



Application for Planning Approval

Land Use Planning and Approvals Act 1993

APPLICATION NO.

DA2026/022

LOCATION OF AFFECTED AREA

39A ANDREW STREET, BRIGHTON

DESCRIPTION OF DEVELOPMENT PROPOSAL

MULTIPLE DWELLINGS (1 EXISTING, 34 NEW) & ASSOCIATED INFRASTRUCTURE

A COPY OF THE DEVELOPMENT APPLICATION MAY BE VIEWED AT www.brighton.tas.gov.au AND AT THE COUNCIL OFFICES, 1 TIVOLI ROAD, OLD BEACH, BETWEEN 8:15 A.M. AND 4:45 P.M, MONDAY TO FRIDAY OR VIA THE QR CODE BELOW. ANY PERSON MAY MAKE WRITTEN REPRESENTATIONS IN ACCORDANCE WITH S.57(5) OF THE LAND USE PLANNING AND APPROVALS ACT 1993 CONCERNING THIS APPLICATION UNTIL 4:45 P.M. ON **02/09/2026**. ADDRESSED TO THE CHIEF EXECUTIVE OFFICER AT 1 TIVOLI ROAD, OLD BEACH, 7017 OR BY EMAIL AT development@brighton.tas.gov.au. REPRESENTATIONS SHOULD INCLUDE A DAYTIME TELEPHONE NUMBER TO ALLOW COUNCIL OFFICERS TO DISCUSS, IF NECESSARY, ANY MATTERS RAISED.

JAMES DRYBURGH
Chief Executive Officer



Brighton
going places

PROPOSED 35 UNITS DEVELOPMENT (34 NEW & 1 EXISTING)

39A ANDREW STREET, BRIGHTON

ARCHITECTURAL & ENGINEERING DRAWING

DRAWINGS NO.	DRAWING NAME
DA01	COVER & EXISTING & DEMOLITION PLAN
DA02	SITE PLAN, LEVEL, GROUND
DA03	SITE PLAN, LEVEL, ROOF
DA04	PARK
DA05	UNIT TYPE PLAN
DA06	STAGING PLAN
DA10	SITE ELEVATIONS / SECTIONS
DA11	SITE ELEVATIONS / SECTIONS
DA12	SITE ELEVATIONS / SECTIONS
DA13	SITE ELEVATIONS / SECTIONS

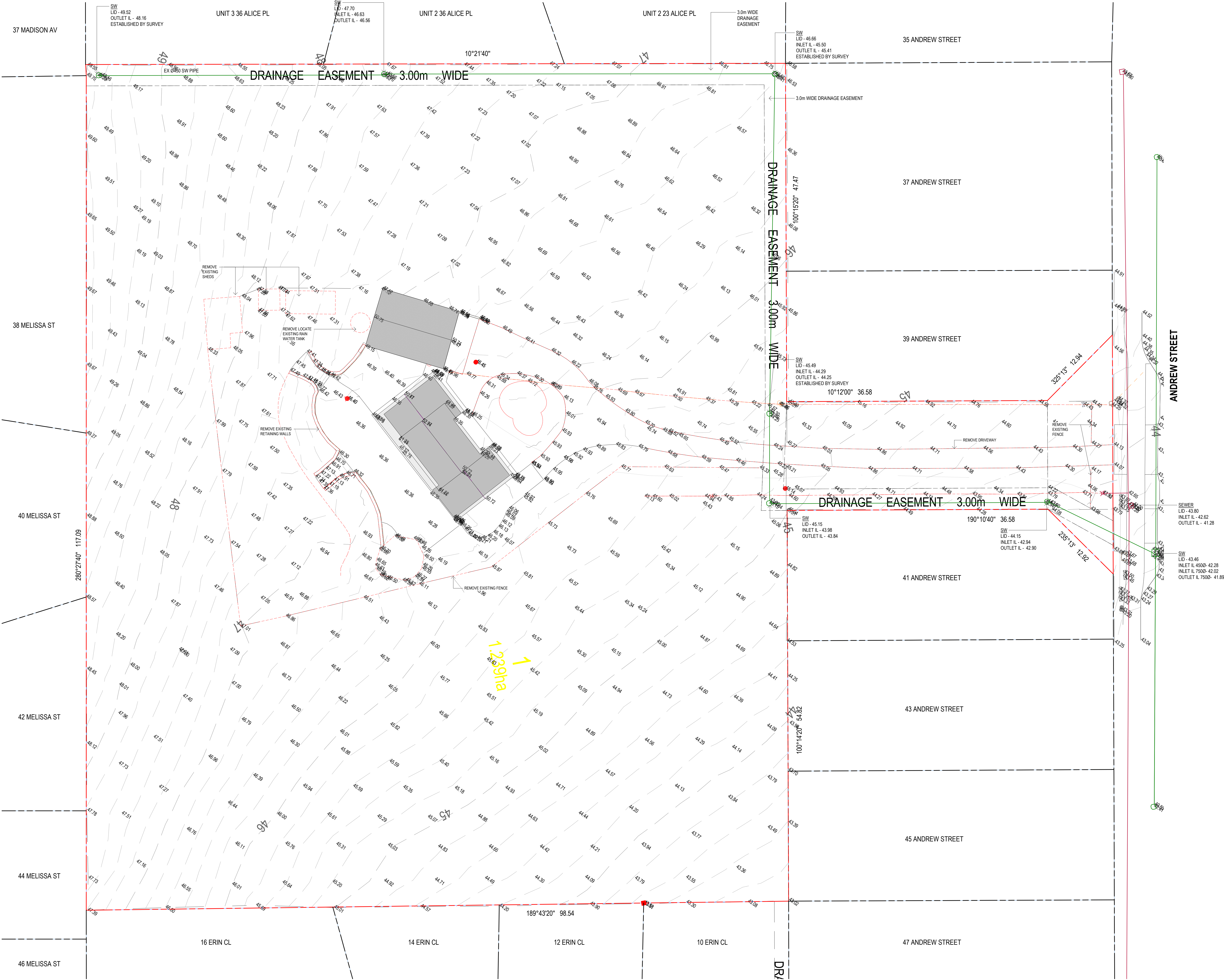
UNIT 1, 2, 3, 4, 6, 8, 17, 21, 22, 23, 24, 26, 27, 28, 29, 30, 31, 32, 33 & 34 (TYPE A) x20	LEVEL GROUND	83.48 sq.m (INC. EXTERNAL WALL)	REFER SITE PLAN
UNIT 5, 7, 18, 19, 20 & 26 (TYPE B) x6	LEVEL GROUND	102.76 sq.m (INC. EXTERNAL WALL)	REFER SITE PLAN
UNIT 9-16 (TYPE C) x8	LEVEL GROUND	80.08 sq.m (INC. EXTERNAL WALL)	REFER SITE PLAN
UNIT 35 (EXISTING) x1	LEVEL GROUND	REMAIN EXISTING	REFER SITE PLAN
PRIVATE GARDEN SPACE			

SITE INFORMATION	
TITLE REF.	375361
PROPERTY ID	7590023
SITE AREA	12390.32 sq.m
DENSITY	35 / 12390.32 sq.m = 354 > 325 sq.m



SITE CONTEXT PLAN

LEGEND:	
BL	SOLAR BOLLARD LIGHT IN ACCORDANCE WITH E6.7.7.A1
WL	WALL MOUNT LIGHT (CONNECT BACK TO THE UNIT)
POS	ALL POS NOT STEEPER THAN 1:10
- ALL PARKING AREA MAX 5% FALL	



1 EXISTING & DEMOLITION PLAN
Scale 1:200

ISSUE	REVISION	CHK	APP	DATE
1	DEVELOPMENT APPLICATION	DA	DA	13/07/2023

MinD.
ARCHITECTS

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WEBSITE: www.mindarchitects.com.au

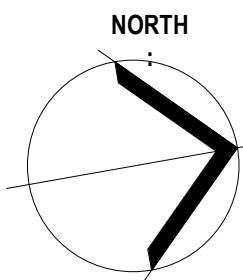
AssetSafe
ENGINEERING

CONSULTANTS:

REASON FOR ISSUE
DEVELOPMENT
APPROVAL

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PROJECT No.:
2524



PROJECT:
PROPOSED 35 UNITS DEVELOPMENT
PROJECT ADDRESS:
39A ANDREW STREET, BRIGHTON
CLIENT:
HOLD ANDREW

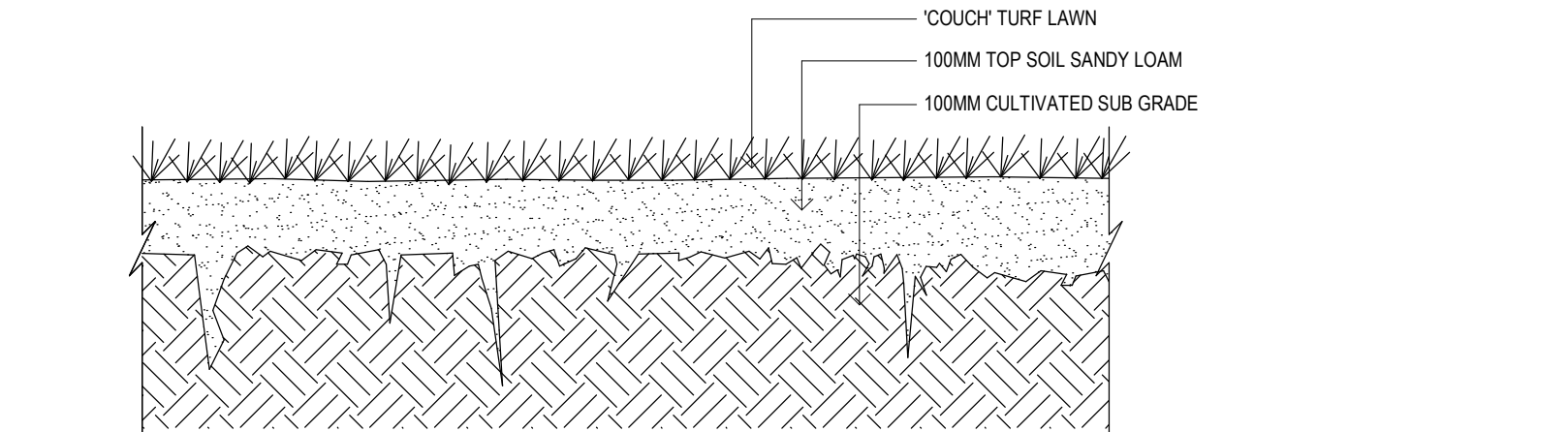
DRAWING TITLE:
COVER & EXISTING & DEMOLITION
PLAN

SCALE:
As indicated @
A0

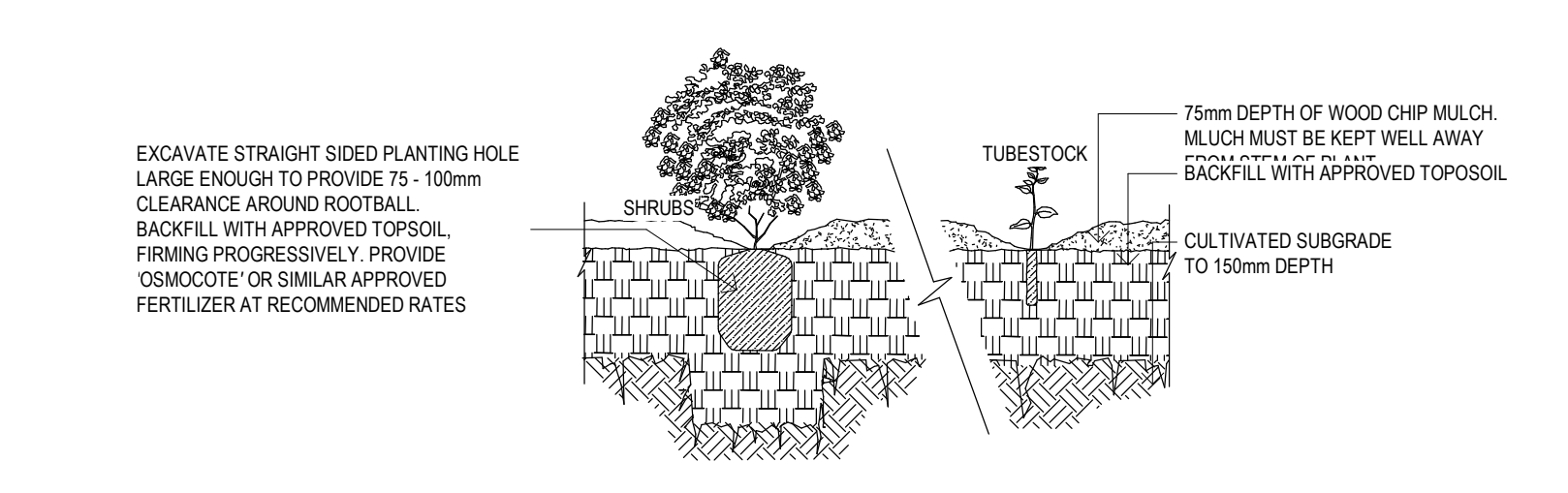
DRAWING No.:
DA01

PROJECT DATE:
SEPT 2021

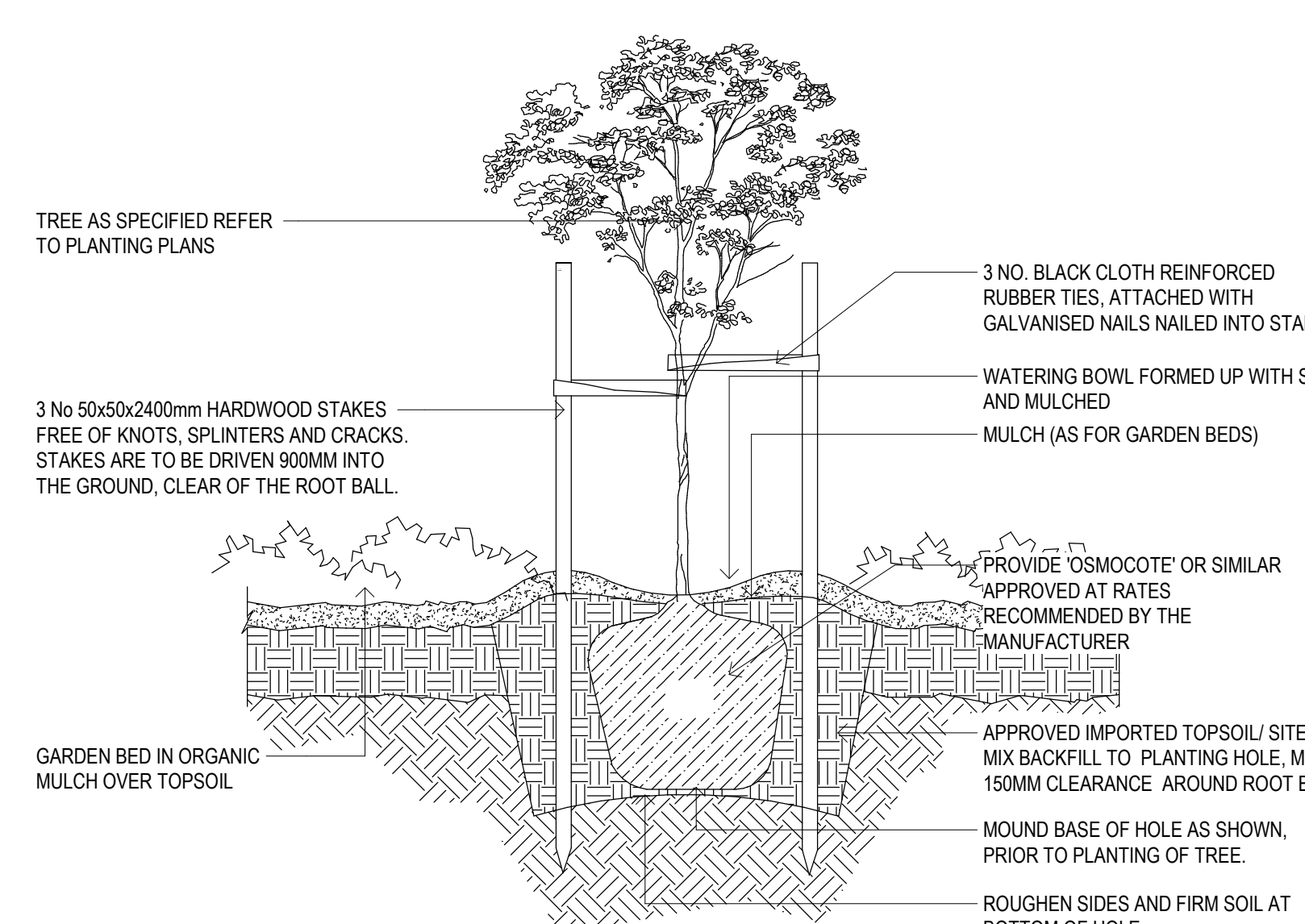
REVISION:
1



2 GRASS DETAIL
Scale 1:10



3 SHRUB PLANTATION DETAIL
Scale 1:20



4 TREE PLANTING DETAIL
Scale 1:20

	NAME	EXPECTED MATURE HEIGHT	PLANT SIZE	QUANTITY	POT SIZE
CR	GENUS: DORYANTHES SPECIES: ANGIOSANTHUS SPP. COMMON NAME: ANGIOSANTHUS	40CM - 1.2M	40CM - 1.2M WIDE	91	150MM
AC	GENUS: ACACIA SPECIES: COGNATA COMMON NAME: ACACIA COGNATA 'ETTUCCINI'	0.75M	1.0M WIDE	26	150MM
DT	GENUS: DIANELLA SPECIES: TASMANICA COMMON NAME: TASNED	0.40M	0.4M WIDE	96	150MM
TD	GENUS: HERBE SPECIES: TURKISH DELIGHT COMMON NAME: TURKISH DELIGHT	0.80M	0.8M WIDE	151	150MM
TR1	GENUS: CITRUS SPECIES: LEMON COMMON NAME: CITRUS LISBON LEMON TREE	3.0M	4M WIDE	33	300MM
TR2	GENUS: PYRUS SPECIES: CALLERYANA COMMON NAME: ORNAMENTAL CAPITAL PEAR	1.1M	1.3M WIDE	21	300MM 1.5M HIGH

- MULCHED AND PLANTED GARDEN BED
- PEBBLE 20mm
- SOIL WITH GRASS
- POLE LIGHT (SOLAR POWERED)
- WALL MOUNT SENSOR LIGHT (HARD WIRE TO EACH UNIT WITH SENSOR)
- TIMBER FENCE
- BL
- WL
- TF

FROSTED GLAZING TO BOTTOM AND MIDDLE PANELS / TOP GLAZING TO BE CLEAR, MIN 1.7m H. FROM FLOOR LEVEL
FROSTED GLAZING TO WHOLE WINDOW

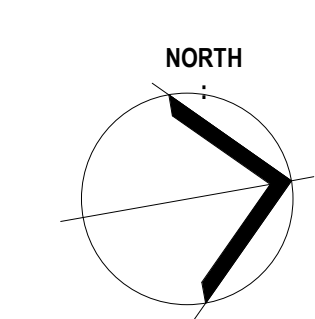
ISSUE	REVISION	DATE	CHK	APP
1	DEVELOPMENT APPLICATION	1/10/2021	DA	DA

CONSULTANTS:

REASON FOR ISSUE
DEVELOPMENT APPROVAL

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PROJECT No.: 2524



PROJECT: PROPOSED 35 UNITS DEVELOPMENT
PROJECT ADDRESS: 39A ANDREW STREET, BRIGHTON
CLIENT: HOLD ANDREW

DRAWING TITLE: SITE PLAN_LEVEL GROUND

SCALE: As indicated @ A0

DRAWING No.: **DA02**

PROJECT DATE: SEPT 2021

REVISION: **1**



1 ROOF PLAN
Scale 1:200

ISSUE	REVISION	DRN	CHK	DATE
1	DEVELOPMENT APPLICATION	DA	DA	13/07/2021

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ARCHITECTS

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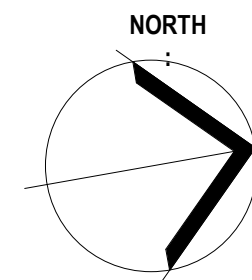
AssetSafe
ENGINEERING

CONSULTANTS:

REASON FOR ISSUE
DEVELOPMENT
APPROVAL

THE CONTRACTOR MUST VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK OR MAKING OF ANY SHOP DRAWINGS. FIGURED DIMENSIONS MUST BE USED IN PREFERENCE TO SCALED DIMENSIONS. ALL SCALED DIMENSIONS MUST BE VERIFIED ON SITE. THIS DRAWING IS COPYRIGHT AND REMAINS THE PROPERTY OF THE ARCHITECT.

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PROPOSED 35 UNITS DEVELOPMENT
PROJECT ADDRESS:
39A ANDREW STREET, BRIGHTON
CLIENT:
HOLD ANDREW

DRAWING TITLE:
SITE PLAN_LEVEL ROOF

SCALE:
1:200 @ A0

DRAWING No.:
DA03

PROJECT DATE:
SEPT 2021

REVISION:
1

Tower with Slide

NRO1003

Item no. NRO1003-1001
General Product Information
Dimensions LxWxH
Age group
Play capacity (users)
Colour options



The Tower with Slide is a modern take on the classic ladder and slide. The net climb entry is a fun and challenging way to get to the slide, and the structure is made of natural Robinia timber, which provides an organic structure that can either blend into or stand out from your surrounds. Children can touch and feel the timber

Data is subject to change without prior notice.

Tower with Slide

NRO1003

Platform
Basic function: encourage self-confidence, coordination and balance while sitting and when children share the platform.



Slide
Physical: develops spatial awareness, sense of balance and trains core muscles when sitting upright going down. **Social-Emotional:** emptiness, emptiness, emptiness.

Climbing net
Physical: the inclined net supports the child's climbing movement of the body. The net supports cross-body coordination, which improves coordination of the right and left arm of the brain, fundamental for other skills such as the ability to read. The asymmetry of the net challenges the children's climbing.

2 / 01/06/2026

Tower with Slide

NRO1003



All organic Robinia products by KOMPAN are made of Robinia wood which is sourced from sustainable plantation farms. On request it can be supplied as FSC® Certified (FSC® C004550).

Ropes of UV-stabilized PES rope strands with inner steel cable reinforcement. The polyester yarn is made from 100% post-consumer materials and is inductively melted onto each strand.

Item no. NRO1003-1001
Installation Information
Max. fall height
Safety surfacing area
Total installation time
Excavation volume
Concrete volume
Footprint depth
Shipment weight
Anchoring options
Warranty Information
Robinia Wood
Stainless Steel
Components
Stainless Steel
Components
Ropes & Nets
Spare Parts



Slide interface panel of 19mm EcoCore™ which is a highly durable, eco-friendly material, which is not only recyclable after use, but also consists of a core produced from 100% recycled material.

The Robinia wood can be supplied as untreated raw wood, painted with a brown coloured transparent pigment that maintains the golden wood colour or a coloured version where selected components are painted in different colours.

3 / 01/06/2026

Sustainability Data

NRO1003



Cradle to Gate A1-A3	Total CO ₂ emission	CO ₂ /kg	Recycled material
	kg CO ₂ e	kg CO ₂ /kg	%
NRO1003-1001	344.64	1.16	12.29

The overall framework applied for these factors is the Environmental Product Declaration (EPD), which quantifies "environmental information on the life cycle of a product and enables comparisons between products" following the same function (ISO 26668). This follows the cradle-to-gate approach to the entire product stage from raw material through manufacturing (A1-A3).

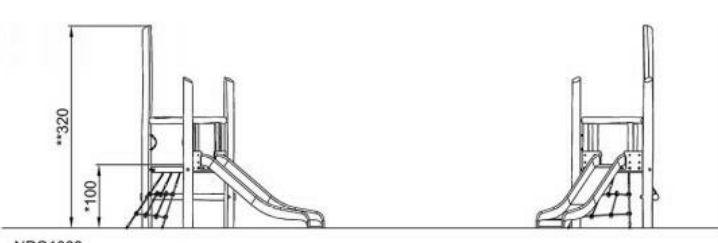
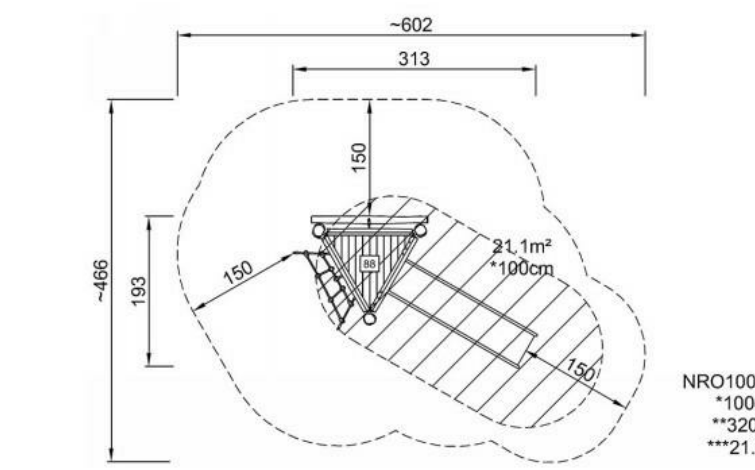
4 / 01/06/2026

Data is subject to change without prior notice.

Tower with Slide

NRO1003

* Max fall height | ** Total height | *** Safety surfacing area

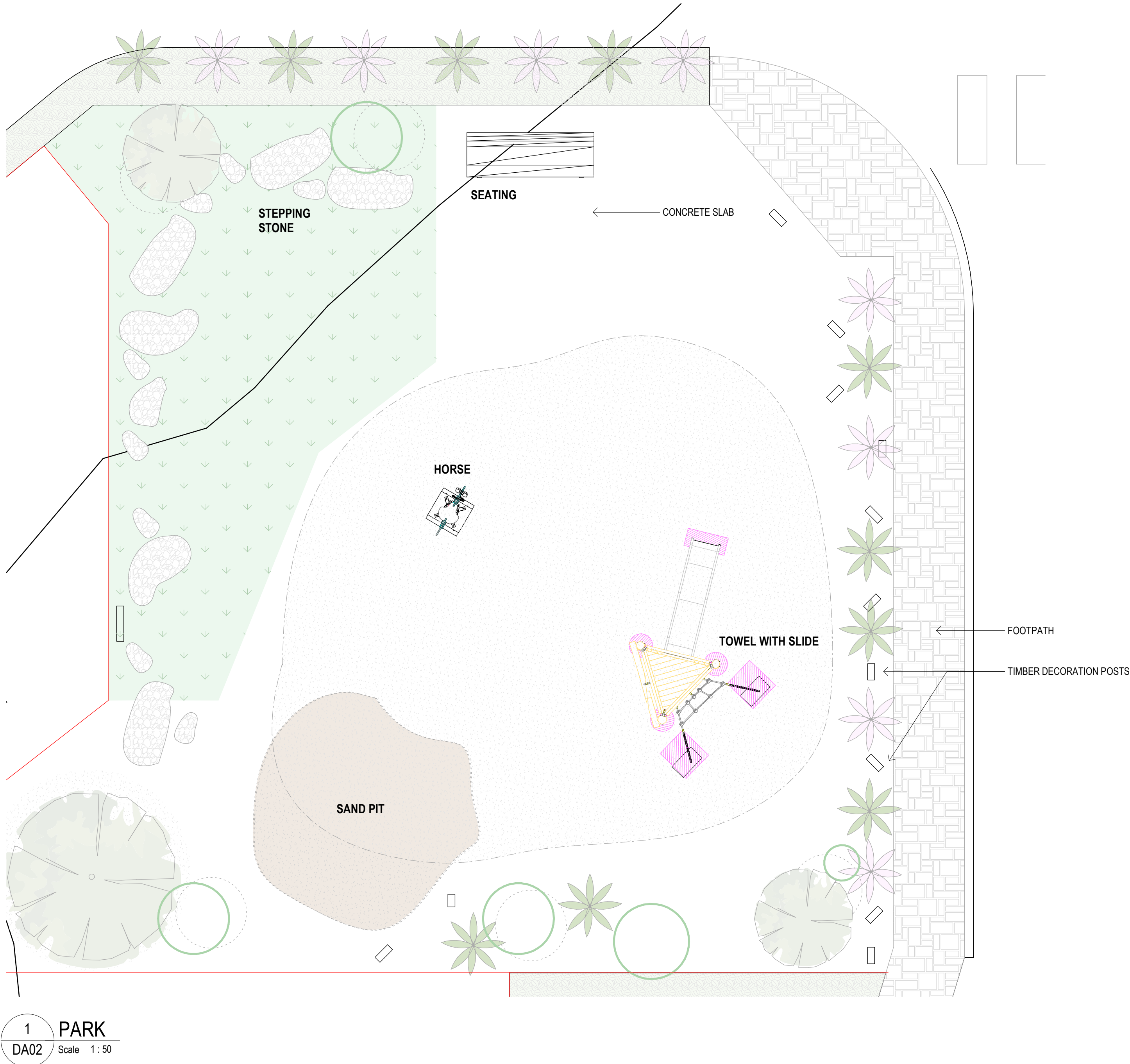


Click to see TOP VIEW

Click to see SIDE VIEW

5 / 01/06/2026

Data is subject to change without prior notice.

