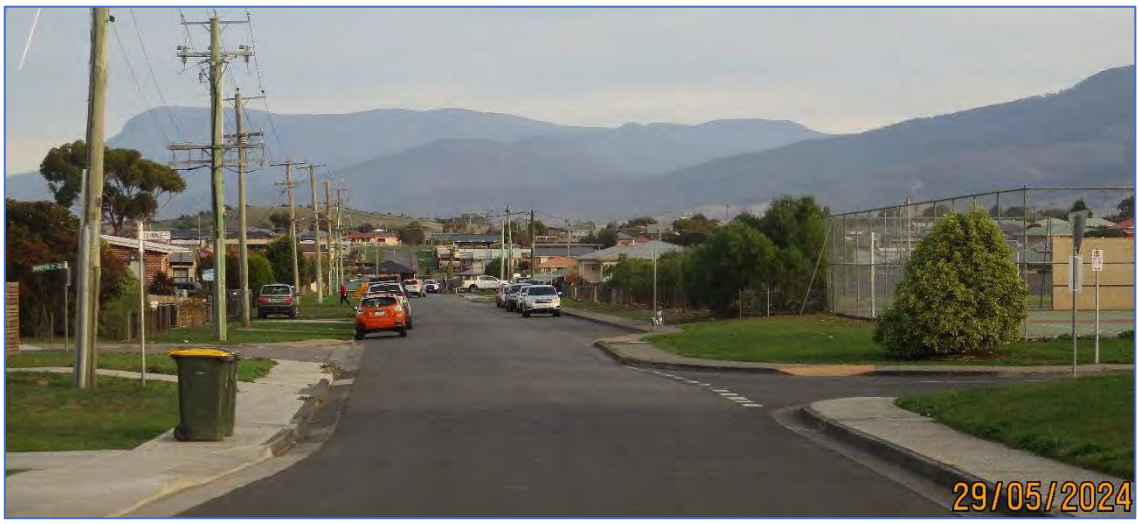


Jubilee Avenue south of Downie Street

Jubilee Avenue between Downie Street and Andrew Street is 300 metres long and has been constructed to an urban standard, with a sealed bitumen surface, concrete kerb and channel, footpath along the western side, and street lighting.

Indented parking bays have been provided on the western side outside of the school, these assist with accommodating on-street parking, while maintaining two-way traffic flow. The horizontal road alignment is straight and is situated on flat terrain.

Photograph 5.1B – Jubilee Avenue, south of Downie Street



Jubilee Avenue, Downie Street, and Martyn Place intersection

Both Downie Street and Martyn Place form T-junctions with Jubilee Street, which are six metres apart, creating an offset intersection.

Each road has a straight alignment on approach to the intersection, with sufficient sight distance to ensure safe and efficient movements through the intersection, with Jubilee Avenue having traffic priority.

Speed limit along Jubilee Avenue

There is no posted speed limit, with the 50 km/h urban default speed limit applying.

5.2 Downie Street characteristics

Downie Street runs in an east to west orientation, with a straight horizontal road alignment, on a reasonably flat vertical grade. The majority of the road is built to an urban standard, with a bitumen surface suitable to accommodate two-way traffic movements, on-street parking occurring on both sides, concrete kerb and channelling, concrete footpaths, and street lighting.

Adjacent to the school's main entrance are indented parking bays, and on the opposite side of the street an off-street gravel parking area.

To reduce traffic speeds around the school, raised road humps have been installed as a traffic calming measure. A 40 km/h school speed limit applies during school drop-off and pick-up periods, with the urban 50 km/h speed limit applying at all other times.

School drop-off and pick-up activities generate localised traffic congestion, reducing the level of traffic efficiency of Downie Street during these periods. Due to this congestion, non-school traffic from Jubilee Avenue, are likely to use Andrew Street to connect to Brighton Road.

Photograph 5.2 – Downie Street standard



5.3 Surrounding road junctions

The majority of traffic generated by the development are likely to use Brighton Road, which is the nearest arterial road, connecting to Midland Highway. Motorists have two options to access Brighton Road, Downie Street or Andrew Street.

Downie Street connects Jubilee Avenue directly to Brighton Road, forming a standard T-junction, with traffic priority for Brighton Road reinforced with a give way sign and painted holding line.

Jubilee Avenue forms a standard T-junction with Andrew Street, with a give way sign traffic supplemented with a holding line. The is a slight vertical downgrade on the approach for Jubilee Avenue, however this is not expected to cause any adverse impact to vehicles.

A four-legged roundabout operates where Andrew Street intersects Brighton Road, with the fourth leg providing access to the local shops and hotel. The roundabout has a suitable layout for each road function, with sufficient sight distance to provide safe and efficient traffic flow.

Photograph 5.3A – Downie Street and Brighton Road junction



Photograph 5.3B – Andrew Street and Brighton Road roundabout



5.4 Traffic Activity

In evaluating the traffic impact from the development, it is important to understand the current traffic flow on the surrounding road network. Recent manual traffic surveys were undertaken at the following locations:

- Jubilee Avenue and Downie Street junction,
- Jubilee Avenue and Andrew Street junction,
- Downie Street and Brighton Road junction, and
- Andrew Street and Brighton Road roundabout

Manual surveys were conducted during the last week of May and first week of July 2024, to coincide with school drop off and pick up. It is important to note that during the manual surveys, Andrew Street was under construction with detours in place, potentially changing the traffic patterns using the surrounding road network. As a consequence, the survey data at the Andrew Street and Jubilee Street junction includes some estimation.

From the survey data the peak hour for both the morning and evening periods has been extracted, with diagrams available in Appendix A.

Table 5.4 – Summary of traffic flows on the surrounding road network

Junction	Road	Peak hour two-way flows	
		Morning	Evening
Jubilee Avenue and Downie Street junction	Jubilee Avenue north of Downie Street	24	36
	Jubilee Avenue south of Downie Street	228	238
	Downie Street	220	244
Brighton Road and Downie Street	Downie Street	340	228
	Brighton Road south of junction	468	662
	Brighton Road north of junction	362	526
Andrew Street and Brighton Road roundabout	Brighton Road north of Andrew Street	420	689
	Brighton Road south of Andrew Street	435	657
	Andrew Street	162	207
Andrew Street and Jubilee Street	Andrew Street west of Jubilee Street	169	205
	Andrew Street east of Jubilee Street	217	188
	Jubilee Street	220	230

5.5 Traffic safety near the development site

The Department of State Growth maintains a database of reported road crashes, a check of this database for the last five years, found no crashes reported on Jubilee Street or Downie Street.

There were five crashes reported on Andrew Street, these were mainly associated with vehicles parking and unparking, a single vehicle losing control, or driver failing to give way. Three of the reported crashes resulted in minor injuries, with the other crashes resulting in property damage.

Reconstruction of Andrew Street may assist in reducing the number of incidents occurring on this road, with this crash history not considered an over-representation of crashes for a collector road.

5.6 Impact to the primary school congestion

Although the primary school creates localised congestion during student pick-up and drop-off periods, the majority of this congestion occurs on Downie Street, with low congestion activity along Jubilee Avenue. As traffic generated by the new development can commute along Jubilee Avenue and Andrew Street, bypassing Downie Street, this development is not expected to adversely impact current school congestion.

6. Impact from traffic generated by this development

As determined in section 4 of this report, the development site has the potential to generate up to 74 additional daily trips, with eight of these movements likely to occur during the morning and evening peak periods.

Level of Service (LOS) is a quantifiable assessment of the factors that contribute to the traffic performance, which includes traffic density, gaps in traffic streams, expected delays, and queues. The RTA Guide provides performance criteria for urban traffic lanes (diagram 6.3) and junctions (diagram 6.2) with five levels from A to E.

LOS A provides the highest level of traffic performance, where motorists are not expected to incur traffic delays or queues, with ample gaps in the traffic stream for vehicles to turn freely and safely without disrupting other users.

6.1 Trip assignment

It is common with residential properties, that 90 percent of the generated trips leave the site during the morning peak, with the opposite occurring in the evening peak. In assigning the new trips to the surrounding road network, the trip distributions at Jubilee Avenue and Downie Street junction have been used.

In assigning the development trips to the surrounding road network, the road standard and roadside development is an important consideration for drivers. Both Brighton Road and Andrew Street function as collector roads, while Downie and Jubilee Streets are local residential streets. Generally, collector roads have a better road standard, with less interruption from roadside developments, which provides a higher level of service for commuters.

In the morning peak, the majority of vehicles (90 percent) travelling towards Hobart are expected to use Andrew Street to access Brighton Road, instead of Downie Street due to local congestion caused by school drop off.

School pick-up will have occurred prior to the evening peak, and vehicles are expected to return to the development site using both Downie and Andrew Streets, with this assessment assuming an equal split on both streets. Table 6.1 shows how the additional trips are distributed on the surrounding streets.

Table 6.1 – Distribution of additional trips on the surrounding road network

Peak period	Direction	Number of trips	Jubilee Avenue north of Downie	Commuting between Brighton Road	
				Downie Street	Andrew Street
Morning peak hour	Leaving	7	7	1	6
	Arriving	1	1	0	1
Evening peak hour	Arriving	7	7	3	4
	Leaving	1	1	0	1

6.2 Traffic impact at the surrounding road network junctions

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

Diagram 6.2 – RTA Level of service for intersections

Table 4.2
Level of service criteria for intersections

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Signs
A	< 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity; at signals, incidents will cause excessive delays Roundabouts require other control mode	At capacity, requires other control mode

Traffic models have been developed within the SIDRA software to replicate the Jubilee Avenue; Downie Street and Martyn Place intersection; Brighton Road and Downie Street junction; Andrew Street and Brighton Road roundabout, and Andrew Street with Jubilee Street junction. Recent peak hour traffic flows and the assignment of new trips generated by the development have been used.

Traffic modelling predicts additional traffic generated from the development will not have any adverse traffic impact to the surrounding junctions, intersection or roundabout. They will continue to perform at the highest level of traffic performance, LOS A, with motorists not incurring any notable delays or traffic queues.

As the traffic flow along Brighton Road and Downie Street is expected to increase over the next ten years, the traffic modelling was adjusted to consider Brighton Road traffic flows increasing by two percent for ten years and Downie Street increasing by one percent per year. The modelling predicts the Brighton Road and Downie Street junction, will continue to operate at the highest level of traffic efficiency, with ten years of traffic growth.

Table 6.2 below summarises the traffic modelling at the junctions, intersection, and roundabout, demonstrating that the additional traffic generated by the development site will not decrease traffic efficiency.

Table 6.2 – Traffic modelling comparison at the surrounding roundabouts

Junction	Scenario	Period	Total vehicles	DOS	Worst delay	LOS	Max queue
Jubilee Ave with Downie Street	Existing	Morning peak	269	0.094	6.0 secs	A	2.3 metres
	With development		279	0.095	6.0 secs	A	2.3 metres
	Existing	Evening peak	293	0.096	5.9 secs	A	2.4 metres
	With development		303	0.099	6.1 secs	A	2.5 metres
Downie Street with Brighton Road	Existing	Morning peak	598	0.137	7.1 secs	A	3.7 metres
	With development		599	0.137	7.1 secs	A	3.8 metres
	All additional		608	0.138	7.1 secs	A	4.0 metres
	Incremental		683	0.160	7.5 secs	A	4.3 metres
	Existing	Evening peak	686	0.185	8.1 secs	A	4.5 metres
	With development		692	0.188	8.1 secs	A	4.7 metres
	Incremental		882	0.261	9.6 secs	A	6.0 metres
Andrew Street and Brighton roundabout	Existing	Morning peak	574	0.211	10 secs	A	8.4 metres
	With development		583	0.212	10 secs	A	8.4 metres
	Existing	Evening peak	899	0.324	11 secs	A	14.9 metres
	With development		908	0.330	11 sec	A	15.3 metres
Andrew Street and Jubilee Street	Existing	Morning peak	353	0.096	6.3 secs	A	2.8 metres
	With development		362	0.104	6.3 secs	A	2.8 metres
	Existing	Evening peak	343	0.075	6.2 secs	A	2.5 metres
	With development		353	0.076	6.2 secs	A	2.5 metres

Printouts of traffic modelling can be found in Appendix B.

6.3 Traffic capacity on surrounding roads

In evaluating the impact of additional vehicles on Brighton Road users, it is important to understand LOS motorists are currently receiving, which is done by comparing the peak hour traffic flow with table 6.3 from the RTA Guide.

Extract 6.3 – RTA Guide for level of service for urban roads

Urban road peak hour flows per direction

Level of Service	One Lane (veh/hr)	Two Lanes (veh/hr)
A	200	900
B	380	1400
C	600	1800
D	900	2200
E	1400	2800

Based on the directional traffic flows obtained from the manual surveys, the RTA Guide indicates that Brighton Road is operating at LOS B during the peak periods. This means that the traffic flow is stable, motorists have freedom to select their own operating speed, and there should be sufficient gaps in the traffic stream to enable vehicles to enter and leave, without causing adverse impacts.

The additional trips have been assigned to the surrounding road network, with table 6.3 indicating that the development will slightly intensify the directional traffic flows, with no change in the level of service. This means the development is not expected to cause adverse traffic impact to the surrounding road network.

Table 6.3 – Comparison of traffic performance on surrounding roads

Brighton Road	Existing flows				With development			
	Morning		Afternoon		Morning		Afternoon	
	NB	SB	NB	SB	NB	SB	NB	SB
Directional flows	232	236	368	294	233	243	375	295
Level of Service	B	B	B	B	B	B	B	B

6.4 Residential amenity impact

A new development in urban areas can be concerning to local residents, and it can be difficult to argue that a traffic increase is reasonable. The RTA Guide has considered this matter and provided an environmental performance standard, which can be used to evaluate the likely impact on residential amenity. Extract 6.4 is from the RTA Guide and relates to urban environments, providing maximum peak hour goals.

To quantify the impact on Jubilee Avenue (south) and Downie Street, manual survey data was compared with the predicted two way traffic flow, as shown in Table 6.4. The new two-way traffic flows will be less than 300 vehicles per hour, which is within the acceptable maximum goal for a local residential street. This demonstrates that the development will not cause any adverse traffic impact to the amenity of existing residential properties, along Jubilee Avenue (south) and Downie Street.

The new two-way traffic flows along Jubilee Avenue (north) are predicted to be less than 50 vehicles per hour, which is below the environmental goal of 200 vehicles for a local residential street.

Table 6.4 – Expected vehicle movements generated by this development

Road	Existing two-way traffic flow		Predicted two-way traffic flow	
	Morning peak period	Evening peak period	Morning peak period	Evening peak period
Jubilee Avenue (north of Downie)	24	36	32	44
Jubilee Avenue (south of Downie)	228	238	235	243
Downie Street	220	244	222	247

Extract 6.4 – RTA Guide performance standards for residential streets

Environmental capacity performance standards on residential streets

Road class	Road type	Maximum Speed (km/hr)	Maximum peak hour volume (veh/hr)
Local	Access way	25	100
	Street	40	200 environmental goal
			300 maximum
Collector	Street	50	300 environmental goal
			500 maximum

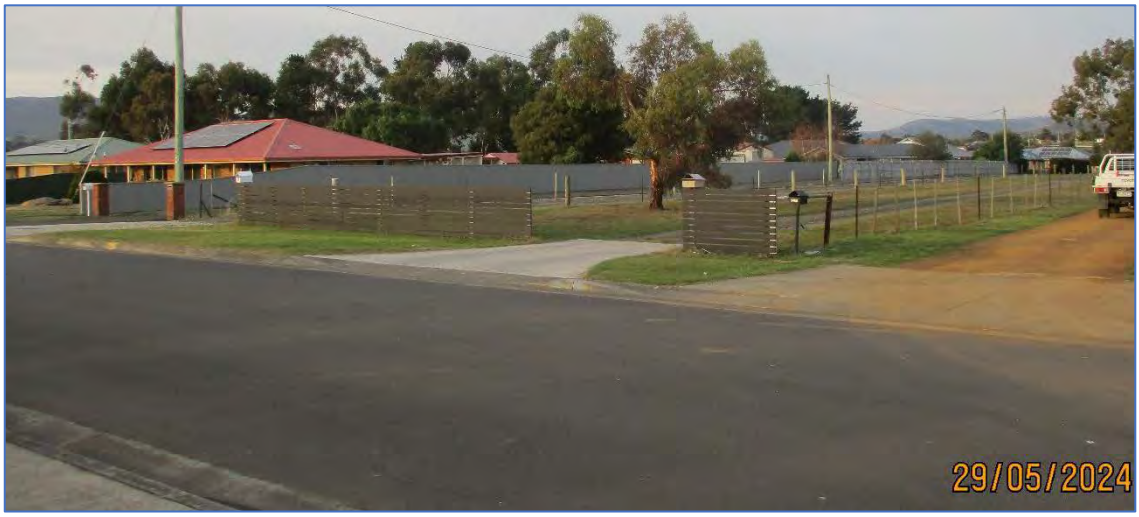
Note: Maximum speed relates to the appropriate design maximum speeds in new residential developments. In existing areas maximum speed relates to 85th percentile speed.

7. Development layout and internal road arrangements

7.1 Existing vehicular access

The existing 3.8 metre wide vehicular access with Jubilee Avenue will be retained and widened to a minimum of 5.5 metres wide, to provide sufficient width to accommodate two-way traffic flow.

Photograph 7.1 – Existing vehicular access with Jubilee Avenue



7.2 Sight distance at the existing access with Jubilee Avenue

SISD (Safe Intersection Sight Distance) is based on the operating speed of approaching vehicles to the access and the gradient of the approach, with the approach speed normally taken as the posted speed limit. It is important to recognise that SISD is the highest sight distance parameter, suitable for public road intersections, where there are significant traffic movements, with an expectation that many of the users would be unfamiliar with the intersection.

The sight distance requirement for a residential driveway is less than the SISD requirement, as the number of daily traffic movements are estimated to be significantly lower, with the users being familiar with the configuration of the access. For these reasons, the Australian Standards 2890.1:2004 (the Standard) allows for a lower sight distance requirement to be used at residential driveways, indicating minimum gap sight distance is applicable.

Minimum gap sight distance is specified in the Standard, section 3.2.4, which indicates that for a residential driveway access with vehicles travelling in a 50 km/h speed environment, the minimum sight distance should be 45 metres, with a desirable sight distance of 69 metres.

On-site measurements of the available sight distance were taken at the existing vehicular access, based on the driver leaving the access being 1.05 metres above the access surface, and an approaching vehicle being 1.2 metres high. For a driver leaving the access, the available sight distance to the left exceeds 100 metres and 70 metres to the right.

With the available sight distance exceeding 70 metres, motorists will be able to enter and leave the development site in a safe manner, without impacting other motorists.

Photograph 7.2A – Available sight distance to the left



Photograph 7.2B - Available sight distance to the right



7.3 Number of parking spaces

All units will be provided with two dedicated parking spaces located within close proximity to each unit, plus five on-site visitor parking spaces. In total the development site will provide 31 on-site parking spaces to meet the reasonable demand, minimising overflow parking.

7.4 Dimensions of parking spaces

The parking spaces within the development site have been designed to comply with both the dimensions specified in the planning scheme table C2.3 and the Standard, as user class 1A, suitable for residential or domestic use.

Uncovered parking spaces associated with each unit, will be designed as User Class 1A under the Standard, suitable for residential and domestic users. The ninety degree parking spaces will be a minimum 2.4 metres wide, 5.4 metres long, and supported with a minimum parking aisle width of 5.8 metres.

Where a parking space is located adjacent to a vertical obstruction higher than 150 millimetres, an additional 0.3 metres of width will be provided between the space and the obstruction. If there is a vertical obstruction on both sides, 0.3 metres will be provided on both sides of the space.

Three visitor spaces located adjacent to the common area will be a minimum of 2.6 metres wide, 5.4 metres long, with a minimum 6.4 metres of manoeuvring area. Due to constraints along the main driveway, two visitor parking spaces opposite unit 4 will be provided with additional width. These parking spaces will be 2.8 metres wide, 5.4 metres long, with a minimum 5.8 metre manoeuvring area, complying with the dimensions in the planning scheme table C2.3.

Where multiple parking spaces are provided together, they will be delineated with pavement markings. Where practical, the spaces will be supported with wheel stops.

7.5 Car parking manoeuvrability

The parking layout provides sufficient manoeuvring area behind all car parking spaces to allow for vehicles to enter and leave in an efficient manner, complying with either the Standard for user class 1A, suitable for residential and domestic users, or planning scheme table C2.3.

The Standard acknowledge that a residential development generates a low turnover, with users generally prepared to accept some inconvenience when entering and leaving the parking spaces, and where necessary it is acceptable for vehicles to undertake a three point turn.

Vehicle swept path software has been used to demonstrate the swept path of a B85 vehicle entering and leaving a selection of the parking spaces, including the visitor parking spaces, with the swept paths available in Appendix C.

7.6 Gradient of parking spaces

The parking spaces will have grades that comply with Section 2.4.6 of the Standard and shall not exceed five percent.

7.7 Other parking requirements

As the development is providing 31 on-site car parking spaces, one dedicated motorcycle parking space will be provided, complying with planning scheme table C2.4.

Bicycle and accessible parking spaces are not a requirement for residential units.

7.8 Internal driveway layout

The design incorporates a main internal driveway extending from Jubilee Avenue to the rear of the property, terminating adjacent to units 10 and 11. Due to the narrow access strip of the land, only the initial section of the driveway will provide for two-way traffic flow, with minimum 5.5 metres width. This two-way section will extend past the communal waste collection area, and three visitor parking spaces. Beyond this point, the width of the main internal driveway will reduce to a single lane driveway, supported with passing bays.

The design of the driveway has been assessed under clause C2.6.2 A1.1(b), allowing the design to comply with Australian Standards AS 2890, Parking Facilities Parts 1 to 6. The width of the driveway will be a minimum of three metres wide, complying with section 2.5.2 (a)(i) of the Standard.

The Standard section 3.2.2 specifies that 30 or more movements in a peak hour (in and out combined) would usually require provision for two vehicles to pass on the driveway (i.e., a minimum of 5.5 metres), and on a long driveway, passing opportunities should be provided at least every 30 metres.

With nine two-way vehicle movements expected in the morning and evening peak hours, which is significantly less than the 30 vehicle movements requiring a two-way driveway, the single-lane driveway is expected to provide an appropriate level of service for users. It is noteworthy that during the peak hour periods, the majority of vehicle movements will be directional, leaving in the morning and arriving in the evening.

The single lane driveway meets the Standard, complying with the planning scheme acceptable solution A1.1(b).

Units 12 and 13 will be served by a short three metre wide single lane spur driveway, with a turning bay, to allow vehicles to turn around and leave in a forward-driving direction.

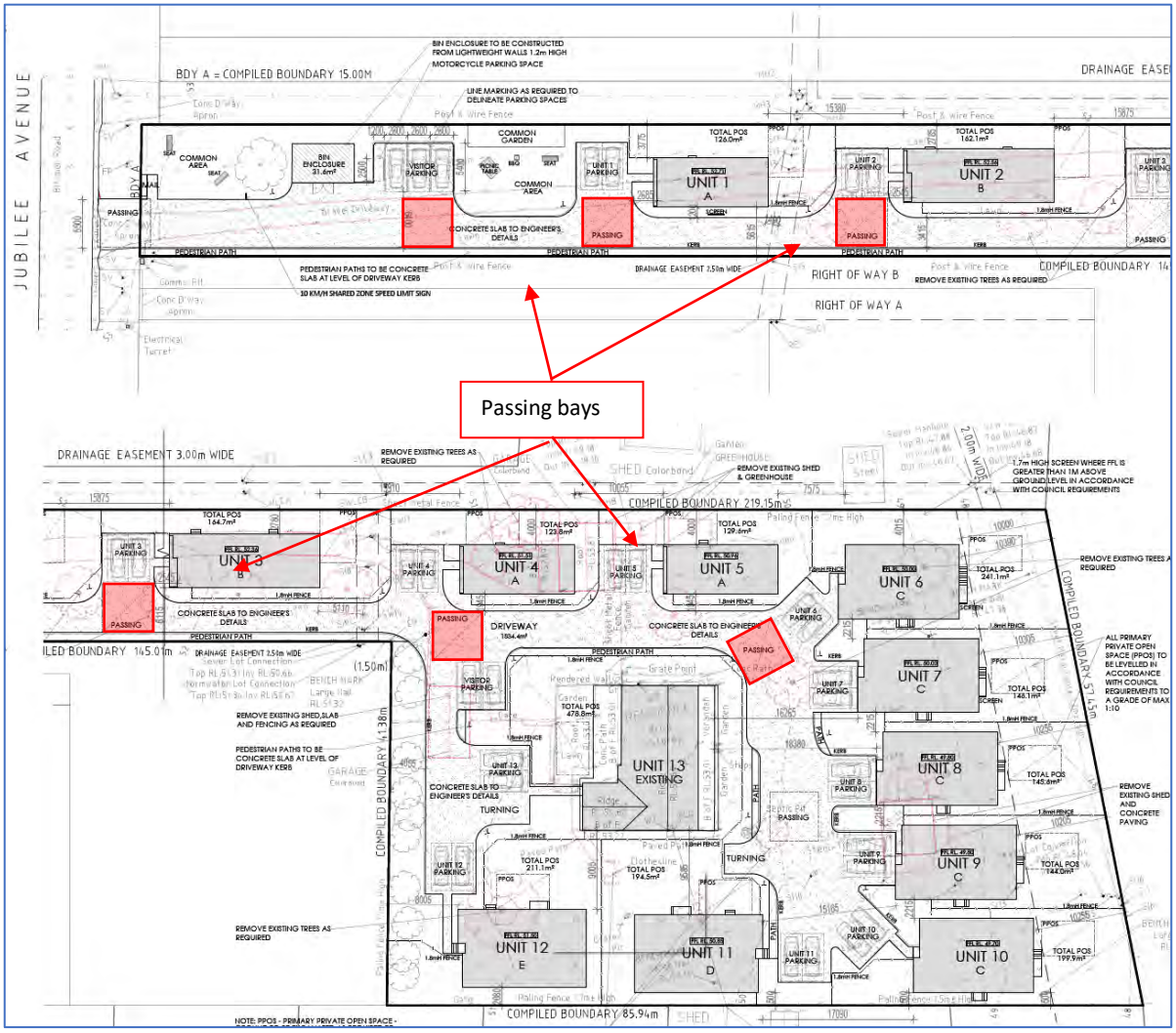
The spur driveway to serve units 7 to 11 will operate as two-way, with a minimum driveway width of 5.5 metres wide, and a turning bay.

The driveways will be constructed with a hard wearing concrete surface, with a one-way camber to direct surface water to kerbing, feeding into an approved stormwater drainage system.

7.9 Passing bays

The driveway incorporates six passing bays at regular intervals, located within 30 metres of each other, with the passing bays to be a minimum of 5.5 metres wide and 5 metres long. The first passing bay will be located where the driveway reduces to a single lane, and locations where the driveway changes direction, complying with the planning scheme table C2.2.

Diagram 7.9 – Location of passing bays



7.10 Vehicle turning bays

At the end of the driveways dedicated turning bays have been allocated, to ensure all vehicles can move around the development in forward-driving direction. The following two diagrams demonstrate a B99 vehicle turning at each turning bay.

Diagram 7.10A – B99 vehicle turning around opposite unit 9

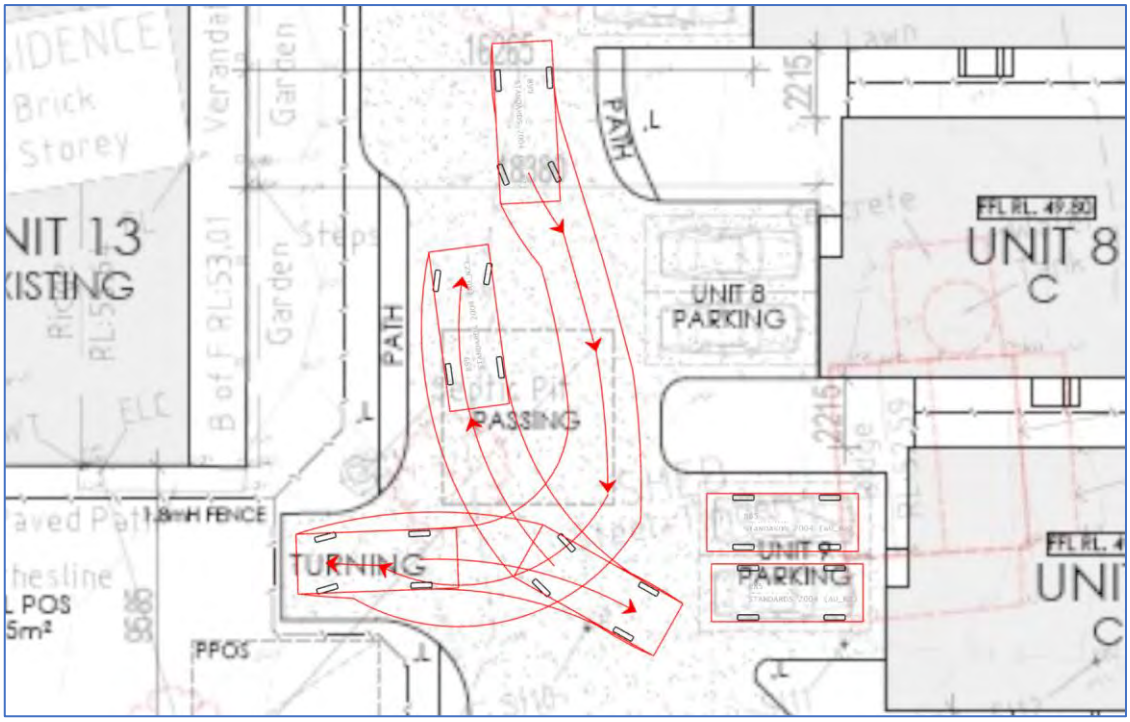
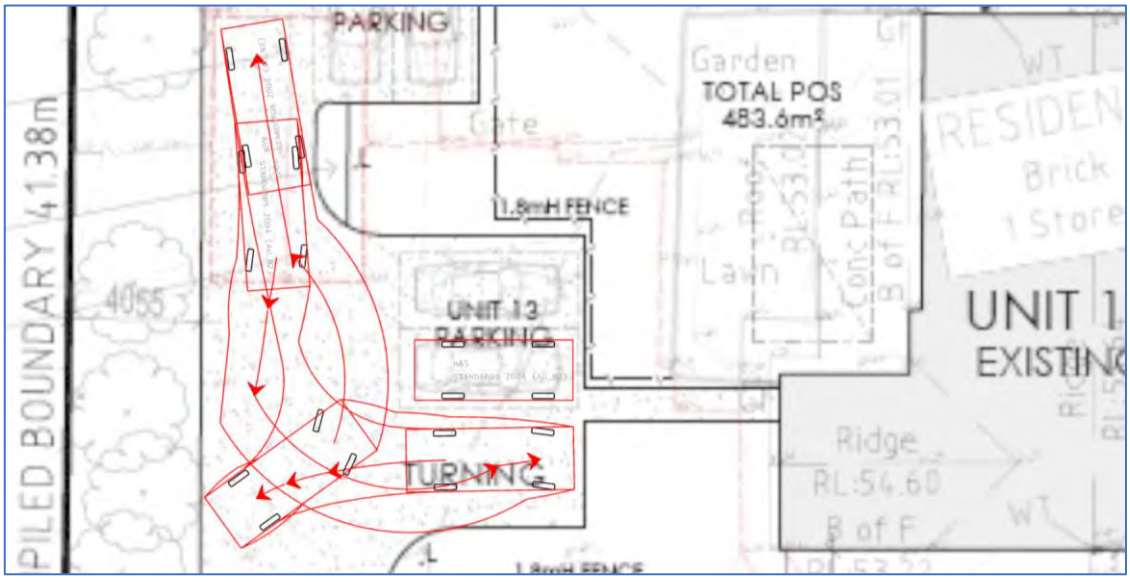


Diagram 7.10B – B99 vehicle turning around adjacent unit 13



7.11 Internal gradients

Although the designer has not provided any civil plans, with the site located on flat terrain, vertical gradients of the internal driveway are not expected to cause any adverse impact to vehicles.

7.12 Pedestrian access

Internal pathways will be provided throughout the site, will be a minimum one metre wide hard-wearing concrete surface, connecting the units to the visitor parking spaces and Jubilee Avenue. Where possible the pathways will be separated from the driveways by kerbing, and where the pathway crosses the internal road, it will be delineated with road markings, defining the pathway and pedestrian crossing areas.

To enhance pedestrian safety, a 10 km/h shared zone speed limit sign will be posted at the beginning of the development. Under the Australian Road Rules 2019, a shared zone speed limit sign, is covered by road rule 24, which specifies where a shared zone sign is used, drivers must give way to any pedestrian within the zone.

The proposed safety measures are expected to ensure pedestrians can move around the development site in a safe and convenient manner, meeting the objective of the planning scheme.

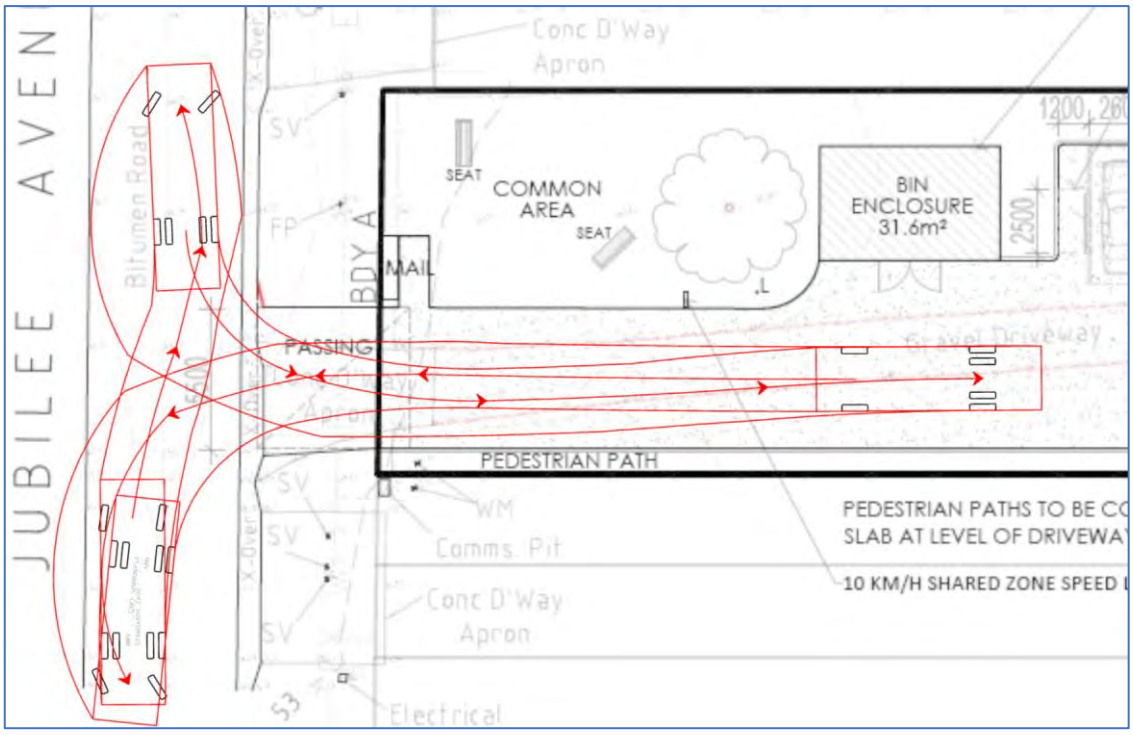
7.13 Waste collection

A communal waste collection area will be provided at the beginning of the internal driveway, where the driveway width allows for two-way traffic flow. The location will require the waste collection vehicle to reverse a short distance into the driveway to collect the waste and then leave in a forward-driving direction. The vehicle can park adjacent to the communal waste area, allowing other vehicles access to the driveway.

This reversing manoeuvre is not expected to cause any adverse traffic or safety impacts. The waste collection drivers are professional operators who have the aid of reversing cameras, and the reversing movement is infrequent, estimated to occur once per week. When the vehicle arrives at the site, the driver will check for pedestrians and cyclists, and only reverse when there are no other users in the area. This infrequent manoeuvre can be done safely without adversely impacting other users.

Vehicle swept path software has been used to demonstrate the swept path of a medium rigid vehicle, which is similar in size to a waste collection vehicle. The diagram demonstrates that the vehicle can reverse into the site and leave in a forward-driving direction.

Diagram 7.13 – Swept path of medium rigid vehicle



7.14 Access for emergency vehicles

It is important that all units are accessible to fire emergency vehicles. According to the Tasmania Fire Service, their heaviest pump vehicle has similar dimensions to a medium rigid vehicle, at 8.8 metres in length. There will be sufficient driveway width for the fire service to enter and drive around the development site to reach all the units. It is noted that the vehicle will need to reverse out of the driveways, which is acceptable given the low likelihood of this movement.

8. Planning scheme

8.1 C2.0 Parking and Sustainable Transport Code

C2.5.1 Car parking numbers

The development site is providing a total of 31 on-site car parking spaces, meeting the reasonable demand, and minimising the risk of overflow parking. The number of on-site car parking spaces complies with the planning scheme acceptable solution.

C2.5.2 Bicycle parking numbers

Table C2.1 of the planning scheme prescribes that a residential use does not require bicycle parking spaces.

C2.5.3 Motorcycle parking numbers

Table C2.4 of the planning scheme prescribes that this use requires one motorcycle parking space, and with the development providing one dedicated motorcycle parking space it complies with the acceptable solution.

C2.5.4 Loading bays

Not applicable for a residential development.

C2.6. Development standards

C2.6.1 Construction of parking areas.	The parking areas and internal driveways will be a concrete surface, with the driveways operating with a one-way camber to direct surface water to kerbing, feeding into an approved stormwater drainage system. The design complies with the acceptable solution A1.
C2.6.2 Design and layout of parking areas.	The internal layout and parking areas have been designed to comply with the Australian Standard 2890.1:2004 User Class 1, suitable for a residential property. All parking spaces will have suitable width and manoeuvring area, to enter and leave parking spaces in an efficient manner. There is dedicated turning bays to allow for vehicles to enter, circulate and leave in a forward-driving direction. All parking spaces will be located on gradient less than five percent. The internal driveway and one spur driveway have been designed to operate as a single lane, supported with adequate passing bays to provide opposing vehicles to pass efficiently. The open parking spaces will be supported with wheel stops and delineated with road marking where appropriate.

	Overall, the design complies with the acceptable solution A1.1(a) and (b).
C2.6.3 Number of accesses for vehicles.	The development will retain the existing access onto Jubilee Avenue, operate with a single access, complying with the acceptable solution A1 (a) and (b).
C2.6.4 Lighting of parking areas within the general business zone and central business zone	Sufficient lighting will be provided to light the parking spaces, driveway, and pedestrian pathways.
C2.6.5 Pedestrian access.	Assessed under the performance criteria below.
C2.6.6 Loading bays.	Not required for a residential development.
C2.6.7 Bicycle parking and storage facilities	Bicycle parking spaces are not required for a residential development.
C2.6.8 Siting of parking and turning areas.	Not applicable for a residential development.

C2.6.5 Pedestrian access

The acceptable solution specifies where a development provides for more ten parking spaces, pedestrian pathways should be installed, separated from the driveway by a horizontal distance of 2.5 metres, or bollards, or planter boxes. These requirements are difficult to achieve in a residential unit development, barrier kerbing adjacent to the driveway will be used where possible to provide the separation, similar to urban streets. As kerbing is not within the acceptable devices, this assessment must be assessed against the performance criteria P1.

Performance criteria	**Assessment**
Safe and convenient pedestrian access must be provided within parking areas, having regard to:	
a) The characteristics of the site;	The site is an irregular shape, long narrow access strip leading to a rectangular parcel of land, and provide for no through traffic.
b) The nature of the use;	The development is for residential units, with pedestrians likely to be occupants of the units or visiting guests.
c) The number of parking spaces;	The development is providing 31 on-site car parking spaces and one dedicated motorcycle parking spaces.
d) The frequency of vehicle movements;	The development is estimated to generate a total of 81 daily vehicle movements, with nine of these movements likely to occur during the peak periods, representing on average less than one vehicle movement every five minutes, indicating a low risk for conflict between pedestrians and vehicles.
e) The needs of a person with a disability;	The development site is located on flat terrain, with gradients expected to meet the DDA Code and not adversely affect persons with a disability. This is a residential development, with all units provided with two parking spaces as near as practical to each unit.

f) The location and number of footpath crossings;	The development will require pedestrians to cross the driveway at certain locations, at each location suitable sight lines will be available.
g) Vehicle and pedestrian traffic safety;	Where possible barrier kerb will be used to separate the pathway from the driveway, similar to urban streets, where this treatment is considered appropriate. Number of vehicle and pedestrian movements within the development is expected to be low, generating a low conflict risk.
h) The location of any access ways or parking aisles; and	A pedestrian pathway is located along the length of the narrow access strip connecting with Jubilee Avenue, adjacent to an internal driveway.
i) Any protective devices proposed for pedestrian safety.	The pathways will be separated from the access ways or parking aisles by kerbing where possible. A 10 km/h shared speed limit will be installed at the beginning of the site, to moderate the operating speed of vehicles.

8.2 C3.0 Road and Railway Assets Code

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

The development will increase the use of the existing access by more than 20 percent and 40 vehicle movements per day, and as such will need to be assessed against the performance criteria P1, ensuring that it can operate in a safe and efficient manner.

Performance criteria	**Assessment**
To ensure that the safety and efficiency of roads is not reduced by the creation of a new access and junctions.	
a) Any increase in the traffic caused by the use;	The 12 residential units are estimated to generate an additional 74 daily vehicular trips, with eight of these trips likely to occur during the morning and evening peak periods. The existing residential unit is already generating on average seven daily vehicle trips, with one of these occurring during the peak periods.
b) The nature and frequency of the traffic generated by the use;	The residential units are expected to generate light vehicles less than 5.5 metres in length. These types of vehicles are associated with urban residential living, have good manoeuvrability, and are compatible with the existing vehicles using the surrounding road network.
c) The nature of the road;	Jubilee Avenue is a local residential road, built to an urban standard, has sufficient width to accommodate two-way traffic movements, and can support on-street parking. The surrounding road network is of a suitable standard to accommodate the low increase in traffic flow. There is sufficient sight distance at the existing vehicular access to enable vehicles to enter and leave the development site in a safe and efficient manner.

d) The speed limit and traffic flow of the road;	The urban default 50 km/h speed limit applies along Jubilee Avenue, and other surrounding streets. Recent manual traffic surveys found the road is lightly trafficked, with 24 two-way traffic flow in the morning peak and 36 in the evening peak. Traffic analysis of the surrounding road network, including traffic modelling conducted at the surrounding junctions and roundabout, indicates there is sufficient spare traffic capacity to absorb the increase in traffic, without causing adverse traffic impact, or reduction in traffic flow, or residential amenity. Development traffic is expected to commute along Jubilee Avenue connecting with Andrew Street, without impacting the current primary school drop-off, or pick-up congestion occurring along Downie Street.
e) Any alternative access;	None.
f) The need for the access or junction;	Urban infill in established urban areas is an excellent method to increase the supply of housing, while optimising the current infrastructure and community facilities.
g) Any traffic impact assessment; and	An independent traffic assessment found no reason for this development not to proceed.
h) Any written advice received from the road authority.	A letter dated 29th of April 2024, requesting an independent Traffic Impact Assessment.

9. Conclusion

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

- the amount of traffic generated by the development is considered to be low and there is sufficient capacity within the surrounding road network to absorb these movements without impacting other users, or the current traffic congestion along Downie Street generated by the primary school,
- traffic modelling of the surrounding road junctions and roundabout, predicts that there will be no deterioration in the level of traffic efficiency,
- the existing vehicular access with Jubilee Avenue will be widened to accommodate two-way traffic movements, with sufficient sight distance to enable vehicles to enter and leave the development site in a safe and efficient manner,
- there will be a sufficient number of on-site car parking spaces to meet the reasonable demand, minimising parking overflow,
- the width and layout of the internal driveway will provide safe and efficient vehicular access, ensuring vehicles can enter, circulate and leave in a forward-driving direction,
- a standard waste collection vehicle can reverse into the site and leave in a forward-driving direction, and
- emergency vehicles will be able to enter the site and reach all units.

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

10. Appendix A – Manual Surveys

Jubilee Avenue, Downie Street and Martyn Place intersection

Diagram 10.1A – Morning peak hour traffic movements

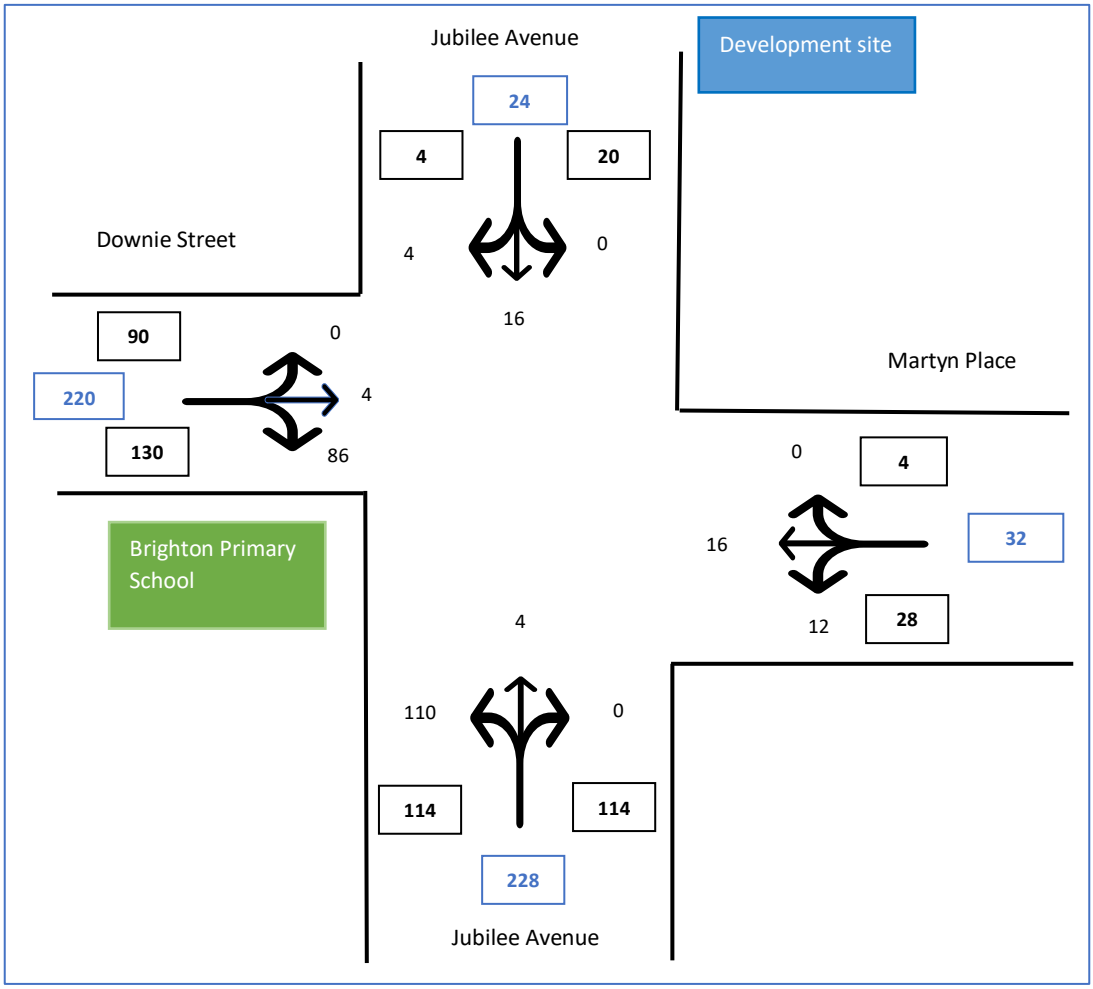
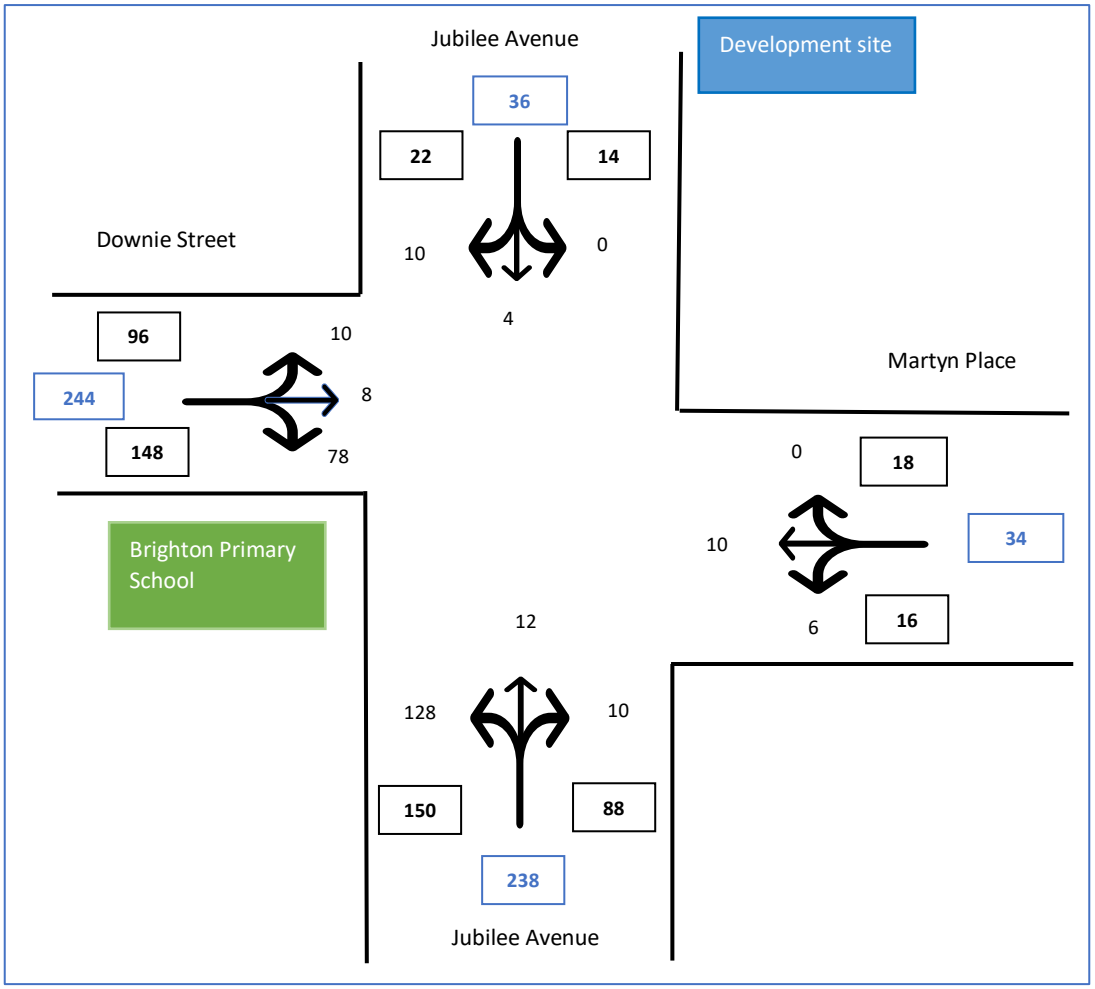


Diagram 10.1B – Evening peak hour traffic movements



Downie Street and Brighton Road junction

Diagram 10.1A – Morning peak hour traffic movements

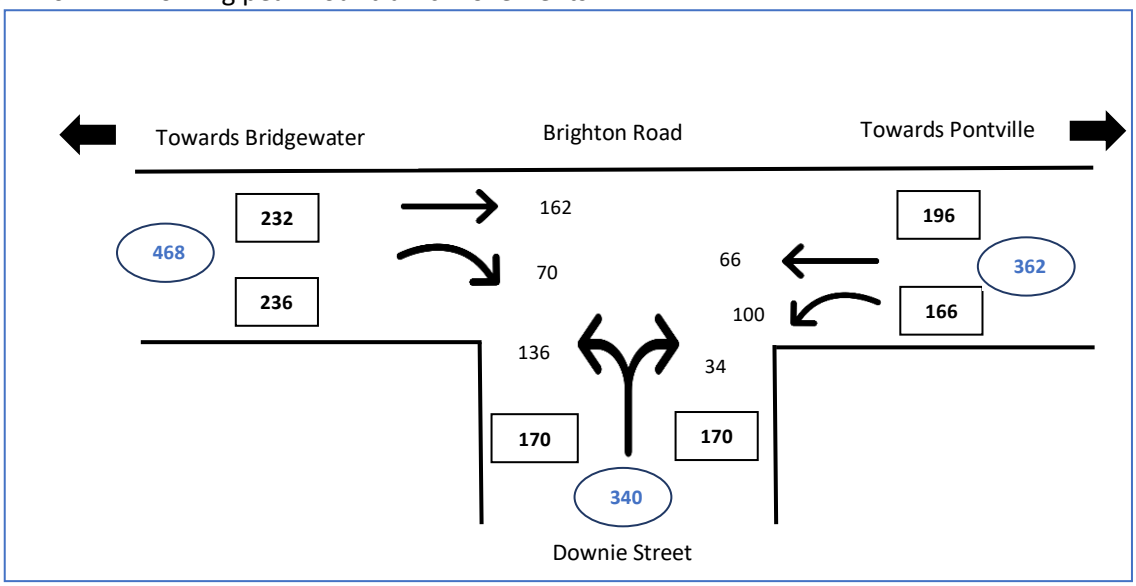
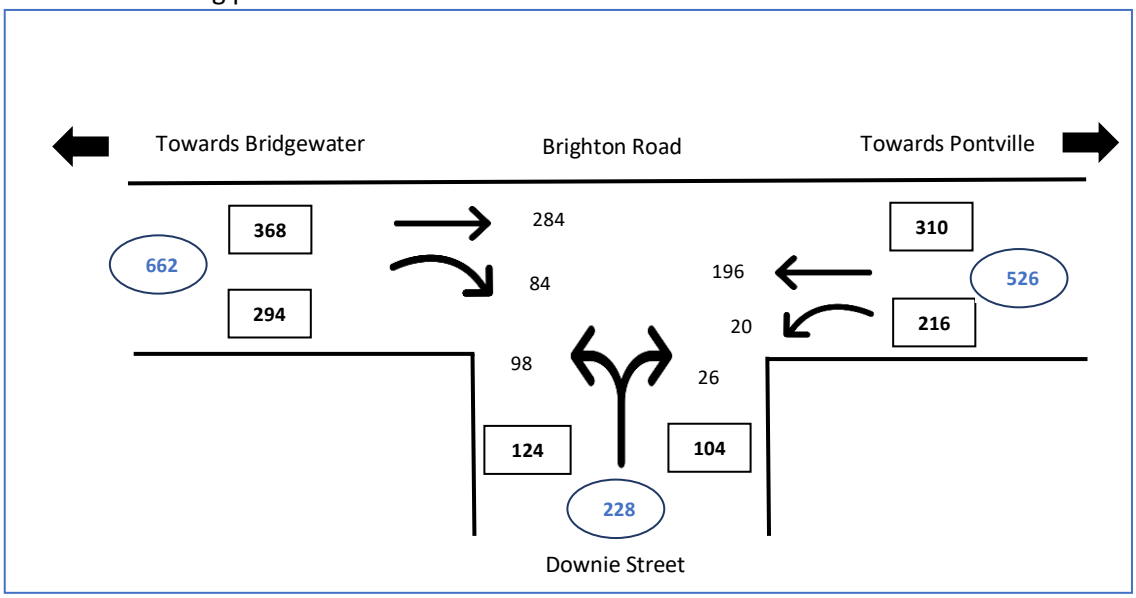


Diagram 10.1B – Evening peak hour traffic movements



11. Appendix B – Traffic modelling

Jubilee Avenue, Downie Street, and Martyn Place intersection

Morning peak – Existing flows

MOVEMENT SUMMARY

Site: 101 [Jubilee and Downie - Morning existing traffic]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Jubilee Street								
1	L2	116	0.0	0.065	5.5	LOS A	0.0	0.1
2	T1	4	0.0	0.065	0.0	LOS A	0.0	0.1
3	R2	1	0.0	0.065	5.5	LOS A	0.0	0.1
Approach		121	0.0	0.065	5.4	NA	0.0	0.1
East: Martyn Place								
4	L2	13	0.0	0.023	5.6	LOS A	0.1	0.6
5	T1	17	0.0	0.023	4.6	LOS A	0.1	0.6
6	R2	1	0.0	0.023	5.6	LOS A	0.1	0.6
Approach		31	0.0	0.023	5.1	LOS A	0.1	0.6
North: Jubilee Street								
7	L2	1	0.0	0.012	5.8	LOS A	0.0	0.2
8	T1	17	0.0	0.012	0.1	LOS A	0.0	0.2
9	R2	4	0.0	0.012	5.8	LOS A	0.0	0.2
Approach		22	0.0	0.012	1.4	NA	0.0	0.2
West: Downie Street								
10	L2	1	0.0	0.094	5.6	LOS A	0.3	2.3
11	T1	4	0.0	0.094	4.5	LOS A	0.3	2.3
12	R2	91	0.0	0.094	6.0	LOS A	0.3	2.3
Approach		96	0.0	0.094	5.9	LOS A	0.3	2.3
All Vehicles		269	0.0	0.094	5.2	NA	0.3	2.3

Morning peak – Existing flows with development traffic

MOVEMENT SUMMARY

Site: 101 [Jubilee and Downie - Morning existing traffic with additional traffic]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Jubilee Street								
1	L2	116	0.0	0.066	5.5	LOS A	0.0	0.1
2	T1	5	0.0	0.066	0.0	LOS A	0.0	0.1
3	R2	1	0.0	0.066	5.5	LOS A	0.0	0.1
Approach		122	0.0	0.066	5.3	NA	0.0	0.1
East: Martyn Place								
4	L2	13	0.0	0.023	5.6	LOS A	0.1	0.6
5	T1	17	0.0	0.023	4.7	LOS A	0.1	0.6
6	R2	1	0.0	0.023	5.6	LOS A	0.1	0.6
Approach		31	0.0	0.023	5.1	LOS A	0.1	0.6
North: Jubilee Street								
7	L2	1	0.0	0.016	5.8	LOS A	0.0	0.2
8	T1	25	0.0	0.016	0.1	LOS A	0.0	0.2
9	R2	4	0.0	0.016	5.8	LOS A	0.0	0.2
Approach		31	0.0	0.016	1.1	NA	0.0	0.2
West: Downie Street								
10	L2	1	0.0	0.095	5.6	LOS A	0.3	2.3
11	T1	4	0.0	0.095	4.5	LOS A	0.3	2.3
12	R2	91	0.0	0.095	6.0	LOS A	0.3	2.3
Approach		96	0.0	0.095	6.0	LOS A	0.3	2.3
All Vehicles		279	0.0	0.095	5.0	NA	0.3	2.3

Evening peak – Existing flows

MOVEMENT SUMMARY

Site: 101 [Jubilee and Downie - Evening existing traffic]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Jubilee Street								
1	L2	135	0.0	0.085	5.5	LOS A	0.1	0.5
2	T1	13	0.0	0.085	0.0	LOS A	0.1	0.5
3	R2	11	0.0	0.085	5.5	LOS A	0.1	0.5
Approach		158	0.0	0.085	5.1	NA	0.1	0.5
East: Martyn Place								
4	L2	6	0.0	0.014	5.6	LOS A	0.1	0.4
5	T1	11	0.0	0.014	4.8	LOS A	0.1	0.4
6	R2	1	0.0	0.014	5.7	LOS A	0.1	0.4
Approach		18	0.0	0.014	5.1	LOS A	0.1	0.4
North: Jubilee Street								
7	L2	1	0.0	0.009	5.9	LOS A	0.0	0.3
8	T1	4	0.0	0.009	0.4	LOS A	0.0	0.3
9	R2	11	0.0	0.009	5.9	LOS A	0.0	0.3
Approach		16	0.0	0.009	4.4	NA	0.0	0.3
West: Downie Street								
10	L2	11	0.0	0.096	5.6	LOS A	0.3	2.4
11	T1	8	0.0	0.096	4.5	LOS A	0.3	2.4
12	R2	82	0.0	0.096	6.0	LOS A	0.3	2.4
Approach		101	0.0	0.096	5.9	LOS A	0.3	2.4
All Vehicles		293	0.0	0.096	5.3	NA	0.3	2.4

Evening peak – Existing flows with development traffic

MOVEMENT SUMMARY

Site: 101 [Jubilee and Downie - Evening with developmnet traffic]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Jubilee Street								
1	L2	135	0.0	0.088	5.5	LOS A	0.1	0.6
2	T1	18	0.0	0.088	0.0	LOS A	0.1	0.6
3	R2	11	0.0	0.088	5.5	LOS A	0.1	0.6
Approach		163	0.0	0.088	4.9	NA	0.1	0.6
East: Martyn Place								
4	L2	6	0.0	0.014	5.6	LOS A	0.1	0.4
5	T1	11	0.0	0.014	4.8	LOS A	0.1	0.4
6	R2	1	0.0	0.014	5.7	LOS A	0.1	0.4
Approach		18	0.0	0.014	5.1	LOS A	0.1	0.4
North: Jubilee Street								
7	L2	1	0.0	0.010	6.0	LOS A	0.0	0.3
8	T1	5	0.0	0.010	0.4	LOS A	0.0	0.3
9	R2	11	0.0	0.010	5.9	LOS A	0.0	0.3
Approach		17	0.0	0.010	4.2	NA	0.0	0.3
West: Downie Street								
10	L2	15	0.0	0.099	5.6	LOS A	0.4	2.5
11	T1	8	0.0	0.099	4.6	LOS A	0.4	2.5
12	R2	82	0.0	0.099	6.1	LOS A	0.4	2.5
Approach		105	0.0	0.099	5.9	LOS A	0.4	2.5
All Vehicles		303	0.0	0.099	5.2	NA	0.4	2.5

Brighton Road and Downie Street junction

Morning peak – Existing flows

MOVEMENT SUMMARY

Site: 101 [Brighton and Downie - Morning existing traffic]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Downie Street								
1	L2	143	0.0	0.131	5.8	LOS A	0.5	3.7
3	R2	36	0.0	0.131	7.1	LOS A	0.5	3.7
Approach		179	0.0	0.131	6.0	LOS A	0.5	3.7
East: Brighton Road								
4	L2	105	0.0	0.092	5.5	LOS A	0.0	0.0
5	T1	69	0.0	0.092	0.0	LOS A	0.0	0.0
Approach		175	0.0	0.092	3.3	NA	0.0	0.0
West: Brighton Road								
11	T1	171	0.0	0.137	0.3	LOS A	0.5	3.4
12	R2	74	0.0	0.137	6.0	LOS A	0.5	3.4
Approach		244	0.0	0.137	2.0	NA	0.5	3.4
All Vehicles		598	0.0	0.137	3.6	NA	0.5	3.7

Morning peak – Existing flows with development traffic

MOVEMENT SUMMARY

Site: 101 [Brighton and Downie - Morning with development traffic]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Downie Street								
1	L2	144	0.0	0.132	5.8	LOS A	0.5	3.8
3	R2	36	0.0	0.132	7.1	LOS A	0.5	3.8
Approach		180	0.0	0.132	6.0	LOS A	0.5	3.8
East: Brighton Road								
4	L2	105	0.0	0.092	5.5	LOS A	0.0	0.0
5	T1	69	0.0	0.092	0.0	LOS A	0.0	0.0
Approach		175	0.0	0.092	3.3	NA	0.0	0.0
West: Brighton Road								
11	T1	171	0.0	0.137	0.3	LOS A	0.5	3.4
12	R2	74	0.0	0.137	6.0	LOS A	0.5	3.4
Approach		244	0.0	0.137	2.0	NA	0.5	3.4
All Vehicles		599	0.0	0.137	3.6	NA	0.5	3.8

Morning peak – Existing flows and all development traffic using Downie Street

MOVEMENT SUMMARY

Site: 101 [Brighton and Downie - Morning - sensitively with all traffic using junction]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Downie Street								
1	L2	153	0.0	0.138	5.8	LOS A	0.6	4.0
3	R2	36	0.0	0.138	7.1	LOS A	0.6	4.0
Approach		188	0.0	0.138	6.0	LOS A	0.6	4.0
East: Brighton Road								
4	L2	105	0.0	0.092	5.5	LOS A	0.0	0.0
5	T1	69	0.0	0.092	0.0	LOS A	0.0	0.0
Approach		175	0.0	0.092	3.3	NA	0.0	0.0
West: Brighton Road								
11	T1	171	0.0	0.137	0.3	LOS A	0.5	3.4
12	R2	75	0.0	0.137	6.0	LOS A	0.5	3.4
Approach		245	0.0	0.137	2.0	NA	0.5	3.4
All Vehicles		608	0.0	0.138	3.6	NA	0.6	4.0

Morning peak – Existing flows with 2% growth on Brighton Road and 1% growth on Downie Street for the next 10 years

MOVEMENT SUMMARY

Site: 101 [Brighton and Downie - Morning with development and growth]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Downie Street								
1	L2	158	0.0	0.150	5.8	LOS A	0.6	4.3
3	R2	40	0.0	0.150	7.5	LOS A	0.6	4.3
Approach		198	0.0	0.150	6.1	LOS A	0.6	4.3
East: Brighton Road								
4	L2	116	0.0	0.106	5.6	LOS A	0.0	0.0
5	T1	84	0.0	0.106	0.0	LOS A	0.0	0.0
Approach		200	0.0	0.106	3.2	NA	0.0	0.0
West: Brighton Road								
11	T1	207	0.0	0.160	0.3	LOS A	0.5	3.8
12	R2	78	0.0	0.160	6.2	LOS A	0.5	3.8
Approach		285	0.0	0.160	1.9	NA	0.5	3.8
All Vehicles		683	0.0	0.160	3.5	NA	0.6	4.3

Evening peak – Existing flows

MOVEMENT SUMMARY

Site: 101 [Brighton and Downie - Evening existing traffic]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Downie Street								
1	L2	103	0.0	0.111	6.2	LOS A	0.4	3.0
3	R2	27	0.0	0.111	8.1	LOS A	0.4	3.0
Approach		131	0.0	0.111	6.6	LOS A	0.4	3.0
East: Brighton Road								
4	L2	21	0.0	0.117	5.6	LOS A	0.0	0.0
5	T1	206	0.0	0.117	0.0	LOS A	0.0	0.0
Approach		227	0.0	0.117	0.5	NA	0.0	0.0
West: Brighton Road								
11	T1	240	0.0	0.185	0.4	LOS A	0.6	4.5
12	R2	88	0.0	0.185	6.3	LOS A	0.6	4.5
Approach		328	0.0	0.185	2.0	NA	0.6	4.5
All Vehicles		686	0.0	0.185	2.4	NA	0.6	4.5

Evening peak – Existing flows with development traffic

MOVEMENT SUMMARY

Site: 101 [Brighton and Downie - Evening with development]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Downie Street								
1	L2	104	0.0	0.112	6.2	LOS A	0.4	3.0
3	R2	27	0.0	0.112	8.1	LOS A	0.4	3.0
Approach		132	0.0	0.112	6.6	LOS A	0.4	3.0
East: Brighton Road								
4	L2	21	0.0	0.117	5.6	LOS A	0.0	0.0
5	T1	206	0.0	0.117	0.0	LOS A	0.0	0.0
Approach		227	0.0	0.117	0.5	NA	0.0	0.0
West: Brighton Road								
11	T1	240	0.0	0.188	0.4	LOS A	0.7	4.7
12	R2	93	0.0	0.188	6.3	LOS A	0.7	4.7
Approach		333	0.0	0.188	2.0	NA	0.7	4.7
All Vehicles		692	0.0	0.188	2.4	NA	0.7	4.7

Evening peak – Existing flows with 2% growth on Brighton Road and 1% growth on Downie Street for the next 10 years

MOVEMENT SUMMARY

Site: 101 [Brighton and Downie - Evening with development and growth]