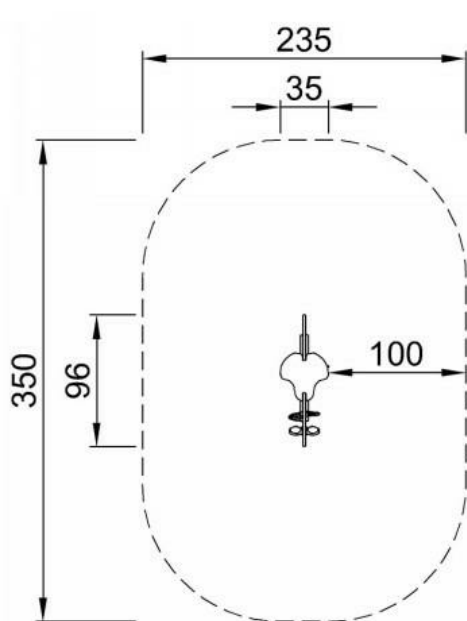


1 PARK DA02 Scale 1:50

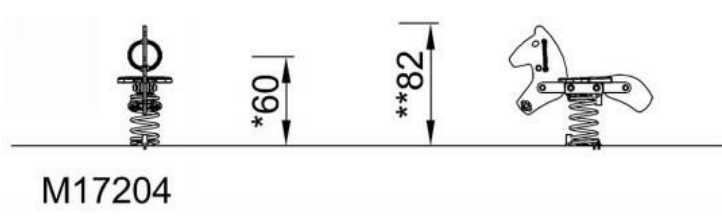
Horse

M172

* Max fall height | ** Total height | *** Safety surfacing area



M17204
*60cm
**82cm
***7.4m²



Click to see TOP VIEW

Click to see SIDE VIEW

5 / 01/07/2026

Data is subject to change without prior notice.

Horse

M172

* Max fall height | ** Total height



The Horse Springer is a fantastically inviting item that attracts and supports children's play relentlessly. The sunny, tickling rocking sensation is a great movement response. Movement response is one of the greatest play sensations there are. Apart from the fun, this adds a feeling of control to the child's play. The

responsive movement also trains the understanding of cause and effect in young children, that actions have an effect on the world. Rocking on the Horse strengthens the child's sense of balance and space as well as hand and arm muscles when holding tight and pushing their feet hard into the foot support. All of these

basic motor skills and muscle training actions help train the child's bodily cognition, supporting important skills such as being able to sit still on a chair or navigate traffic securely.



1 / 01/07/2026

Horse

M172



Theme
Cognitive: supports a theme and supports creative play, which stimulates language and communication skills.



Handhold
Physical: opens more hand positions, the entire grip, necessary for rocking intensity which trains hand and arm muscles.



Foot support
Physical: the footrest supports the entire foot, necessary for rocking intensity which trains hand and arm muscles.

2 / 01/07/2026

Horse

M172



Handholds and footrests are manufactured from injection moulded high-quality durable (PA6) which is a durable material.

KOMPAN's springs are manufactured from high-quality spring steel. The springs are painted with epoxy primer and polyester powder coating. The springs are fixed by unique anti-pinch fittings for maximum safety and longevity.

The springs are fixed by unique anti-pinch fittings for maximum safety and longevity.

Item no. M17201-01P
Installation Information
Max. fall height
Safety surfacing area
Total installation time
Excavation volume
Concrete volume
Footprint depth
Shipment weight
Anchoring options
Warranty Information
EcoCore HDPE
Springs
Galvanised Steel
Spare Parts
Guarantee

3 / 01/07/2026

Sustainability Data

M172



Cradle to Gate A1-A3	Total CO ₂ emission	CO ₂ /kg	Recycled material
	kg CO ₂ e	kg CO ₂ /kg	%
M17201-01P	100.53	3.78	48.11

The overall framework applied for these factors is the Environmental Product Declaration (EPD), which quantifies "environmental information on the life cycle of a product and enables comparisons between products" following the same function (ISO 26668). This follows the cradle-to-gate approach to the entire product stage from raw material through manufacturing (A1-A3).

4 / 01/07/2026

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ISSUE	REVISION	DATE	CHK/	DATE
1	DEVELOPMENT APPLICATION	DA	APR	1/07/2026

MinD. AssetSafe ARCHITECTS ENGINEERING

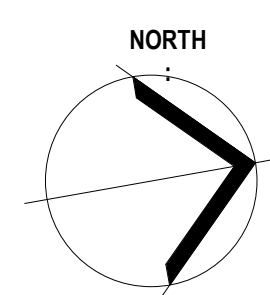
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CONSULTANTS:

REASON FOR ISSUE DEVELOPMENT APPROVAL

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PROJECT No.: 2524



PROJECT: PROPOSED 35 UNITS DEVELOPMENT
PROJECT ADDRESS: 39A ANDREW STREET, BRIGHTON
CLIENT: HOLD ANDREW

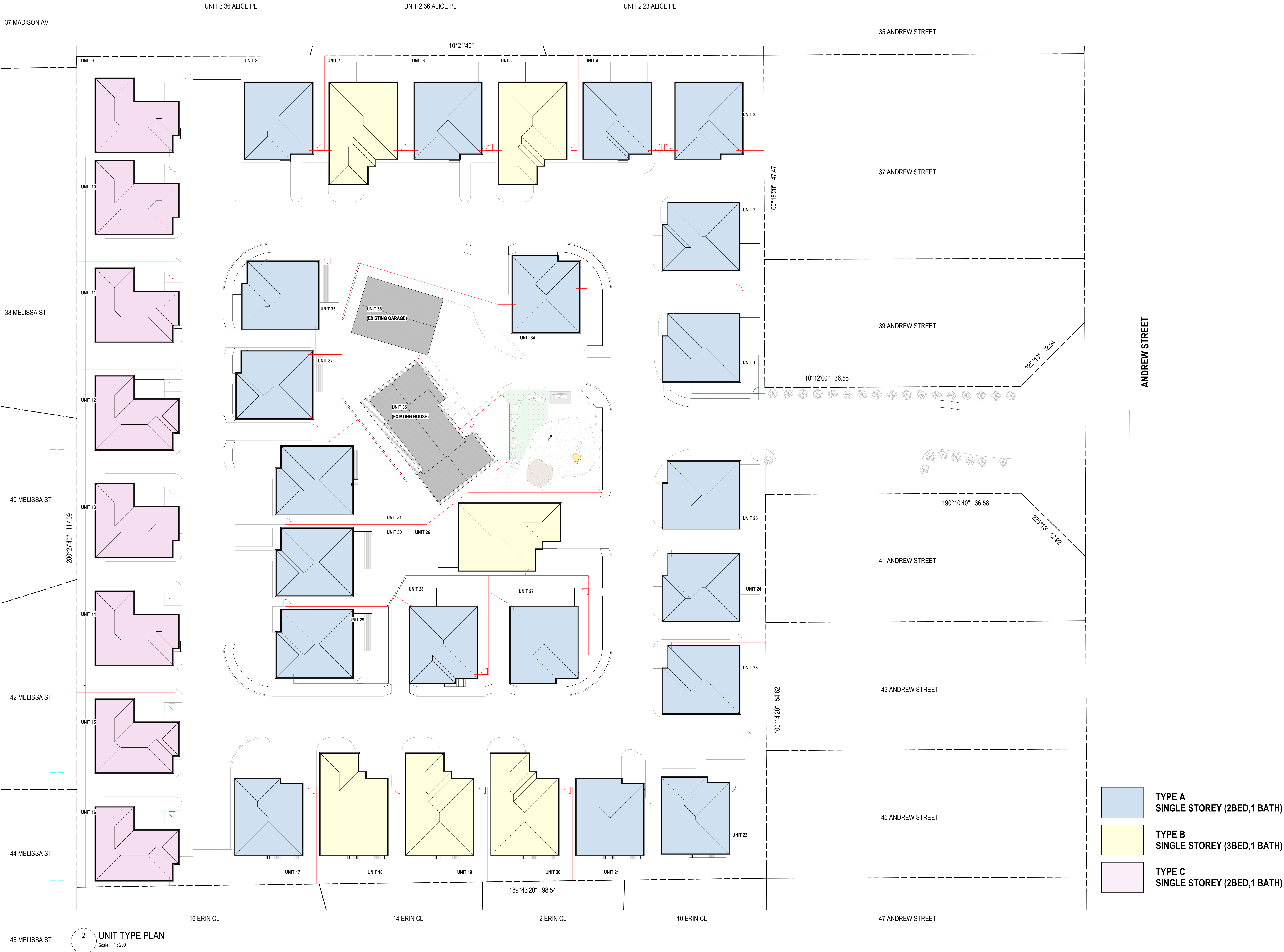
DRAWING TITLE: PARK

SCALE: 1:50 @ A0

PROJECT DATE: SEPT 2021

DRAWING No.: DA04

REVISION: 1



2 UNIT TYPE PLAN
Scale: 1:200

ISSUE	REVISION	DRN	CHK	DATE
1	DEVELOPMENT APPLICATION	DA	DA	13/07/2021

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ARCHITECTS

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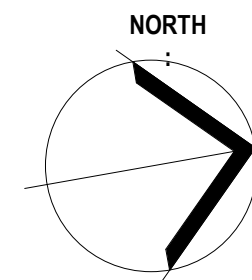
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ENGINEERING

CONSULTANTS:

REASON FOR ISSUE
DEVELOPMENT
APPROVAL

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PROJECT No.:
2524



PROJECT:
PROPOSED 35 UNITS DEVELOPMENT
PROJECT ADDRESS:
39A ANDREW STREET, BRIGHTON
CLIENT:
HOLD ANDREW

DRAWING TITLE:
UNIT TYPE PLAN

SCALE:
1:200 @ A0

DRAWING No.:
DA05

PROJECT DATE:
SEPT 2021

REVISION:
1

37 MADISON AV

UNIT 3 36 ALICE PL

UNIT 2 36 ALICE PL

UNIT 2 23 ALICE PL

35 ANDREW STREET

38 MELISSA ST

40 MELISSA ST

42 MELISSA ST

44 MELISSA ST

46 MELISSA ST

STAGE 3

STAGE 2

STAGE 4

STAGE 1

STAGE 5

STAGE 7

STAGE 8

STAGE 6

16 ERIN CL

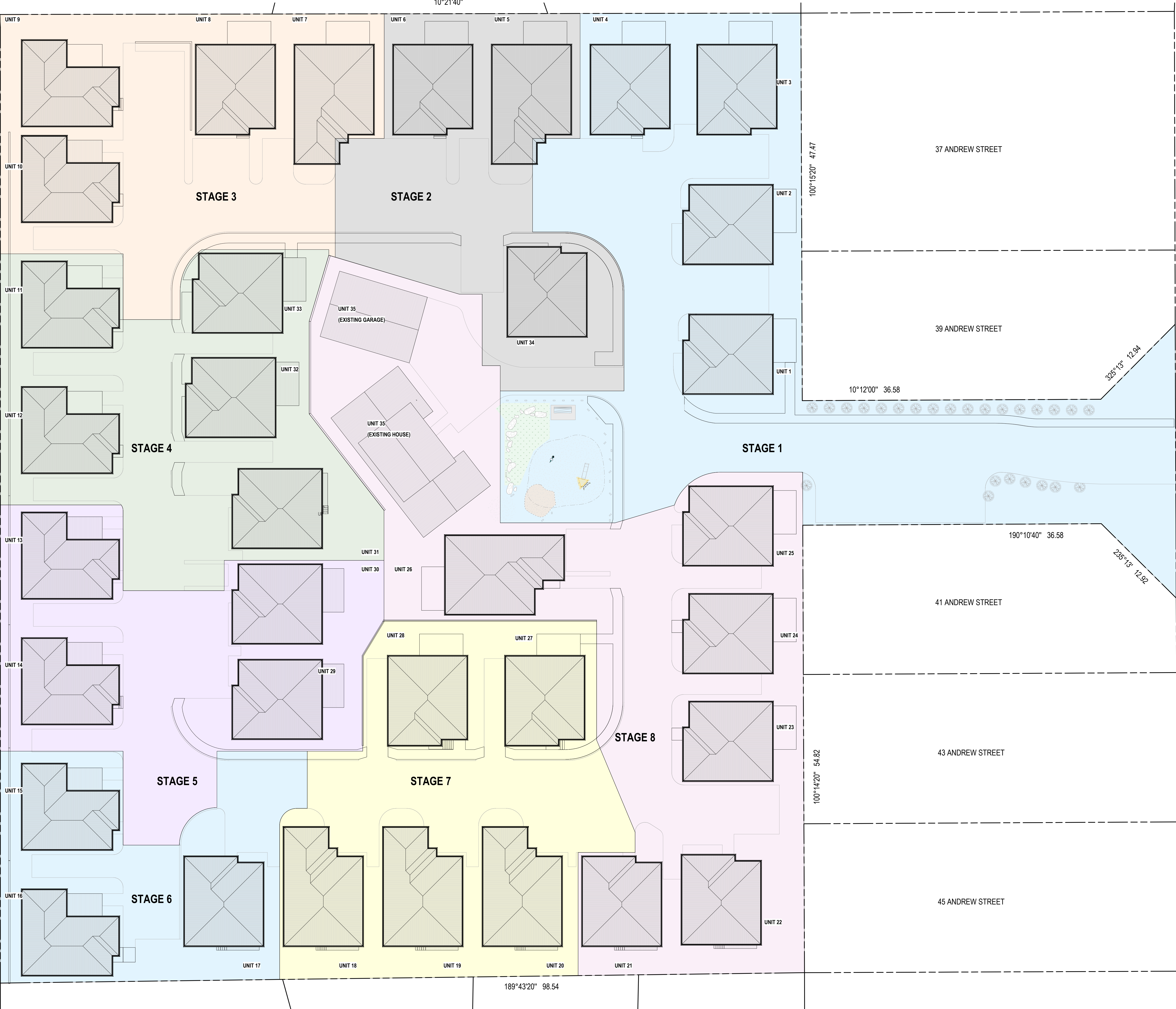
14 ERIN CL

12 ERIN CL

10 ERIN CL

47 ANDREW STREET

ANDREW STREET



1 STAGING PLAN
Scale: 1:200

STAGE 1 - UNIT 1, 2, 3, 4
STAGE 2 - UNIT 5, 6, 34
STAGE 3 - UNIT 7, 8, 9, 10
STAGE 4 - UNIT 11, 12, 31, 32, 33
STAGE 5 - UNIT 13, 14, 29, 30
STAGE 6 - UNIT 15, 16, 17
STAGE 7 - UNIT 18, 19, 20, 27, 28
STAGE 8 - 21, 22, 23, 24, 25, 26, 35

ISSUE	REVISION	CHK/APP	DATE
1	DEVELOPMENT APPLICATION	DA	13/07/2021

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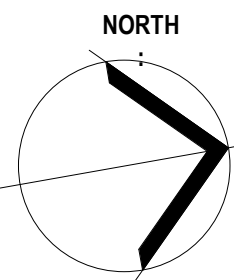
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CONSULTANTS:

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**DEVELOPMENT
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CLIENT:
HOLD ANDREW

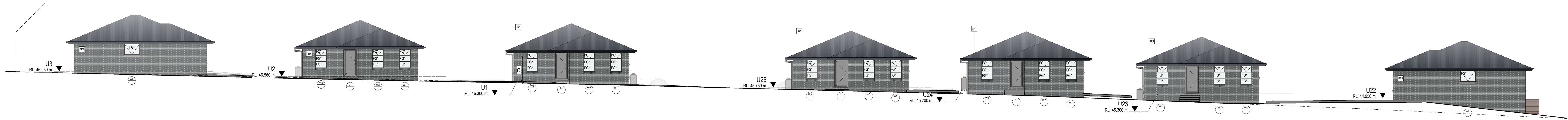
DRAWING TITLE:
STAGING PLAN

SCALE:
1:200 @ A0

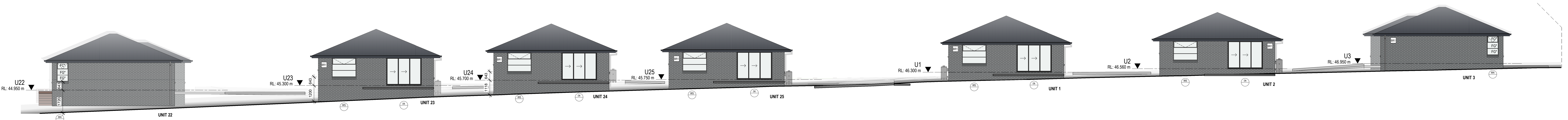
DRAWING No.:
DA06

PROJECT DATE:
SEPT 2021

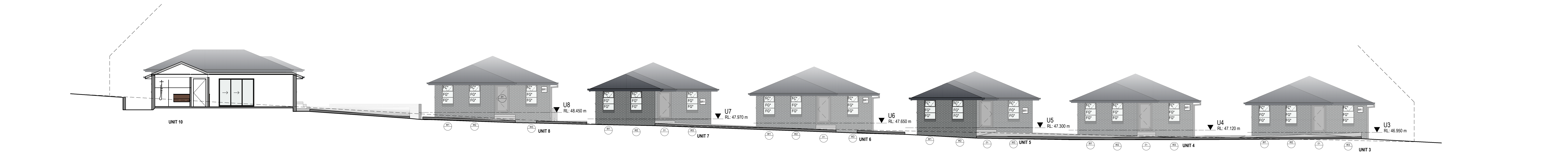
REVISION:
1



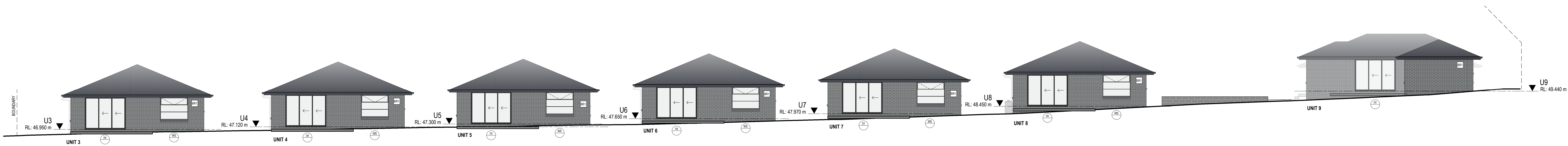
2
DA02 U1,2,3,22,23,24,25_SOUTH ELEVATION
Scale 1:100



3
DA02 U1,2,3,22,23,24,25_NORTH ELEVATION
Scale 1:100



5
DA02 U3-8_EAST ELEVATION
Scale 1:100



6
DA02 U3-9_WEST ELEVATION
Scale 1:100

MATERIAL LEGEND:
FC1 - JAMESHARDIE 325 STRIA CLADDING - PAINTED
BR1 - BRICK VENEER
CB1 - CONCRETE BLOCK
FC* - CLEAR GLAZING - MIN 1.7m H. FROM FLOOR LEVEL
FG* - FROSTED GLAZING

ISSUE	REVISION	CHK	DATE
1	DEVELOPMENT APPLICATION	DA	13/07/2021

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ARCHITECTS

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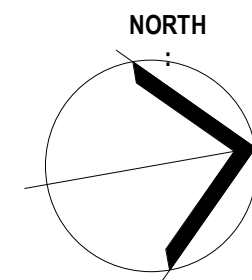
AssetSafe
ENGINEERING

CONSULTANTS:

REASON FOR ISSUE
APPROVAL IN PRINCIPLE

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CLIENT:
HOLD ANDREW

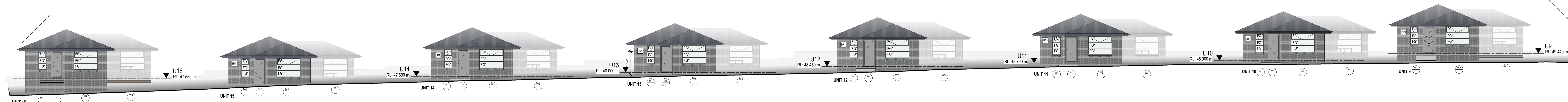
DRAWING TITLE:
SITE ELEVATIONS / SECTIONS

SCALE:
1:100 @ A0

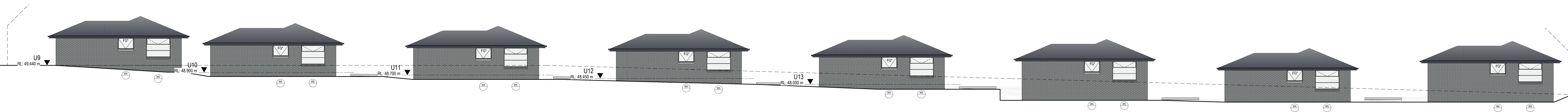
DRAWING No.:
DA10

PROJECT DATE:
SEPT 2021

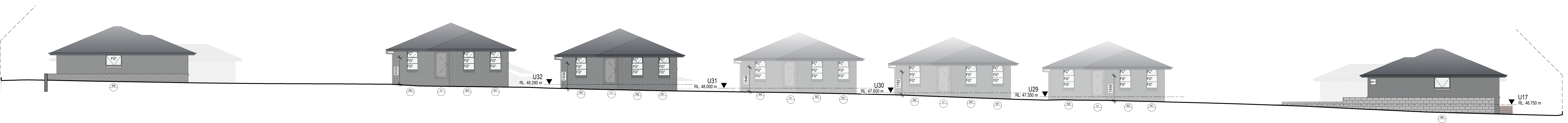
REVISION:
1



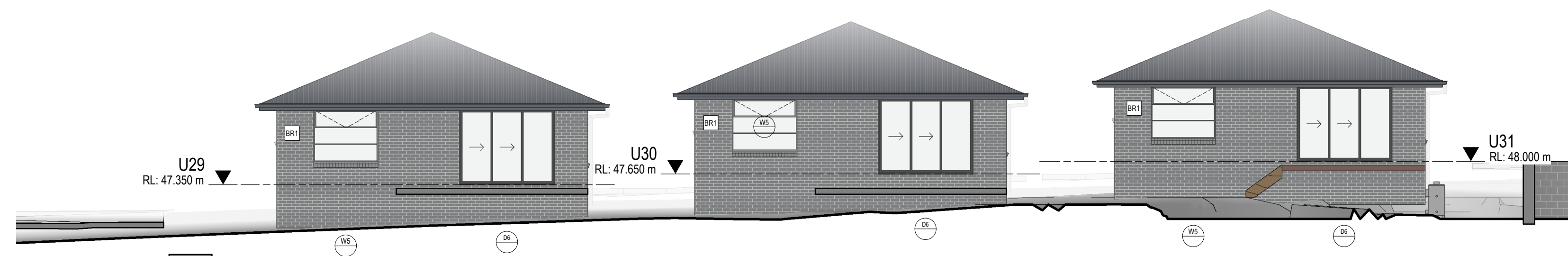
1 U9-16, NORTH ELEVATION
DA02 / Scale 1:100



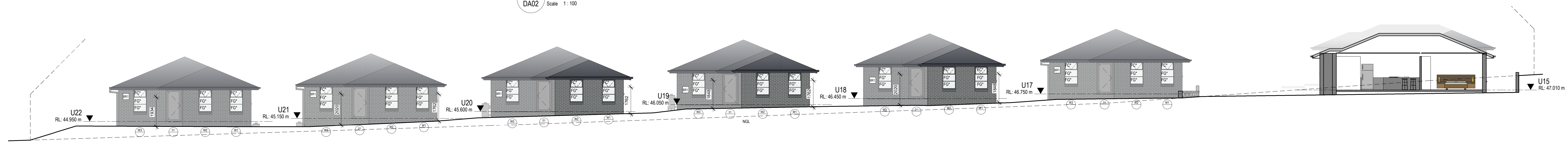
2 U9-16, SOUTH ELEVATION
DA02 / Scale 1:100



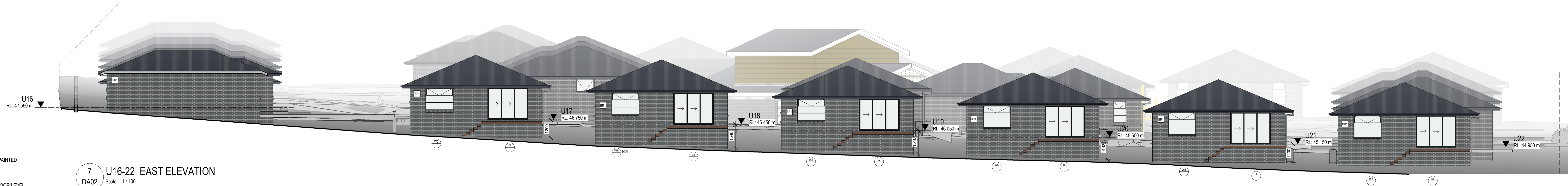
3 U8,U29-33,U17, SOUTH ELEVATION
DA02 / Scale 1:100



5 U29, 30, 31, NORTH ELEVATION
DA02 / Scale 1:100



6 U17-22, WEST ELEVATION
DA02 / Scale 1:100



7 U16-22, EAST ELEVATION
DA02 / Scale 1:100

MATERIAL LEGEND:
FC1 - JAMESHARDE 32S STRIA CLADDING - PAINTED
BB1 - BRICK VENEER
CB1 - CONCRETE BLOCK
FC - CLEAR GLAZING - MIN 1.7m H. FROM FLOOR LEVEL
FG - FROSTED GLAZING

ISSUE	REVISION	CHK	APP	DATE
1	DEVELOPMENT APPLICATION	DA	DA	13/07/2021

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PROJECT No.:
2524

PROJECT:
PROPOSED 35 UNITS DEVELOPMENT

PROJECT ADDRESS:
39A ANDREW STREET, BRIGHTON

CLIENT:
HOLD ANDREW

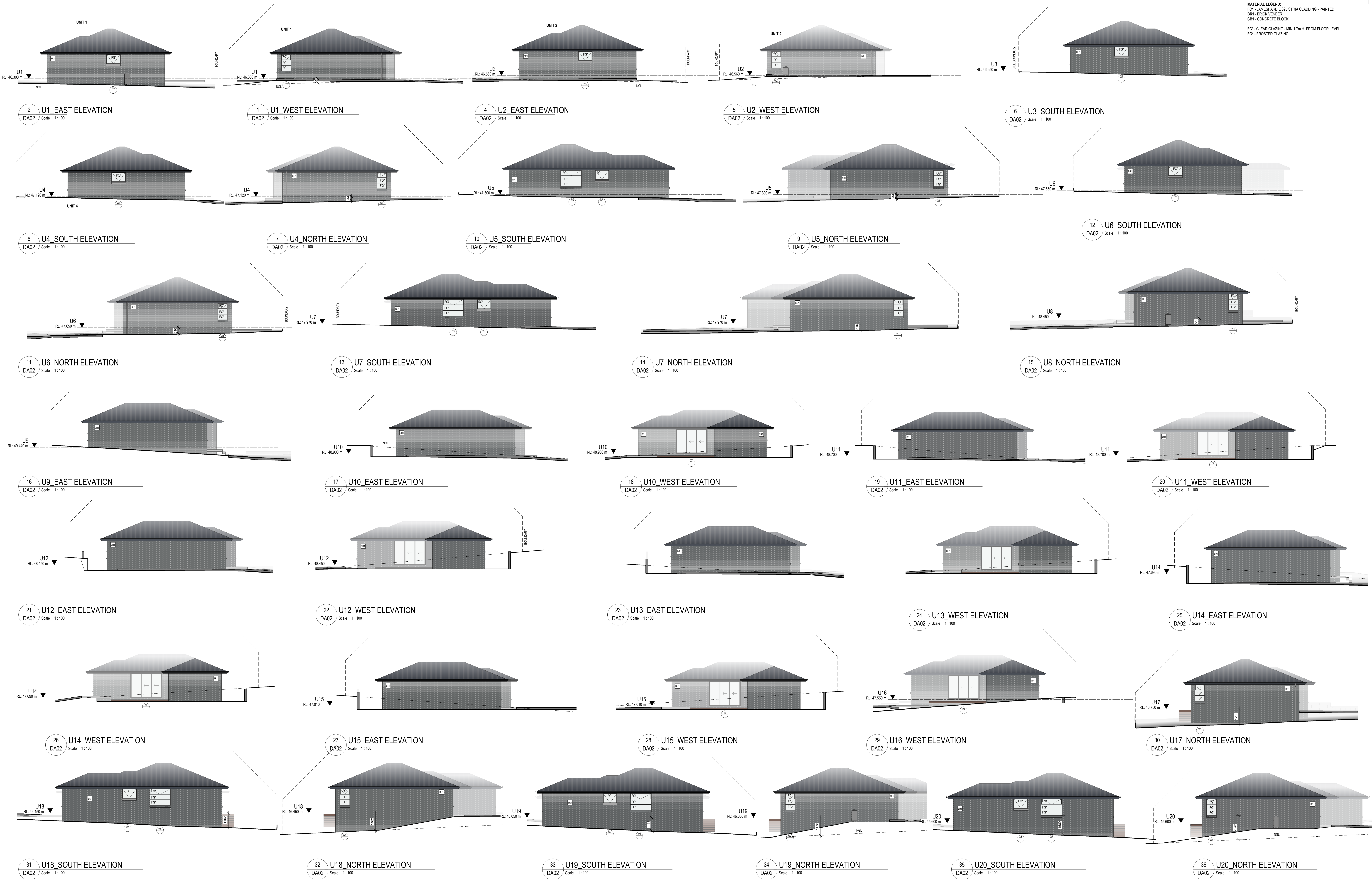
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SITE ELEVATIONS / SECTIONS

SCALE:
1:100 @ A0

DRAWING No.:
DA11

PROJECT DATE:
SEPT 2021

REVISION:
1



MATERIAL LEGEND:
FC1 - JAMESHARDIE 325 STRIA CLADDING - PAINTED
BR1 - BRICK VENEER
CB1 - CONCRETE BLOCK
FG - CLEAR GLAZING - MIN 1.7m H. FROM FLOOR LEVEL
FG* - FROSTED GLAZING

ISSUE	REVISION	DRN	CHK	DATE
1	DEVELOPMENT APPLICATION	DA	DA	13/07/2021

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PROJECT:
PROPOSED 35 UNITS DEVELOPMENT