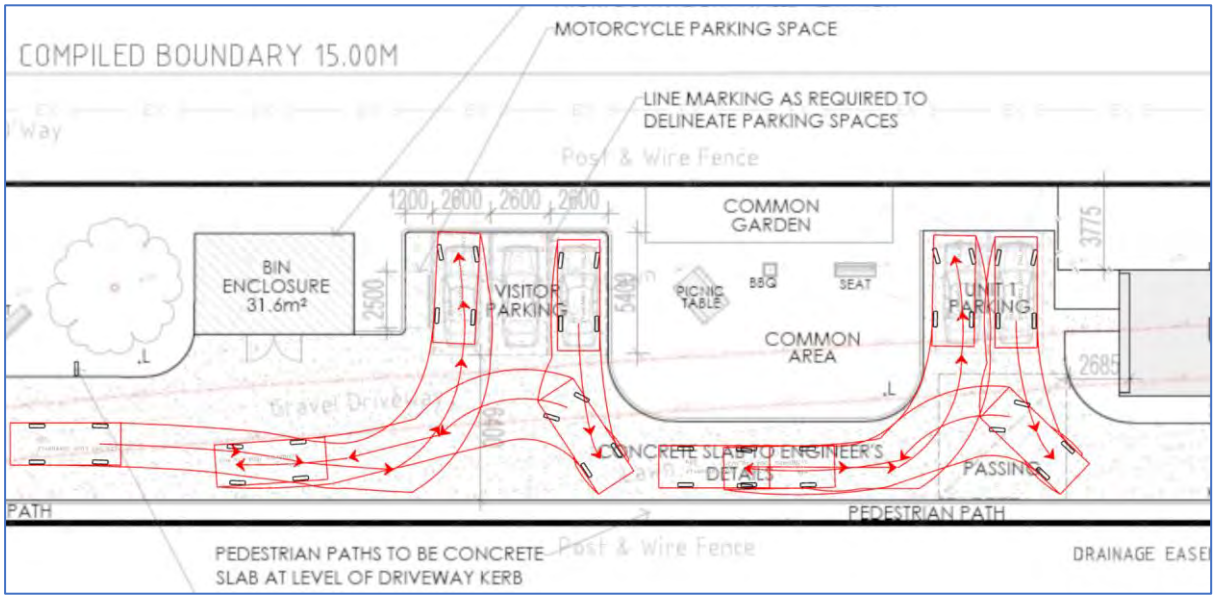
New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

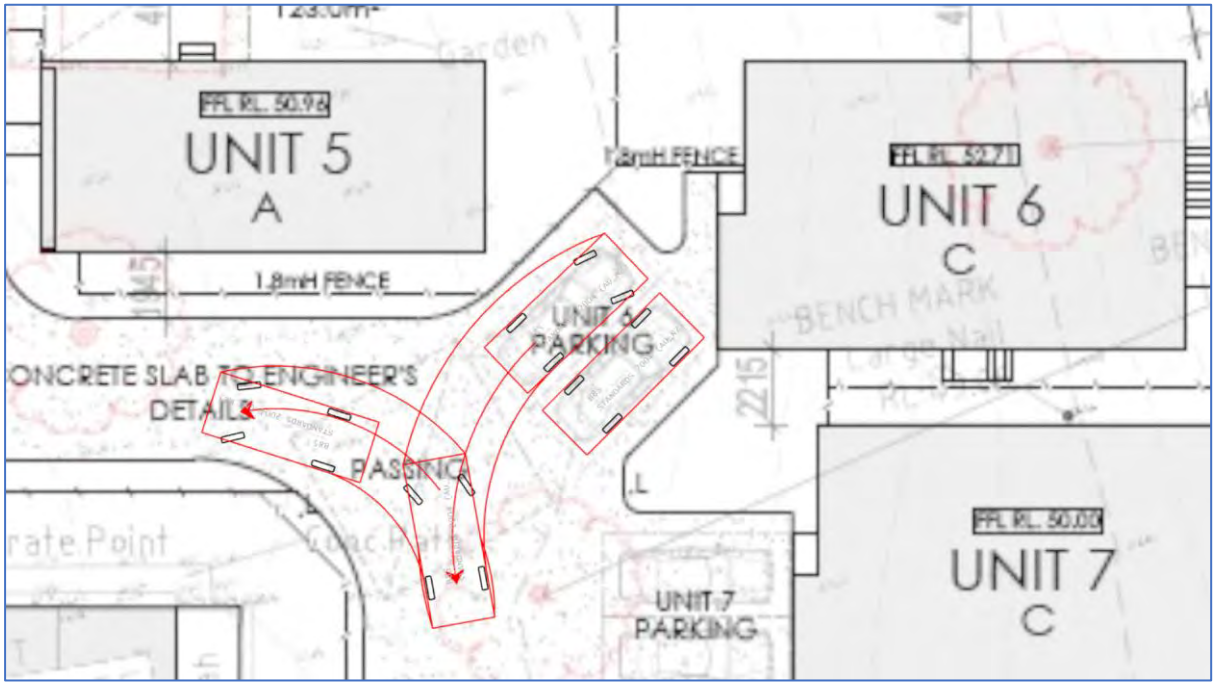
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Downie Street								
1	L2	114	0.0	0.136	6.4	LOS A	0.5	3.7
3	R2	31	0.0	0.136	9.6	LOS A	0.5	3.7
Approach		144	0.0	0.136	7.1	LOS A	0.5	3.7
East: Brighton Road								
4	L2	23	0.0	0.140	5.6	LOS A	0.0	0.0
5	T1	249	0.0	0.140	0.0	LOS A	0.0	0.0
Approach		273	0.0	0.140	0.5	NA	0.0	0.0
West: Brighton Road								
11	T1	364	0.0	0.261	0.4	LOS A	0.9	6.0
12	R2	101	0.0	0.261	6.6	LOS A	0.9	6.0
Approach		465	0.0	0.261	1.8	NA	0.9	6.0
All Vehicles		882	0.0	0.261	2.2	NA	0.9	6.0

12. Appendix C – Sample of swept paths for on-site parking spaces

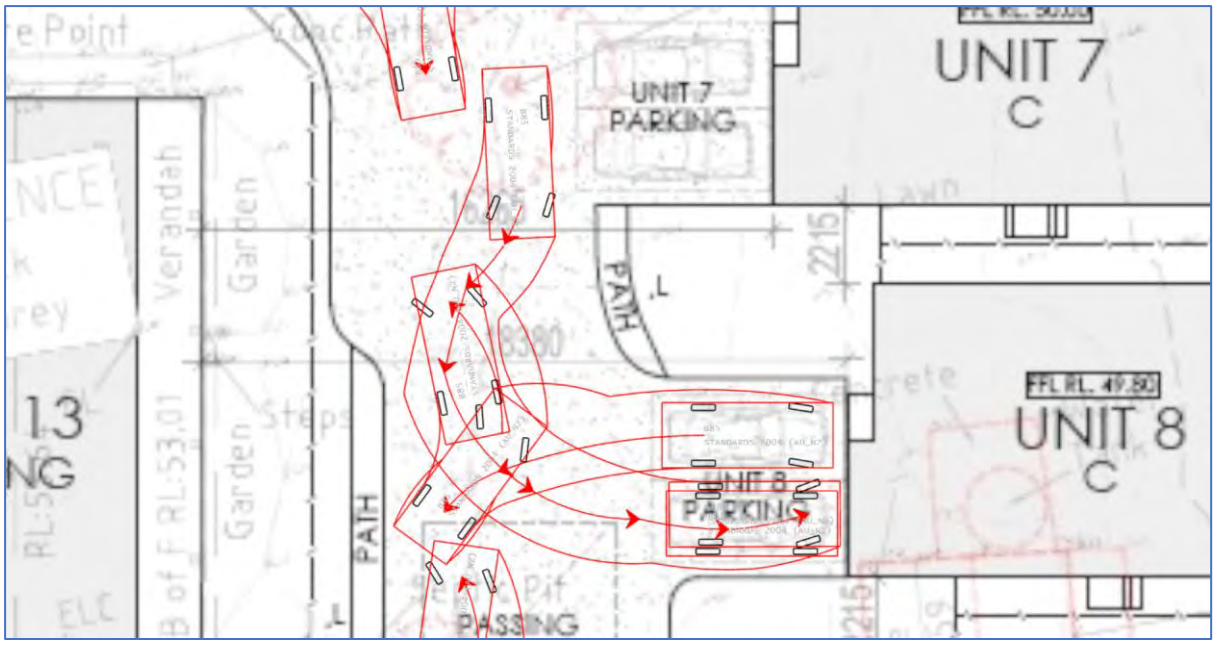
Swept path of B85 vehicle entering and leaving unit 1 and visitor parking spaces



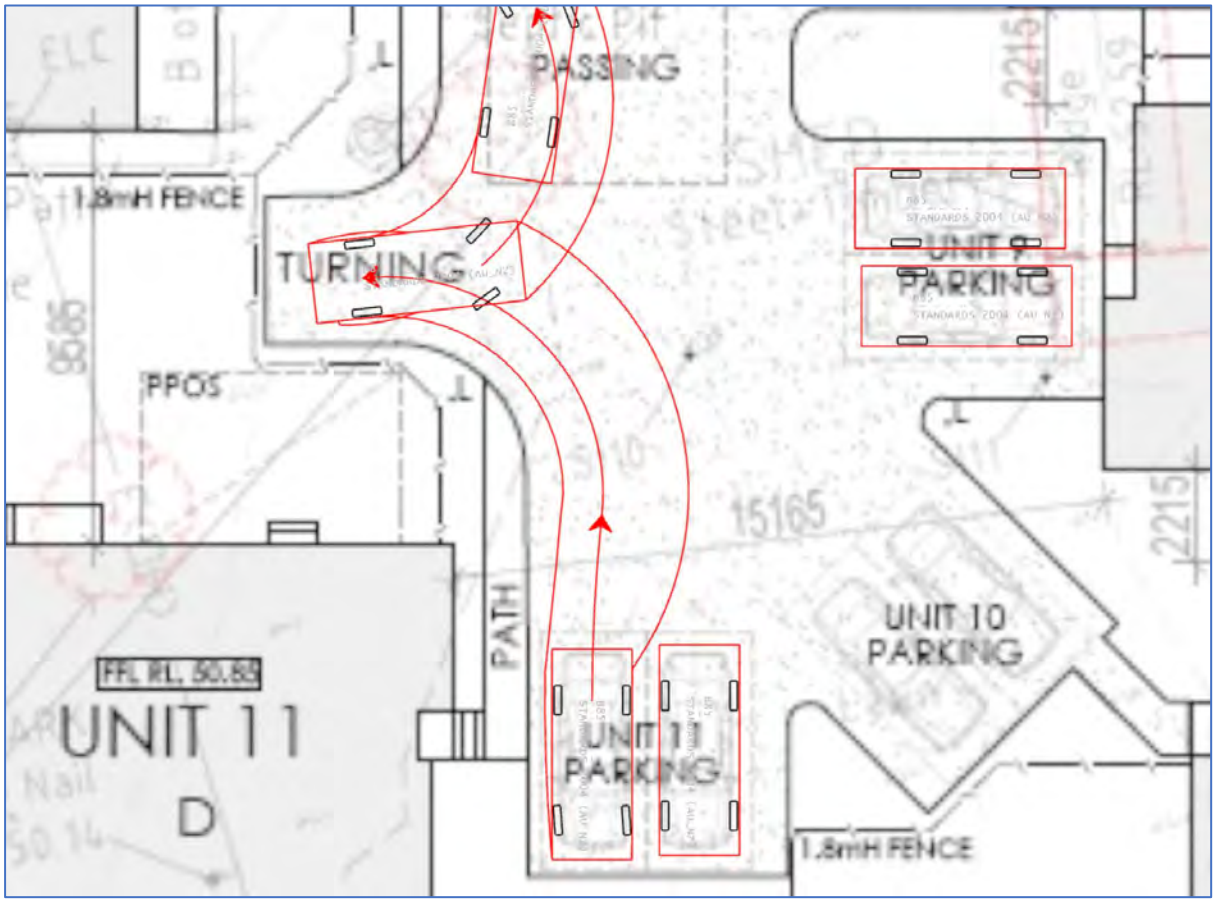
Swept path of B85 vehicle leaving unit 6



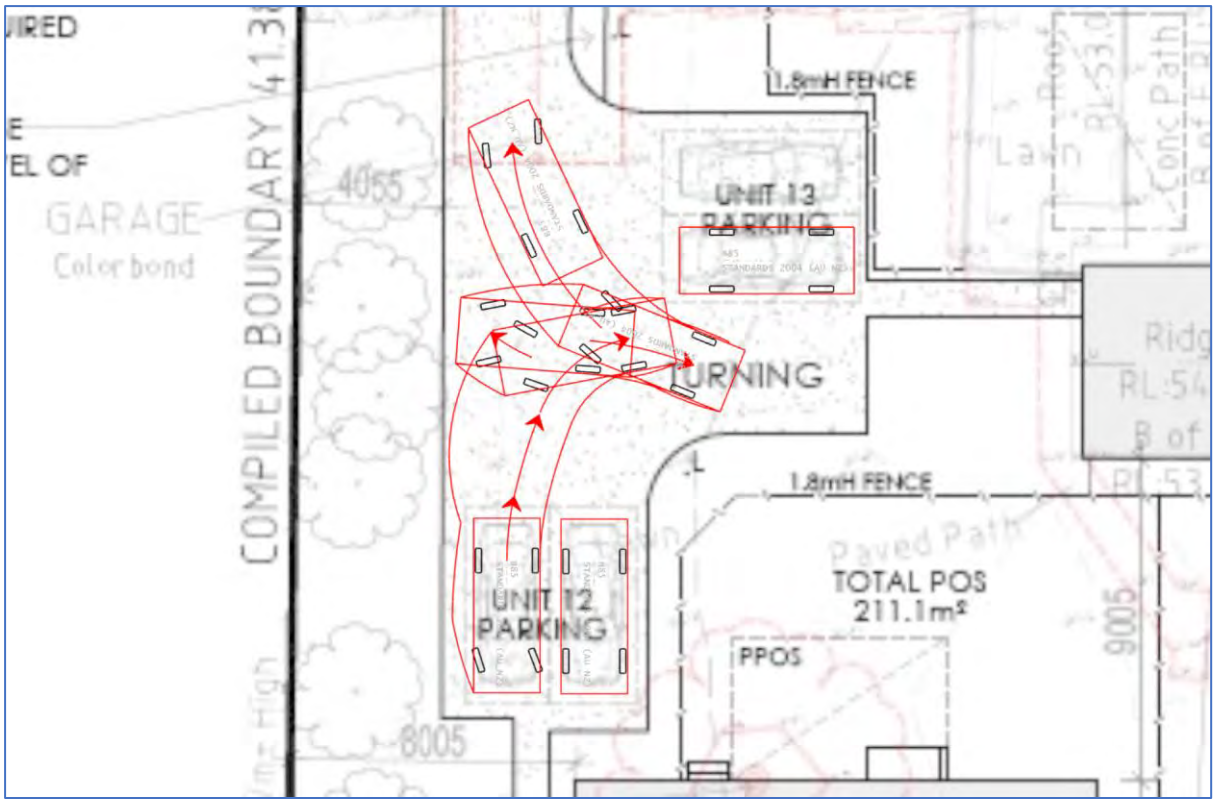
Swept path of B85 vehicle entering and leaving unit 8



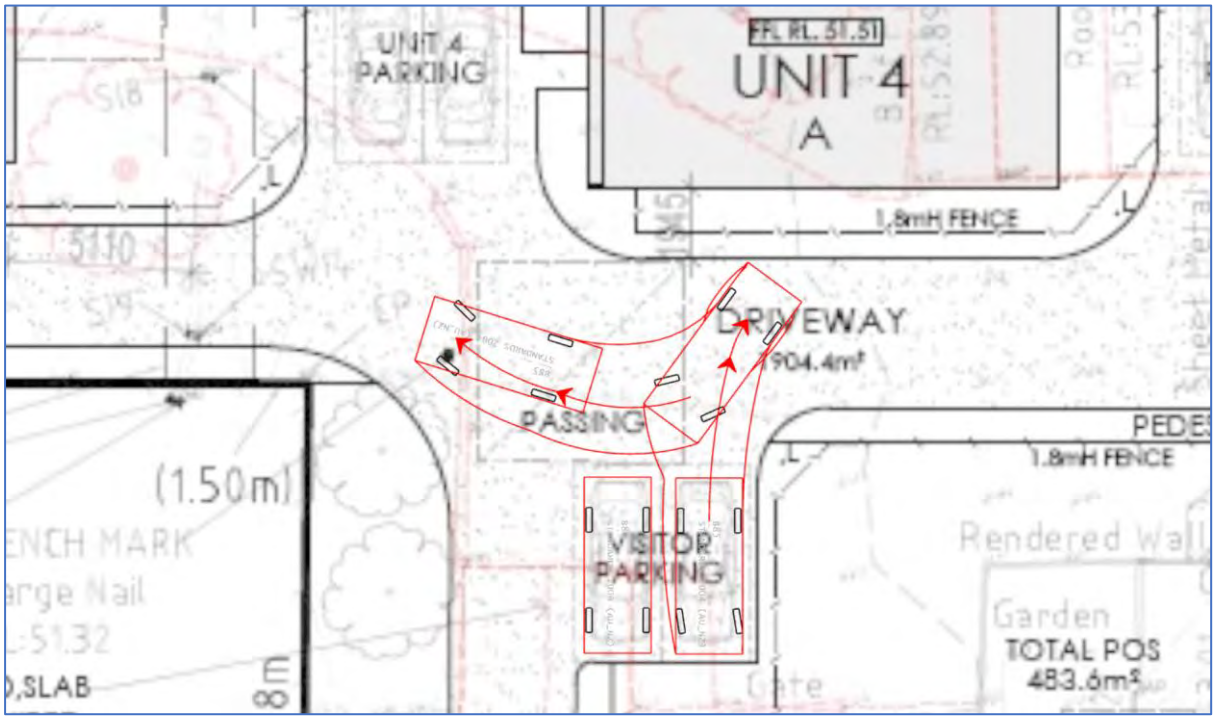
Swept path of B85 vehicle leaving unit 11



Swept path of B85 vehicle leaving unit 12



Swept path of B85 vehicle leaving visitor spaces opposite unit 4



STORMWATER REPORT

Unit Development
12 Jubilee Avenue
Brighton TAS 7030

250807 SR 24 E 35 - 24 REV A

ALDANMARK
CONSULTING ENGINEERS

Lower Ground
199 Macquarie Street
Hobart TAS 7000

GPO Box 1248
Hobart TAS 7001

03 6234 8666

mail@aldanmark.com.au
www.aldanmark.com.au

ABN 79 097 438 714

PROJECT INFORMATION

DOCUMENT TITLE	Stormwater Report – 23 E 35-24 Rev A
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CLIENT REFERENCE	Unit Development
CLIENT CONTACT/S	Creative Homes
ALDANMARK REFERENCE	24 E 35 - 24
ALDANMARK CONTACT/S	Lachlan Gadomski (lgadomski@aldanmark.com.au)

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REVISION	DATE	REVISION DETAILS	PREPARED	VERIFIED	APPROVED
A	250807	Development Approval	LG	NM	DG

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PROJECT SUMMARY

Aldanmark Engineers were engaged by Creative Homes to prepare a stormwater report and engineering plans for a proposed development at 12 Jubilee Avenue, Brighton to demonstrate that the stormwater quality and quantity requirements outlined in Brighton Council's RAI (ref: DA2025/006) can be achieved.

A Drains IL-CL model was created to analyse the pre-development and post-development site runoff quantities. The results of the DRAINS model showed that the post-development site runoff is increased by 67 L/s.

An on-site detention system was modelled in DRAINS comprising of:

- **1 x 62,500 L Underground detention tank** (10m L x 5m W x 1.25m H) fitted with a 110mm orifice and located at the outfall of the catchment.

The proposed detention system can reduce the post-development critical peak flow to below pre-development conditions, hence satisfying the conditions of Brighton Council's RAI.

Atlan were also engaged to provide a MUSIC model for the site and propose a treatment solution to meet the water quality targets. The proposed system included:

- 7x Atlan Stormsacks installed in each grated pit.
- 1x Atlan Filter 850mm in a Vault (FIL-3.0)

The proposed system satisfied the treatment targets.

1. INTRODUCTION

Aldanmark have been engaged by Creative Homes to provide a stormwater report for the proposed development at 12 Jubilee Avenue, Brighton.

This report aims to demonstrate that the development at 12 Jubilee Avenue, Brighton complies with the stormwater quality and quantity requirements outlined in Brighton Council's RAI (ref: DA2025/006) dated January 2025.

2. SITE OVERVIEW

The site contains one existing dwelling and an existing gravel driveway area as per Figure 1 below. The existing site stormwater system discharges through the existing stormwater lot connection to a public main along the Northern boundary.

Twelve (12) new residential units are proposed to be constructed on the subject site, as well as new concrete driveway and parking areas as shown in Figure 2 below. The increase in impervious area within the site is expected to increase the quantity of site stormwater runoff beyond the current site outflows.



FIGURE 1: EXISTING SITE



FIGURE 2: PROPOSED DEVELOPMENT PLAN

3. QUANTITY MODEL

3.1 INITIAL LOSS / CONTINUING LOSS (IL-CL) METHOD

The Initial Loss / Continuing Loss (IL-CL) loss method was applied within the software DRAINS to determine the increase in runoff between the pre-development and post-development conditions. The DRAINS model was then used to determine the volume and configuration of o-site detention required to reduce the site runoff below the pre-development conditions.

Rainfall data for the DRAINS model was sourced from the ARR Data Hub website (https://data.arr-software.org/) and includes the following:

- Storm losses – Initial and continual
- Pre-burst rainfall depths
- Temporal patterns

3.2 SITE CATCHMENTS

The site catchment areas assumed for the IL-CL method calculations were determined from the architectural site plan prepared by Creative Homes dated January 2024. For the pre-development condition, a single homogenous catchment was simulated whilst for the post-development condition two separate catchments were defined as shown in Figure 3 below.



FIGURE 3: PROPOSED SITE CATCHMENTS

The proportion of effective impervious area (EIA), remaining impervious area (RIA) and pervious area (PA) defined for the catchments in the DRAINS model is shown in Table 2. Times of concentration for all catchments were determined within DRAINS using the kinematic wave equation.

TABLE 1: SITE CATCHMENT BREAKDOWN

CATCHMENT	AREA (HA)	EIA (%)	RIA (%)	PA (%)
Pre-development	0.671	15.5	0	84.5
Post-development (Catchment 1)	0.514	70	0	30
Post-development (Catchment 2)	0.157	35.7	0	64.3

3.3 STORM LOSSES

The initial and continuing losses for the pre-development condition were sourced from the ARR Data Hub website and the impervious area losses were set as per advice in ARR 2019 Book 5 Chapter 3 Section 3.5.3.1.2.

For the post-development condition, an allowance for climate change is required. The rainfall data sourced from the ARR data website was adjusted based on the climate change scenario/target horizon **SSP2-4.5/2100.** The Watercom Climate Change Rainfall modifier (https://climatechange.watercom.com.au/) was utilised to adjust the data**.**

Table 3 captures the storm losses assumed in the DRAINS model for both the pre-development and post-development conditions.

TABLE 2: ASSUMED STORM LOSSES (ARR)

STORM LOSSES	PRE-DEVELOPMENT	POST-DEVELOPMENT
Impervious Area Initial Losses (mm)	1	1
Post-Impervious Area Continuing Losses (mm/hr)	0	0
Pervious Area Initial Losses (mm)	26	28.6
Pervious Area Continuing Losses (mm/hr)	4.30	5.25

3.4 MODEL RESULTS

The results of the DRAINS model showed that the post-development site runoff is increased by 67 L/s over pre-existing runoff quantities as shown in Table 4.

To reduce the post-development site outflow below pre-development quantities, the following on-site detention system was modelled in DRAINS:

- Catchment 1: **1 x 62,500 L Underground detention tank** (10m L x 5m W x 1.25m H) fitted with a 110mm orifice and located at the outfall of the catchment.
- Catchment 2: **Unmitigated.**

The model results showed that the proposed detention system can reduce the post-development critical peak flow to 41 L/s.

TABLE 3: PEAK SITE RUNOFF SUMMARY

CONDITION	SITE RUNOFF (L/S)	CRITICAL DURATION
Pre-development	42	5-minute
Post-development (unmitigated)	109	5-minute
Post-development (with OSD)	41	1-hour

Note: Refer to Appendix A for box and whisker plots of pre & post development outflows.

Figure 4 below shows the detention storage graph for the post-development condition. The maximum storage volume was 62,000 L.

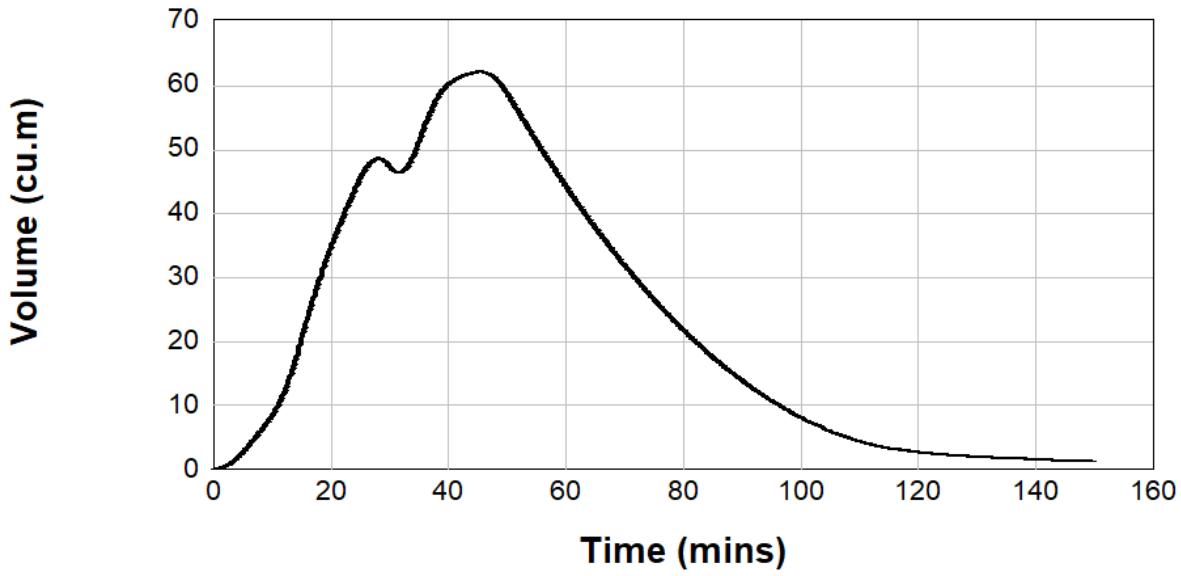


FIGURE 4: OSD STORAGE GRAPH

Full specifications for the required on-site detention tank will be provided once the detailed Civil design has been completed.

4. QUALITY MODEL

Aldanmark Engineers have collaborated with Atlan and a Model for Urban Stormwater Improvement Conceptualisation (MUSIC) was used to model the site and the effectiveness of various treatment devices to achieve the stormwater quality targets outlined in the Brighton Council Stormwater Quality Control Contributions policy:

- 90% reduction in the average load of litter/gross pollutants
- 80% reduction in the average load of total suspended solids (TSS)
- 45% reduction in the average annual load of total phosphorous (TP)
- 45% reduction in the average annual load of total nitrogen (TN)

Proprietary devices by Atlan have been utilized to meet the water quality targets. The propriety devices include:

- 7x Atlan Stormsacks installed in each grated pit.
- 1x Atlan Filter 850mm in a Vault (FIL-3.0)

The MUSIC model is shown in Figure 5 below.

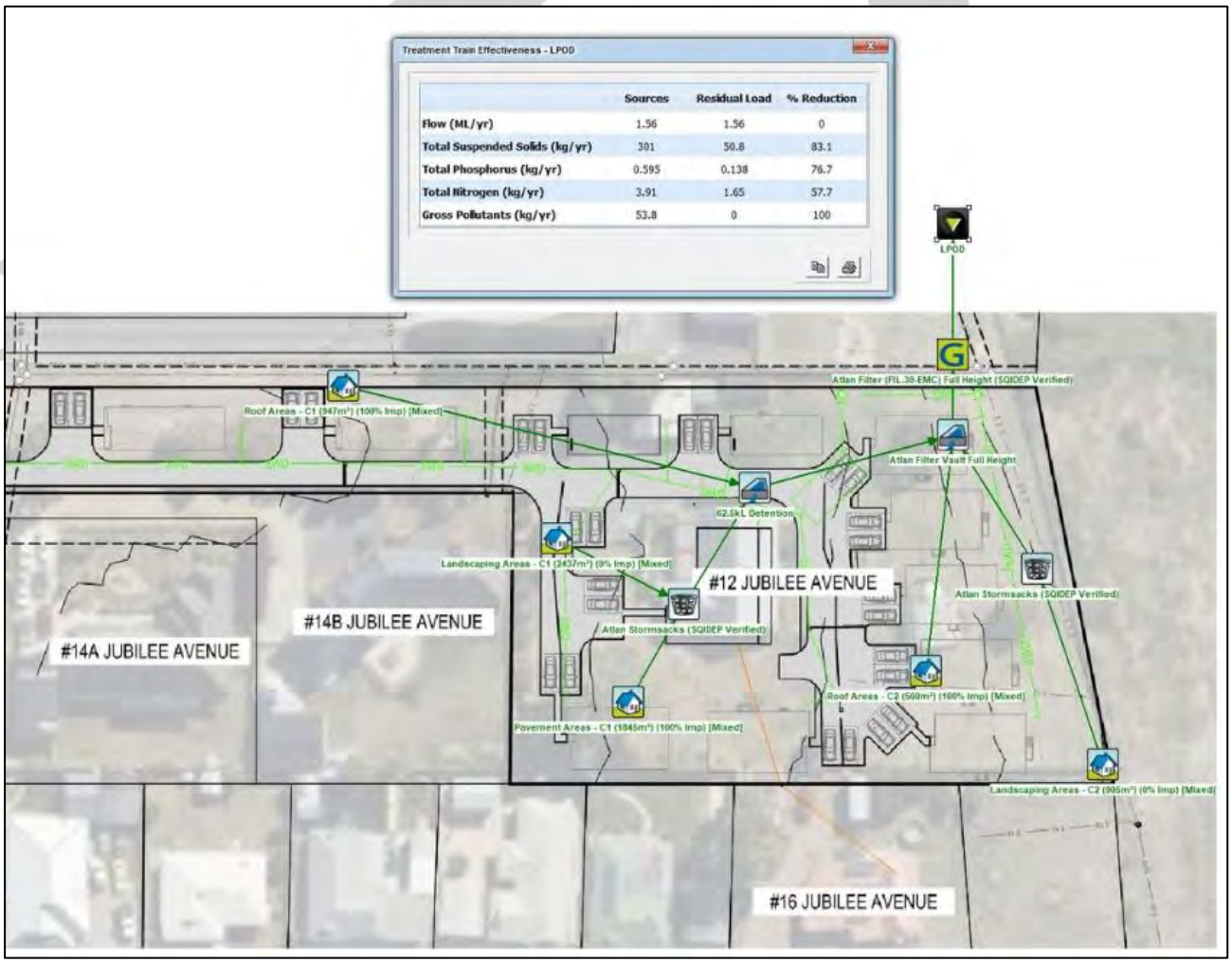


FIGURE 5: MODEL FOR URBAN STORMWATER IMPROVEMENT CONCEPTUALISATION OUTPUT

5. MAINTENANCE

The recommended maintenance schedule for the on-site detention and stormwater treatment devices specified in this report are outlined in Table 5 and Table 6 respectively.

The manufacturer's maintenance requirements for the stormwater detention and treatment devices that are installed will form part of the project's Plumbing Maintenance Schedule.

TABLE 4: MAINTENANCE FOR ATLAN TREATMENT DEVICES

ATLAN STORMSACKS	FREQUENCY
VISUAL INSPECTION Filter bag inspection and evaluation Removal of captured pollutants Disposal of material	Every 4 months.
SYSTEM REPLACMENT Filter bag replacement Support frame rectification	As required
ATLAN FILTER	**FREQUENCY**
VISUAL INSPECTION Removal of gross pollutants System assessment Minimal rectification works as needed	Every 4 months
GENERAL CLEANING At the end of each standard inspection, trigger measures will identify if general cleaning is required or if requested by the owner.	As required
CARTRIDGE REPLACMENT Replacement of Atlan Filter cartridge system	Within 10 years.

TABLE 5: MAINTENANCE PLAN FOR RAINWATER TANKS

ACTIVITY	FREQUENCY
Visual inspection of rainwater detention tank for sediment accumulation, sludge, and algae growth, and clogging at outlet orifice.	Every 6 months
Vacuum truck sediment removal/desludging of rainwater detention tank	Approximately every 2-3 years or if sediment/'sludge' is evident upon inspection
Inspection and cleaning of gutters	Every 6 months

6. CONCLUSION

This report has demonstrated that the proposed development at 12 Jubilee Avenue, Brighton complies with the stormwater quality and quantity conditions o outlined in Brighton Council's RAI (ref: DA2025/006) dated January 2025.

Note:

- No assessment has been undertaken of Council's stormwater infrastructure and its capacity.
- This report assumes the Council stormwater main has capacity for the pre-development peak discharge.
- It is the responsibility of Council to assess their infrastructure and determine the impact (if any) of altered inflows into their stormwater network.

Please contact me at lgadomski@aldanmark.com.au if you require any additional information.

Yours faithfully,



Lachlan Gadomski BEng Civil (Hons), Dip. Project Management
Civil Engineer

APPENDIX A – BOX AND WHISKER PLOTS

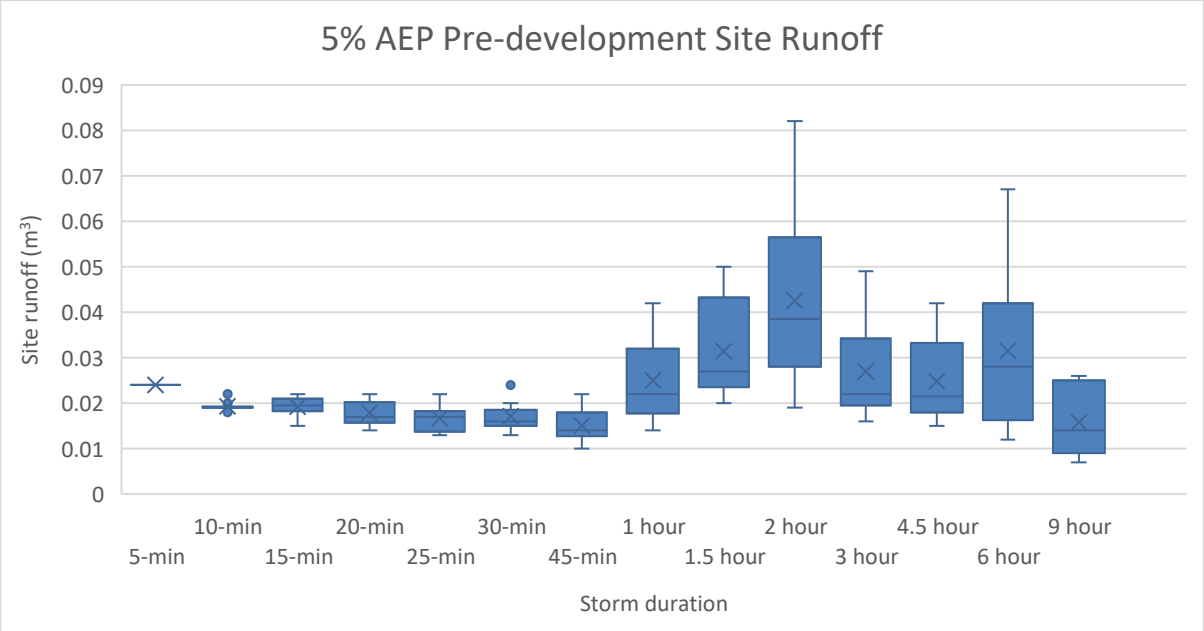


FIGURE 6: PRE-DEVELOPMENT OUTFLOW

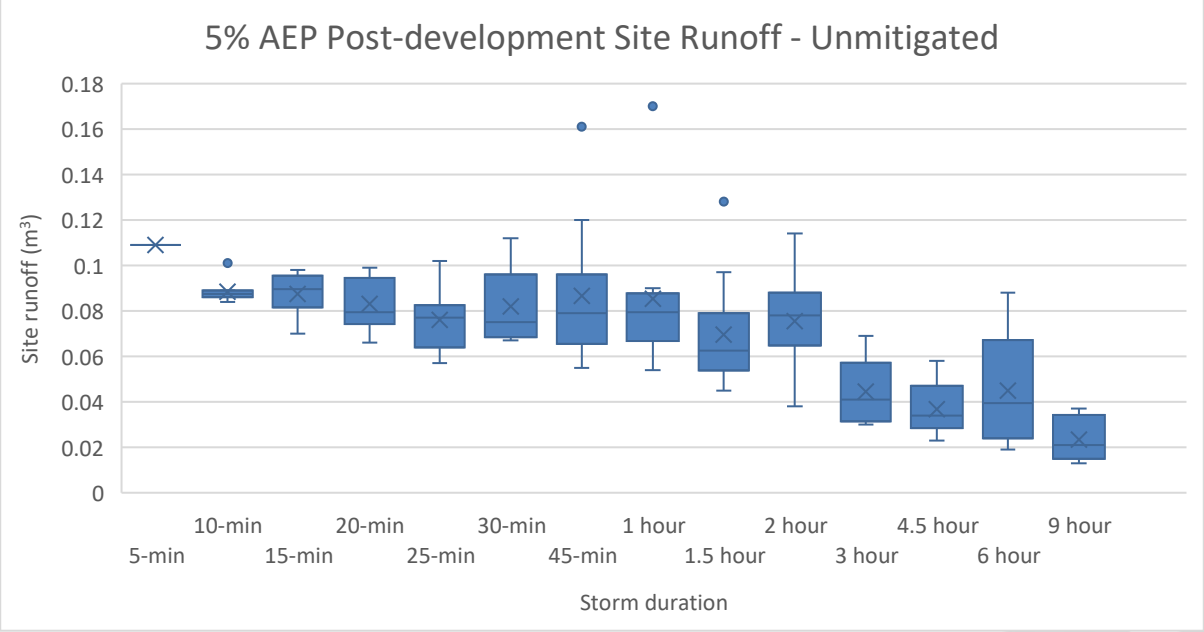


FIGURE 7: POST-DEVELOPMENT OUTFLOW - UNMITIGATED

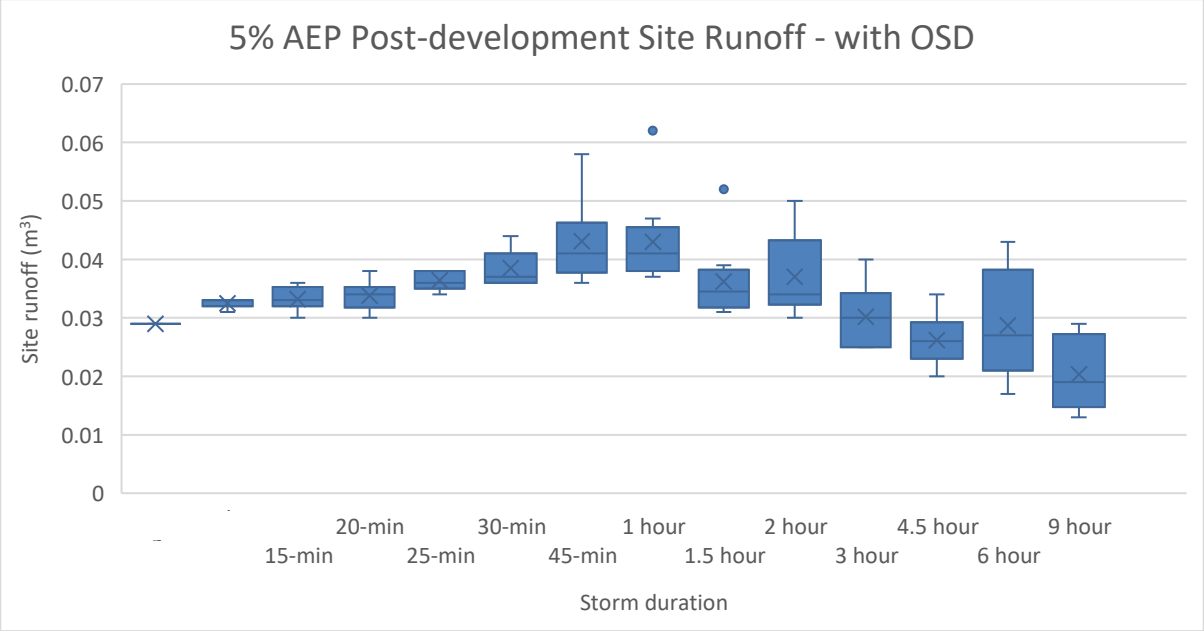
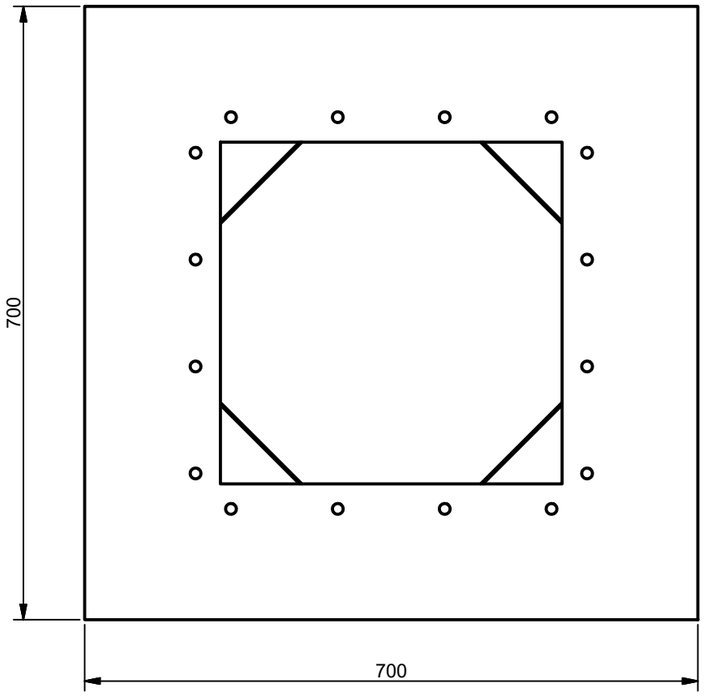


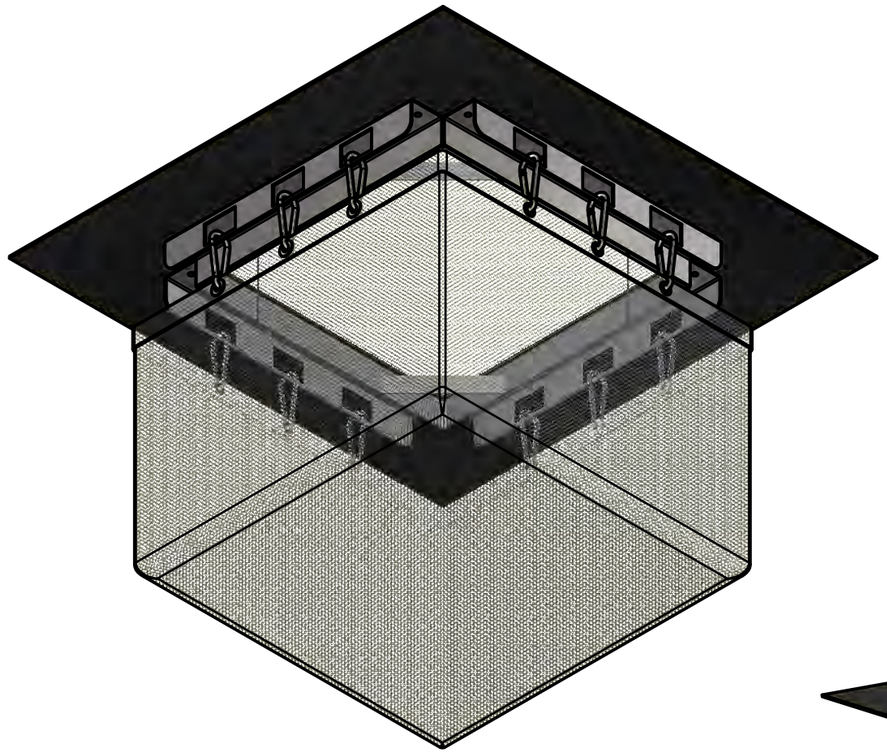
FIGURE 8: POST-DEVELOPMENT OUTLFOW - WITH OSD

APPENDIX B – ATLAN TREATMENT DEVICES DRAWINGS

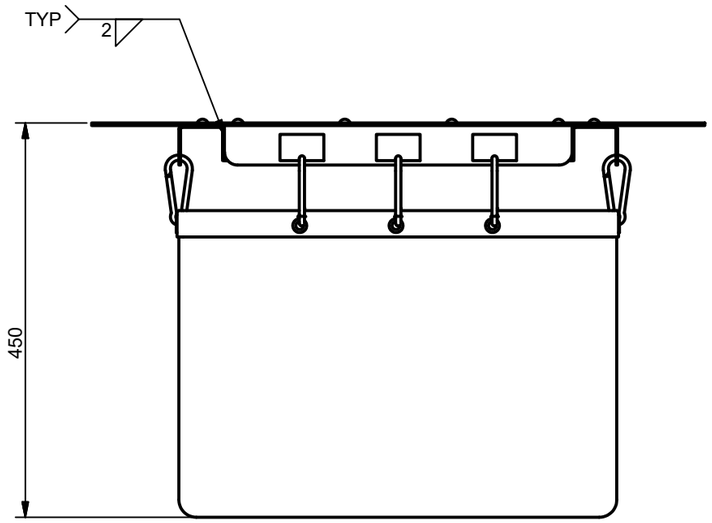
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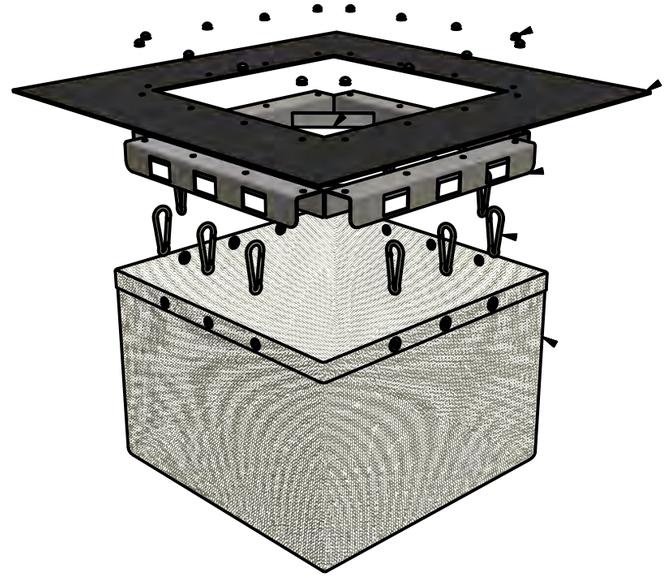
PLAN VIEW



ISOMETRIC VIEW
BOTTOM VIEW



ELEVATION VIEW



ISOMETRIC VIEW
EXPLOSION

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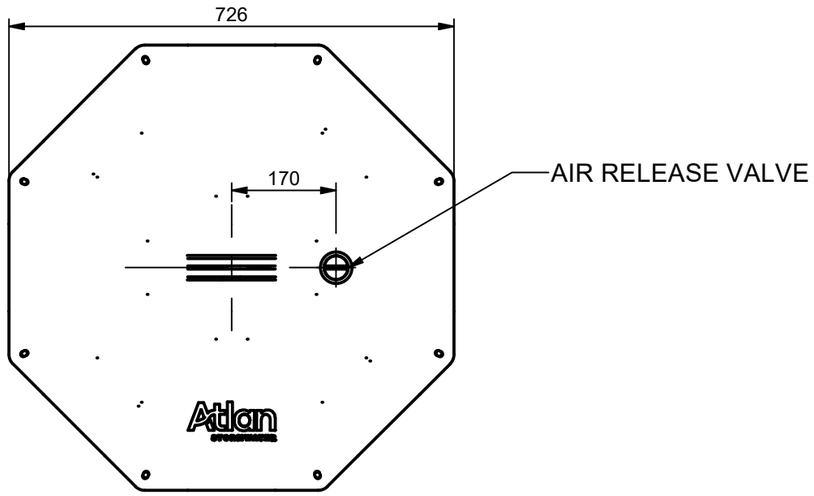
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SPEL ENVIRONMENTAL
INTEGRATED WATER SOLUTIONS
100 Silverwater Road Silverwater NSW 2128
PH: 1300 773 500 | E: sales@spel.com.au
www.spel.com.au

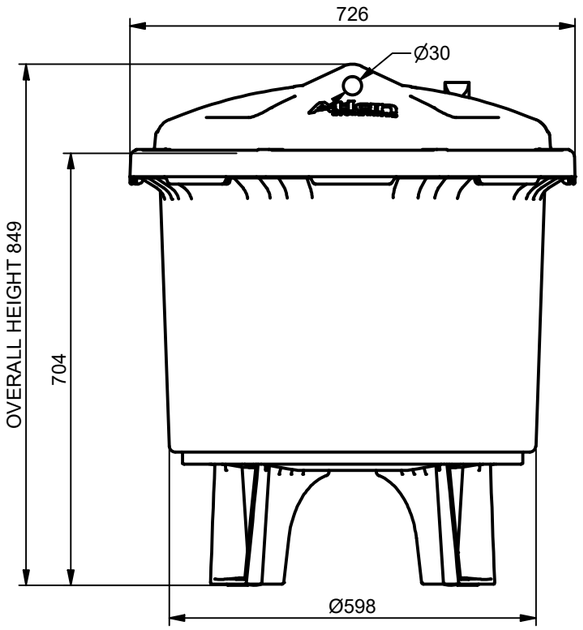
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BASKET MOUNTING ASSEMBLY DRAWING

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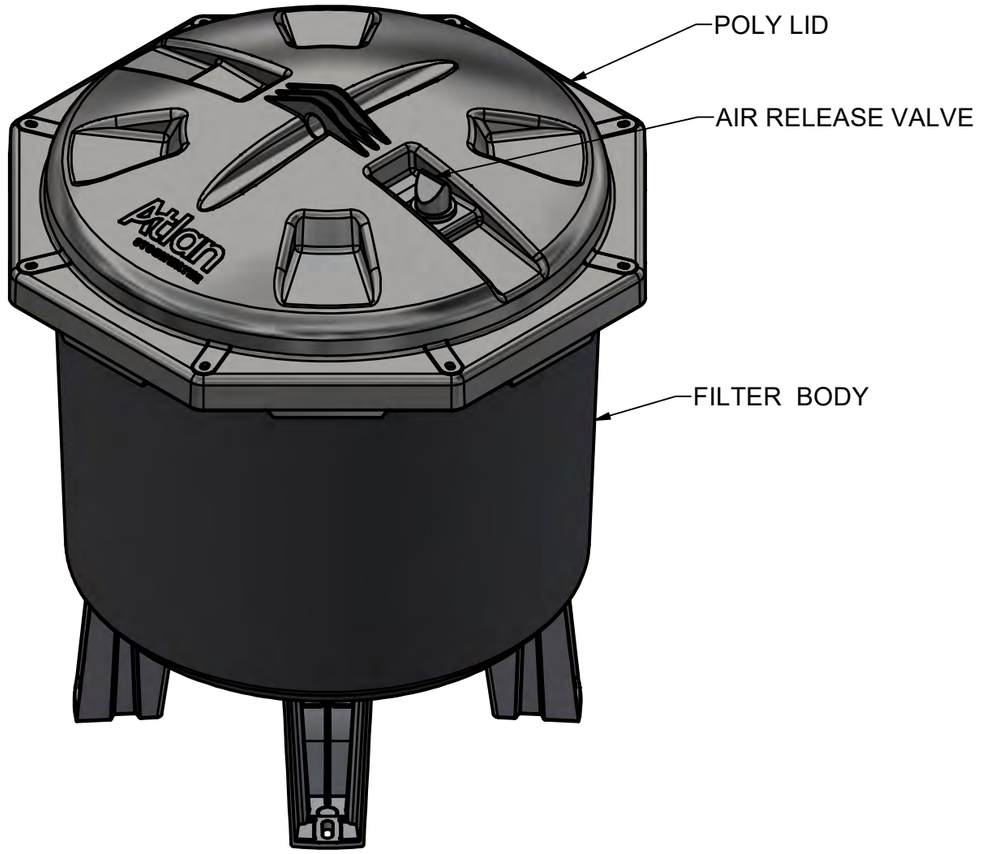
SCALE	DWG No.
N.T.S	SP15-BB4610-S



PLAN VIEW



ELEVATION VIEW



TOLERANCE: All Dimensions to Closest 10 mm & +/- 30 mm

ALL INTERCONNECTING PIPEWORK, PITS AND ASSOCIATED DRAINAGE BY OTHERS

REV	DATE	BY	DESCRIPTION	CHK
1	15/04/2025	R.J.	INITIAL RELEASE	P.Z.

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Drawn	R.J.	Date 15/04/2025
Check	P.Z.	Date
Verified		Date
Approved		Date

Request No.

ATLAN STORMWATER

PROJECT :

TITLE
ATLANFILTER
MODEL : FIL-3.0
GENERAL ARRANGEMENT

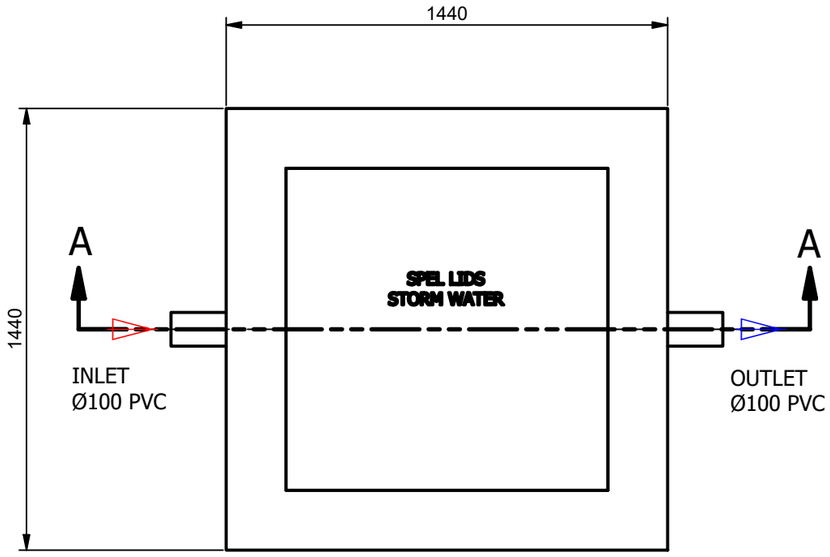
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N.T.S	A3	1	1

CUSTOMER CODE :

DWG No. FIL-3.0

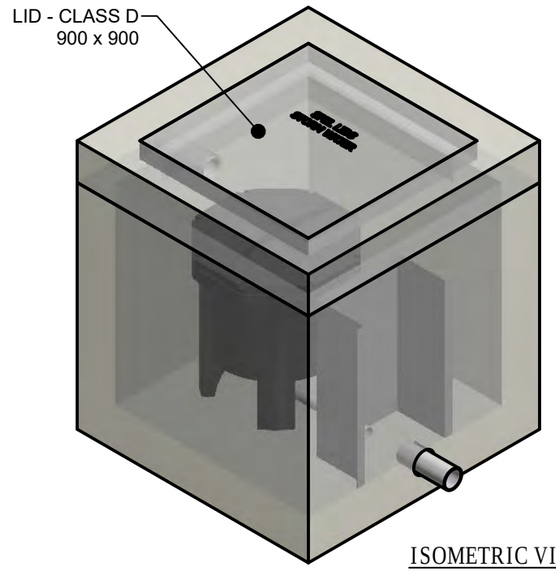
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ISSUE FOR APPROVAL
NOT FOR CONSTRUCTION

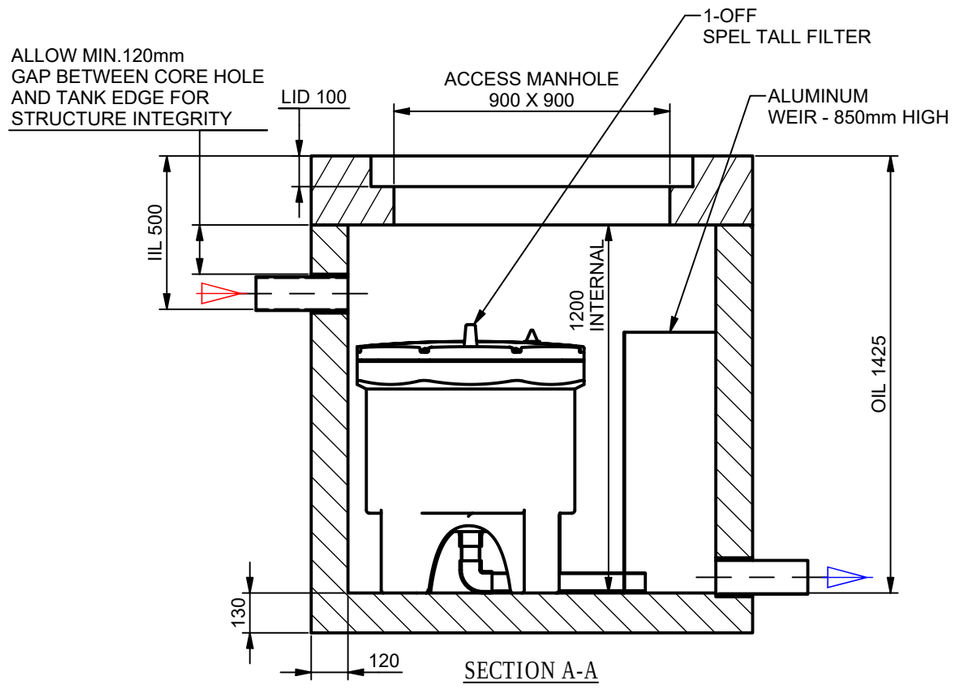


PLAN VIEW

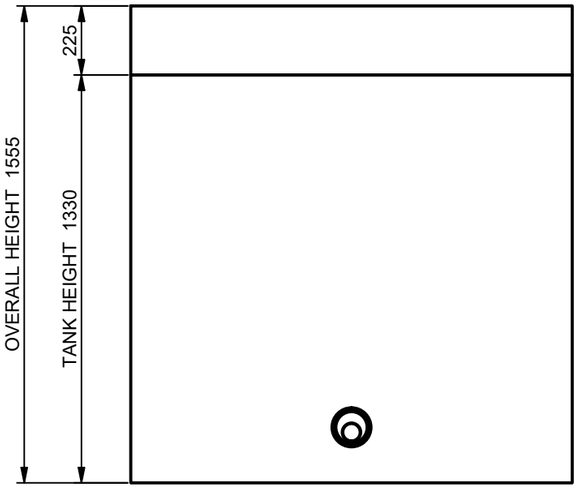
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Finished Surface Level (FSL)	RL:	
Access Cover Thickness		mm
Inlet Invert Level	RL:	
Outlet Invert Level	RL:	
Company:		
Name:		
Date:		



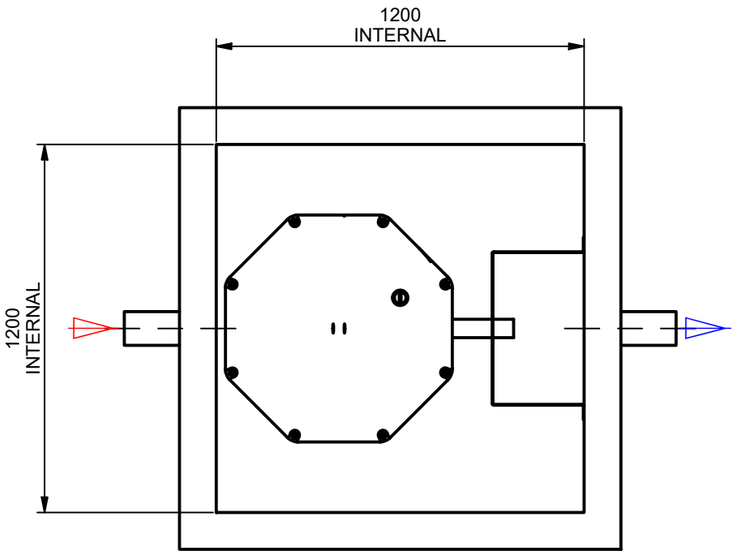
ISOMETRIC VIEW



SECTION A-A



END VIEW



PLAN VIEW
(LID REMOVED FOR CLARITY)

TOLERANCE: All Dimensions to Closest 10 mm & +/- 30 mm

ALL INTERCONNECTING PIPEWORK, PITS AND ASSOCIATED DRAINAGE BY OTHERS

REV	DATE	BY	DESCRIPTION	CHK
1	07/07/2022		INITIAL RELEASE	

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Drawn	R.R.	Date 07/07/2022
Check		Date
Verified		Date
Approved		Date
Request No.	RN217866	

spelstormwater
joy in water
spel.com.au

PROJECT

TITLE
SPEL FILTER SYSTEM
SF.1212/01-30.CON
1 SPEL TALL FILTER CARTRIDGE
GENERAL ARRANGEMENT

SCALE	SIZE	SHEET	REV
N.T.S	A3	1	1

CUSTOMER CODE :
DWG No. SP22-SF35560-P

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CIVIL DRAWINGS
UNIT DEVELOPMENT
12 JUBILEE AVENUE
BRIGHTON

C001	COVER	A	7/08/2025
C101	SITE PLAN	A	7/08/2025
C102	ROAD AND STORMWATER PLAN - SHEET 1	A	7/08/2025
C103	ROAD AND STORMWATER PLAN - SHEET 2	A	7/08/2025
C104	ROAD AND STORMWATER PLAN - SHEET 3	A	7/08/2025
C105	ROAD AND STORMWATER PLAN - SHEET 4	A	7/08/2025

REV	ISSUE	DATE	APPROVAL
			DRAWN: LG
			CHECKED: NM
			DESIGN: LG
			CHECKED: NM
A	PRELIMINARY ISSUE - NOT FOR CONSTRUCTION	7/08/2025	VERIFIED: -

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03 6234 8666
mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT: UNIT DEVELOPMENT

ADDRESS: 12 JUBILEE AVENUE BRIGHTON

CLIENT: CREATIVE HOMES

SHEET: COVER

SCALE: AS INDICATED

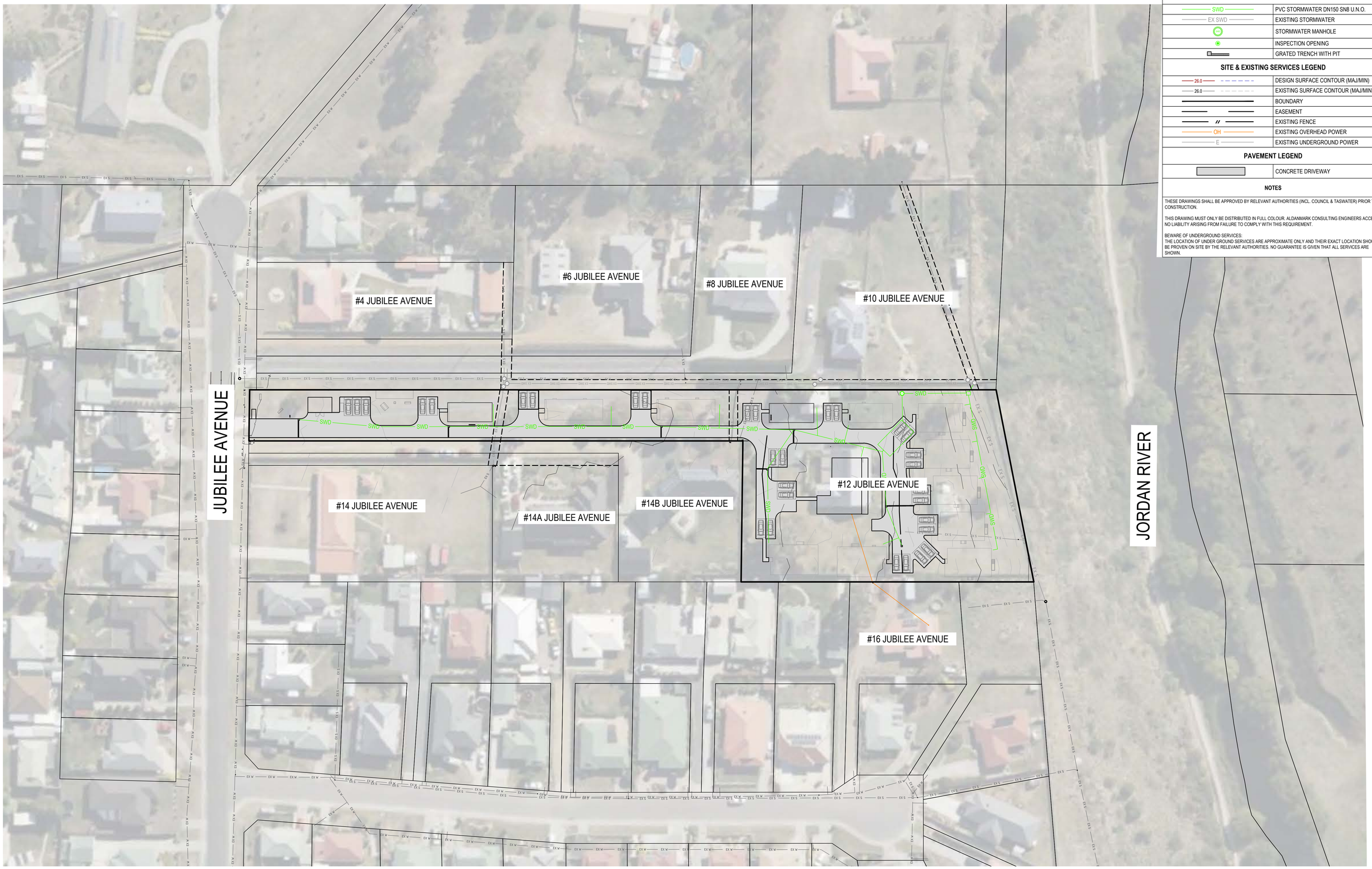
TOTAL SHEETS: 6

SIZE: A1

PROJECT No: 24E35-24

SHEET: C001

REV: A



STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
EX SWD	EXISTING STORMWATER
	STORMWATER MANHOLE
	INSPECTION OPENING
	GRATED TRENCH WITH PIT

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER

PAVEMENT LEGEND

	CONCRETE DRIVEWAY

NOTES

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PROJECT: UNIT DEVELOPMENT

0 5 10 15 20 25 30 35 40 45 50m

ADDRESS: 12 JUBILEE AVENUE
BRIGHTON

CLIENT: CREATIVE HOMES

SHEET: SITE PLAN

SCALE: 1:500

TOTAL SHEETS: 6

SIZE: A1

PROJECT No: 24E35-24

SHEET: C101

REV: A

STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
EX SWD	EXISTING STORMWATER
SWMH	STORMWATER MANHOLE
	INSPECTION OPENING
	GRATED TRENCH WITH PIT

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER

PAVEMENT LEGEND

	CONCRETE DRIVEWAY

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NEW GRATED TRENCH PIT. ATLAN STORMSACK OR APPROVED EQUIVALENT TO BE INSTALLED IN PIT