PROJECT ADDRESS:
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CLIENT:
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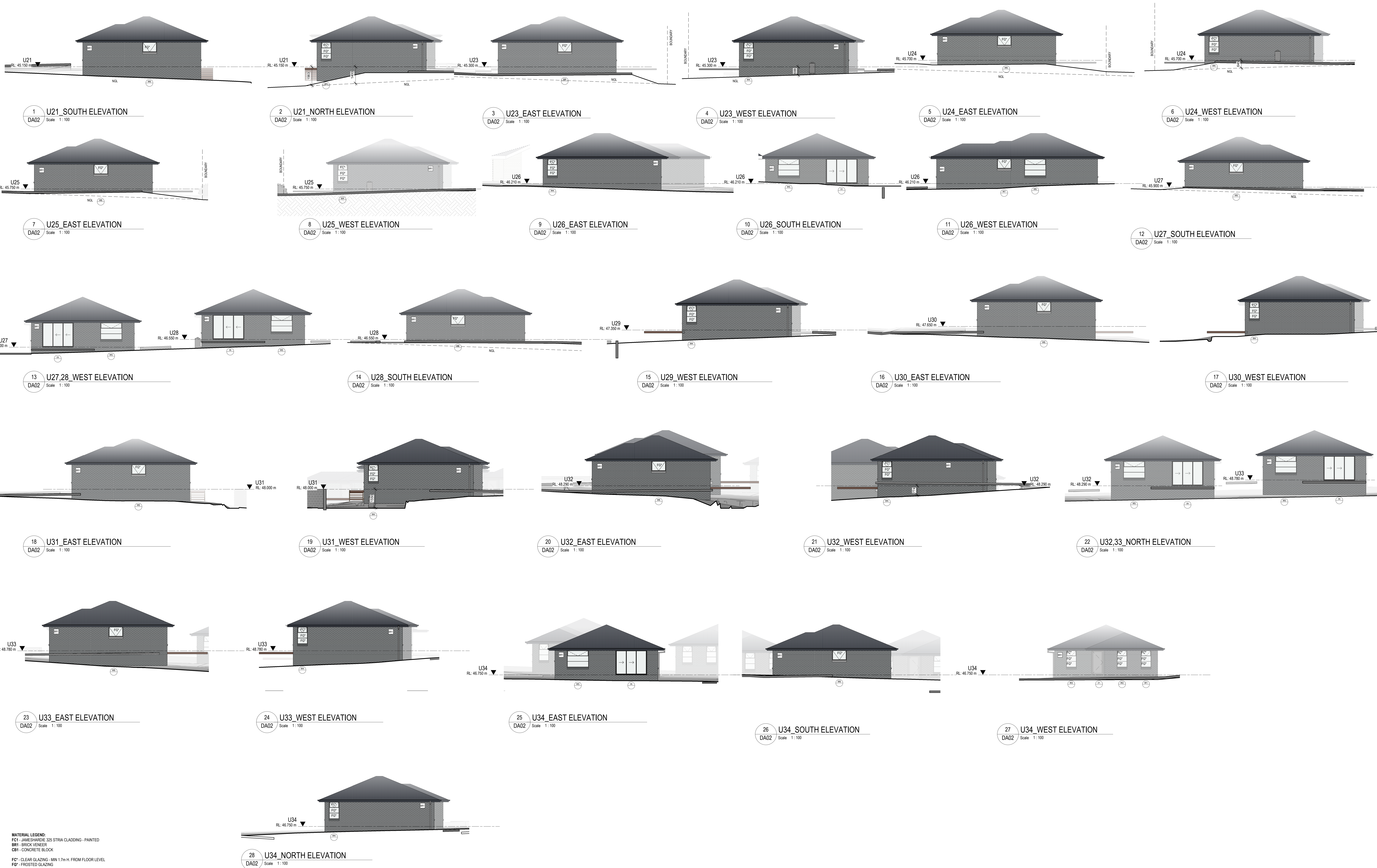
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SCALE:
1:100 @ A0

DRAWING No.:
DA12

PROJECT DATE:
SEPT 2021

REVISION:
1



MATERIAL LEGEND:
FC1 - JAMESHARDIE 325 STRIA CLADDING - PAINTED
BR1 - BRICK VENEER
CB1 - CONCRETE BLOCK
FC* - CLEAR GLAZING - MIN 1.7m H. FROM FLOOR LEVEL
FG* - FROSTED GLAZING

ISSUE	REVISION	CHK	DATE
1	DEVELOPMENT APPLICATION	DA	13/07/2021

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PROJECT:
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PROJECT ADDRESS:
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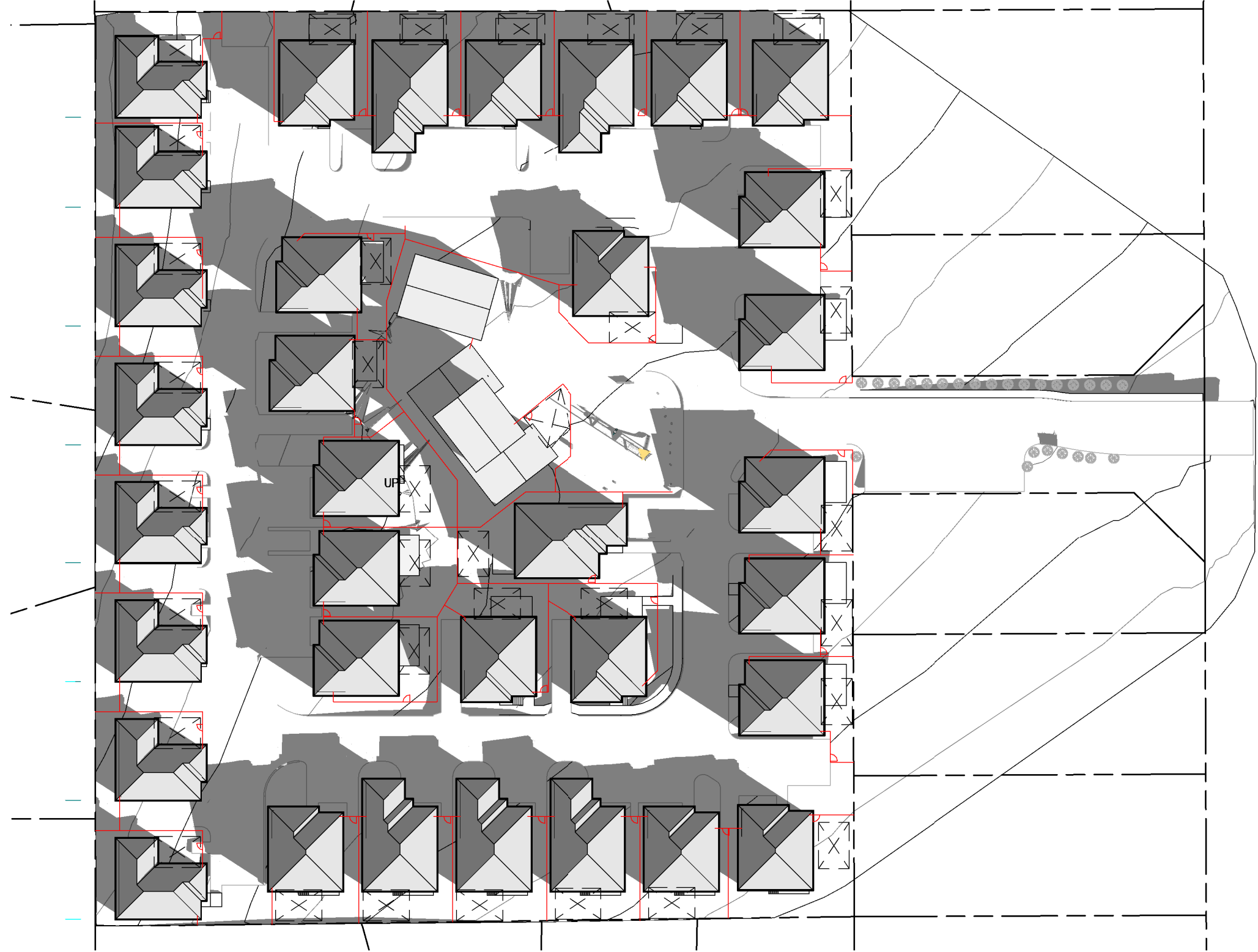
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SITE ELEVATIONS / SECTIONS

SCALE:
1:100 @ A0

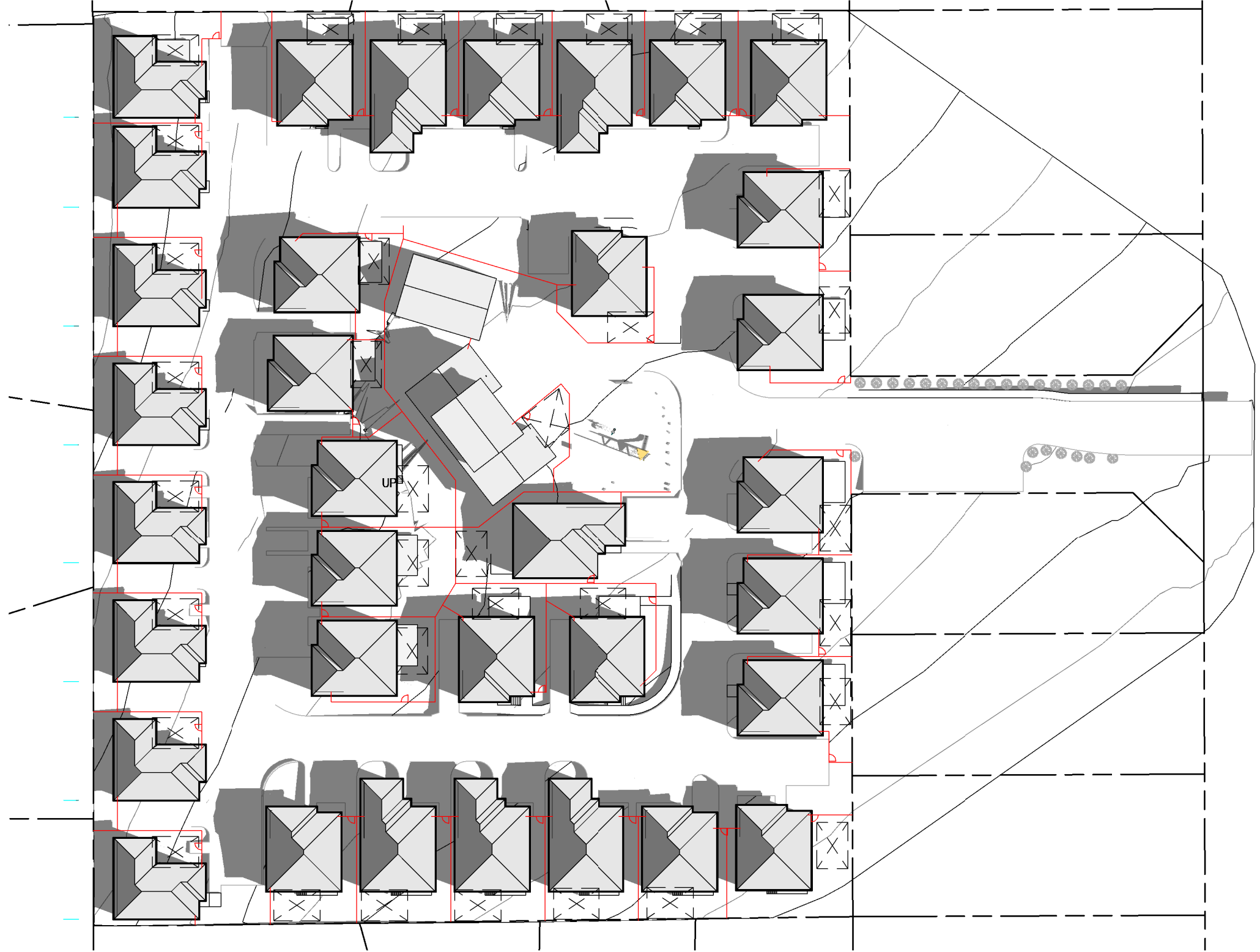
DRAWING No.:
DA13

PROJECT DATE:
SEPT 2021

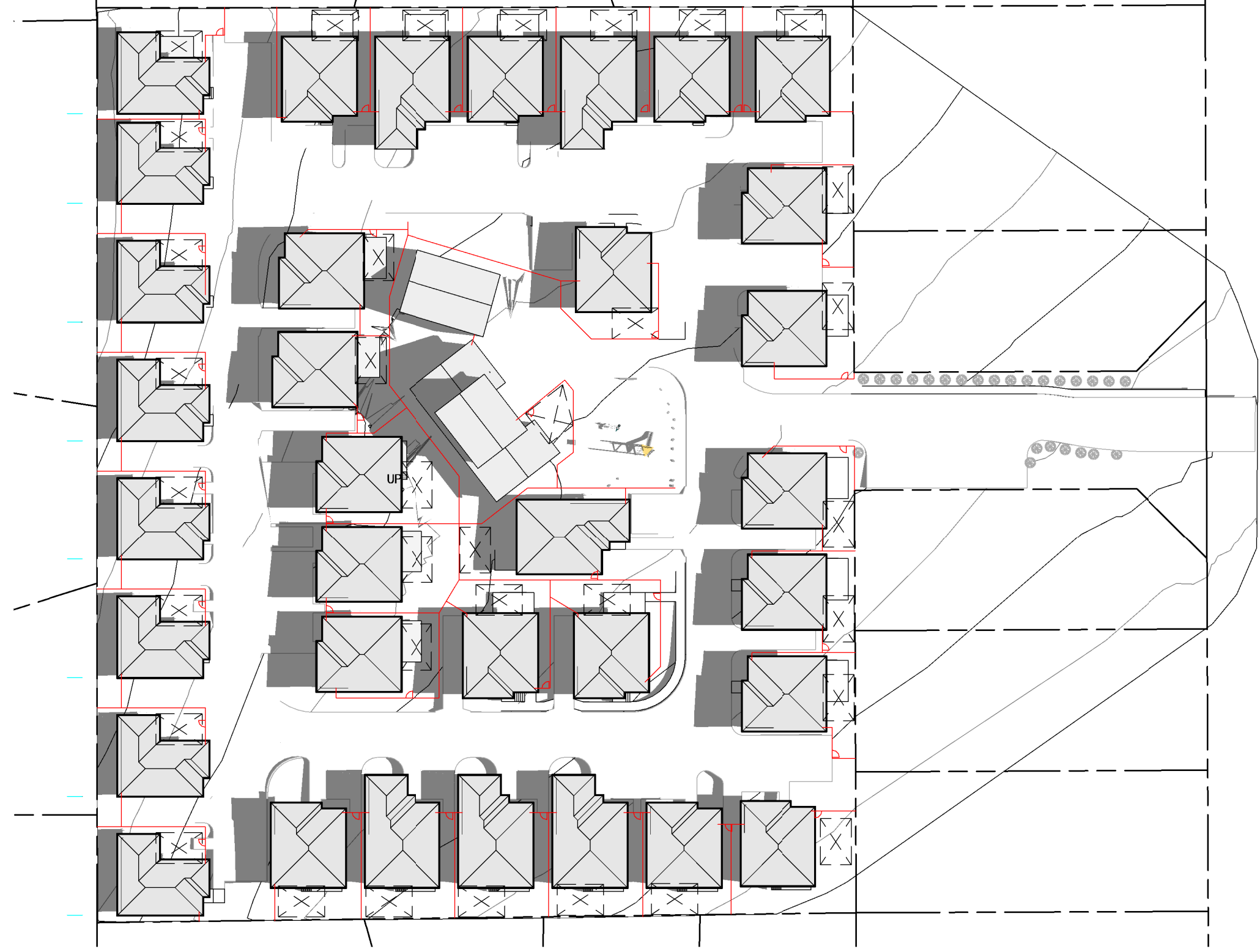
REVISION:
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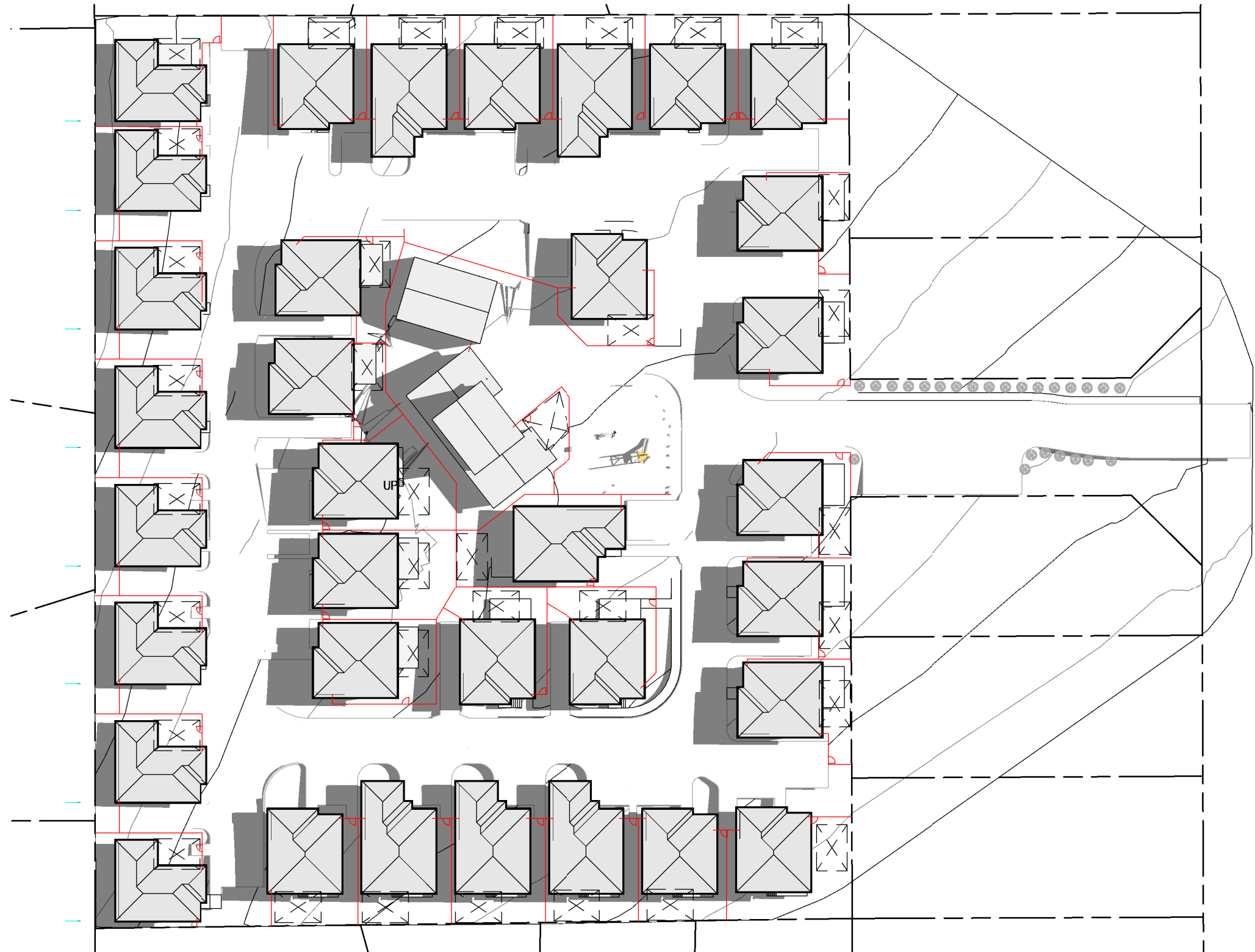
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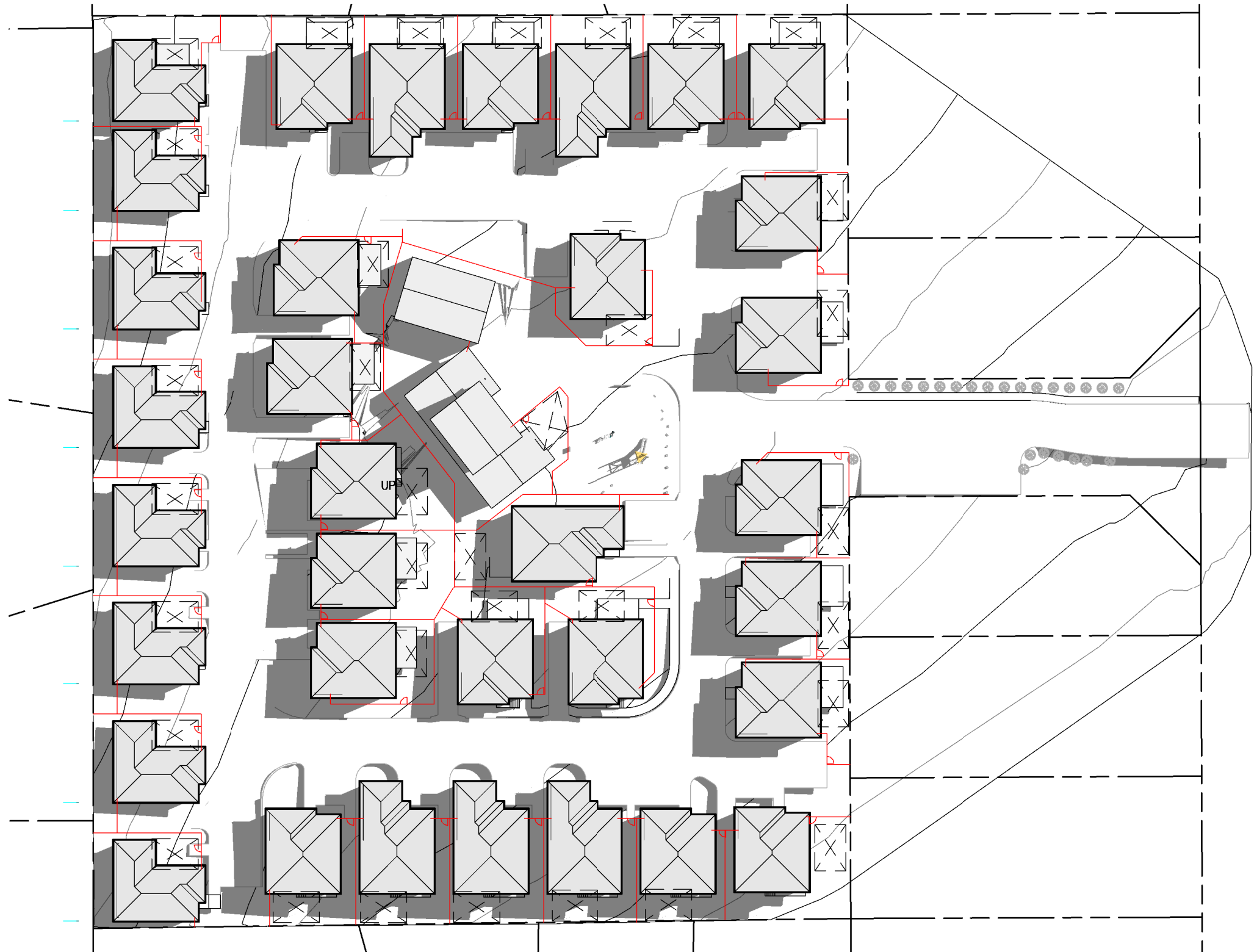
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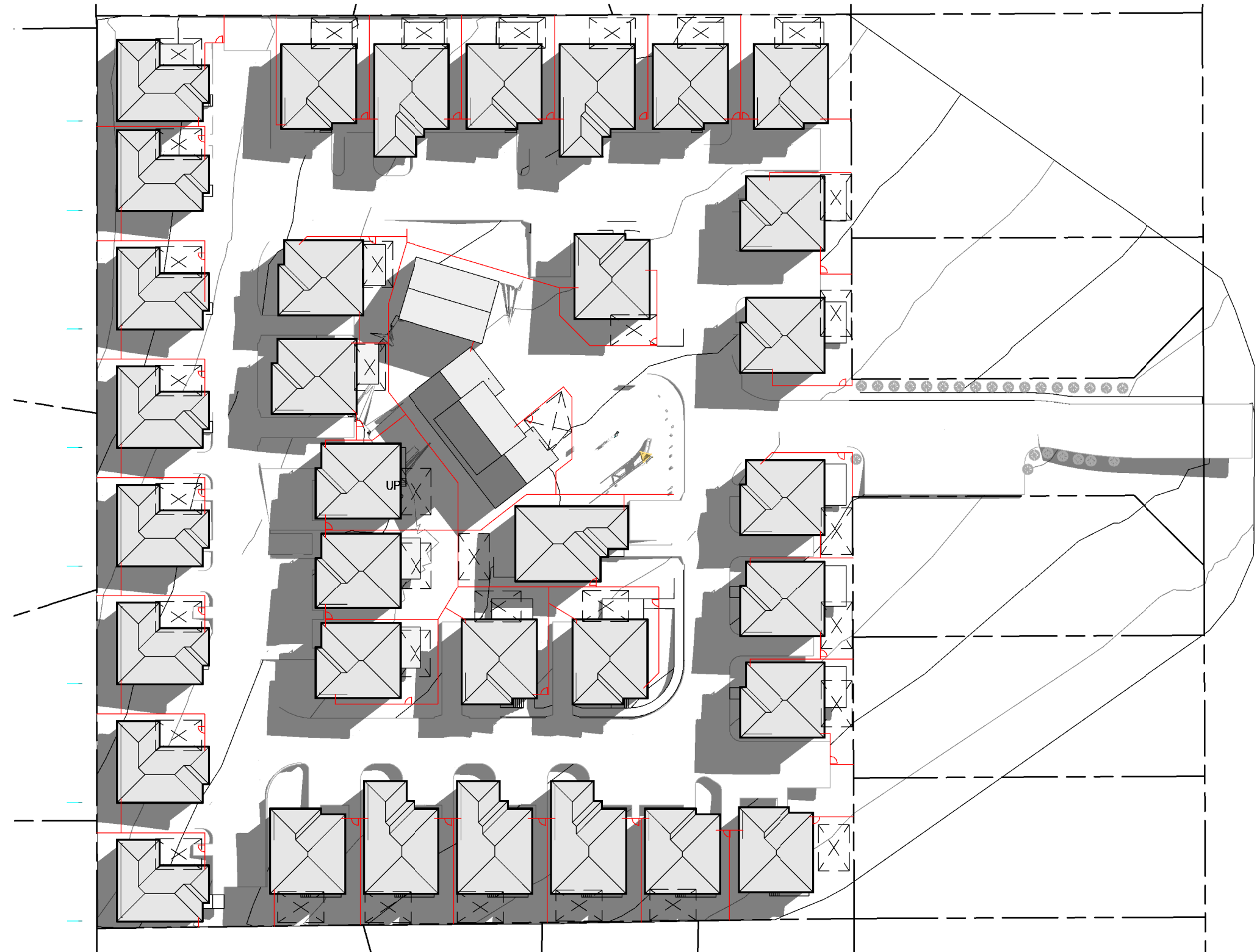
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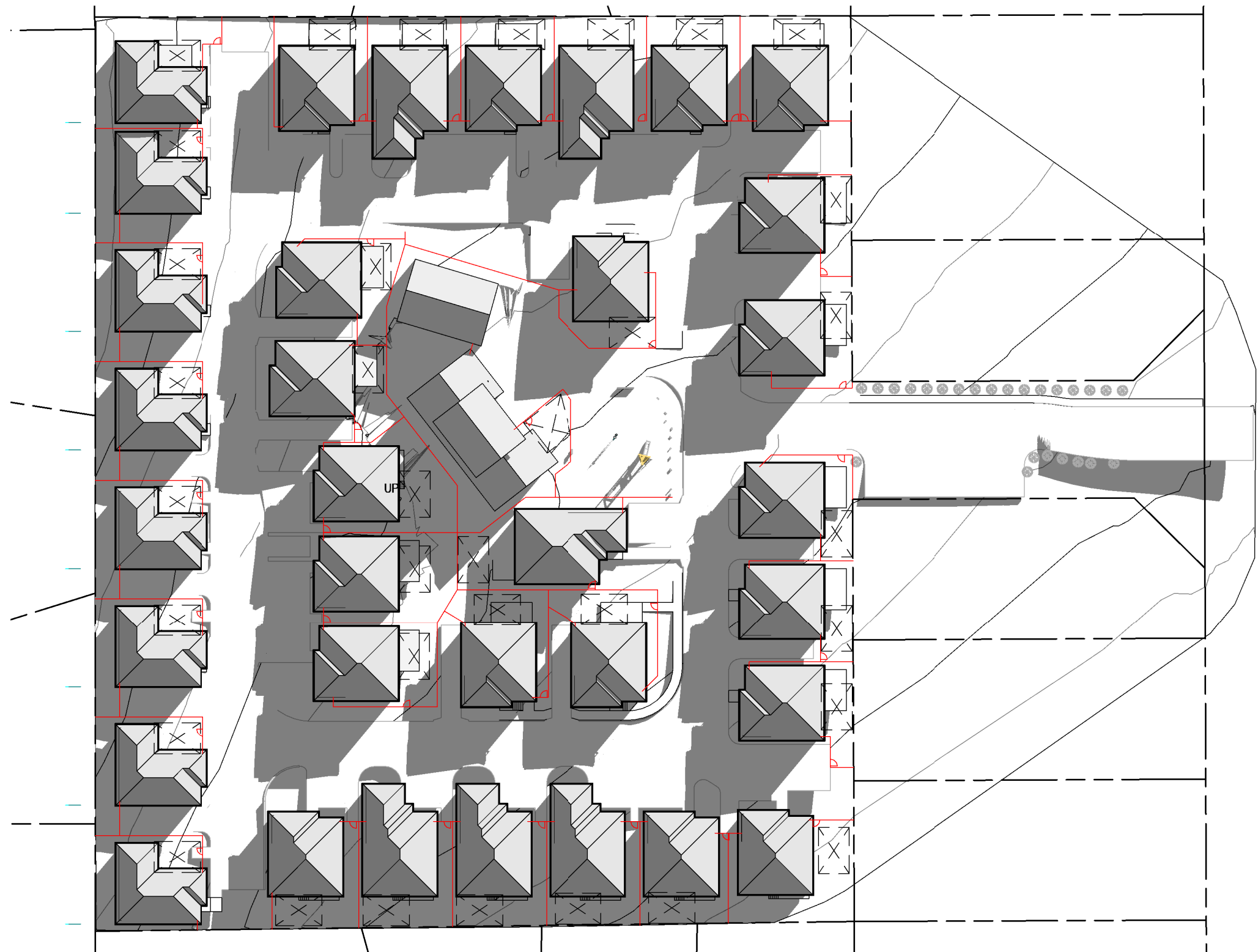
4 SUN SHADOW DIAGRAM_1200PM
Scale 1:600