NEW GRATED TRENCH PIT. ATLAN STORMSACK OR APPROVED EQUIVALENT TO BE INSTALLED IN PIT

PROPOSED
UNIT 1
FFL 52.71

SWD

CH 0.00 CH 10.00 CH 20.00 CH 30.00 CH 40.00 CH 50.00 CH 60.00 CH 70.00

SEW SWD SEW

EX W EX S EX SWD

53.00 52.75 52.50 52.25 52.00 51.75 51.50

REFER SHEET C103 FOR CONTINUATION

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PROJECT: UNIT DEVELOPMENT

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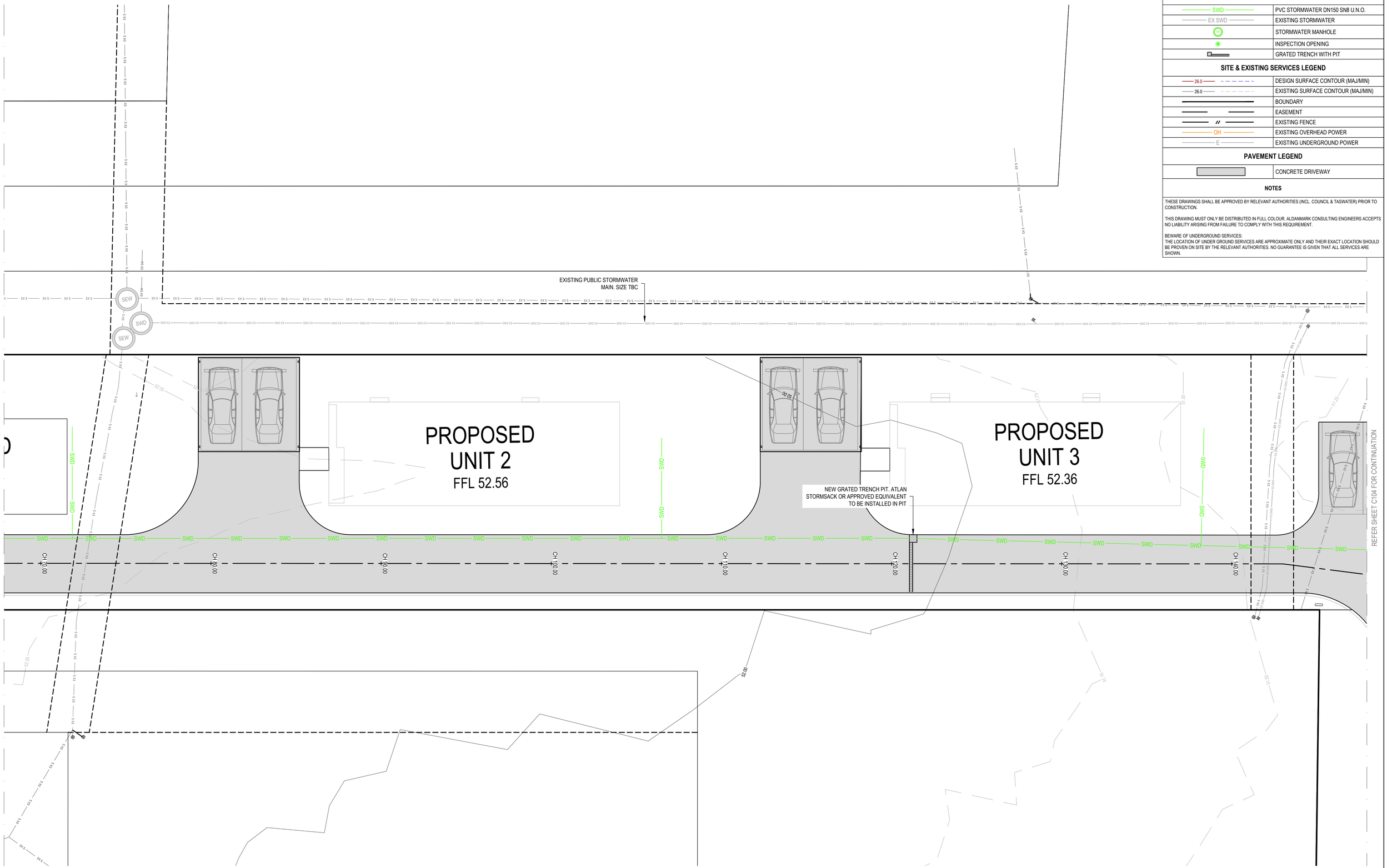
ADDRESS: 12 JUBILEE AVENUE
BRIGHTON

CLIENT: CREATIVE HOMES

SHEET: ROAD AND STORMWATER PLAN - SHEET 1

SCALE: 1:100 | TOTAL SHEETS: 6 | SIZE: A1

PROJECT No: 24E35-24 | SHEET: C102 | REV: A



STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
EX SWD	EXISTING STORMWATER
	STORMWATER MANHOLE
	INSPECTION OPENING
	GRATED TRENCH WITH PIT

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER

PAVEMENT LEGEND

	CONCRETE DRIVEWAY

NOTES

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REV	ISSUE	DATE	APPROVAL
			DRAWN: LG
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			DESIGN: LG
			CHECKED: NM
A	PRELIMINARY ISSUE - NOT FOR CONSTRUCTION	7/08/2025	VERIFIED: -

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PROJECT: UNIT DEVELOPMENT

ADDRESS: 12 JUBILEE AVENUE
BRIGHTON

CLIENT: CREATIVE HOMES

SHEET: ROAD AND STORMWATER PLAN - SHEET 2

SCALE: 1:100

TOTAL SHEETS: 6

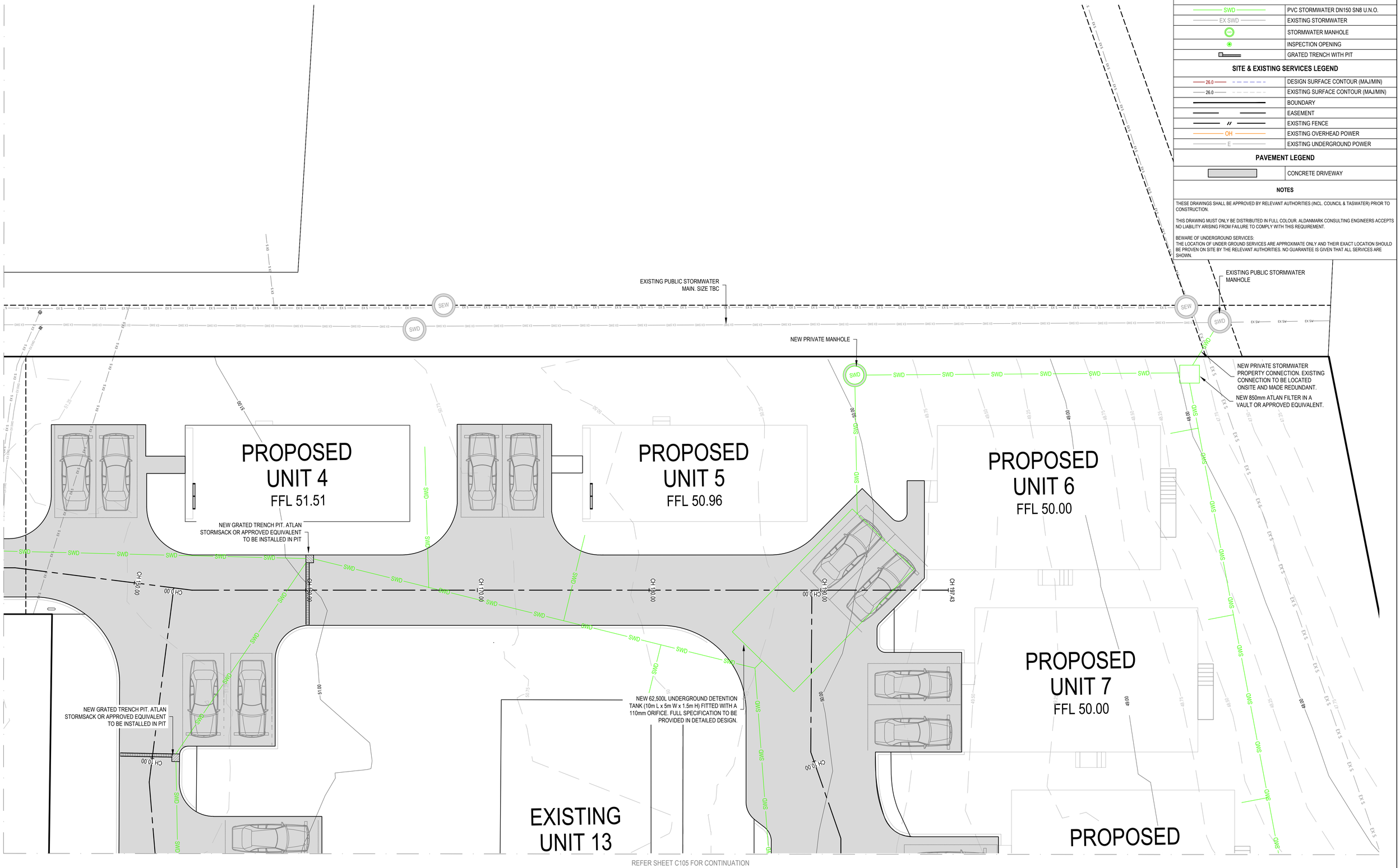
SIZE: A1

PROJECT No: 24E35-24

SHEET: C103

REV: A

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STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
EX SWD	EXISTING STORMWATER
	STORMWATER MANHOLE
	INSPECTION OPENING
	GRATED TRENCH WITH PIT

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER

PAVEMENT LEGEND

	CONCRETE DRIVEWAY

NOTES

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REV	ISSUE	DATE	APPROVAL
A	PRELIMINARY ISSUE - NOT FOR CONSTRUCTION	7/08/2025	VERIFIED: -
			CHECKED: NM
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			CHECKED: NM
			DRAWN: LG

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mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT: UNIT DEVELOPMENT

0 1 2 3 4 5 6 7 8 9 10m

ADDRESS: 12 JUBILEE AVENUE
BRIGHTON

CLIENT: CREATIVE HOMES

SHEET: ROAD AND STORMWATER PLAN - SHEET 3

SCALE: 1:100 | TOTAL SHEETS: 6 | SIZE: A1

PROJECT No: 24E35-24 | SHEET: C104 | REV: A

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REFER SHEET C104 FOR CONTINUATION

FFL 51.51

FFL 50.96

FFL 50.00

PROPOSED
UNIT 7
FFL 50.00

EXISTING
UNIT 13
FFL N/A

PROPOSED
UNIT 8
FFL 49.80

PROPOSED
UNIT 9
FFL 49.80

PROPOSED
UNIT 12
FFL 51.50

PROPOSED
UNIT 11
FFL 50.85

PROPOSED
UNIT 10
FFL 49.70

NEW GRATED TRENCH PIT. ATLAN STORMSACK OR APPROVED EQUIVALENT TO BE INSTALLED IN PIT

NEW GRATED PIT. ATLAN STORMSACK OR APPROVED EQUIVALENT TO BE INSTALLED IN PIT

OH

STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
EX SWD	EXISTING STORMWATER
	STORMWATER MANHOLE
	INSPECTION OPENING
	GRATED TRENCH WITH PIT

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER

PAVEMENT LEGEND

	CONCRETE DRIVEWAY

NOTES

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PROJECT: UNIT DEVELOPMENT

0 1 2 3 4 5 6 7 8 9 10m

ADDRESS: 12 JUBILEE AVENUE
BRIGHTON

CLIENT: CREATIVE HOMES

SHEET: ROAD AND STORMWATER PLAN - SHEET 4

SCALE: 1:100 | TOTAL SHEETS: 6 | SIZE: A1

PROJECT No: 24E35-24 | SHEET: C105 | REV: A

AS2870:2011 SITE ASSESSMENT

12 Jubilee Avenue

Brighton

March 2024

GES

GEO-ENVIRONMENTAL

SOLUTIONS

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Investigation Details

Client:	Creative Homes Hobart
Site Address:	12 Jubilee Avenue, Brighton
Date of Inspection:	07/03/2024
Proposed Works:	New Unit(s)
Investigation Method:	Geoprobe 540UD - Direct Push
Inspected by:	C. Cooper

Site Details

Certificate of Title (CT):	34441/2
Title Area:	Approx. 6637 m²
Applicable Planning Overlays:	Bushfire-prone areas, Landslip Hazard
Slope & Aspect:	2°-12° ESE facing slope
Vegetation:	Mixed Flora

Background Information

Geology Map:	MRT
Geological Unit:	Tertiary Basalt
Climate:	Annual rainfall 450mm
Water Connection:	Mains
Sewer Connection:	Serviced-Mains
Testing and Classification:	AS2870:2011, AS1726:2017 & AS4055:2021

Investigation

A number of bore holes were completed to identify the distribution and variation of the soil materials at the site, bore hole locations are indicated on the site plan. See soil profile conditions presented below. Tests were conducted across the site to obtain bearing capacities of the material at the time of this investigation.

Soil Profile Summary

BH 1 Depth (m)	BH 2 Depth (m)	USCS	Description
0.00-0.20	0.00-0.10	SP	**SAND**: grey, dry, loose,
0.20-0.60	0.10-0.30	SP	**SAND**: pale grey, slightly moist, loose
0.60-1.20	0.30-0.60	CI	**Silty CLAY**: medium plasticity, brown, slightly moist, stiff, refusal

BH 3 Depth (m)	BH 4 Depth (m)	USCS	Description
0.00-0.20	0.00-0.10	SP	**SAND**: grey, dry, loose,
0.20-0.40	0.10-0.30	SP	**SAND**: pale grey, slightly moist, loose
0.40-0.90	0.30-1.40	CI	**Silty CLAY**: medium plasticity, brown, slightly moist, stiff
0.90-1.40	1.40-1.60	GC	**Clayey GRAVEL**: pale yellow, brown, slightly moist very stiff, refusal

BH 5 Depth (m)	BH 6,7 Depth (m)	USCS	Description
	0.00-0.10	GP	FILL: **GRAVEL**: grey, dry, loose,
0.00-0.10	0.00-0.10	SP	**SAND**: grey, dry, loose,
0.10-0.80	0.10-0.30	SP	**SAND**: pale grey, slightly moist, loose
0.80-1.60	0.30-1.40	CI	**Silty CLAY**: medium plasticity, brown, slightly moist, stiff
1.60-2.20	1.40-1.60	GC	**Clayey GRAVEL**: pale yellow, brown, slightly moist very stiff, refusal

BH 8 Depth (m)	BH 9,10,11 Depth (m)	USCS	Description
0.00-0.30	0.00-0.10	SW	**SAND**: trace of clay, brown, dry, loose,
0.30-0.50	0.10-0.20	CI	**Silty CLAY**: medium plasticity, brown, slightly moist, stiff
0.50-0.60	0.20-0.40	GW	**Sandy GRAVEL**: brown, dry, very dense, refusal

BH 12 Depth (m)	USCS	Description
0.00-0.20	SP	**SAND**: brown, dry, loose,
0.20-0.40	SP	**SAND**: pale grey, slightly moist, loose
0.40-1.00	CI	**Silty CLAY**: medium plasticity, brown, slightly moist, stiff
1.00-1.10	GC	**Clayey GRAVEL**: pale yellow, brown, slightly moist very stiff, refusal

Site Notes

The soil on the site is developing from Tertiary basalt, the clay fraction is likely to show moderate ground surface movement with moisture fluctuations.

Site Classification

The site has been assessed and classified in accordance with AS2870:2011 *"Residential Slabs and Footings".*

The site has been classified as:

Class M

Y_s range: **20-40mm**

Notes: that is a moderately reactive clay.

Wind Loading Classification

According to *"AS4055:2021 - Wind Loads for Housing"* the house site is classified below:

Wind Classification: N3

Region:	A
Terrain Category:	2.0
Shielding Classification:	NS
Topographic Classification:	T1
Wind Classification:	N3
Design Wind Gust Speed – m/s ($V_{h,u}$):	50

Construction Notes & Recommendations

The site has been classified as **Class M** - Moderately reactive clay or silt site, which may experience moderate ground movement from moisture changes. Site conditions indicate possible removal of trees on the site which may have implications for the preparation of foundations, and specific care must be taken to ensure any remnant roots or loose soil are adequately removed prior to construction.

It is recommended the foundations be placed on the underlying bedrock to minimise the potential for significant foundation movement.

All earthworks on site must comply with AS3798:2012, and I further recommend that consideration be given to drainage and sediment control on site during and after construction. Care should also be taken to ensure there is adequate drainage in the construction area to avoid the potential for weak bearing and foundation settlement associated with excessive soil moisture.

I also recommend that during construction that I and/or the design engineer be notified of any major variation to the foundation conditions as predicted in this report.



Dr John Paul Cumming B.Agr.Sc (hons) PhD CPSS GAICD

Director

Explanatory Notes

1 Scope of Works

The methods of description and classification of soils used in this report are based largely on Australian Standard 1726 – Geotechnical Site Investigations (AS1726:2017), with reference to Australian Standard 1289 – Methods for testing soils for engineering purposes (AS1289), for eventual Site Classification according to Australian Standard 2870 (AS2870:2011) – Residential Slabs and Footings and Australian Standard 1547 (AS1547:2012) On-site domestic wastewater management.

1.1 Site Classification AS2870:2011

Site classification with reference to the above Australian Standards are based on site reactivity.

Class	Foundation Conditions	Characteristic Surface Movement
A	Most sand and rock sites with little or no ground movement from moisture changes.	**0mm**
S	Slightly reactive clay sites, which may experience only slight ground movement from moisture changes.	**0 – 20mm**
M	Moderately reactive clay or silt sites, which may experience moderate ground movement from moisture changes.	**20 – 40mm**
H-1	Highly reactive clay sites, which may experience high ground movement from moisture changes.	**40 – 60mm**
H-2	Highly reactive clay sites, which may experience very high ground movement from moisture changes.	**60 – 75mm**
E	Extremely reactive sites, which may experience extreme ground movement from moisture changes.	**>75mm**

*Note: Soils where foundation performance may be significantly affected by factors other than reactive soil movement are classified as **Class P**.*

A site is classified as **Class P** when:

- The bearing capacity of the soil profile in the foundation zone is generally less than 100kpa
- If excessive foundation settlement may occur due to loading on the foundation.
- The site contains uncontrolled fill greater than 0.8m in depth for sandy sites and 0.4m in depth for other soil materials.
- The site is subject to mine subsistence, landslip, collapse activity or coastal erosion.
- The site is underlain by highly dispersive soils with significant potential for erosion
- If the site is subject to abnormal moisture conditions which can affect foundation performance

1.2 Soil Characterisation

This information explains the terms of phrase used within the soil description area of the report.

It includes terminology for cohesive and non-cohesive soils and includes information on how the Unified Soil Classification Scheme (USCS) codes are determined.

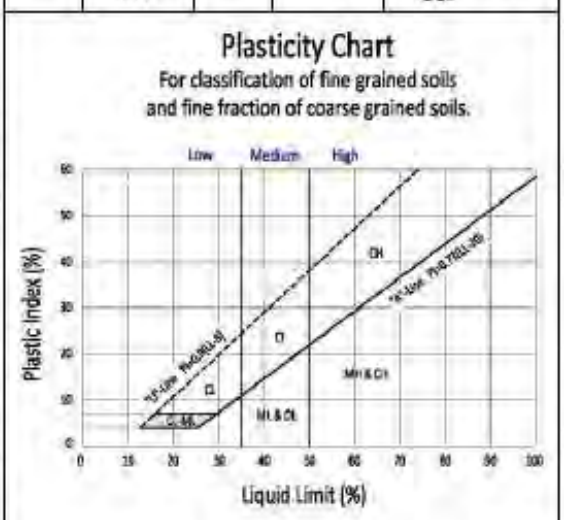
NON COHESIVE – SAND & GRAVEL		
Consistency Description	**Field Test**	**Dynamic Cone Penetrometer blows/100 mm**
Very loose (VL)	Easily penetrated with 13 mm reinforcing rod pushed by hand.	0 - 1
Loose (L)	Easily penetrated with 13 mm reinforcing rod pushed by hand. Can be excavated with a spade; 50 mm wooden peg can be easily driven.	1 - 3
Medium dense (MD)	Penetrated 300 mm with 13 mm reinforcing rod driven with 2 kg hammer, - hard shovelling.	3 - 8
Dense (D)	Penetrated 300 mm with 13 mm reinforcing rod driven with 2 kg hammer, requires pick for excavation: 50 mm wooden peg hard to drive.	8 - 15
Very dense (VD)	Penetrated only 25 - 50 mm with 13 mm reinforcing rod driven with 2 kg hammer.	>15

COHESIVE - SILT & CLAY		
Consistency Description	**Field Test**	**Indicative undrained shear strength kPa**
Very soft	Easily penetrated >40 mm by thumb. Exudes between thumb and fingers when squeezed in hand.	<12
Soft	Easily penetrated 10 mm by thumb. Moulded by light finger pressure	>12 and <25
Firm	Impression by thumb with moderate effort. Moulded by strong finger pressure	>25 and <50
Stiff	Slight impression by thumb cannot be moulded with finger.	>50 and <100
Very Stiff	Very tough. Readily indented by thumbnail.	>100 and <200
Hard	Brittle. Indented with difficulty by thumbnail.	>200

1.3 USCS Material Descriptions

Soils for engineering purposes are the unconsolidated materials above bedrock, they can be residual, alluvial, colluvial or aeolian in origin.

Major Divisions		Particle size mm	USCS Group Symbol	Typical Names	Laboratory Classification				
					% < 0.075 mm (2)	Plasticity of fine fraction	$C_u = \frac{D_{60}}{D_{10}}$	$C = \frac{(D_{30})^2}{(D_{10})(D_{60})}$	NOTES
COARSE GRAINED SOILS (more than half of material less than 63 mm is larger than 0.075 mm)	BOULDERS	200							
	COBBLES	63							
	GRAVELS (more than half of coarse fraction is larger than 2.36 mm)	coarse 20 medium 6 fine 2.36	GW	Well graded gravels and gravel-sand mixtures, little or no fines	0-5	—	>4	Between 1 and 3	(1) Identify fines by the method given for fine-grained soils. (2) Borderline classifications occur when the percentage of fines (fraction smaller than 0.075 mm size) is greater than 5% and less than 12%. Borderline classifications require the use of SP-SM, GW-GC.
			GP	Poorly graded gravels and gravel-sand mixtures, little or no fines, uniform gravels	0-5	—	Fails to comply with above		
			GM	Silty gravels, gravel-sand-silt mixtures (1)	12-50	Below 'A' line or PI<4	—	—	
			GC	Clayey gravels, gravel-sand-clay mixtures (1)	12-50	Above 'A' line and PI>7	—	—	
	SANDS (more than half of coarse fraction is smaller than 2.36 mm)	coarse 0.6 medium 0.2 fine 0.075	SW	Well graded sands and gravelly sands, little or no fines	0-5	—	>6	Between 1 and 3	
			SP	Poorly graded sands and gravelly sands, little or no fines	0-5	—	Fails to comply with above		
			SM	Silty sands, sand silt mixtures (1)	12-50	Below 'A' line or PI<4	—	—	
			SC	Clayey sands, sand-clay mixtures (1)	12-50	Above 'A' line and PI>7	—	—	
FINE GRAINED SOILS (more than half of material less than 63 mm is smaller than 0.075 mm	SILTS & CLAYS (Liquid Limit ≤50%)		ML	Inorganic silts, very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity	Use the gradation curve of material passing 63 mm for classification of fractions according to the criteria given in 'Major Divisions'				
			CL CI	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays					
			OL	Organic silts and clays of low plasticity					
	SILTS & CLAYS (Liquid Limit >50%)		MH	Inorganic silts, mic- aceous or diato-maceous fine sands or silts, elastic silts					
			CH	Inorganic clays of high plasticity, fat clays					
			OH	Organic silts and clays of high plasticity					
	HIGHLY ORGANIC SOILS		PT	Peat and other highly organic soils					



Grain size analysis is performed by two processes depending on particle size. Sand silt and clay particles are assessed using a standardised hydrometer test, and coarse sand and larger is assessed through sieving by USCS certified sieves. For more detail see the following section.

Soil Classification	Particle Size
Clay	Less than 0.002mm
Silt	0.002 – 0.06mm
Fine/Medium Sand	0.06 – 2.0mm
Coarse Sand	2.0mm – 4.75mm
Gravel	4.75mm – 60.00mm

1.4 Bearing Capacities and DCP testing.

DCP and PSP weighted penetrometer tests – Dynamic Cone Penetrometer (DCP) and Perth Sand Penetrometer (PSP) tests are carried out by driving a rod into the ground with a falling weight hammer and measuring the blows for successive 100mm increments of penetration. Normally, there is a depth limitation of 1.2m but this may be extended in certain conditions by the use of extension rods. The methods for the two tests are quite similar.

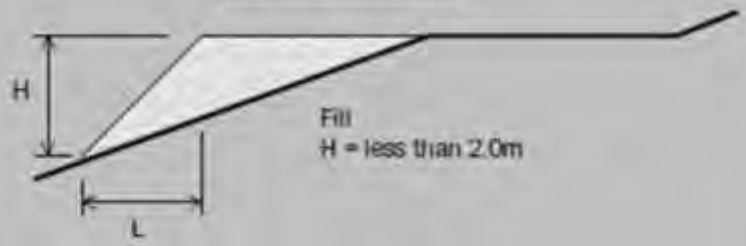
- Dynamic Cone Penetrometer – a 16mm rod with a 20mm diameter cone end is driven with a 9kg hammer dropping 510mm (AS 1289, Test 6.3.2).
- Perth Sand Penetrometer – a 16mm diameter flat-ended rod is driven with a 9kg hammer, dropping 600mm (AS 1289 Test 6.3.3). This test was developed for testing the density of sands and is mainly used in granular soils and filling.

Site Anomalies – During construction GES will need to be notified of any major variation to the foundation conditions as predicted in this report.

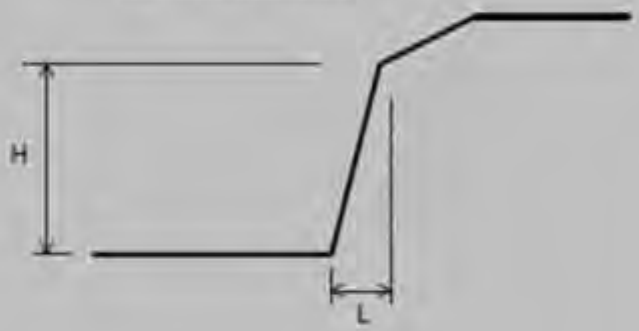
1.5 Batter Angles for Embankments *(Guide Only)*

Note : Retaining walls or other form of soil retaining methods must be adopted where the slope ratio is greater than that indicated in the table below :-

FILL EMBANKMENTS



CUT EMBANKMENTS



MATERIAL TYPE (refer soils report)		EMBANKMENT SLOPES (Height : Length)	
		Compacted Fill	Cutting
Stable Rock (A*)		2 : 3	6 : 1
Sand (A*)		1 : 2	2 : 3
Silt (P*)		1 : 4	1 : 4
Clay	Firm Clay	1 : 2	1 : 1
	Soft Clay	Not Suitable	2 : 3
Soft Soils (P*)		Not Suitable	Not Suitable

Glossary of Terms

Bearing Capacity – Maximum bearing pressure that can be sustained by the foundation from the proposed footing system under service loads which should avoid failure or excessive settlement.

Clay – (Mineral particles less than 0.002mm in diameter). Fine grained cohesive soil with plastic properties when wet. Also includes sandy clays, silty clays, and gravelly clays.

Dynamic Cone Penetrometer (DCP) – Field equipment used to determine underlying soil strength and therefore bearing capacity (kPa) by measuring the penetration of the device into the soil after each hammer blow.

Dispersive soil – A soil that has the ability to pass rapidly into suspension in water.

Footing – Construction which transfers the load from the building to the foundation.

Foundation – Ground which supports the building

Landslip – Foundation condition on a sloping site where downhill foundation movement or failure is a design consideration.

Qualified Engineer – A professional engineer with academic qualifications in geotechnical or structural engineering who also has extensive experience in the design of the footing systems for houses or similar structures.

Reactive Site – Site consisting of clay soil which swells on wetting and shrinks on drying by an amount that can damage buildings on light strip footings or unstiffened slabs. Includes sites classified as S, M, H-1, H-2 & E in accordance with AS2870-2011.

Sand – (Mineral particles greater than 0.02mm in diameter). Granular non-cohesive, non-plastic soil that may contain fines including silt or clay up to 15%.

Services – Means all underground services to the site including but not limited to power, telephone, sewerage, water & storm water.

Silt – (Mineral particles 0.002 – 0.02mm in diameter). Fine grained non-cohesive soil, non-plastic when wet. Often confers a silky smoothness of field texture, regularly includes clay and sand to form clayey silts, sandy silts and gravelly silts.

Site – The site title, as denoted by address, lot number, or Certificate of Title (CT) number, or Property Identification Number (PID).

Surface Movement (Ys) – Design movement (mm) at the surface of a reactive site caused by moisture changes.

Disclaimer

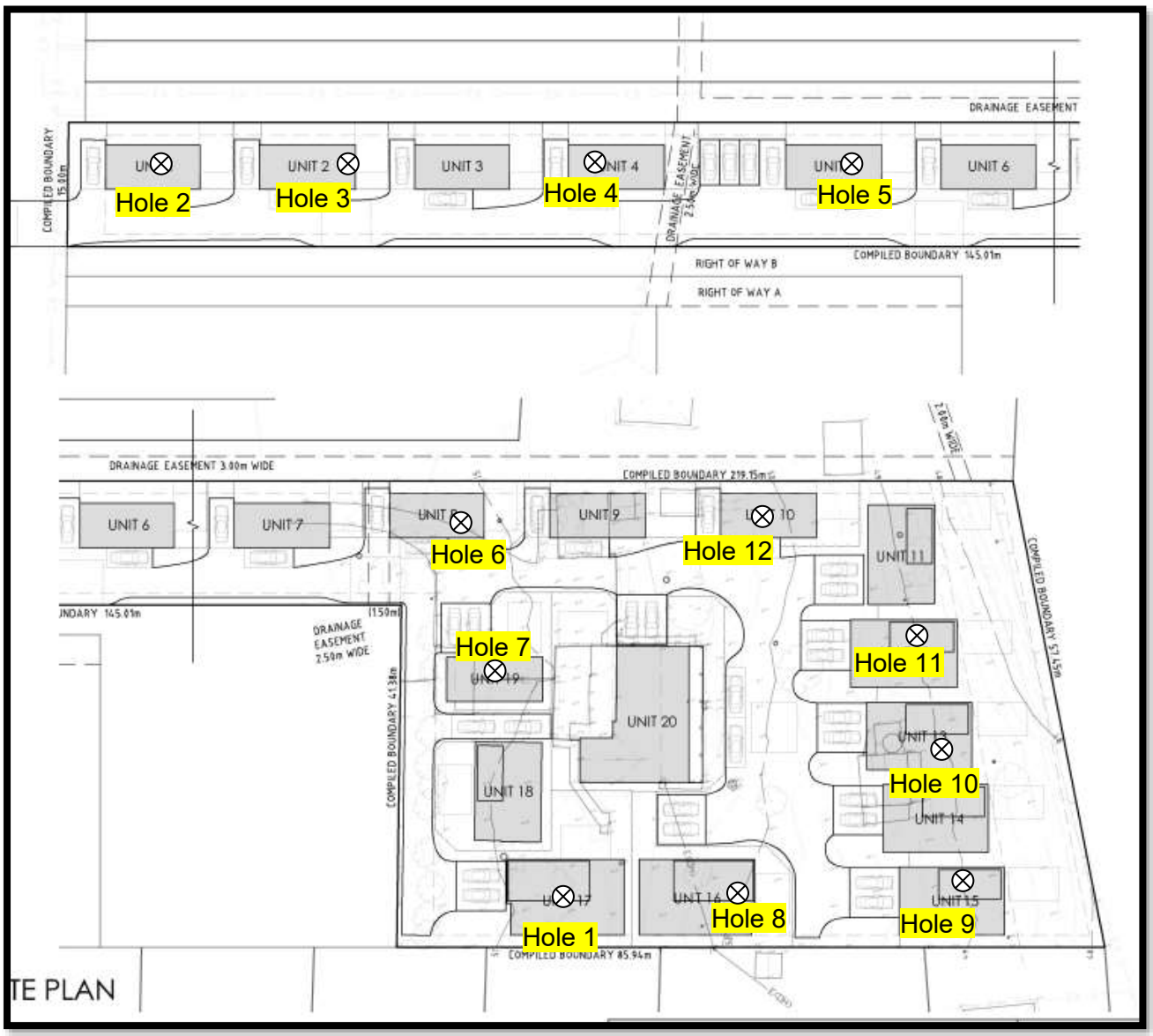
This Report has been prepared in accordance with the scope of services between Geo-Environmental Solutions Pty. Ltd. (GES) and the Client. To the best of GES's knowledge, the information presented herein represents the client's requirements at the time of printing of the Report. However, the passage of time, manifestation of latent conditions or impacts of future events may result in findings differing from that discussed in this Report. In preparing this Report, GES has relied upon data, surveys, analyses, designs, plans and other information provided by the Client and other individuals and organisations referenced herein. Except as otherwise stated in this Report, GES has not verified the accuracy or completeness of such data, surveys, analyses, designs, plans and other information.

The scope of this study does not allow for the review of every possible geotechnical parameter or the soil conditions over the whole area of the site. Soil and rock samples collected from the investigation area are assumed to be representative of the areas from where they were collected and not indicative of the entire site. The conclusions discussed within this report are based on observations and/or testing at these investigation points.

This report does not purport to provide legal advice. Readers of the report should engage professional legal practitioners for this purpose as required.

No responsibility is accepted for use of any part of this report in any other context or for any other purpose by third a party.

Site Plan


N
W
E
S
DRAINAGE EASEMENT
UNIT 2
UNIT 3
UNIT 4
UNIT 6
Hole 2
Hole 3
Hole 4
Hole 5
RIGHT OF WAY B
RIGHT OF WAY A
COMPILED BOUNDARY 145.01m
DRAINAGE EASEMENT 3.00m WIDE
COMPILED BOUNDARY 219.15m
UNIT 6
UNIT 7
UNIT 9
UNIT 11
Hole 6
Hole 12
Hole 7
Hole 11
UNIT 20
UNIT 18
Hole 10
UNIT 14
Hole 1
Hole 8
Hole 9
COMPILED BOUNDARY 85.94m
TE PLAN

APPENDIX 1 - DCP Results Table

Dynamic Cone Penetration (DCP) Conversion to Californian Bearing Ratio
(ref: Australian Standard AS 1289.6.3.2 - 1997)

DCP Location BH4

Depth (mm)	DCP (Blows/100mm)	DCP (mm/Blow)	DCP Resistance (mPa)	Allowable Bearing Capacity (kPa)	CBR (Rounded Up)
0-100	6	16.7	1.9	208	13
100-200	5	20.0	1.6	174	10
200-300	7	14.3	2.2	243	15
300-400	6	16.7	1.9	208	13
400-500	8	12.5	2.5	278	17
500-600	5	20.0	1.6	174	10
600-700	8	12.5	2.5	278	17
700-800	9	11.1	2.8	313	20
800-900	11	9.1	3.4	382	25
900-1000	12	8.3	3.8	417	27
1000-1100	12	8.3	3.8	417	27
1100-1200	13	7.7	4.1	451	30
1200-1300	11	9.1	3.4	382	25
1300-1400	14	7.1	4.4	486	32
1400-1500	18	5.6	5.6	625	43
1500-1600	21	4.8	6.6	729	51

APPENDIX 1 - DCP Results Table

Dynamic Cone Penetration (DCP) Conversion to Californian Bearing Ratio
(ref: Australian Standard AS 1289.6.3.2 - 1997)

DCP Location BH5

Depth (mm)	DCP (Blows/100mm)	DCP (mm/Blow)	DCP Resistance (mPa)	Allowable Bearing Capacity (kPa)	CBR (Rounded Up)
0-100	6	16.7	1.9	208	13
100-200	6	16.7	1.9	208	13
200-300	6	16.7	1.9	208	13
300-400	7	14.3	2.2	243	15
400-500	6	16.7	1.9	208	13
500-600	5	20.0	1.6	174	10
600-700	5	20.0	1.6	174	10
700-800	8	12.5	2.5	278	17
800-900	13	7.7	4.1	451	30
900-1000	15	6.7	4.7	521	35
1000-1100	13	7.7	4.1	451	30
1100-1200	10	10.0	3.1	347	22
1200-1300	9	11.1	2.8	313	20
1300-1400	11	9.1	3.4	382	25
1400-1500	12	8.3	3.8	417	27
1500-1600	16	6.3	5.0	556	37
1600-1700	18	5.6	5.6	625	43

CERTIFICATE OF QUALIFIED PERSON – ASSESSABLE ITEM

Section 321

Form **55**

To: Creative Homes Hobart *Owner /Agent*

Elwick Road & Brooker Highway *Address*

Glenorchy 7010 *Suburb/postcode*

Qualified person details:

Qualified person: John-Paul Cumming

Address: 29 Kirksway Place

Battery Point 7004

Phone No: 03 6223 1839

Fax No:

Licence No: AO999

Email address: jcumming@geosolutions.net.au

Qualifications and Insurance details: Certified Professional Soil Scientist (CPSS stage 2)

(description from Column 3 of the Director's Determination - Certificates by Qualified Persons for Assessable Items

Speciality area of expertise: AS2870-2011 Foundation Classification

(description from Column 4 of the Director's Determination - Certificates by Qualified Persons for Assessable Items)

Details of work:

Address: 12 Jubilee Avenue

Brighton 7030

Lot No:

Certificate of title No: 34441/2

The assessable item related to this certificate: Classification of foundation Conditions according to AS2870-2011

(description of the assessable item being certified)
Assessable item includes –
- *a material;*
- *a design*
- *a form of construction*
- *a document*
- *testing of a component, building system or plumbing system*
- *an inspection, or assessment, performed*

Certificate details:

Certificate type: Foundation Classification

(description from Column 1 of Schedule 1 of the Director's Determination - Certificates by Qualified Persons for Assessable Items n)

This certificate is in relation to the above assessable item, at any stage, as part of - *(tick one)*

building work, plumbing work or plumbing installation or demolition work ☒

or

a building, temporary structure or plumbing installation: ☐

In issuing this certificate the following matters are relevant –

Documents:	The attached soil report for the address detailed above in 'details of work'
Relevant calculations:	Reference the above report.
References:	AS2870:2011 residential slabs and footings AS1726:2017 Geotechnical site investigations CSIRO Building technology file – 18.

Substance of Certificate: (what it is that is being certified)

Site Classification consistent with AS2870-2011.

Scope and/or Limitations

The classification applies to the site as inspected and does not account for future alteration to foundation conditions as a result of earth works, drainage condition changes or variations in site maintenance.

I, John-Paul Cumming certify the matters described in this certificate.

Qualified person:

Signed:

Certificate No: J10154

Date: 19/03/2024

Submission to Planning Authority Notice

Application details

Council Planning Permit No.	DA 2025 / 00006
Council notice date	16/01/2025
TasWater Reference No.	TWDA 2025/00046-BTN
Date of response	03/10/2025
TasWater Contact	Timothy Carr
Phone No.	0419 306 130

Response issued to

Council name	BRIGHTON COUNCIL
Contact details	development@brighton.tas.gov.au

Development details

Address	12 JUBILEE AVE, BRIGHTON
Property ID (PID)	7430740
Description of development	Multiple Dwellings x 13 (12 New and 1 Existing)

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Issue date
Creative Homes	Drawing Number – 0056 sheets 03, 04, 27, 32, 41 & 44	G	25/09/25
Aldanmark	Sewer And Water Plan Sheet 1 & 4 - C106 & C109	A	25/09/2025

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. A suitably sized water supply with metered connections and sewerage system and connections to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.

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

break tank controlled so that peak flows to fill the tank do not also cause negative effect on the network.

2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
3. Prior to commencing construction of the development, any water connection utilised for construction must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

INFRASTRUCTURE

4. Prior to applying for a Certificate for Certifiable Works, the developer must physically locate all existing infrastructure to provide sufficient information for accurate design and physical works to be undertaken.
5. Prior to undertaking any works related to water and sewerage, physical markers must be in place that clearly identify where water and/or sewer connections are to be made in accordance with any approved plan to TasWater's satisfaction.
6. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.
7. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.

56W CONSENT

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

DEVELOPER CHARGES

10. 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 $15,461.60 to TasWater for water infrastructure for 8.80 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.
11. 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 $19,766.25 to TasWater for sewerage infrastructure for 11.25 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.

12. In the event Council approves a staging plan, prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing) for each stage, the developer must pay the developer charges commensurate with the number of Equivalent Tenements in each stage, as approved by Council.

DEVELOPMENT ASSESSMENT FEES

13. The applicant or landowner as the case may be, must pay a development assessment fee of $802.53 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

Water Submetering

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

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.
(c) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

56W Consent

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

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

Advice to Planning Authority (Council) and developer on fire coverage

TasWater cannot provide a supply of water for the purposes of firefighting to the entirety the lot.

Declaration

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

CREATIVE HOMES HOBART

CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

PROJECT ADDRESS: 12 Jubilee Avenue, Brighton

TITLE REFERENCE: VOLUME: 34441 FOLIO: 2

CLIENTS: Contruct Creative & ASCR Group

DESIGNER: Inge Brown, CC 6652

FLOOR AREAS:

TYPE A:		TYPE A:	
FLOOR AREA:	71.0 m²	# UNITS ON SITE:	3
PORCH:	2.4 m²	TOTAL TYPE A:	220.1 m²
A TOTAL AREA:	73.4 m²		
		TYPE B:	
TYPE B:		# UNITS ON SITE:	2
FLOOR AREA:	101.50 m²	TOTAL TYPE B:	203.0 m²
PORCH:	1.5 m²		
B TOTAL AREA:	101.5 m²	TYPE C:	
		# UNITS ON SITE:	5
TYPE C:		TOTAL TYPE C:	568.1 m²
FLOOR AREA:	112.1 m²		
PORCH:	1.5 m²		
		TYPE D:	
C TOTAL AREA:	113.6 m²	# UNITS ON SITE:	1
		TOTAL TYPE D:	126.1 m²
TYPE D:			
FLOOR AREA:	124.7 m²		
PORCH:	1.4 m²	TYPE E:	
		# UNITS ON SITE:	1
D TOTAL AREA:	126.1 m²	TOTAL TYPE E:	126.1 m²
TYPE E:			
FLOOR AREA:	124.7 m²	EXISTING UNITS:	1
PORCH:	1.4 m²	UNIT 13 AREA:	199.3m²
		ALL UNITS	
E TOTAL AREA:	126.1 m²		
		TOTAL AREA:	1442.8m²

SOIL CLASSIFICATION: M

WIND CLASSIFICATION: N3

CLIMATE ZONE: 7

BUSHFIRE ATTACK LEVEL: TBC - WITHIN OVERLAY

ALPINE AREA: N/A

CORROSION ENVIRONMENT: N/A

DOCUMENTATION INDEX

The documentation listed below should be read in conjunction with these drawings and form the basis of construction documentation for the project

Document	*Revision*	*By*
Working drawings concept Planning issue	H	Creative Homes Hobart
Survey plan SP23456-01	B	Survey Plus
Soil assessment M/N3	7/03/2024	GES Solutions
Title documents 34441/2	16/04/2024	The List
Traffic Impact Assessment	Draft	Hubble Traffic
Engineering drawings - Civil	B	Aldanmark Consulting Engineers
Planning report	2	Matthew Clark Planners

THE DRAWINGS LISTED BELOW ARE INCLUDED IN THIS SET

Sheet Title
01 COVER PAGE
02 LOCATION
03 PRO SITE PLAN
04 PROPLAN-A
05ELEV-A-U1-1
06ELEV-A-U1-2
07ELEV-A-U4-1
08ELEV-A-U4-2
09ELEV-A-U5-1
10ELEV-A-U5-2
11PROPLAN-B
12ELEV-B-U2-1
13ELEV-B-U2-2
14ELEV-B-U3-1
15ELEV-B-U3-2
16PROPLAN-C
17ELEV-C-U6-1
18ELEV-C-U6-2
19ELEV-C-U7-1
20ELEV-C-U7-2
21ELEV-C-U8-1
22ELEV-C-U8-2
23ELEV-C-U9-1
24ELEV-C-U9-2
25ELEV-C-U10-1
26ELEV-C-U10-2
27PROPLAN-D
28ELEV-D-U11-1
29ELEV-D-U11-2
30PROPLAN-E
31ELEV-E-U12-1
32ELEV-E-U12-2
33 9amSHADOWS
34 12pmSHADOWS
35 3pmSHADOWS
36 CARPORT
37 SECTION A-A
38 SECTION B-B
39 SECTION C-C
40 SECTION D-D



LOCATION PLAN

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02

PROJECT NORTH

CONTRACTOR MUST VERIFY ALL DIMENSIONS AND LEVELS AT THE JOB PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS.

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I	SIDE BOUNDARY FENCE ADDED, SECTIONS ADDED	IB	5/11/25
J	SOUTH SIDE BOUNDARY FENCE ADDED	IB	6/11/25

CREATIVE HOMES HOBART

CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative &
ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	02 of 40
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:2000	REV: J		

GENERAL NOTES:

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

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

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

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

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

6. HORIZONTAL DATUM IS MGA (GDA94).

7. VERTICAL DATUM IS AHD.

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

9. SURVEY BY ROBOTIC TOTAL STATION AND GPS.

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

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

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

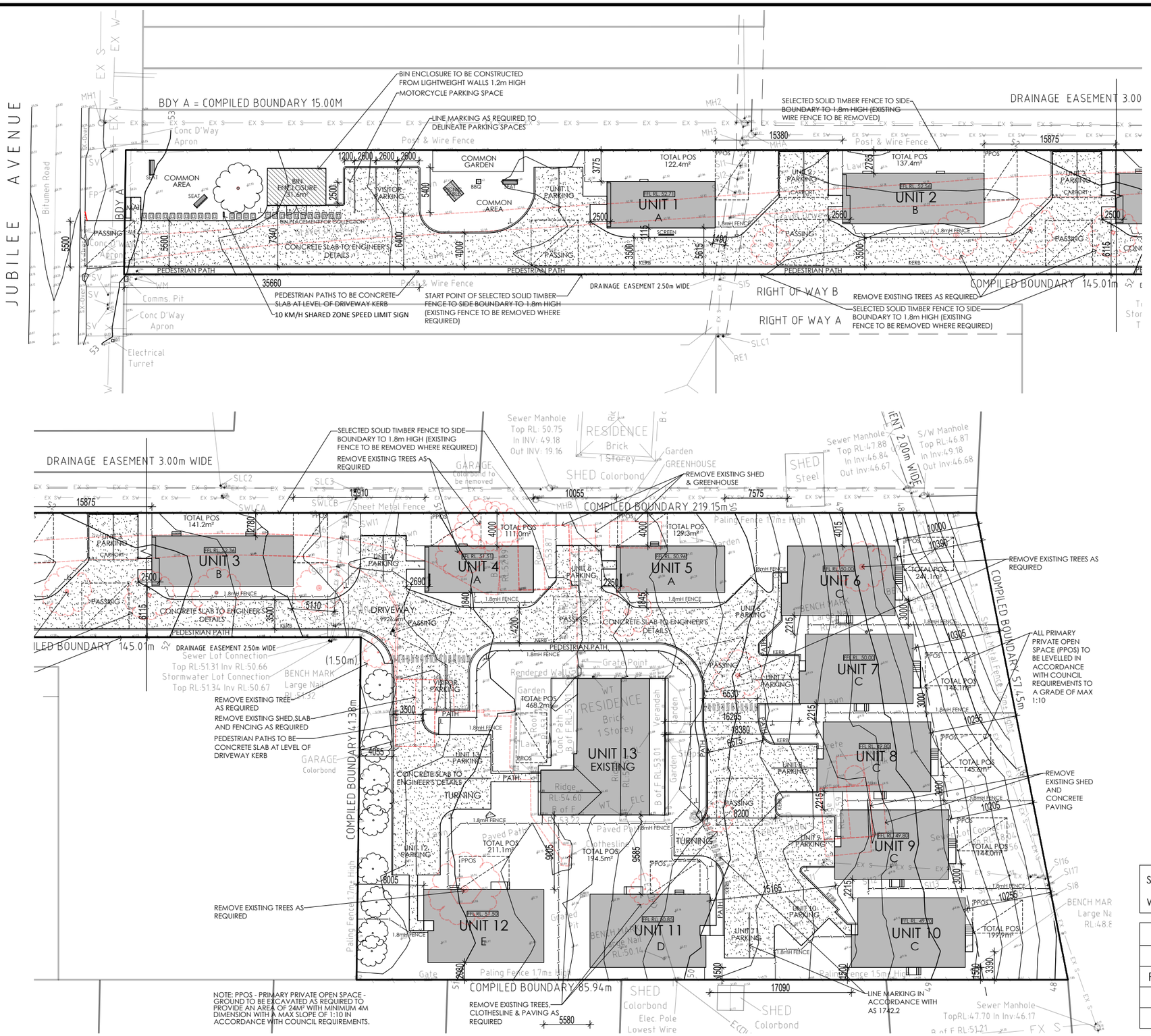
LIST DATA IMPORT
- TasWater-SewerLateralLine
- TasWater-SewerMain
- TasWater-SewerMaintenanceHole
- TasWater-SewerPressurisedMain
- TasWater-WaterHydrant
- TasWater-WaterLateralLine
- TasWater-WaterMain
- CadastralParcel-OwnerInformation

13. BOUNDARIES ARE COMPILED ONLY FROM SP143519 & SP34441 AND RELEVANT SURVEY INFORMATION OBTAINED FROM LAND TITLES OFFICE AND ARE APPROXIMATE AND SUBJECT TO SURVEY.

14. ALL WINDOWS WERE NOT ABLE TO BE LOCATED DUE TO OBSTRUCTION OF LINE OF SIGHT FROM TOTAL STATION.
WINDOW LOCATIONS ARE APPROXIMATE ONLY DUE TO BEING UNABLE TO BE PERPENDICULAR TO WINDOWS WHEN LOCATING WITH TOTAL STATION.

15. 3D DATA TURNED OFF IN LAYER CONTROL.
- 3D TIN
- MAJOR CONTOUR 3D
- MINOR CONTOUR 3D

⊥ BOLLARD LIGHTING (OR EQUIV.)



NOTES

SITE PREPARATION

THE SITE IS TO BE DISTURBED AS MINIMALLY AS POSSIBLE TO THE EXTENT REQUIRED TO CARRY OUT THE BUILDING WORKS.
EARTHWORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH NCC PART 3.2.
UN-RETAINED EMBANKMENT GRADIENTS SHALL BE IN ACCORDANCE WITH NCC TABLE 3.2.1.
DRAINAGE SHALL BE IN ACCORDANCE WITH NCC PART 3.3.2.
THE BUILDER AND SUBCONTRACTOR SHALL ENSURE THAT ALL STORMWATER DRAINS, SEWER PIPES AND THE LIKE ARE LOCATED AT A SUFFICIENT DISTANCE FROM ANY BUILDINGS FOOTING AND/OR SLAB EDGE BEAMS SO AS TO PREVENT GENERAL MOISTURE PENETRATION, DAMPNESS, WEAKENING & UNDERMINING OF ANY BUILDING AND IT'S FOOTING SYSTEM.
LOCATION OF ALL EXISTING SERVICES TO BE CONFIRMED ON SITE PRIOR TO CONSTRUCTION.

ATTENTION OF OWNER

THE OWNERS ATTENTION IS DRAWN TO THE FACT THAT FOUNDATIONS AND ASSOCIATED DRAINAGE FOR ALL SITES REQUIRES CONTINUING MAINTENANCE TO ASSIST FOOTING PERFORMANCE. ADVICE FOR FOUNDATION MAINTENANCE IS CONTAINED IN THE CSIRO BUILDING TECHNOLOGY FILE 18 AND IT IS THE OWNERS RESPONSIBILITY TO MAINTAIN THE SITE IN ACCORDANCE WITH THIS DOCUMENT.

SOIL AND WATER MANAGEMENT NOTES:

DRAINAGE LINES ARE TO BE INSTALLED PRIOR TO THE PLACEMENT OF ROOF AND GUTTERING. ONCE DWELLING IS ROOFED, CONNECT IMMEDIATELY.
APPLY TEMPORARY COVERING TO DISTURBED AREAS THAT WILL REMAIN EXPOSED FOR 14 DAYS OR MORE DURING CONSTRUCTION (EG. WATERPROOF BLANKET, VEGETATION OR MULCH)

PROTECT ANY NEARBY OR ON-SITE DRAINAGE PITS FROM SEDIMENT BY INSTALLING SEDIMENT TRAPS AROUND THEM.
LIMIT ENTRY/EXIT TO ONE POINT AND STABILISE.
INSTALL FACILITIES TO REMOVE DIRT/ MUD FROM VEHICLE WHEELS BEFORE THEY LEAVE THE SITE.

SITE TO BE VEGETATED AND PLANTED ACCORDING TO THE HOBART REGIONAL SOIL AND WATER MANAGEMENT CODE OF PRACTICE.

BUILDER AND SUBCONTRACTORS TO VERIFY ALL DIMENSIONS AND LEVELS PRIOR TO THE COMMENCEMENT OF ANY WORK. GIVE 24 HOURS MINIMUM NOTICE WHERE AMENDMENTS ARE REQUIRED TO DRAWINGS. THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH DOCUMENTATION LISTED ON THE COVER PAGE. DO NOT SCALE DRAWINGS.
DIMENSIONS ARE TO TAKE PREFERENCE OVER SCALE.
BUILDING SPECIFICATION AND ENGINEERS DRAWINGS SHALL OVERRIDE ARCHITECTURAL DRAWINGS.

-THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWING SHEETS, CONSULTANTS DRAWINGS, DOCUMENTS, SCHEDULES AND SPECIFICATIONS (AS APPLICABLE).
-THE BUILDER AND SUBCONTRACTOR SHALL ENSURE THAT ALL STORMWATER DRAINS, SEWER PIPES AND THE LIKE ARE LOCATED AT A SUFFICIENT DISTANCE FROM ANY BUILDINGS FOOTING AND/OR SLAB EDGE BEAMS SO AS TO PREVENT GENERAL MOISTURE PENETRATION, DAMPNESS, WEAKENING & UNDERMINING OF ANY BUILDING AND ITS FOOTING SYSTEM.
- LOCATION OF ALL EXISTING ONSITE SERVICES TO BE CONFIRMED ONSITE PRIOR TO CONSTRUCTION

IMPORTANT!
SITE INFORMATION AS DRAWN IS APPROXIMATE ONLY. FINAL SITE INFORMATION IS SUBJECT TO A DETAILED CONTOUR SURVEY BY LICENSED SURVEYOR.

SOIL CLASSIFICATION:	M
WIND CLASSIFICATION:	N3

SITE COVERAGE	
SITE AREA	6687.41 m²
PROPOSED BUILDING FOOTPRINT	1442.8 m²
PROPOSED SITE COVERAGE	21.57 %
SITE AREA PER DWELLING	351.97 m²

PROPOSED SITE PLAN

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03

PROJECT NORTH

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CREATIVE HOMES HOBART
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS: 12 Jubilee Avenue Brighton		CLIENT: Construct Creative & ASCR Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	03 of 40
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:500	REV: J		

AREAS:	
FLOOR AREA:	71.0 m²
PORCH:	2.4 m²
TOTAL AREA:	73.4 m²

LEGEND:

DP	DOWNPIPE LOCATION
SHR	SHOWER
BTH	BATH
VB	VANITY BASIN
WC	TOILET
OHC	OVERHEAD CUPBOARDS
REF	REFRIGERATOR
P	PANTRY
RH	RANGE HOOD
UBO	UNDER BENCH OVEN
CT	COOK TOP
S	SINK
DW	DISH WASHER
T	TROUGH
WM	WASHING MACHINE
MH	MANHOLE
CSD	CAVITY SLIDING DOOR
AAW	ALUM. AWNING WINDOW
ASD	ALUM. SLIDING DOOR
B/O	BEAM OVER
BH	BULKHEAD

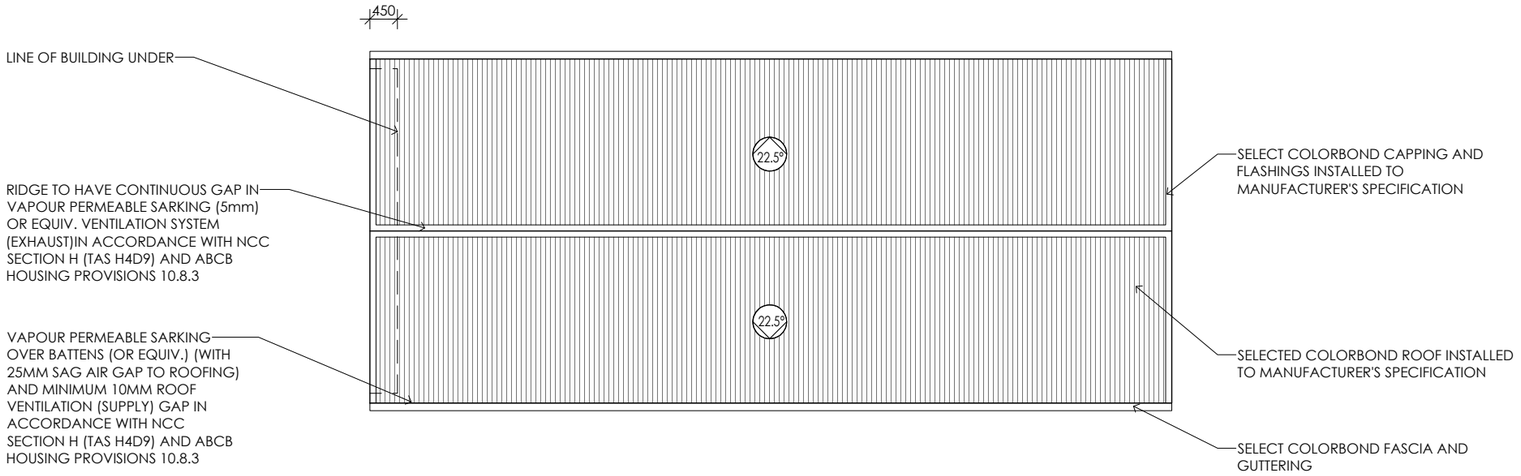
BAL SELECTED BALUSTRADE TO BUILDER'S STANDARD DETAIL INSTALLED IN ACCORDANCE WITH NCC

MASONRY ARTICULATION JOINT - LOCATION TO ENGINEER'S DETAILS

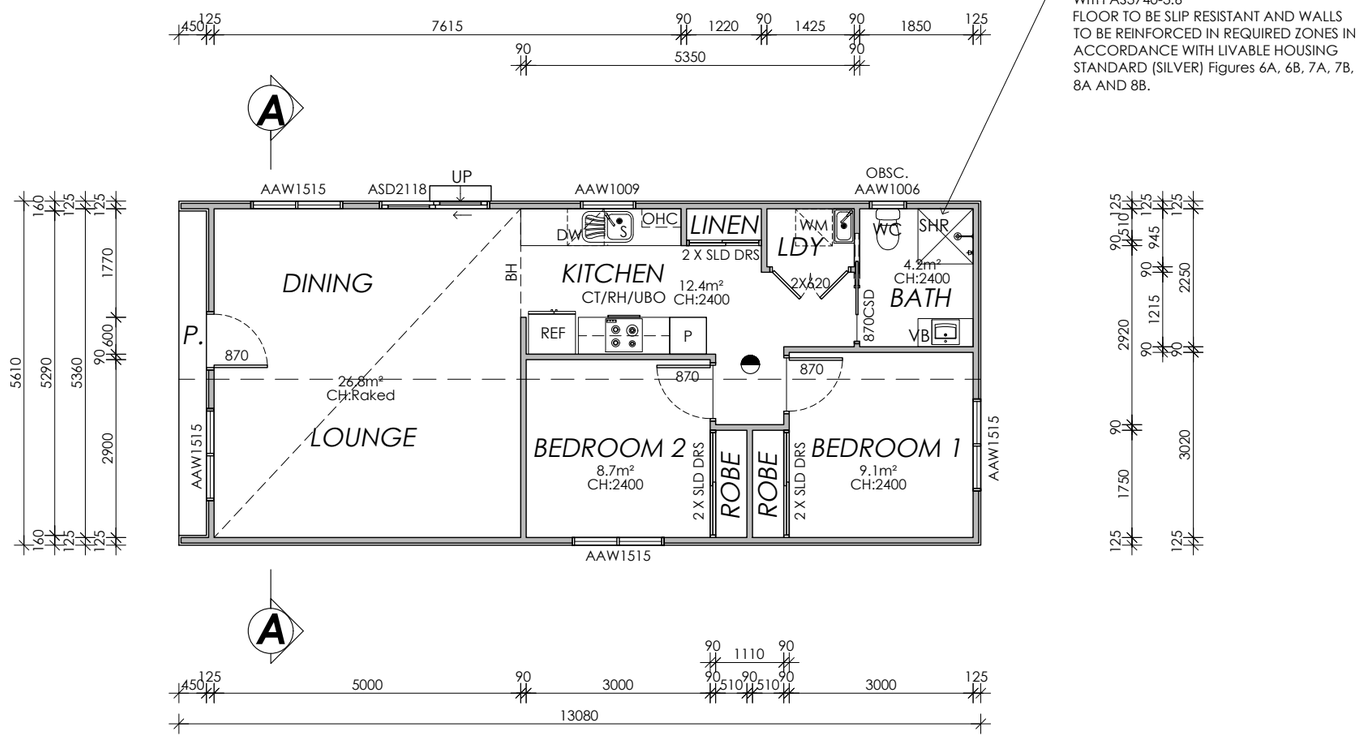
CEILING MOUNTED INTERCONNECTED SMOKE DETECTORS, MAINS WIRED WITH BATTERY BACKUP, ALL IN ACCORDANCE WITH AS 3786.

DP 90mm DOWNPIPE

NOTE: LIFT OFF HINGES TO WC TO BE INSTALLED AS REQUIRED IN ACCORDANCE WITH NCC.



PROPOSED ROOF PLAN TYPE A



UNITS 1, 4, 5

TO COMPLY WITH LIVABLE HOUSING STANDARDS - SILVER LEVEL

PROPOSED FLOOR PLAN TYPE A

Framing NCC H1D6
All timber framing, fixing and bracing shall comply with AS 1684 and the requirements of NCC H1D6. Manufactured sizes must not be undersized to those specified, for all timber sizes, stress grades, spacing and wall bracing refer to Engineer's details. Tie-down details shall be in accordance with Engineer's details and comply with NCC H1D6 (4). Structural steel members shall comply with the requirements of clauses in NCC H1D6 (3). Refer to Engineer's details where provided.

Glazing NCC H1D8
All windows to be aluminium awning style, double glazed (obscured safety glass to bathrooms as shown on drawings) All glazing shall comply with the requirements of AS 2047 & AS 1288 and NCC H1D8.

Human impact safety requirements shall comply with NCC H1D8 (3) and Part 8.4 of the ABCB Housing provisions.

Note:
Builder and subcontractors to verify all dimension and levels prior to the commencement of any work. Give 24hrs minimum notice where amendments are required to design of working drawings. These drawings are to be read in conjunction with Engineer's and Surveyor's drawings and notes. Do not scale drawings. Dimensions are to take preference over scale. Building specification and Engineer's drawings shall override architectural drawings. All construction work shall be carried out in accordance with the state building regulations, local council by-laws and relevant NCC and AS codes.

Important notice for attention of Owners: the Owners attention is drawn to the fact that foundations and associated drainage in all sites requires continuing maintenance to assist footing performance. Advice for foundation maintenance is contained in the CSIRO building technology file 18 and it is the Owners responsibility to maintain the site in accordance with this document.

Energy efficiency:
Insulation must comply with AS/NZS4859.1 and be installed in accordance with ABCB housing provisions Part 13.2.2 and comply with minimum R values for climate zone 7. Bulk insulation between external studs to be insulated with min R2.0. (Ensure batts fit within cavity without compression, making sure that there is at least 25mm gap from the reflective surface). External walls are to be clad with vapour permeable reflective foil over the outside of the timber frame. Ceiling to be insulated with R4.0 and vapour permeable sarking. Floor to be insulated with Min R1.7 batts where applicable. Seal exhaust fans to Ensuite, Bathroom, Laundry and Kitchen. All downlights to be IC rated. Construction of the external walls, floor and roof for compliance with building sealing requirements shall comply with *BCA 2019 Part 3.12*

General:
All flashings, weep holes and damp proof coursing to be in accordance with NCC Housing provisions Part 5.7. Fibre cement sheet in accordance with NCC Housing provisions Part 7.5. Block construction in accordance NCC Housing provisions Part 5. Plasterboard linings to internal walls and ceilings with selected cornice. (see below for wet areas)

Wet areas: All wet areas shall comply with the requirements of ABCB Housing provisions Part 10.2. Provide waterproof plasterboard sheeting to all walls and ceilings. Provide ceramic tiles or other approved water resistant lining in accordance with Part 10.2.9 to a minimum height of 1800mm to shower walls and to a height of min 150mm behind baths, basins, sinks, troughs, washing machines and wall fixtures.

For construction of floor wastes refer to NCC ABCB Housing provisions part 10.2.12. For typical installation requirements for substrate preparation, penetrations, flashings/ junctions, membranes, screeds, hobs, baths, showers, door jambs and screens refer to ABCB Housing provisions part 10.2.14-32.

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PROJECT NORTH

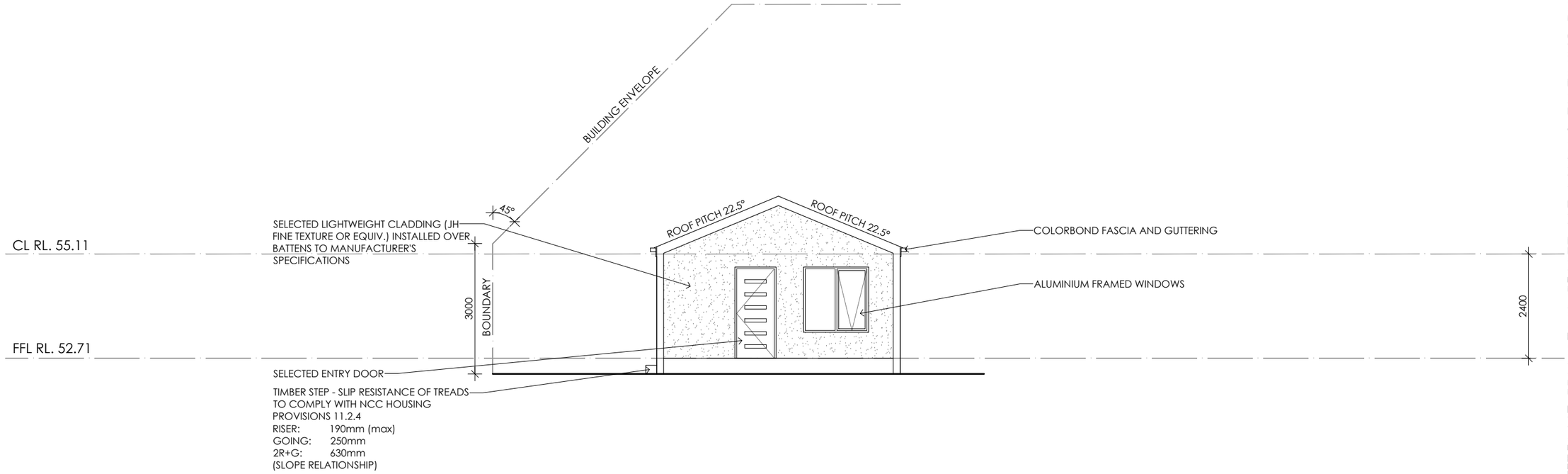
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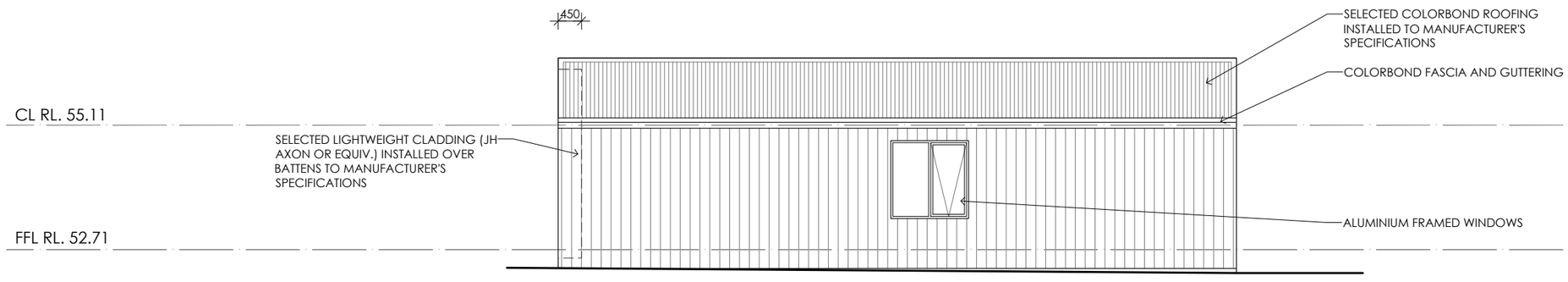
CREATIVE HOMES HOBART
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DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	04 of 40
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: J		



WESTERN ELEVATION

BUILDING ENVELOPE



SOUTHERN ELEVATION

UNIT 1

Framing NCC H1D6
All timber framing, fixing and bracing shall comply with AS 1684 and the requirements of NCC H1D6. Manufactured sizes must not be undersized to those specified, for all timber sizes, stress grades, spacing and wall bracing refer to Engineer's details. Tie-down details shall be in accordance with Engineer's details and comply with NCC H1D6 (4). Structural steel members shall comply with the requirements of clauses in NCC H1D6 (3). Refer to Engineer's details where provided.

Glazing NCC H1D8
All windows to be aluminium awning style, double glazed (obscured safety glass to bathrooms as shown on drawings) All glazing shall comply with the requirements of AS 2047 & AS 1288 and NCC H1D8.

Human impact safety requirements shall comply with NCC H1D8 (3) and Part 8.4 of the ABCB Housing provisions.

Note:
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For construction of floor wastes refer to NCC ABCB Housing provisions part 10.2.12. For typical installation requirements for substrate preparation, penetrations, flashings/ junctions, membranes, screeds, hobs, baths, showers, door jambs and screens refer to ABCB Housing provisions part 10.2.14-32.

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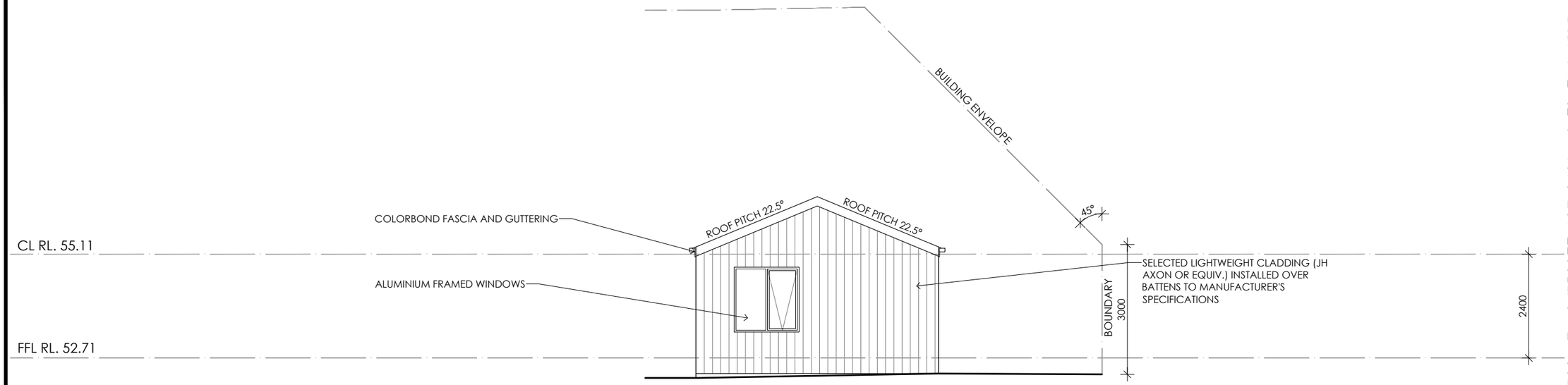
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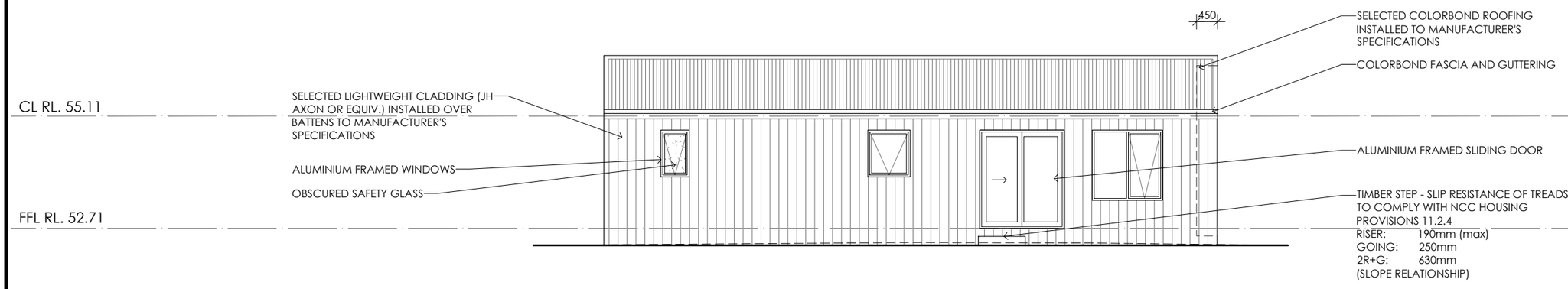
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EASTERN ELEVATION



NORTHERN ELEVATION

UNIT 1

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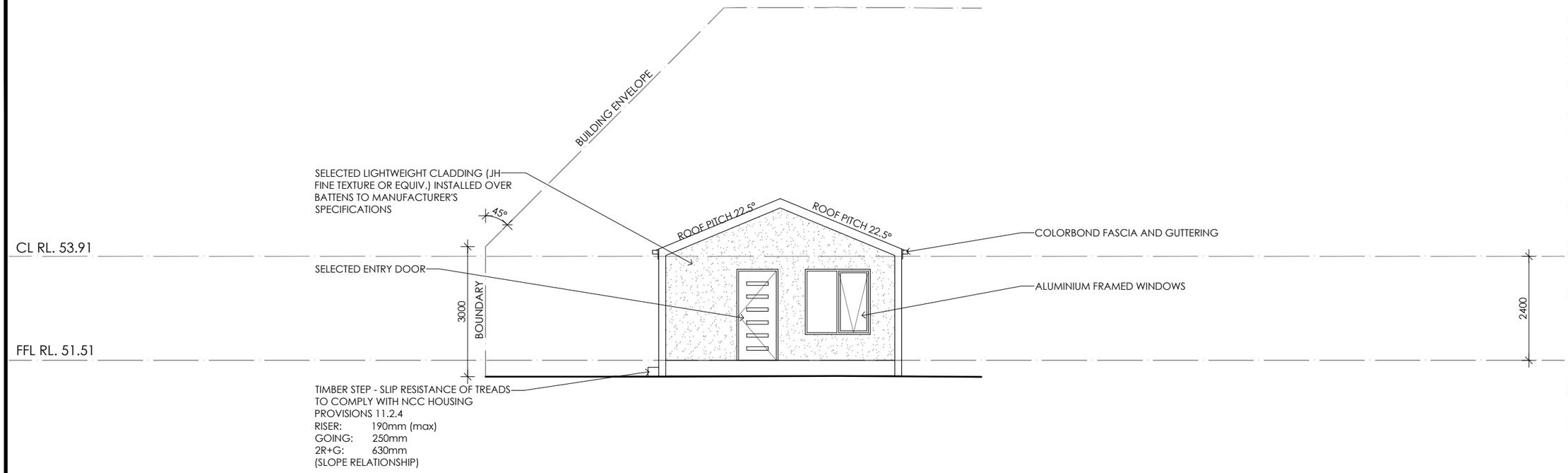
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CREATIVE HOMES HOBART
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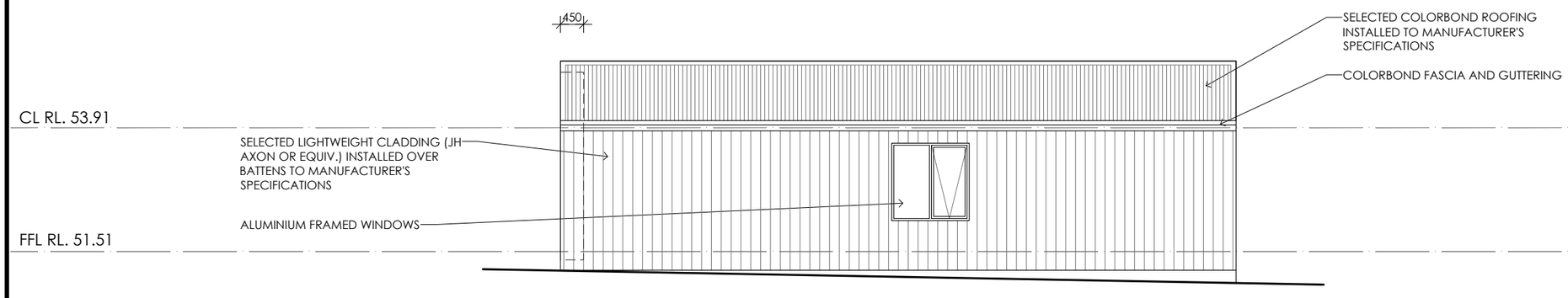
JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	06 of 40
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: J		



WESTERN ELEVATION



SOUTHERN ELEVATION

UNIT 4

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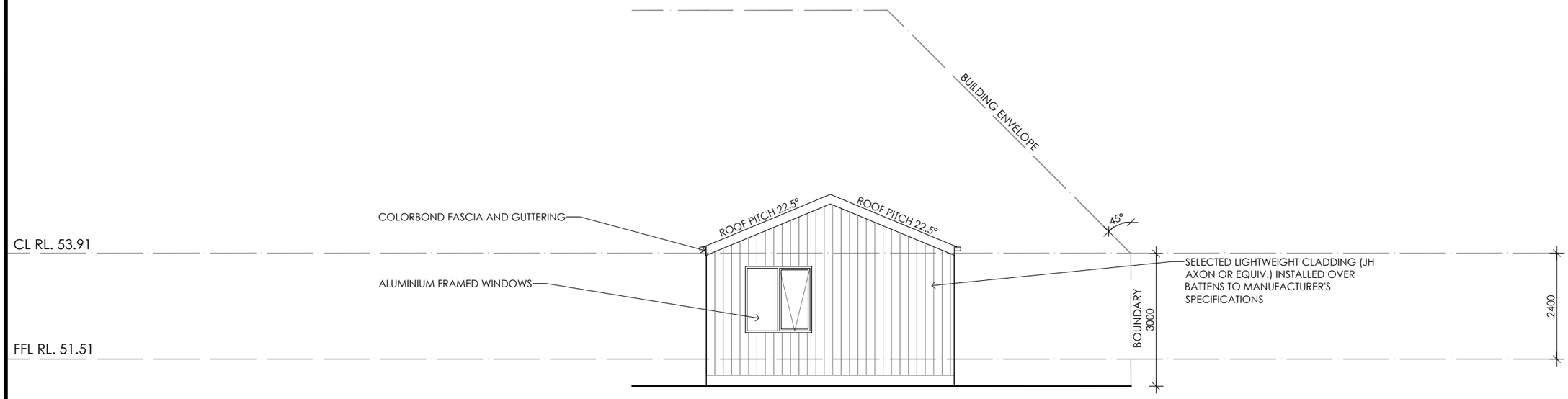
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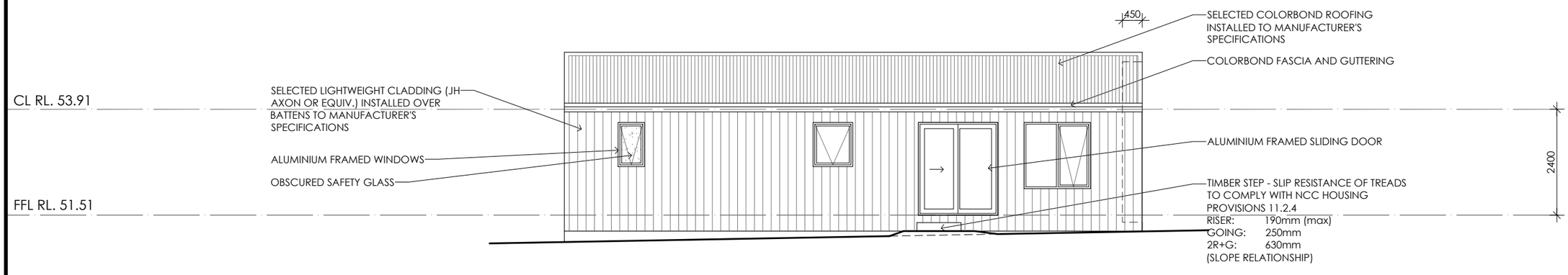
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DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
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SCALE: 1:100	REV: J		



EASTERN ELEVATION





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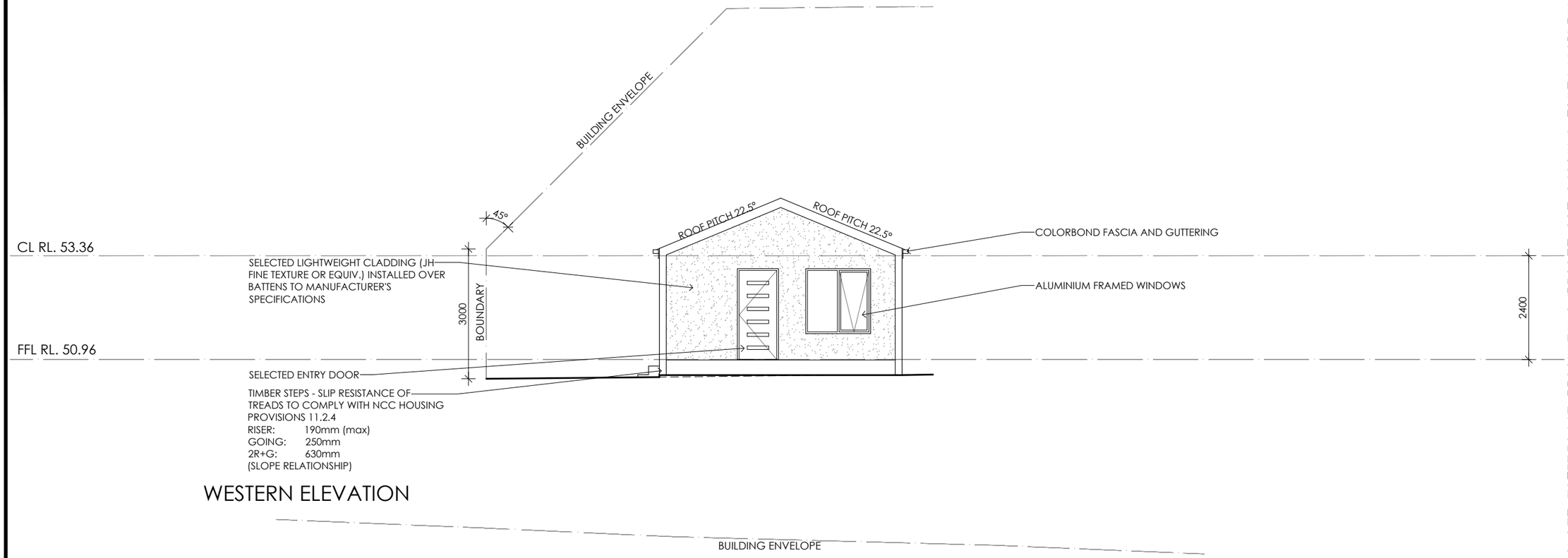
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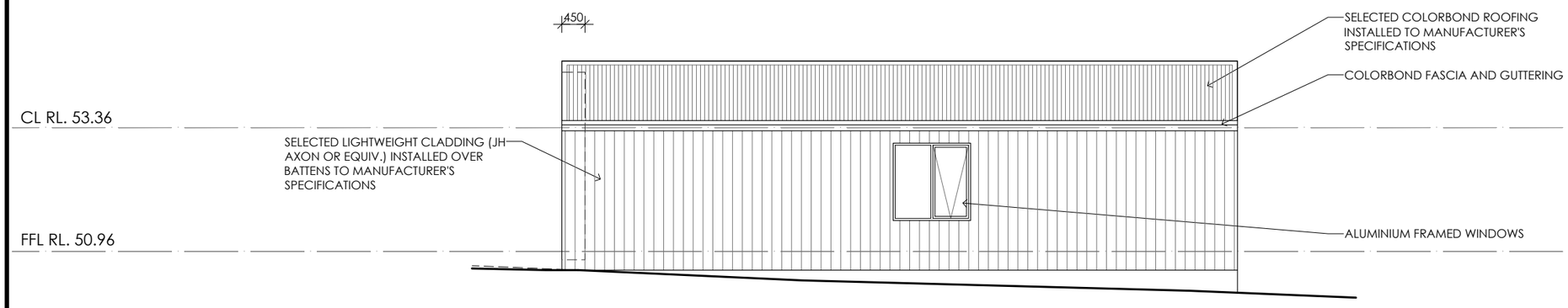
CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	08 of 40
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: J		



WESTERN ELEVATION

BUILDING ENVELOPE



SOUTHERN ELEVATION

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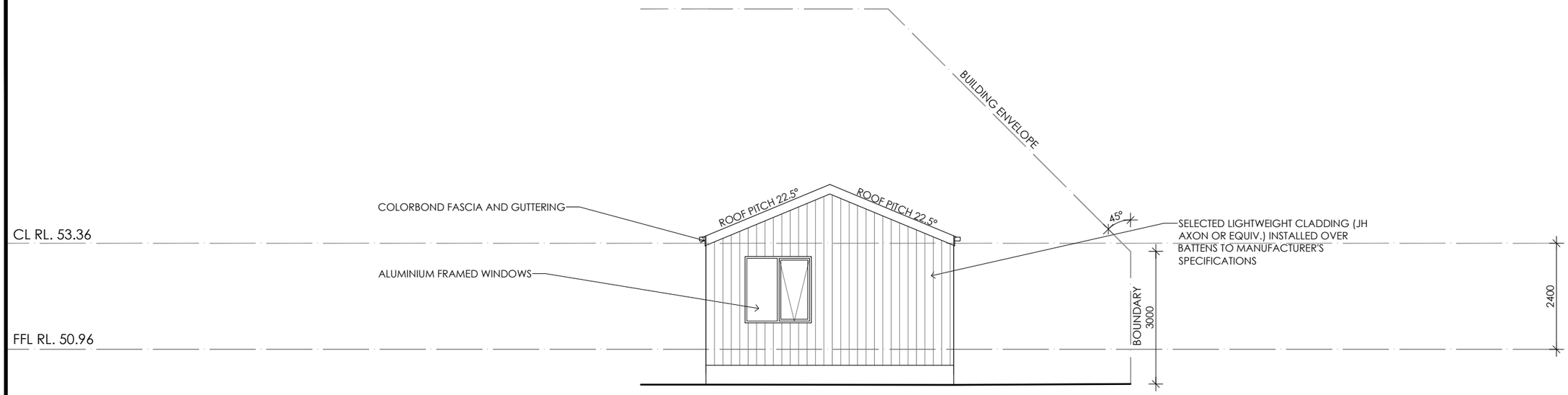
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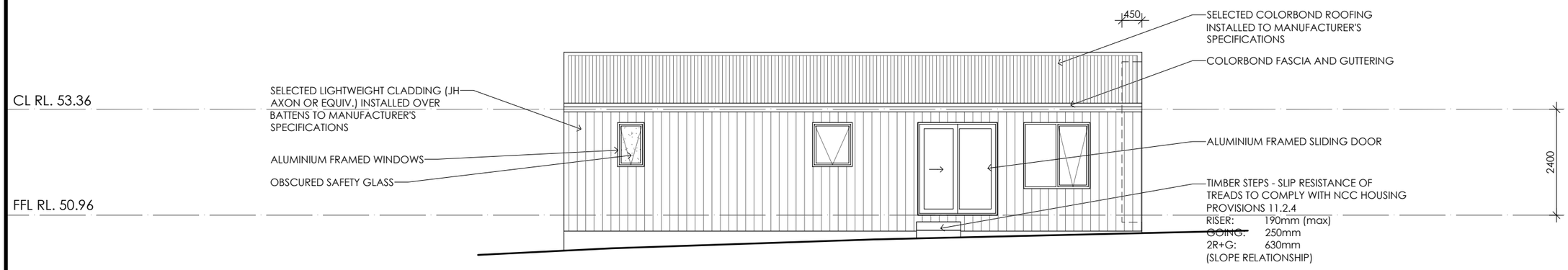
CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	09 of 40
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: J		



EASTERN ELEVATION





NORTHERN ELEVATION

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DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
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SCALE: 1:100	REV: J		

AREAS:	
FLOOR AREA:	100.0 m²
PORCH:	1.5 m²
TOTAL AREA:	101.5 m²

LEGEND:

DP	DOWNPIPE LOCATION
SHR	SHOWER
BTH	BATH
VB	VANITY BASIN
WB	WALL HUNG BASIN
WC	TOILET
OHC	OVERHEAD CUPBOARDS
REF	REFRIGERATOR
P	PANTRY
RH	RANGE HOOD
UBO	UNDER BENCH OVEN
CT	COOK TOP
S	SINK
DW	DISH WASHER
T	TROUGH
WM	WASHING MACHINE
MH	MANHOLE
CSD	CAVITY SLIDING DOOR
AAW	ALUM. AWNING WINDOW
ASD	ALUM. SLIDING DOOR
BH	BULKHEAD

BAL SELECTED BALUSTRADE TO BUILDER'S STANDARD DETAIL INSTALLED IN ACCORDANCE WITH NCC

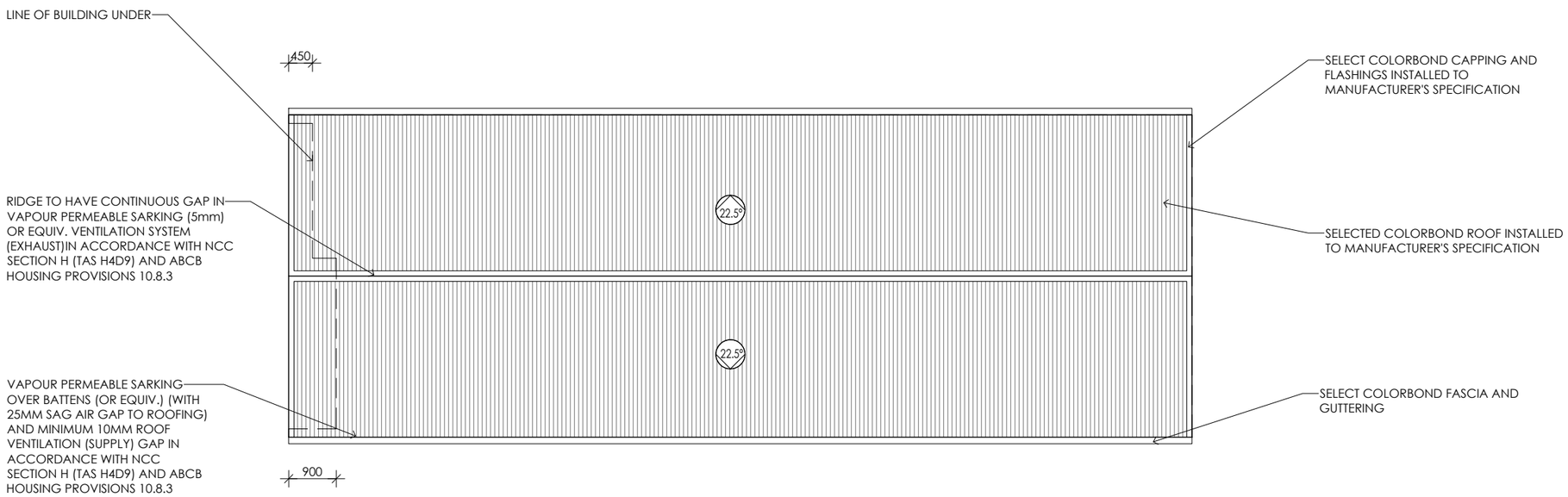
MASONRY ARTICULATION JOINT - LOCATION TO ENGINEER'S DETAILS

CEILING MOUNTED INTERCONNECTED SMOKE DETECTORS, MAINS WIRED WITH BATTERY BACKUP, ALL IN ACCORDANCE WITH AS 3786.

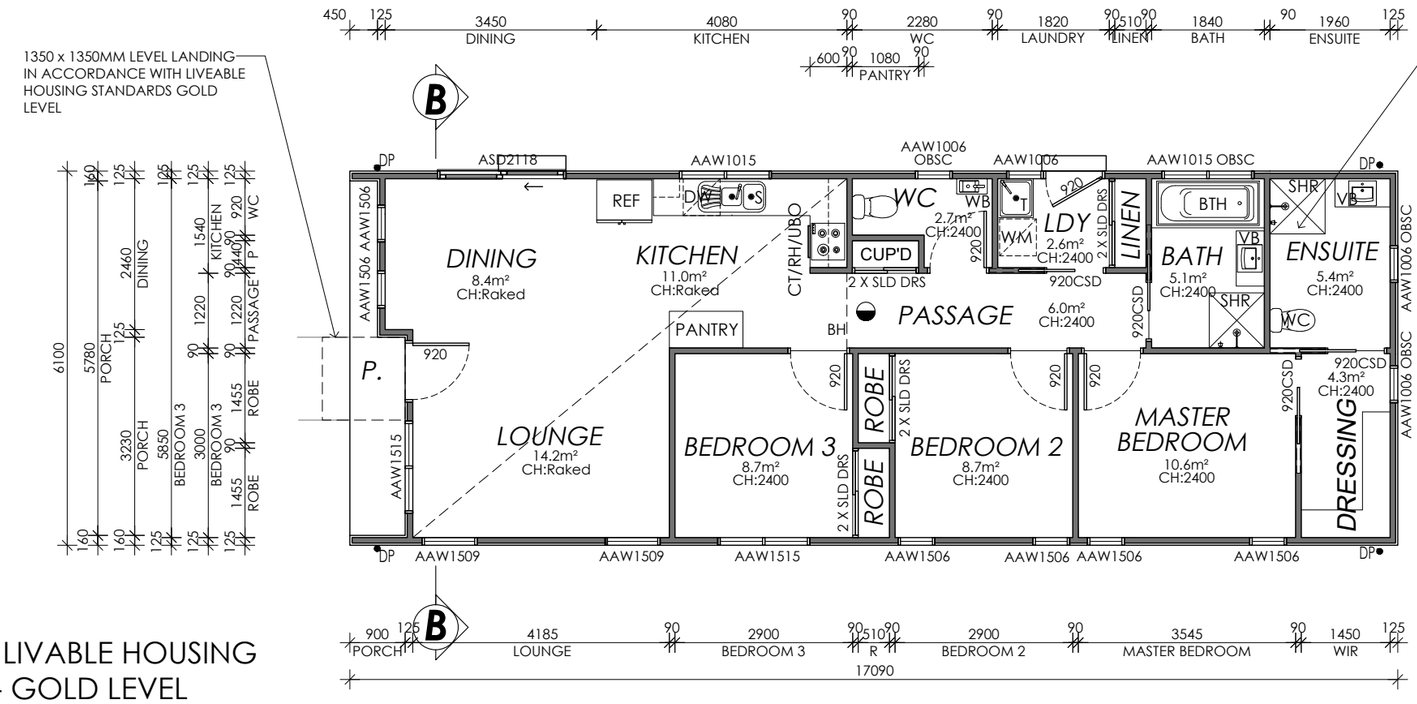
DP 90mm DOWNPIPE

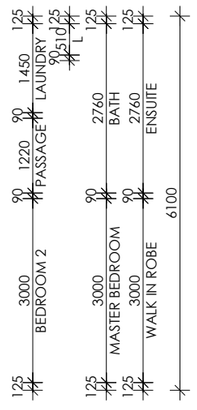
NOTE: LIFT OFF HINGES TO WC TO BE INSTALLED AS REQUIRED IN ACCORDANCE WITH NCC.

NOTE: NUMBER OF STAIRS SUBJECT TO FINAL FINISHED SITE LEVELS. WHERE DECK LEVEL IS OVER 1m ABOVE GROUND LEVEL, BALUSTRADE TO BE FITTED IN ACCORDANCE WITH NCC REQUIREMENTS.



PROPOSED ROOF PLAN TYPE B





UNITS 2 & 3

TO COMPLY WITH LIVABLE HOUSING STANDARDS - GOLD LEVEL

PROPOSED FLOOR PLAN TYPE B

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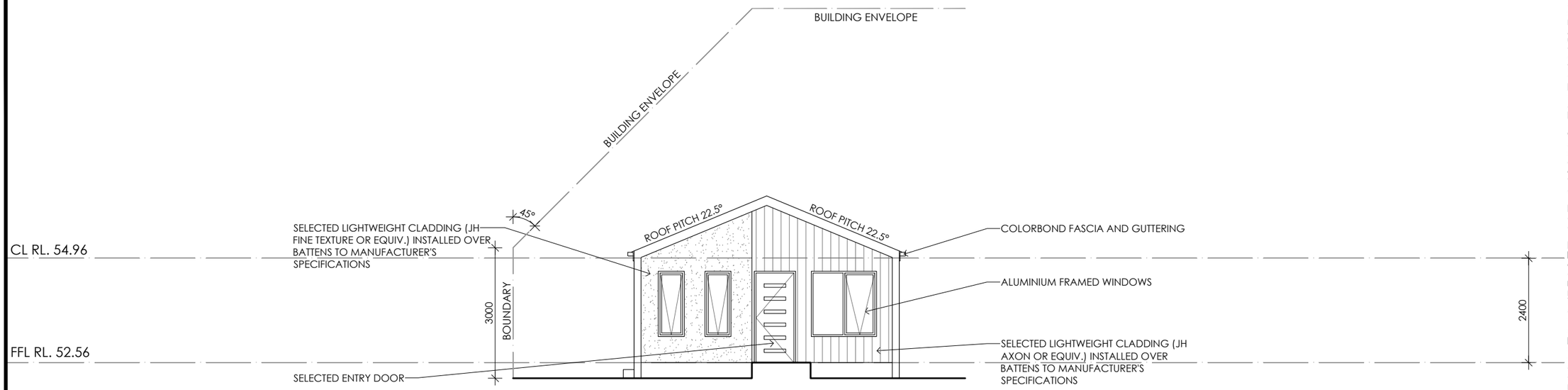
PROJECT NORTH U11 U18

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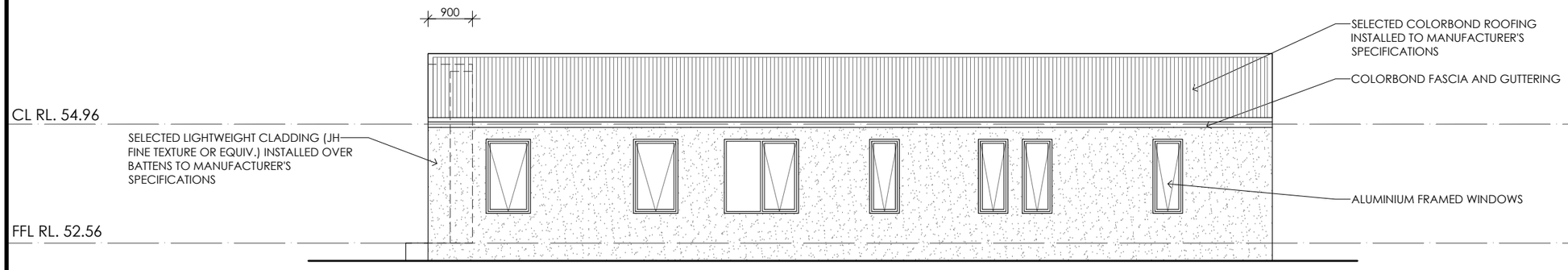
REV:	DESCRIPTION:	BY:	DATE:
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H	COUNCIL RFI - PASSING BAY CLEARANCES	IB	13/10/25
I	SIDE BOUNDARY FENCE ADDED, SECTIONS ADDED	IB	5/11/25
J	SOUTH SIDE BOUNDARY FENCE ADDED	IB	6/11/25

CREATIVE HOMES HOBART
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS:		CLIENT:	
12 Jubilee Avenue Brighton		Construct Creative & ASCR Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	27 of 40
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: J		



WESTERN ELEVATION



SOUTHERN ELEVATION

UNIT 2

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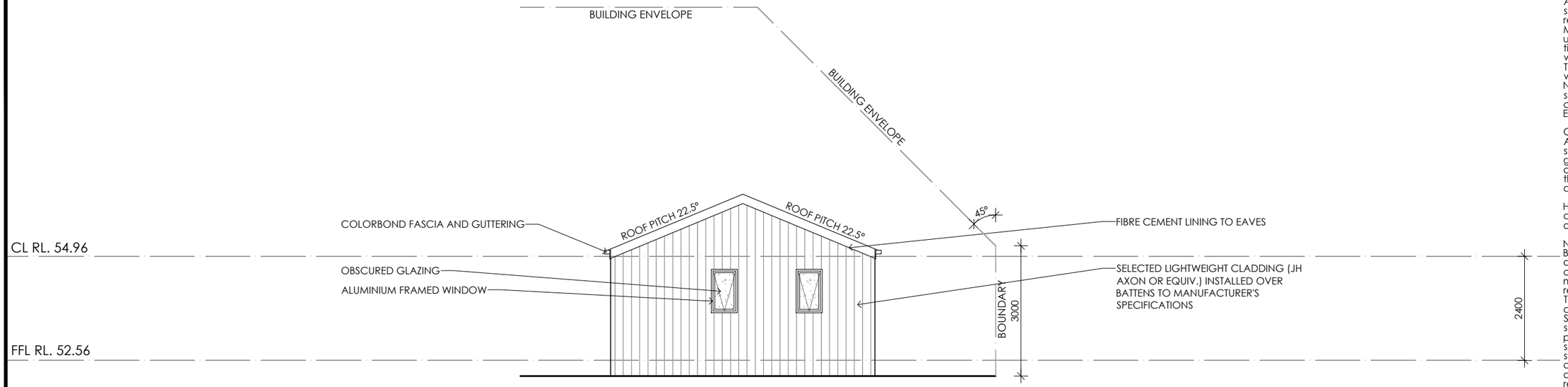
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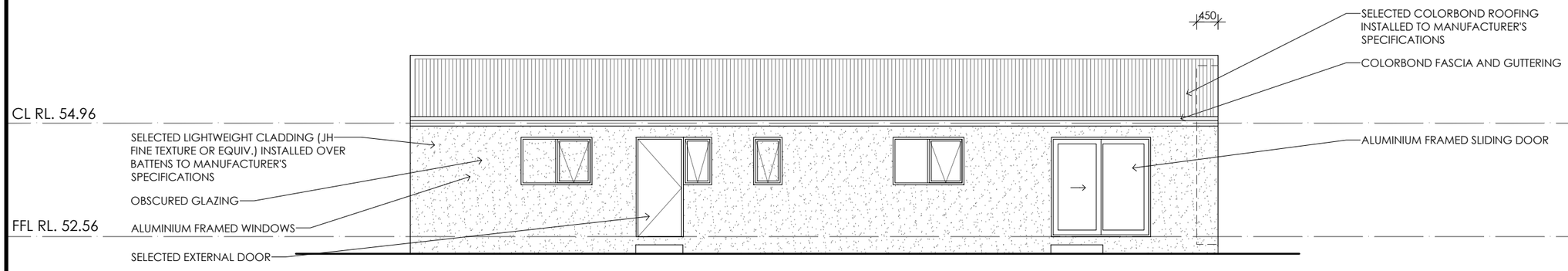
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Brighton

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Construct Creative &
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EASTERN ELEVATION



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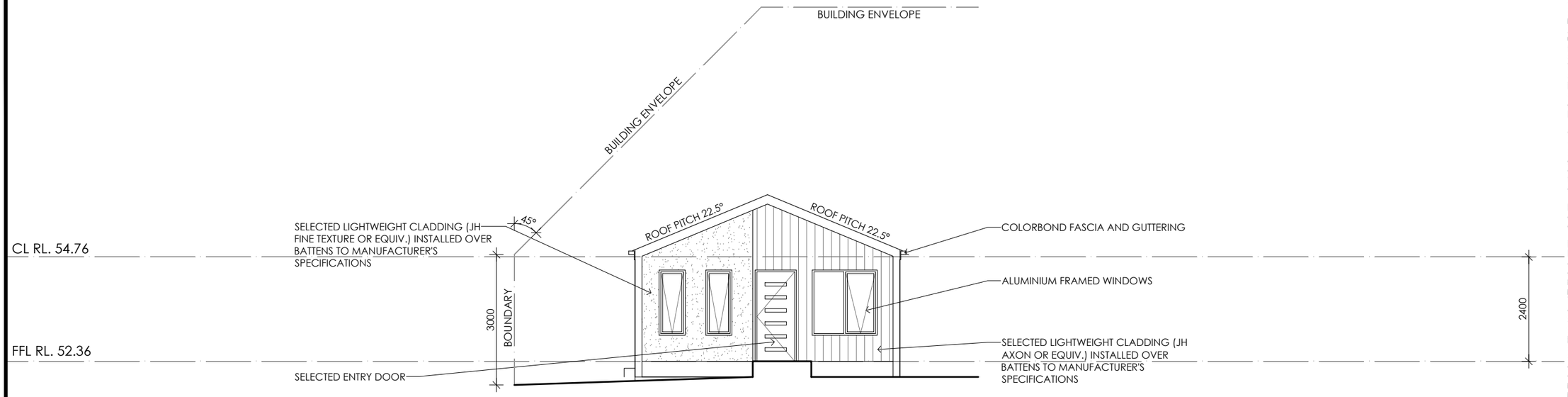
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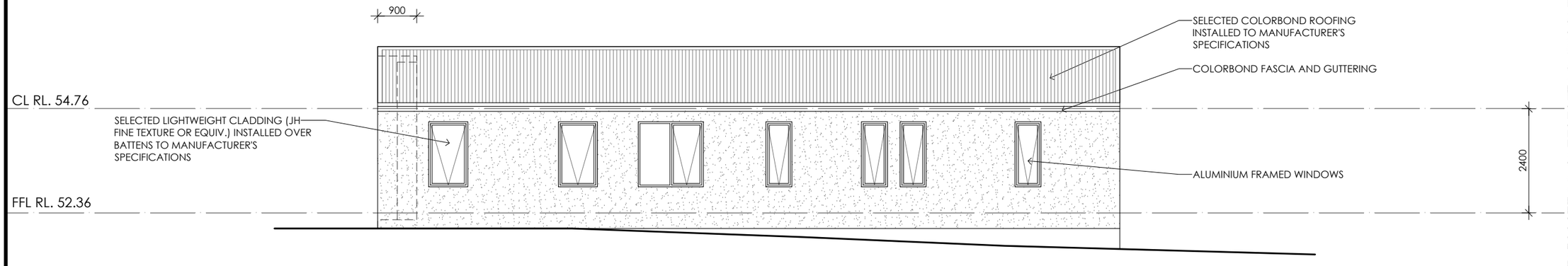
JOB ADDRESS:
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Brighton

CLIENT:
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DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
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WESTERN ELEVATION



SOUTHERN ELEVATION

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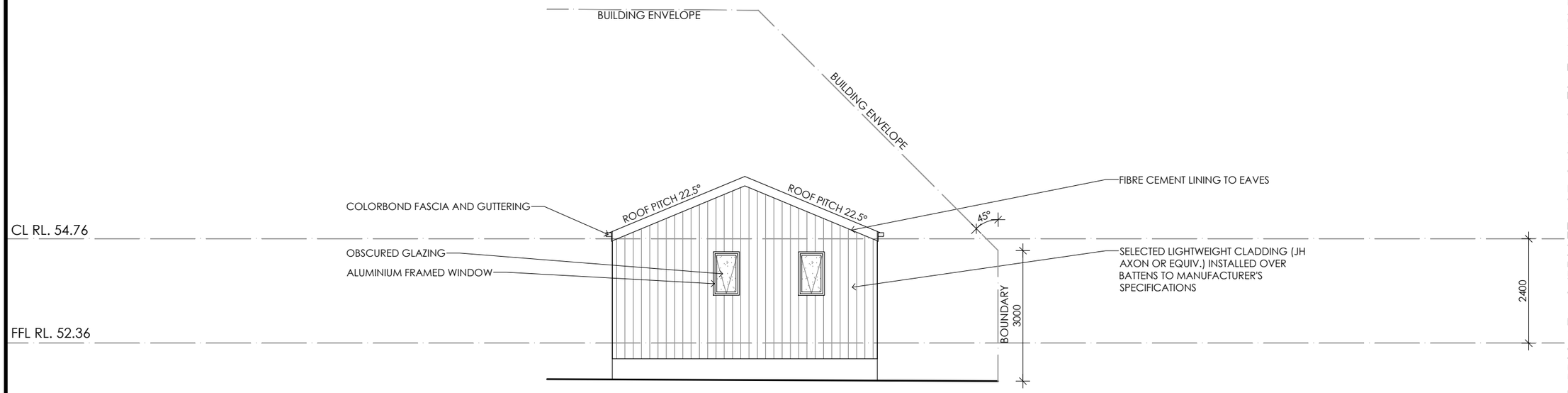
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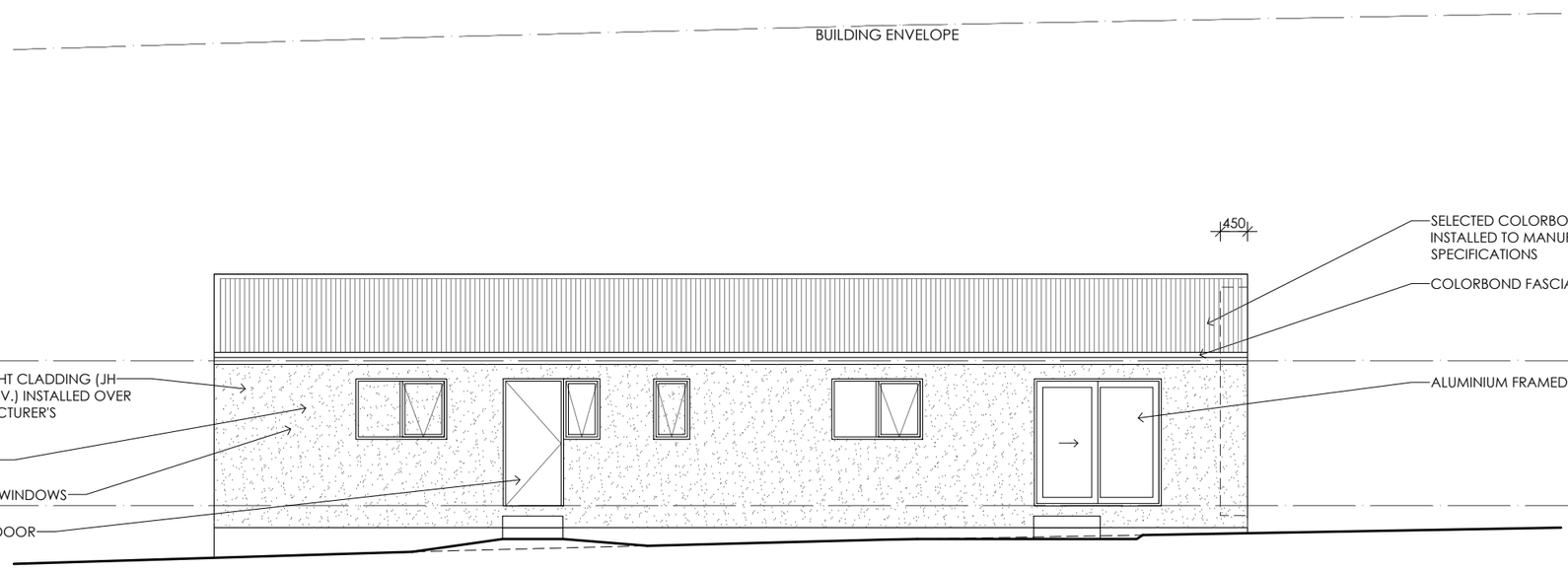
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EASTERN ELEVATION



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AREAS:	
FLOOR AREA:	112.1 m²
PORCH:	1.5 m²
TOTAL AREA:	113.6 m²

LEGEND:

DP	DOWNPIPE LOCATION
SHR	SHOWER
BTH	BATH
VB	VANITY BASIN
WC	TOILET
OHC	OVERHEAD CUPBOARDS
REF	REFRIGERATOR
P	PANTRY
RH	RANGE HOOD
UBO	UNDER BENCH OVEN
CT	COOK TOP
S	SINK
DW	DISH WASHER
T	TROUGH
WM	WASHING MACHINE
MH	MANHOLE
CSD	CAVITY SLIDING DOOR
AAW	ALUM. AWNING WINDOW
ASD	ALUM. SLIDING DOOR
B/O	BEAM OVER
BH	BULKHEAD

BAL SELECTED BALUSTRADE TO BUILDER'S STANDARD DETAIL INSTALLED IN ACCORDANCE WITH NCC

MASONRY ARTICULATION JOINT - LOCATION TO ENGINEER'S DETAILS

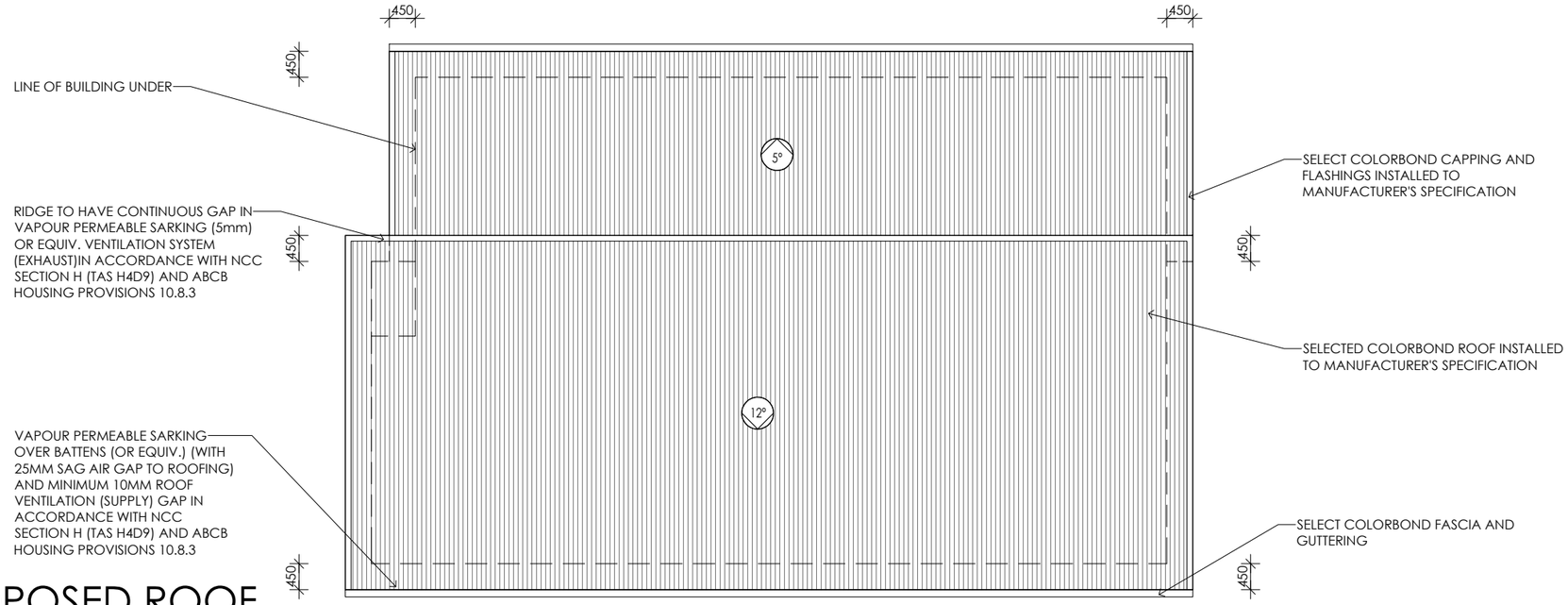
CEILING MOUNTED INTERCONNECTED SMOKE DETECTORS, MAINS WIRED WITH BATTERY BACKUP, ALL IN ACCORDANCE WITH AS 3786.

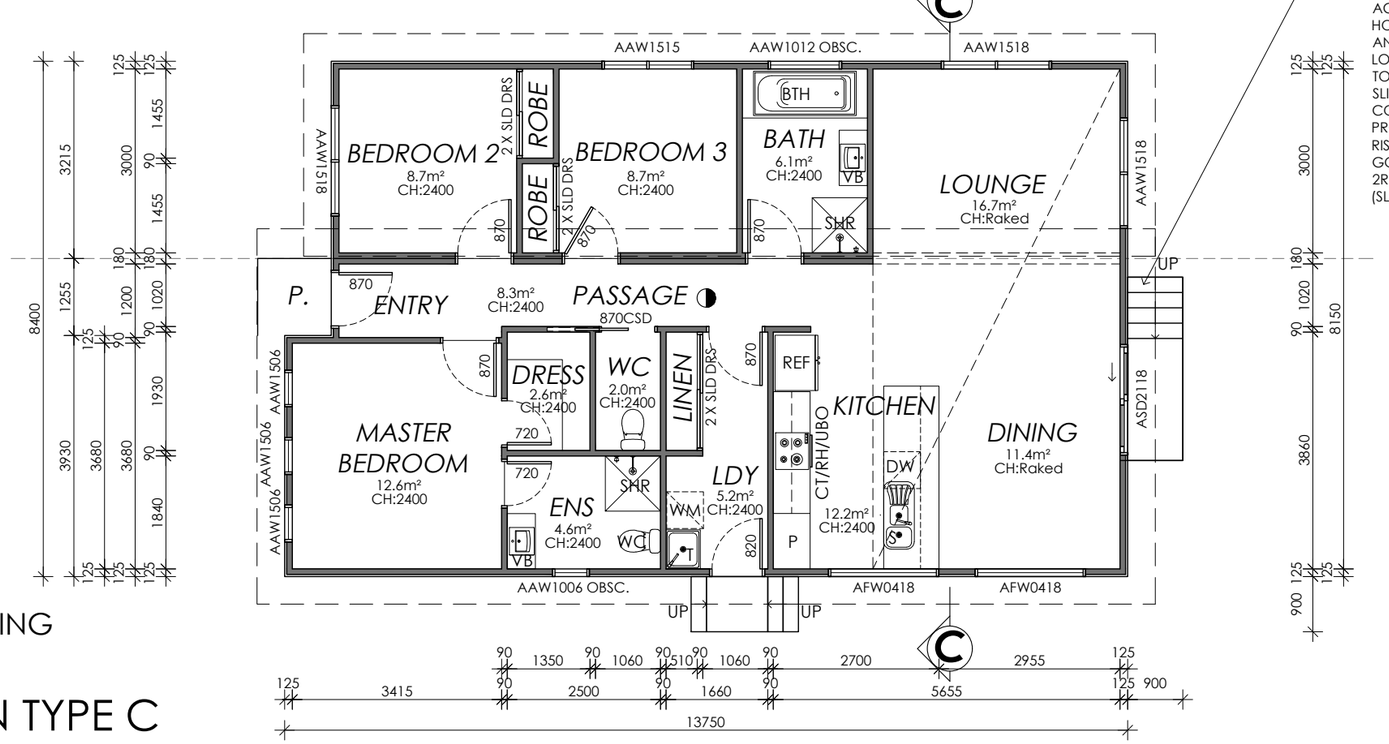
DP 90mm DOWNPIPE

NOTE: LIFT OFF HINGES TO WC TO BE INSTALLED AS REQUIRED IN ACCORDANCE WITH NCC.

NOTE: NUMBER OF STAIRS SUBJECT TO FINAL FINISHED SITE LEVELS. WHERE DECK LEVEL IS OVER 1m ABOVE GROUND LEVEL, BALUSTRADE TO BE FITTED IN ACCORDANCE WITH NCC REQUIREMENTS.

PROPOSED ROOF PLAN TYPE C





UNITS 6 - 10

TO COMPLY WITH LIVABLE HOUSING STANDARDS - SILVER LEVEL

PROPOSED FLOOR PLAN TYPE C

SELECTED TIMBER DECK WITH STAIR AND BALUSTRADE (AS REQUIRED) TO ENGINEER'S DETAILS AND INSTALLED IN ACCORDANCE WITH NCC PART 11 & PART 12.3 (ATTACHMENT TO BUILDING) BALUSTRADE TO BE IN ACCORDANCE WITH NCC HOUSING PROVISIONS PART 11.3 AND BE CAPABLE OF BEARING LOADING FORCES ACCORDING TO AS1170.1 & AS 4586 SLIP RESISTANCE OF TREADS TO COMPLY WITH NCC HOUSING PROVISIONS 11.2.4

RISER: 190mm (max)
GOING: 250mm
2R+G: 630mm
(SLOPE RELATIONSHIP)

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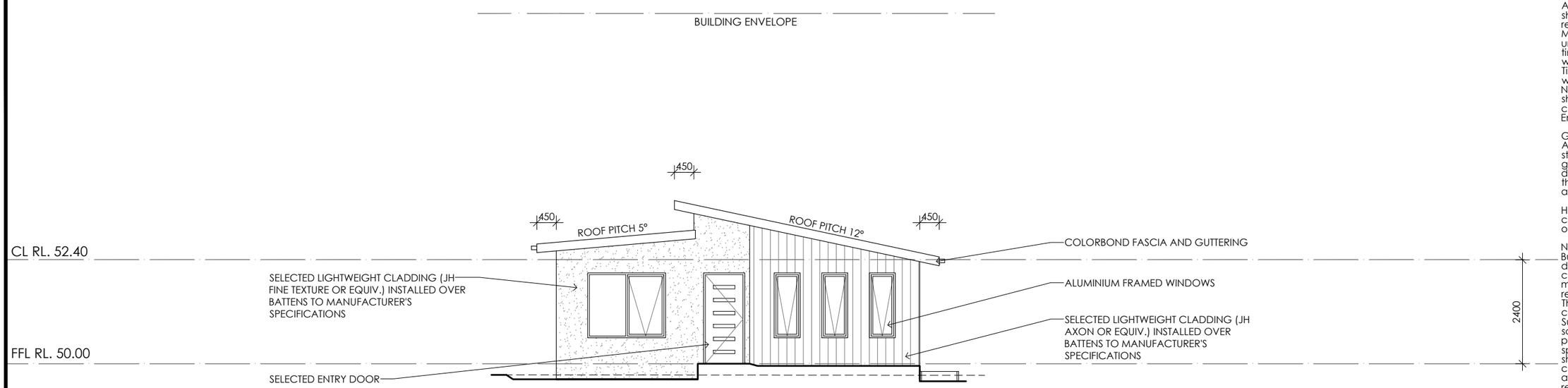
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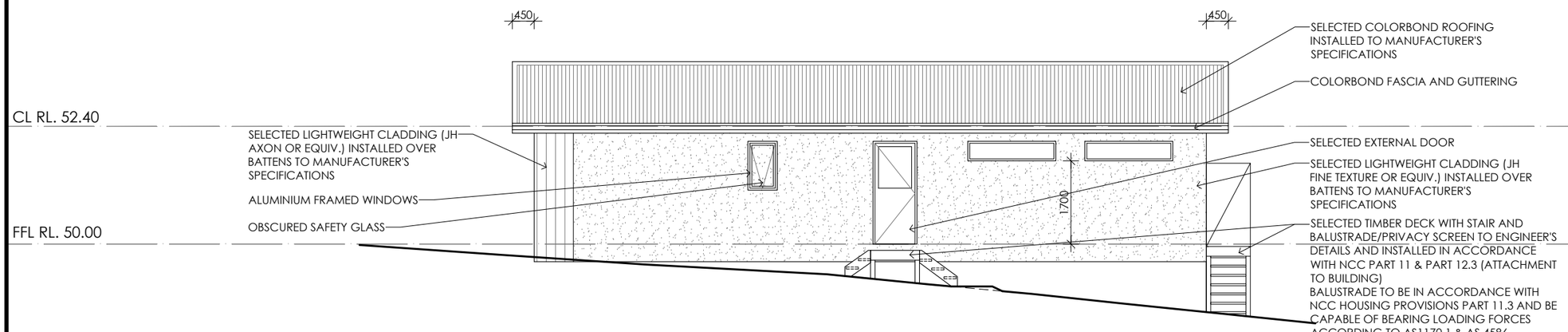
REV:	DESCRIPTION:	BY:	DATE:
G	COUNCIL RFI	IB	25/9/25
H	COUNCIL RFI - PASSING BAY CLEARANCES	IB	13/10/25
I	SIDE BOUNDARY FENCE ADDED, SECTIONS ADDED	IB	5/11/25
J	SOUTH SIDE BOUNDARY FENCE ADDED	IB	6/11/25

CREATIVE HOMES HOBART
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS:			CLIENT:
12 Jubilee Avenue Brighton			Construct Creative & ASCR Group Pty Ltd
DESIGNER: I. Brown	ACCRED. NO.: CC6652		SHEET: 32 of 40
DRAWN: I. Brown	DATE: January 2023		DESIGN TYPE: Custom
CHECKED:	DATE:		DRAWING NO: 0056
SCALE: 1:100	REV: J		



WESTERN ELEVATION



SOUTHERN ELEVATION

UNIT 6

Framing NCC H1D6
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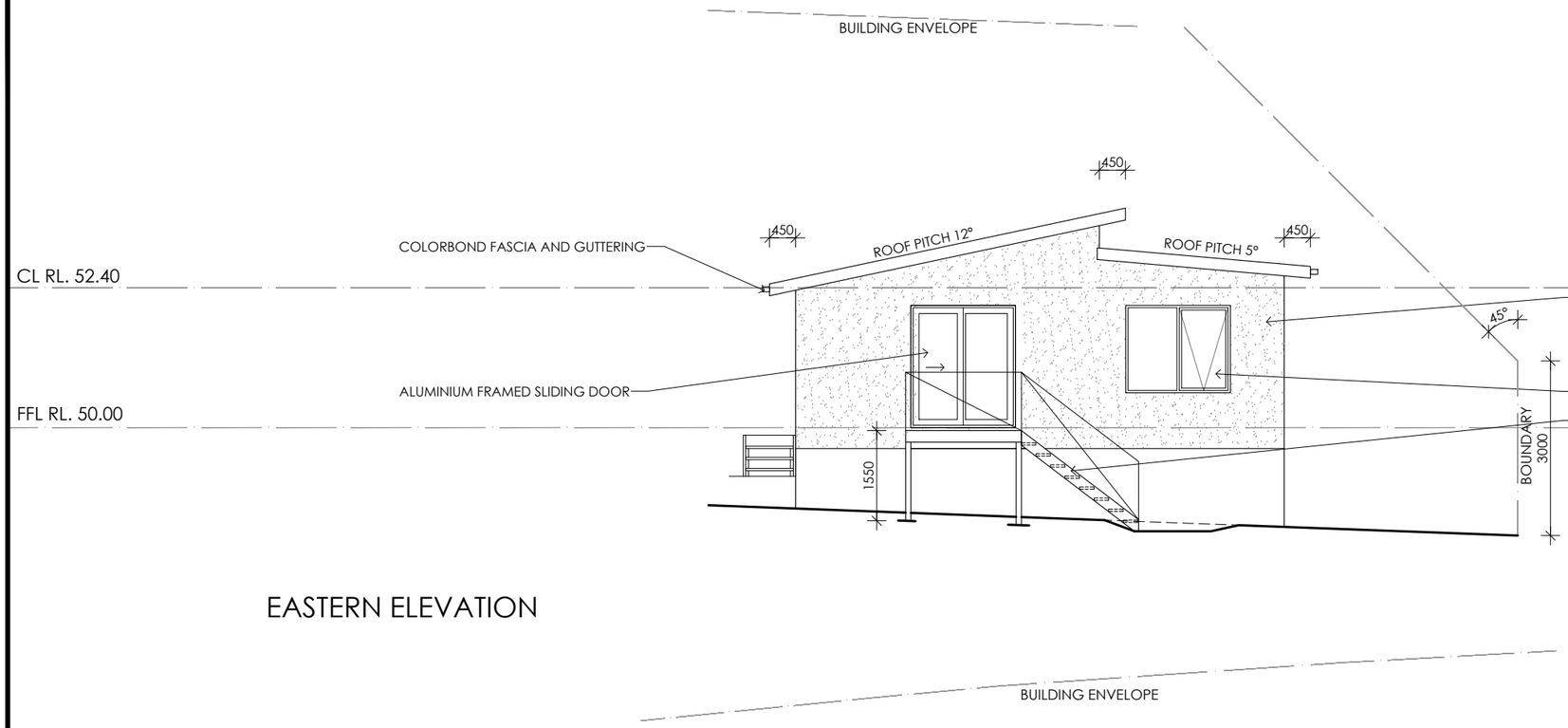
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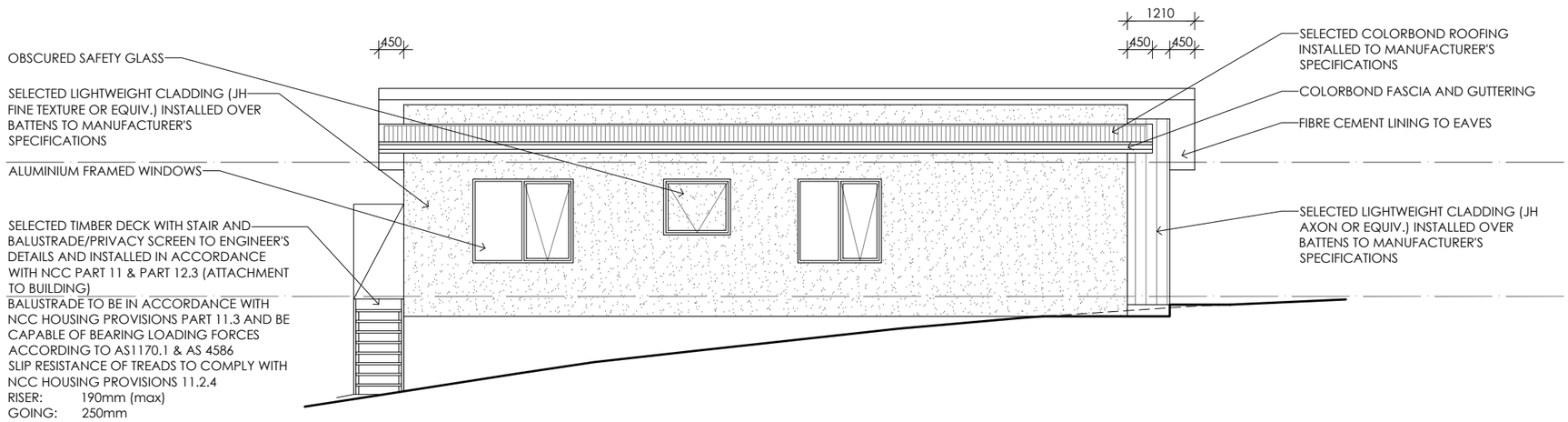
JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	15 of 40
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: J		



EASTERN ELEVATION



NORTHERN ELEVATION

UNIT 6

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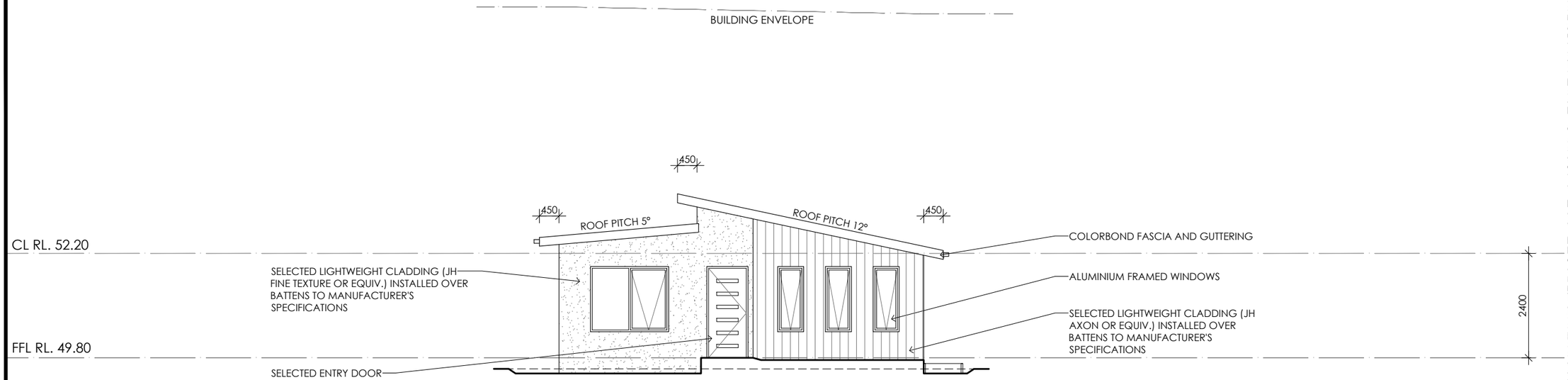
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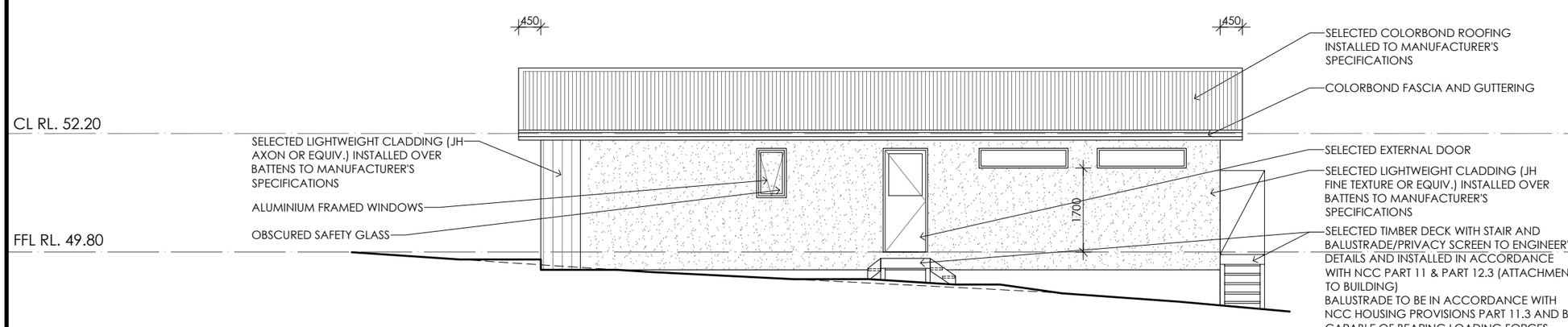
JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	16 of 40
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: J		