5 SUN SHADOW DIAGRAM_1300PM
Scale 1:600



6 SUN SHADOW DIAGRAM_1400PM
Scale 1:600



7 SUN SHADOW DIAGRAM_1500PM
Scale 1:600

NOTE: SHADOW ONLY CAST INSIDE THE PROPERTY BOUNDARY

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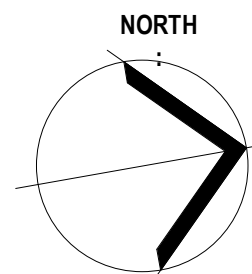
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PROJECT ADDRESS:
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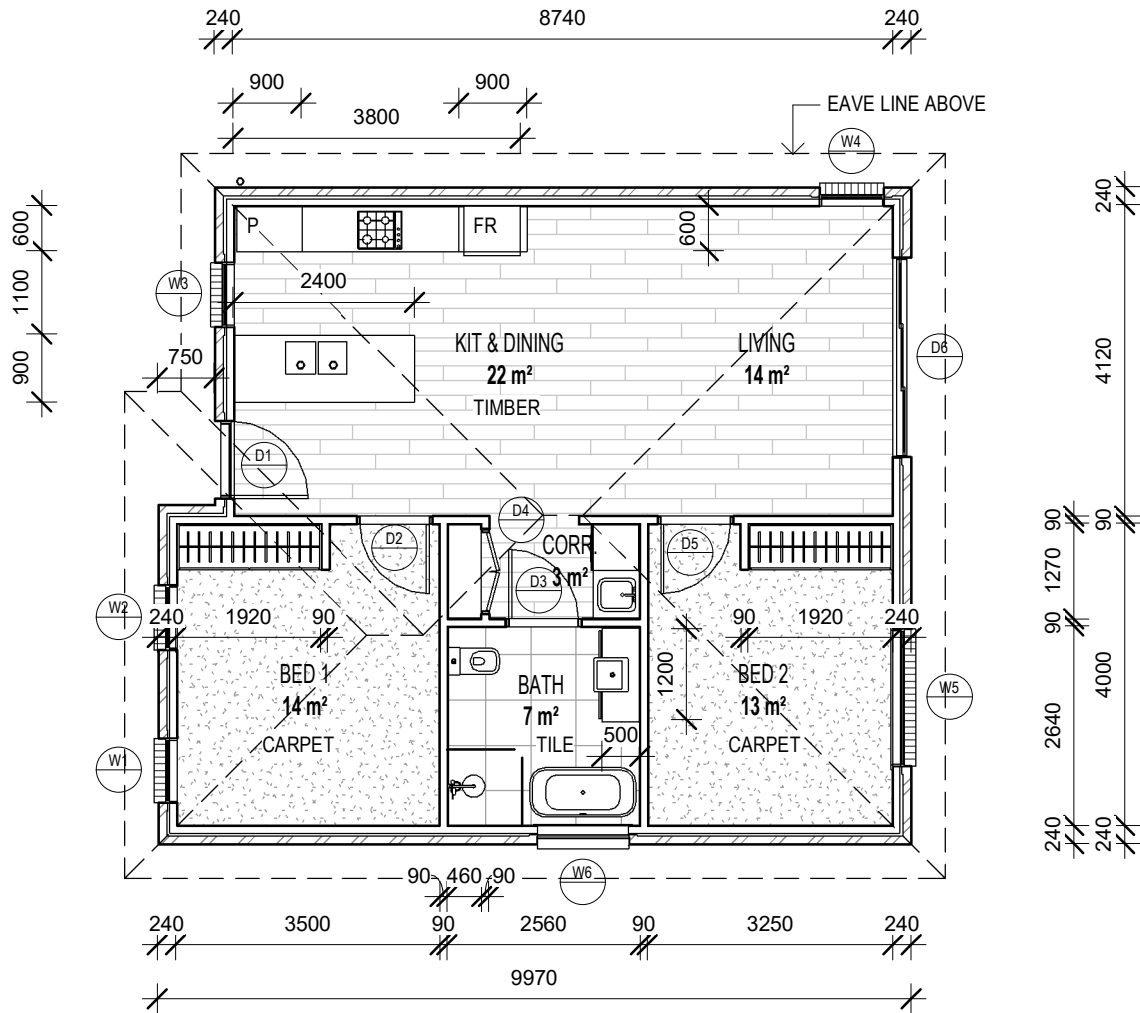
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SUN SHADOW DIAGRAMS

SCALE:
1:600 @ A0

DRAWING No.:
DA20

PROJECT DATE:
SEPT 2021

REVISION:
1



1 LEVEL GROUND
DA13 Scale 1 : 100

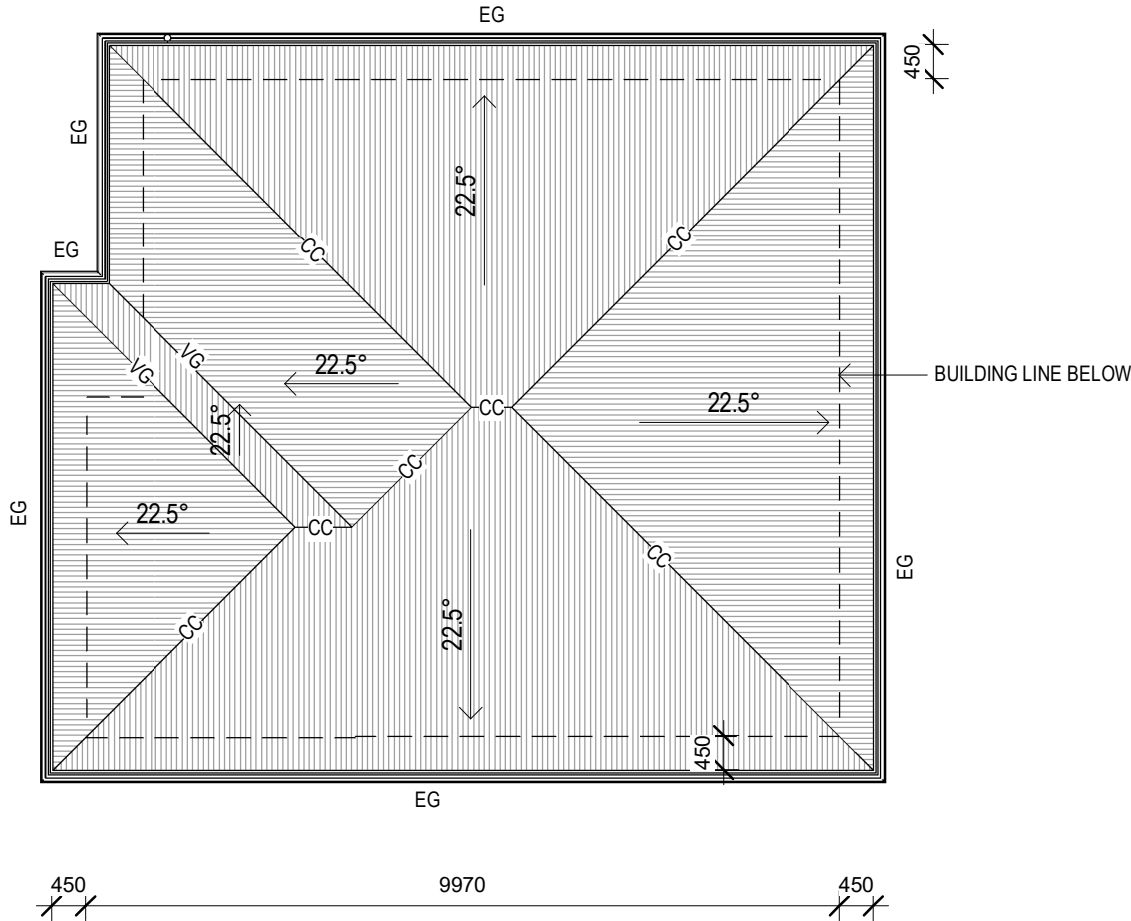
Room Schedule	
Name	Area

BED 1	14 m²
BED 2	13 m²
KIT & DINING	22 m²
BATH	7 m²
LIVING	14 m²
CORR.	3 m²

Door Schedule					
Mark	Width	Height	Finish	Remark	

D1	920	2100	POWDERCOATED	ALUMINUM HINGED DOOR - TRANSLUCENT	
D2	920	2040	PAINT	TIMBER HINGED INTERNAL DOOR	
D3	920	2040	PAINT	TIMBER HINGED INTERNAL DOOR	
D4	520	2040			
D5	920	2040	PAINT	TIMBER HINGED INTERNAL DOOR	
D6	2650	2100	POWDERCOATED	3 SASH ALUMINUM SLIDING DOOR	

Grand total: 6



2 LEVEL ROOF
DA13 Scale 1 : 100

Window Schedule			
Mark	Width	Height	Comments

1	850	1457	FROSTED GLAZING TO BOTTOM AND MIDDLE PANELS / TOP GLAZING TO BE CLEAR. MIN 1.7m H. FROM FLOOR LEVEL
2	850	1457	FROSTED GLAZING TO BOTTOM AND MIDDLE PANELS / TOP GLAZING TO BE CLEAR. MIN 1.7m H. FROM FLOOR LEVEL
3	850	1457	FROSTED GLAZING TO BOTTOM AND MIDDLE PANELS / TOP GLAZING TO BE CLEAR. MIN 1.7m H. FROM FLOOR LEVEL
4	850	1457	FROSTED GLAZING TO BOTTOM AND MIDDLE PANELS / TOP GLAZING TO BE CLEAR. MIN 1.7m H. FROM FLOOR LEVEL
5	1810	1457	CLEAR GLAZING
6	1210	857	TRANSLUCENT GLAZING

ISSUE	REVISION	DRN	CHK / APP	DATE
1	DEVELOPMENT APPLICATION	DA	DA	15/07/2026

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PROPOSED 35 UNITS DEVELOPMENT

PROJECT ADDRESS:
39A ANDREW STREET, BRIGHTON

CLIENT:
HOLD ANDREW

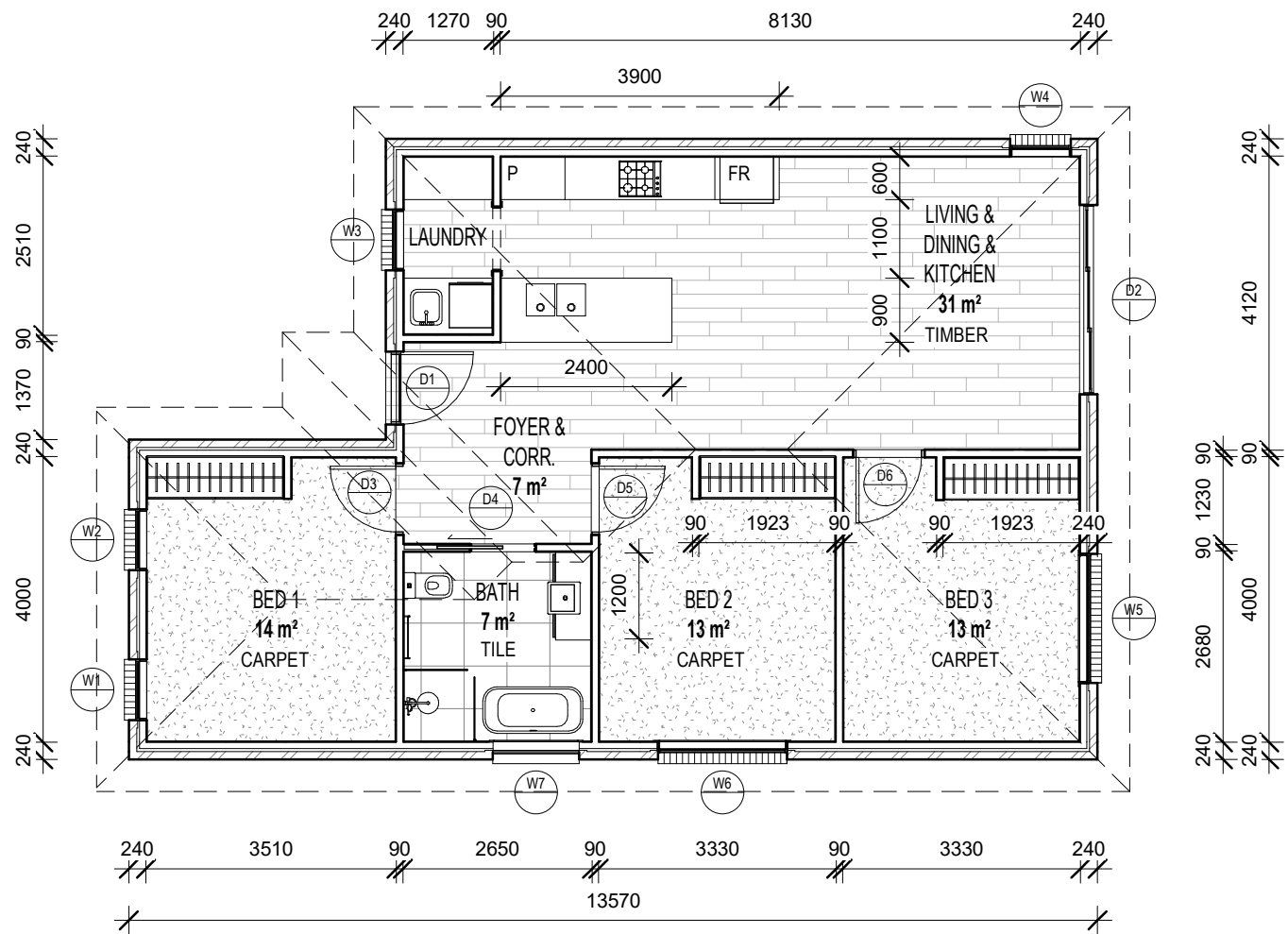
DRAWING TITLE:
TYPE A_PLANS

PROJECT NO.:
2524

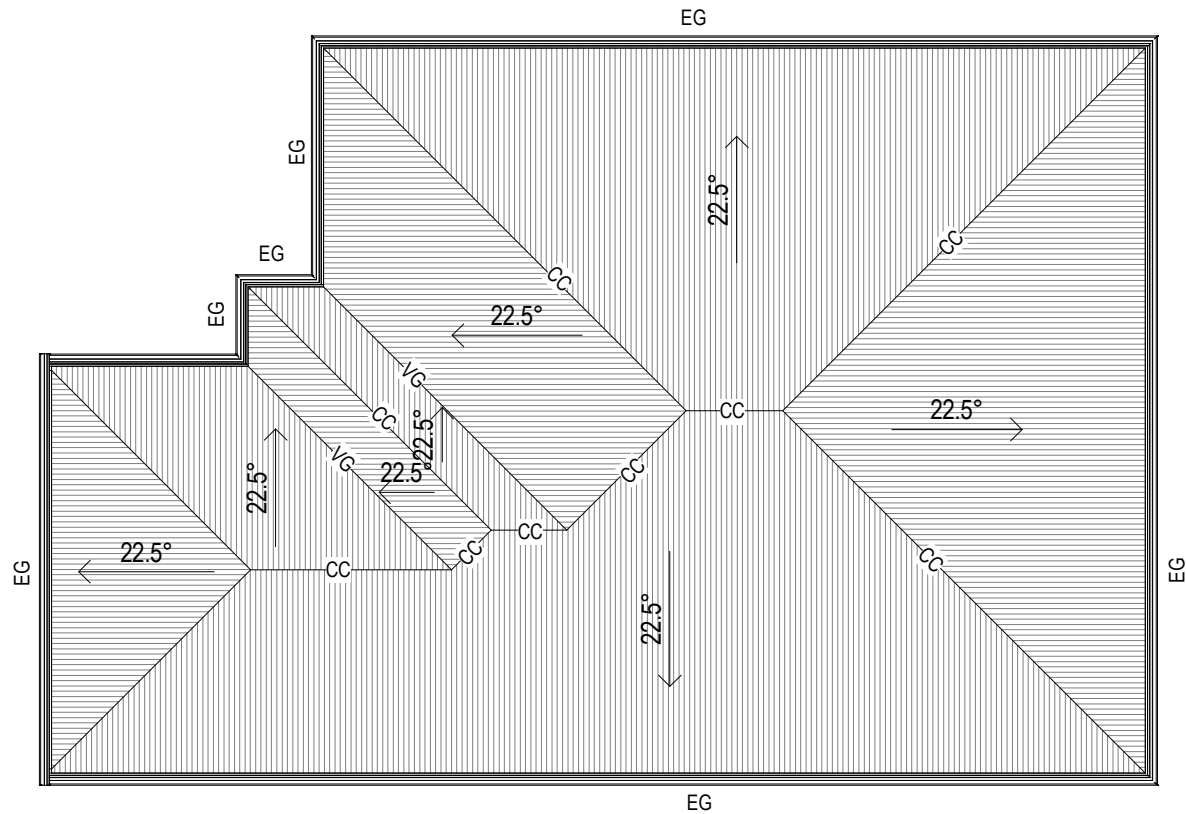
SCALE:
1 : 100 @
A3

DRAWING No.:
DA100.1

REVISION:
1



1 LEVEL GROUND
DA13 Scale 1 : 100



2 LEVEL ROOF
DA13 Scale 1 : 100

Room Schedule	
Name	Area
BED 1	14 m²
BED 3	13 m²
LIVING & DINING & KITCHEN	31 m²
BATH	7 m²
BED 2	13 m²
LAUNDRY	3 m²
FOYER & CORR.	7 m²

Door Schedule				
Mark	Width	Height	Finish	Comments
D1	920	2100	POWDERCOATED	ALUMINUM HINGED DOOR - TRANSLUCENT
D2	2650	2100	POWDERCOATED	3 SASH GLAZED SLIDING DOOR
D3	920	2040	PAINT	TIMBER HINGED INTERNAL DOOR
D4	920	2040	PAINT	TIMBER HINGED INTERNAL DOOR
D5	920	2040	PAINT	TIMBER HINGED INTERNAL DOOR
D6	920	2040	PAINT	TIMBER HINGED INTERNAL DOOR
Grand total: 6				

Window Schedule			
Mark	Width	Height	Comments
1	850	1457	FROSTED GLAZING TO BOTTOM AND MIDDLE PANELS / TOP GLAZING TO BE CLEAR. MIN 1.7m H. FROM FLOOR LEVEL
2	850	1457	FROSTED GLAZING TO BOTTOM AND MIDDLE PANELS / TOP GLAZING TO BE CLEAR. MIN 1.7m H. FROM FLOOR LEVEL
3	850	1457	FROSTED GLAZING TO BOTTOM AND MIDDLE PANELS / TOP GLAZING TO BE CLEAR. MIN 1.7m H. FROM FLOOR LEVEL
4	850	1457	FROSTED GLAZING TO BOTTOM AND MIDDLE PANELS / TOP GLAZING TO BE CLEAR. MIN 1.7m H. FROM FLOOR LEVEL
5	1810	1457	CLEAR GLAZING
6	1810	1457	FROSTED GLAZING TO BOTTOM AND MIDDLE PANELS / TOP GLAZING TO BE CLEAR. MIN 1.7m H. FROM FLOOR LEVEL
7	1210	857	TRANSLUCENT GLAZING

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PROJECT:

PROPOSED 35 UNITS DEVELOPMENT

PROJECT ADDRESS:

39A ANDREW STREET, BRIGHTON

CLIENT:

HOLD ANDREW

DRAWING TITLE:

TYPE B_PLANS

PROJECT NO.:

2524

SCALE:

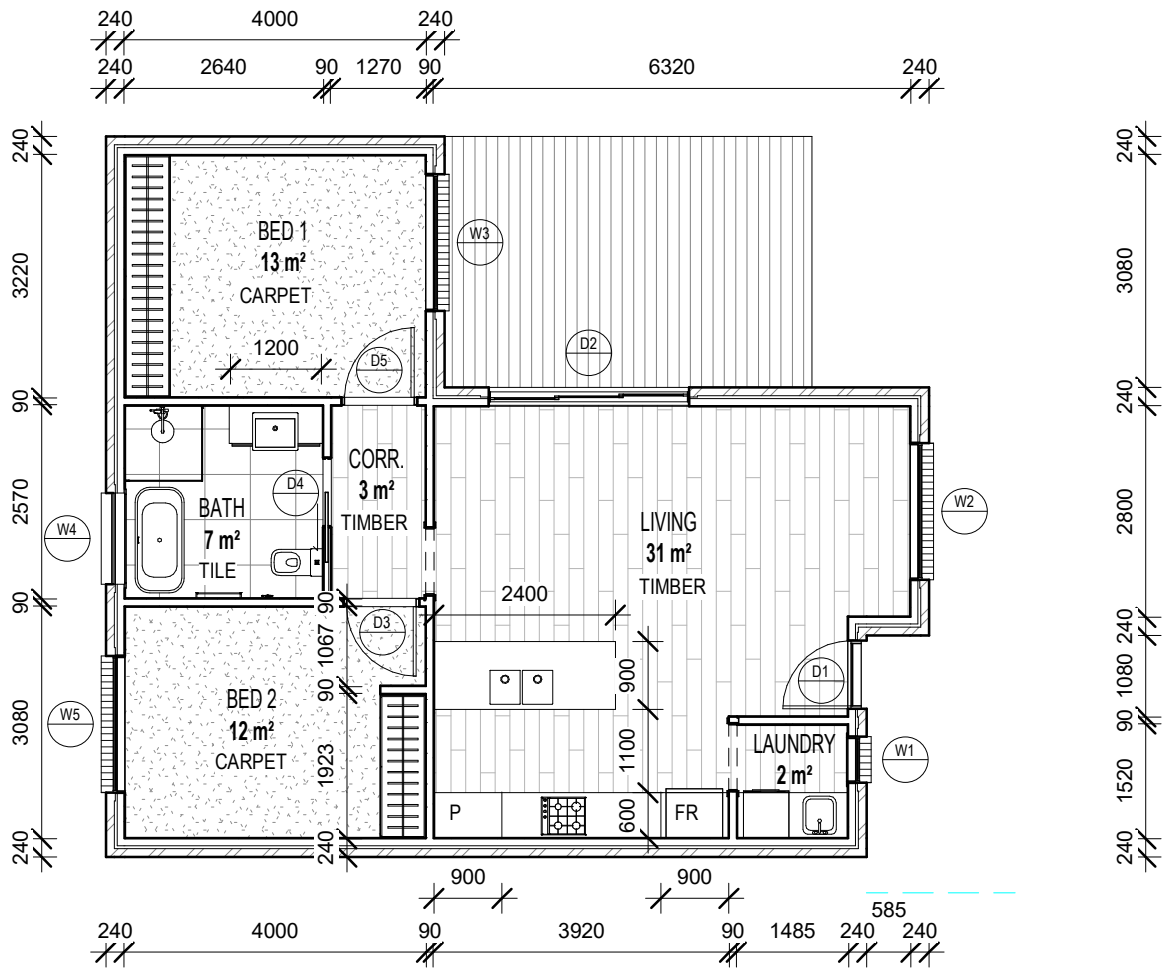
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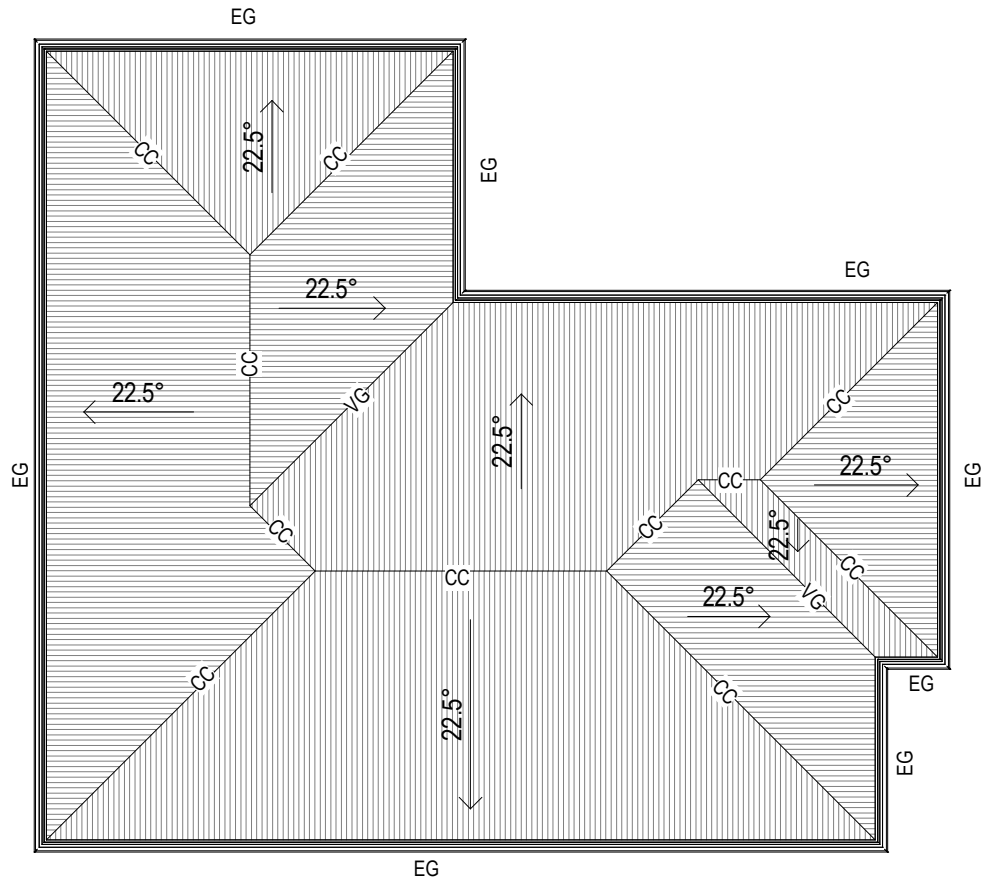
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REVISION:

1



1 LEVEL GROUND
DA13 Scale 1 : 100



2 LEVEL ROOF
DA13 Scale 1 : 100

Room Schedule	
Name	Area
BED 1	13 m²
BED 2	12 m²
LIVING	31 m²
CORR.	3 m²
BATH	7 m²
LAUNDRY	2 m²

Door Schedule				
Mark	Width	Height	Finish	Comments
D1	920	2100	POWDERCOATED	ALUMINUM HINGED DOOR - TRANSLUCENT
D2	2650	2100	POWDERCOATED	3 SASH ALUMINUM SLIDING DOOR
D3	920	2040	PAINT	TIMBER FRAMED INTERNAL DOOR
D4	920	2040	PAINT	TIMBER FRAMED INTERNAL DOOR
D5	920	2040	PAINT	TIMBER FRAMED INTERNAL DOOR
Grand total: 5				

Window Schedule			
Mark	Width	Height	Comments
1	610	1457	FROSTED GLAZING TO BOTTOM AND MIDDLE PANELS / TOP GLAZING TO BE CLEAR. MIN 1.7m H. FROM FLOOR LEVEL
2	1810	1457	FROSTED GLAZING TO BOTTOM AND MIDDLE PANELS / TOP GLAZING TO BE CLEAR. MIN 1.7m H. FROM FLOOR LEVEL
3	1810	1457	CLEAR GLAZING
4	1210	857	TRANSLUCENT GLAZING
5	1810	1457	CLEAR GLAZING

ISSUE	REVISION	DRN	CHK / APP	DATE
1	DEVELOPMENT APPLICATION	DA	DA	15/07/2026

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PROJECT ADDRESS:
39A ANDREW STREET, BRIGHTON

CLIENT:
HOLD ANDREW

DRAWING TITLE:
TYPE C_PLANS

PROJECT NO.:
2524

SCALE:
1 : 100 @
A3

DRAWING No.:
DA300.1

REVISION:
1

Planning Response

15 July 2026

Amended Plans showing: Correctly reference unit 35 parking areas (ie not unit 34) **Updated. Refer drawing DA02**

Floor area of each dwelling (8.4.3 A1(a)) **Refer drawing DA01 for the floor area schedule**

Waste collection locations for wheelie bins (see below) **Drawing DA02 shown the possible bin collection location on the footpath.**

Show obscure glazing to the façade of unit 7, to ensure consistency with the balance of the units (refer site plan)

Provide a window schedule for each unit.

Amended elevations demonstrating the dimensions between natural ground level and the finished floor level, including sill height of windows above FFL, as well as which windows have obscure glazing, eg:

Elevation have been updated in drawings DA10-DA13.

Plan Legend as shown in the drawing DA02

FG - FROSTED GLAZING TO BOTTOM AND MIDDLE PANELS / TOP GLAZING TO BE CLEAR. MIN 1.7m H. FROM FLOOR LEVEL

FG1 - FROSTED GLAZING TO WHOLE WINDOW

Elevation Legend as shown in the drawing DA10-DA13.