WESTERN ELEVATION



SOUTHERN ELEVATION

UNIT 7

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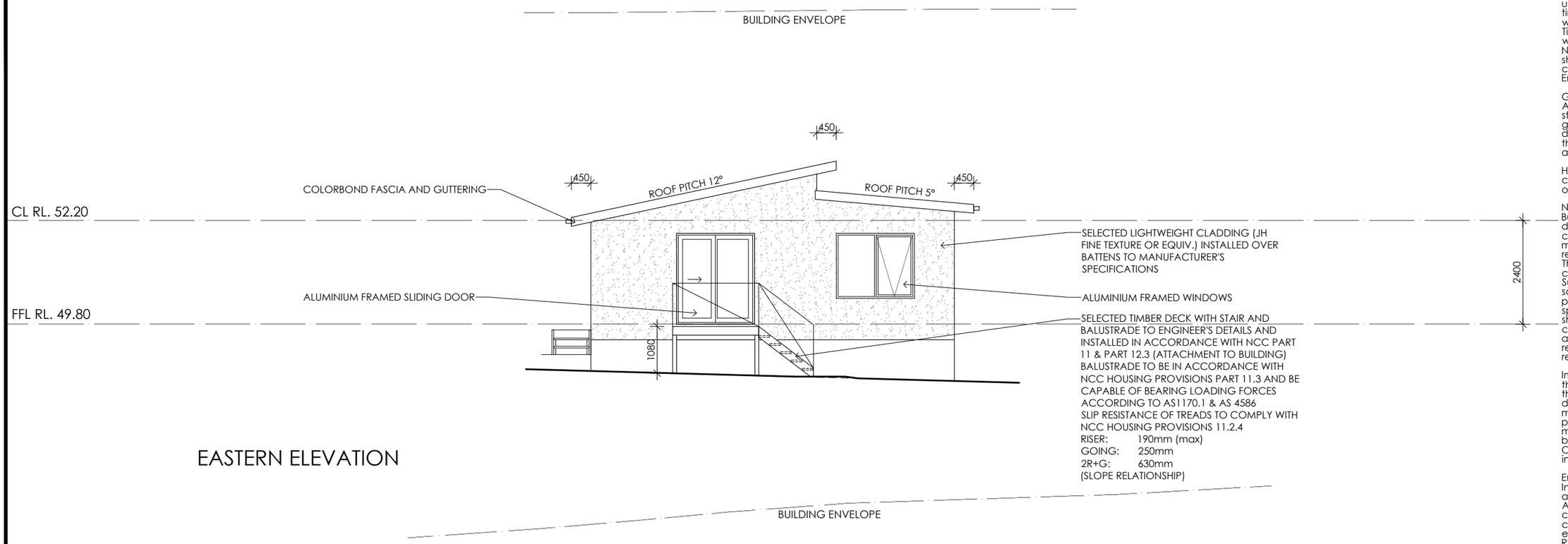
REV:	DESCRIPTION:	BY:	DATE:
G	COUNCIL RFI	IB	25/9/25
H	COUNCIL RFI - PASSING BAY CLEARANCES	IB	13/10/25
I	SIDE BOUNDARY FENCE ADDED, SECTIONS ADDED	IB	5/11/25
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CREATIVE HOMES HOBART
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

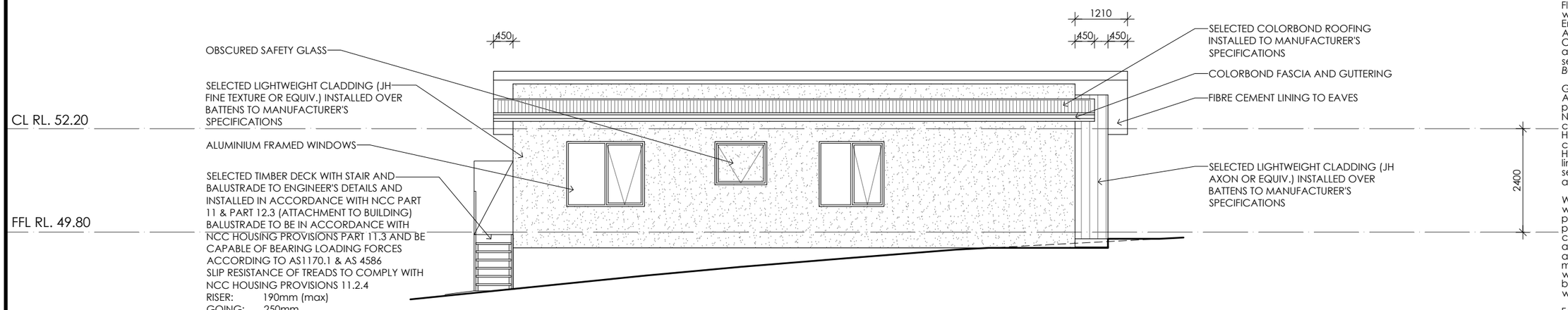
JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	17 of 40
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: J		



EASTERN ELEVATION



NORTHERN ELEVATION

Framing NCC H1D6
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UNIT 7

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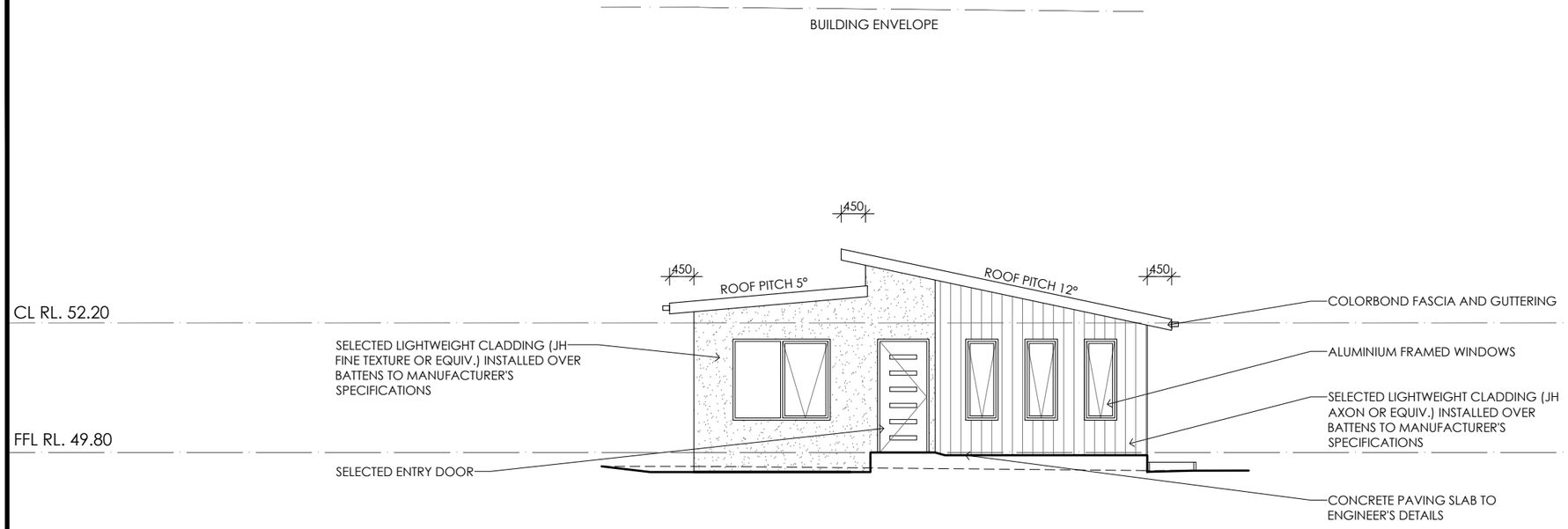
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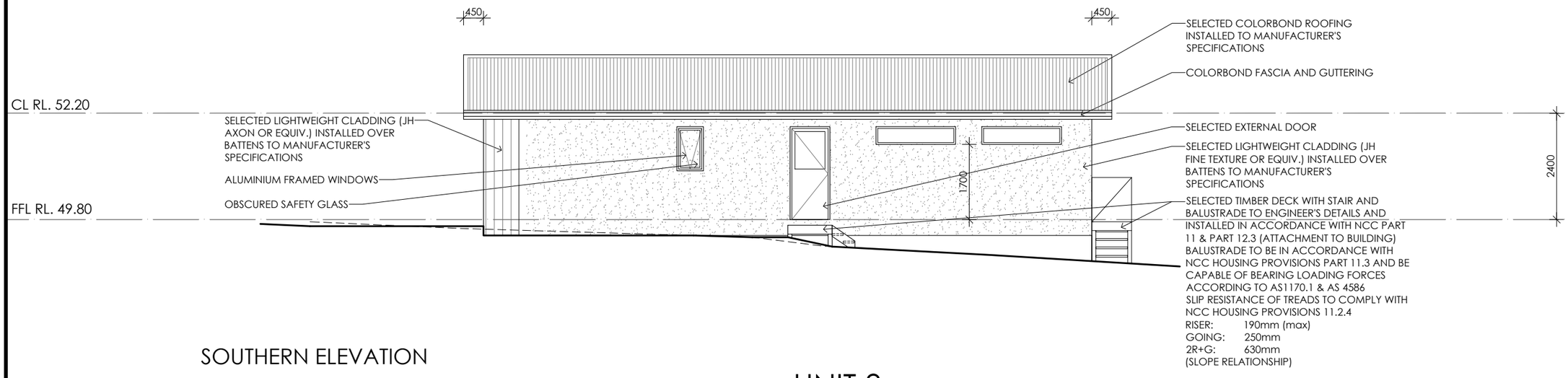
JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	18 of 40
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: J		



WESTERN ELEVATION



SOUTHERN ELEVATION

UNIT 8

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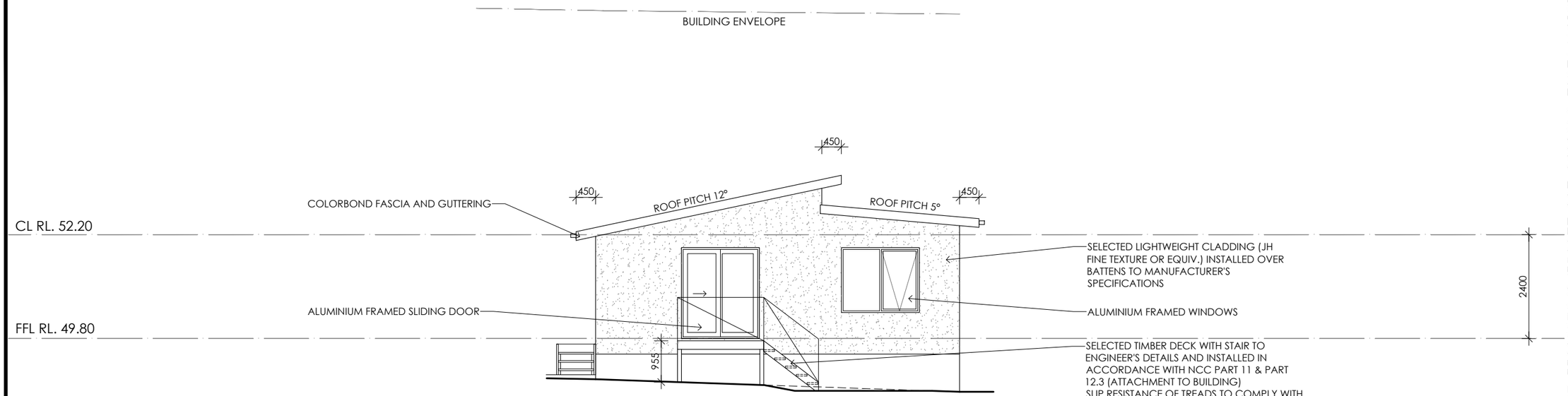
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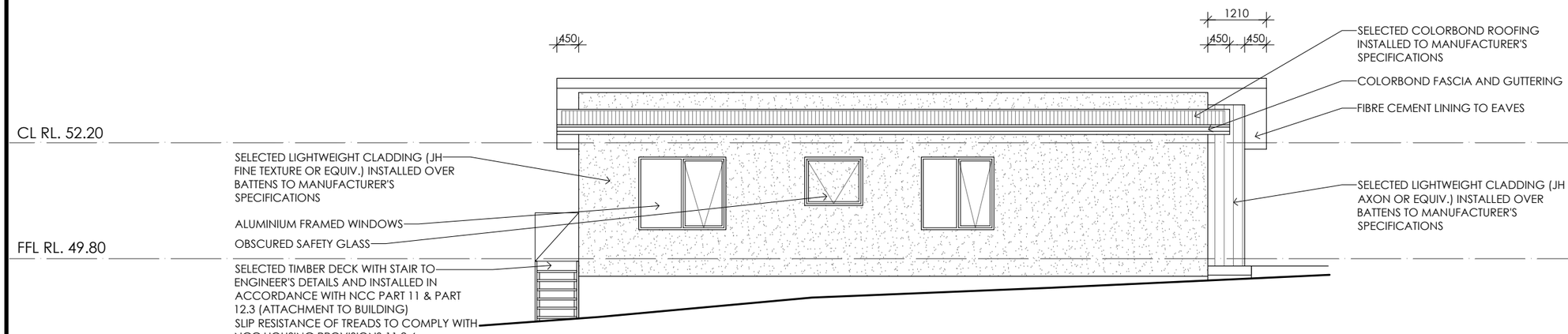
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EASTERN ELEVATION



NORTHERN ELEVATION

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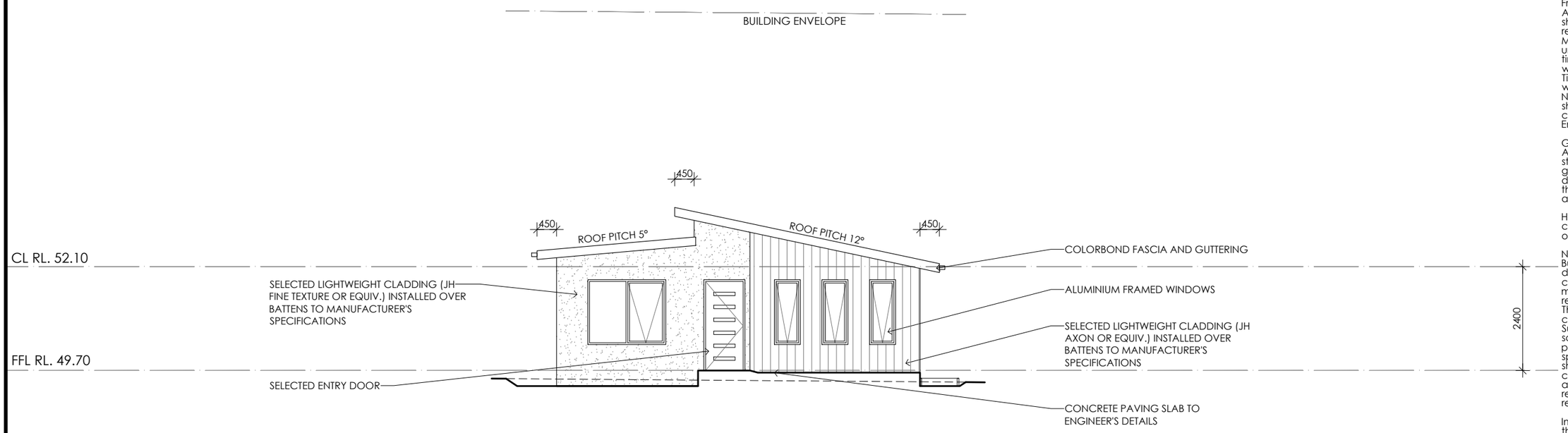
REV:	DESCRIPTION:	BY:	DATE:
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H	COUNCIL RFI - PASSING BAY CLEARANCES	IB	13/10/25
I	SIDE BOUNDARY FENCE ADDED, SECTIONS ADDED	IB	5/11/25
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CREATIVE HOMES HOBART
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

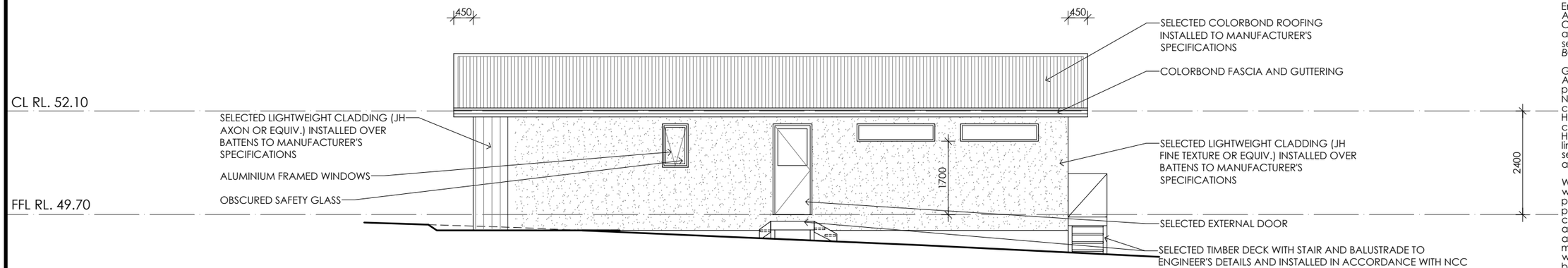
JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	20 of 40
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: J		



WESTERN ELEVATION



SOUTHERN ELEVATION

UNIT 9

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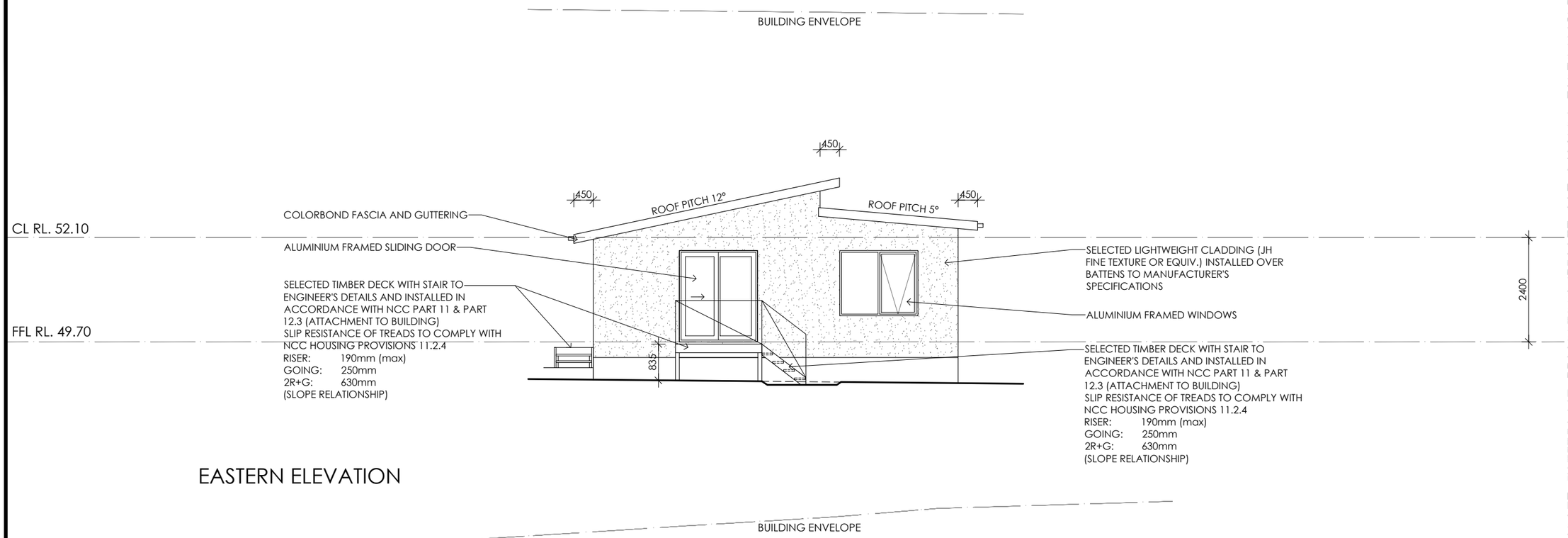
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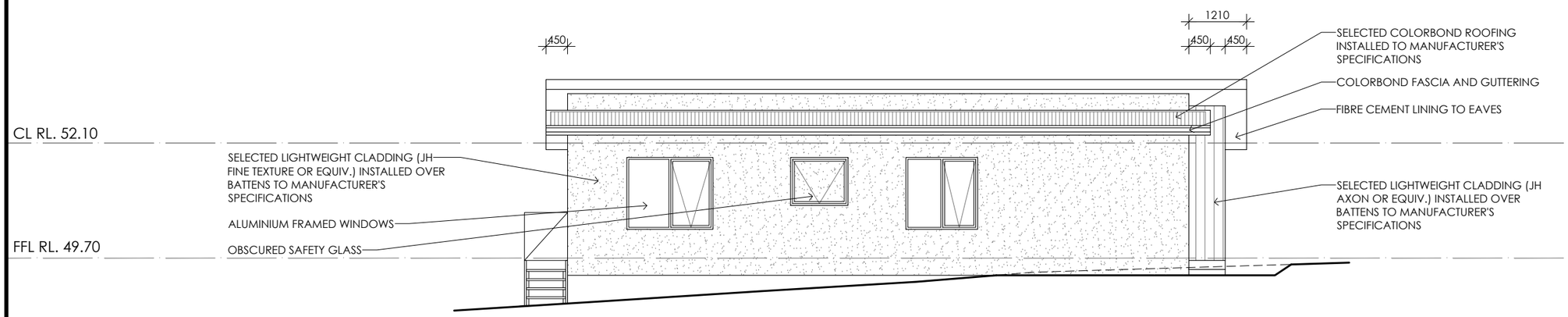
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EASTERN ELEVATION



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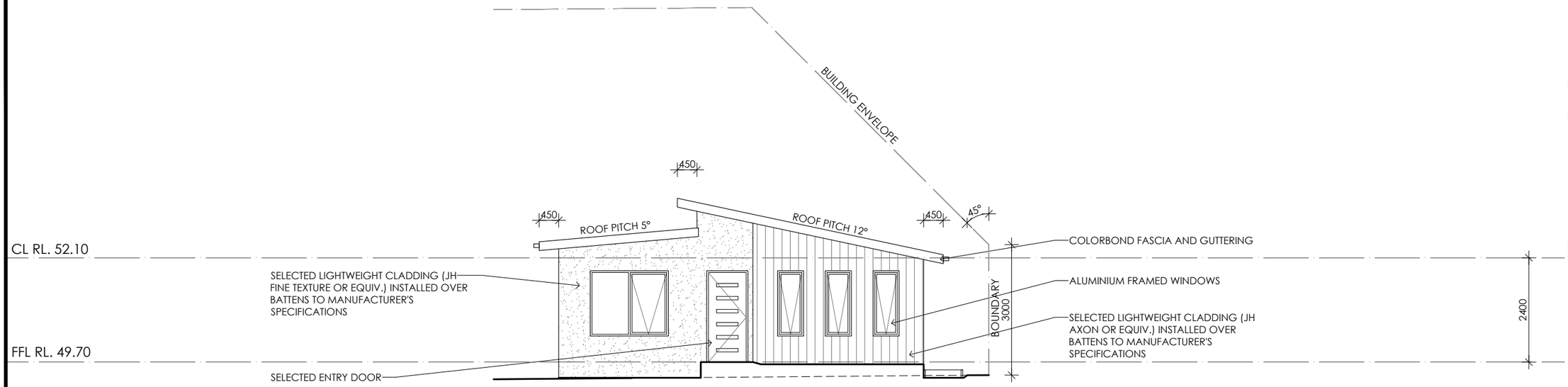
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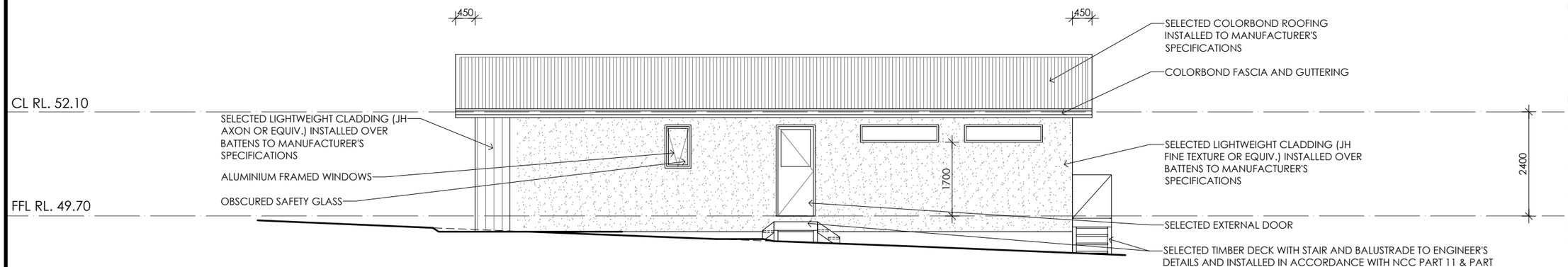
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WESTERN ELEVATION



SOUTHERN ELEVATION

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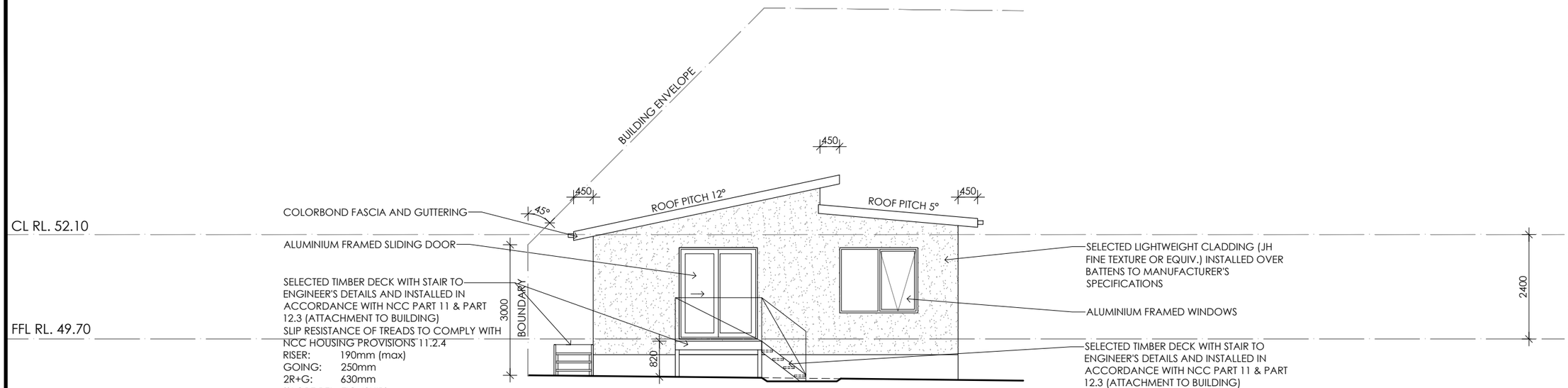
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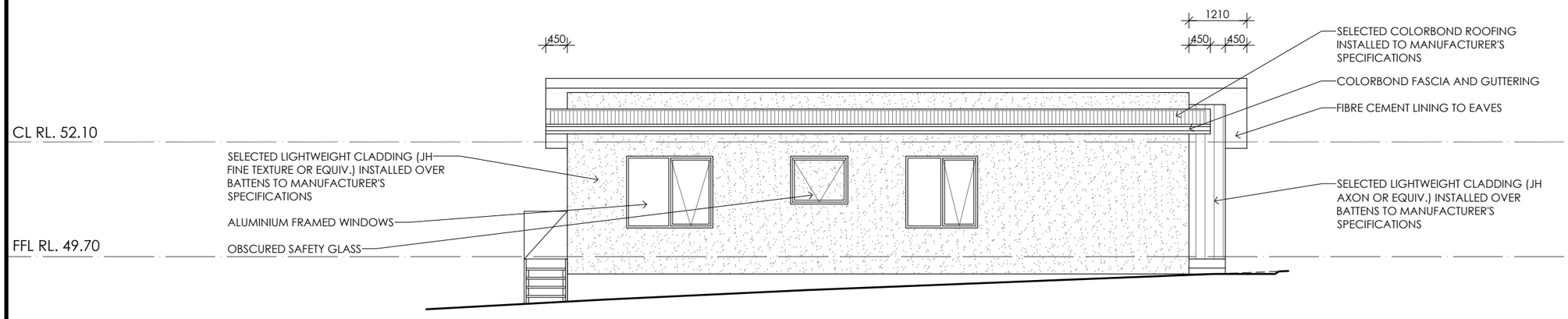
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DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	23 of 40
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
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EASTERN ELEVATION



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AREAS:	
FLOOR AREA:	124.7 m²
PORCH:	1.4 m²
TOTAL AREA:	126.1 m²

LEGEND:

DP	DOWNPIPE LOCATION
SHR	SHOWER
BTH	BATH
VB	VANITY BASIN
WC	TOILET
OHC	OVERHEAD CUPBOARDS
REF	REFRIGERATOR
P	PANTRY
RH	RANGE HOOD
UBO	UNDER BENCH OVEN
CT	COOK TOP
S	SINK
DW	DISH WASHER
T	TROUGH
WM	WASHING MACHINE
MH	MANHOLE
CSD	CAVITY SLIDING DOOR
AAW	ALUM. AWNING WINDOW
ASD	ALUM. SLIDING DOOR
B/O	BEAM OVER
BH	BULKHEAD

BAL SELECTED BALUSTRADE TO BUILDER'S STANDARD DETAIL INSTALLED IN ACCORDANCE WITH NCC

MASONRY ARTICULATION JOINT - LOCATION TO ENGINEER'S DETAILS

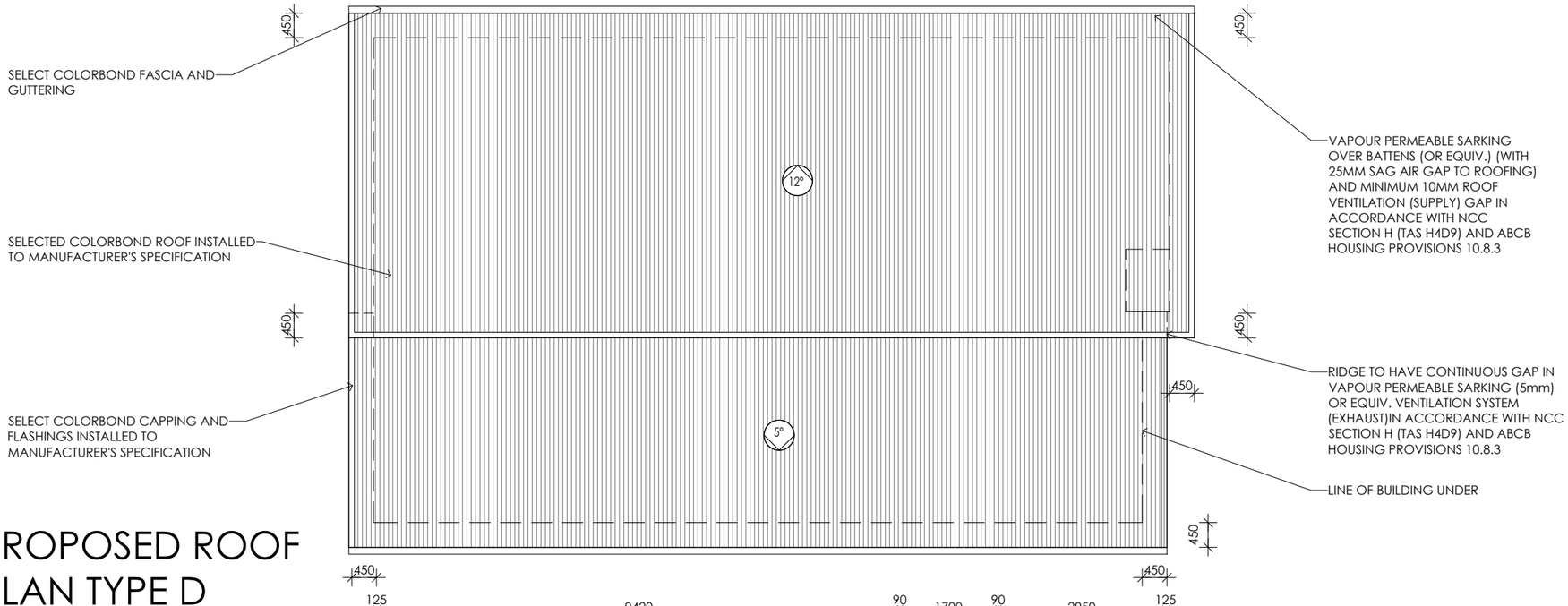
CEILING MOUNTED INTERCONNECTED SMOKE DETECTORS, MAINS WIRED WITH BATTERY BACKUP, ALL IN ACCORDANCE WITH AS 3786.

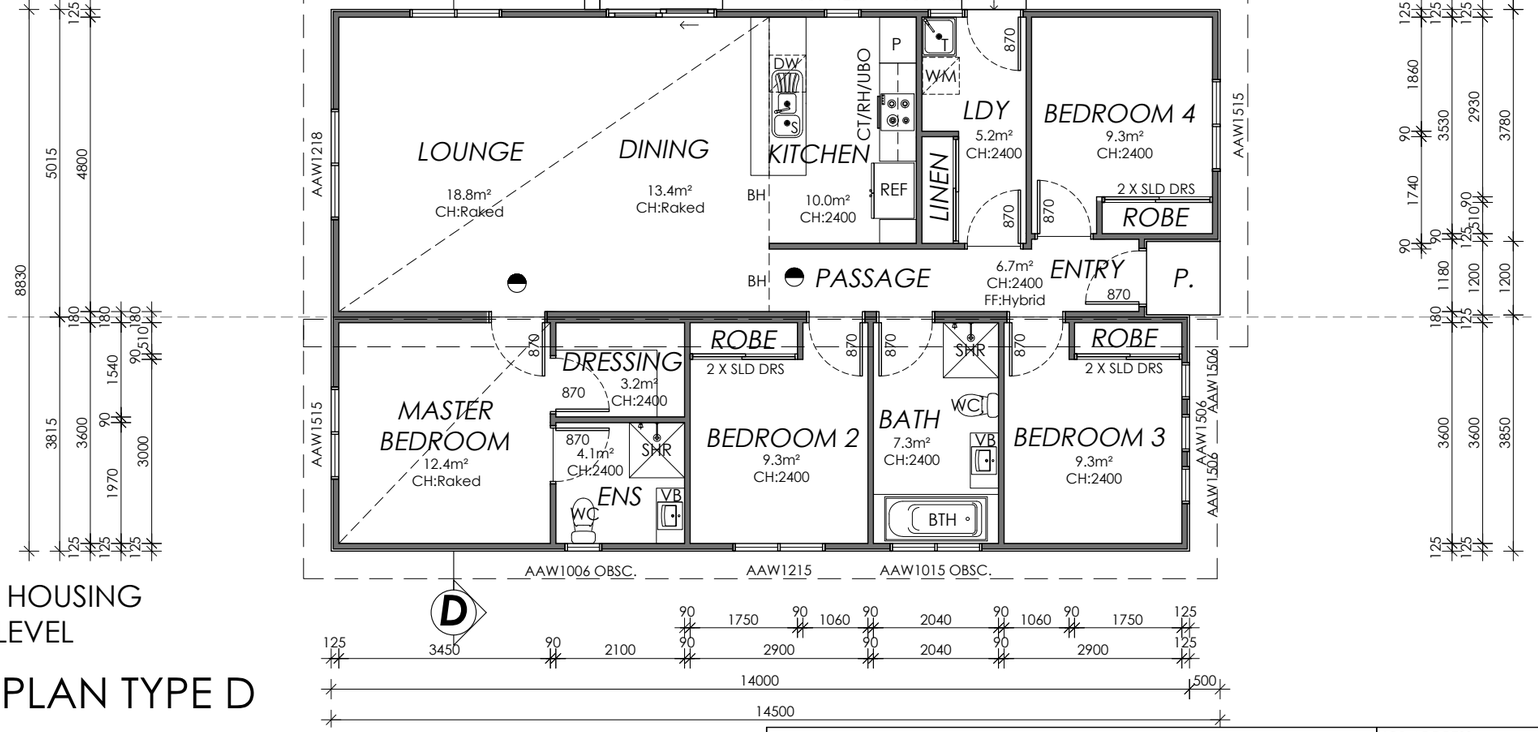
DP 90mm DOWNPIPE

NOTE: LIFT OFF HINGES TO WC TO BE INSTALLED AS REQUIRED IN ACCORDANCE WITH NCC.

NOTE: NUMBER OF STAIRS SUBJECT TO FINAL FINISHED SITE LEVELS. WHERE DECK LEVEL IS OVER 1m ABOVE GROUND LEVEL, BALUSTRADE TO BE FITTED IN ACCORDANCE WITH NCC REQUIREMENTS.

PROPOSED ROOF PLAN TYPE D





UNIT 11 ONLY

TO COMPLY WITH LIVABLE HOUSING STANDARDS - SILVER LEVEL

PROPOSED FLOOR PLAN TYPE D

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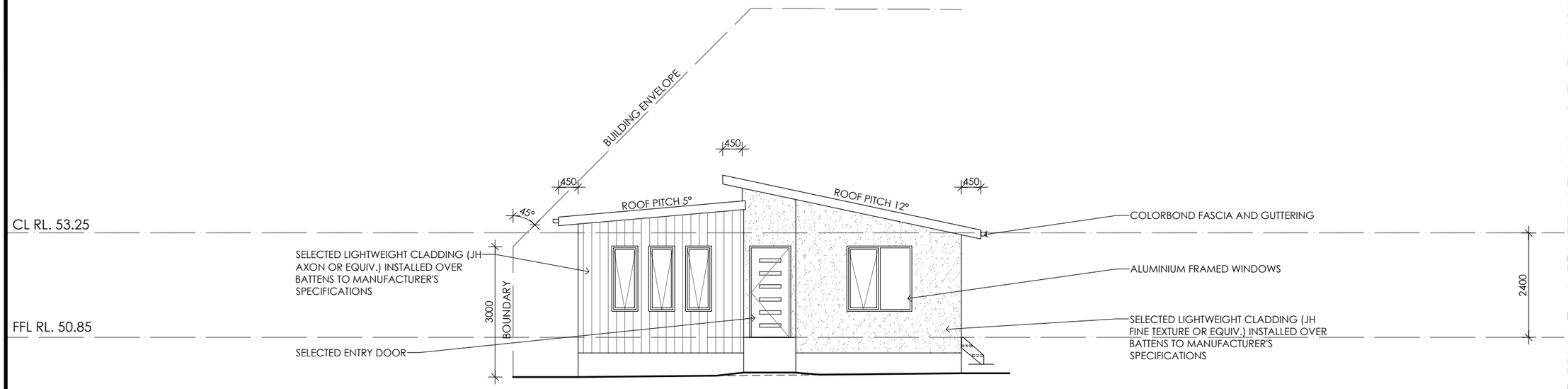
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CREATIVE HOMES HOBART
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS:		CLIENT:	
12 Jubilee Avenue Brighton		Construct Creative & ASCR Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	41 of 40
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: J		



WESTERN ELEVATION



SOUTHERN ELEVATION

UNIT 11

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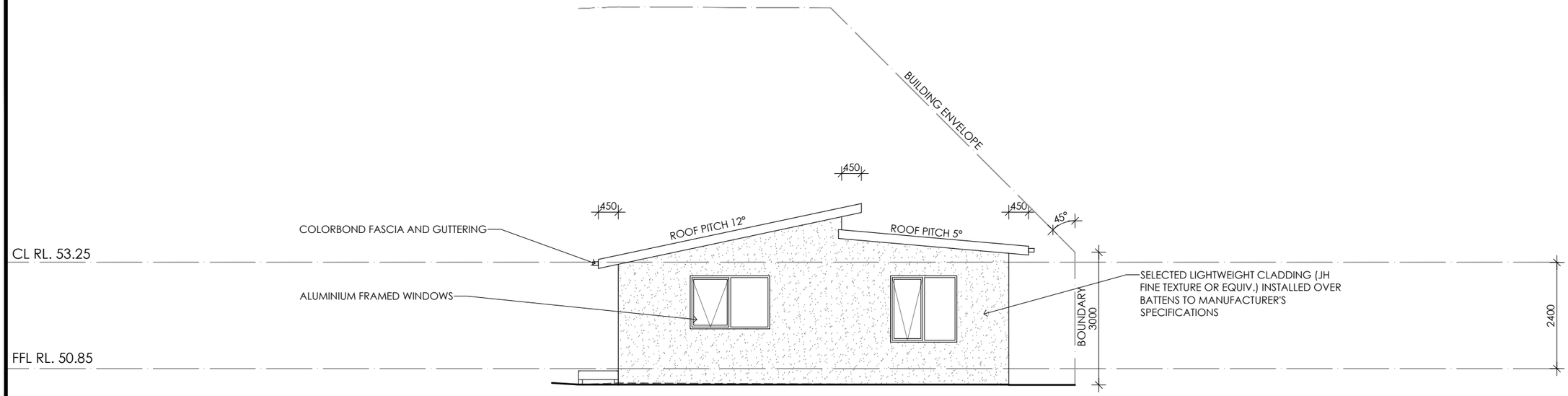
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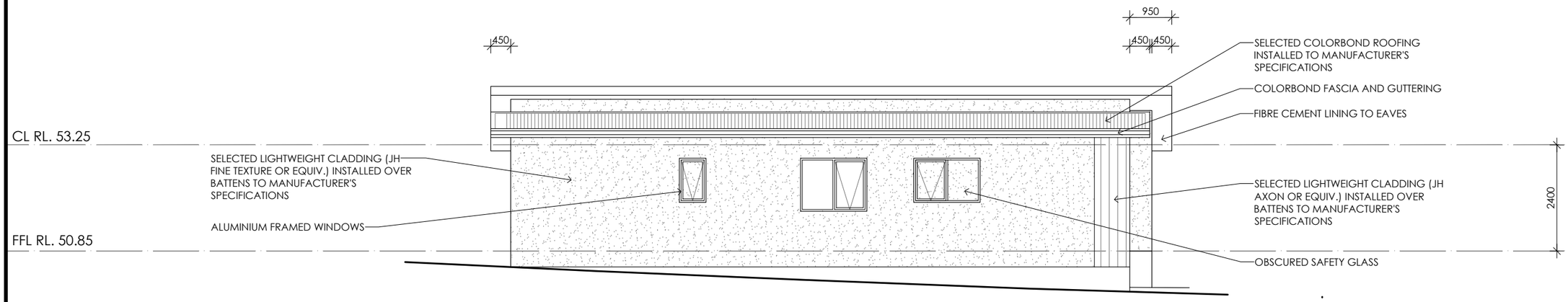
JOB ADDRESS: 12 Jubilee Avenue Brighton

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DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	42 of 40
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
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EASTERN ELEVATION



UNIT 11

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AREAS:	
FLOOR AREA:	124.7 m²
PORCH:	1.4 m²
TOTAL AREA:	126.1 m²

LEGEND:

DP	DOWNPIPE LOCATION
SHR	SHOWER
BTH	BATH
VB	VANITY BASIN
WC	TOILET
OHC	OVERHEAD CUPBOARDS
REF	REFRIGERATOR
P	PANTRY
RH	RANGE HOOD
UBO	UNDER BENCH OVEN
CT	COOK TOP
S	SINK
DW	DISH WASHER
T	TROUGH
WM	WASHING MACHINE
MH	MANHOLE
CSD	CAVITY SLIDING DOOR
AAW	ALUM. AWNING WINDOW
ASD	ALUM. SLIDING DOOR
B/O	BEAM OVER
BH	BULKHEAD

BAL SELECTED BALUSTRADE TO BUILDER'S STANDARD DETAIL INSTALLED IN ACCORDANCE WITH NCC

MASONRY ARTICULATION JOINT - LOCATION TO ENGINEER'S DETAILS

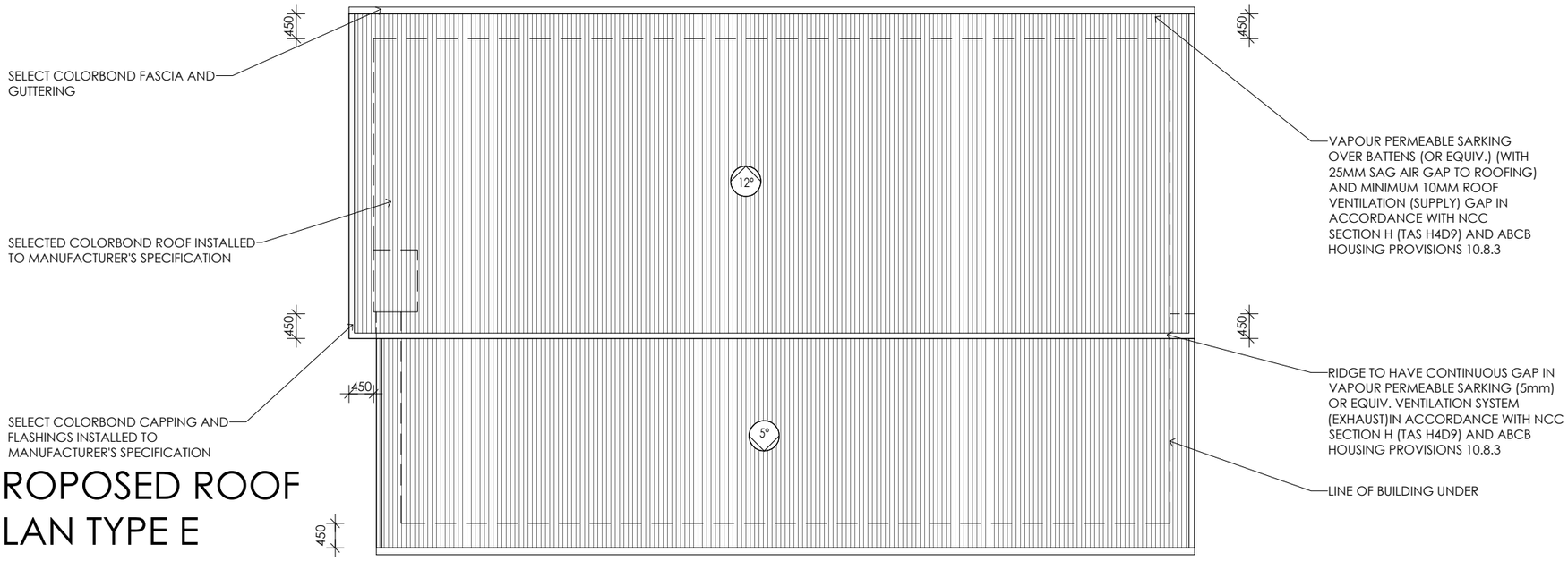
CEILING MOUNTED INTERCONNECTED SMOKE DETECTORS, MAINS WIRED WITH BATTERY BACKUP, ALL IN ACCORDANCE WITH AS 3786.

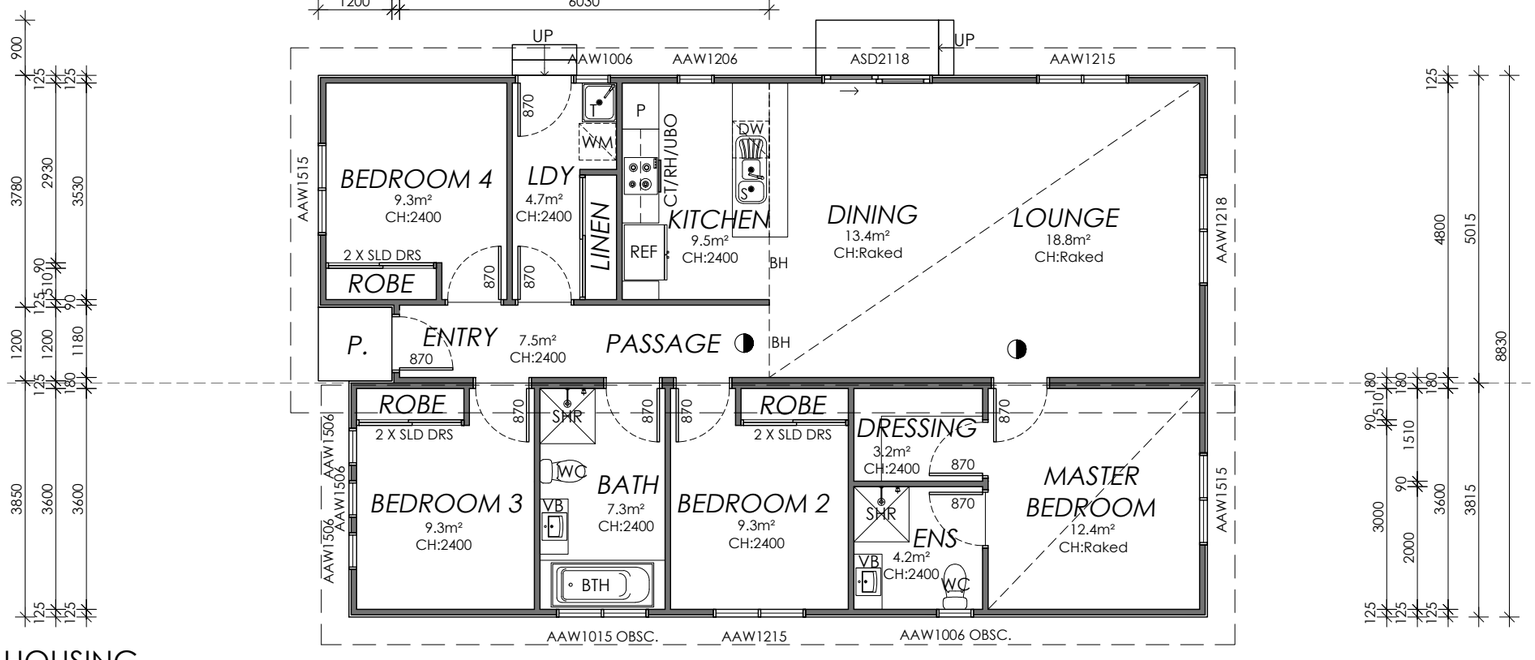
DP 90mm DOWNPIPE

NOTE: LIFT OFF HINGES TO WC TO BE INSTALLED AS REQUIRED IN ACCORDANCE WITH NCC.

NOTE: NUMBER OF STAIRS SUBJECT TO FINAL FINISHED SITE LEVELS. WHERE DECK LEVEL IS OVER 1m ABOVE GROUND LEVEL, BALUSTRADE TO BE FITTED IN ACCORDANCE WITH NCC REQUIREMENTS.

PROPOSED ROOF PLAN TYPE E





UNIT 12 ONLY

TO COMPLY WITH LIVABLE HOUSING STANDARDS - SILVER LEVEL

PROPOSED FLOOR PLAN TYPE E

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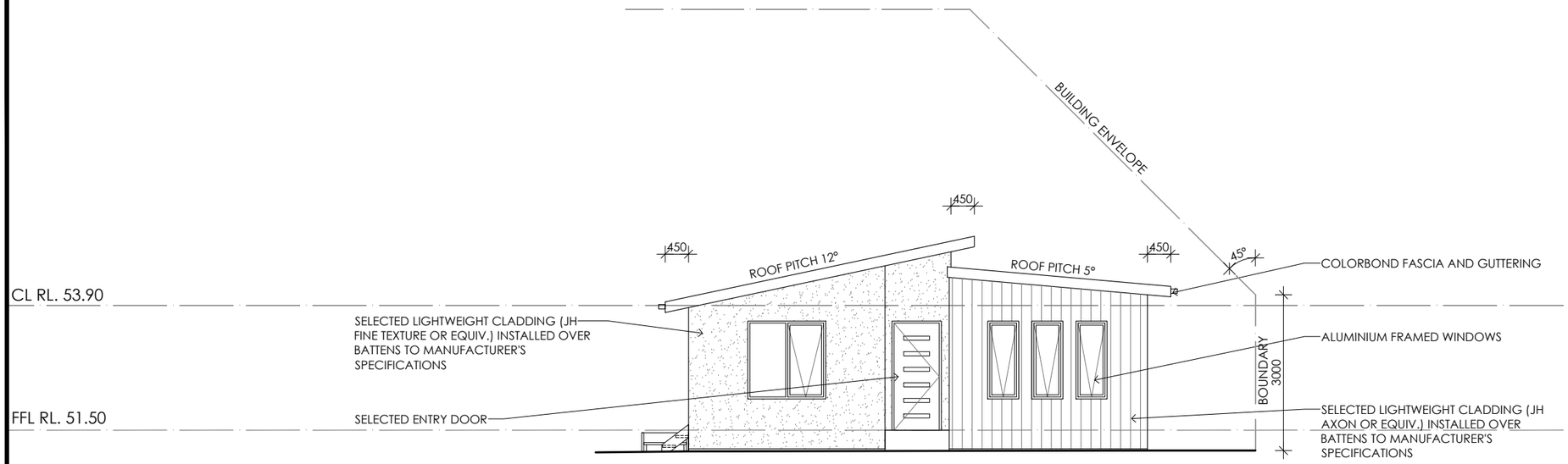
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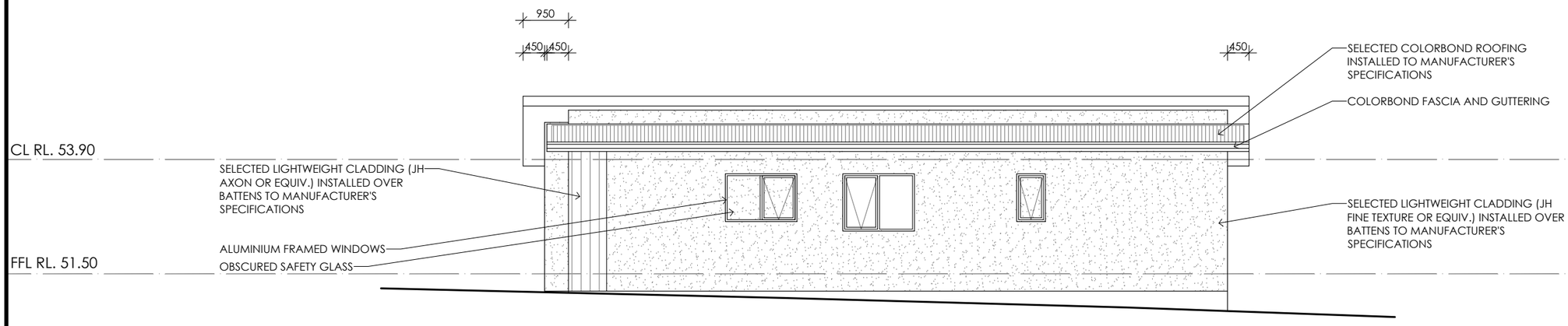
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WESTERN ELEVATION



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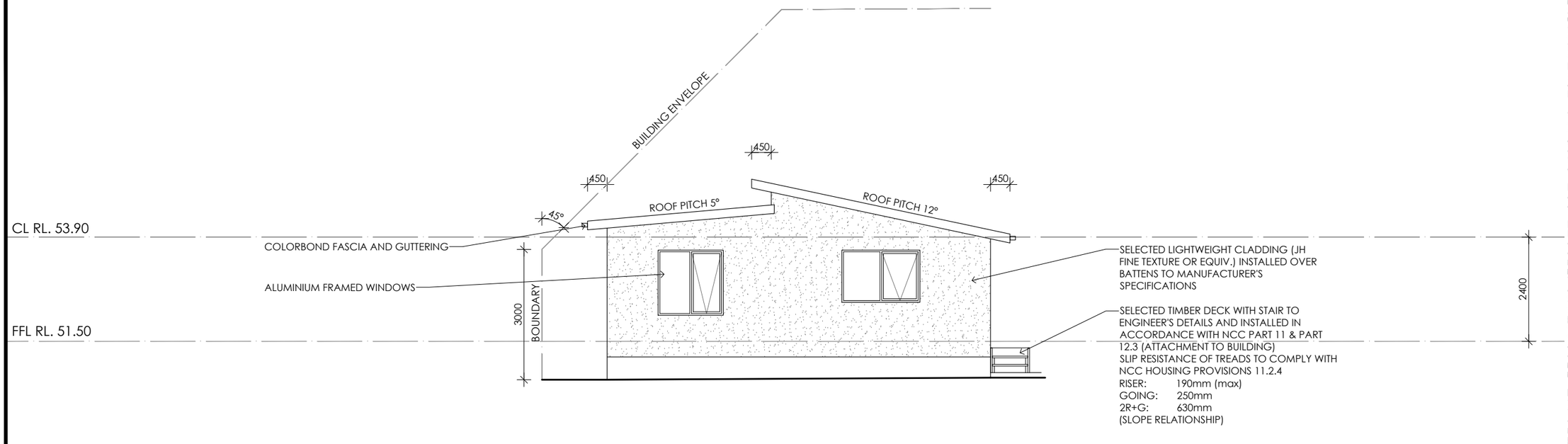
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Wet areas: All wet areas shall comply with the requirements of ABCB Housing provisions Part 10.2. Provide waterproof plasterboard sheeting to all walls and ceilings. Provide ceramic tiles or other approved water resistant lining in accordance with Part 10.2.9 to a minimum height of 1800mm to shower walls and to a height of min 150mm behind baths, basins, sinks, troughs, washing machines and wall fixtures.

For construction of floor wastes refer to NCC ABCB Housing provisions part 10.2.12. For typical installation requirements for substrate preparation, penetrations, flashings/ junctions, membranes, screeds, hobs, baths, showers, door jambs and screens refer to ABCB Housing provisions part 10.2.14-32.

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PROJECT NORTH

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REV:	DESCRIPTION:	BY:	DATE:
G	COUNCIL RFI	IB	25/9/25
H	COUNCIL RFI - PASSING BAY CLEARANCES	IB	13/10/25
I	SIDE BOUNDARY FENCE ADDED, SECTIONS ADDED	IB	5/11/25
J	SOUTH SIDE BOUNDARY FENCE ADDED	IB	6/11/25

CREATIVE HOMES HOBART
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	46 of 40
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:100	REV: J		

GENERAL NOTES:

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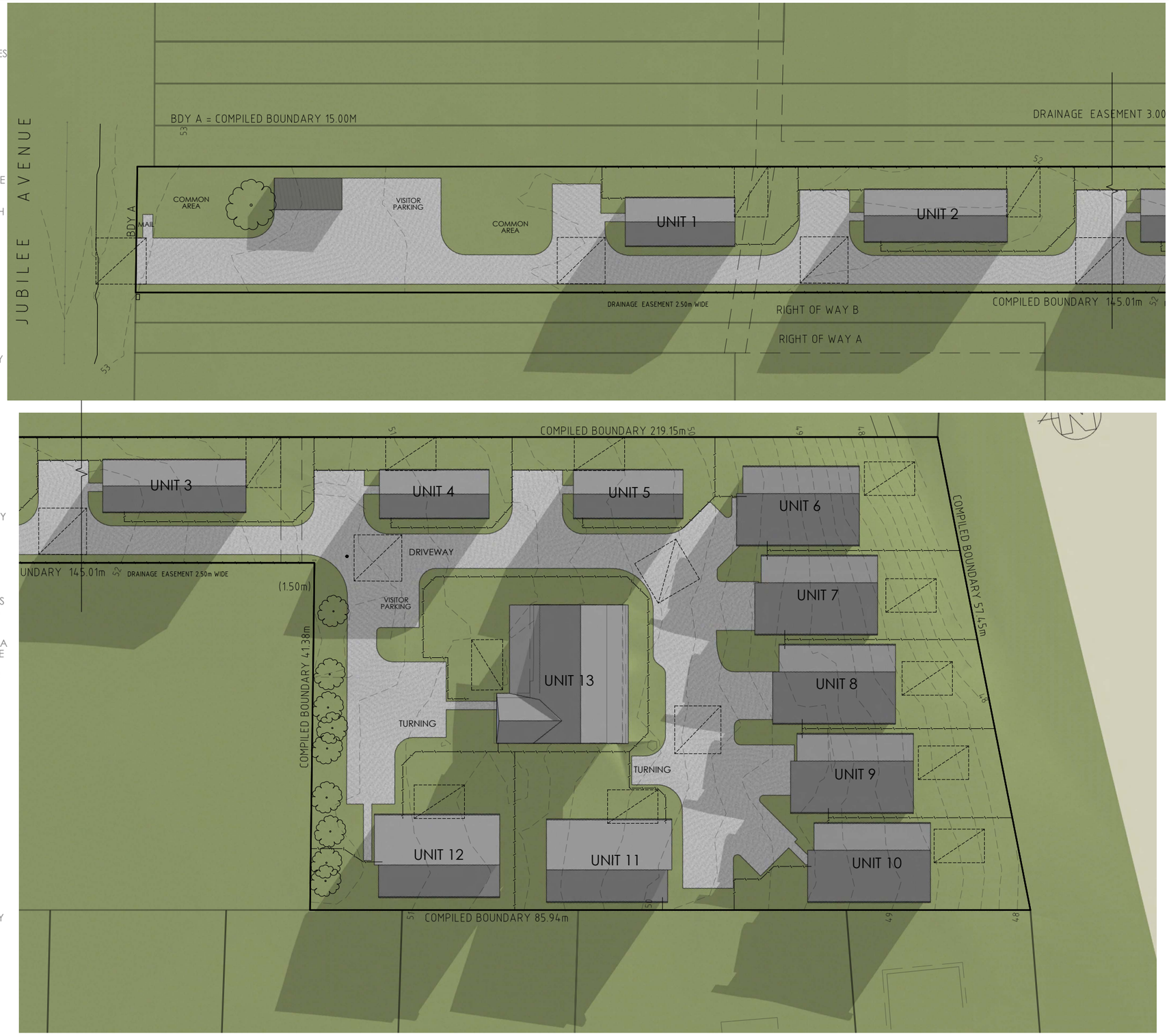
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- CadastralParcel-OwnerInformation

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15. 3D DATA TURNED OFF IN LAYER CONTROL.
- 3D TIN
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- MINOR CONTOUR 3D



PROPOSED SHADOW 9AM JUNE 21

NOTE: SHADOW DIAGRAM IMAGING DERIVED FROM SKETCHUP PRO USING LOCATION GEO REFERENCING. SHADOWS ARE ONLY ACCURATE FOR THE EXTENT OF SURVEYED PROPERTY - SHADOWS BEYOND THIS ARE PROVIDED USING AN ESTIMATE OF THE TERRAIN AS A CONTINUATION OF THE SUBJECT PROPERTY. PROPOSED EXCAVATION HAS NOT BEEN MODELLED AND NOT ALL REVISIONS TO THE SITE (EG PARKING AND CONCRETE AREAS) MAY BE REFLECTED ON THIS SITE PLAN.

PROPOSED SHADOW DIAGRAMS

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PROJECT NORTH

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CREATIVE HOMES HOBART
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JOB ADDRESS: 12 Jubilee Avenue Brighton

CLIENT: Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	33 of 40
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:500	REV: J		

GENERAL NOTES:

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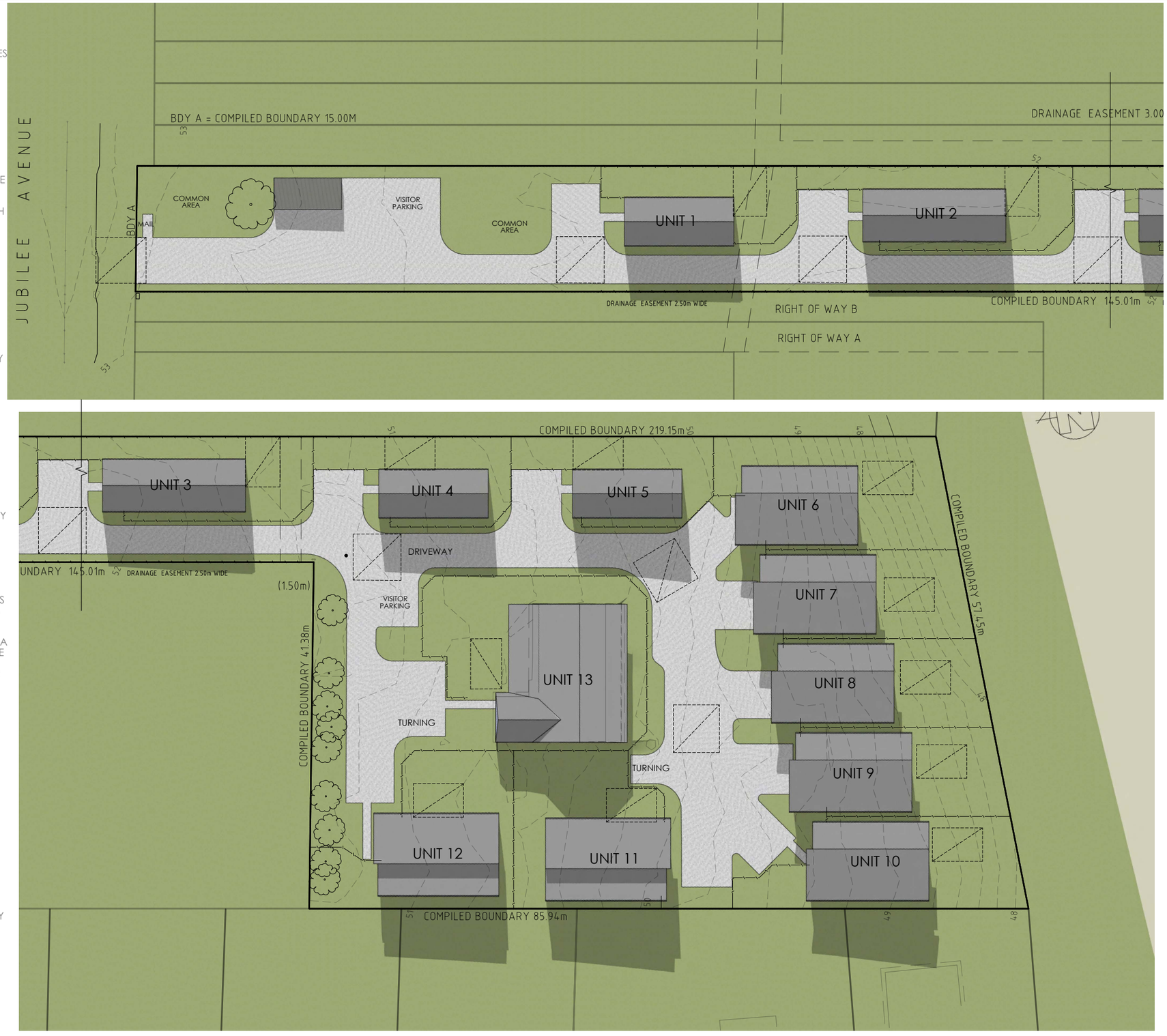
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15. 3D DATA TURNED OFF IN LAYER CONTROL.
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PROPOSED SHADOW 12PM JUNE 21

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PROPOSED SHADOW DIAGRAMS

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PROJECT NORTH

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H	COUNCIL RFI - PASSING BAY CLEARANCES	IB	13/10/25
I	SIDE BOUNDARY FENCE ADDED, SECTIONS ADDED	IB	5/11/25
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CREATIVE HOMES HOBART

CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	34 of 40
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:500	REV: J		

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PROPOSED SHADOW 3PM JUNE 21

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PROPOSED SHADOW DIAGRAMS

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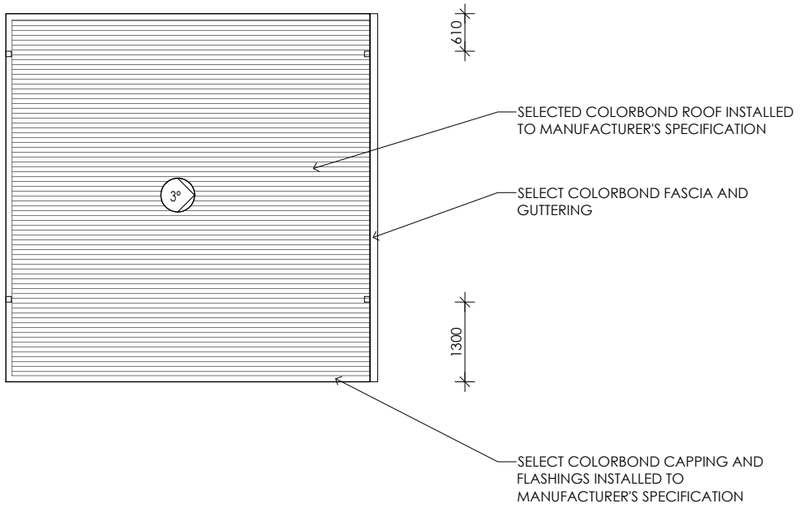
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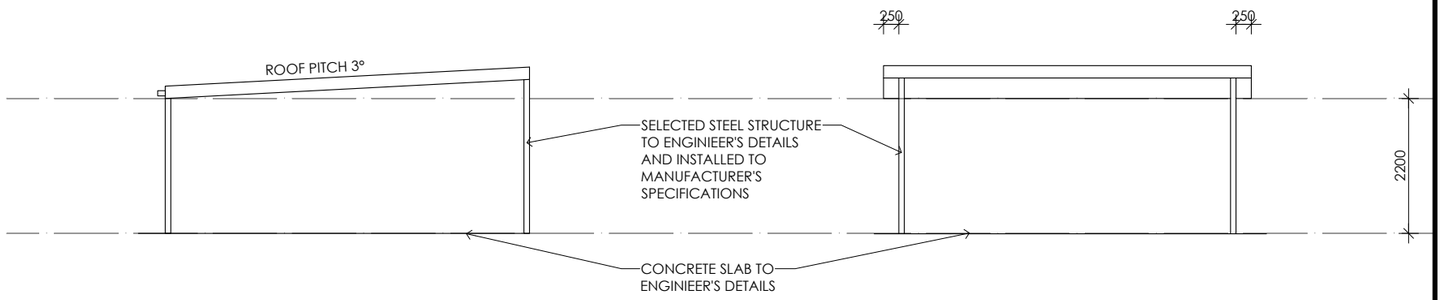
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CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

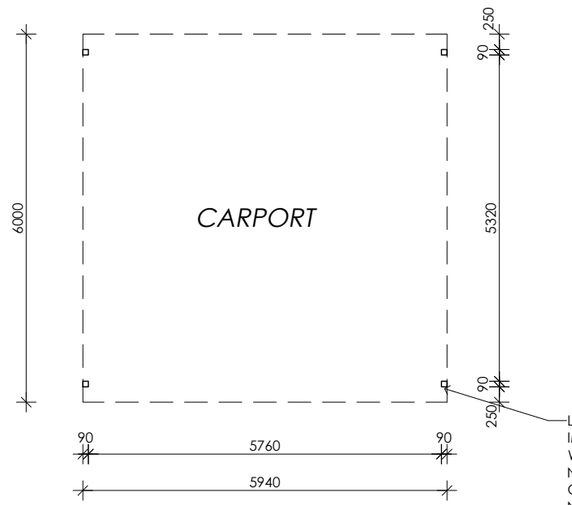
JOB ADDRESS: 12 Jubilee Avenue Brighton		CLIENT: Construct Creative & ASCR Group Pty Ltd	
DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	35 of 40
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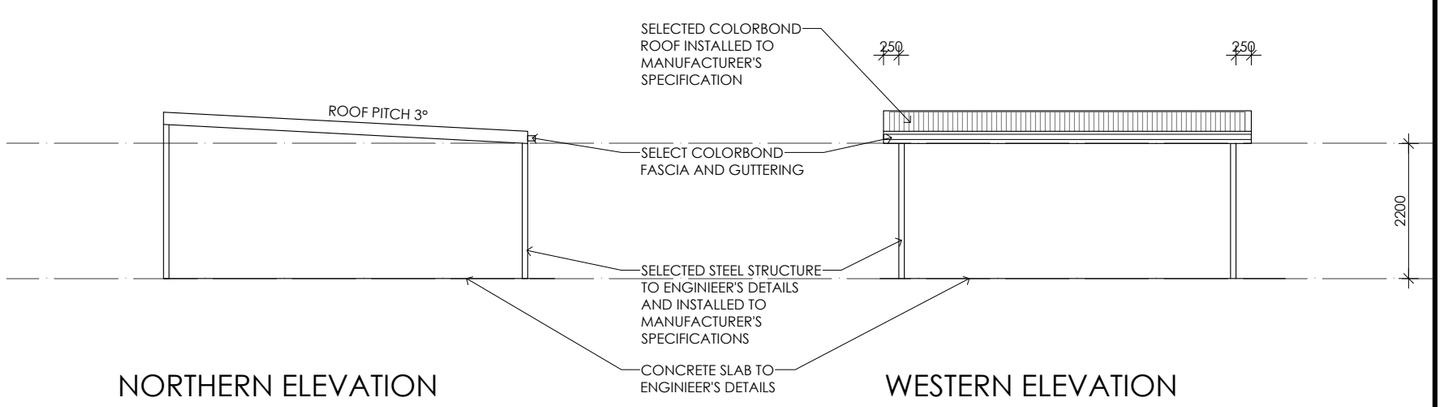
SOUTHERN ELEVATION



EASTERN ELEVATION



PROPOSED CARPORT FLOOR PLAN - TYPICAL



NORTHERN ELEVATION

WESTERN ELEVATION

ELEVATIONS - TYPICAL

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Framing NCC H1D6
All timber framing, fixing and bracing shall comply with AS 1684 and the requirements of NCC H1D6. Manufactured sizes must not be undersized to those specified, for all timber sizes, stress grades, spacing and wall bracing refer to Engineer's details. Tie-down details shall be in accordance with Engineer's details and comply with NCC H1D6 (4). Structural steel members shall comply with the requirements of clauses in NCC H1D6 (3). Refer to Engineer's details where provided.

Glazing NCC H1D8
All windows to be aluminium awning style, double glazed (obscured safety glass to bathrooms as shown on drawings) All glazing shall comply with the requirements of AS 2047 & AS 1288 and NCC H1D8.

Human impact safety requirements shall comply with NCC H1D8 (3) and Part 8.4 of the ABCB Housing provisions.

Note:
Builder and subcontractors to verify all dimension and levels prior to the commencement of any work. Give 24hrs minimum notice where amendments are required to design of working drawings. These drawings are to be read in conjunction with Engineer's and Surveyor's drawings and notes. Do not scale drawings. Dimensions are to take preference over scale. Building specification and Engineer's drawings shall override architectural drawings. All construction work shall be carried out in accordance with the state building regulations, local council by-laws and relevant NCC and AS codes.

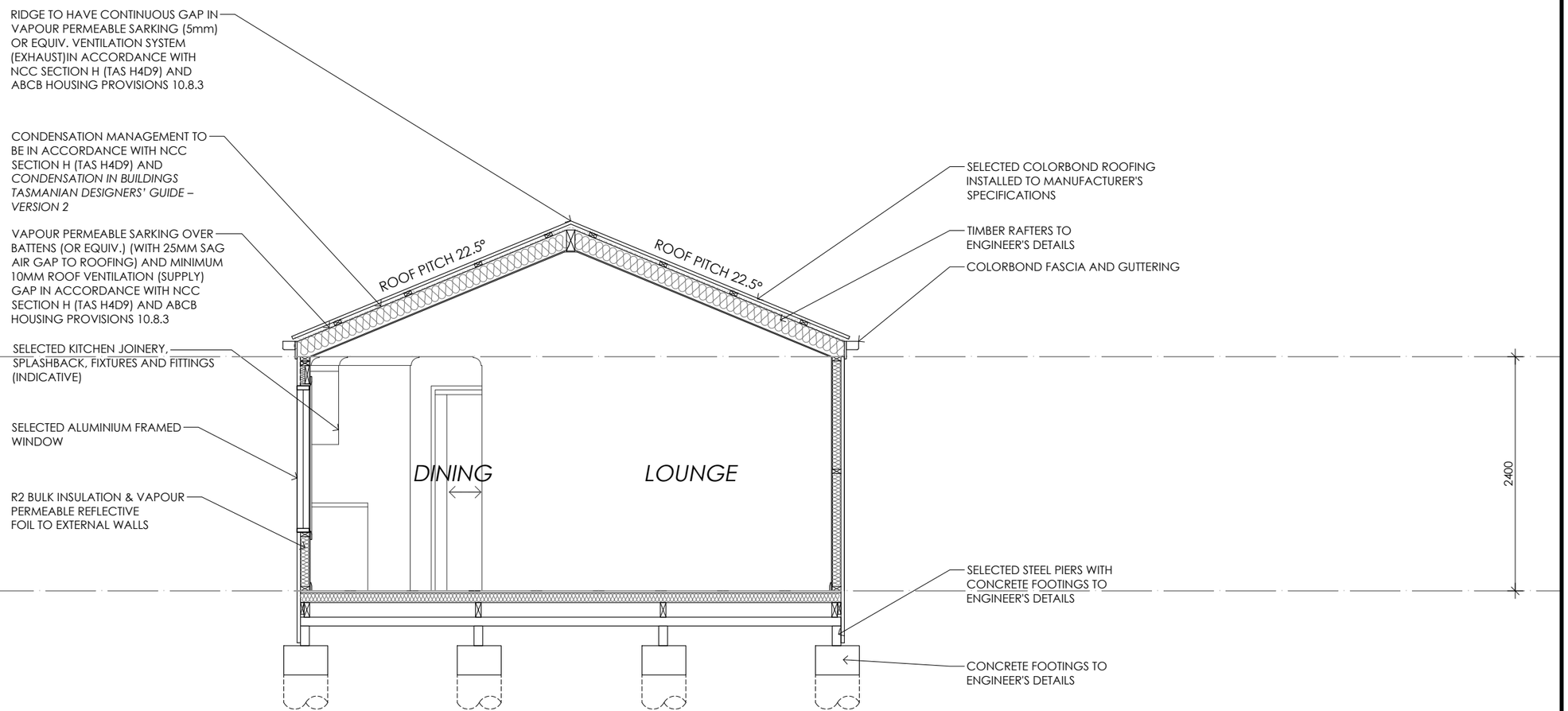
Important notice for attention of Owners: the Owners attention is drawn to the fact that foundations and associated drainage in all sites requires continuing maintenance to assist footing performance. Advice for foundation maintenance is contained in the CSIRO building technology file 18 and it is the Owners responsibility to maintain the site in accordance with this document.

Energy efficiency:
Insulation must comply with AS/NZS4859.1 and be installed in accordance with ABCB housing provisions Part 13.2.2 and comply with minimum R values for climate zone 7.
Bulk insulation between external studs to be insulated with min R2.0. (Ensure batts fit within cavity without compression, making sure that there is at least 25mm gap from the reflective surface). External walls are to be clad with vapour permeable reflective foil over the outside of the timber frame. Ceiling to be insulated with R4.0 and vapour permeable sarking. Floor to be insulated with Min R1.7 batts where applicable. Seal exhaust fans to Ensuite, Bathroom, Laundry and Kitchen. All downlights to be IC rated. Construction of the external walls, floor and roof for compliance with building sealing requirements shall comply with *BCA 2019 Part 3.12*

General:
All flashings, weep holes and damp proof coursing to be in accordance with NCC Housing provisions Part 5.7. Fibre cement sheet in accordance with NCC Housing provisions Part 7.5. Block construction in accordance NCC Housing provisions Part 5. Plasterboard linings to internal walls and ceilings with selected cornice. (see below for wet areas)

Wet areas: All wet areas shall comply with the requirements of ABCB Housing provisions Part 10.2. Provide waterproof plasterboard sheeting to all walls and ceilings. Provide ceramic tiles or other approved water resistant lining in accordance with Part 10.2.9 to a minimum height of 1800mm to shower walls and to a height of min 150mm behind baths, basins, sinks, troughs, washing machines and wall fixtures.

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TRUSS MANUFACTURER TO NOTE:

ALL TRUSSES TO BE DESIGNED TO BE SUPPORTED BY ALL EXTERNAL WALLS FOR BOTH DEAD AND WIND LOADS.

SECTION A-A

TYPICAL FOR UNIT 1, 4, 5

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DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	37 of 40
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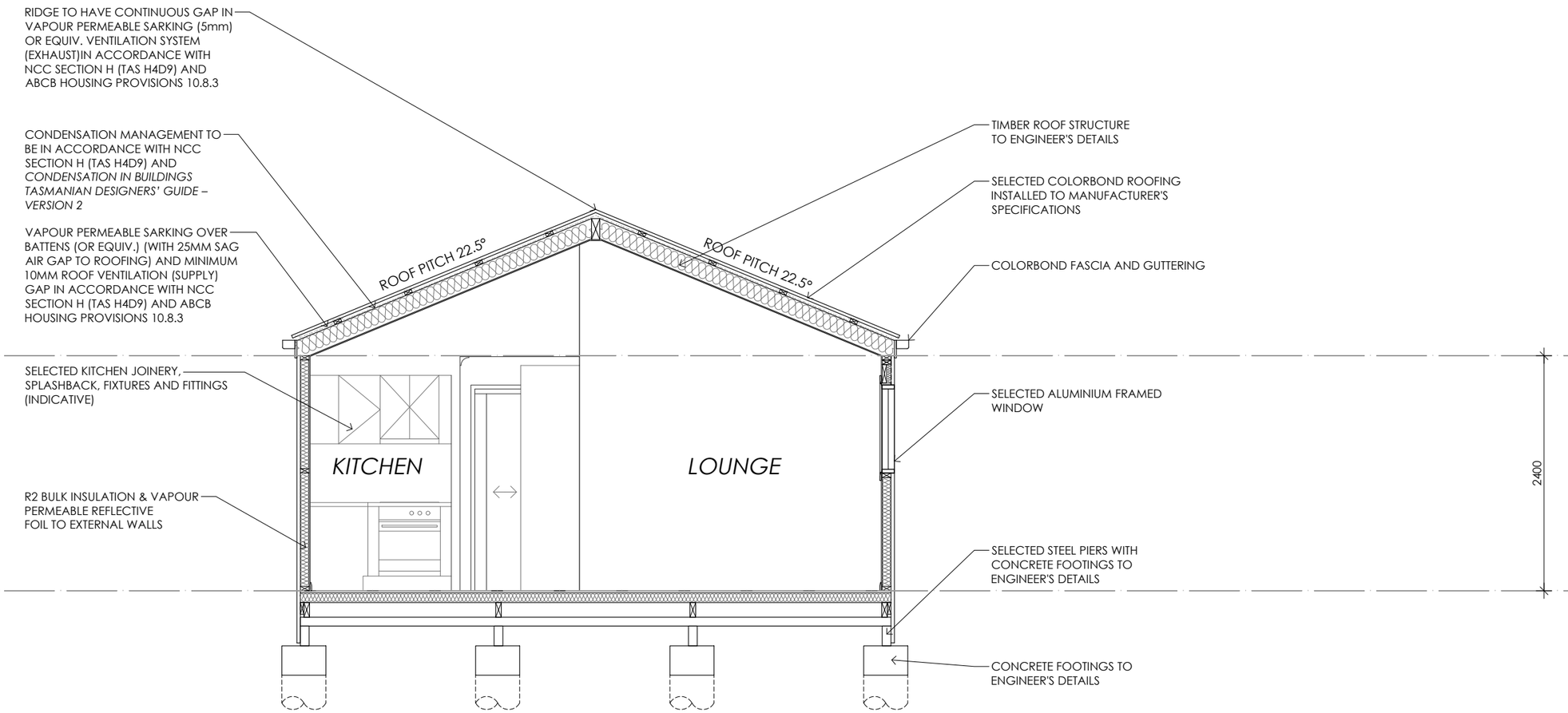
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Bulk insulation between external studs to be insulated with min R2.0. (Ensure batts fit within cavity without compression, making sure that there is at least 25mm gap from the reflective surface). External walls are to be clad with vapour permeable reflective foil over the outside of the timber frame. Ceiling to be insulated with R4.0 and vapour permeable sarking. Floor to be insulated with Min R1.7 batts where applicable. Seal exhaust fans to Ensuite, Bathroom, Laundry and Kitchen. All downlights to be IC rated. Construction of the external walls, floor and roof for compliance with building sealing requirements shall comply with *BCA 2019 Part 3.12*

General:
All flashings, weep holes and damp proof coursing to be in accordance with NCC Housing provisions Part 5.7. Fibre cement sheet in accordance with NCC Housing provisions Part 7.5. Block construction in accordance NCC Housing provisions Part 5. Plasterboard linings to internal walls and ceilings with selected cornice. (see below for wet areas)

Wet areas: All wet areas shall comply with the requirements of ABCB Housing provisions Part 10.2. Provide waterproof plasterboard sheeting to all walls and ceilings. Provide ceramic tiles or other approved water resistant lining in accordance with Part 10.2.9 to a minimum height of 1800mm to shower walls and to a height of min 150mm behind baths, basins, sinks, troughs, washing machines and wall fixtures.

For construction of floor wastes refer to NCC ABCB Housing provisions part 10.2.12. For typical installation requirements for substrate preparation, penetrations, flashings/ junctions, membranes, screeds, hobs, baths, showers, door jambs and screens refer to ABCB Housing provisions part 10.2.14-32.



TRUSS MANUFACTURER TO NOTE:

ALL TRUSSES TO BE DESIGNED TO BE SUPPORTED BY ALL EXTERNAL WALLS FOR BOTH DEAD AND WIND LOADS.

SECTION B-B

TYPICAL FOR UNITS 2 & 3

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PROJECT NORTH

CONTRACTOR MUST VERIFY ALL DIMENSIONS AND LEVELS AT THE JOB PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS.

DO NOT SCALE DRAWINGS.
ALWAYS USE WRITTEN DIMENSIONS.

REV:	DESCRIPTION:	BY:	DATE:
G	COUNCIL RFI	IB	25/9/25
H	COUNCIL RFI - PASSING BAY CLEARANCES	IB	13/10/25
I	SIDE BOUNDARY FENCE ADDED, SECTIONS ADDED	IB	5/11/25
J	SOUTH SIDE BOUNDARY FENCE ADDED	IB	6/11/25

CREATIVE HOMES HOBART
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	38 of 40
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:50	REV: J		

Framing NCC H1D6
All timber framing, fixing and bracing shall comply with AS 1684 and the requirements of NCC H1D6. Manufactured sizes must not be undersized to those specified, for all timber sizes, stress grades, spacing and wall bracing refer to Engineer's details. Tie-down details shall be in accordance with Engineer's details and comply with NCC H1D6 (4). Structural steel members shall comply with the requirements of clauses in NCC H1D6 (3). Refer to Engineer's details where provided.

Glazing NCC H1D8
All windows to be aluminium awning style, double glazed (obscured safety glass to bathrooms as shown on drawings) All glazing shall comply with the requirements of AS 2047 & AS 1288 and NCC H1D8.

Human impact safety requirements shall comply with NCC H1D8 (3) and Part 8.4 of the ABCB Housing provisions.

Note:
Builder and subcontractors to verify all dimension and levels prior to the commencement of any work. Give 24hrs minimum notice where amendments are required to design of working drawings. These drawings are to be read in conjunction with Engineer's and Surveyor's drawings and notes. Do not scale drawings. Dimensions are to take preference over scale. Building specification and Engineer's drawings shall override architectural drawings. All construction work shall be carried out in accordance with the state building regulations, local council by-laws and relevant NCC and AS codes.

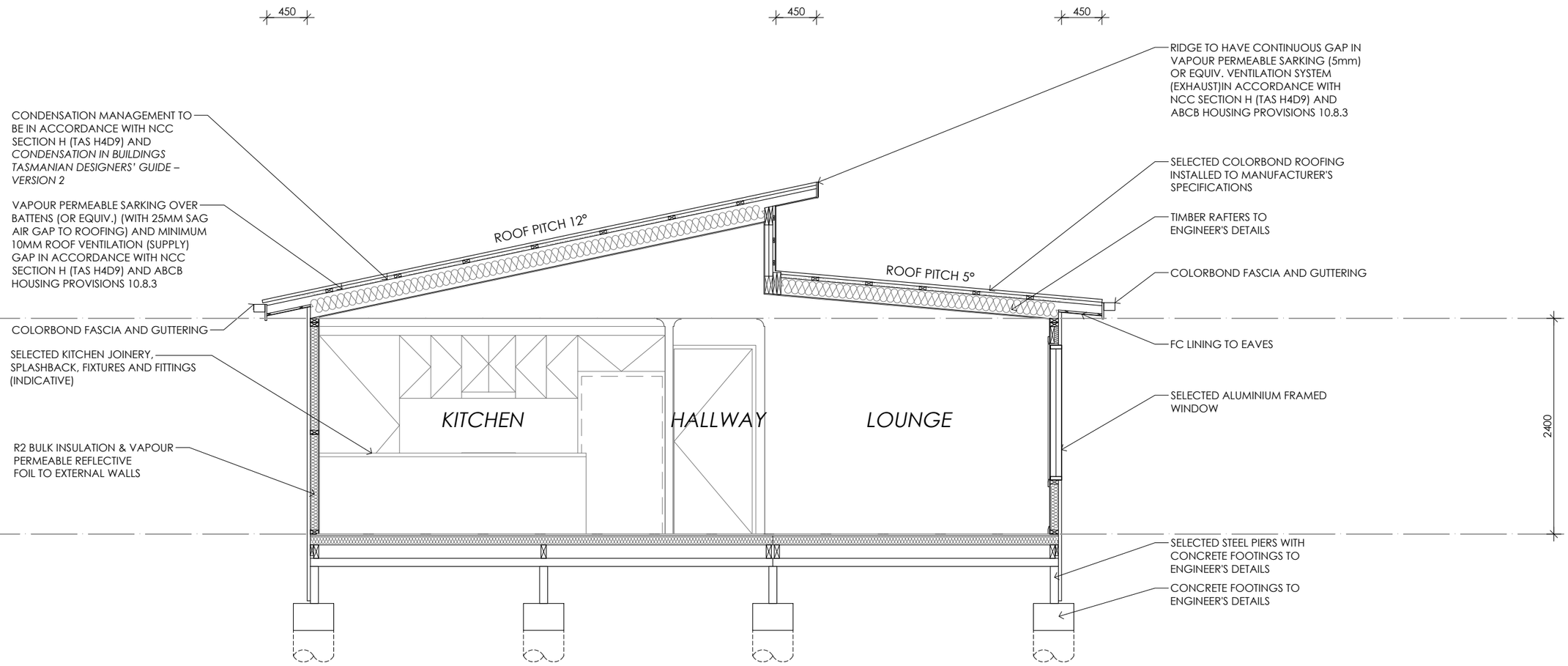
Important notice for attention of Owners: the Owners attention is drawn to the fact that foundations and associated drainage in all sites requires continuing maintenance to assist footing performance. Advice for foundation maintenance is contained in the CSIRO building technology file 18 and it is the Owners responsibility to maintain the site in accordance with this document.

Energy efficiency:
Insulation must comply with AS/NZS4859.1 and be installed in accordance with ABCB housing provisions Part 13.2.2 and comply with minimum R values for climate zone 7.
Bulk insulation between external studs to be insulated with min R2.0. (Ensure batts fit within cavity without compression, making sure that there is at least 25mm gap from the reflective surface). External walls are to be clad with vapour permeable reflective foil over the outside of the timber frame. Ceiling to be insulated with R4.0 and vapour permeable sarking. Floor to be insulated with Min R1.7 batts where applicable. Seal exhaust fans to Ensuite, Bathroom, Laundry and Kitchen. All downlights to be IC rated. Construction of the external walls, floor and roof for compliance with building sealing requirements shall comply with *BCA 2019 Part 3.12*

General:
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For construction of floor wastes refer to NCC ABCB Housing provisions part 10.2.12. For typical installation requirements for substrate preparation, penetrations, flashings/ junctions, membranes, screeds, hobs, baths, showers, door jambs and screens refer to ABCB Housing provisions part 10.2.14-32.



TRUSS MANUFACTURER TO NOTE:

ALL TRUSSES TO BE DESIGNED TO BE SUPPORTED BY ALL EXTERNAL WALLS FOR BOTH DEAD AND WIND LOADS.

SECTION C-C

TYPICAL FOR UNITS 6-10

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PROJECT NORTH

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H	COUNCIL RFI - PASSING BAY CLEARANCES	IB	13/10/25
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CREATIVE HOMES HOBART
CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	39 of 40
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:50	REV: J		

Framing NCC H1D6
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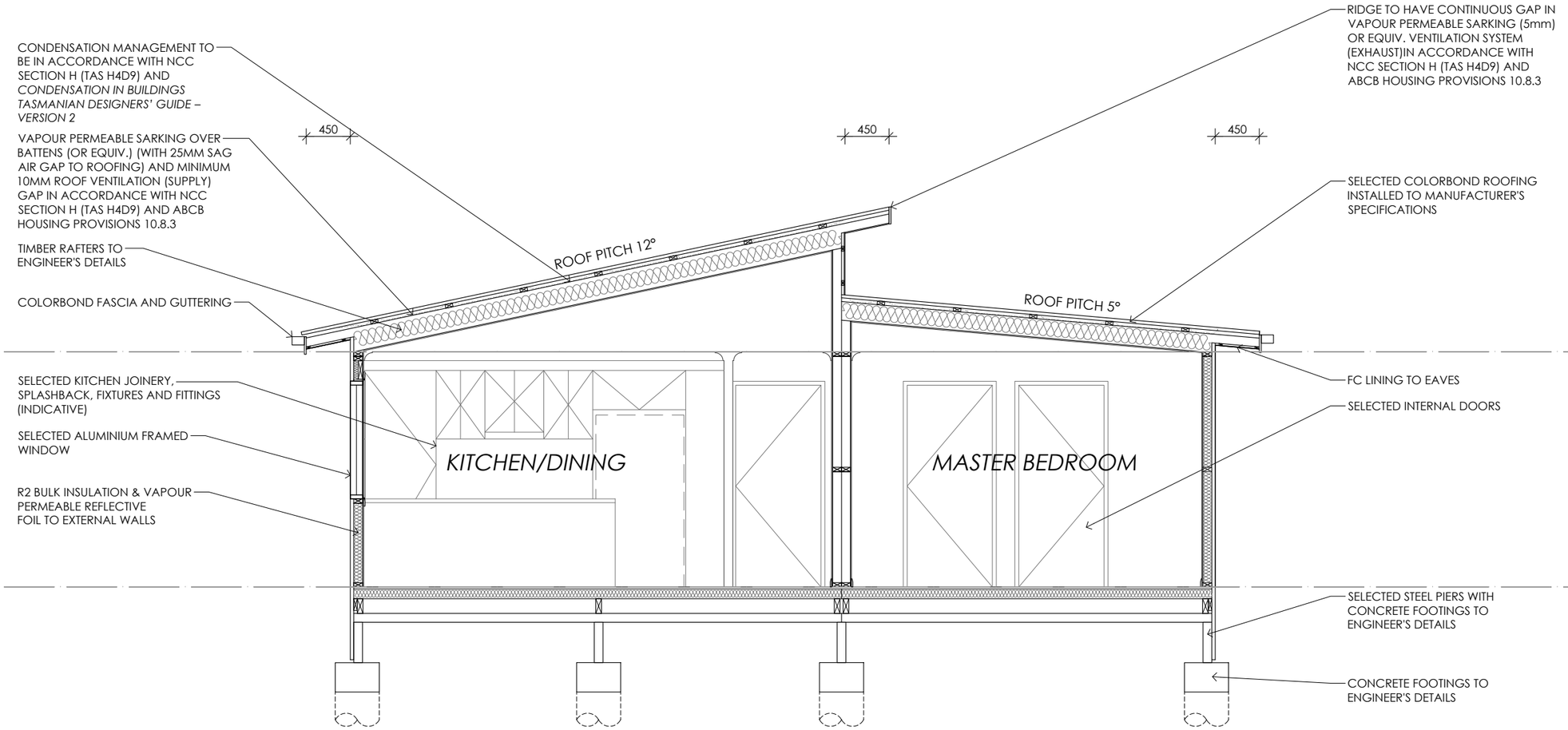
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TRUSS MANUFACTURER TO NOTE:

ALL TRUSSES TO BE DESIGNED TO BE SUPPORTED BY ALL EXTERNAL WALLS FOR BOTH DEAD AND WIND LOADS.

SECTION D-D

TYPICAL FOR UNITS 11&12

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PROJECT NORTH

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CREATIVE HOMES HOBART

CREATIVE HOMES HOBART, CNR OF ELWICK ROAD & BROOKER HIGHWAY, GLENORCHY 7010 PH: 03 6272 3000

JOB ADDRESS:
12 Jubilee Avenue
Brighton

CLIENT:
Construct Creative & ASCR Group Pty Ltd

DESIGNER: I. Brown	ACCRED. NO.: CC6652	SHEET:	40 of 40
DRAWN: I. Brown	DATE: January 2023	DESIGN TYPE:	Custom
CHECKED:	DATE:	DRAWING NO:	0056
SCALE: 1:50	REV: J		

From: rutm@internode.on.net <rutm@internode.on.net>
Sent: Monday, 3 November 2025 9:22 AM
To: Angela Turvey <Angela.Turvey@brighton.tas.gov.au>
Cc: wdeal2512@gmail.com
Subject: Application letter - Roaring Forties Aero Modellers

Hi Angela,

Thankyou for your time last week to assist me in our endeavours to gain some assistance in the hosting of our big Event in March next year.

I have attached a summary of the items which we will need to secure for the event with costings, I have not received some information requested from suppliers yet in regard to hiring of a Marquee/Pagoda but given that we would require it for about 2 weeks the cost of hire may well be similar to purchasing.

We are most encouraged by the possibility of assistance from the Council and any contribution would be most appreciated.

I have also attached the requested “News Item” for the Brighton Community News, I hope it is suitable.

Kind Regards,

Michael Rutledge

RFAM President

0407 307 428

rutm@internode.on.net

State Champs and Trans Tasman 2026 - March 20th to 30th

This event is a Precision Aerobatics Competition for F3A model aircraft sanctioned by the Australian Precision Aerobatics which is a “not for profit organisation”.

Recognised as a World Cup Event, it is actually three events in one, State Championships, Trans Tasman competition and a World Cup round.

To be conducted at our local club field, Roaring Forties Aero Modellers at Pontville.

Two Teams, Australian and a New Zealand each of 5 or 6 pilots.

Also will attract other international competitors as well as entrants from all over Australia.

Including Tasmanians there will be approximately 30 competitors, possibly more.

Expected impact on Local Area:

Number of people for up to 10 days including accompanying spouse/family and also judges, officials and assistants, approx. 60 people.

Mix of accommodation throughout the Brighton area.

Meals at various establishments in Brighton area.

Two main Event Dinners to be held in Brighton.

Services/equipment to be organised

-Marquee/ pagola – Registration, inspection, temporary storage/shelter 6mx3m (must be rugged enough to be protective in poor weather) Probably purchase two 3x3 and place together, based on quotes received, cost would be around $1,200 each.

-Porta loos – hire two units: 3 quotes – TFH $630, Tas Loo Hire $751, Wee R Loos $748

-Shower Hottap $400

-Shower Shelter $400

ROARING FORTIES

TMAA
Tasmanian Model Aeronautical Association Inc.

APA
Australian Precision Aerobatics
www.f3a.com.au

Brighton Council

Quarterly Report

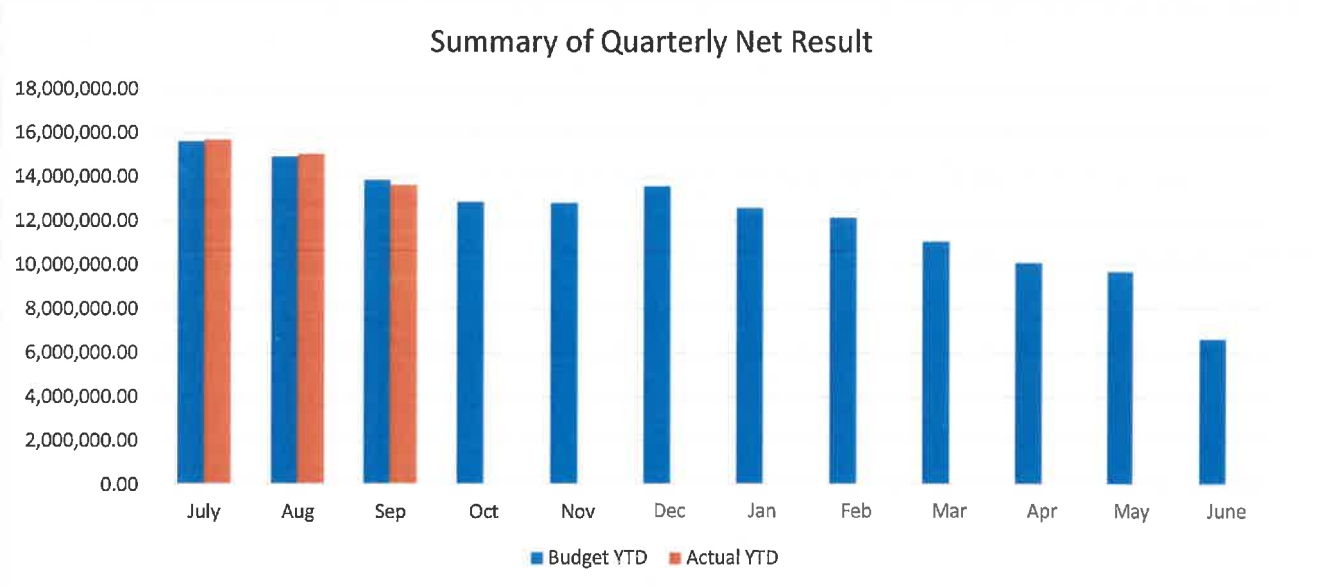
September 2025



Brighton going places

Brighton Council
Quarterly Financial Report
Statement of Comprehensive Income to 30th September 2025

	Note	Budget	YTD Budget	YTD Actual	Variance
Operating Revenue					
Rates and Grants	1	17,081,532	16,875,395	16,988,534	113,139
Statutory Fees and Fines	2	788,000	196,995	182,237	-14,758
User Fees	3	882,200	286,732	408,230	121,498
Grants	4	2,181,583	532,895	338,895	-194,000
Contributions	5	250,000	37,500	28,820	-8,680
Interest	6	376,000	93,996	58,606	-35,390
Commercial Income	7	1,274,852	317,463	159,762	-157,701
Investment revenue from Water Corporation	8	798,336	169,400	169,400	0
Total Operating Revenue		**23,632,503**	**18,510,376**	**18,334,484**	**-175,892**
Operating Expenses					
Employee Benefits	9	-5,612,149	-1,460,235	-1,349,820	110,415
Materials & Services	10	-9,278,135	-2,540,961	-2,605,263	-64,302
Contributions	11	-1,617,509	-490,624	-412,600	78,024
Depreciation and amortisation	12	-4,169,328	0	-1,323	-1,323
Other Expenses	13	-453,313	-153,766	-149,439	4,327
Total Operating Expenses		**-21,130,434**	**-4,645,586**	**-4,518,445**	**127,141**
Net Operating Surplus/(Deficit)		**2,502,069**	**13,864,790**	**13,816,038**	**-48,752**
Capital Income					
Contributions - non-monetary assets	14	-	-	-	-
Net gain/(loss) on disposal of property	15	100,000.00	-	16,815	16,815
Capital Grants received specifically for new or upgraded assets	16	4,016,808	-	35,875	35,875
Total Capital Income		**4,116,808**	**0**	**52,690**	**52,690**
Total Surplus/(Deficit)		**6,618,877**	**13,864,790**	**13,868,728**	**3,938**



Operating Revenue

During the quarter ending September 2025, the year-to-date actual operational revenue was $18,334,484 compared to year-to-date budgeted operational revenue of $18,510,376. This is in line with budget estimates. Explanations have been given on the areas that have seen an increase of 10% above or below budget estimates and $10,000.

Note 1 - Rates Revenue
In line with budget.

Note 2 – Statutory Fees and Fines
In line with budget.

Note 3 – User Fees
Is favourable to budget by 42.37% or $121,498. This is predominately due to an ongoing insurance claim and also a timing of the payment of the BCITB levy. The payment of the verge mowing contract was also recognised in this period.

Note 4 – Grants
Each year the Australian Government decides if the Financial Assistance Payment will be paid in advance or in the financial year it is intended for. In the 2025/2026 year the payment was made in advance and therefore the year-to-date budget for this item will not reflect the year to date actual.

Note 5 – Contributions
Unfavourable to budget by $8,680. These amounts are public open space contributions from developers in lieu of providing land. The budget amount is calculated on a straight line methodology. The amount received is dependent on development.

Note 6 – Interest
Due to the due date of the term deposits, the interest component of the budget will be unfavourable until the maturity is realised.

Note 7 – Commercial Income
The year-to-date commercial income is unfavourable to budget by $157,701 or 49.68%. This is due to timing issues of the budget YTD to invoicing for instalments for the Jobs Hub.

Note 8 – Investment revenue from Water Corporation
In line with budget.

Operating Expenditure

Year-to-date operational expenditure is $13,816,038 compared to budgeted year-to-date expenditure of $13,894,974. This is in line with the budgeted estimates. Explanations have been provided below on areas that are 10% above or below budgeted estimates and $10,000.

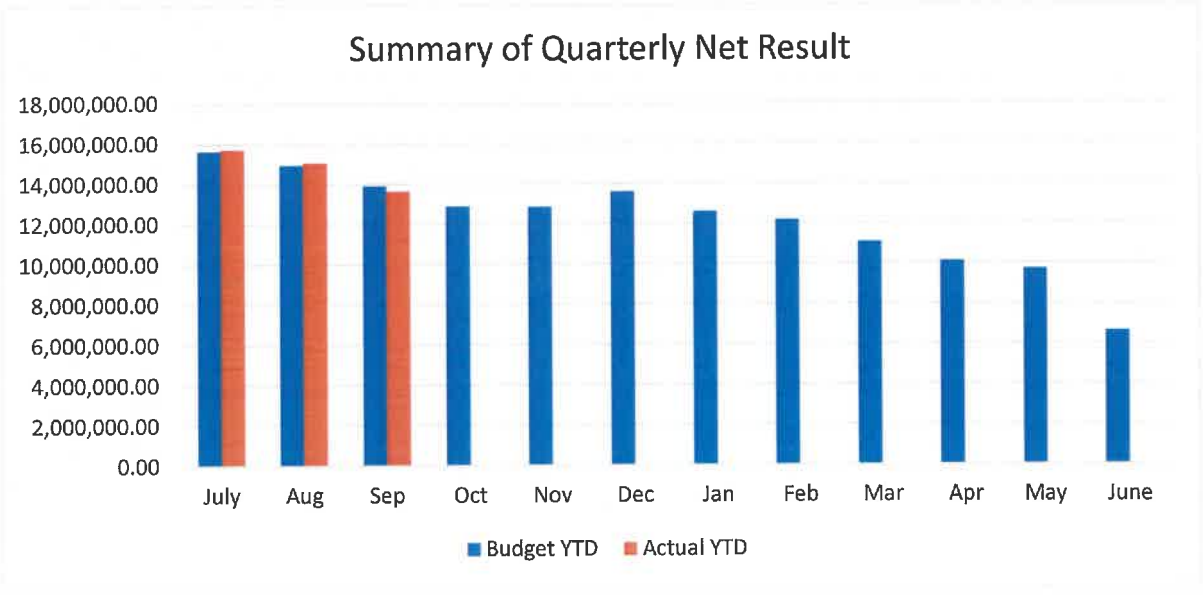
Note 9 – Employment Benefits
In line with budget.

Note 10 – Materials & Services
In line with budget.

Note 11 – Contributions
Favourable to budget by 15.90%. This payment does include the first instalment of the valuation invoice for the revaluation of the municipality in the 25/26 year.

Note 12 – Depreciation and Amortisation
Depreciation and amortisation will be journalled at the end of year.

Note 13 – Other Expenses
In line with budget



Non-Operating Revenue

Note 14 – Contributions – non-monetary assets
This item is calculated at year end and is made up of transfer of road assets from subdivisions.

Note 15 – Net gain/(loss) on disposal of property
As at the end of September a profit of $16,815 had occurred due to the turnover of Plant.

Note 16 – Capital Grants received specifically for new or upgraded assets
See reconciliation of capital grants received.

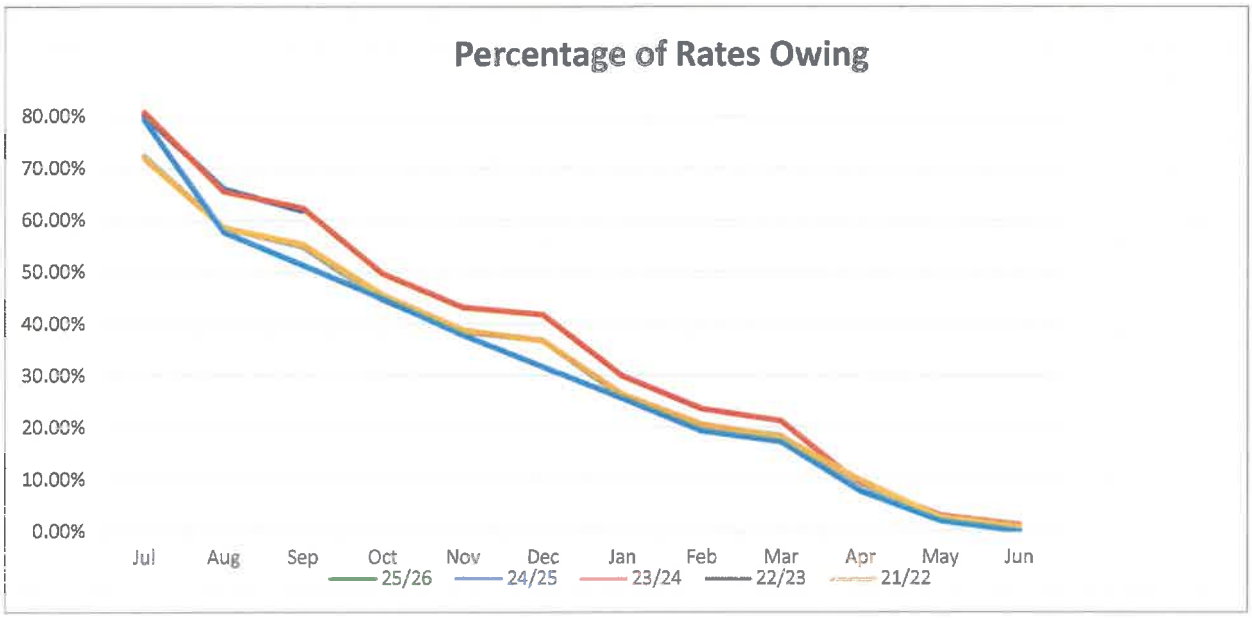
Capital Works

Work in progress at the end of the 24/25 year was $3,103,534. The current outstanding projects from the 24/25 year is $5,712,980. Expenditure of the September quarter on these outstanding projects was $1,656,175. The capital expenditure for projects from the 25/26 budget was $582,036.

Council received $425,000 in the current quarter from outstanding capital grants from the 24/25 period. There is still $856,037 of grants that are outstanding from prior period projects that will be received once these are completed and acquittals are processed. The grant listing shows a record of these amounts.

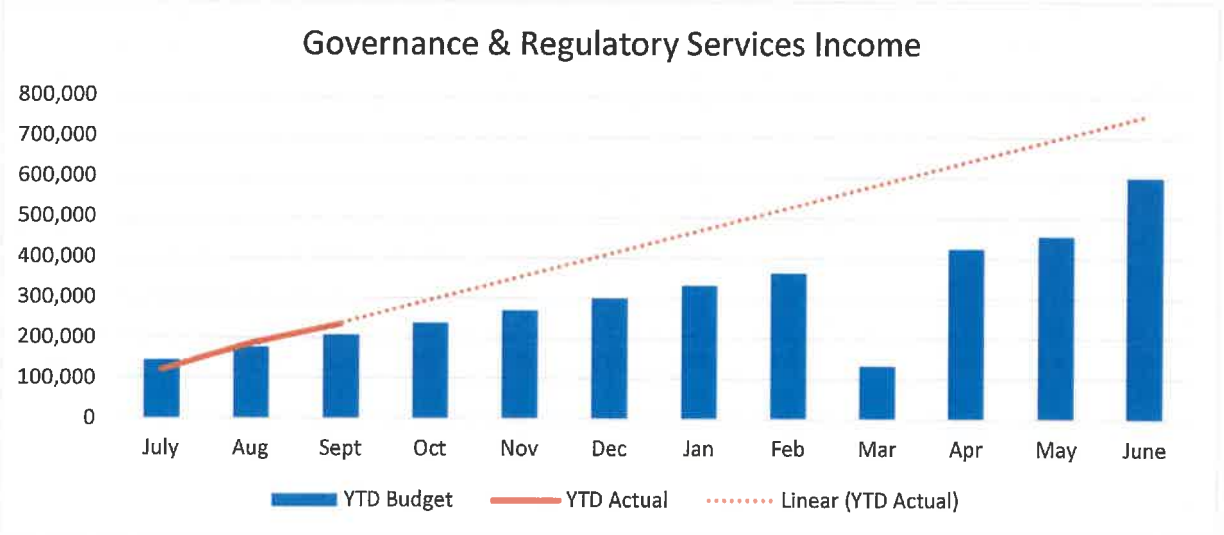
Rates & Grants
Quarterly Financial Report
Statement of Comprehensive Income to 30th September 2025

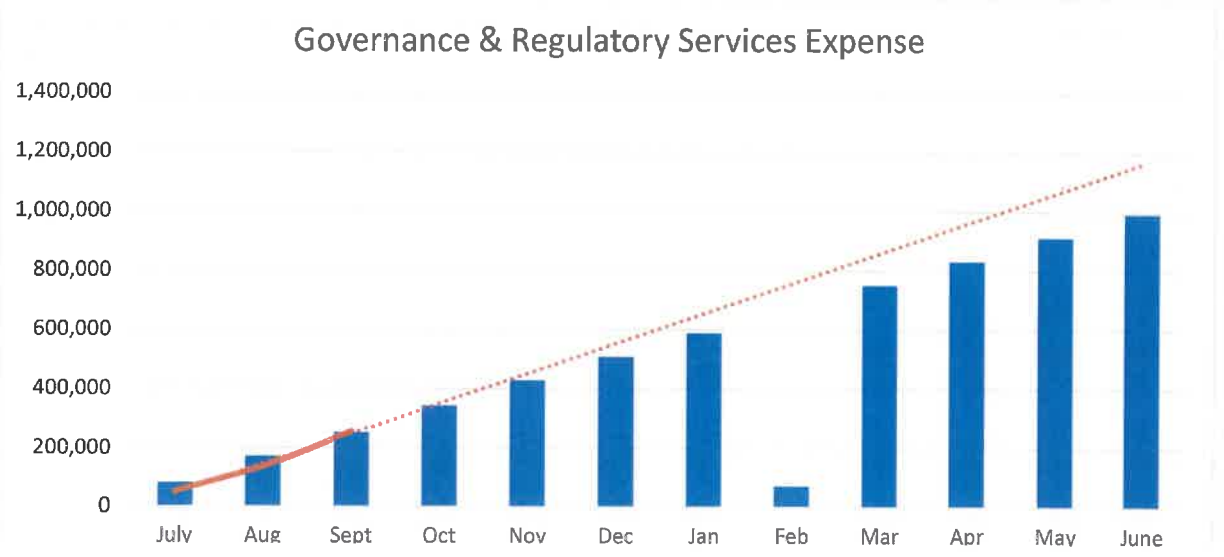
		Budget	YTD Budget	Actual	Variance
Operating Revenue					
Rates and Grants		17,081,532	16,875,395	16,988,534	113,139
Grants		2,181,583	532,583	338,895	- 193,688
Interest		26,000	6,498	8,349	1,851
Investment revenue from Water Corporation		798,336	199,584	169,400	-
Total Operating Revenue		**20,087,451**	**17,614,060**	**17,505,178**	**-108,882**
Other Expenses				-1,411	
Total Operating Revenue		**0**	**0**	**-1,411**	**-1,411**
Net Operating Surplus/(Deficit)		**20,087,451**	**17,614,060**	**17,503,767**	**-110,293**
Capital Income					
Contributions - non-monetary assets		-	-	-	-
Net gain/(loss) on disposal of property		100,000	-	-	-
Capital Grants received specifically for new or upgraded assets		4,016,808	0	35,875	35,875.00
Total Capital Income		**4,116,808**	**0**	**35,875**	**35,875**
Total Surplus/(Deficit)		**24,204,259**	**17,614,060**	**17,539,642**	**-73,007**



Governance & Regulatory Services
Quarterly Financial Report
Statement of Comprehensive Income to 30th September 2025

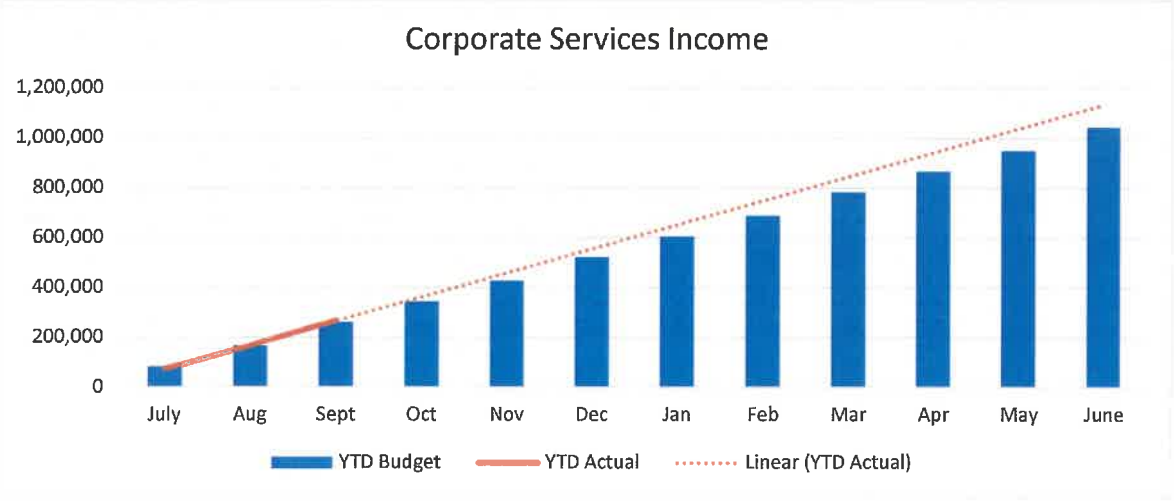
		Budget	YTD Budget	YTD Actual	Variance
Operating Revenue					
Statutory Fees and Fines		365,000	91,245	59,489	-31,756
User Fees		235,700	116,368	175,708	59,340
Total Operating Revenue		**600,700**	**207,613**	**235,197**	**27,584**
Operating Expenses					
Employee Benefits		-849,647	-218,694	-236,548	-17,854
Materials & Services		-49,500	-10,995	-1,575	9,420
Contributions		-95,000	-21,249	-16,413	4,836
Total Operating Expenses		**-994,147**	**-250,938**	**-254,536**	**-3,598**
Net Operating Surplus/(Deficit)		**-393,447**	**-43,325**	**-19,339**	**23,986**
Total Surplus/(Deficit)		**-393,447**	**-43,325**	**-19,339**	**23,986**

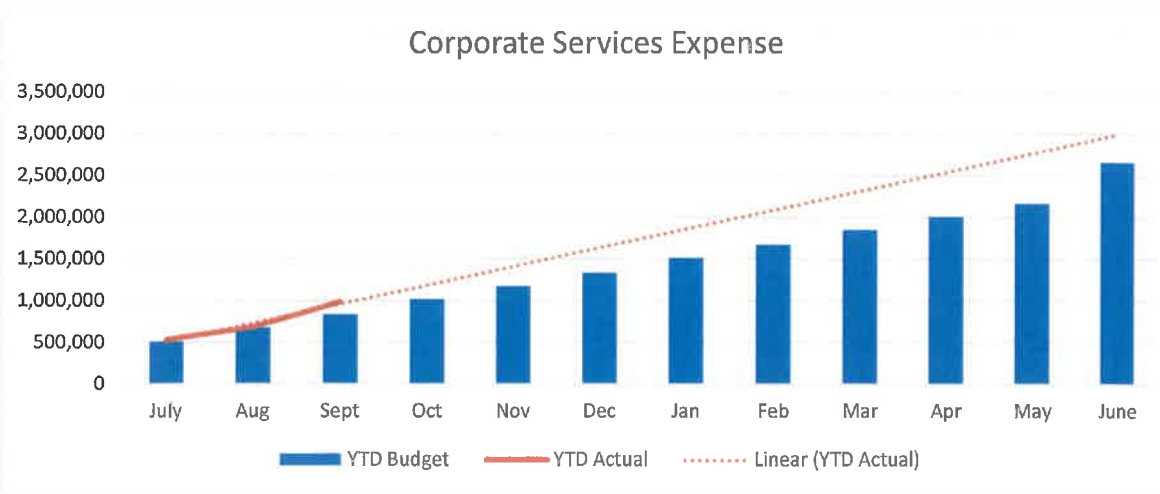




Corporate Services
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Statement of Comprehensive Income to 30th September 2025

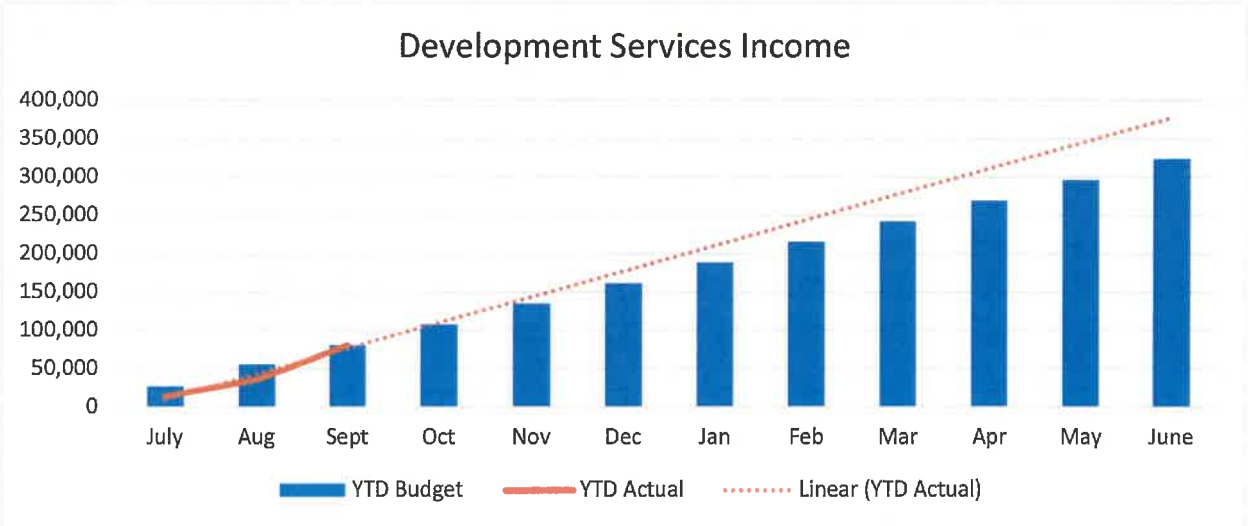
		Budget	YTD Budget	YTD Actual	Variance
Operating Revenue					
Statutory Fees and Fines		120,000	30,000	43,538	13,538
User Fees		49,500	12,372	45,779	33,407
Contributions		150,000	37,500	28,820	-8,680
Interest		350,000	87,498	50,256	-37,242
Commercial Income		375,000	93,750	99,133	5,383
Total Operating Revenue		**1,044,500**	**261,120**	**267,526**	**6,406**
Operating Expenses					
Employee Benefits		-1,133,298	-292,516	-288,007	4,509
Materials & Services		-942,430	-480,572	-641,090	-160,518
Contributions		-200,000	-49,998	-18,700	31,298
Depreciation and amortisation		-327,391	-	- 1,322.00	- 1,322.00
Other Expenses		-58,000	-11,250	-31,500	-20,250
Total Operating Expenses		**-2,661,119**	**-834,336**	**-980,619**	**-146,283**
Net Operating Surplus/(Deficit)		**-1,616,619**	**-573,216**	**-713,093**	**-139,877**
Total Surplus/(Deficit)		**-1,616,619**	**-573,216**	**-713,093**	**-139,877**

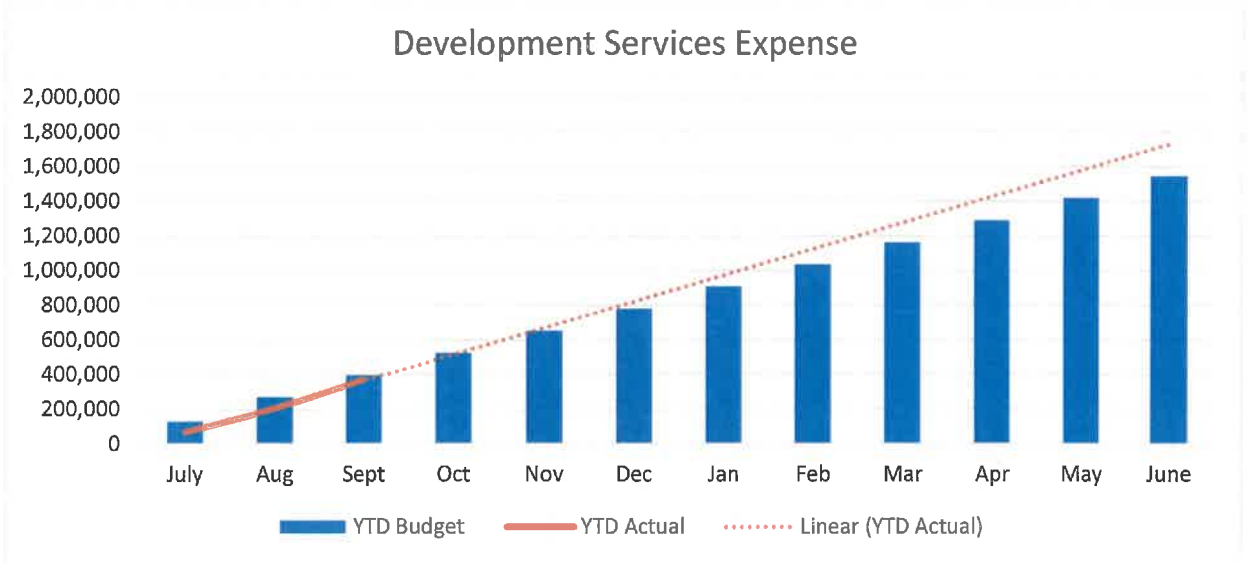




Development Services
Quarterly Financial Report
Statement of Comprehensive Income to 30th September 2025

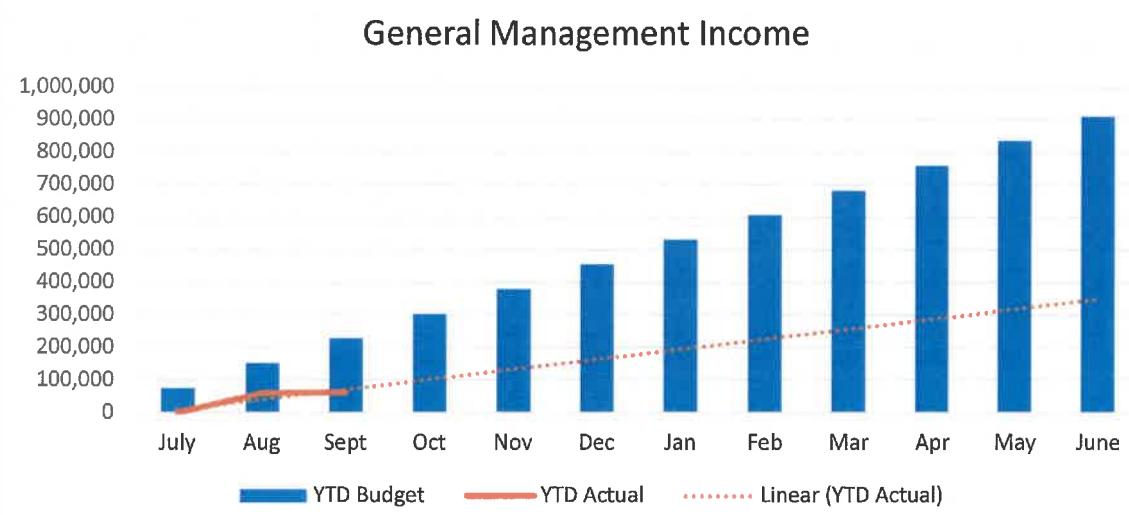
		Budget	YTD Budget	YTD Actual	Variance
Operating Revenue					
Statutory Fees and Fines		303,000	75,750	79,210	3,460
User Fees		21,300	4,998	1,435	-3,563
Total Operating Revenue		324,300	80,748	80,645	-103
Operating Expenses					
Employee Benefits		-1,150,718	-297,080	-259,386	37,694
Materials & Services		-395,500	-98,859	-109,907	-11,048
Total Operating Expenses		-1,546,218	-395,939	-369,293	26,646
Net Operating Surplus/(Deficit)		-1,221,918	-315,191	-288,648	26,543
Total Surplus/(Deficit)		-1,221,918	-315,191	-288,648	26,543

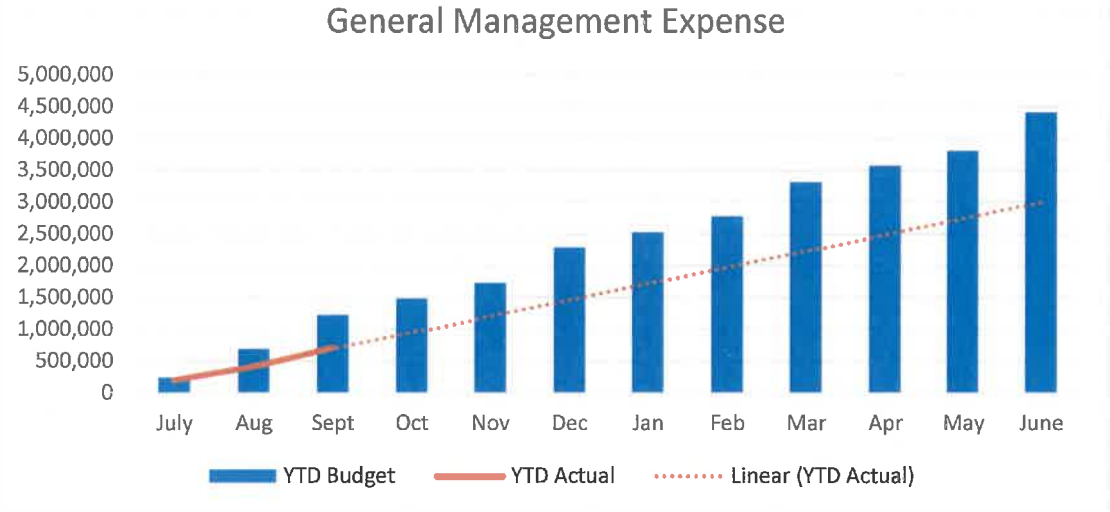




General Management
Quarterly Financial Report
Statement of Comprehensive Income to 30th September 2025

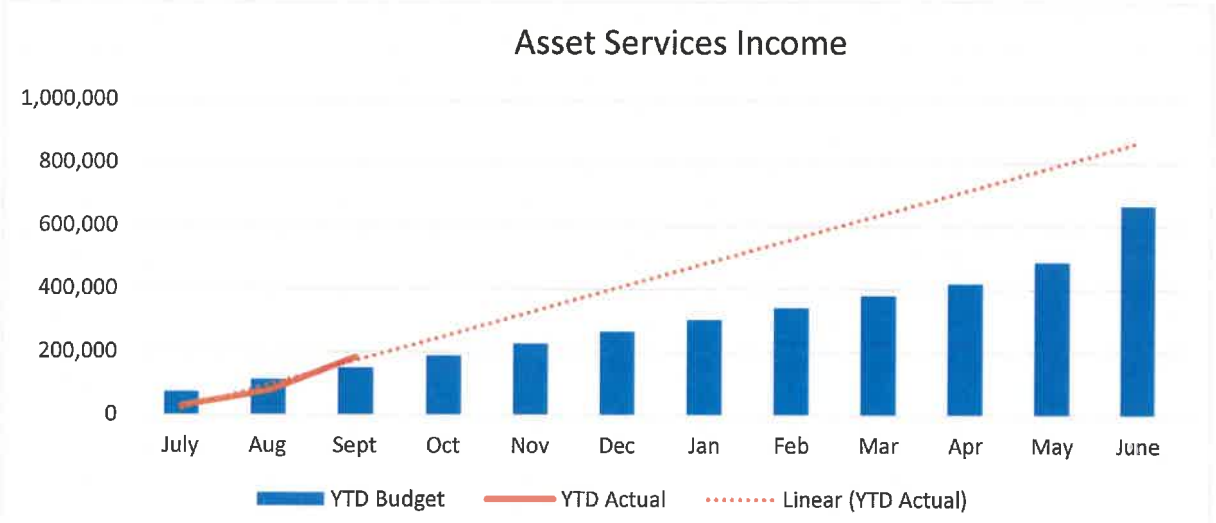
		Budget	YTD Budget	YTD Actual	Variance
Operating Revenue					
User Fees		15,200	2,500	1,647	-853
Commercial Income		894,852	223,713	60,000	-163,713
Total Operating Revenue		**910,052**	**226,213**	**61,647**	**-164,566**
Operating Expenses					
Employee Benefits		-708,104	-182,248	-165,898	16,350
Materials & Services		-1,279,852	-307,358	-51,197	256,161
Contributions		-1,322,509	-419,377	-377,485	41,892
Other Expenses		-395,313	-142,516	-116,528	25,988
Total Operating Expenses		**-3,705,778**	**-1,051,499**	**-711,108**	**340,391**
Net Operating Surplus/(Deficit)		**-2,795,726**	**-825,286**	**-649,461**	**175,825**
Total Surplus/(Deficit)		**-2,795,726**	**-825,286**	**-649,461**	**175,825**

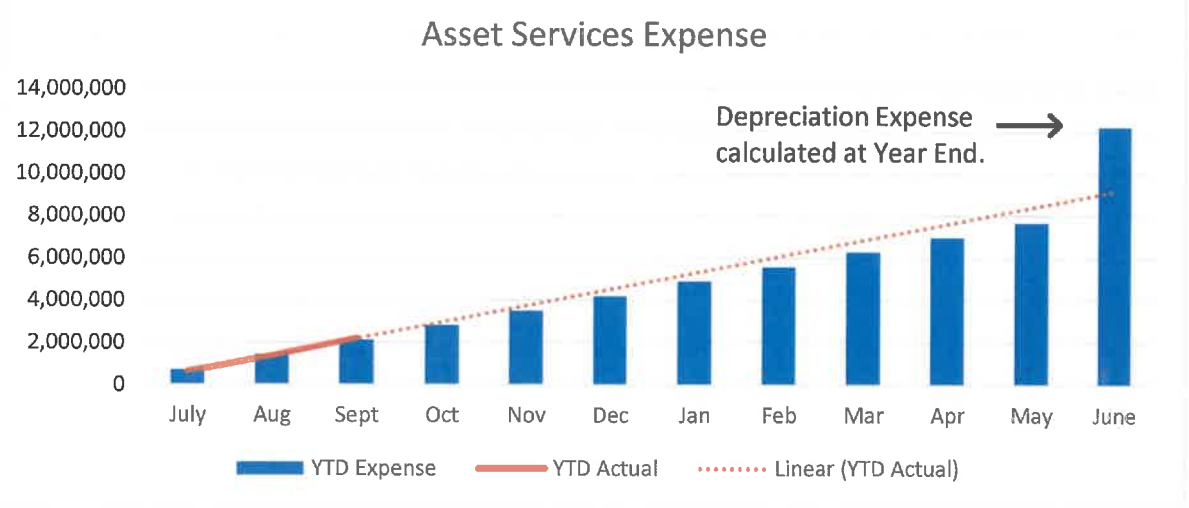




Asset Services
Quarterly Financial Report
Statement of Comprehensive Income to 30th September 2025

		Budget	YTD Budget	Actual	Variance
Operating Revenue					
User Fees		560,500	150,494	183,662	33,168
Contributions - Subdivision non-cash		100,000			-
Commercial Income		5,000		628	628
Total Operating Revenue		**665,500**	**150,494**	**184,290**	**33,796**
Operating Expenses					
Employee Benefits		-1,770,382	-469,697	-399,979	69,718
Materials & Services		-6,610,853	-1,643,177	-1,801,494	-158,317
Depreciation and amortisation		-3,841,937	-	-	-
Total Operating Expenses		**-12,223,172**	**-2,112,874**	**-2,201,473**	**-88,599**
Net Operating Surplus/(Deficit)		**-11,557,672**	**-1,962,380**	**-2,017,183**	**-54,803**
Total Surplus/(Deficit)		**-11,557,672**	**-1,962,380**	**-2,017,183**	**-54,803**





Capital Works Program
Quarterly Financial Report
Statement of Comprehensive Income at 30th September 2025

		Budget	YTD Budget	Actual	Variance
Physical Services Capital					
Roads		9,304,813		409,866	8,894,947
Bridges		55,000		-	55,000
Reserves		587,434		54,582	532,852
Buildings		190,000		95,155	94,845
Total Physical Services Capital		**10,137,247**	**0**	**559,603**	**9,577,644**
Other Capital					
Work in Progress Brought Forward not budgeted					
Work in Progress Brought Forward		3,103,534		3,103,534	
Work in Progress - Work undertaken 24/25		5,712,980		1,656,175	4,056,805
Work in Progress Grants Carried Forward		-1,281,037	-	-425,000	-856,037
Property		-	-	-	-
Plant & Vehicles		424,000	-	-	-
Furniture & Equipment		289,500	0	22,433	267,067
Total Other Capital		**8,248,977**	**0**	**4,357,142**	**3,467,835**
Total Capital Expenditure		**18,386,224**	**0**	**4,916,745**	**13,045,479**

Grant Variance Analysis - September 2025		Grant	Received in prior period	Receive 25/26	Variance	Comments
24/25 Capital Grants Budget - Outstanding						
Seymour Street Masterplan		$2,300,000	$2,085,000		$215,000	
Industrial Heavy Vehicle Rest Area		$500,000	$158,000		$342,000	
Footpath, Basketball wall, rebound wall & dog park & fencing	C24/8	$294,000	$205,755		$88,246	
Upgrade Stormwater Network	C21/7	$146,792	$0		$146,792	
Bridgewater Parklands - Stage 2		$1,700,000	$1,275,000	$425,000	$0	
Boyer Road Precinct	Unbudgeted	$320,000	$256,000		$64,000	
Total Capital 24/25 Grant Budget Outstanding		**$5,260,792**	**$3,979,755**	**$425,000**	**$856,038**	
23/24 Brought Forward Capital Grant						
25/26 Capital Grants						
Energy Efficiency Grant		$119,581	0	$35,875	$83,706	
Active Transport Fund - EDH & Brighton Road Footpath		$497,500	$0		$497,500	
South Brighton		$3,000,000	$0		$3,000,000	
Total Capital 25/26 Grant Budget Outstanding		**$3,617,081**	**$0**	**$35,875**	**$3,581,206**	
25/26 Operational Grants Budget						
Financial Assistance Grant	25/26	$2,131,583	$1,326,060	$338,895	$466,628	Variance in the accounts does not take into account the amount that was paid in advance in June.
Unbudgeted Grants		$50,000	$0		$0	
		$2,181,583	**$1,326,060**	**$338,895**	**$466,628**	

Brighton Council

As at 30th September 2025

Land Movements

Land Sales	Estimated Price	Actual Price	Notes
32 Crooked Billet Dr Brighton		$310,000	
329 Cove Hill Rd		$12,000	
48A Albion Rd Bridgewater		$39,000	
236 Midland Hwy Pontville		$10,000	
14 Mayfield Cres Bridgewater		$58,000	
13B Yellow Brick Road		$10,000	
12 Mayfield Cres Bridgewater		$55,000	
25A Eddington Street Bridgewater		$60,000	
2A Thompson Cres Bridgewater		$61,000	
7A Collis Crt		$90,000	
17A Melissa		$185,000	
10 Mayfield Cres Bridgewater		$56,000	
275 Baskerville Rd		$120,000	
7 Collis Crt		$100,000	
203 Natlee Cres Old Beach		$90,160	
Lot 9 Eaton Place Bridgewater		$160,000	
10 Howlett Court		$70,000	
7a Roslyn Court		$96,000	
Lot 2, 46 Blackstone Drive Old Beach		$122,000	
Lot 1, 46 Blackstone Drive Old Beach		$128,000	
Taylor Cres		$130,000	
23 Menin Drive		$325,000	
203 Brighton Road		$535,000	
131 Cove Hill Road	$550,000		Due for Settlement Oct 25
Lot 974 & Lot 975 Scott Road		$520,000	
Lot 1 Viola Crescent	$650,000		As per Jan 23 Finance
Total	**$1,200,000**	**$3,342,160**	

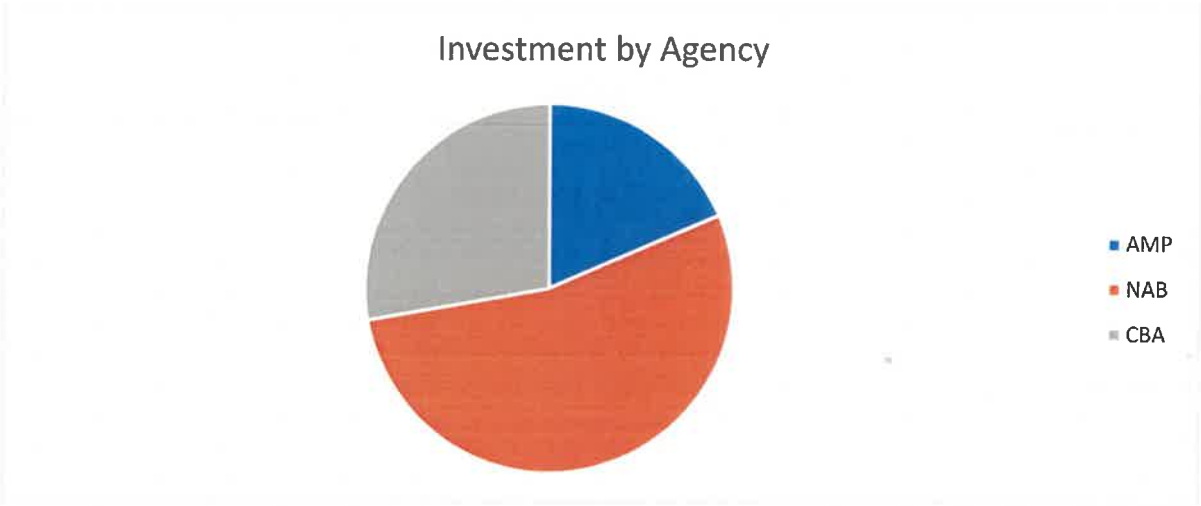
Land Purchases	Purchase Price	
Lot 5 Childs Drive Old Beach	$251,000	Community enhancement
1 Bedford Street Brighton	$350,000	Medical Centre
21 Melissa Street Brighton	$83,000	Community enhancement
84 Jetty Rd Old Beach	$750,000	Community enhancement
Lot 21 Greenbanks Road	$380,000	Settled
Lot 20 Greenbanks Road	$500,000	Settled
87 Gunn Street	$330,000	Settled July 2023
209 Brighton Road	$450,000	Settled August 2023
203 Brighton Road	$203,000	
Total	**$3,297,000**	

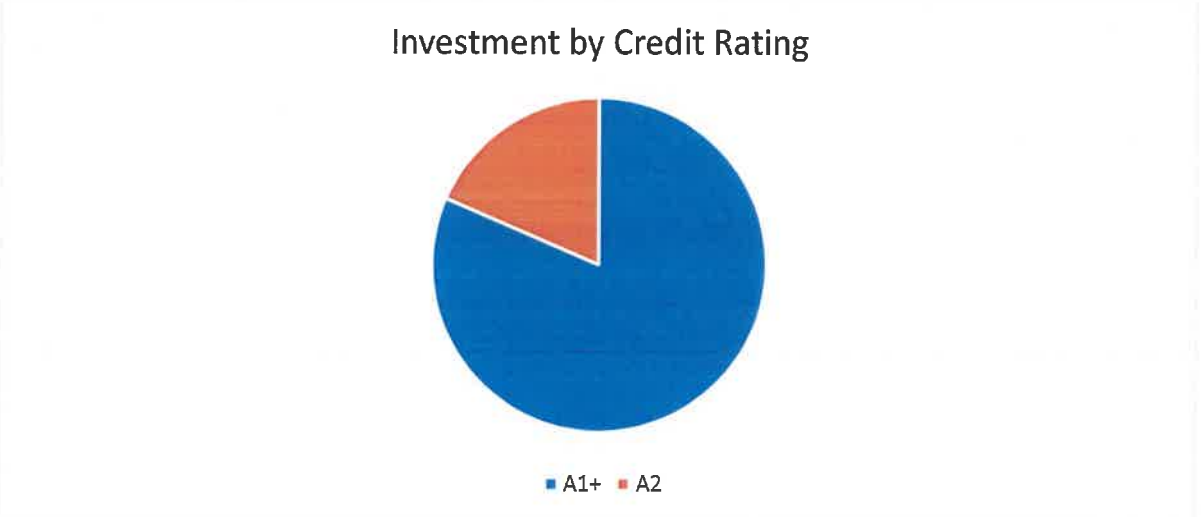
Investment

The following pie charts represent the Agencies and Investment by credit rating of Councils investments. All Council funds have been invested in accordance with the Investment policy.