FC* - CLEAR GLAZING - MIN 1.7m H. FROM FLOOR LEVEL

FG* - FROSTED GLAZING

Planning Response

Please provide a planning report addressing each of the development standards, and where the proposed application does not satisfy the acceptable solution (eg 8.4.2 A1; 8.4.2 A3; 8.4.4 A1), include a written response to the performance criteria.

8.4.1 – P1 – Units 1, 2, 3, 23, 24 and 25 have front setbacks of less than 4.5 m. However, the subject site is an internal lot and does not present a streetscape frontage. As such, the intent of this acceptable solution is not applicable in this instance.

The setback of Unit 3, 21 Alice Place is approximately 2.7 m, and the setback of Unit 2, 19 Alice Place is approximately 4.0 m. The proposed front setbacks of Units 1, 2, 3, 23, 24 and 25, ranging from 3.5 m to 4.3 m, are consistent with the prevailing setbacks of the adjoining residential development and are considered compatible with the existing built form.

8.4.2 – P3 – Units 1, 2, 3, 23, 24 and 25 have front setbacks of less than 4.5 m. However, as the subject site is an internal lot, the frontage functions as a side boundary rather than a street frontage. Accordingly, the relevant setback context is the side boundary setback, for which a 1.5 m setback is generally applicable.

The proposed units are located along the southern boundary adjoining 37, 39, 41 and 43 Andrew Street. Given their southern orientation, the development will not result in an unreasonable loss of amenity to adjoining properties, including in relation to access to sunlight for habitable rooms or overshadowing of private open space. In addition, all proposed units are single storey in height and incorporate high-quality brick materials, ensuring the development is compatible with the surrounding residential character and will not create an unreasonable visual impact when viewed from adjoining properties. Landscaping, including screen planting along the front boundary, is also proposed to provide an effective visual buffer, further reducing the visual impact of the development on adjoining properties and enhancing the streetscape.

8.4.4 – A1 – The shadow diagrams provided in Drawing DA20 demonstrate that all proposed units (POS) will receive a minimum of 3 hours of direct sunlight between 9:00 am and 3:00 pm on 21 June. Accordingly, the proposed development satisfies the requirements of Acceptable Solution 8.4.4–A1(b).

Please provide a revised landscaping plan. The revised plan should show:

a. Existing vegetation. Please Identify all existing trees and plants, clearly noting which are to be retained or removed. **No existing vegetation is proposed to be retained, as the area surrounding the existing dwelling is vacant and contains no established vegetation.**

b. Underground and overhead infrastructure

Show all services, including drainage easements, stormwater infrastructure, power, and any overhead lines. For example, on the current plan a tree is positioned directly over the stormwater main adjacent to unit 3's parking spaces. **All existing vegetation along the existing stormwater main has been removed, and no vegetation remains within this area.**

c. Planting schedule – pot sizes. Please Specify the pot size for all plants and trees at the time of planting.

Note: Council expects advanced trees to be provided. **Pot sizes have been provided. See drawing DA02. Ornamental capital pear (Advanced plants) will be provided @1.5m H. at the time of planting.**

d. Planting quantities. Please ensure the planting schedule includes accurate quantities that match what is shown on the plan. **Plant quantities have been provided. See drawing DA02.**

e. Tree canopy sizes. Please update the plan so that tree canopy spreads accurately reflect mature canopy size for each species. **Tree canopy have been provided. See drawing DA02.**

f. Landscaping area details. Please provide details for all landscaping areas, including surface treatments and materials. **Surface treatments and materials have been provided. See drawing DA02.**

We trust the above address council concerns.



David Wai Ho Au



**NEW RESIDENTIAL UNITS
39A ANDREW STREET,
BRIGHTON**

**TRAFFIC
IMPACT
ASSESSMENT**

Hubble Traffic

July 2026 – Revision A

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Version	Date	Reason for Issue
Draft	May 2026	Draft issued for client feedback
Revision A	July 2025	Modified to account for Council RFI

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1. Introduction

MinD Architects has engaged Hubble Traffic to prepare an independent Traffic Impact Assessment (TIA) to consider the traffic impacts from the provision of 34 additional residential units at 39A Andrew Street, Brighton (development site).

A development application (DA 2026/00022) was submitted to Brighton Council (Council), who have requested a TIA to evaluate the potential impact to the surrounding road network.

The proposed development has been assessed against the Tasmanian Planning Scheme C2 Parking and Sustainable Transport Code, C3 Road and Railway Assets Code, and the 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 is based on the following information and reference material:

- Tasmanian Planning Scheme (Brighton)
- Transport for NSW *Guide to Transport Impact Assessment (NSW Guide) Version 1.1, 2024*
- 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
- Autoturn Online vehicle turning software
- LIST – Land Information System Tasmania Database

Response to Council RFI

In considering the application, Brighton Council has requested additional information on the suitability of the internal footpaths to accommodate waste bins, while still provide suitable level of service for pedestrians and whether the bins will interfere with car turning movements. The proposed internal pathways will be widened to 1.2 metres, with further information provided in section 7.11.

Secondly, details on proposed lighting including the placement of poles and pole type, or at the frontage. Solar-powered, movement-activated lights will be installed along the internal driveway at suitable level of provide appropriate illumination of the driveway and internal path during periods of low natural light aligning with the performance expectations of AS/NZS 1158 for private-driveway environments. The pole locations will not interfere with vehicle movements or access to parking spaces.

2. Site Description

Located at 39A Andrew Street, Brighton, the development site comprises a relatively narrow frontage to Andrew Street, with access provided via a long, narrow driveway extending to a substantial, square shaped parcel at the rear. The land is currently occupied by an existing residential dwelling and associated outbuildings.

The site is situated within an established urban residential area and benefits from its close proximity to educational facilities, that include the Brighton Primary and High Schools, and Brighton Child Care Centre. This location provides convenient access to key community facilities, supports active-transport opportunities for families, and reinforces the suitability of the site for residential development within an area already well serviced by educational and commercial facilities

Diagram 2.0 – Extract from LIST Land Information System Tasmania Database

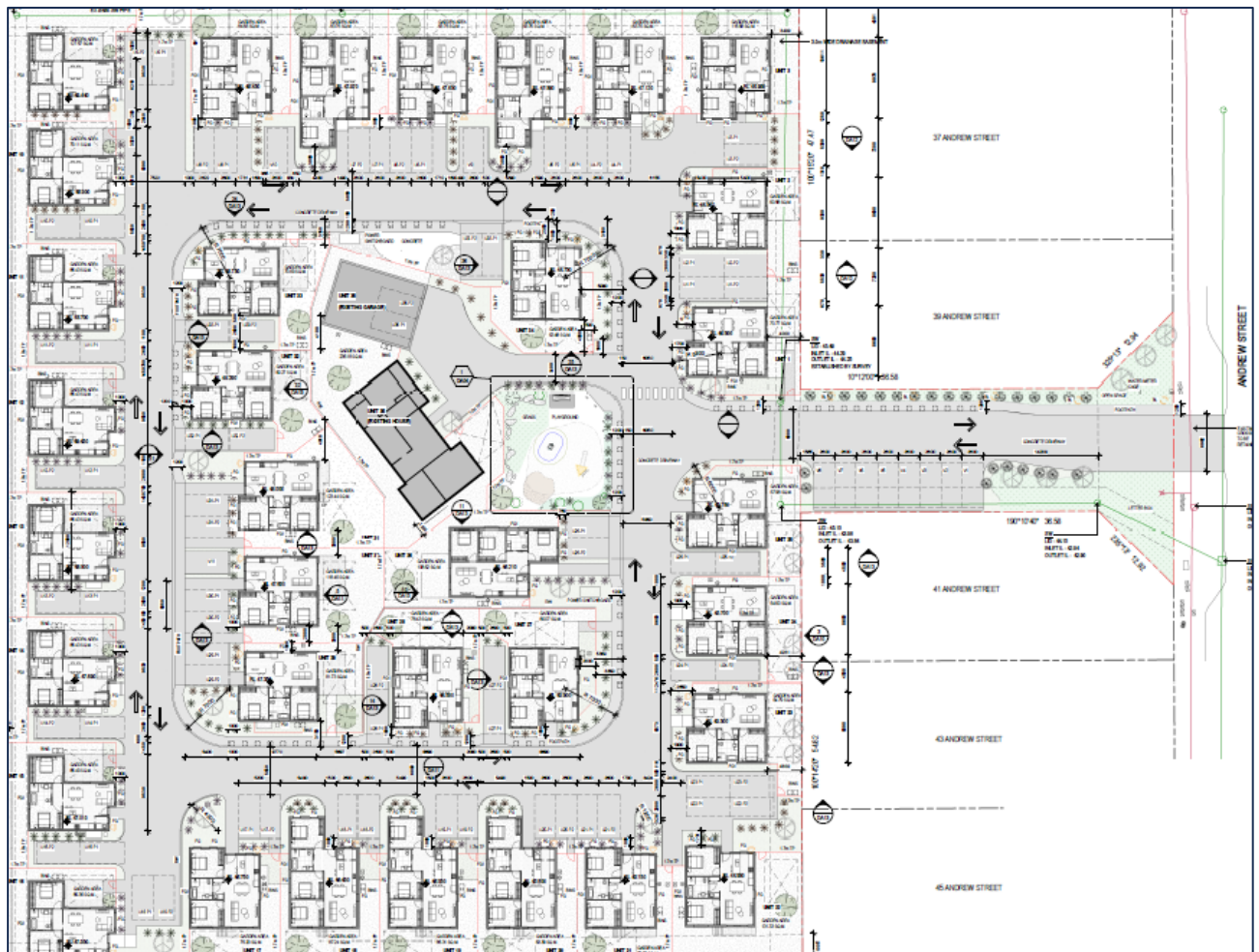


3. Development proposal

The proposal includes:

- retention of the existing dwelling and garage;
- provision of 34 additional residential units, comprising 29 two-bedroom units and five three-bedroom units;
- provision of two dedicated parking spaces per unit, located in close proximity to each dwelling;
- retention and upgrade of the existing access, which will be widened to accommodate two-way traffic flow;
- provision of eleven on-site visitor parking spaces, at a rate of one space per three units, noting that the site is classified as an internal lot, and
- internal community area.

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. A return trip to and from a land use is therefore counted as two trips.

To determine the number of trips likely to be generated by the development, reference has been made to the Transport for NSW, *Guide to Transport Impact Assessment (Version 1.1, 2024)*, Section 5.6.2 Residential Housing. The Guide recommends the following rates for low density residential dwellings in regional areas:

- 7.5 daily vehicle trips per dwelling, and
- 0.84 weekday peak-hour trips per dwelling.

Based on these rates, the existing dwelling is estimated to generate approximately 8 daily trips, with 1 trip occurring during each weekday peak hour. The 34 new residential units are predicted to generate approximately 255 daily trips, with 29 peak hour trips, with these values used throughout this assessment.

Table 4.0 – Predicted number of trips to be generated from the development

Dwelling Type	Generation rate	Number of dwellings	Daily trips	Peak trips
Single dwelling	7.5 per day 0.84 per peak	34	255	29
Existing dwelling		1	8	1

5. Existing traffic Conditions

Andrew Street operates as a collector road forming a continuation of Tea Tree Road and providing a direct connection to Brighton Road, with which it forms an intersection. Brighton Road functions as the main traffic corridor in the area and accommodates higher volumes of commuter and commercial traffic, including traffic associated with a nearby commercial precinct and high school. Andrew Street also intersects with Jubilee Avenue, a local residential street that provides access to surrounding dwellings and the local primary school. Commuters travelling to the Midland Highway are able to utilise either Brighton Road or Tea Tree Road, with the majority of traffic expected to travel via Brighton Road due to its more direct function within the road network.

Under existing conditions, traffic movements along Andrew Street are characterised by a combination of local residential trips and through movements connecting to Brighton Road. Brighton Road experiences higher and more continuous traffic demands, with turning movements at its intersection with Andrew Street influencing local traffic flow, particularly during peak commuter periods. While Jubilee Avenue generates additional activity associated with the primary school, particularly during drop-off and pick-up times, this influence is generally localised to the immediate vicinity of the school.

All development-generated traffic will enter and leave via Andrew Street. From this point, motorists have two route options to connect with the surrounding road network and local facilities: travelling west to the Brighton Road roundabout, or east toward Tea Tree Road. Jubilee Avenue, located east of the site, primarily serves the local primary school and is within walking distance of the development. As a result, it is not expected to experience any meaningful increase in traffic associated with the proposal.

5.1 Andrew Street characteristics

Andrew Street runs in an east–west orientation between Tea Tree Road and Brighton Road, functioning as a collector road within the Brighton local network. The street has a generally straight horizontal alignment and a level vertical profile. It is constructed to an urban standard, with a 6-metre sealed carriageway suitable for two-way traffic, indented parking bays on both sides that allow on-street parking without impeding through movements, concrete kerb and channel, footpaths for pedestrian access, and street lighting along the corridor.

At its western end, Andrew Street intersects Brighton Road at a roundabout, with a fourth leg providing access to off-street parking adjacent to the Brighton Hotel. Brighton Road operates as the highest-order road in the surrounding network, and the roundabout facilitates safe and efficient entry to and from Andrew Street.

Given its collector-road function, Andrew Street accommodates a mix of local residential traffic and through movements associated with Tea Tree Road. The provision of indented parking supports efficient traffic flow and reduces conflict between parked and moving vehicles.

Photograph 5.1 – Andrew Street standard adjacent the development site



5.2 Brighton Road characteristics

Brighton Road runs in a north–south orientation and connects to the Brighton Bypass at both ends, via a grade-separated interchange to the south and a roundabout to the north. Given its direct connection to the arterial network, Brighton Road functions as the primary travel route for external trips, with most commuter movements from the Brighton area expected to travel south toward major employment centres.

The roadway is constructed to an urban-arterial standard, with a sealed bitumen surface designed to accommodate relatively high traffic volumes and a mix of vehicle types. Through the main commercial precinct, a painted two-way right-turn lane has been introduced to manage the high demand for turning movements, and solid median islands provide refuge for pedestrians crossing the corridor.

Brighton Road is a highly managed corridor, with roundabouts at the major side-road intersections of Andrew Street and Elderslie Road, ensuring that both through-traffic and side-road movements are controlled in a safe and efficient manner.

The road environment accommodates a range of users, including passenger vehicles, commercial vehicles, public transport services, cyclists, and pedestrians. The combination of turning movements, parking activity, and pedestrian crossings contributes to a dynamic operating environment, particularly within the commercial area. Operating conditions along Brighton Road vary throughout the day, with higher traffic volumes and increased turning activity during peak commuter periods. These conditions, together with the interaction of vehicles, cyclists, and pedestrians, can result in reduced traffic efficiency, particularly in the vicinity of key intersections such as the Andrew Street roundabout.

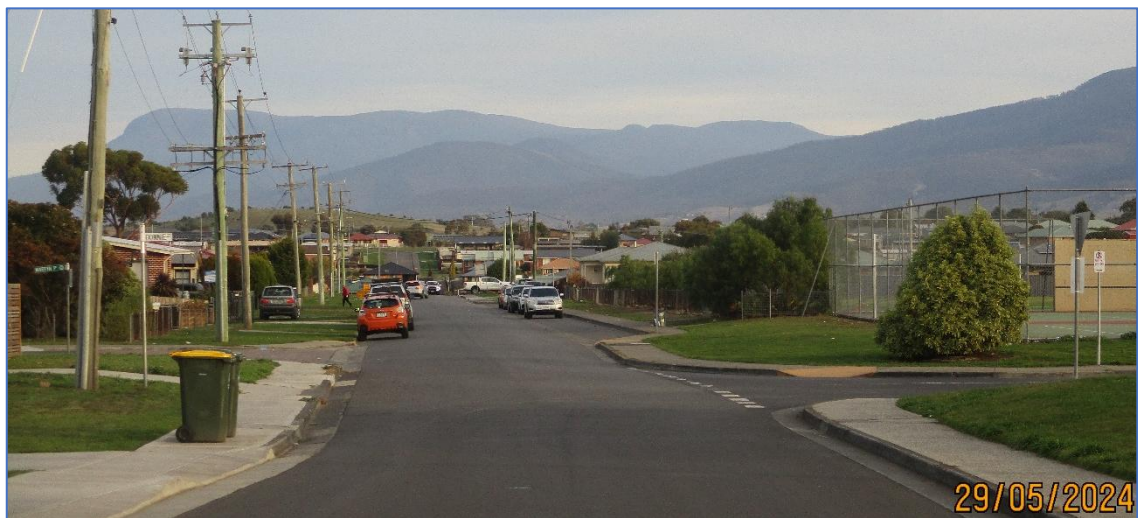
5.3 Jubilee Avenue characteristics

Jubilee Avenue extends between Downie Street and Andrew Street, is 300 metres long and constructed to an urban standard, with a sealed bitumen surface, concrete kerb and channel, footpath along the western side, and street lighting. The Brighton Primary School occupies land that has street frontage to both Jubilee Avenue and Downie Street.

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.

Jubilee Avenue operates with a no-through traffic function, providing access only to the surrounding residential properties, and the primary school, with the traffic flow increasing during student drop-off and pick-up times, otherwise is reasonably lightly trafficked.

Photograph 5.3 – Jubilee Avenue, south of Downie Street



5.4 Surrounding intersections

Although Brighton Road is the primary connection to the Brighton Bypass, Andrew Street also provides access to the bypass via the Tea Tree Road grade-separated interchange. As a result, Andrew Street performs a through-traffic function in addition to its local collector role.

Elderslie Road, located south of Andrew Street, extends westward to serve a range of rural land uses and carries inter-regional traffic, giving it a collector-road function as well. A new Brighton High School has recently been constructed on the corner of Elderslie Road and Brighton Road, and is a significant traffic generator during the weekday morning and afternoon periods.

Given the important traffic functions of Brighton Road, Andrew Street and Elderslie Road, the intersections at which these roads meet are controlled by urban-scale roundabouts, ensuring safe and efficient access for all movements.

Both roundabouts exhibit appropriate geometric design in accordance with their functional classifications and provide adequate sight distance to support safe and efficient traffic operation. Traffic control is reinforced through clear delineation, including suitable pavement markings, signage, and street lighting.

Photograph 5.4A – Andrew Street and Brighton Road roundabout



Photograph 5.4B – Elderslie Road and Brighton Road roundabout



5.5 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 Andrew Street junction,
- Andrew Street and Brighton Road roundabout

Manual surveys undertaken during the first week of May 2026 confirm that both Brighton Road and Andrew Street carry substantial traffic volumes. Evening-peak flows on Brighton Road were notably higher than the morning peak, with the highest two-way volumes recorded north of Andrew Street adjacent to the main commercial precinct.

Survey data from the Andrew Street and Jubilee Street junction indicates two key influences on local traffic patterns: Brighton Primary School generates a pronounced morning-peak arrival surge, and there is a consistent level of through-traffic associated with residential development to the east.

The two-way flows is captured in the table below, while the full survey data is available in appendix A, which also include intersection flow diagrams.

Table 5.5 – Summary of traffic flows on the surrounding road network

Junction	Road	Peak hour two-way flows	
		Morning	Evening
Andrew Street and Brighton Road roundabout	Brighton Road north of Andrew Street	751	969
	Brighton Road south of Andrew Street	775	896
	Andrew Street	368	464
Andrew Street and Jubilee Street	Andrew Street west of Jubilee Street	338	390
	Andrew Street east of Jubilee Street	327	385
	Jubilee Street	283	189

5.6 Traffic safety near the development site

The Department of State Growth crash database indicates that six crashes were reported on Andrew Street between Brighton Road and Jubilee Street over the past five years. Most involved vehicles losing control and colliding with parked vehicles, resulting in one minor injury, one first-aid injury and four property-damage-only crashes. Four of these incidents occurred during the morning peak period (7–9 am).

At the Brighton Road and Andrew Street roundabout, four crashes were recorded, comprising one first-aid injury and three property-damage-only crashes. The predominant crash type involved drivers failing to give way, with one rear-end collision also reported. These outcomes are typical of urban roundabouts carrying relatively high traffic volumes, where the geometry reduces impact angles and contributes to lower crash severity.

Andrew Street has recently been reconstructed with indented parking bays that separate parked vehicles from the through-traffic lane. This treatment directly responds to the historical crash pattern and is expected to reduce the likelihood of future conflicts.

Overall, the reported crash history does not indicate any safety issues that would impede the proposed unit development.

5.7 Public transport services

The Brighton area is served by Metro Tasmania, with the Brighton service operating as an extension of the Bridgewater route. Services operate along Brighton Road, Elderslie Road and Andrew Street, as illustrated in the diagram below. A 30-minute service frequency is provided during weekday peak periods, with hourly services between the peaks. This offers a practical alternative transport mode for residents, supporting reduced reliance on private vehicles.



5.8 Summary of surrounding road network

The development is located within an established urban area and is within walking distance of key commercial and educational facilities, including the nearby commercial precinct, Brighton Primary School and the new Brighton High School. This proximity provides a high level of accessibility for residents and reduces reliance on private-vehicle travel for many daily trips. Brighton Road is also served by Metro Tasmania services, further supporting access to alternative transport modes.

The surrounding road network comprises Brighton Road as the primary north–south corridor, supported by Andrew Street and Elderslie Road operating as collector roads that distribute traffic to and from the wider network, including the Brighton Bypass. These roads are constructed to an appropriate urban standard, with roundabout control at key intersections ensuring safe and efficient movement for all users.

Recent traffic surveys confirm that the network accommodates substantial existing traffic volumes and operates with sufficient capacity to absorb the modest increase in vehicle movements generated by the development. The combination of a well-connected road hierarchy, managed intersections and high-quality pedestrian infrastructure ensures that the surrounding network is capable of supporting the development without adverse operational impacts.

6. Impact from traffic generated by this development

As determined in section 4 of this report, the development site is estimated to generate additional 255 daily trips, with 29 of these trips likely to occur during the morning and evening commuter peak periods.

6.1 Assignment of new trips generated by the development

Based on the surrounding road network, vehicles travelling from the site to the commercial activity centre or Brighton High School will utilise Brighton Road, while external commuter trips to the south may access the Brighton Bypass via either Brighton Road or Tea Tree Road. For assessment purposes, a conservative approach has been adopted by assigning all additional development-generated trips to the Andrew Street and Brighton Road roundabout, representing the worst-case loading on the network.

Residential developments typically exhibit a strong directional bias during peak periods, with approximately 85 percent of trips departing the site in the morning peak and the reverse occurring in the evening. Applying this distribution, the development is expected to generate approximately 25 departing trips during the morning peak, all of most are expected to travel west along Andrew Street toward the roundabout. In the same period, around four arriving trips are expected, with arrivals split between the Brighton Road approach and the Jubilee Avenue direction.

Table 6.1 – Estimated trip distribution

Period	Brighton Road and Andrew Street roundabout				
	Vehicles arriving		Vehicles leaving		Total
	Left	Right	Left	Right	
Morning peak	2	2	25	0	29
Evening peak	0	25	2	2	29

6.2 Traffic impact on Andrew Street

The traffic performance of junctions, intersections, and roundabouts can be estimated using the SIDRA software package. The performance of intersections is commonly described by the Degree of Saturation (DOS) of the critical traffic movements, a measure of the volume/capacity ratio or degree, to which the available intersection capacity is utilised.

Other terms used, Level of service (LOS) which is based on the average stopped delay in seconds, and maximum queue length in metres. The table below provides a reference to the level of service for the various traffic controls.

Table 6.2A – Level of service for intersections and roundabouts

Level of Service	Average delay per vehicle (secs/vehicle)	Traffic Signals and Roundabouts	Average delay per vehicle (secs/vehicle)	Give Way and Stop controls
A	<10	Good operation	<10	Good operation
B	10 to <20	Good with acceptable delays and spare capacity	10 to <15	Acceptable delays and spare capacity
C	20 to <35	Satisfactory	15 to <25	Satisfactory, but crash study required
D	35 to <50	Operating near capacity, acceptable for State Roads	25 to <35	Near capacity and crash study required
E	50 to <70	At capacity for signals, will cause excessive delays. Roundabouts require other control mode	35 to <50	At capacity, requires other control modes
F	>70	Saturated flows – at signals, consider additional lanes	>50	

Using the existing peak-hour traffic flows, a SIDRA model was developed to replicate the operation of the Brighton Road and Andrew Street roundabout. The modelling indicates that, in both peak periods, the roundabout operates efficiently, with average delays of less than 6.4 seconds and maximum queue lengths of less than 25 metres. The Degree of Saturation (DoS) results confirm that the roundabout has substantial spare capacity, with a DoS of 0.323 in the morning peak, equivalent to operating at around 33 percent of theoretical capacity, and a DoS of 0.457 in the evening peak, indicating higher demand but still well within acceptable limits.

Development-generated traffic was then assigned to the roundabout in both peak periods. The modelling shows that the additional traffic does not cause any notable deterioration in performance, with the roundabout continuing to operate at LOS A.

A background traffic growth rate of one percent per annum was applied over a ten-year horizon to assess future conditions with both development traffic and incremental growth. Even under this scenario, the roundabout is predicted to continue operating at LOS A, with only minor increases in average delay and queue length. The roundabout therefore has sufficient capacity to accommodate both the development and expected background growth.

Sensitivity testing of the Andrew Street / Jubilee Avenue junction indicates that, under the scenario where additional development-generated traffic passes through this junction, there is sufficient spare capacity to comfortably accommodate the minor increase in demand. The modelling shows no notable deterioration in traffic performance, with motorists expected to continue receiving LOS A. This level of performance is maintained even when applying background traffic growth of one percent per annum over the next ten years. The traffic analysis is illustrated in the table below.

Table 6.2B – Traffic modelling comparison at the surrounding roundabouts

Junction	Scenario	Period	Total vehicles	DOS	Average delay	LOS	Max queue
Andrew Street and Brighton roundabout	Existing	Morning peak	982	0.323	5.9 secs	A	14.5m
	With development		1,010	0.324	6 secs	A	14.5m
	Growth		1,117	0.363	6.1 secs	A	17m
	Existing	Evening peak	1,223	0.457	6.4 secs	A	24.4m
	With development		1,252	0.477	6.5 secs	A	26.1m
	Growth		1,384	0.536	6.8 secs	A	31.5m
Andrew Street and Jubilee Street	Existing	Morning peak	479	0.111	6.7 secs	A	2.9m
	With development		508	0.115	6.9 secs	A	3m
	Growth		561	0.130	7.1 secs	A	3.4m
	Existing	Evening peak	482	1.09	6.9 secs	A	2.1m
	With development		511	0.122	7.1 secs	A	2.2m
	Growth		567	0.126	7.3 secs	A	2.5m

Printouts of traffic modelling can be found in Appendix B.

7. Development layout and internal road arrangements

7.1 Access to development site

The development is currently served by a 6.9 m wide concrete crossover to Andrew Street, which will be retained. The existing unsealed single-lane driveway will be upgraded to a minimum 6.0 m wide concrete driveway to accommodate two-way vehicle movements.

Photograph 7.1 – Existing vehicular access with Andrew Street



7.2 Sight distance at the existing access

Safe Intersection Sight Distance (SISD) is determined based on the operating speed of approaching vehicles and the grade of the approach, with operating speed typically assumed to be equivalent to the posted speed limit. SISD represents the most conservative sight distance criterion and is generally applied to public road intersections where traffic volumes are higher, and a greater proportion of road users may be unfamiliar with the intersection.

In comparison, the sight distance requirements for residential driveways are lower than SISD, reflecting the significantly reduced traffic volumes and the expectation that most users are familiar with the access configuration.

Minimum sight distance is specified in Section 3.2.4 of the Standard. For a residential driveway in a 60 km/h speed environment, the Standard specifies a minimum sight distance of 65 metres and a desirable sight distance of 83 metres.

Site observations indicate that sight distance has been assessed at the existing vehicular access, based on a driver eye height of 1.1 m and an approaching vehicle height of 1.2 m, consistent with the Standard. The available sight distance in both directions exceeds 100 metres.

Given that the available sight distance exceeds the desirable requirement of 83 metres, the access is considered to provide safe and adequate visibility for vehicles entering and exiting the site, without adversely affecting the operation of Andrew Street.

Photograph 7.2A – Available sight distance to the left



Photograph 7.2B - Available sight distance to the right



7.3 Number of parking spaces

The planning scheme table C2.1 requires each unit containing two or more bedrooms required two parking spaces, and due to the lot being internal, the number of visitor parking spaces is ratio of one space per three units. The additional 34 units require 79 car parking spaces, with two spaces per unit, plus 11 visitor spaces.

The development is providing a total of 79 car parking spaces to comply with the acceptable solution, while the existing dwelling will retain its double garage, providing two on-site parking spaces.

7.4 Dimensions of parking spaces

The parking spaces within the development have been designed to comply with the dimensional requirements of Table C2.3 of the Planning Scheme and the Standard, adopting User Class 1A, which is appropriate for residential and domestic use.

All the parking spaces will be 2.6 metres wide and 5.4 metre long, operate as ninety degrees to the parking or circulating aisle. The minimum aisle width adjacent to the parking spaces providing manoeuvring space will be 5.8 metres, complying with the Standard as User Class 1, suitable for residential development.

Majority of the parking spaces are adjacent to landscaped areas where the kerb is less than 150 millimetres in height, allowing vehicle overhang. The parking spaces are open and will operate with minimum headroom clearance of 2.1 metres.

Due to site constraints, 17 of the units will operate with tandem parking spaces, with the two spaces arranged in series, with a combined length of 10.8 metres.

Where parking spaces are located together, line marking will be used to delineate the spaces, and where possible wheel stops used.

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.