Council currently has the following investments

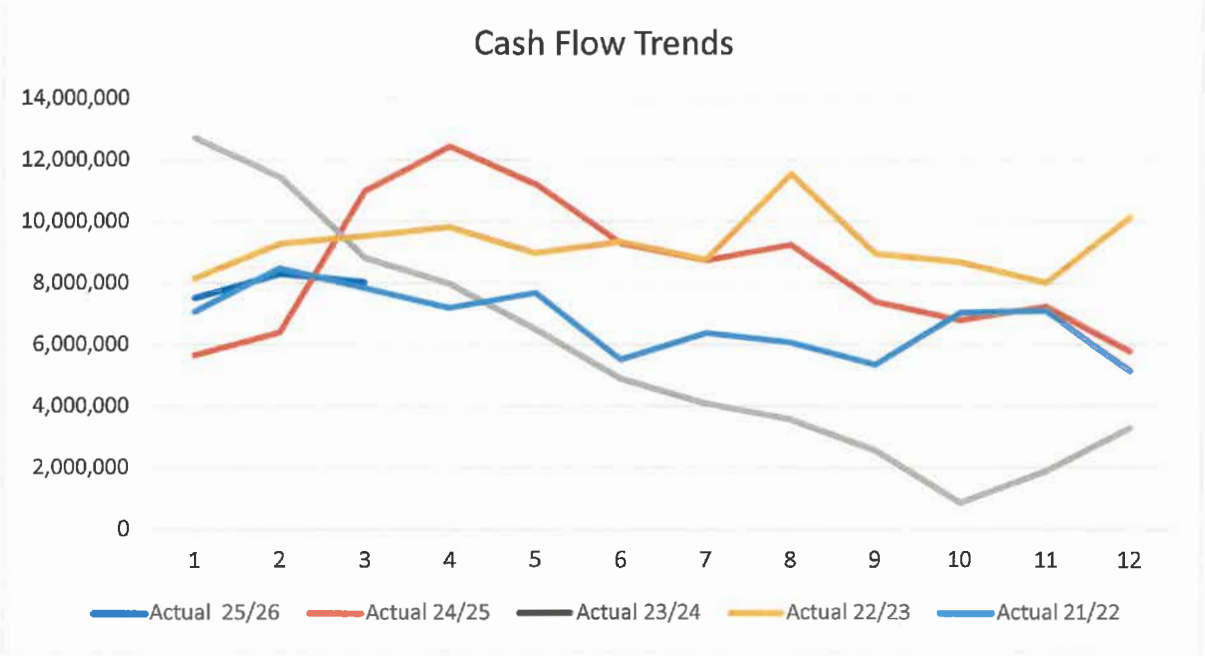
Agency	Rate	Investment	Maturity Date
NAB	4.30%	$700,000	28/10/2025
NAB	4.25%	$750,000	22/10/25
CBA	4.05%	$750,000	23/12/25
AMP	4.30%	$500,000	21/11/25





Cash Flow Trends

The following chart monitors the cashflow trend over the previous five years. It is noted that cash has increased steadily over this period. The main increase in cash is in July when rates notices are sent out for payment. It is anticipated that cash will remain at normal fluctuations of the financial year cycle and not have the extreme ups and down of the three prior periods.



Brighton Council

Emissions Inventory Report FY23/24

Prepared by Milly Burgess
July 2025



Brighton going places

We acknowledge the traditional owners who once walked this country: the Mumirimina people.

The Mumirimina belonged to the Oyster Bay tribe. This was the largest tribe in Tasmania and covered 8000 square kilometres. kutalayna levee in Brighton was a significant meeting place where hundreds of generations of Aboriginal families hunted, gathered, corroboreed, camped and traded.

In the course of colonisation, dispossession of the Mumirimina was early, rapid and extensive.

We acknowledge the Tasmanian Aboriginal Community today as the continuing custodians of this land, and pay our respects to Elders past and present. Through our words and actions we strive to build a community that reflects and respects the history and hopes for all the people of Brighton.

Executive Summary

This Emissions Inventory Report provides a detailed account of Brighton Council's greenhouse gas emissions for the 2023/24 financial year. It also highlights progress towards Council's emissions reduction target of 85% by 2030 on 2021 levels, and net-zero emissions by 2035. The inventory includes Scope 1 emissions from fleet fuel and gas, Scope 2 emissions from electricity, and Scope 3 emissions from municipal-wide waste management.

The results show that in 2024, Brighton Council's total corporate emissions were 6,234 tonnes of carbon dioxide equivalent (tCO_2-e). Most emissions came from landfilled waste (93.5%), followed by fleet fuel (4%), electricity (1.2%), organic waste (1%), and gas (<1%). Brighton Council has seen a reduction in emissions by 5,435 tCO_2-e or 47% since the baseline year in 2021, when total emissions were 11,670 tCO_2-e. The most significant emissions reductions have been achieved in waste, where emissions from landfilled waste dropped by 48% due to the introduction of kerbside food and organic waste collection and a change in landfill supplier to Copping. Fleet fuel and electricity emissions have also decreased since 2021, while emissions from organic waste and gas have increased.

While the reductions in emissions are promising, further action is needed to meet Council's ambitious climate goals. Key recommendations include developing a Waste Management Strategy, expanding the electric vehicle fleet, conducting energy audits of high-consuming sites, and phasing out gas connections across all assets.

The report also notes limitations in comparing data to the 2021 baseline due to changes in methodology and data availability, and highlights the need to expand future inventories to include a broader range of scope 3 emissions. Despite these limitations, this inventory provides a strong foundation for Brighton Council's ongoing climate action and supports transparent, evidence-based decision-making as the Council works toward a low-emissions future.

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Introduction

Preparing an emissions inventory is the process of identifying and measuring greenhouse gas (GHG) emissions emitted by an entity, in tonnes of carbon dioxide equivalent (tCO_2-e). The purpose of preparing an annual inventory is to track emissions over time, identify opportunities to reduce emissions, and to enable reporting on emissions, either voluntarily or under mandatory reporting schemes.

An emissions inventory for Brighton Council has previously been completed for the 2019/20, 2020/21, and 2021/22 financial years as part of the Southern Councils Climate Collaboration. This current emissions inventory has been prepared for Brighton Council for the 2023/2024 financial year and is compared to the chosen baseline year of 2020/21 to track emissions reductions over time. It measures the GHG emissions produced through the operation of the Council, which is comprised of emissions from fleet fuel, gas, electricity, and waste. The inventory does not include emissions generated in the provision of goods and services to the council, aside from waste.

This report outlines the methodology used to produce the emissions inventory, it presents the results of the inventory, and discusses how emissions have changed over time, as well as ways to reduce emissions. Together, this report assists Council to track progress on its commitment to achieve an 85% emissions reduction on 2021 levels by 2030, and net-zero emissions by 2035.

Methodology

This section of the report outlines the methodology used to prepare the emissions inventory and the standards and principles that underpin it. Providing a clear description of the methodology ensures that the inventory can be replicated.

Accounting and Reporting Principles

As with financial accounting, generally accepted GHG accounting principles are intended to underpin and guide the preparation and reporting of emissions inventories. The principles in Table 1 below are outlined by the *Greenhouse Gas Protocol Corporate Accounting and Reporting Standard* and have guided the process of preparing Brighton Council's corporate emissions inventory and this report. These principles are globally accepted and ensure the reported information represents a true and fair account of GHG emissions. The methodology section of this report largely addresses these principles and enables the replication and comparison of Brighton Council's corporate emissions over time.

Table 1. Principles outlined by the GHG Protocol

Principle	Description
Relevance	• Match reporting to the needs of the audiences (internal and external)
Completeness	• Include all emission sources within the inventory boundary • Disclose and justify any specific exclusions
Consistency	• Use consistent methodologies to allow comparison over time • Transparently document any changes • Recalculate baseline when changes affect it
Transparency	• Be factual and clear • Leave an audit trail • Disclose all relevant assumptions, methodologies, and data sources
Accuracy	• Be accurate within reason

Standards

In addition to the above principles, this emissions inventory has generally been prepared in line with the GHG Protocol Corporate Standard. GHG Protocol establishes comprehensive global standardised frameworks to measure and manage greenhouse gas emissions from private and public sector operations, value chains and mitigation actions. It is the world's most widely used greenhouse gas accounting and reporting standard for companies and governments.

Inventory Boundary

An inventory boundary identifies the gases, emission sources, geographic area, and time span covered by a GHG inventory. In this case, the assessment boundary includes all seven

Kyoto Protocol GHGs (expressed as carbon dioxide equivalent) occurring within the geographic boundary of Brighton Council, as well as waste disposal occurring out-of-boundary. The inventory covers a continuous 12-month period from 1 July 2023 to 30 June 2024.

Inclusions

Scope 1 and 2 emissions have been included in this inventory as well as one source of Scope 3 emissions. These are gas use in buildings, and petrol and diesel use in the vehicle fleet (Scope 1 emissions); electricity use in Council owned or managed assets (Scope 2 emissions); and the disposal or treatment of waste managed by Council (Scope 3 emissions). For more information about emission scopes, see Appendix A.

Exclusions

Some sources of emissions have been excluded from the inventory boundary. Table 2 below outlines what has been excluded and the reason for this.

Table 2. Exclusions to the inventory boundary

Exclusion	Reason
Electricity / gas usage paid by a third party	This generally occurs when a Council owned building is leased by a third party and that third party pays for their electricity or gas use. In this case, emissions should not be attributed to the Council.
Fuel not purchased on a fuel card	The data for this is not easily available and it is unlikely that fuel purchased via another method would meet the 1% materiality threshold.*

* An emissions source that constitutes 1% or more of the total carbon account is material. For an emissions inventory of Brighton's size, the materiality threshold is 62 tCO_2-e per annum.

Further items that have not been calculated in this emissions inventory but may be included in future inventories include:

- Hard rubbish collection
- Refrigerants
- Specialty gases used by the depot
- Prior landfill sites owned by Council
- Other scope 3 emissions such as business travel, employee commuting, office supplies, and construction materials

Calculations

A Corporate Greenhouse Inventory Tool was purpose built for Southern Councils by Todd Houstein from the consultancy branch of Sustainable Living Tasmania in 2025. This tool was designed to automate the calculations required to complete the inventory, with minimal updates required to it over time. Table 3 below provides the methodology for the calculations used in the tool to complete this inventory. Note that while the method for calculating emissions should not change over time, the emissions factors themselves may change and these need to be updated in the Inventory Tool annually.

Table 3. Methodology for emissions calculations by emissions type

Emissions type	Method	Emissions factor (kg CO_2-e/unit)
Fleet Fuel - Petrol	Litres x emissions factor	2.3126
Fleet Fuel - Diesel	Litres x emissions factor	2.7217
Electricity (grid)	kWh x location-based emissions factor	0.12
Gas	Litres x emissions factor	1.55742
Landfilled Waste	Tonnes x methane commitment emissions factor	1598.027115
Organic Waste	Tonnes x emissions factor	46

Emission Factors

The specific emissions factors used for the inventory have been built into the Corporate Greenhouse Inventory Tool mentioned above. A sheet in the Tool outlines each emissions factor and the source of that factor. Generally, the source is the National Greenhouse Accounts Factors, which are published by the Department of Climate Change, Energy, the Environment and Water each year, as well as the NGER (Measurement) Determination 2008.

Sources of data

Table 4 below indicates where the raw data for the calculations have come from. Where data needed to be amalgamated (e.g., where there were monthly invoices) an additional spreadsheet was used to calculate the annual totals.

Table 4. Source of data for each emissions type

Emissions source	Data source
Fleet Fuel	Monthly invoices from Ampol, BP and United
Electricity (including solar generation & export)	Provided directly by Aurora (includes street lighting and solar export)
Gas	Monthly invoices from Supagas
Landfilled Waste	Spreadsheet maintained by Asset Services with monthly collection tonnages
Organic Waste	Spreadsheet maintained by Asset Services with monthly collection tonnages

Results

This section of the report presents the results of the calculations provided in the methodology section. Emissions data is presented in a wholistic and systematic way to allow for useful interpretation of emissions sources together, separately, and compared with the 2021 (baseline) results.

Summary of 2024 emissions

Brighton Council's total corporate emissions for the 2023/24 financial year (henceforth 2024) was **6,234 tCO_2-e**. Emissions are most significantly from landfilled waste (93.5%), followed by fleet fuel (4%), electricity (1.2%), organic waste (1%), and gas (<1%) as can be seen below in Table 5.

Table 5. Breakdown of emission categories and their contributions to the overall emissions output

Emissions source	Activity data	Unit	Emissions (tCO_2-e)	% of total emissions
Gas	14,267	Litres	22	<1%
Fleet Fuel	95,211	Litres	251	4%
Scope 1 total			**273**	**4%**
Electricity	621,495	Kilowatt hours	75	1%
Scope 2 total			**75**	**1%**
Landfilled waste	5,609	Tonnes	5,828	94%
Organic waste	1,269	Tonnes	58	1%
Scope 3 total			**5,886**	**95%**
TOTAL			**6,234**	**100%**

Waste

Waste is the largest source of Council's emissions at a total of **5,886 tCO_2-e**. This is a combination of emissions from landfilled and organic (food and garden) waste collected from the municipality-wide kerbside bins and the Brighton Waste Transfer Station.

Table 6. Emissions from waste by type

Waste	Waste collected (t)	Emissions (tCO_2-e)	% of waste emissions	Emissions avoided (tCO_2-e)
Landfilled	5,609	5,828	99%	N/A
Organic	1,269	58	1%	1,260
TOTAL	**6,878**	**5,886**	**100%**	**1,260**

As can be seen in Table 6 above, organic waste makes up almost a fifth of the total tonnage of waste collected, but only accounts for 1% of waste emissions. This is because of the higher emissions factor for landfilled waste compared with organic waste that is composted. Therefore, by collecting organic waste separately via the FOGO bin, Council has avoided 1,260 tCO_2-e.

Fleet fuel

Fleet fuel is the second largest source of Council's emissions at a total of **251 tCO2-e**. Emissions from fleet fuel are generated by council owned vehicles and plant. Over three quarters of fleet fuel emissions are from the use of diesel, with the remaining 18% from petrol, as can be seen below in Table 7. Not only does council consume far more diesel than petrol, but diesel also has a higher emissions factor. This means that for every 100 litres of fuel consumed, diesel generates 40kg CO_2-e more than petrol.

Table 7. Emissions from fleet fuel by fuel type

Fleet Fuel	Fuel use (L)	Emissions (tCO_2-e)	% of fuel emissions
Petrol	19,687	45.5	18%
Diesel	75,524	205.5	82%
TOTAL	95,211	251	100%

Electricity

Electricity is Council's third largest source of emissions at a total of **75 tCO_2-e**. Emissions are produced from metered electricity used by council owned assets and unmetered street lighting in the municipality. Table 8 below shows that Council assets account for almost three quarters of emissions from electricity use, where street lighting accounts for just over a quarter.

Table 8. Emissions from metered vs unmetered electricity

Electricity	Electricity use (kWh)	Emissions (tCO_2-e)	% of electricity emissions
Metered (council assets)	447,858	54	72%
Unmetered (street lighting)	173,637	21	28%
TOTAL	621,495	75	100%

As can be seen in Table 9, the top five electricity consuming sites across the municipality in 2024 were the Council Chambers, Pontville Regional Sports Complex, the Civic Centre, the Works Depot and the Jobs Hub. Together the top five sites account for almost two thirds of all electricity emissions.

Table 9. Emissions from top 5 electricity consuming sites

Name	Address	Electricity use (kWh)	Emissions (tCO_2-e)	% of total electricity emissions
Council Chambers	1 Tivoli Rd, Old Beach	120,705	14.5	19%
Pontville Regional Sports Complex*	325 Brighton Rd, Pontville	100,053	12	16%
Civic Centre	25 Greenpoint Rd, Bridgewater	95,735	11.5	15%
Works Depot	2 Cobbs Hill Rd, Bridgewater	48,137	5.8	8%
Jobs Hub	371 Brighton Rd, Pontville	35,662	4.3	6%
TOTAL		400,292	48.1	64%

*Includes all metres at the complex except the Pavilion as the building is leased.

Solar

In addition to the electricity that is drawn from the grid, Council also has four solar PV systems that generate renewable electricity. This electricity is used on site and excess generation is fed into the grid. Table 10 below shows the estimated generation from the four solar sites and the recorded export to the grid from Aurora. Using the same location-based methodology as electricity, approximately 20 tCO_2-e have been avoided due to the total electricity generated by the solar systems.

Table 10. Solar generation and export by site

Name	Address	Capacity (kW)	Generation (kWh)*	Emissions avoided (tCO_2-e)	Export (kWh)	Emissions avoided (tCO_2-e)
Council Chambers	1 Tivoli Rd, Old Beach	69.5	86,911	10.4	42,212	5.1
Depot	2 Cobbs Hill Rd, Bridgewater	30	37,500	4.5	21,645	2.6
Civic Centre	25 Green Point Rd, Bridgewater	26.5	33,125	4	8,409	1
Old Beach Community Hall	86 Jetty Rd, Old Beach	6	10,527	1	0	0
TOTAL		128	168,063	19.9	72,266	8.7

*Some estimation was required to calculate the generation figure. See explanation in Appendix C.

Gas

Gas is the smallest source of Council's emissions, with a total of 22 tCO_2-e. Emissions are generated from three council owned buildings that use liquified petroleum gas. Table 11 shows that all gas use is from the various changerooms at the Brighton Regional Sports Complex (325 Brighton Rd, Pontville), with almost two thirds of total gas use attributed to the Brighton Football Oval (the Pavilion).

Table 11. Emissions from gas by building

Name	Address	Gas use (L)	Emissions (tCO_2-e)	% of total gas
Brighton Football Oval (the Pavilion)	325 Brighton Rd, Pontville	9,214	14	64%
Fergusson Oval Changerooms	325 Brighton Rd, Pontville	3,721	6	27%
Gun Oval Changerooms	325 Brighton Rd, Pontville	1,332	2	9%
TOTAL		**14,267**	**22**	**100%**

Comparison to baseline

The purpose of completing an annual emissions inventory is to track progress towards Council's emissions reduction target of 85% by 2030 and net-zero by 2035. Net-zero is relative to a baseline year, which for Brighton Council is 2021. Therefore, Table 12 below compares emissions from 2021 and 2024 to see what change has occurred.

Table 12. Comparison of Scope 1, 2 & 3 emissions from 2021 (baseline) to 2024 (current)

	2020/2021 (baseline)		2023/2024 (current)		Change from baseline	
Emissions Source	Emissions (tCO_2-e)	% of total emissions	Emissions (tCO_2-e)	% of total emissions	Emissions (tCO_2-e)	Emissions change (%)
Gas	0	0%	22	0.4%	+22	N/A
Fleet Fuel	309	3%	251	4%	-58	-19%
Scope 1 total	**309**	**3%**	**274**	**4.4%**	-36	-12%
Electricity	108	1%	75	1.2%	-33	-31%
Scope 2 total	**108**	**1%**	**75**	**1.2%**	-33	-31%
Landfilled waste	11,252	96%	5,828	93.5%	-5,424	-48%
Organic waste	1	0%	58	0.9%	+57	N/A
Scope 3 total	**11,253**	**96%**	**5,886**	**94.4%**	-5,366	-48%
TOTAL	11,670	100%	6,256	100%	-5,435	-47%

The table shows that emissions from all sources, aside from gas and organic waste, have decreased since 2021. This has resulted in an overall reduction in emissions by 5,435 tCO_2-e or 47%.

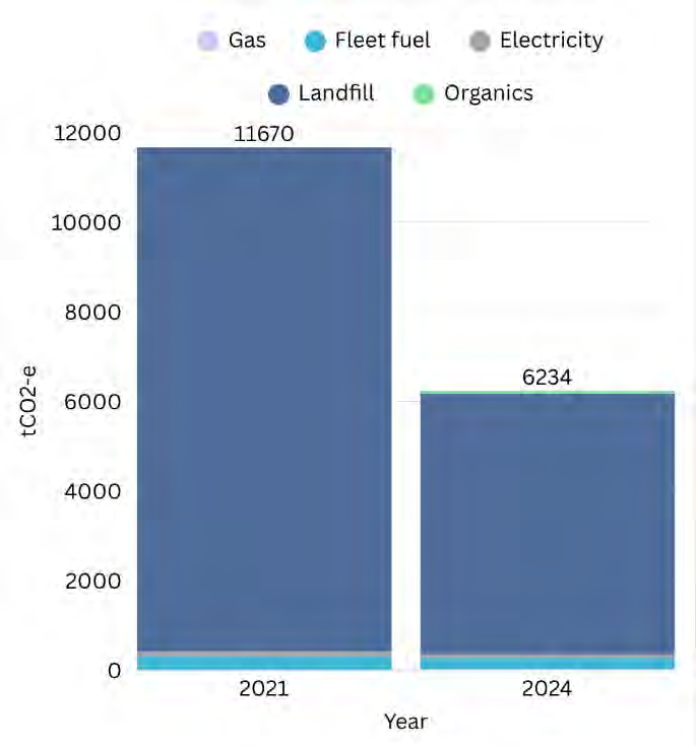


Figure 1. Comparison of Scope 1, 2 & 3 emissions over time

The majority of this reduction has come from landfilled waste, which has decreased by 5,424 tCO_2-e since 2021. Smaller emissions reductions have come from fleet fuel (58 tCO_2-e) and electricity (33 tCO_2-e). Emissions from both gas and organic waste have increased from 0 and 1 tCO_2-e in 2021 to 22 tCO_2-e and 58 tCO_2-e respectively, in 2024.

If we consider Scope 1 and 2 emissions only, the overall emissions reduction from 2021 to 2024 is 69 tCO_2-e, which equates to an 17% reduction, as can be seen in Table 13 below.

Table 13. Comparison of Scope 1 & 2 emissions from 2021 (baseline) to 2024 (current)

	2020/2021 (baseline)		2023/2024 (current)		Change from baseline	
Emissions Source	Emissions (tCO_2-e)	% of total emissions	Emissions (tCO_2-e)	% of total emissions	Emissions (tCO_2-e)	Emissions change (%)
Gas	0	0%	22	6%	+22	N/A
Fleet Fuel	309	74%	251	72%	-58	-19%
Scope 1 total	**309**	**74%**	**273**	**78%**	-36	-12%
Electricity	108	26%	75	22%	-33	-31%
Scope 2 total	**108**	**26%**	**75**	**22%**	-33	-31%
TOTAL	417	100%	348	100%	-69	-17%

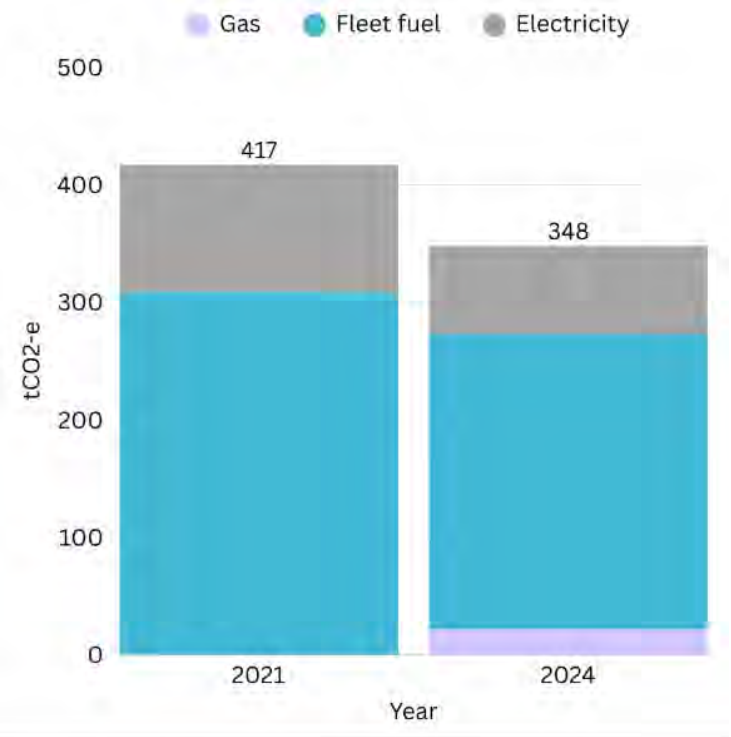


Figure 2. Comparison of Scope 1 & 2 emissions over time

Discussion

As can be seen by the results, good progress to reduce corporate emissions has been made. However, further timely action is required to meet Council's target of 85% emissions reduction by 2030 and net-zero by 2035. Therefore, this discussion will take a deeper look at the change over time for each emissions source and actions to pursue net-zero. For Council's roadmap to net-zero, please view the Corporate Emissions Reduction Plan which outlines a more comprehensive list of required actions.

Waste

Landfilled waste

The results show that emissions from landfilled waste have drastically reduced since 2021. This is a result of two factors:

1. FOGO Collection

The introduction of kerbside FOGO collection is diverting waste that was previously sent to landfill. For every tonne of organic waste that is diverted from landfill, there is an emissions saving of around 1.5 tCO_2-e. In 2024, this has meant an avoidance of 2,145 tCO_2-e.

2. Change of landfill supplier

Council changed its landfill supplier to Copping, which utilises the capture and combustion of methane from the landfill to produce electricity. If waste was sent to a landfill without this technology, total landfill emissions would be 8,965 tCO2-e. Therefore, by sending landfill to Copping, council has avoided 3,138 tCO2-e. While this method of gas capture and combustion reduces emissions significantly, carbon credits are sold from this process, which must be accounted for in the inventory so that emissions reductions are not double counted. See Appendix D for the assumptions and calculations for landfilled waste emissions.

Organic waste

The results show that emissions from organic waste have increased since 2021. This is a result of the introduction of kerbside FOGO collection. Unlike other sources, an increase in emissions from organic waste can be a good thing if it is a result of additional organic waste being diverted from landfill. This is because when organic waste decomposes in a landfill, it produces methane, which is a far more potent greenhouse gas than carbon dioxide. Therefore, diverting organic waste from landfill is a highly effective way to reduce emissions from waste.

Reducing waste emissions

Waste is both the greatest opportunity for emissions reductions, but also the most difficult to shift as waste generation is largely outside Council's sphere of control. Despite this, there are several actions Council can take to reduce waste and its associated emissions. These include:

1. Developing and implementing a Waste Management Strategy

2. Conducting an audit on kerbside bins to inform a targeted waste campaign or education program and collaborate with other southern councils on effective messaging around waste reduction
3. Creating a dedicated Waste Officer role at Council to undertake or coordinate the above actions

Fleet Fuel

The results show that emissions from fleet fuel have decreased by almost one fifth (19%) since 2021. This can in part be explained by the transition of five commuter vehicles with internal combustion engines to hybrid/electric alternatives, including:

- 1x plug-in hybrid electric vehicle (Mitsubishi Eclipse Cross)
- 2x hybrid electric vehicles (Toyota RAV4)
- 2x fully electric vehicles (MG ZS)

In addition to the fleet, much of the outdoor power equipment such as brushcutters and blowers are now electric rather than being powered by petrol or diesel.

Reducing fleet fuel emissions

To continue this downward trend of emissions from fleet fuel, there must be a reduction in the use of fuel being consumed. This will likely involve a combination of reduced travel, fuel efficient driving behaviour, and moving towards more electric and low emissions fleet vehicles. Actions Council should take to support this include:

1. Driver education and training
2. Setting transition targets for the electrification of the fleet and developing a Fleet Transition Plan
3. Strengthening the Vehicle Procurement Policy

Electricity

The results show that emissions from electricity have decreased by almost a third (31%) since 2021. However, this result requires careful interpretation. This is because unlike most other emissions sources, the emissions factor for electricity changes from year to year depending on the average emissions intensity of the electricity grid in Tasmania for that year. For the current financial year, the location-based emissions factor for Tasmania was 0.12, which is the lowest it has been since 2006. In comparison, the location-based emissions factor for 2021 was 0.14. While it seems small, this would translate to an additional 12 tCO2-e if this year's factor were 0.14 rather than 0.12. Comparing total kilowatt hours as well as emissions would be useful to see if electricity consumption is trending downwards. However, this data is not readily available for 2021.

There is also a second confounding factor that might explain the emissions reduction from electricity. That is, electricity consumption in the current financial year excludes electricity used by a third party, where that third party paid for the electricity consumption. This does not appear to be the case when emissions were calculated in 2021, which may explain some of the difference. If all electricity charged to Brighton Council in 2024 were included in the inventory, this would equate to an additional 178,791 kWh or 21.5 tCO2-e.

Despite these two concerns, some emissions would have genuinely been avoided over the three-year period due to the installation of the 26.5kW solar PV system on the Civic Centre in 2022.

Reducing electricity emissions

Reducing emissions from electricity requires consideration of the energy hierarchy. The hierarchy involves first reducing the amount of energy used. Second, improving energy efficiency. Third, producing renewable energy onsite, and finally, purchasing renewable energy. Actions Council should take that align with this include:

1. Conducting energy audits on the top 5 energy consuming sites to identify opportunities to reduce energy use
2. Identifying opportunities for solar and battery installations and ensure all new built assets include these (where relevant)
3. Purchase green electricity for all remaining electricity consumption after other actions have been

Gas

The results show that emissions from gas have increased since 2021. This is largely due to the construction of the Pontville Sports Pavilion in 2022, which has a gas connection for the hot water system and commercial kitchen.

Reducing gas emissions

The fastest way to reduce emissions from gas is to:

1. Electrify current gas connections
2. Ensure no new assets are built with gas connections

Limitations

While great care has been taken to develop the emissions inventory and this report according to best practice carbon accounting, there are several limitations that should be acknowledged. First, some caution should be taken when comparing the current emissions inventory to the baseline year in 2021. This is because: a) it was completed by a different person; and b) there is not a clear audit trail from 2021, so it is possible there are differences in the inventory boundary and the methodology used. A second limitation is that aside from waste, this inventory does not account for other scope 3 emissions such as business travel, employee commuting, office supplies, and construction materials. This is something that can be improved in the next inventory and built on over time.

Appendices

Appendix A: Emissions Scopes

The three emissions scopes (1, 2 and 3) are a way to categorise and understand where a company's greenhouse gas emissions originate. The image below provides a visual representation of the different emissions scopes, while Table 14 provides a description of each scope and the types of emissions sources in each.

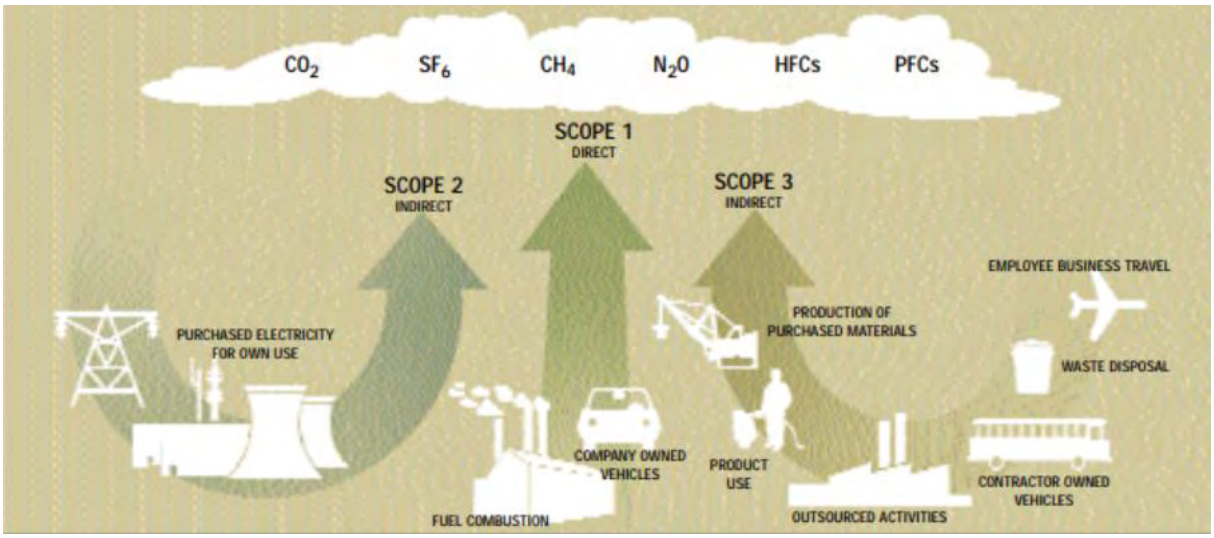


Table 14. Description of emissions scopes from the GHG Protocol

Scope	Description
Scope 1: *Direct GHG emissions*	Direct GHG emissions occur from sources that are owned or controlled by the company, for example, emissions from combustion in owned or controlled vehicles.
Scope 2: *Electricity indirect GHG emissions*	Scope 2 accounts for GHG emissions from the generation of purchased electricity consumed by the company. Purchased electricity is defined as electricity that is purchased or otherwise brought into the organizational boundary of the company. Scope 2 emissions physically occur at the facility where electricity is generated.
Scope 3: *Other indirect GHG emissions*	Scope 3 is an optional reporting category that allows for the treatment of all other indirect emissions. Scope 3 emissions are a consequence of the activities of the company, but occur from sources not owned or controlled by the company. Some examples of scope 3 activities are extraction and production of purchased materials; transportation of purchased fuels; and use of sold products and services. As Brighton Council does not own or manage the facilities where waste collection is taken, emissions from this source are considered Scope 3.

Appendix B: Electricity and gas use excluded from calculations

The electricity meters in Table 15 below were excluded from the boundary as they were all connected to buildings that were leased, and the lessee paid the electricity bill in full.

Table 15. Electricity meters excluded from Council's emissions inventory

NMI	Address	kWh
8000292983	1 Bedford St, Brighton TAS 7030	36,701
8000132156	25 Old Main Rd, Bridgewater TAS 7030	14,977
8000236089	2A Eddington St, Bridgewater TAS 7030	17,517
8000002568	325 Brighton Rd, Pontville TAS 7030	75,983
8000136181	371 Brighton Rd, Pontville TAS 7030	6,183
8000135075	85 Gunn St, Bridgewater TAS 7030	27,430
TOTAL		178,791

Gas use at 25 Old Main Rd, Bridgewater was also excluded from calculations as the building was leased, and the lessee paid the gas bill in full. Gas use at this address was 270L during the inventory period.

Appendix C: Calculations for solar generation

Table 16 below provides the calculations that were used to determine the solar generation of each solar system, where a solar monitoring system was unavailable or where the data was incomplete or incorrect.

Table 16. Calculations used to determine solar generation by site

Solar Location	Explanation of generation calculations
Council Chambers	The online data monitoring portal was not functioning between March 2024 and June 2024. However, data from the previous 3 years (2021-2023) was available for these months. Therefore, for each month the portal wasn't working, the average of these three years was used. These averages were then added to the actual generation data from the portal from July 2023 to February 2024 to calculate the total generation.
Works Depot	The solar system at the works depot is not connected to an online data monitoring portal. Therefore, total generation was estimated by multiplying the power rating of the system (i.e., 30kW) by 1,250, which is a standard way to calculate solar generation in Tasmania. 30kW x 1,250 = 37,000 kWh
Civic Centre	The online data monitoring portal had been configured incorrectly since installation, so no accurate data was recorded until the issue was resolved in December 2024. Therefore, total generation was estimated using the above calculation of the power rating of the system by 1,250. 26.5 kW x1250 = 33,125 kWh

Appendix D: Assumptions about Copping

To accurately calculate emissions from landfilled waste, several factors need to be considered. These include: 1) the gas capture efficiency of the landfill; and 2) the percentage of carbon credits sold from the process of gas capture and combustion. The gas capture efficiency determines the emissions avoided compared to no gas capture, while the carbon credits sold determines what percentage of emissions avoided are allocated elsewhere versus to Council. It is extremely important to include carbon credits sold as part of this equation otherwise emissions avoided are counted twice, once by Council and once by the organisation who bought the credit. The assumptions about Copping Landfill used in this equation is that gas capture efficiency is 70%, while the carbon credits sold from this gas capture and combustion process is 50%. This information has been provided by the consultancy offering of Sustainable Living Tasmania.

Brighton Council

Emissions Inventory Report FY24/25

Prepared by Milly Burgess

September 2025



Brighton going places

We acknowledge the traditional owners who once walked this country: the Mumirimina people.

The Mumirimina belonged to the Oyster Bay tribe. This was the largest tribe in Tasmania and covered 8000 square kilometres. kutalayna levee in Brighton was a significant meeting place where hundreds of generations of Aboriginal families hunted, gathered, corroboreed, camped and traded.

In the course of colonisation, dispossession of the Mumirimina was early, rapid and extensive.

We acknowledge the Tasmanian Aboriginal Community today as the continuing custodians of this land, and pay our respects to Elders past and present. Through our words and actions we strive to build a community that reflects and respects the history and hopes for all the people of Brighton.

Executive Summary

This Emissions Inventory Report provides a detailed account of Brighton Council's greenhouse gas emissions for the 2024/25 financial year. It also highlights progress towards Council's emissions reduction target of 85% by 2030 on 2021 levels, and net-zero emissions by 2035. The inventory includes Scope 1 emissions from fleet fuel and gas, Scope 2 emissions from electricity, and Scope 3 emissions from municipal-wide waste management.

In 2025, Brighton Council's total corporate emissions was 6,895 tonnes of carbon dioxide equivalent (tCO_2-e). Most of these emissions were from landfilled waste (94%), followed by fleet fuel (4%), electricity (1%), organic waste (1%), and gas (<1%). Since the baseline year of 2021, corporate emissions have gone down by 4,775 tCO_2-e or 41%. However, in the last year emissions have increased by 661 tCO_2-e (11%). The uptick of emissions in the last year must not become a trend if Council is to meet its ambitious climate goals. Together, this inventory forms a solid base for Brighton Council's climate initiatives and promotes clear, data-driven actions in pursuit of a low-emissions future.

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Introduction

Preparing an emissions inventory is the process of identifying and measuring greenhouse gas (GHG) emissions emitted by an entity, in tonnes of carbon dioxide equivalent (tCO_2-e). The purpose of preparing an annual inventory is to track emissions over time, identify opportunities to reduce emissions, and to enable reporting on emissions, either voluntarily or under mandatory reporting schemes.

An emissions inventory for Brighton Council has previously been completed in partnership with the Southern Councils Climate Collaboration for the financial years 2020 to 2022 and by the Brighton Council Climate Officer for the 2024 financial year. This current emissions inventory for the 2025 financial year is compared to the chosen baseline year of 2021, as well as 2024, to track emissions over time. It measures the greenhouse gas emissions produced through the operation of the Council, which is comprised of emissions from fleet fuel, gas, electricity, and waste. The inventory does not include emissions generated in the provision of goods and services to the council, aside from waste.

This report outlines the methodology used to produce the emissions inventory, it presents the results of the inventory, and discusses how emissions have changed over time, as well as ways to reduce emissions. Together, this report assists Council to track progress on its commitment to achieve an 85% emissions reduction on 2021 levels by 2030, and net-zero emissions by 2035.

Methodology

This section of the report outlines the methodology used to prepare the emissions inventory and the standards and principles that underpin it. Providing a clear description of the methodology ensures that the inventory can be replicated.

Accounting and Reporting Principles

As with financial accounting, generally accepted GHG accounting principles are intended to underpin and guide the preparation and reporting of emissions inventories. The principles in Table 1 below are outlined by the *Greenhouse Gas Protocol Corporate Accounting and Reporting Standard* and have guided the process of preparing Brighton Council's corporate emissions inventory and this report. These principles are globally accepted and ensure the reported information represents a true and fair account of GHG emissions. The methodology section of this report largely addresses these principles and enables the replication and comparison of Brighton Council's corporate emissions over time.

Table 1. Principles outlined by the GHG Protocol

Principle	Description
Relevance	• Match reporting to the needs of the audiences (internal and external)
Completeness	• Include all emission sources within the inventory boundary • Disclose and justify any specific exclusions
Consistency	• Use consistent methodologies to allow comparison over time • Transparently document any changes • Recalculate baseline when changes affect it
Transparency	• Be factual and clear • Leave an audit trail • Disclose all relevant assumptions, methodologies, and data sources
Accuracy	• Be accurate within reason

Standards

In addition to the above principles, this emissions inventory has generally been prepared in line with the GHG Protocol Corporate Standard. GHG Protocol establishes comprehensive global standardised frameworks to measure and manage greenhouse gas emissions from private and public sector operations, value chains and mitigation actions. It is the world's most widely used greenhouse gas accounting and reporting standard for companies and governments.

Inventory Boundary

An inventory boundary identifies the gases, emission sources, geographic area, and time span covered by a GHG inventory. In this case, the assessment boundary includes all seven Kyoto Protocol GHGs (expressed as carbon dioxide equivalent) occurring within the geographic boundary of Brighton Council, as well as waste disposal occurring out-of-boundary. The inventory covers a continuous 12-month period from 1 July 2024 to 30 June 2025.

Inclusions

Scope 1 and 2 emissions have been included in this inventory as well as one source of Scope 3 emissions. These are gas use in buildings, and petrol and diesel use in the vehicle fleet (Scope 1 emissions); electricity use in Council owned or managed assets (Scope 2 emissions); and the disposal or treatment of waste managed by Council (Scope 3 emissions). For more information about emission scopes, see Appendix A.

Exclusions

Some sources of emissions have been excluded from the inventory boundary. Table 2 below outlines what has been excluded and the reason for this.

Table 2. Exclusions to the inventory boundary

Exclusion	Reason
Electricity / gas usage paid by a third party	This generally occurs when a Council owned building is leased by a third party and that third party pays for their electricity or gas use. In this case, emissions should not be attributed to the Council.
Fuel purchased for Jobs Hub vehicles on fuel card	The Jobs Hub pays for this use so emissions should not be attributed to the Council.
Fuel not purchased on a fuel card	The data for this is not easily available and it is unlikely that fuel purchased via another method would meet the 1% materiality threshold.*

* An emissions source that constitutes 1% or more of the total carbon account is material. For an emissions inventory of Brighton's size, the materiality threshold is 69 tCO_2-e per annum.

Further items that have not been calculated in this emissions inventory but may be included in future inventories include:

- Hard rubbish collection
- Refrigerants
- Specialty gases used by the depot
- Prior landfill sites owned by Council
- Other scope 3 emissions such as business travel, employee commuting, office supplies, and construction materials

Calculations

A Corporate Greenhouse Inventory Tool was purpose built for Southern Councils by Todd Houstein from the consultancy branch of Sustainable Living Tasmania in 2025. This tool was designed to automate the calculations required to complete the inventory, with minimal updates required to it over time. Table 3 below provides the methodology for the calculations used in the tool to complete this inventory. Note that while the method for calculating emissions should not change over time, the emissions factors themselves may change and these need to be updated in the Inventory Tool annually.

Table 3. Methodology for emissions calculations by emissions type

Emissions type	Method	Emissions factor (kg CO_2-e/unit)
Fleet Fuel - Petrol	Litres x emissions factor	2.3126
Fleet Fuel - Diesel	Litres x emissions factor	2.7217
Electricity (grid)	kWh x location-based emissions factor	0.15
Gas	Litres x emissions factor	1.55742
Landfilled Waste	Tonnes x methane commitment emissions factor	1598.027115
Organic Waste	Tonnes x emissions factor	46

Emission Factors

The specific emissions factors used for the inventory have been built into the Corporate Greenhouse Inventory Tool mentioned above. A sheet in the Tool outlines each emissions factor and the source of that factor. Generally, the source is the National Greenhouse Accounts Factors, which are published by the Department of Climate Change, Energy, the Environment and Water each year, as well as the NGER (Measurement) Determination 2008.

Sources of data

Table 4 below indicates where the raw data for the calculations have come from. Where data needed to be amalgamated (e.g., where there were monthly invoices) an additional spreadsheet was used to calculate the annual totals.

Table 4. Source of data for each emissions type

Emissions source	Data source
Fleet Fuel	Monthly invoices from Ampol, BP and United
Electricity (including solar generation & export)	Provided directly by Aurora (includes street lighting and solar export)
Gas	Monthly invoices from Supagas
Landfilled Waste	Spreadsheet maintained by Asset Services with monthly collection tonnages
Organic Waste	Spreadsheet maintained by Asset Services with monthly collection tonnages

Results

This section of the report presents the results of the calculations provided in the methodology section. Emissions data is presented in a wholistic and systematic way to allow for useful interpretation of emissions sources together, separately, and compared with the 2021 (baseline) and 2024 (most recent inventory) results.

Summary of 2025 emissions

Brighton Council's total corporate emissions for the 2024/25 financial year (henceforth 2025) was **6,895 tCO_2-e**. Emissions are most significantly from landfilled waste (94%), followed by fleet fuel (4%), electricity (1%), organic waste (1%), and gas (<1%) as can be seen below in Table 5.

Table 5. Breakdown of emission categories and their contributions to the overall emissions output

Emissions source	Activity data	Unit	Emissions (tCO_2-e)	% of total emissions
Gas	14,345	Litres	22	<1%
Fleet Fuel	98,126	Litres	260	4%
Scope 1 total			**282**	**4%**
Electricity	545,982	Kilowatt hours	82	1%
Scope 2 total			**82**	**1%**
Landfilled waste	6,231	Tonnes	6,472	94%
Organic waste	1,278	Tonnes	59	1%
Scope 3 total			**6,531**	**95%**
TOTAL			**6,895**	**100%**

Waste

Waste is the largest source of Council's emissions at a total of **6,531 tCO_2-e**. This is a combination of emissions from landfilled and organic (food and garden) waste collected from municipal-wide kerbside bins and the Brighton Waste Transfer Station.

Table 6. Emissions from waste by type

Waste	Waste collected (t)	Emissions (tCO_2-e)	% of waste emissions	Emissions avoided (tCO_2-e)
Landfilled	6,231	6,472	99%	N/A
Organic	1,278	59	1%	1,268
TOTAL	7,509	6,531	100%	1,268

As can be seen in Table 6 above, organic waste makes up almost a fifth of the total tonnage of waste collected, but only accounts for 1% of waste emissions. This is because of the higher emissions factor for landfilled waste compared with organic waste that is composted. Therefore, by collecting organic waste separately via the FOGO bin, Council has avoided 1,268 tCO_2-e.

Fleet fuel

Fleet fuel is the second largest source of Council's emissions at a total of 260 tCO_2-e. Emissions from fleet fuel are generated by council owned vehicles and plant. Eighty-five percent of fleet fuel emissions are from the use of diesel, with the remaining 15% from petrol, as can be seen below in Table 7. Not only does council consume far more diesel than petrol, but diesel also has a higher emissions factor. This means that for every 100 litres of fuel consumed, diesel generates 40kg CO_2-e more than petrol.

Table 7. Emissions from fleet fuel by fuel type

Fleet Fuel	Fuel use (L)	Emissions (tCO_2-e)	% of fuel emissions
Petrol	16,315	38	15%
Diesel	81,811	222	85%
TOTAL	101,502	260	100%

Table 8 below shows that more than three quarters of all fuel is consumed by vehicles and plant at the Depot and Waste Transfer Station, with just over a fifth of fuel consumed by Council Chambers vehicles.

Table 8. Fleet fuel consumption by fuel type and location

Location	Diesel (L)	Petrol (L)	Total fuel use (L)	% of total fuel use
Council Chambers	10,471	10,746	21,217	22%
Depot / WTS	70,617	5,545	76,162	78%
SES	723	24	747	<1%
TOTAL	81,811	16,315	98,126	100%

Aside for fuel used for oval maintenance, the largest consumers across all sites are heavy vehicles and plant, including three trucks and the backhoe. Together the top five fuel users make up almost a quarter of fleet fuel emissions, as can be seen in Table 9 below.

Table 9. Largest fuel consumers across the fleet

Vehicle / Fleet Fuel Card	Diesel (L)	Emissions (tCO_2-e)	% of total emissions
F20 Fuso Fighter Tipper	5,781	16	6%
F185 Backhoe	5,505	15	6%
F51 Isuzu Medium Tipper Truck	4,193	11	4%
F22 Mitsubishi Fuso Canter	3,817	10	4%
Depot - Ovals	3,494	10	4%
TOTAL	22,790	62	24%

Electricity

Electricity is Council's third largest source of emissions at a total of 82 tCO_2-e. Emissions are produced from metered electricity used by council owned assets and unmetered street lighting in the municipality. Table 10 below shows that Council assets account for just over 70% of emissions from electricity use, where street lighting accounts for just under 30%.

Table 10. Emissions from metered vs unmetered electricity

Electricity	Electricity use (kWh)	Emissions (tCO_2-e)	% of electricity emissions
Metered (council assets)	386,683	58	71%
Unmetered (street lighting)	159,299	24	29%
TOTAL	545,982	82	100%

As can be seen in Table 11, the top five electricity consuming sites across the municipality in 2025 were the Civic Centre, Council Chambers, Pontville Regional Sports Complex, the Works Depot and the Jobs Hub. Together the top five sites account for almost two thirds of all electricity emissions.

Table 11. Emissions from top 5 electricity consuming sites

Name	Address	Electricity use (kWh)	Emissions (tCO_2-e)	% of total electricity emissions
Civic Centre	25 Greenpoint Rd, Bridgewater	123,885	19	23%
Council Chambers	1 Tivoli Rd, Old Beach	93,984	14	17%
Pontville Regional Sports Complex*	325 Brighton Rd, Pontville	70,898	11	13%
Works Depot	2 Cobbs Hill Rd, Bridgewater	34,375	5	6%
Jobs Hub	371 Brighton Rd, Pontville	21,128	3	4%
TOTAL		344,270	52	63%

*Includes all metres at the complex except the Pavilion as the building is leased.

Solar

In addition to the electricity that is drawn from the grid, Council also has four solar PV systems that generate renewable electricity. This electricity is used on site and excess generation is fed into the grid. Table 12 below shows the estimated generation from the four solar sites and the recorded export to the grid from Aurora. Using the same location-based methodology as electricity, approximately 25 tCO_2-e have been avoided due to the total electricity generated by the solar systems.

Table 12. Solar generation and export by site

Name	Address	Capacity (kW)	Generation (kWh)*	Emissions avoided (tCO_2-e)	Export (kWh)	Emissions avoided (tCO_2-e)
Council Chambers	1 Tivoli Rd, Old Beach	69.5	86,875	13	23,538	3.5
Depot	2 Cobbs Hill Rd, Bridgewater	30	37,500	5.5	17,061	2.5
Civic Centre	25 Green Point Rd, Bridgewater	26.5	33,125	5	2,628	0.4
Old Beach Community Hall	86 Jetty Rd, Old Beach	6	10,195	1.5	1870	0.3
TOTAL		132	167,695	25	45,097	6.7

*Some estimation was required to calculate the generation figure. See explanation in Appendix C.

Gas

Gas is the smallest source of Council's emissions, with a total of 22 tCO_2-e. Emissions are generated from three council owned buildings that use liquified petroleum gas. Table 13 shows that all gas use is from the various changerooms at the Brighton Regional Sports Complex (325 Brighton Rd, Pontville), with almost 60% of total gas use attributed to the Brighton Football Oval (the Pavilion).

Table 13. Emissions from gas by building

Name	Address	Gas use (L)	Emissions (tCO_2-e)	% of total gas
Brighton Football Oval (the Pavilion)	325 Brighton Rd, Pontville	8,350	13	59%
Fergusson Oval Changerooms	325 Brighton Rd, Pontville	4,641	7	32%
Gun Oval Changerooms	325 Brighton Rd, Pontville	1,354	2	9%
TOTAL		14,345	22	100%

Comparison to baseline

The purpose of completing an annual emissions inventory is to track progress towards Council's emissions reduction target of 85% by 2030 on 2021 levels, and net-zero by 2035. Table 14 below compares emissions from 2021 and 2025 to see what change has occurred over that time.

Table 14. Comparison of Scope 1, 2 & 3 emissions from 2021 (baseline) to 2025 (current)

	2020/2021 (baseline)		2024/2025 (current)		Change from baseline	
Emissions Source	Emissions (tCO_2-e)	% of total emissions	Emissions (tCO_2-e)	% of total emissions	Emissions (tCO_2-e)	Emissions change (%)
Gas	0	0%	22	<1%	+22	N/A
Fleet Fuel	309	3%	260	4%	-49	-16%
Scope 1 total	**309**	**3%**	**282**	**4%**	-27	-9%
Electricity	108	1%	82	1%	-26	-24%
Scope 2 total	**108**	**1%**	**82**	**1%**	-26	-24%
Landfilled waste	11,252	96%	6,472	94%	-4,780	-42%
Organic waste	1	0%	59	1%	+58	5800%
Scope 3 total	**11,253**	**96%**	**6,531**	**95%**	-4,722	-42%
TOTAL	11,670	100%	6,895	100%	-4,775	-41%

The table shows that emissions from all sources, aside from gas and organic waste, have decreased since 2021. This has resulted in an overall reduction in emissions by 4,775 tCO_2-e or 41%.

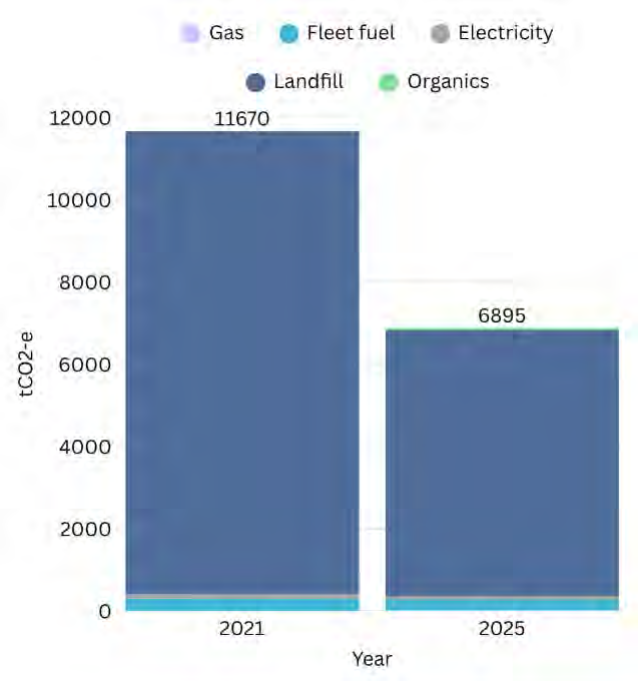


Figure 1. Comparison of Scope 1, 2 & 3 emissions over time

The majority of this reduction has come from landfilled waste, which has decreased by 4,780 tCO_2-e since 2021. Smaller emissions reductions have come from fleet fuel (49 tCO_2-e) and electricity (26 tCO_2-e). Emissions from both gas and organic waste have increased from 0 and 1 tCO_2-e in 2021 to 22 and 59 tCO_2-e respectively, in 2025.

If we consider Scope 1 and 2 emissions only, the overall emissions reduction from 2021 to 2025 is 53 tCO_2-e, which equates to an 13% reduction, as can be seen in Table 15 below.

Table 15. Comparison of Scope 1 & 2 emissions from 2021 (baseline) to 2025 (current)

	2020/2021 (baseline)		2023/2024 (current)		Change from baseline	
Emissions Source	Emissions (tCO_2-e)	% of total emissions	Emissions (tCO_2-e)	% of total emissions	Emissions (tCO_2-e)	Emissions change (%)
Gas	0	0%	22	6%	+22	N/A
Fleet Fuel	309	74%	260	71%	-49	-16%
Scope 1 total	**309**	**74%**	**282**	**77%**	-27	-9%
Electricity	108	26%	82	23%	-26	-24%
Scope 2 total	**108**	**26%**	**82**	**23%**	-26	-24%
TOTAL	417	100%	364	100%	-53	-13%

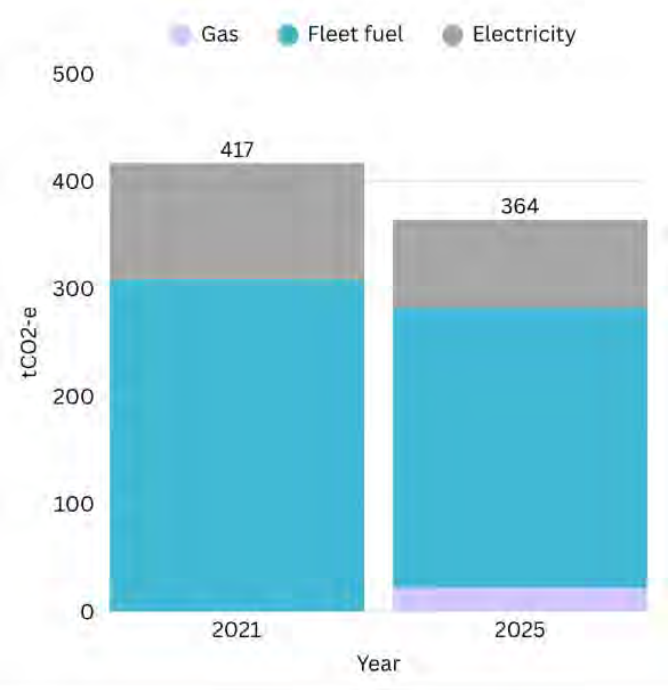


Figure 2. Comparison of Scope 1 & 2 emissions over time

Comparison to 2024

It is also useful to track year-on-year trends and understand any changes from the last emissions inventory calculated for the 2023/24 financial year.

Table 16. Comparison of Scope 1, 2 & 3 emissions from 2024 (last year) to 2025 (current)

	2023/2024 (last year)		2024/2025 (current)		Change from last year	
Emissions Source	Emissions (tCO_2-e)	% of total emissions	Emissions (tCO_2-e)	% of total emissions	Emissions (tCO_2-e)	Emissions change (%)
Gas	22	<1%	22	<1%	0	0%
Fleet Fuel	251	4%	260	4%	+9	+4%
Scope 1 total	**273**	**4%**	**282**	**4%**	**+9**	**+3%**
Electricity	75	1%	82	1%	+7	+9%
Scope 2 total	**75**	**1%**	**82**	**1%**	**+7**	**+9%**
Landfilled waste	5,828	94%	6,472	94%	+644	+11%
Organic waste	58	1%	59	1%	+1	+2%
Scope 3 total	**5,886**	**95%**	**6,531**	**95%**	**+645**	**+11%**
TOTAL	6,234	100%	6,895	100%	+661	+11%

The table shows that emissions from all sources, aside from gas, have increased since last year. This has resulted in an overall increase in emissions by 661 tCO_2-e or 11% since 2024.

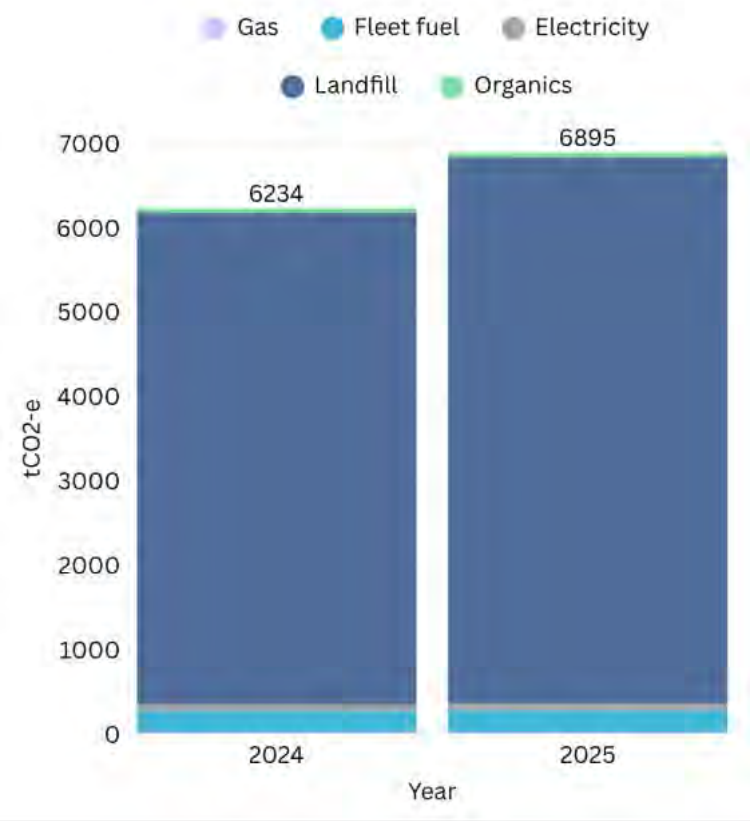


Figure 3. Comparison of Scope 1, 2 & 3 emissions over time

The majority of this increase has come from landfilled waste, which has risen by 644 tCO_2-e since last year. Smaller emissions increases have come from fleet fuel (9 tCO_2-e), electricity (7 tCO_2-e) and organic waste (1 tCO_2-e). Emissions from gas did not change from last year.