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 site is relatively flat, allowing for the parking spaces to be situated on grade less than five percent, complying with Section 2.4.6 of the Standard.

7.7 Other parking requirements

The development provides a total of 79 on-site car parking spaces. In accordance with Planning Scheme Table C2.4, three dedicated motorcycle parking spaces would typically be required. However, given that sufficient on-site parking is provided for both residents and visitors, these spaces can accommodate motorcycles without the need for designated bays. As such, separate motorcycle parking spaces are not proposed.

Bicycle and accessible parking spaces are not required for this form of residential development under the applicable planning provisions.

7.8 Internal driveway layout

The proposed development incorporates a central internal driveway system designed to provide safe and efficient vehicular access to all residential units and associated parking spaces. The minimum driveway width is 5.8 metres, which is sufficient to accommodate two-way traffic flow, including at the connection to Andrew Street. The driveway will be constructed with a hard-wearing concrete surface, with kerb and channel along the central internal section. The driveway will be cambered toward the kerb and channel, with the channel containing pits that connect to an appropriate stormwater drainage system.

7.9 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.

7.10 Pedestrian access

An internal pedestrian pathway will be provided throughout the site, comprising a 1.2 metre-wide hard-wearing concrete surface that connects all units to each other and to the existing footpath on Andrew Street. Where the pathway crosses the internal circulating driveway, marked pedestrian crossing will be installed to reinforce pedestrian priority. The internal road environment will operate under a 10 km/h shared-zone speed limit to moderate vehicle speeds and enhance pedestrian safety.

These measures will ensure that pedestrians can move safely and conveniently throughout the development, consistent with the pedestrian-access objectives of the planning scheme.

7.11 Waste collection

The internal driveway provides sufficient width for a standard waste-collection vehicle, operationally equivalent to a medium rigid vehicle, to enter the site, circulate within the internal driveway system and exit in a forward-driving direction. Individual bins will be serviced as the vehicle travels through the driveway, consistent with the collection process on the public road network, and the entire operation occurs within the site with no reversing movements required. Swept-path analysis demonstrating entry, circulation and exit of the medium rigid vehicle is provided in Appendix D.

The internal pathway will be 1.2 metres wide, which is sufficient to accommodate the temporary placement of waste-collection bins while maintaining a suitable width for pedestrian activity. Bins are only positioned on the pathway for a short period once per week during collection and are otherwise stored within dedicated areas provided for each unit. This arrangement is consistent with current practice within the municipality, where temporary bin placement on footpaths does not materially affect pedestrian movement.

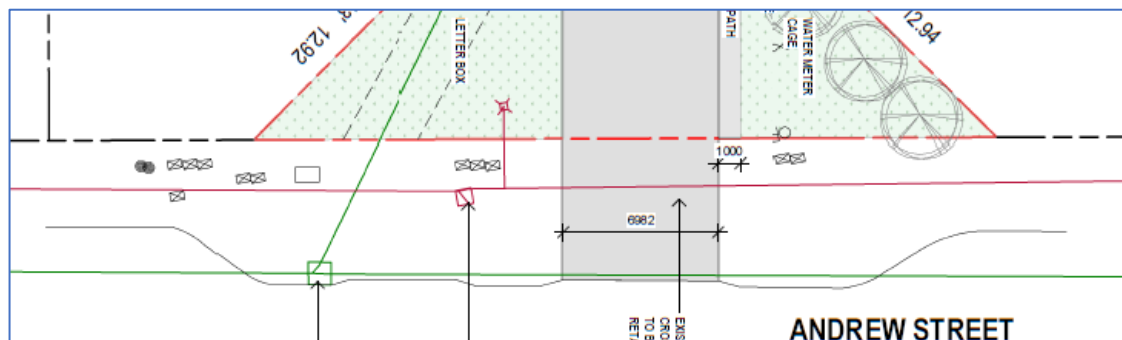
7.12 Lighting of driveway

The internal driveway and pedestrian pathway will be illuminated by solar-powered, movement-activated lights positioned along the route, with indicative mounting height, luminaire type and expected illumination performance demonstrating that the arrangement will provide suitable lighting during periods of low natural light. Pole locations, offsets and any fixed lighting at the frontage will be identified on the lighting layout, with confirmation that pole placement does not conflict with sight-distance envelopes, vehicle swept paths or pedestrian circulation. The overall lighting arrangement supports safe movement within the site and aligns with the performance expectations of AS/NZS 1158 for private-driveway environments.

7.13 Pedestrian sight distance

The footpath along Andrew Street is set back from the property boundaries, and the driveway design incorporates tapers on both sides to provide unrestricted sight lines between drivers leaving the site and pedestrians or cyclists using the footpath. Maintaining adequate sight lines minimises the potential for conflict and ensures that all users can see and be seen in sufficient time to react safely.

Diagram 7.12 – Pedestrian sight lines



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 vehicle to enter, circulate and leave the development site in a forward driving direction.

7.15 Sight distance through the internal bends

The internal driveway incorporates several 90-degree bends with a corner radius of between 6 and 7 metres. This geometry provides adequate width through the bends for opposing vehicles to pass safely and without conflict.

The internal layout also moderates vehicle speeds, and this is reinforced by the posted 10 km/h shared-zone limit. In practice, operating speeds are expected to be in the order of 20 km/h. At this speed, the Austroads Stopping Sight Distance (SSD) requirement is conservatively less than 20 metres. The available sight distance along the driveway and through the bends exceeds this requirement, including sight lines between approaching vehicles and vehicles entering or leaving the parking spaces. The driveway arrangement therefore supports safe and efficient operation for all users.

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 79 on-site car parking spaces to serve the additional 34 units, while the existing dwelling will maintain its current two parking spaces. This number of on-site car parking spaces complies with the planning scheme acceptable solution, meeting the reasonable demand, and minimising the risk of overflow parking

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 requires the provision of three motorcycle parking spaces for the proposed use. While no dedicated motorcycle parking spaces are proposed, the development provides sufficient on-site car parking for both residents and visitors, which can accommodate motorcycles if required. On this basis, dedicated motorcycle spaces have not been provided.

Performance criteria	Assessment
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;	Given the residential nature of the proposed use and its low propensity to generate motorcycle demand, the provision of dedicated motorcycle spaces is not considered necessary. Each dwelling is provided with two on-site parking spaces, and a further 11 visitor spaces are available within the development. These spaces are capable of accommodating motorcycles if required, ensuring any occasional motorcycle demand can be readily managed without the need for dedicated motorcycle bays.
b) the topography of the site;	The site is generally flat with minimal gradient.
c) the location of existing buildings on the site;	An existing residential property and outbuildings are located within the central section of the main internal block.
d) any constraints imposed by existing development; and	Minimal
e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.	Overflow motorcycle parking is not expected, as there is sufficient supply of parking within the site.

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 in accordance with the Australian Standard AS 2890.1:2004 for User Class 1, which is appropriate for residential development. All parking spaces provide suitable width and manoeuvring area to allow vehicles to enter and leave efficiently, and all spaces are located on gradients of less than five percent. The internal driveway supports two-way traffic flow and provides adequate width for safe circulation. Open parking spaces located together will be delineated with line marking and fitted with wheel stops where appropriate. There are no overhead structures above the driveway or parking areas that would restrict height clearance. On this basis, the design complies with Acceptable Solution A1.1(a) and (b).
C2.6.3 Number of accesses for vehicles.	The development will retain the existing access onto Andrew Street, complying with the acceptable solution A1 (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.	A suitable internal pedestrian pathway will be provided to connect the units with the existing footpath on Andrew Street, ensuring an appropriate level of service for pedestrians. Where the pathway crosses the internal driveway, marked pedestrian crossings will be installed to reinforce pedestrian priority. The shared-zone 10 km/h speed limit will further support low vehicle speeds and enhance pedestrian safety. Overall, the proposed pathway arrangement meets the intent of the acceptable solution in the Planning Scheme.
C2.6.6 Loading bays.	Not required for a residential development.
C2.6.7 Bicycle parking and storage facilities	Not required for a residential development.
C2.6.8 Siting of parking and turning areas.	Not applicable for a residential development.

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 34 residential units are estimated to generate an additional 255 daily vehicular trips, with 29 of these trips likely to occur during the morning and evening peak periods. The existing residential unit is already generating on average eight 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;	Andrew Street functions as a collector road constructed to an urban standard, with sufficient width to accommodate two-way traffic movements and indented parking that supports on-street parking without impeding flow. The primary arterial road within the surrounding network is Brighton Road, which connects directly to the Brighton Bypass (State Road). Brighton Road is built to a standard consistent with a sub-arterial function and has adequate capacity to absorb the additional traffic generated by the proposed units. There is sufficient sight distance at the existing vehicular access to enable vehicles to enter and leave the development in a safe and efficient manner.
d) The speed limit and traffic flow of the road;	60 km/h speed limit applies along Andrew Street. Manual traffic surveys confirm that the road is moderately trafficked for a collector road, carrying 368 two-way vehicle movements in the morning peak hour and 464 in the evening peak hour. The majority of development-generated traffic is expected to travel along Andrew Street to the Brighton Road roundabout, with motorists continuing either to the Brighton Bypass or to nearby commercial and educational facilities. Traffic modelling of the Andrew Street and Brighton Road roundabout demonstrates that there is sufficient spare capacity to absorb the additional traffic generated by the development without causing any notable deterioration in performance. Applying a background growth rate of one percent per annum over a ten-year design horizon to 2036 shows that the roundabout is expected to continue operating at a suitable level of service for all motorists. The traffic analysis also confirms that the

	Andrew Street and Jubilee Avenue junction is operating at the highest level of service, with spare traffic capacity. Overall, the surrounding road network has sufficient spare traffic capacity to absorb the modest increase in vehicle movements generated by the development without causing any notable deterioration in traffic performance or impacts on residential amenity.
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.	Aware of none.

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:

- there is sufficient capacity within the surrounding road network to absorb traffic generated by the development without impacting other users,
- traffic modelling of the surrounding road junction and roundabout, predicts that there will be no notable deterioration in the level of traffic efficiency,
- the existing vehicular access with Andrew Street will be retained as it provides for two-way traffic flow,
- there is adequate sight distance for vehicles to enter and leave the 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 equivalent to medium rigid vehicle can access the site, circulate 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 – Traffic Surveys

10.1 Manual Traffic Surveys – Andrew Street, Brighton Road, and Hotel entrance

Table 10.1A – Morning survey completed on 5th May 2026

Time AM	Brighton Road Southbound			Andrew Street			Brighton Road Northbound			Hotel		
	Right into hotel	South bound Straight	Left into Andrew St	Right into Brighton Rd	Straight into hotel	Left into Brighton Rd	Right into Andrew St	Northbound Straight	Left into Hotel	Right into Brighton Rd	Straight into Andrew St	Left into Brighton Rd
7:30-7:45	4	92	24	15	3	26	13	29	5	4	2	7
7:45-8:00	2	91	21	29	3	21	15	34	3	7	2	2
8:00-8:15	2	69	22	20	3	20	14	41	3	3	3	3
8:15-8:30	4	83	17	21	1	27	24	53	2	5	2	1
8:30-8:45	1	94	30	11	3	34	27	75	5	7	0	2
8:45-9:00	3	75	24	25	4	16	18	72	5	3	2	3
Total	16	504	138	121	17	144	111	304	23	29	11	18
Peak total	10	321	93	77	11	97	83	241	15	18	7	9

Table 10.1A – Afternoon survey completed on 5th May 2026

Time PM	Brighton Road Southbound			Andrew Street			Brighton Road Northbound			Hotel		
	Right into hotel	South bound Straight	Left into Andrew St	Right into Brighton Rd	Straight into hotel	Left into Brighton Rd	Right into Andrew St	Northbound Straight	Left into Hotel	Right into Brighton Rd	Straight into Andrew St	Left into Brighton Rd
4:00-4:15	6	61	37	30	5	25	27	107	9	5	3	14
4:15-4:30	8	64	35	32	4	22	35	112	4	4	5	8
4:30-4:45	8	55	35	21	4	13	26	103	3	4	3	5
4:45-5:00	3	52	22	29	0	17	30	116	2	0	4	6
5:00-5:15	7	74	28	26	2	25	23	111	5	6	5	9
5:15-5:30	7	65	36	30	2	20	29	90	1	4	0	4
Total	39	371	193	168	17	122	170	639	24	23	20	46
Peak hour	25	232	129	112	13	77	118	438	18	13	15	33

10.2 Diagrams – Andrew Street, Brighton Road, and Hotel entrance

Diagram 10.2A – Morning peak hour traffic movements

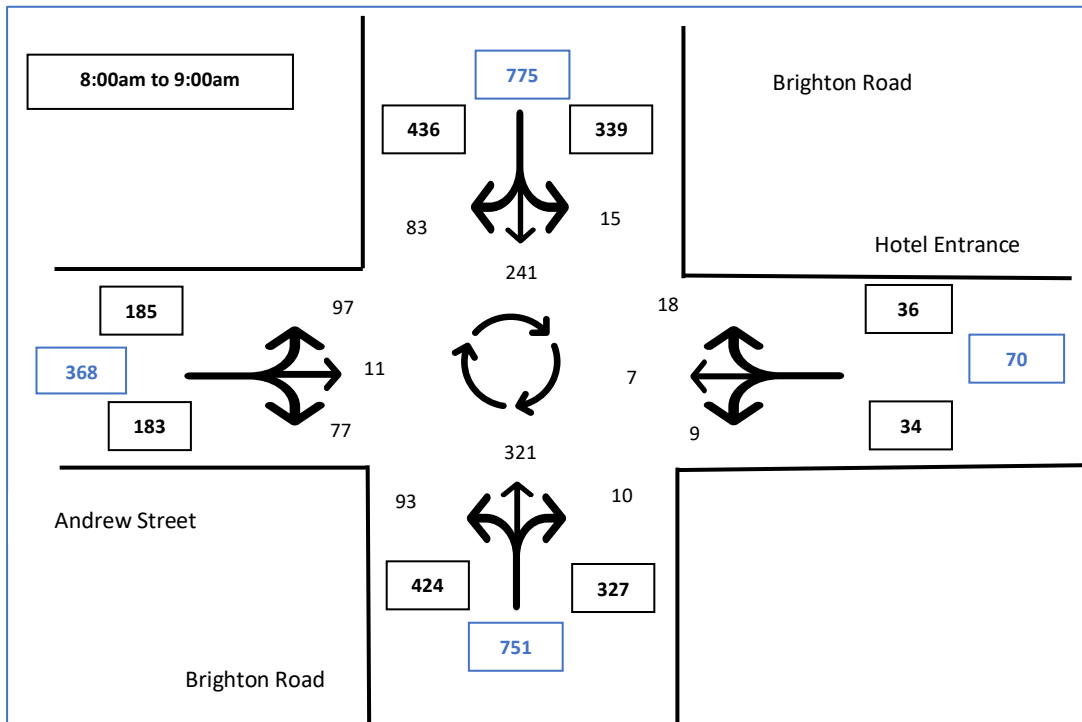
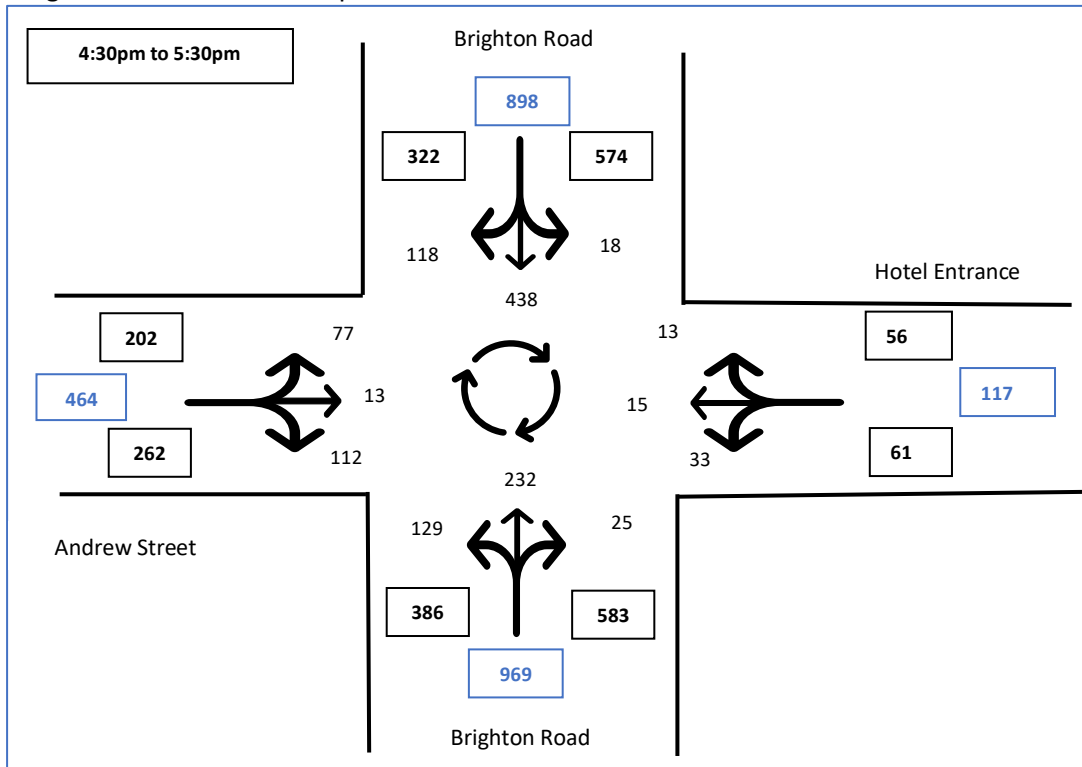


Diagram 10.2B – Afternoon peak hour traffic movements



10.3 Manual Traffic Surveys – Andrew Street and Jubilee Avenue

Table 10.3A – Morning survey completed on Tuesday 5th of May 2026

Time AM	Andrew Street				Jubilee Avenue	
	Straight towards Tea Tree	Straight towards Brighton Rd	Left into Jubilee Ave	Right into Jubilee Ave	Left onto Andrew St	Right onto Andrew St
7:30 - 7:45	19	18	17	15	23	24
7:45 - 8:00	29	17	13	15	17	23
8:00 - 8:15	27	20	13	11	12	17
8:15 - 8:30	21	31	15	27	15	11
8:30 - 8:45	23	23	35	30	9	20
8:45 - 9:00	26	28	17	20	10	11
Total	145	137	110	118	86	106
Peak total	100	91	76	83	53	71

*A total of 10 buses turned left into Jubilee Avenue, five turned right into Jubilee Avenue, and one turned right out of Jubilee Avenue

Table 10.3B – Evening survey completed on Tuesday 5th of May 2026

Time PM	Andrew Street				Jubilee Avenue	
	Straight towards Tea Tree	Straight towards Brighton Rd	Left into Jubilee Ave	Right into Jubilee Ave	Left onto Andrew St	Right onto Andrew St
4:00 - 4:15	35	44	15	10	13	10
4:15 - 4:30	42	37	22	13	14	11
4:30 - 4:45	28	32	14	14	11	4
4:45 - 5:00	41	34	11	12	5	10
5:00 - 5:15	21	30	8	11	6	10
5:15 - 5:30	28	33	19	7	5	7
Total	195	210	89	67	54	52
Peak total	146	147	62	49	43	35

*One bus turned left out of Jubilee Avenue, and one turned right into Jubilee Avenue

10.4 Peak hour turning movements

Diagram 10.4A – Morning peak hour traffic movements

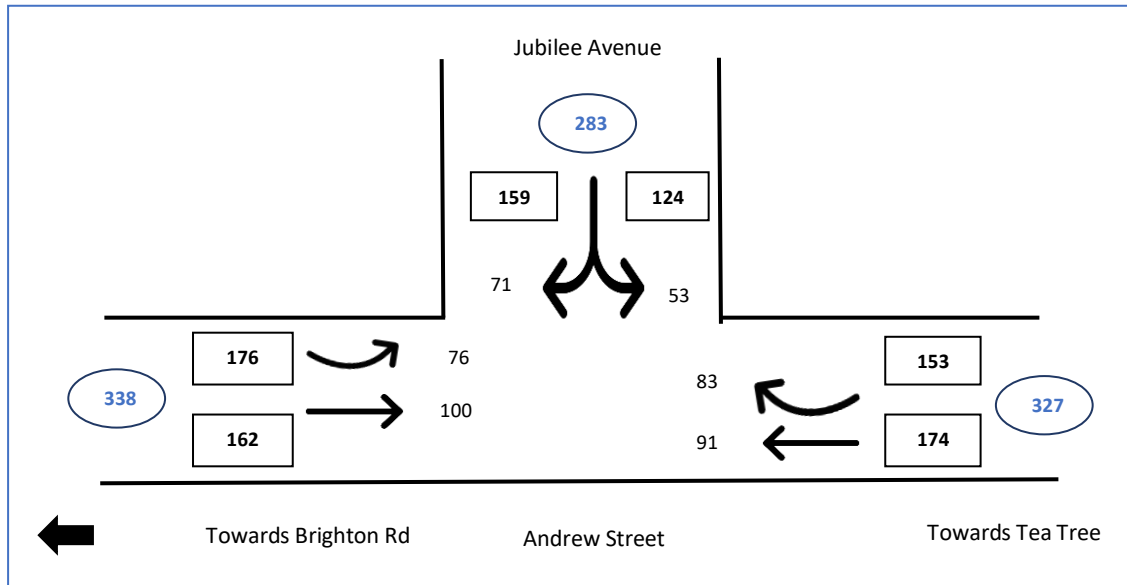
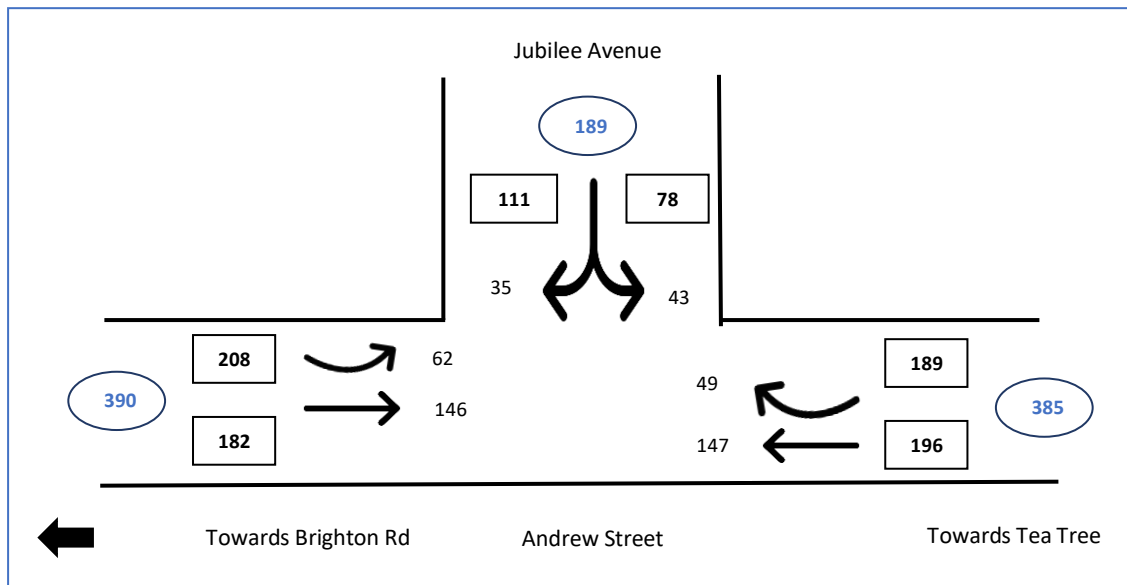


Diagram 10.4B – Evening peak hour traffic movements



11. Appendix B – Traffic modelling

Andrew Street roundabout – Existing performance

MOVEMENT SUMMARY

Site: [1] Existing morning peak (Brighton Road and Andrew Street)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	
			[Total	HV]	[Total	HV]				[Veh.	Dist]
			veh/h	%	veh/h	%	v/c	sec		veh	m
South: Andrew Street											
1	L2	All MCs	97	0.0	97	0.0	0.185	6.0	LOS A	1.0	7.3
2	T1	All MCs	11	0.0	11	0.0	0.185	6.3	LOS A	1.0	7.3
3	R2	All MCs	77	0.0	77	0.0	0.185	10.4	LOS B	1.0	7.3
Approach			185	0.0	185	0.0	0.185	7.8	LOS A	1.0	7.3
East: Brighton Road											
4	L2	All MCs	93	0.0	93	0.0	0.323	4.7	LOS A	2.1	14.5
5	T1	All MCs	321	0.0	321	0.0	0.323	4.9	LOS A	2.1	14.5
6	R2	All MCs	10	0.0	10	0.0	0.323	9.1	LOS A	2.1	14.5
Approach			424	0.0	424	0.0	0.323	5.0	LOS A	2.1	14.5
North: Hotel											
7	L2	All MCs	9	0.0	9	0.0	0.035	6.0	LOS A	0.2	1.2
8	T1	All MCs	7	0.0	7	0.0	0.035	6.2	LOS A	0.2	1.2
9	R2	All MCs	18	0.0	18	0.0	0.035	10.4	LOS B	0.2	1.2
Approach			34	0.0	34	0.0	0.035	8.4	LOS A	0.2	1.2
West: Brighton Road											
10	L2	All MCs	15	0.0	15	0.0	0.260	4.6	LOS A	1.7	11.6
11	T1	All MCs	241	0.0	241	0.0	0.260	4.9	LOS A	1.7	11.6
12	R2	All MCs	83	0.0	83	0.0	0.260	9.0	LOS A	1.7	11.6
Approach			339	0.0	339	0.0	0.260	5.8	LOS A	1.7	11.6
All Vehicles			982	0.0	982	0.0	0.323	5.9	LOS A	2.1	14.5

MOVEMENT SUMMARY

Site: [1 (2)] Existing evening peak (Brighton Road and Andrew Street)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	
			[Total	HV]	[Total	HV]				[Veh.	Dist]
			veh/h	%	veh/h	%	v/c	sec		veh	m
South: Andrew Street											
1	L2	All MCs	77	0.0	77	0.0	0.190	5.6	LOS A	1.1	7.5
2	T1	All MCs	13	0.0	13	0.0	0.190	5.8	LOS A	1.1	7.5
3	R2	All MCs	112	0.0	112	0.0	0.190	9.9	LOS A	1.1	7.5
Approach			202	0.0	202	0.0	0.190	8.0	LOS A	1.1	7.5
East: Brighton Road											
4	L2	All MCs	129	0.0	129	0.0	0.312	4.9	LOS A	2.0	14.1
5	T1	All MCs	232	0.0	232	0.0	0.312	5.2	LOS A	2.0	14.1
6	R2	All MCs	25	0.0	25	0.0	0.312	9.3	LOS A	2.0	14.1
Approach			386	0.0	386	0.0	0.312	5.4	LOS A	2.0	14.1
North: Hotel											
7	L2	All MCs	33	0.0	33	0.0	0.081	7.9	LOS A	0.5	3.3
8	T1	All MCs	15	0.0	15	0.0	0.081	8.2	LOS A	0.5	3.3
9	R2	All MCs	13	0.0	13	0.0	0.081	12.3	LOS B	0.5	3.3
Approach			61	0.0	61	0.0	0.081	8.9	LOS A	0.5	3.3
West: Brighton Road											
10	L2	All MCs	18	0.0	18	0.0	0.457	5.1	LOS A	3.5	24.4
11	T1	All MCs	438	0.0	438	0.0	0.457	5.4	LOS A	3.5	24.4
12	R2	All MCs	118	0.0	118	0.0	0.457	9.5	LOS A	3.5	24.4
Approach			574	0.0	574	0.0	0.457	6.2	LOS A	3.5	24.4
All Vehicles			1223	0.0	1223	0.0	0.457	6.4	LOS A	3.5	24.4

Andrew Street roundabout with additional traffic flows**MOVEMENT SUMMARY**

Site: [1 (3)] Morning peak with additional traffic (Brighton Road and Andrew Street)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	
			[Total	HV]	[Total	HV]				[Veh.	Dist]
			veh/h	%	veh/h	%	v/c	sec		veh	m
South: Andrew Street											
1	L2	All MCs	123	0.0	123	0.0	0.211	6.1	LOS A	1.2	8.4
2	T1	All MCs	11	0.0	11	0.0	0.211	6.3	LOS A	1.2	8.4
3	R2	All MCs	77	0.0	77	0.0	0.211	10.4	LOS B	1.2	8.4
Approach			211	0.0	211	0.0	0.211	7.7	LOS A	1.2	8.4
East: Brighton Road											
4	L2	All MCs	94	0.0	94	0.0	0.324	4.7	LOS A	2.1	14.5
5	T1	All MCs	321	0.0	321	0.0	0.324	5.0	LOS A	2.1	14.5
6	R2	All MCs	10	0.0	10	0.0	0.324	9.1	LOS A	2.1	14.5
Approach			425	0.0	425	0.0	0.324	5.0	LOS A	2.1	14.5
North: Hotel											
7	L2	All MCs	9	0.0	9	0.0	0.035	6.0	LOS A	0.2	1.2
8	T1	All MCs	7	0.0	7	0.0	0.035	6.2	LOS A	0.2	1.2
9	R2	All MCs	18	0.0	18	0.0	0.035	10.4	LOS B	0.2	1.2
Approach			34	0.0	34	0.0	0.035	8.4	LOS A	0.2	1.2
West: Brighton Road											
10	L2	All MCs	15	0.0	15	0.0	0.260	4.6	LOS A	1.7	11.6
11	T1	All MCs	241	0.0	241	0.0	0.260	4.9	LOS A	1.7	11.6
12	R2	All MCs	84	0.0	84	0.0	0.260	9.0	LOS A	1.7	11.6
Approach			340	0.0	340	0.0	0.260	5.9	LOS A	1.7	11.6
All Vehicles			1010	0.0	1010	0.0	0.324	6.0	LOS A	2.1	14.5

MOVEMENT SUMMARY

Site: [1 (5)] Evening peak with additional traffic (Brighton Road and Andrew Street)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	
			[Total	HV]	[Total	HV]				[Veh.	Dist]
			veh/h	%	veh/h	%	v/c	sec		veh	m
South: Andrew Street											
1	L2	All MCs	79	0.0	79	0.0	0.195	5.6	LOS A	1.1	7.8
2	T1	All MCs	13	0.0	13	0.0	0.195	5.8	LOS A	1.1	7.8
3	R2	All MCs	114	0.0	114	0.0	0.195	9.9	LOS A	1.1	7.8
Approach			206	0.0	206	0.0	0.195	8.0	LOS A	1.1	7.8
East: Brighton Road											
4	L2	All MCs	129	0.0	129	0.0	0.322	5.1	LOS A	2.1	14.7
5	T1	All MCs	232	0.0	232	0.0	0.322	5.4	LOS A	2.1	14.7
6	R2	All MCs	25	0.0	25	0.0	0.322	9.5	LOS A	2.1	14.7
Approach			386	0.0	386	0.0	0.322	5.5	LOS A	2.1	14.7
North: Hotel											
7	L2	All MCs	33	0.0	33	0.0	0.083	8.2	LOS A	0.5	3.4
8	T1	All MCs	15	0.0	15	0.0	0.083	8.4	LOS A	0.5	3.4
9	R2	All MCs	13	0.0	13	0.0	0.083	12.5	LOS B	0.5	3.4
Approach			61	0.0	61	0.0	0.083	9.2	LOS A	0.5	3.4
West: Brighton Road											
10	L2	All MCs	18	0.0	18	0.0	0.477	5.2	LOS A	3.7	26.1
11	T1	All MCs	438	0.0	438	0.0	0.477	5.4	LOS A	3.7	26.1
12	R2	All MCs	143	0.0	143	0.0	0.477	9.5	LOS A	3.7	26.1
Approach			599	0.0	599	0.0	0.477	6.4	LOS A	3.7	26.1
All Vehicles			1252	0.0	1252	0.0	0.477	6.5	LOS A	3.7	26.1

Andrew Street roundabout with additional traffic and incremental growth**MOVEMENT SUMMARY**

Site: [1 (4)] Morning peak with additional traffic and growth (Brighton Road and Andrew Street)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	
			[Total	HV]	[Total	HV]				[Veh.	Dist]
			veh/h	%	veh/h	%	v/c	sec		veh	m
South: Andrew Street											
1	L2	All MCs	136	0.0	136	0.0	0.241	6.3	LOS A	1.4	9.9
2	T1	All MCs	12	0.0	12	0.0	0.241	6.6	LOS A	1.4	9.9
3	R2	All MCs	85	0.0	85	0.0	0.241	10.7	LOS B	1.4	9.9
Approach			233	0.0	233	0.0	0.241	8.0	LOS A	1.4	9.9
East: Brighton Road											
4	L2	All MCs	104	0.0	104	0.0	0.363	4.8	LOS A	2.4	17.0
5	T1	All MCs	355	0.0	355	0.0	0.363	5.1	LOS A	2.4	17.0
6	R2	All MCs	11	0.0	11	0.0	0.363	9.2	LOS A	2.4	17.0
Approach			470	0.0	470	0.0	0.363	5.1	LOS A	2.4	17.0
North: Hotel											
7	L2	All MCs	10	0.0	10	0.0	0.041	6.3	LOS A	0.2	1.5
8	T1	All MCs	8	0.0	8	0.0	0.041	6.5	LOS A	0.2	1.5
9	R2	All MCs	20	0.0	20	0.0	0.041	10.6	LOS B	0.2	1.5
Approach			38	0.0	38	0.0	0.041	8.6	LOS A	0.2	1.5
West: Brighton Road											
10	L2	All MCs	17	0.0	17	0.0	0.291	4.7	LOS A	1.9	13.5
11	T1	All MCs	266	0.0	266	0.0	0.291	4.9	LOS A	1.9	13.5
12	R2	All MCs	93	0.0	93	0.0	0.291	9.0	LOS A	1.9	13.5
Approach			376	0.0	376	0.0	0.291	5.9	LOS A	1.9	13.5
All Vehicles			1117	0.0	1117	0.0	0.363	6.1	LOS A	2.4	17.0

MOVEMENT SUMMARY

Site: [1 (6)] Evening peak with additional traffic and growth (Brighton Road and Andrew Street)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	
			[Total	HV]	[Total	HV]				[Veh.	Dist]
			veh/h	%	veh/h	%	v/c	sec		veh	m
South: Andrew Street											
1	L2	All MCs	87	0.0	87	0.0	0.221	5.8	LOS A	1.3	9.1
2	T1	All MCs	15	0.0	15	0.0	0.221	6.0	LOS A	1.3	9.1
3	R2	All MCs	126	0.0	126	0.0	0.221	10.1	LOS B	1.3	9.1
Approach			228	0.0	228	0.0	0.221	8.2	LOS A	1.3	9.1
East: Brighton Road											
4	L2	All MCs	142	0.0	142	0.0	0.363	5.3	LOS A	2.5	17.3
5	T1	All MCs	256	0.0	256	0.0	0.363	5.5	LOS A	2.5	17.3
6	R2	All MCs	28	0.0	28	0.0	0.363	9.6	LOS A	2.5	17.3
Approach			426	0.0	426	0.0	0.363	5.7	LOS A	2.5	17.3
North: Hotel											
7	L2	All MCs	36	0.0	36	0.0	0.101	8.9	LOS A	0.6	4.3
8	T1	All MCs	17	0.0	17	0.0	0.101	9.2	LOS A	0.6	4.3
9	R2	All MCs	15	0.0	15	0.0	0.101	13.3	LOS B	0.6	4.3
Approach			68	0.0	68	0.0	0.101	9.9	LOS A	0.6	4.3
West: Brighton Road											
10	L2	All MCs	20	0.0	20	0.0	0.536	5.4	LOS A	4.5	31.5
11	T1	All MCs	484	0.0	484	0.0	0.536	5.6	LOS A	4.5	31.5
12	R2	All MCs	158	0.0	158	0.0	0.536	9.8	LOS A	4.5	31.5
Approach			662	0.0	662	0.0	0.536	6.6	LOS A	4.5	31.5
All Vehicles			1384	0.0	1384	0.0	0.536	6.8	LOS A	4.5	31.5

Andrew Street and Jubilee Avenue junction – existing flows

MOVEMENT SUMMARY

▼ **Site: [2] Existing morning peak** (Andrew Street and Jubilee Avenue)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	
			[Total	HV]	[Total	HV]				[Veh.	Dist]
			veh/h	%	veh/h	%	v/c	sec		veh	m
East: Brighton Road											
5	T1	All MCs	91	0.0	91	0.0	0.102	0.3	LOS A	0.4	2.9
6	R2	All MCs	83	0.0	83	0.0	0.102	6.0	LOS A	0.4	2.9
Approach			174	0.0	174	0.0	0.102	3.0	NA	0.4	2.9
North: Jubilee Avenue											
7	L2	All MCs	58	0.0	58	0.0	0.111	5.9	LOS A	0.4	2.9
9	R2	All MCs	71	0.0	71	0.0	0.111	6.7	LOS A	0.4	2.9
Approach			129	0.0	129	0.0	0.111	6.3	LOS A	0.4	2.9
West: Brighton Road											
10	L2	All MCs	76	0.0	76	0.0	0.092	5.6	LOS A	0.0	0.0
11	T1	All MCs	100	0.0	100	0.0	0.092	0.0	LOS A	0.0	0.0
Approach			176	0.0	176	0.0	0.092	2.4	NA	0.0	0.0
All Vehicles			479	0.0	479	0.0	0.111	3.7	NA	0.4	2.9

MOVEMENT SUMMARY

▼ **Site: [2 (2)] Existing evening peak** (Andrew Street and Jubilee Avenue)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	
			[Total	HV]	[Total	HV]				[Veh.	Dist]
			veh/h	%	veh/h	%	v/c	sec		veh	m
East: Brighton Road											
5	T1	All MCs	147	0.0	147	0.0	0.109	0.2	LOS A	0.3	2.1
6	R2	All MCs	49	0.0	49	0.0	0.109	6.1	LOS A	0.3	2.1
Approach			196	0.0	196	0.0	0.109	1.7	NA	0.3	2.1
North: Jubilee Avenue											
7	L2	All MCs	43	0.0	43	0.0	0.068	6.0	LOS A	0.2	1.7
9	R2	All MCs	35	0.0	35	0.0	0.068	6.9	LOS A	0.2	1.7
Approach			78	0.0	78	0.0	0.068	6.4	LOS A	0.2	1.7
West: Brighton Road											
10	L2	All MCs	62	0.0	62	0.0	0.108	5.6	LOS A	0.0	0.0
11	T1	All MCs	146	0.0	146	0.0	0.108	0.0	LOS A	0.0	0.0
Approach			208	0.0	208	0.0	0.108	1.7	NA	0.0	0.0
All Vehicles			482	0.0	482	0.0	0.109	2.5	NA	0.3	2.1

Andrew Street and Jubilee Avenue junction – additional traffic

MOVEMENT SUMMARY

▽ **Site: [2 (3)] Morning peak - additional traffic** (Andrew Street and Jubilee Avenue)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	
			[Total	HV]	[Total	HV]				[Veh.	Dist]
			veh/h	%	veh/h	%	v/c	sec		veh	m
East: Brighton Road											
5	T1	All MCs	91	0.0	91	0.0	0.103	0.4	LOS A	0.4	3.0
6	R2	All MCs	83	0.0	83	0.0	0.103	6.1	LOS A	0.4	3.0
Approach			174	0.0	174	0.0	0.103	3.1	NA	0.4	3.0
North: Jubilee Avenue											
7	L2	All MCs	60	0.0	60	0.0	0.115	5.9	LOS A	0.4	3.0
9	R2	All MCs	71	0.0	71	0.0	0.115	6.9	LOS A	0.4	3.0
Approach			131	0.0	131	0.0	0.115	6.4	LOS A	0.4	3.0
West: Brighton Road											
10	L2	All MCs	78	0.0	78	0.0	0.106	5.6	LOS A	0.0	0.0
11	T1	All MCs	125	0.0	125	0.0	0.106	0.0	LOS A	0.0	0.0
Approach			203	0.0	203	0.0	0.106	2.2	NA	0.0	0.0
All Vehicles			508	0.0	508	0.0	0.115	3.6	NA	0.4	3.0

MOVEMENT SUMMARY

▽ **Site: [2 (4)] Evening peak - additional traffic** (Andrew Street and Jubilee Avenue)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	
			[Total	HV]	[Total	HV]				[Veh.	Dist]
			veh/h	%	veh/h	%	v/c	sec		veh	m
East: Brighton Road											
5	T1	All MCs	172	0.0	172	0.0	0.122	0.2	LOS A	0.3	2.2
6	R2	All MCs	49	0.0	49	0.0	0.122	6.2	LOS A	0.3	2.2
Approach			221	0.0	221	0.0	0.122	1.5	NA	0.3	2.2
North: Jubilee Avenue											
7	L2	All MCs	43	0.0	43	0.0	0.071	6.0	LOS A	0.3	1.8
9	R2	All MCs	37	0.0	37	0.0	0.071	7.1	LOS A	0.3	1.8
Approach			80	0.0	80	0.0	0.071	6.5	LOS A	0.3	1.8
West: Brighton Road											
10	L2	All MCs	64	0.0	64	0.0	0.109	5.6	LOS A	0.0	0.0
11	T1	All MCs	146	0.0	146	0.0	0.109	0.0	LOS A	0.0	0.0
Approach			210	0.0	210	0.0	0.109	1.7	NA	0.0	0.0
All Vehicles			511	0.0	511	0.0	0.122	2.4	NA	0.3	2.2

Andrew Street and Jubilee Avenue junction- with additional traffic and incremental growth

MOVEMENT SUMMARY

▽ **Site: [2 (5)] Morning peak - additional traffic and growth** (Andrew Street and Jubilee Avenue)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

New Site
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	
			[Total	HV]	[Total	HV]				[Veh.	Dist]
			veh/h	%	veh/h	%	v/c	sec		veh	m
East: Brighton Road											
5	T1	All MCs	101	0.0	101	0.0	0.116	0.5	LOS A	0.5	3.4
6	R2	All MCs	92	0.0	92	0.0	0.116	6.2	LOS A	0.5	3.4
Approach			193	0.0	193	0.0	0.116	3.2	NA	0.5	3.4
North: Jubilee Avenue											
7	L2	All MCs	66	0.0	66	0.0	0.130	6.0	LOS A	0.5	3.4
9	R2	All MCs	78	0.0	78	0.0	0.130	7.1	LOS A	0.5	3.4
Approach			144	0.0	144	0.0	0.130	6.6	LOS A	0.5	3.4
West: Brighton Road											
10	L2	All MCs	86	0.0	86	0.0	0.117	5.6	LOS A	0.0	0.0
11	T1	All MCs	138	0.0	138	0.0	0.117	0.0	LOS A	0.0	0.0
Approach			224	0.0	224	0.0	0.117	2.2	NA	0.0	0.0
All Vehicles			561	0.0	561	0.0	0.130	3.6	NA	0.5	3.4

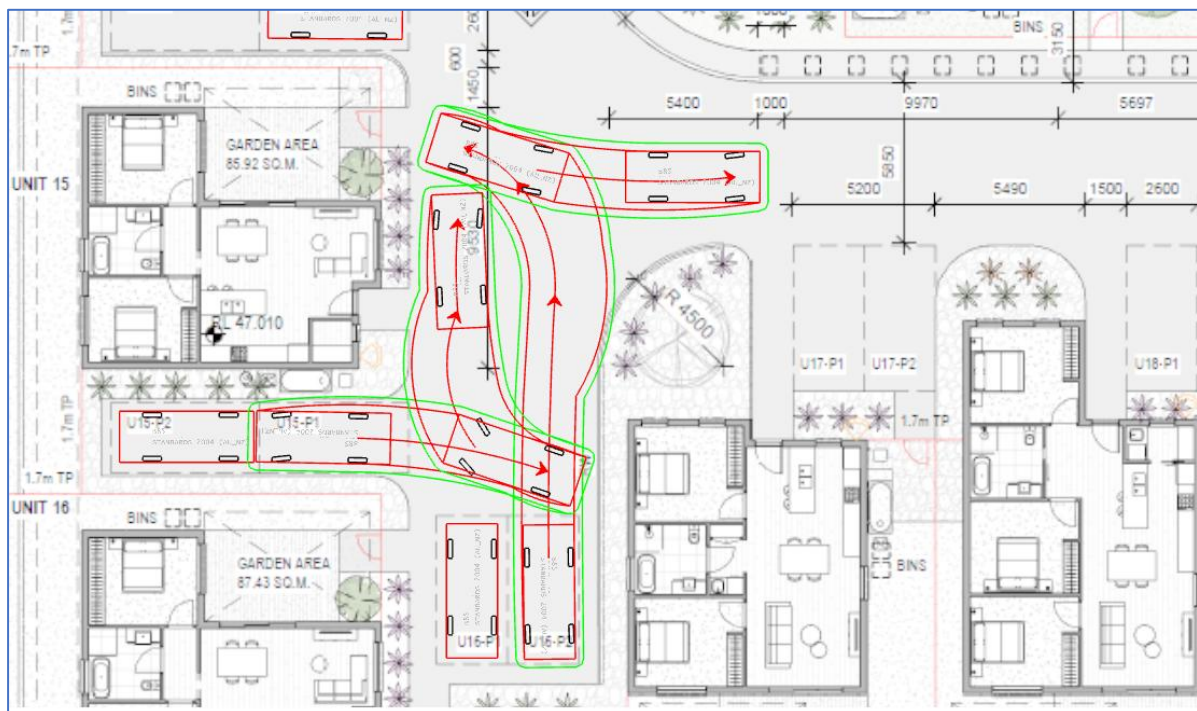
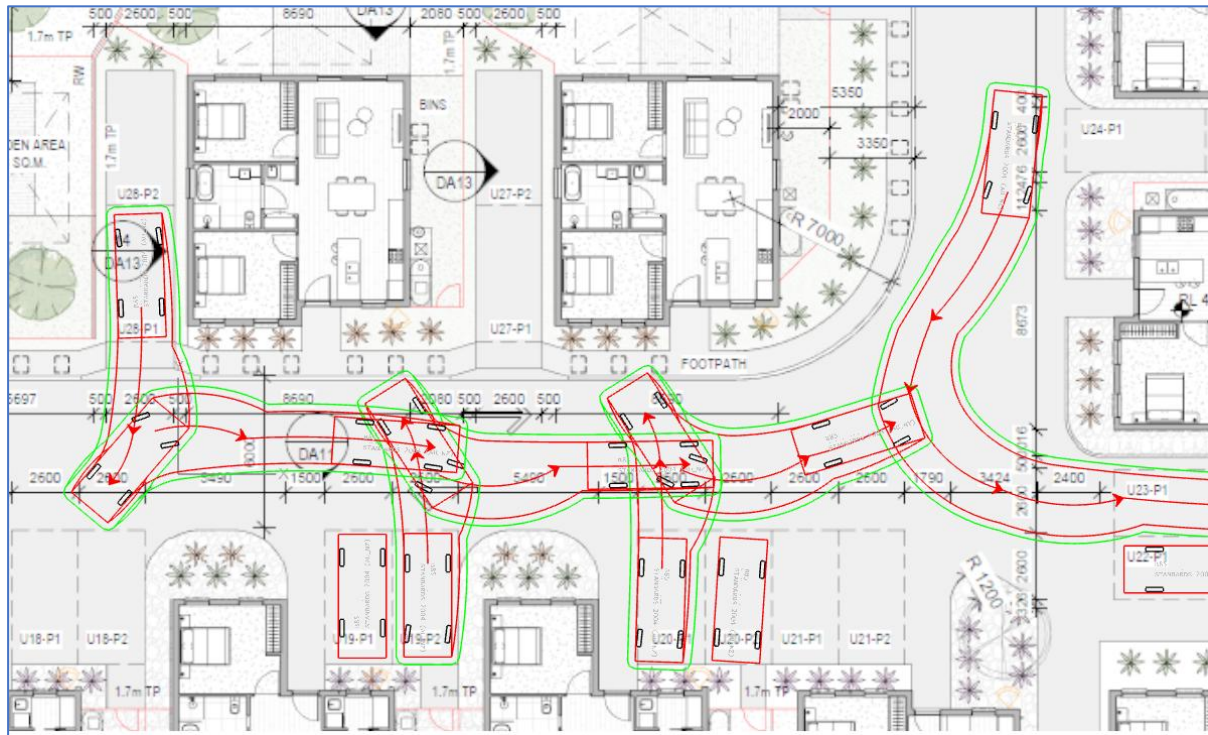
MOVEMENT SUMMARY

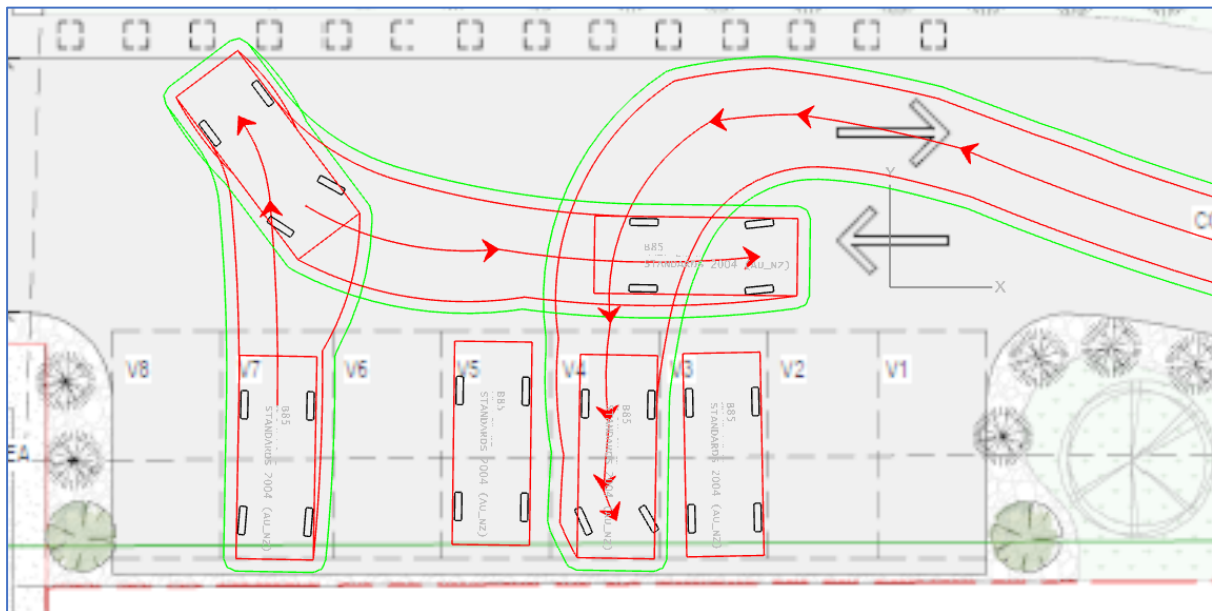
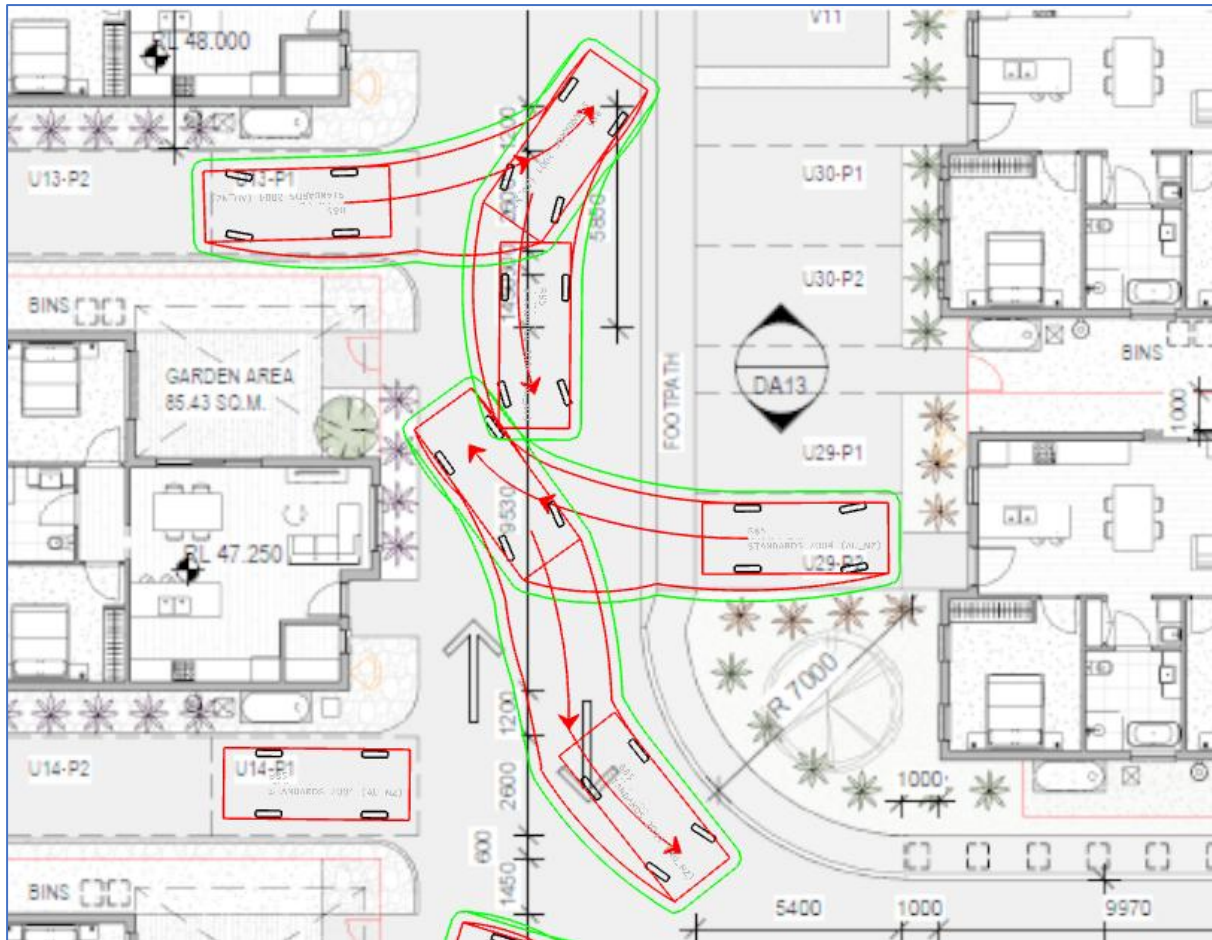
▽ **Site: [2 (6)] Evening peak - additional traffic and growth** (Andrew Street and Jubilee Avenue)
Output produced by SIDRA INTERSECTION Version: 10.0.9.250

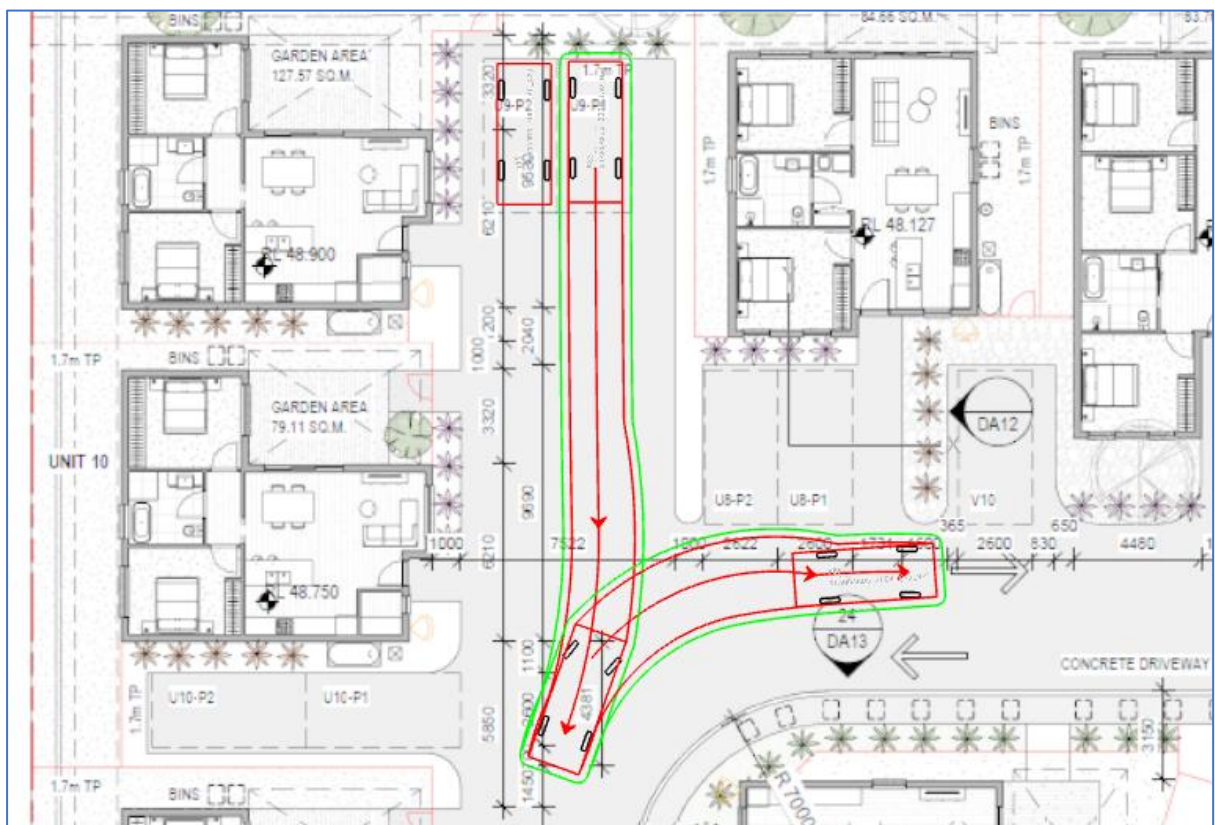
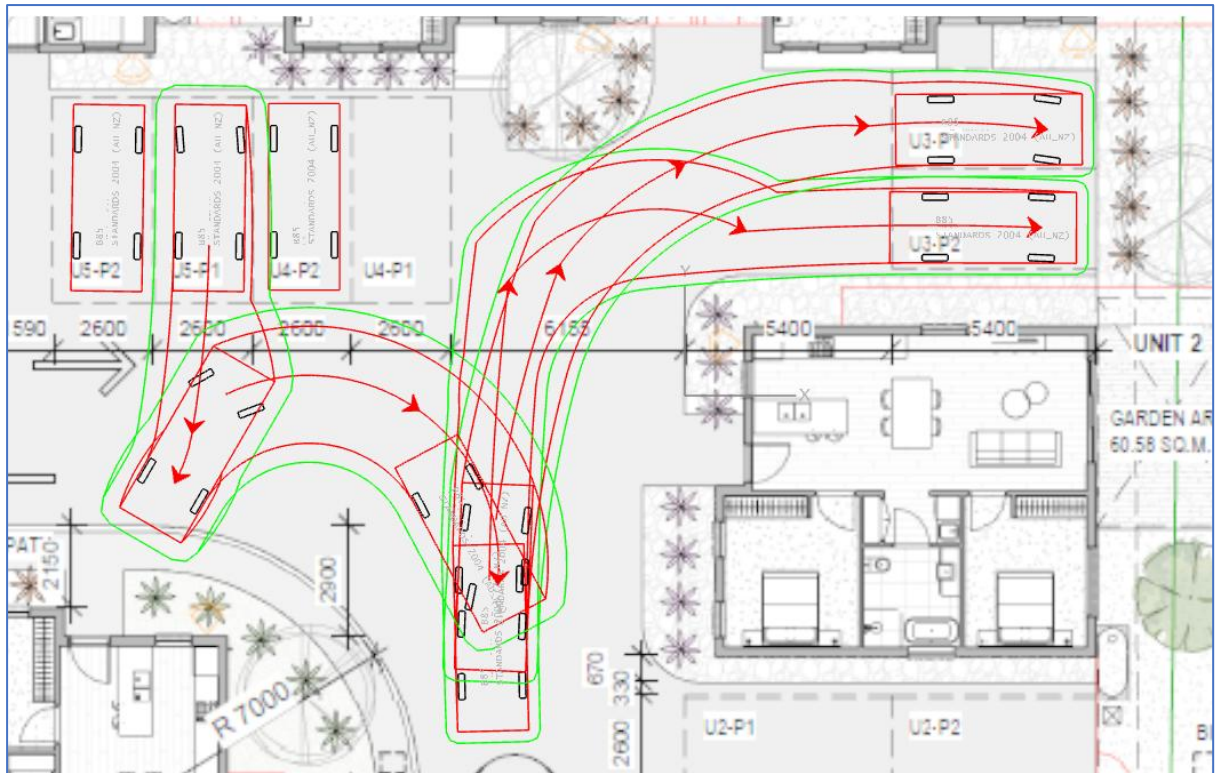
New Site
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance											
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	
			[Total	HV]	[Total	HV]				[Veh.	Dist]
			veh/h	%	veh/h	%	v/c	sec		veh	m
East: Brighton Road											
5	T1	All MCs	190	0.0	190	0.0	0.136	0.2	LOS A	0.4	2.5
6	R2	All MCs	54	0.0	54	0.0	0.136	6.3	LOS A	0.4	2.5
Approach			244	0.0	244	0.0	0.136	1.6	NA	0.4	2.5
North: Jubilee Avenue											
7	L2	All MCs	47	0.0	47	0.0	0.080	6.0	LOS A	0.3	2.0
9	R2	All MCs	40	0.0	40	0.0	0.080	7.3	LOS A	0.3	2.0
Approach			87	0.0	87	0.0	0.080	6.6	LOS A	0.3	2.0
West: Brighton Road											
10	L2	All MCs	71	0.0	71	0.0	0.121	5.6	LOS A	0.0	0.0
11	T1	All MCs	161	0.0	161	0.0	0.121	0.0	LOS A	0.0	0.0
Approach			232	0.0	232	0.0	0.121	1.7	NA	0.0	0.0
All Vehicles			563	0.0	563	0.0	0.136	2.4	NA	0.4	2.5