Discussion

The results show that progress to reduce corporate emissions has been made since 2021. However, some of these gains were lost in this financial year, with most emissions sources increasing since 2024. The discussion will focus on understanding these increases and how they can be minimised moving forward. For further analysis on the emissions reductions since 2021, please view the 2023/24 Emissions Inventory Report. For Council's roadmap to net-zero, please view the Corporate Emissions Reduction Plan

Waste

Landfilled waste

The results show that emissions from landfilled waste have increased by 11% since the 2024 inventory. This is a result of kerbside collections increasing by 621 tonnes in 2025. While some increase is expected due to the municipality's growing population, this does not fully explain such a large increase. Therefore, tonnages should be monitored throughout the next year to see if there is a consistent upward trend in landfilled waste and further investigations done if required.

Organic waste

The results show that emissions from organic waste have increased only marginally in the last year, which could be explained by the growing population or expected fluctuations in waste tonnages from year to year.

Reducing waste emissions

This year's increase in landfilled waste tonnages underscores the importance of prioritising actions that reduce waste, not only for emissions reductions but also to cut costs to the Council and the community. The increase of 621 tonnes of landfilled waste equates to an additional $28,000 being spent on the Landfill Levy alone. With the Levy set to increase in the 2026/27 financial year by a further ~$20 per tonne, there is a clear financial incentive to start reducing landfilled waste now. To do this, Council needs to resource a dedicated Waste Officer position to develop and implement a Waste Management and Engagement Strategy for the municipality. Without a dedicated role such as this, little improvement is likely to be seen.

Fleet Fuel

The results show that emissions from fleet fuel have increased by 7% since last year. While petrol consumption decreased by 9%, diesel consumption rose by 11%. The replacement of a petrol vehicle with a hybrid vehicle, as well as the electrification of some gardening tools helps to account for some of the reduction in petrol. In comparison, an increased workload at the Depot, leading to greater use of diesel consuming plant and vehicles, is likely to be the reason for the increase in diesel consumption.

Reducing fleet fuel emissions

As workload continues to increase with a growing municipality, so too will emissions from fleet fuel unless there is a shift towards electric and low emissions vehicles. To do this in the most efficient way, Council should set transition targets for the fleet, develop a transition plan, and strengthen the vehicle procurement policy.

Electricity

The results show that emissions from electricity have increased by 9% since last year. However, electricity consumption has decreased by 12% or 75,513 kWh. This is because unlike most other emissions sources, the emissions factor for electricity changes from year to year depending on the average emissions intensity of the electricity grid in Tasmania. For the current financial year, the location-based emissions factor for Tasmania was 0.15, compared with 0.12 in the previous year. If the emissions factor had stayed the same, there would have been a 13% reduction in emissions. Therefore, while the increase in emissions is not desirable, the reduction of electricity use is positive.

The reduction in electricity use is largely from street lighting and the top five electricity consuming sites. The replacement of over 25 high pressure sodium lights with more efficient LED lights explains the reduced consumption from street lighting. However, there is no clear explanation for the reduction in electricity use at the top consuming sites.

Reducing electricity emissions

To continue reducing electricity use and thus emissions, Council should conduct energy audits on the top energy consuming sites to identify opportunities to reduce electricity use. In line with this, an energy audit was conducted on the Council Chambers building in June 2025 and the implementation of recommendations should result in lower electricity consumption in the 2026 inventory. Once electricity has been reduced as much as possible across site, Council should identify opportunities for producing and storing renewable energy on site (i.e., via solar and batteries) and finally, consider purchasing green electricity for all remaining electricity consumption.

Gas

The results show that emissions from gas have stayed the same over the last year. The only difference between 2024 and 2025 was slightly less gas use at the Pavilion and slightly more at the Fergusson Oval change rooms.

Reducing gas emissions

The use of gas is a significant cost to Council, at over $26,000 this year alone excluding GST and service fees. Therefore, there is a financial case for the electrification of current gas connections. In the 2025/26 financial year, the hot water system at the Pontville Pavilion will be electrified, which will begin this transition. However, Council should plan for the electrification of all connections in the coming years and ensure no new assets are built with gas.

Limitations

While great care has been taken to develop the emissions inventory according to best practice carbon accounting, there are some limitations that should be acknowledged. First, some caution should be taken when comparing the current emissions inventory to the baseline year in 2021. This is because: a) it was completed by a different person; and b) there is not a clear audit trail from 2021, so it is possible there are differences in the inventory boundary and the methodology used. A second limitation is that aside from waste, this inventory does not account for other scope 3 emissions such as business travel, employee commuting, office supplies, and construction materials. This is something that can be improved in the next inventory and built on over time.

Appendices

Appendix A: Emissions Scopes

The three emissions scopes (1, 2 and 3) are a way to categorise and understand where a company's greenhouse gas emissions originate. The image below provides a visual representation of the different emissions scopes, while Table 17 provides a description of each scope and the types of emissions sources in each.

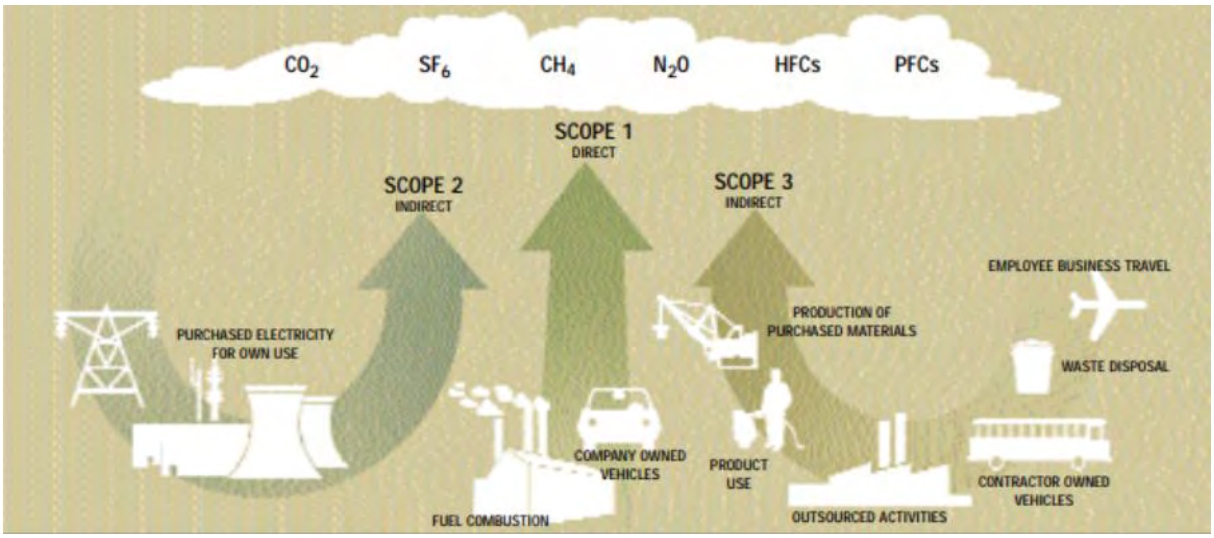


Table 17. Description of emissions scopes from the GHG Protocol

Scope	Description
Scope 1: *Direct GHG emissions*	Direct GHG emissions occur from sources that are owned or controlled by the company, for example, emissions from combustion in owned or controlled vehicles.
Scope 2: *Electricity indirect GHG emissions*	Scope 2 accounts for GHG emissions from the generation of purchased electricity consumed by the company. Purchased electricity is defined as electricity that is purchased or otherwise brought into the organizational boundary of the company. Scope 2 emissions physically occur at the facility where electricity is generated.
Scope 3: *Other indirect GHG emissions*	Scope 3 is an optional reporting category that allows for the treatment of all other indirect emissions. Scope 3 emissions are a consequence of the activities of the company, but occur from sources not owned or controlled by the company. Some examples of scope 3 activities are extraction and production of purchased materials; transportation of purchased fuels; and use of sold products and services. As Brighton Council does not own or manage the facilities where waste collection is taken, emissions from this source are considered Scope 3.

Appendix B: Electricity and gas use excluded from calculations

The electricity meters in Table 18 below were excluded from the boundary as they were all connected to buildings that were leased, and the lessee paid the electricity bill in full.

Table 18. Electricity meters excluded from Council's emissions inventory

NMI	Address	kWh
8000236089	2A EDDINGTON ST BRIDGEWATER TAS 7030	14,113
8000136181	371 Brighton RD Pontville TAS 7030	4,452
8000292983	1 BEDFORD ST BRIGHTON TAS 7030	59,476
8000002568	325 Brighton RD Pontville TAS 7030	94,226
8000135075	85 GUNN ST BRIDGEWATER TAS 7030	27,779
8000132156	25 OLD MAIN RD BRIDGEWATER TAS 7030	12,883
8000293955	205 Brighton RD BRIGHTON TAS 7030	788
8000136080	205 Brighton RD BRIGHTON TAS 7030	1,940
TOTAL		215,657

Gas use at 25 Old Main Rd, Bridgewater was also excluded from calculations as the building was leased, and the lessee paid the gas bill in full. Gas use at this address was 364L during the inventory period.

Appendix C: Calculations for solar generation

Table 19 below provides the calculations that were used to determine the solar generation of each solar system, where a solar monitoring system was unavailable or where the data was incomplete or incorrect.

Table 19. Calculations used to determine solar generation by site

Solar Location	Explanation of generation calculations
Council Chambers	The online data monitoring portal was not functioning for most of the year. Therefore, total generation was estimated by multiplying the power rating of the system (i.e., 69.5kW) by 1,250, which is a standard way to calculate solar generation in Tasmania. 69.5kW x 1,250 = 86,875 kWh
Works Depot	The solar system at the works depot is not connected to an online data monitoring portal. Therefore, total generation was estimated by multiplying the power rating of the system (i.e., 30kW) by 1,250, which is a standard way to calculate solar generation in Tasmania. 30kW x 1,250 = 37,000 kWh
Civic Centre	The online data monitoring portal had been configured incorrectly since installation, so no accurate data was recorded until the issue was resolved in December 2024. Therefore, total generation was estimated using the above calculation of the power rating of the system by 1,250. 26.5 kW x 1250 = 33,125 kWh

Appendix D: Assumptions about Copping

To accurately calculate emissions from landfilled waste, several factors need to be considered. These include: 1) the gas capture efficiency of the landfill; and 2) the percentage of carbon credits sold from the process of gas capture and combustion. The gas capture efficiency determines the emissions avoided compared to no gas capture, while the carbon credits sold determines what percentage of emissions avoided are allocated elsewhere versus to Council. It is extremely important to include carbon credits sold as part of this equation otherwise emissions avoided are counted twice, once by Council and once by the organisation who bought the credit. The assumptions about Copping Landfill used in this equation is that gas capture efficiency is 70%, while the carbon credits sold from this gas capture and combustion process is 50%. This information has been provided by the consultancy offering of Sustainable Living Tasmania.

LENNOX PARK

Master Plan Report

November 2025

Brighton going places

PLAY ST.

Lennox Park Master Plan Report
Prepared for Brighton Council By Playstreet Pty Ltd

Playstreet and Brighton Council would like to give a special thanks to all who contributed and gave their ideas for this exciting project.

DOCUMENT CONTROL

DATE	VERSION	APPROVAL
01-08-2025	1	MS
05-08-2025	2	MS
30-10-2025	3	MS
10-11-2025	4	MS

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EXECUTIVE SUMMARY

Following an extensive community consultation program, which engaged Brighton community members, Playstreet commenced a master planning process for the redevelopment of Lennox Park.

The master plan seeks to combine community aspirations for the park and analysis of the existing conditions to form a concept design that achieves a safe, engaging and contextually appropriate design for Lennox Park.

The following sections are detailed in the report:

Process & Place
A brief summary of the initial community consultation process undertaken in April-May 2025 is provided. Refer to Lennox Park + Tivoli Green Community Consultation Report (June 2025) for full details.

The site's context and existing features were established though a number of mapping exercises and site explorations. These investigations helped form the early spatial planning of the master plan design.

Design Approach
Three key design directions formed as a result of the community consultation process, there are summarised and their application to the master plan design is outlined.

Master Plan
The master plan for Lennox Park is presented with accompanying descriptions of designed elements and character imagery including:

- Materials Palette
- Play Equipment
- Planting Palette
- Facilities & Furniture

The master plan consists of staging plans so that the proposed works can be delivered over the short, medium and long term.

01

Process and place

Process and place

1.1 The Master Planning Process

UNDERSTANDING THE BRIEF
| BRIEFING DOCUMENT PROVIDED BY BRIGHTON COUNCIL |

Process and place

UNDERSTANDING THE SITE
| IMMERSION ON SITE OVER NUMEROUS SITE VISITS |

COMMUNITY CONSULTATION
| MEETING THE COMMUNITY, THE ISSUES AND COMMUNITY NEEDS |

SITE AND CONTEXTUAL ANALYSIS
| UNDERSTANDING THE OPPORTUNITIES AND CONSTRAINTS |

Design approach

FORMULATE THE PARK DESIGN APPROACH
| FUNDAMENTAL AIMS TO DRIVE THE MASTER PLAN DESIGN APPROACH |

The master plan

MASTER PLANNING THE SITE
| DEVELOP SPATIAL LAYOUTS AND PROGRAM THE SITE |

| DETERMINE PLANTING, MATERIALS AND PLAY PALETTES |

| EXPLORE STAGING AND COSTING OPTIONS |

| CONCEPT MASTER PLAN UPDATED IN RESPONSE TO COMMUNITY FEEDBACK ON DRAFT MASTER PLAN |



Above image taken from community consultation event

Process and place

1.2 Community Consultation

Brighton Council engaged Playstreet to undertake community consultation on the redevelopment of Lennox Park. The purpose of the engagement was to listen and seek ideas from local residents, community groups and users about their aspirations for the site.

Brighton Council identified key stakeholders and user groups to target during the engagement period and worked closely with Playstreet to develop a tailored strategy and effective communication materials to reach them. This approach led to a diverse range of consultation activities.

The Lennox Park consultation generated strong community interest, with excellent participation both online and at the in-person co-design community day. Online surveys for each site were open from April 28-May 19, enabling broad community input while also focusing on feedback from key site users. Key issues from the consultation were improved public facilities and increasing all-ages play and activity opportunities within Lennox Park. These issues shaped three key design directions, which will be explained in the 'Design Approach' section of this document. (Refer Lennox Park + Tivoli Green Community Consultation Report (June 2025) for detailed consultation summary).

Across all groups consulted, several common priorities emerged:

IMPROVED FACILITIES + AMENITIES

Easy, all-abilities access to toilets and baby change facilities, along with the inclusion of barbecues, rubbish and recycling stations, drinking water fountains, shade, shelter, and seating, were identified as essential elements for any future upgrade. The idea of creating a flexible space for small events, food vans, and associated seating and shaded areas was also strongly supported. Suggestions also included sealing the driveway and carpark and improving connections to the foreshore trail.

IMPROVED RECREATION + PLAY OPPORTUNITIES

Numerous stakeholders and the community suggested that the playground was tired and that any new one had to cater for all age groups. Parents report that they have toddlers that need entertaining while their older kids ride bikes and play. The sports courts and oval were also said to be well loved.

ENHANCED ENVIRONMENT

The dog park is a highly valued feature of the site, along with the existing trees. Community feedback suggested planting additional gardens and trees. Concerns were raised about traffic speeds along Jetty Road, as visitors from other areas frequently access the dog park. Additionally, the gravel driveway was noted as being slippery and potentially unsafe.

PUBLIC REVIEW PERIOD AND FEEDBACK

The draft master plan was released for public comment via an online platform.

The feedback was generally very positive, with strong support for the overall vision. While most comments from both stakeholders and the community will be addressed during the next stage of design development, several key changes have been made to the draft master plan in response to stakeholder/ community input:

- Firstly, the removal of parking near the dog park raised concerns about managing dogs in proximity to the play space. To address this, an additional entrance has been proposed on the upper side of the dog park, featuring nearby parking and a direct pathway that separates dog access from the playground area.
- Secondly, extra screening and additional space have been incorporated on either side of the dog park to create a buffer between it and the play space.
- Finally, a small skate park has been added to the top of the site. The existing skate park area will be repurposed for the new basketball court, and a bike path around the perimeter of the play space will provide opportunities for learning to ride and casual bike use, activities that the current skate park is reportedly being used for.







Above images from community consultation activities

Process and place

1.3 Park Functions In The Area

Lennox Park occupies a central location within the growing Old Beach community. Aside from Childs Drive Park, there are few nearby parklands or play spaces available to residents. The vision for the park's upgrade is to create an inclusive space that caters to all age groups, offering a balanced mix of active and passive recreation opportunities that support community health and well-being.

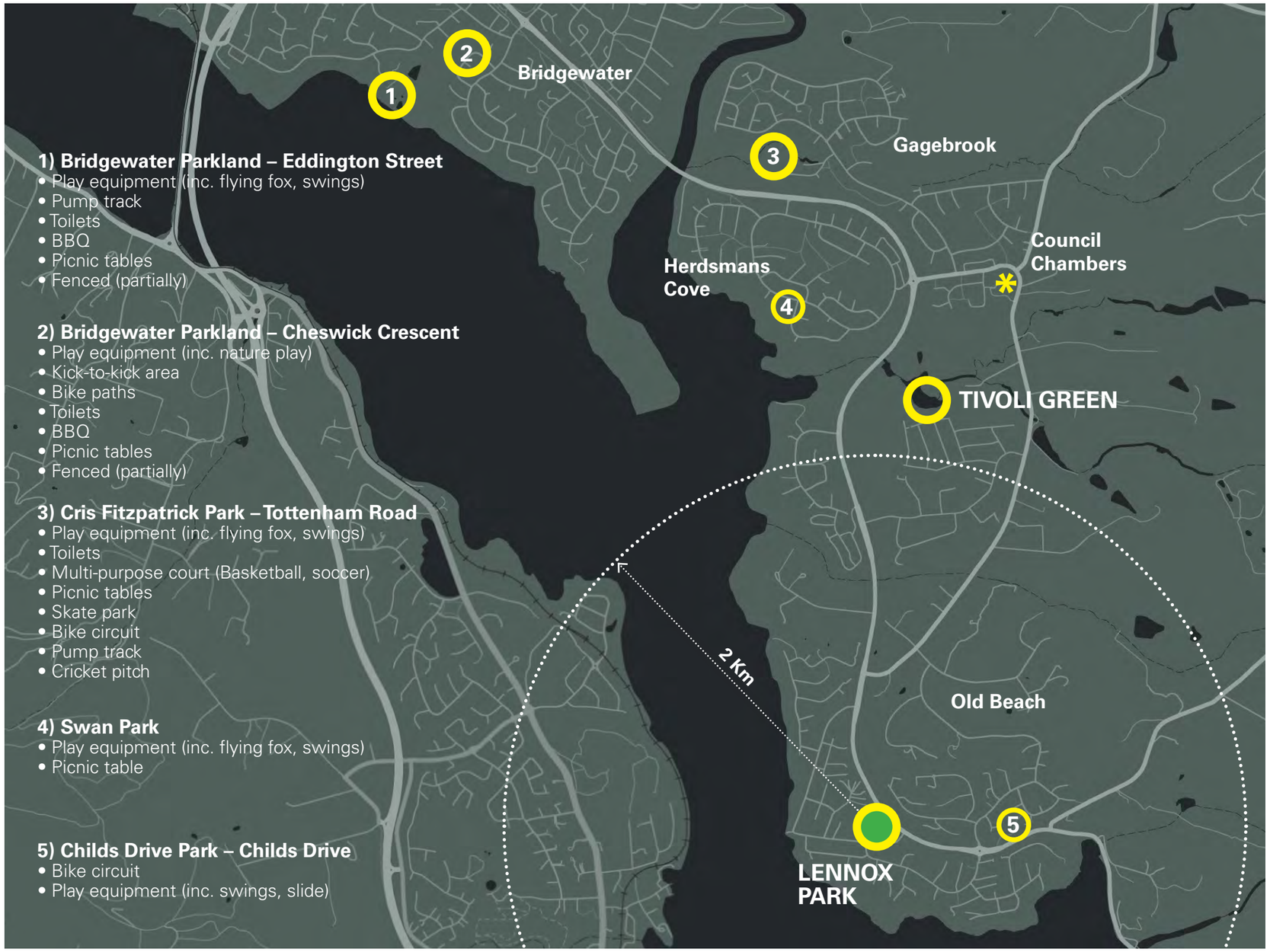












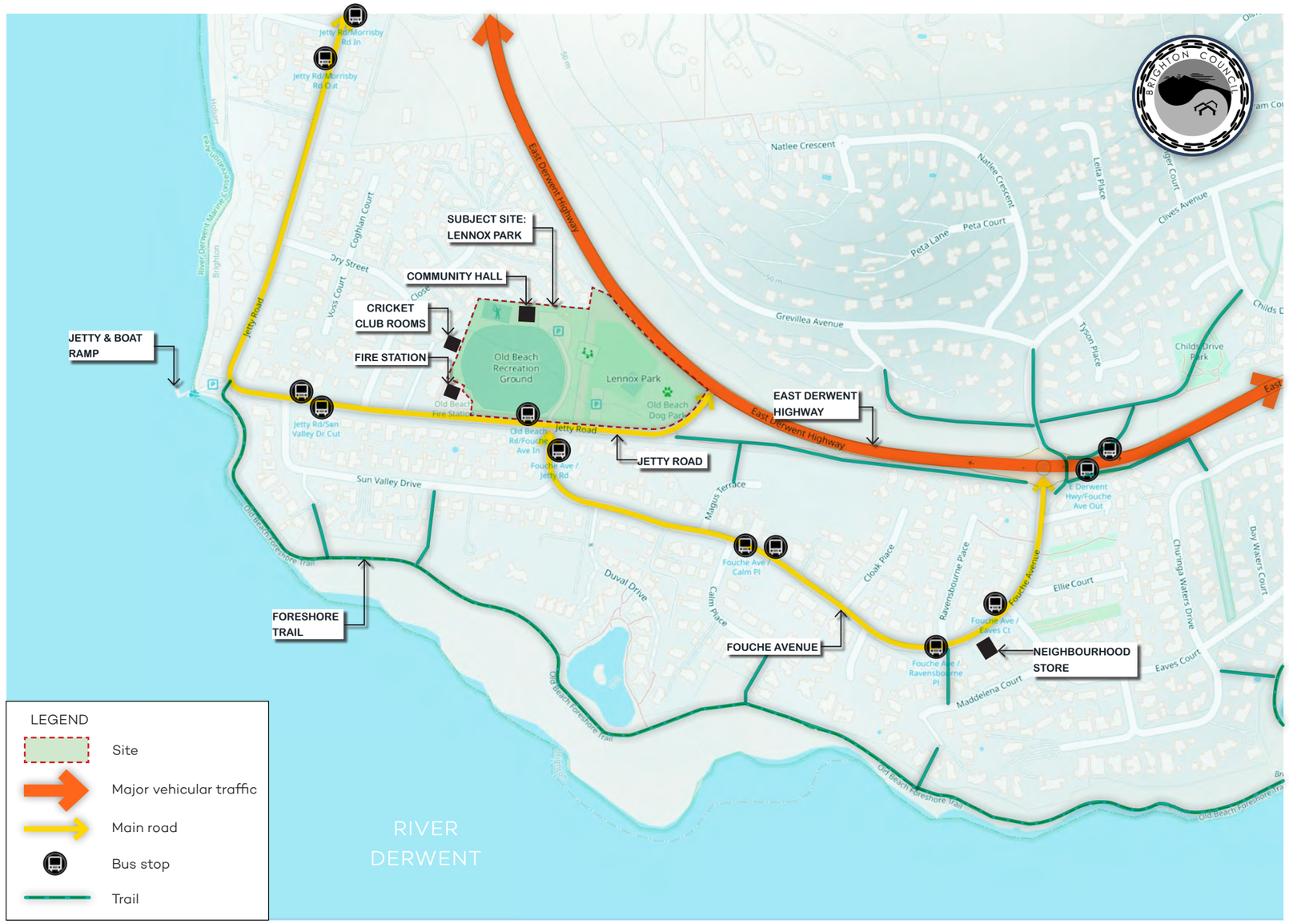
Process and place

1.4

Site Location

The site location and adjacencies are part of what makes Lennox Park a meeting point for many in Old Beach's community. The park is the most significant communal open space in the area, and provides scenic views across the Derwent Estuary towards Kunanyi/ Mount Wellington. It is well serviced by main roads, including the East Derwent Highway, Jetty Road and Fouche Avenue. These roads include bus routes and connect to the historic jetty and boat ramp and the Old Beach Foreshore Trail.

Surveys and workshops completed during community consultation indicate that local residents support improvements to the park's facilities and amenities, such as new toilets and BBQs, and improved recreation and play opportunities such as playground upgrades, with an emphasis on catering to all ages and abilities. Enhanced environmental treatments such as tree plantings and road surface upgrades are also supported.
The redevelopment of the park is an opportunity to create a well connected, all-ages community destination for Old Beach, meeting the needs of the community now and into the future as the area develops.

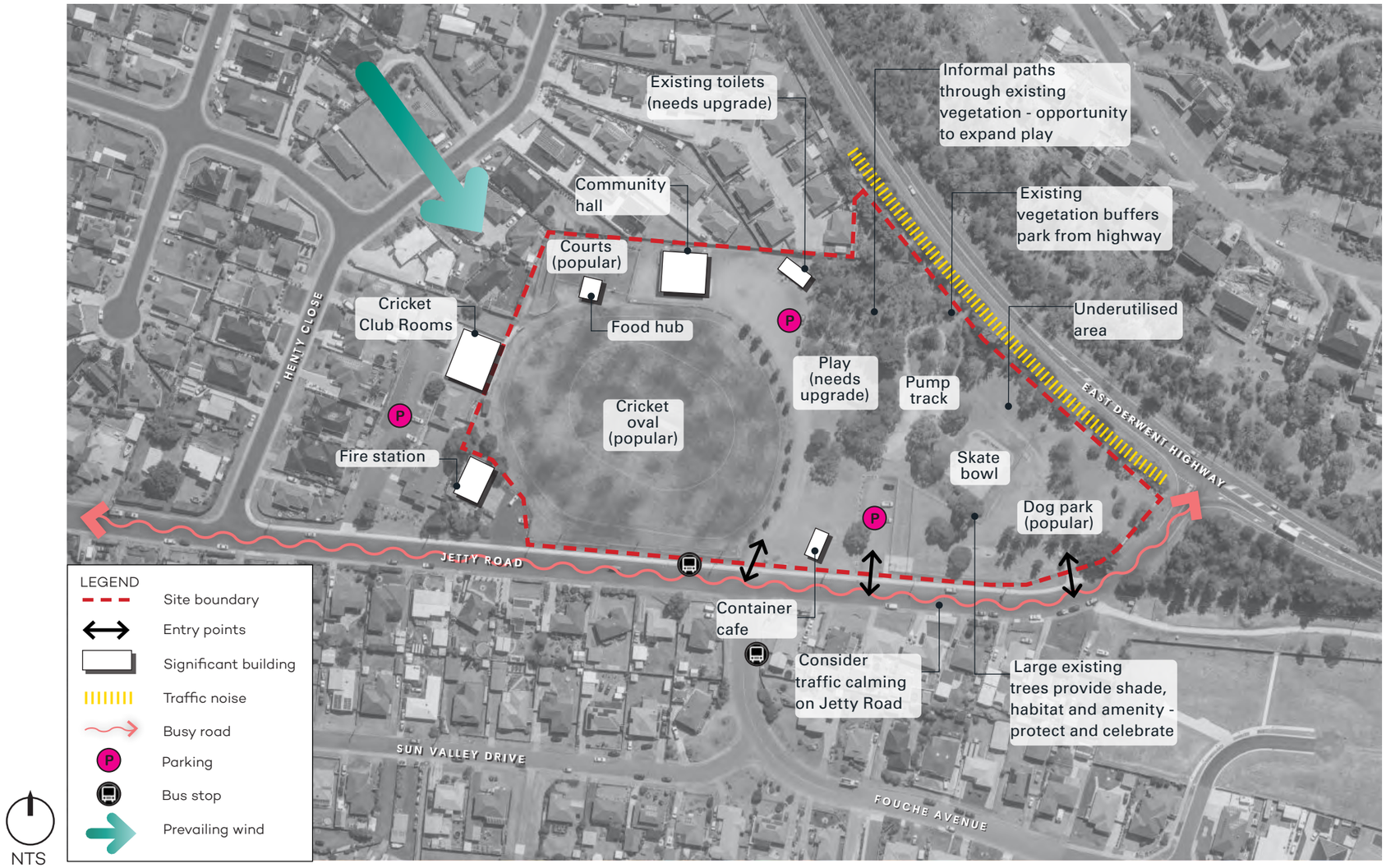


1.5 Site Analysis & Inventory

The site's context and existing features were established though a number of mapping exercises and site explorations. Key observations:

- Existing playspace is tired and not suited to all age groups - needs upgrade
- Existing vegetation behind playspace shows signs of informal use - this could be leveraged to increase play opportunities
- Traffic on Jetty Road poses risks to pedestrians and dog park users - consider calming traffic and providing pedestrian crossings
- Minimal shelter and facilities
- End of life skate facilities
- Underutilised space behind skate bowl
- Minimal seating
- Toilet block requires upgrade
- Pump track needs improvement

The master plan will seek to upgrade end of life facilities and increase use efficieny of the park layout. The plan will capitalise on well established patterns of use, such as informal paths and the popular dog park, while valuing site qualities such as large existing trees.



02

Design Approach

Design Approach

2.1 Design Directions

Following the community consultation process, three themes were identified as key to the community's aspirations for Lennox Park. These describe both designed elements, such as play equipment, and experiential qualities such as enhanced environment. The following design directions have been carefully integrated into the draft master plan.



IMPROVED FACILITIES & AMENITIES

Easy, all-abilities access to toilets and baby change facilities, along with the inclusion of more barbecues, rubbish and recycling stations, drinking water fountains, shade, shelter, and seating, were identified as essential elements for any future upgrade. The idea of creating a flexible space for small events, food vans, and associated seating and shaded areas was also strongly supported. Suggestions also included sealing the driveway and carpark and improving connections to the foreshore path.

Key recommendations:

- Upgrade Toilets
- Free BBQ and provide events space



IMPROVED RECREATION + PLAY OPPORTUNITIES

Numerous stakeholders and the community suggested that the playground was tired and that any new one had to cater for all age groups. Parents report that they have toddlers that need entertaining while their older kids ride bikes and play. The sports courts and ovals were also said to be well loved.

Key recommendations:

- Replace playspace with a range of play opportunities to suit all ages, including the elderly
- Properly surfaced, full size basketball court
- Retain oval for the purpose of cricket or other
- Nature play + water pump channel
- Separation from ball sports and play



ENHANCED ENVIRONMENT

The dog park is a highly valued feature of the site, along with the existing trees. Community feedback suggested planting additional gardens and trees to enhance and extend this natural, welcoming atmosphere. Concerns were raised about traffic speeds along Jetty Road, as visitors from other areas frequently access the dog park. Additionally, the gravel driveway was noted as being slippery and potentially unsafe.

Key recommendations:

- Seal gravel driveway
- More gardens and tree plantings

03

The master plan

The master plan

3.1 Concept Master Plan

Presented across the following pages is a master plan for Lennox Park that aims to provide a range of play, recreation and amenities that were advocated for by the Brighton community.
The site's existing conditions and current patterns of use have been considered in the proposed design. For example, the plan seeks to work around the highly valued large existing trees, while replacing end of life facilities and unlocking under-used areas of the park through thoughtful layout improvements.
The report will outline materials, planting, equipment and facilities which form the character and identity of the redevelopment.

Legend

1 **Community Gathering & Events**
Building on the success of the Espresso Café Container, a new central space is proposed to encourage gathering, relaxation, and community connection. This area would provide informal seating and opportunities to enjoy small events such as live music, outdoor cinema, and pop-up activities.
To help shield the space from prevailing winds, a building is proposed along the road edge. This could include sheltered seating, upgraded toilet facilities with baby change amenities, and potential for additional community infrastructure.

2 **Play for All Ages**
A diverse range of play and recreation spaces designed to engage all ages — from early childhood through to older adults. The design includes a fenced toddler zone featuring sensory and nature-based play, alongside more adventurous equipment such as swings, slides, forts, climbing structures, and spinners for older children. For adults and seniors, there are opportunities for both physical and cognitive engagement through thoughtfully integrated elements that promote active and passive recreation.
The play spaces wrap around a central gathering area, allowing parents and carers to easily supervise children of different ages while remaining connected to the heart of the park. A bike track loops around the park's perimeter, doubling as a walking and running trail, with offshoots designed for jumps and BMX-style riding. Something for everyone!

3 **Sports Courts**
Create a vibrant mix of multi-use outdoor courts to support a range of sports, including basketball, pickleball, and tennis. Consider incorporating a dedicated Hot Shots tennis court with a durable steel net to minimise maintenance and prevent vandalism.
By working with the existing site levels, the courts can be arranged at varied heights, creating natural terracing between them. These stepped areas can double as informal bleachers, offering built-in seating, shaded zones, and great vantage points for spectators to enjoy the action.

4 **Dog Park**
Redesign the dog park area to bring the play spaces closer to the park's entrance, enhancing accessibility and visibility. Introduce engaging features for dogs such as tunnels and jumps to encourage active play. Incorporate garden beds and designate areas under trees with gravel to reduce dirt and mud, creating a cleaner and more enjoyable environment for both dogs and their owners.

5 **Community Garden**
A small community garden could be worked into the central space, either a standard type one or a smaller version depending on community appetite.


RESURFACE COURT
IMPROVE ACCESS TO STORE
COMMUNITY HALL
FOOD HUB
3
SPORTS COURTS
NOTIONAL LOCATION FOR SMALL STREET SKATE NODES OR SKATE PUMP BOWL
ADVENTURE PLAY/PUMP TRACK/BMX
EAST DERWENT HIGHWAY
CRICKET CLUB ROOMS
SEALED CARPARK
BIKE TRACK
5
COMMUNITY GARDEN
EX. SHELTER
CRICKET OVAL
DOG PARK LANDSCAPE BUFFER
ELDERLY PLAY
B/BALL
STAGE
PLAY
2
4
DOG PARK
FIRE BRIGADE
TOILETS
SHELTER
1
FIRE PIT
U/5 PLAY
POP UP MARKETS FOOD VANS
COFFEE
JETTY ROAD
TRAFFIC CALMING
FOOD VANS AND ACCESS
ENTRY/ STREET ACTIVATION
COMMUNITY NOTICEBOARD
TRAFFIC CALMING

Master Plan

The master plan

3.2 Materials Approach

The materials at Lennox Park will be selected for robustness, durability, cost and ease of maintenance. The existing natural parkland feel will be extended through careful selection of material finishes and colours. Using local materials represents an opportunity to further express a sense of place.

Indicative material palette



Exposed aggregate concrete



Cement stabilised granitic sand



Local stone



Bush mulch and infill planting



Grassed areas











The master plan

3.3 Planting Approach

To complement the existing vegetation character of Lennox Park and keep maintenance requirements minimal, new tree and understorey plantings will draw from a hardy native and indigenous palette. Species have been chosen from the Brighton Council Recommended Tree and Plant Species List in the *Greening Brighton Strategy 2024 -2033*, as well as the indigenous species found within the site EVC *(DAS) Eucalyptus amygdalina forest and woodland on sandstone*.

Final species selection will be in conjunction with Brighton Council.

Trees



Acacia implexa
Lightwood
10m x 5m

Allocasuarina littoralis
Black Sheoak
10m x 4m

Banksia integrifolia
Coast Banksia
15m x 3m

Eucalyptus amygdalina
Black Peppermint
20m x 15m

Acacia melanoxylon
Blackwood
15m x 7m

Eucalyptus ovata
Swamp Gum
15m x 10m

Bursaria spinosa
Prickly Box
10m x 4m

Eucalyptus pulchella
White Peppermint
15m x 10m

Understorey



Austrodanthonia caespitosa
Wallaby Grass

Calocephalus citreus
Lemon Beauty Heads

Leptospermum scoparium
Common Teatree

Chrysocephalum semipapposum
Clustered Everlasting

Dodonaea viscosa
Sticky Hop Bush

Patersonia occidentalis
Native Iris

Dianella revoluta
Black-Anther Flax Lily

Poa poiformis
Coastal Tussock Grass



Wahlenbergia communis
Tufted Bluebell

Rhagodia spinescens
Spiny Saltbush

Banksia marginata
Silver Banksia

Correa decumbens
Spreading Correa

Myoporum parvifolium
Creeping boobialla

Lomandra longifolia
Spiny-Headed Mat Rush

Westringia fruticosa
Coastal Rosemary

Myoporum insulare 'Ground Hug'
Ground Hug Myoporum

3.4 Play Elements

Guidelines

- Provide opportunities for physical activity that are engaging and challenging with opportunities for all ages and abilities
- Incorporate a mix of traditional play equipment with nature based play
- Allow for flexibility of play and creativity
- Ensure play areas have good surveillance and are situated in safe areas

Adventure Play + Pump Track

- Unlocks underutilised area around existing vegetation
- Dedicated pump track
- Caters to older kids and teenagers

All Ages Play

- Equipment-based (eg. swings, slide, climbing tower, water pump)
- Includes equipment for all ages and abilities
- Exercise and fitness equipment
- Basketball hoop
- Nature play and sensory elements









3.5 Facilities & Furniture

Guidelines

- Provide a range of amenities & facilities that make Lennox Park a comfortable and secure space for a variety of users to spend time in
- Utilse robust and durable materials and furniture
- External lighting adheres to ecological lighting best practice principles to reduce impacts of artificial light on wildlife

Seating

- A simple, durable seating palette will provide seating for park users at various activity nodes throughout the park
- Formal seating elements around high use areas will be complemented by informal seating elements, such as rocks and logs, in lower use and more informal areas

Toilets

- Replacement of the toilet facilities at Lennox Park is a critical element in establishing a space that the community feels comfortable spending time in
- The toilets to be relocated closer to Jetty Road to support an increased range of community programming opportunities such as food truck events, as well as cater to the new playground location and the existing container cafe

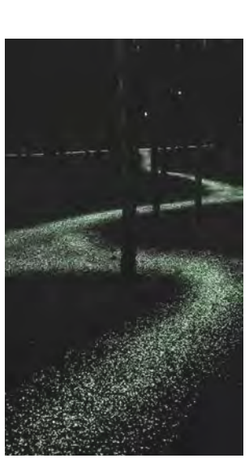
BBQ Area & Firepit

- Shelter and BBQ facilities with picnic tables and bins allow the community to spend more time in the park and support small gatherings, eg. for children's birthday parties
- A communal firepit provides opportunities for community social events and extends park use into the evening and into the colder weather, maximising use
- Firepit situated in a prominent and visible location on Jetty Road ensures passive surveillance

















3.6 Staging Approach

As a mechanism to achieve the proposed redevelopment of Lennox Park, a staging plan has been developed so that works can be delivered as funding becomes available.

The concept is separated into two stages: Stage 1 representing short term works to be completed as soon as possible, and Stage 2 representing works to be completed within the next 10 years upon a new cricket oval and clubrooms being developed at an alternative site.

A small commercial precinct in corner of oval with associated car parking coming in from Jetty Rd. Local grocer, cafe and supporting retail as an example. Oval to be redesigned as parkland retaining full size junior soccer pitch in the centre. Seating nooks and BBQ spaces around edges with a loop trail connecting around the open green space and into the adjacent parkland.



Short to medium term



10+ years



3.7 Implementation Strategy

1.) Reconfigure dog park
To allow for new playground

2. Play for all ages
Southern section retaining existing skate park and retaining small existing car park

3. Play for all ages
Northern section removing skate park

4. Community gathering and events
Includes new toilet and shelter

5. Community garden and skate nodes

6. Court refurbishment

7. New sports courts

8. Entry road, car park and civil works

9. Minor intersection works

10. Minor intersection works

11. Dirt BMX/ pump track



3.8 10+ Years - Massing Diagrams







PLAY /ST.

1 COMMUNITY GATHERING / EVENTS

Building on the success of the Espresso Café Container, a new central space is proposed to encourage gathering, relaxation, and community connection. This area would provide informal seating and opportunities to enjoy small events such as live music, outdoor cinema, and pop-up activities.

To help shield the space from prevailing winds, a building is proposed along the road edge. This could include sheltered seating, upgraded toilet facilities with baby change amenities, and potential for additional community infrastructure.





2 PLAY FOR ALL AGES

A diverse range of play and recreation spaces designed to engage all ages — from early childhood through to older adults. The design includes a fenced toddler zone featuring sensory and nature-based play, alongside more adventurous equipment such as swings, slides, forts, climbing structures, and spinners for older children. For adults and seniors, there are opportunities for both physical and cognitive engagement through thoughtfully integrated elements that promote active and passive recreation. Existing trees in the park to be retained and spaces worked around them where possible.

The play spaces wrap around a central gathering area, allowing parents and carers to easily supervise children of different ages while remaining connected to the heart of the park. A bike track loops around the park's perimeter, doubling as a walking and running trail, with offshoots designed for jumps and BMX-style riding. Something for everyone!



3 SPORTS COURTS

Create a vibrant mix of multi-use outdoor courts to support a range of sports, including basketball, pickleball, and tennis. Consider incorporating a dedicated Hot Shots tennis court with a durable steel net to minimise maintenance and prevent vandalism.

By working with the existing site levels, the courts can be arranged at varied heights, creating natural terracing between them. These stepped areas can double as informal bleachers, offering built-in seating, shaded zones, and great vantage points for spectators to enjoy the action.



4 DOG PARK

Redesign the dog park area to bring the play spaces closer to the park's entrance, enhancing accessibility and visibility. Introduce engaging features for dogs such as tunnels and jumps to encourage active play. Incorporate garden beds and designate areas under trees with gravel to reduce dirt and mud, creating a cleaner and more enjoyable environment for both dogs and their owners.



5 COMMUNITY GARDEN

A small community garden could be worked into the central space, either a standard type one or a smaller version depending on community appetite.





LENNOX PARK | **LANDSCAPE MASTER PLAN - SHORT TERM**

JETTY ROAD
OLD BEACH

1:500 @ A1
MASTER PLAN

VERSION 3
OCTOBER

PLAY /ST.

ATTACHMENT C
AGENDA ITEM 17.5

COMMERCIAL PRECINCT + OPEN SPACE

Small commercial precinct in corner of oval with associated carparking coming in from Jetty Rd. Local grocer, cafe and supporting retail as an example. Oval to be redesigned as parkland retaining full size junior soccer pitch in the centre. Seating nooks and BBQ spaces around edges with a loop trail connecting around the open green space and into the adjacent parkland.













MASSING MODEL - VIEW 1



MASSING MODEL - VIEW 2



MASSING MODEL - VIEW 3

ATTACHMENT D
AGENDA ITEM 17.5

LENNOX PARK

CONSULTATION REPORT

NOVEMBER 2025

Lennox Park Consultation Report

Prepared for Brighton Council
By Playstreet Pty Ltd

Playstreet and Brighton Council would like to give a special thanks to all who contributed and gave their ideas for this exciting project.

DOCUMENT CONTROL

DATE	VERSION	APPROVAL
27-06-2025	Draft	MS
01-07-2025	Draft_2	MS
30-10-2025	Draft_3	MS
10-11-2025	Final	MS

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Appendix A: Key stakeholder cohort

Appendix B: Materials - Mail out

Appendix C: Materials - Community co design sticker board

Appendix D: Materials - Online survey form

Appendix E: Letter from community member

CONSULTATION SUMMARY

Brighton Council engaged Playstreet to lead community consultation for the redevelopment of Lennox Park in Old Beach. The aim was to listen, gather ideas, and understand the aspirations of local residents, community groups, and park users for the site.

Brighton Council identified key stakeholders and user groups to target during the engagement period and worked closely with Playstreet to develop a tailored strategy and effective communication materials to reach them. This approach led to a diverse range of consultation activities.

Summary of Engagement Outcomes

The Lennox Park consultation generated strong community interest, with excellent participation both online and at the in-person co-design community day. Online surveys were open from April 28-May 19, enabling broad community input while also focusing on feedback from key site users.

Across all groups consulted, several common priorities emerged:

IMPROVED FACILITIES + AMENITIES

Easy, all-abilities access to toilets and baby change facilities, along with the inclusion of barbecues, rubbish and recycling stations, drinking water fountains, shade, shelter, and seating, were identified as essential elements for any future upgrade. The idea of creating a flexible space for small events, food vans, and associated seating and shaded areas was also strongly supported. Suggestions also included sealing the driveway and carpark and improving connections to the foreshore path.

Looks Like:

- Upgrade Toilets
- Free BBQ and provide events space

IMPROVED RECREATION + PLAY OPPORTUNITIES

Numerous stakeholders and the community suggested that the playground was tired and that any new one had to cater for all age groups. Parents report that they have toddlers that need entertaining while their older kids ride bikes and play. The sports courts and ovals were also said to be well loved.

Looks like:

- Replace playspace with a range of play opportunities to suit all ages, including the elderly
- Properly surfaced, full size basketball court
- Retain oval for the purpose of cricket or other
- Nature play + water pump channel
- Seperation from ball sports and play

ENHANCED ENVIRONMENT

The dog park is a highly valued feature of the site, along with the existing trees. Community feedback suggested planting additional gardens and trees to enhance and extend this natural, welcoming atmosphere. Concerns were raised about traffic speeds along Jetty Road, as visitors from other areas frequently access the dog park. Additionally, the gravel driveway was noted as being slippery and potentially unsafe.

Looks Like:

- Seal gravel driveway
- More gardens and tree plantings



"LOVE THE COFFEE CONTAINER AND DOG PARK."

"I AM STRONGLY OF THE VIEW THAT THE OVAL NEEDS TO STAY IN ITS CURRENT LOCATION AND USED BY THE CRICKET CLUB AS WELL AS A RECREATIONAL OVAL FOR TRAINING AND SUITABLE JUNIOR SPORT."

"A BIG AREA OF NATURE PLAY, AGE SPECIFIC PLAY AREAS, WATER PLAY."

75
CONSULTATION PARTICIPANTS

"A LOT OF FAMILIES USE THE OVAL FOR KITE FLYING, PICNICS ON THE LAWN, BALL GAMES."

"OLDER PEOPLES EXERCISE EQUIPMENT."

"BETTER LIGHTING."

"I WOULD SUGGEST THAT YOU NEED TO PUT A SHADE SEATING AREA."

"UPDATE THE TENNIS COURTS PLEASE! I LOVE TO USE THEM TO PLAY PICKLE BALL WITH MY FAMILY AND PRACTICE NETBALL."

A NUMBER OF COMMENTS FROM THE LENNOX PARK CONSULTATION ARE CAPTURED ABOVE.

CONSULTATION METHODS

Methods for consulting with stakeholders are required to be diverse and responsive to the knowledge and abilities of varying groups.

In undertaking stakeholder consultation for Lennox Park BC/ Playstreet employed various methods to suit both formal and informal sessions.

Below are a series of consultation methods utilised throughout the course of the Lennox Park community consultation process.

STICKER BOARD

Target engagement: Broad, all ages.

The sticker board served as a valuable reference for stakeholders who find it challenging to visualise three-dimensional spaces or who have limited experience with well-designed public spaces and playgrounds. A curated selection of images showcased a variety of park elements, ranging from passive gathering areas and vegetation to active recreation and play equipment. Participants were each given three stickers to place on their top three preferred ideas for the park.



POST-IT NOTE BOARD

Target engagement: Broad, all ages.

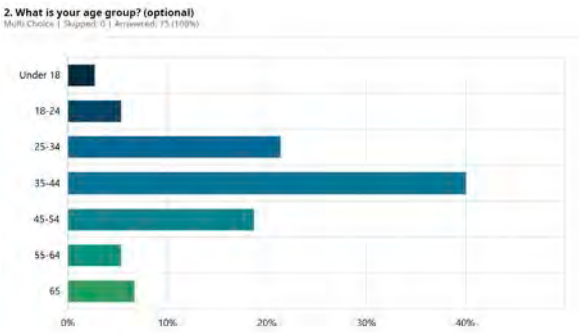
The post-it note board provides an opportunity for stakeholders who are able to articulate their suggestions and preferences in written format. People were encouraged to write ideas on post-it notes and place on the site map provided. This enabled users to spatially locate their ideas.



ONLINE FEEDBACK

Target engagement: Broad, all ages.

Brighton Council hosted an online survey relating to the redevelopment of Lennox Park. The survey provided an opportunity for any member of the public to make comment or suggestions relating to the redevelopment.



LENNOX PARK

COMMUNITY CO DESIGN LENNOX PARK

CONSULTATION METHODS

- Sticker board
- Post-it note board
- Online survey

PARTICIPANTS

- 75 online participants
- 37 on the day

SESSION SUMMARY

The community co-design event, held on 17 May 2025, was a great success in both attendance and the quality of ideas shared.

Participants took part in two key activities on the day. First, each person was given three stickers to place on the image board, identifying their top three ideas for the park.

For the second activity, participants were invited to add comments directly to an aerial map, allowing them to contribute ideas not captured on the sticker board and to spatially locate their suggestions within the park.

TOP IDEAS

(FROM STICKER BOARD)

1. Food trucks/event space
2. Upgrade Toilets
3. BBQ/ Shelter
4. Swings + Slide
5. Nature Play

OTHER SUGGESTIONS

(FROM POST-IT NOTE BOARD)

- Community bulletin board/ info
- Reseal road into park
- Increase basket ball court to full size and repaint
- Equipment for older people
- Play for under 5's
- Bike track
- Climbing & spinning play
- Open, light, airy, DDA toilets, close to parking


5.0
Brighton
living places

STAKEHOLDER GROUP CONSULTATIONS - INITIAL

ESPRESSO CAFE CONTAINER

CONSULTATION METHODS

- In-person

PARTICIPANTS

- Scott Clements
- Zoe

The Playstreet team met with Scott & Zoe at Espresso Cafe to discuss the project. The following suggestions were made:

SUGGESTIONS

- A space for small events and other food vans with tables and chairs and shade for summer.
- Windy and cold, container has been placed to protect from main winds but some form of windbreak, screen or shelter would be great.
- Problem with dogs coming too close to the container, a place to tie dogs up at a distance for safety of other users.
- People use the park but its outdated.
- More lighting and security camera.
- More bins and trees.
- Concrete paths to container would be great, people trash the grass and the gravel gets mushy.
- BBQ's not too close to cafe.

BRIGHTON FOOD HUB

CONSULTATION METHODS

- In person

PARTICIPANTS

- Geoff Hull

The Playstreet team met with Geoff at the Brighton Food Hub to discuss the project. The following suggestions were made:

SUGGESTIONS

- Driveway bituminised and DDA access looked at.
- Current facility too small but there is a definite need in the community so ideally the Old Beach one stays even if another is set up elsewhere.
- Would like signage for all elements of the park at entry.
- Toilets need an upgrade.
- Unloading food problematic as access is hard to manage for the volunteers, a safer more compliant path would be great.
- Would like to share part of the Community Hall if that were an option.

OLD BEACH PLAYGROUP

CONSULTATION METHODS

- Phone conversation

PARTICIPANTS

- Brooke Cooper-Scott

The Playstreet team spoke with Brooke afrom the Old Beach Playgroup to discuss the project. The following suggestions were made:

SUGGESTIONS

- More play for Under 5's
- Oval is used for play but the majority of the park is unsuitable for smaller children.
- A fenced playspace for young children with specific play to suit would be great.

ST ANN'S

CONSULTATION METHODS

- Phone conversation

PARTICIPANTS

- Sophia Gray

The Playstreet team spoke with Sophia from St. Ann's to discuss the project. The following suggestions were made:

SUGGESTIONS

- Concerned about trail going into property, will fence if required.
- Love the idea of more community based activities.
- They would love to see facilities at the park that they can't offer at residence, i.e family suitable areas and playspace, small community events.

OLD BEACH CRICKET CLUB

CONSULTATION METHODS

- In person on consult day

PARTICIPANTS

- Tony Allenby

The Playstreet team spoke with Tony from the Old Beach Cricket Club to discuss the project. The following suggestions were made:

SUGGESTIONS

- 127 year old club with a strong history so would be great to retain in Old Beach.
- Issue with social teams using oval.
- Clubrooms used twice a week and locals come to socialise also, good for the community.
- 3 teams currently play but would like to expand.
- Would be happy to relocate to a different location as long as it was in Old Beach. They would love to bring back the T20 as it is financially good for them but they are prohibited from playing at this location.

TENNIS TASMANIA

CONSULTATION METHODS

- Phone conversation

PARTICIPANTS

- Simonne Allwright

The Playstreet team spoke with Simonne from Tennis Tasmania to discuss the project. The following suggestions were made:

SUGGESTIONS

- Very interested to work with Council on any kind of tennis facility for the park.
- Suggested a Hot Shots Court which is a mini court with a modified programme for youth. A permanent steel net is used to prevent vandalism. The net could be designed in a way that it swung back to allow a flexible space.
- Suggested either a plexipave surface or an astroturf one for social play.
- Court to orientate NS and have shade and drinking fountain nearby as well as toilets.
- Blended courts not ideal (i.e where line markings are there for all sports)

STAKEHOLDER GROUP CONSULTATIONS - FOLLOW UP

ESPRESSO CAFE CONTAINER

CONSULTATION METHODS

- Phone Call

PARTICIPANTS

- Scott Clements

The Playstreet team spoke with Scott after the draft plan had been issued for consultation. The following comments were made:

COMMENTS

- Really likes the extra tables and shade umbrellas and protection from wind with shleter/ toilets
- Happy with overall vision
- Would like any paths to and from coffee container to be concrete or a hard wearing paving

BRIGHTON FOOD HUB

CONSULTATION METHODS

- In person

PARTICIPANTS

- Geoff Hull

The Playstreet team spoke with Geoff after the draft plan had been issued for consultation The following comments were made:

COMMENTS

- Sealed surface around hub access very important and that it is accessible
- Toilets will be too far away for staff, is it possible to have access to toilets in the Community Hall?
- Lighting would be highly desirable for safety of staff at night

OLD BEACH CRICKET CLUB

CONSULTATION METHODS

- In person

PARTICIPANTS

- Tony Allanby

The Playstreet team spoke with Tony after the draft plan had been issued for consultation. The following comments were made:

COMMENTS

- Supportive of relocation of club facilities if still located in Old Beach
- Would like to be consulted in any new site/ proposed facilities
- Would like to see the Cloak Oval name remain
- If possible could the new facility be named after Max Purdon

TENNIS TASMANIA

CONSULTATION METHODS

- In Person

PARTICIPANTS

- Simonne Allwright

The Playstreet team spoke with Simonne from Tennis Tasmania after the draft plan had been issued for consultation. The following comments were made:

COMMENTS

- Suggested on the existing court could either do a full size tennis court or three pickle ball courts
- Loved the tiered seating between the two new proposed courts
- Hotshots court could have a swinging steel net to make it a flexible space
- Would not be necessary to have lighting
- Drinking fountain would be good around the area

BRIGHTON COUNCIL ENGAGEMENT

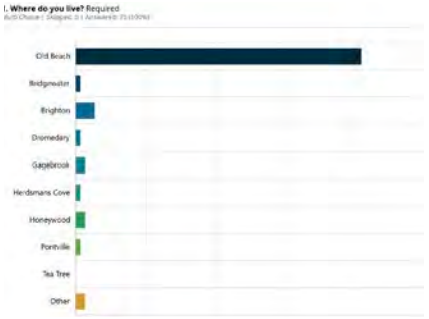
BRIGHTON COUNCIL
ONLINE SURVEY

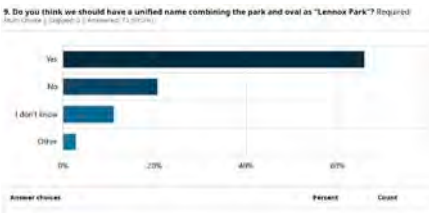
CONSULTATION METHODS

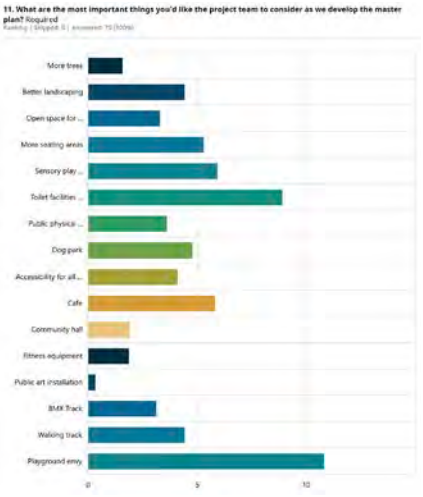
- Online survey form

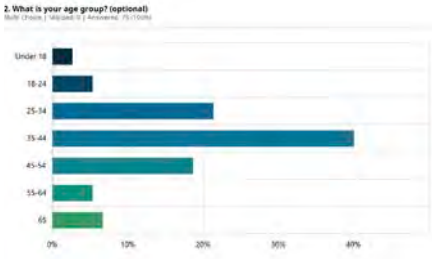
PARTICIPANTS

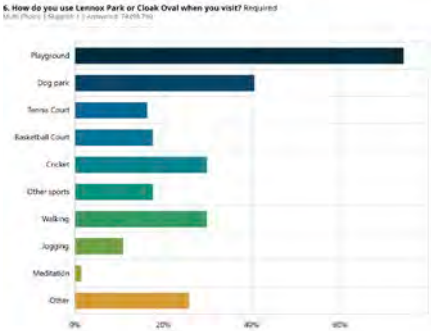
- 75 total participants

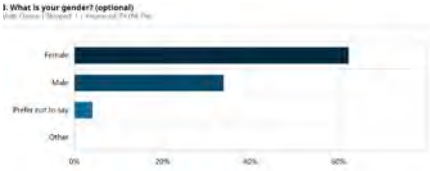












Brighton Council hosted an online survey to source feedback from the broader community. Links and posters featuring a QR code to complete the survey were posted in several forums: Council's Facebook Page and Brighton Community News.

81% of respondents were from Old Beach with the majority of respondents in the 25-54 age group and the majority identifying as female and using on a weekly basis. Lack of facilities and safety were the major reasons for not visting the park. The playground was the main reason for visiting while the dog park, tennis and basketball courts and cricket, walking all rated similar usage.

The majority of repondents did not want to see the Cloak Oval removed and were also supportive of a combined naming of the Park.

All of the responses strongly supported an upgrade to Lennox Park and many participants provided detailed responses.

The survey questions and ideas are summarised as:

TOP IDEAS

- Upgrade playground for all ages
- Upgrade toilets
- Bike paths
- Security
- Accessibility

OTHER SUGGESTIONS

- Inclusive Play
- Soccer Goals
- Seating
- Walking Paths
- Connection to foreshore path


HAVE YOUR SAY NOW
LENNOX PARK MASTER PLAN
TAKE OUR SURVEY!
HAVE YOUR SAY NOW
TIVOLI GREEN PARK MASTER PLAN
TAKE OUR SURVEY!

MASTER PLAN DIRECTIONS

The draft master plan was released for public comment via an online platform.

The feedback was generally very positive, with strong support for the overall vision. While most comments from both stakeholders and the community will be addressed during the next stage of design development, several key changes have been made to the draft master plan in response to stakeholder/ community input:

- Firstly, the removal of parking near the dog park raised concerns about managing dogs in proximity to the play space. To address this, an additional entrance has been proposed on the upper side of the dog park, featuring nearby parking and a direct pathway that separates dog access from the playground area.

- Secondly, extra screening and additional space have been incorporated on either side of the dog park to create a buffer between it and the play space.

- Finally, a small skate park has been added to the top of the site. The existing skate park area will be repurposed for the new basketball court, and a bike path around the perimeter of the play space will provide opportunities for learning to ride and casual bike use, activities that the current skate park is reportedly being used for.

APPENDIX

APPENDIX A:
KEY STAKEHOLDER COHORTS

In addition to public consultation, which included the Community Co-Design event and online survey, Brighton Council identified the following groups as key stakeholders. These groups were subsequently invited to participate in specific engagement activities.

LENNOX PARK

- Old Beach Cricket Club - Paul Rogers (President) (Tony Allenby)
- Tennis Tasmania- Simonne Allbright
- Dog Owners Club (no info)
- Espresso Cafe Container - Scott & Zoe Clements
- Brighton Food Hub - Geoff Hull
- Old Beach Playgroup- Brooke Cooper
- Savle Pty Ltd (St Ann) - Sophia & Dean Cook (Owners)

APPENDIX B:
MATERIALS - MAIL OUT

Examples below of engagement materials distributed as part of the consultation process:



LENNOX PARK

Playstreet have recently been engaged by Brighton Council as the principal consultant to prepare an updated master plan for Lennox Park.

As part of our design process we undertake community consultation with local community and stakeholders to ensure the master plan respects and reflects the aspirations and needs of the local community.

Meet with Playstreet master plan designers to share your ideas at site Saturday May the 17th between 10am-12pm!

Community Engagement partnership

Brighton PLAY/ST.

WE WELCOME YOUR RESPONSES + SUGGESTIONS BELOW

- Where do you live? Old Beach ☐ Elsewhere ☐
- Age? Under 12 12-17 18-24 25-34 35-44 45-54 55-64 65+
- How often do you visit the reserve? Most days ☐ Weekly ☐ Monthly ☐ Not often ☐
- How do you currently use the park (e.g for the playground, dog park, cricket?)
- What improvements would you like to see in the park?
- Any other comments & suggestions?

PLEASE RETURN SUGGESTIONS TO COUNCIL CHAMBERS: 1 Tivoli Road, Old Beach, TAS 7017 or development@brighton.tas.gov.au

FEEDBACK ALSO WELCOMED VIA COUNCILS PROJECTS PAGE haveyoursay.brighton.tas.gov.au/lennox-park-master-plan

APPENDIX C:
MATERIALS - COMMUNITY CODESIGN_ STICKER BOARD

Examples below of engagement materials distributed as part of the consultation process:

NATURE PLAY



GARDENS & TREES



CULTURAL LEARNING



GATHERING + PERFORMANCE



SENSORY GARDEN/PLAY



SKATE BOWL



BMX TRACK



WALKING TRAILS



OBSTACLE COURSE



UPGRADE PUBLIC TOILETS



COURTS



SWINGS + SLIDE



FLYING FOX



CLIMBING



FITNESS EQUIPMENT



OVAL



☐ CRICKET ☐ OPEN SPACE

BBQ + SHELTER



SEATING



FOOD TRUCKS



DOG PARK



LIGHTING



ART



DRINKING FOUNTAIN



COMMUNITY GARDEN



LENNOX PARK | VOTE for YOUR TOP THREE IDEAS for YOUR PARK

Brighton

PLAY /ST.

APPENDIX D:
MATERIALS - ONLINE SURVEY FORM

Examples below of engagement materials distributed as part of the consultation process:

LENNOX PARK

Lennox Park Master Plan

Community Survey Questions

Q1. Where do you live?

- ☐ Old Beach
- ☐ Bridgewater
- ☐ Brighton
- ☐ Dromedary
- ☐ Gagebrook
- ☐ Herdsmans Cove
- ☐ Honeywood
- ☐ Pontville
- ☐ Tea Tree
- ☐ Other Municipality/Council area in Tasmania (Please specify)

Q2. What is your age group? (optional)

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65+

Q3. What is your gender? (optional)

- ☐ Female
- ☐ Male
- ☐ Prefer not to say
- ☐ Other

Q4. Generally, how often do you visit Lennox Park or Cloak Oval?

- ☐ Most days
- ☐ Weekly
- ☐ Monthly
- ☐ Not often
- ☐ Never

Q5. Why don't you visit Lennox Park and Cloak Oval as often as you'd like? *(multiple choices)*

APPENDIX D:
MATERIALS - ONLINE SURVEY FORM

- ☐ Far from my place
- ☐ Lack of time
- ☐ Safety concerns
- ☐ Lack of facilities (like playgrounds, benches, restrooms)
- ☐ Personal physical health issues
- ☐ Lack of maintenance and cleanliness
- ☐ Don't know that the park's existence
- ☐ Other

Q6. What is the main way you travel to Lennox Park and Cloak Oval?

- ☐ I drive
- ☐ I walk
- ☐ I cycle or scoot
- ☐ I take the bus
- ☐ Other

Q7. Do you think we should remove the Cloak Oval for better open space utilisation?

- ☐ Yes
- ☐ No
- ☐ I don't know
- ☐ Other

Q8. Do you think we should have a unified name combining the park and oval as "Lennox Park"?

- ☐ Yes
- ☐ No
- ☐ I don't know
- ☐ Other

Q9. Would you like to see a pedestrian pathway from the park to the bus stop at Fouche Ave roundabout?

- ☐ Yes
- ☐ No
- ☐ Other

Q10. What are the most important things you'd like the project team to consider as we develop the master plan? *(pick top 5)*

- ✓ More trees
- ✓ Better landscaping
- ✓ Open space for community activities (e.g. market, community garden, yoga)
- ✓ More seating areas

APPENDIX D:
MATERIALS - ONLINE SURVEY FORM

- ✓ Sensory play equipment for young kids
- ✓ Toilet facilities (e.g. baby changing room)
- ✓ Public physical exercise equipment for all ages
- ✓ Dog park
- ✓ Accessibility for all ages and all abilities
- ✓ Cafe
- ✓ Community hall
- ✓ Fitness equipment
- ✓ Public art installation
- ✓ BMX Track
- ✓ Walking track
- ✓ Playground envy

Q.10 Any other comments and suggestions?

APPENDIX E:
LETTER FROM COMMUNITY MEMBER

Lennox Park Revitalisation
This is a submission in addressing the revitalisation of Lennox Park. I am a recent resident to the Brighton Council area and live at Old Beach.
I would like to start by applauding Brighton Council for this initiative. A number of residents of Old Beach are excited about the revitalisation and the commitment of Council to include resident's views.
The following are my observations and ideas in relation to Lennox Park.

Cloak Oval
This oval appears very underutilised and does not seem to be a full sized oval, which restricts its use as a sports field for a number of competitive sports. Although it is set up to be used for cricket, I doubt that it is big enough for anything more than lower grade matches. Also, how appropriate is a public oval that needs a big sign 'Area may be subject to errant balls. Use Reserve at own risk', and this oval is adjacent to a playground, community hall and food hub and the entry to them is alongside the oval?
A check on the Old Beach Cricket Club's facebook page shows they have only 3 cricket teams and use the oval for competition matches every second weekend during the season. Ten years ago the Club had 12 teams (4 senior, 8 junior) when the Brighton Council mayor Tony Forster officially opened the Cricket Club's newly transformed clubrooms (Garry Faulks Pavilion) – see Brighton Council Annual Report 2014/15 pp3-5. Does the Cricket Club own this building? Rent from Council?....The club appears to have exclusive use of the building. I understand the club opens the bar to the public in the evenings now and then, though I haven't seen it advertised anywhere.
Given the above issues, I think the community would benefit more if the Oval were to be rethought and repurposed as a more 'casual' oval – say an open space in the centre with trees and purposeful eating tables (with peaked roofing) and seating around edges….a good model is Benjafield Park in Moonah. Could the Pavilion become a community sports club?

Playground
I suggest it is relocated and upgraded. And possibly adjacent to it a fitness equipment area for older people (Lindisfarne foreshore park is a good example). The current playground site is overshadowed by the trees, resulting in dew on the equipment for a number of hours in the morning (not in summer) and also the eucalypt trees drop branches and leaves (and spiders). Also, I've found when there with my granddaughter that there is constant car noise from East Derwent Highway quite close.

Roads and Parking
Access roads need surfacing with tarmac and proper parking areas. If possible, please do not co-locate dog park parking area with children's playground parking area – it can be dangerous.

Food Vans
Maybe even a dedicated area for the vans, close to some eating tables for the summer months. Also, in the colder months, the area around the vans is very dark from quite early on in the evening. A dedicated area would allow for the Council to provide a couple of lights to be on during the days/hours the food vans are at the Park. This would increase the safety for customers and van owners and also add to the ambience.

Greening and Gardens
I'm sure as part of the Park's revitalisation the Council will develop some interesting garden areas with sandstone and native plants. It has done a good job on these in the past.

Buildings
All a bit messy. If the position of the buildings cannot be addressed, can they be integrated into the park in a better, more attractive way through garden and pathways.
Thank you for the opportunity to make this submission.