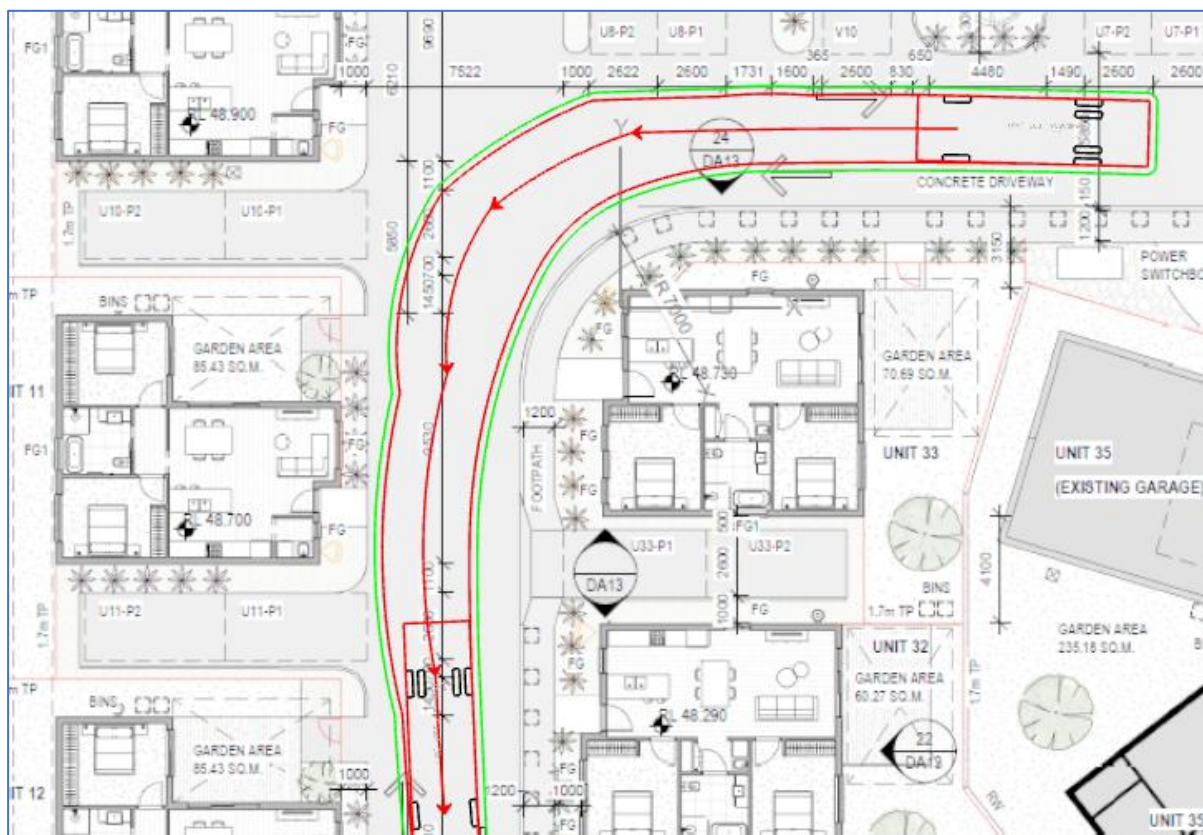
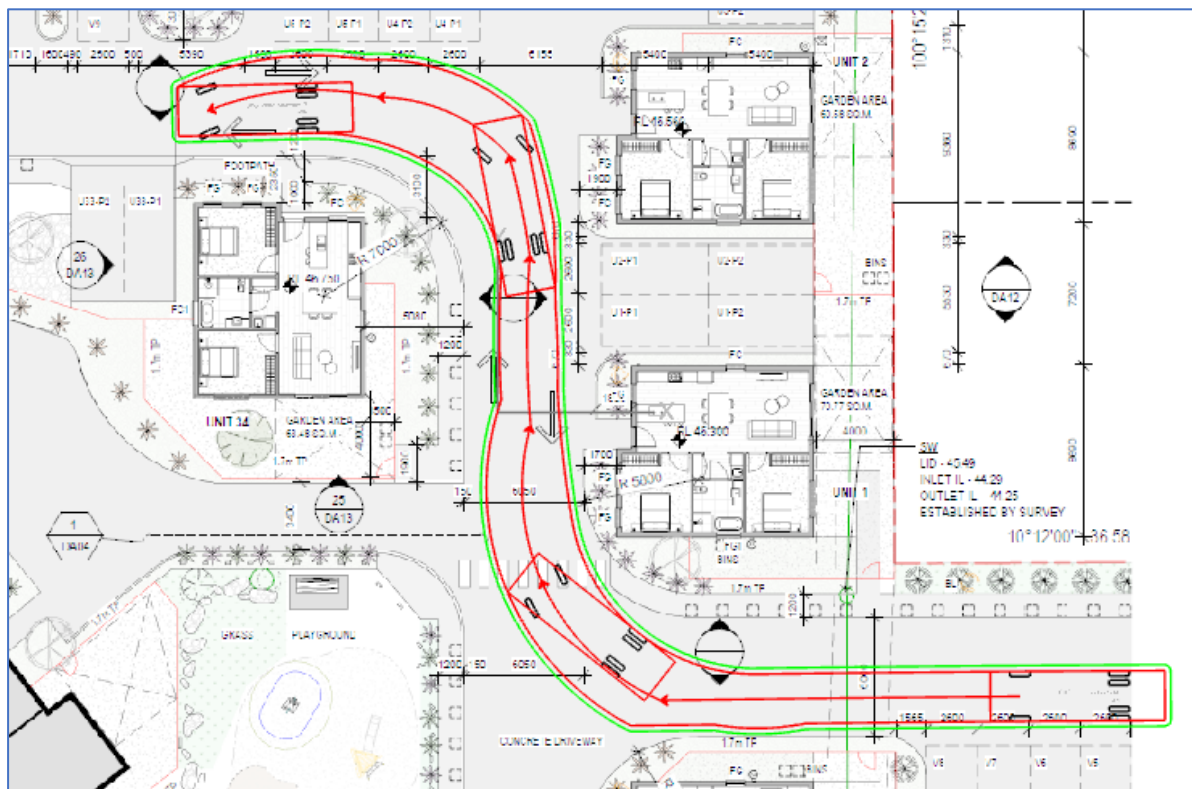
12. Appendix C – Sample of swept paths for on-site parking spaces

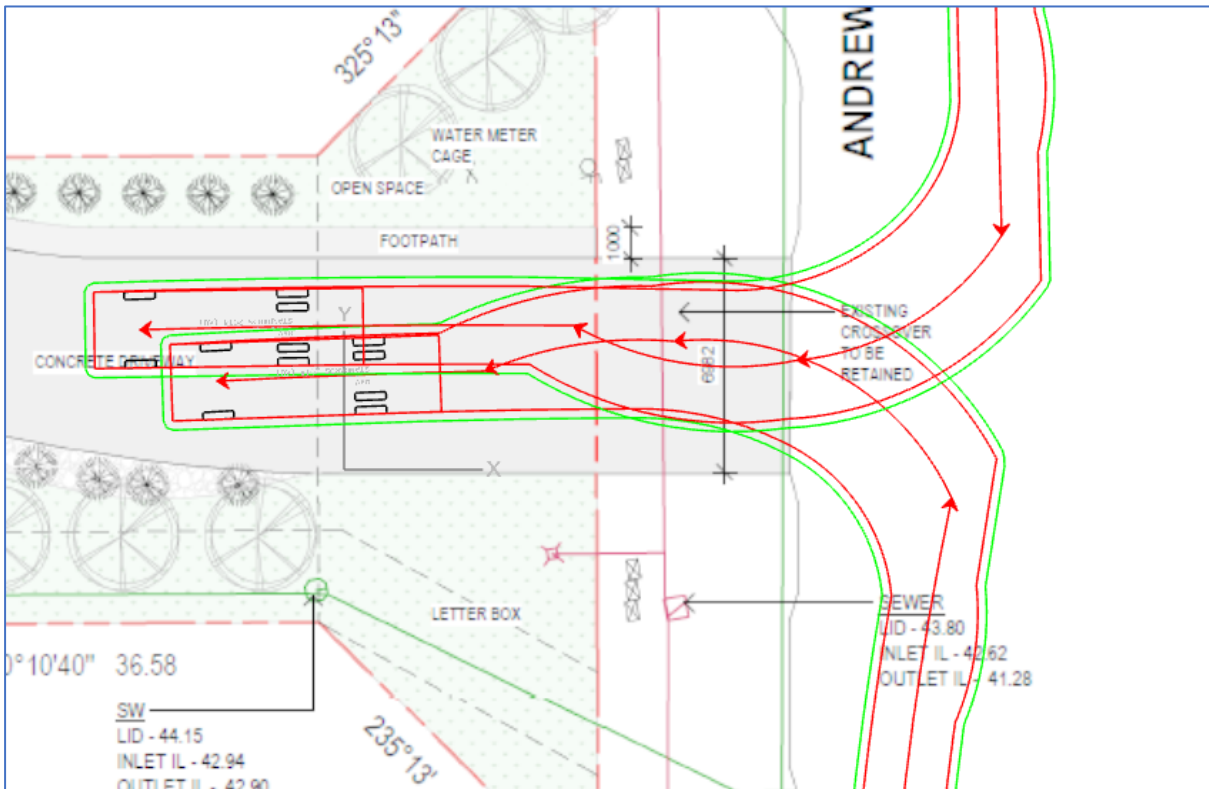
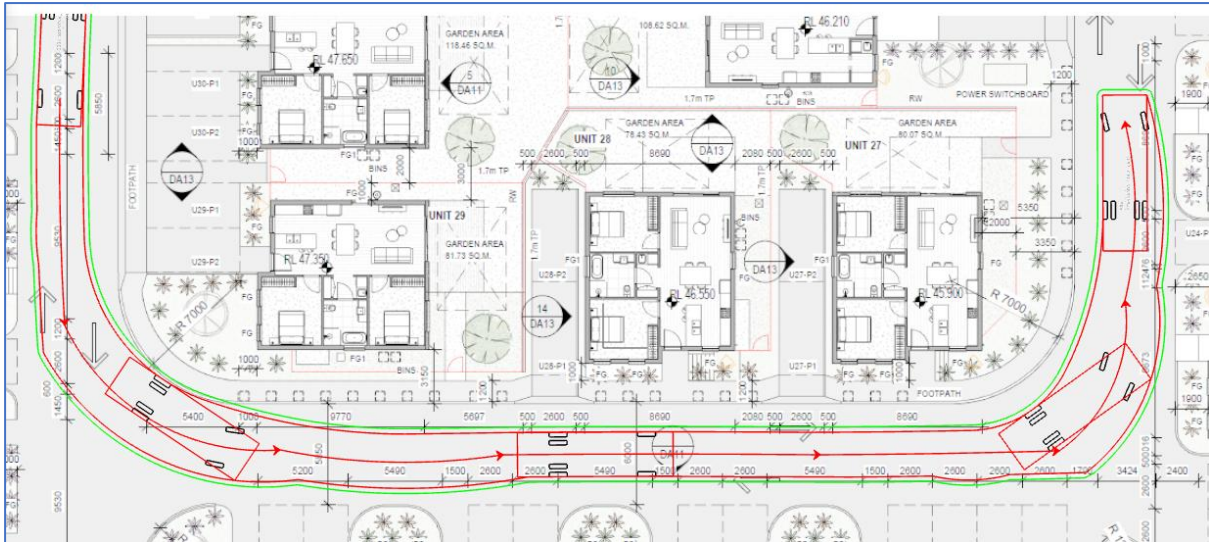


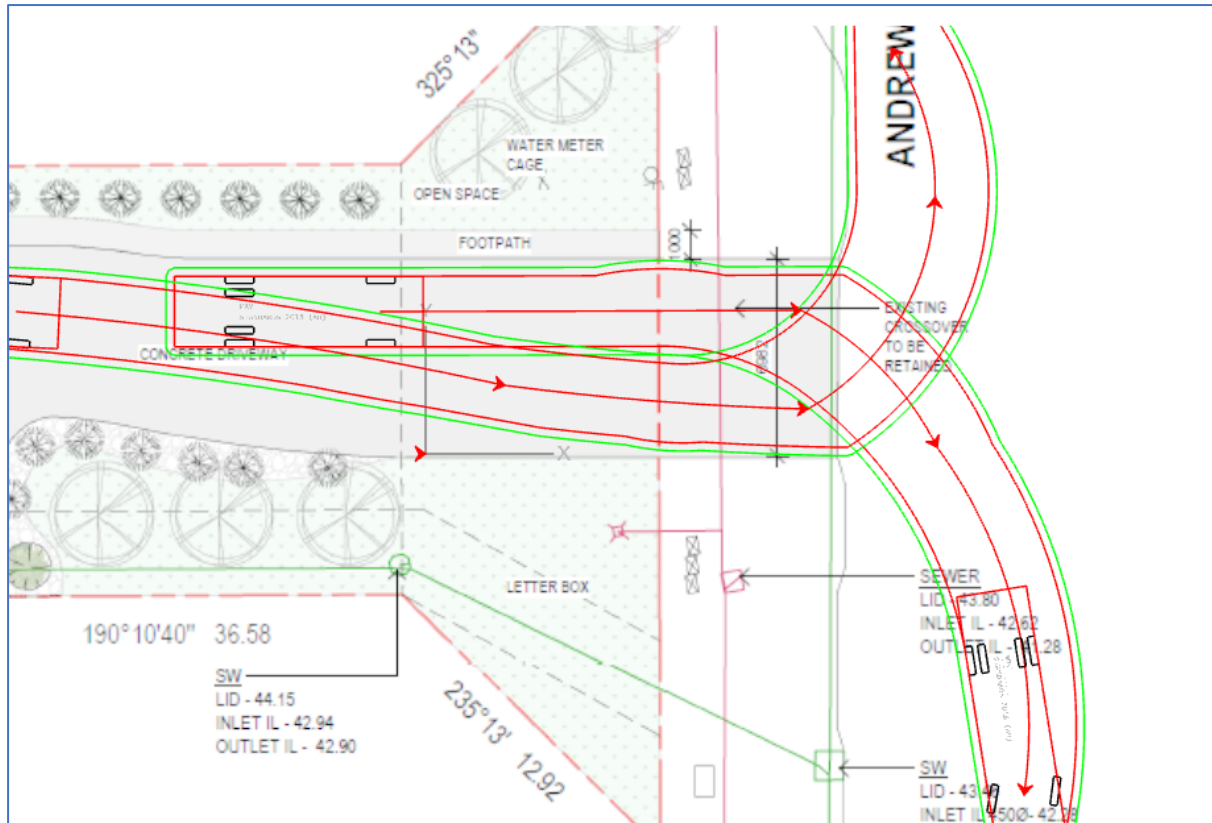


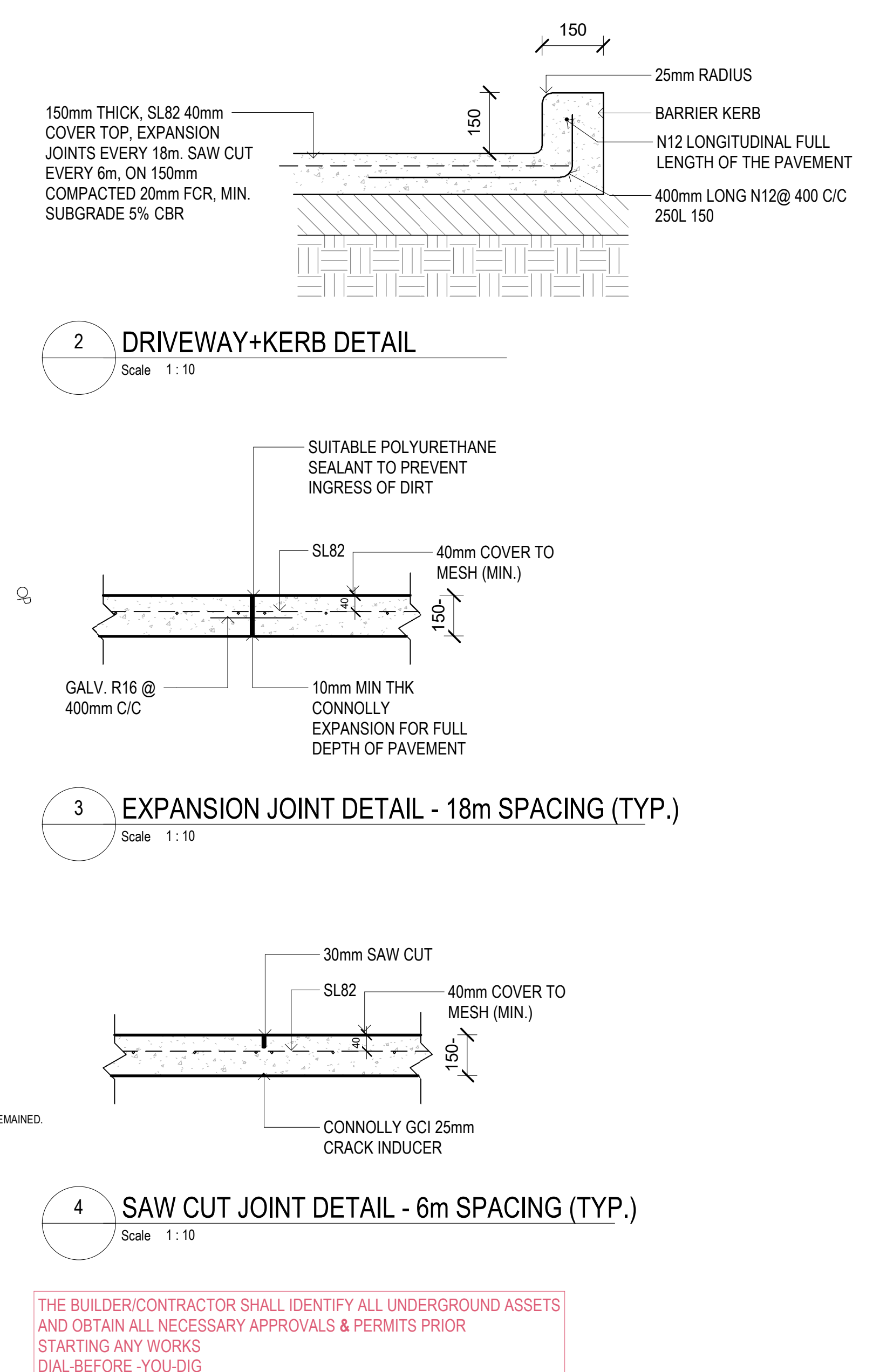
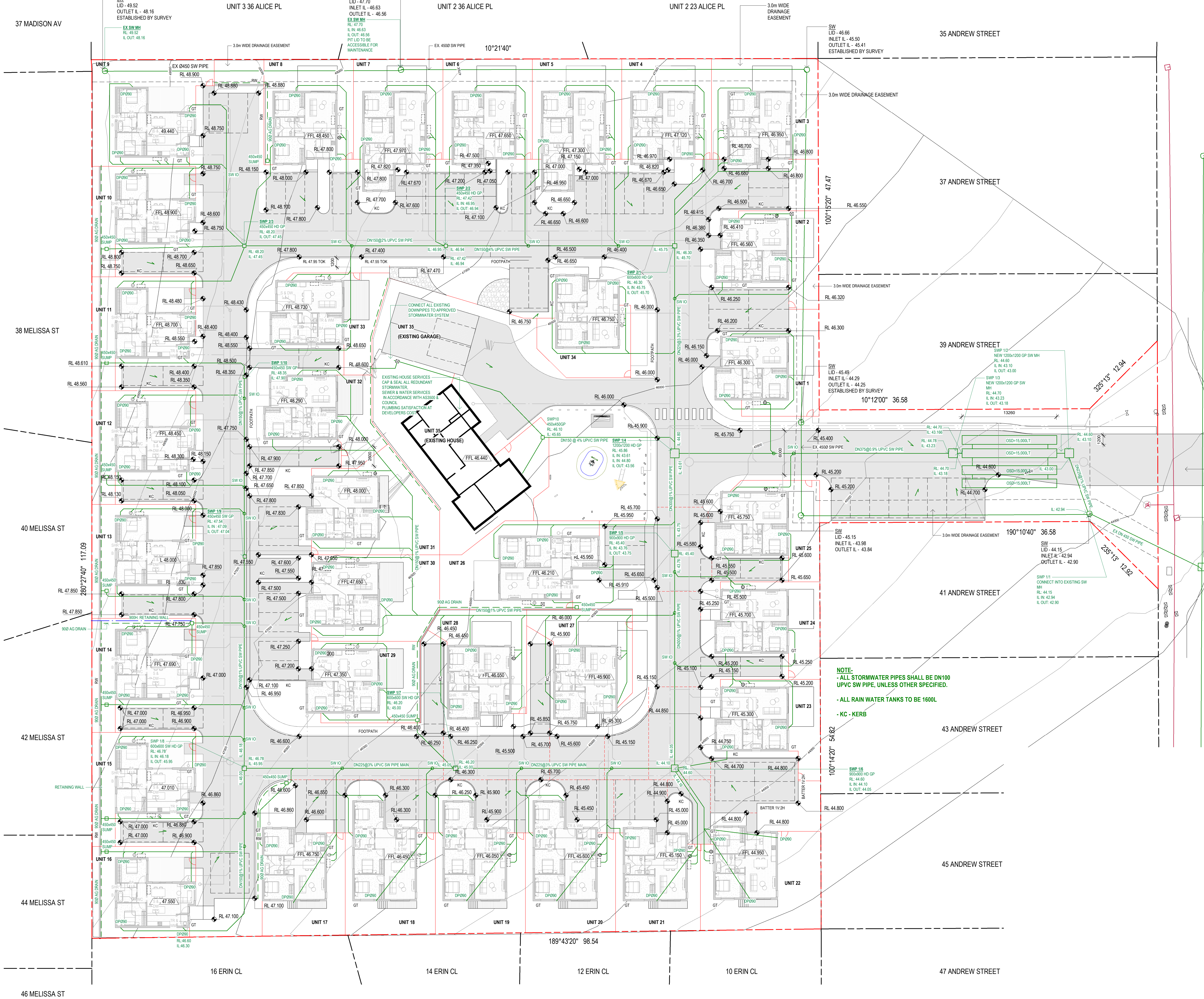


13. Appendix D – Swept path of medium rigid vehicle









1 CIVIL & STORMWATER PLAN
Scale 1:200

ISSUE	REVISION	CHK/APP	DATE
1	DEVELOPMENT APPLICATION	DA	13/07/2024

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13/07/2024

Reg No: 021210
George Savarini
Eng No: 016748 (RPE Engineer) (FFS) (S)
Date: 10/07/2024
Tax Building Practitioner No: CC1822

CONSULTANTS:

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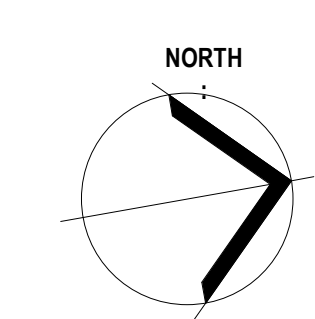
PROJECT: PROPOSED 35 UNITS DEVELOPMENT
PROJECT ADDRESS: 39A ANDREW STREET, BRIGHTON
CLIENT: HOLD ANDREW

DRAWING TITLE: CIVIL & STORMWATER PLAN

SCALE: As indicated @ A0
DRAWING No.: C01

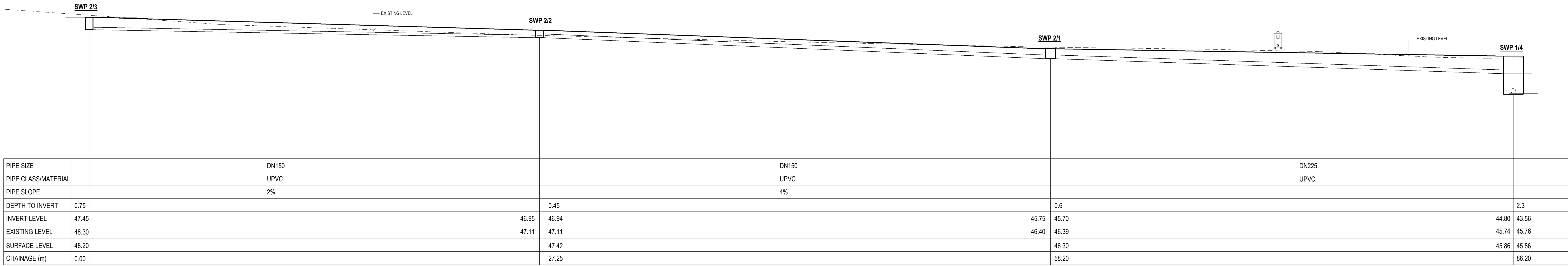
PROJECT DATE: SEPT 2021

REVISION: 1



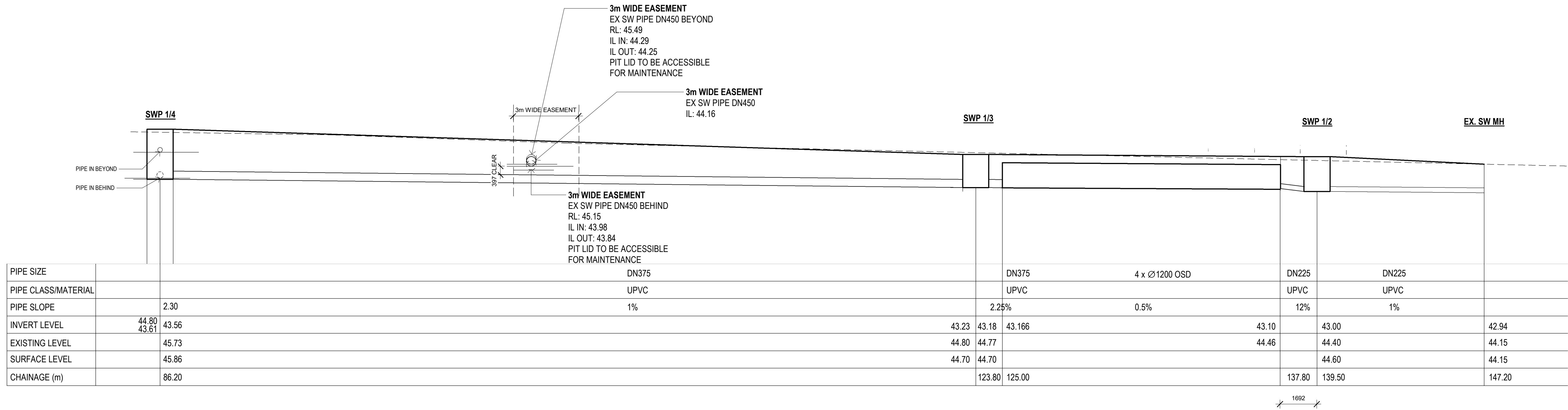
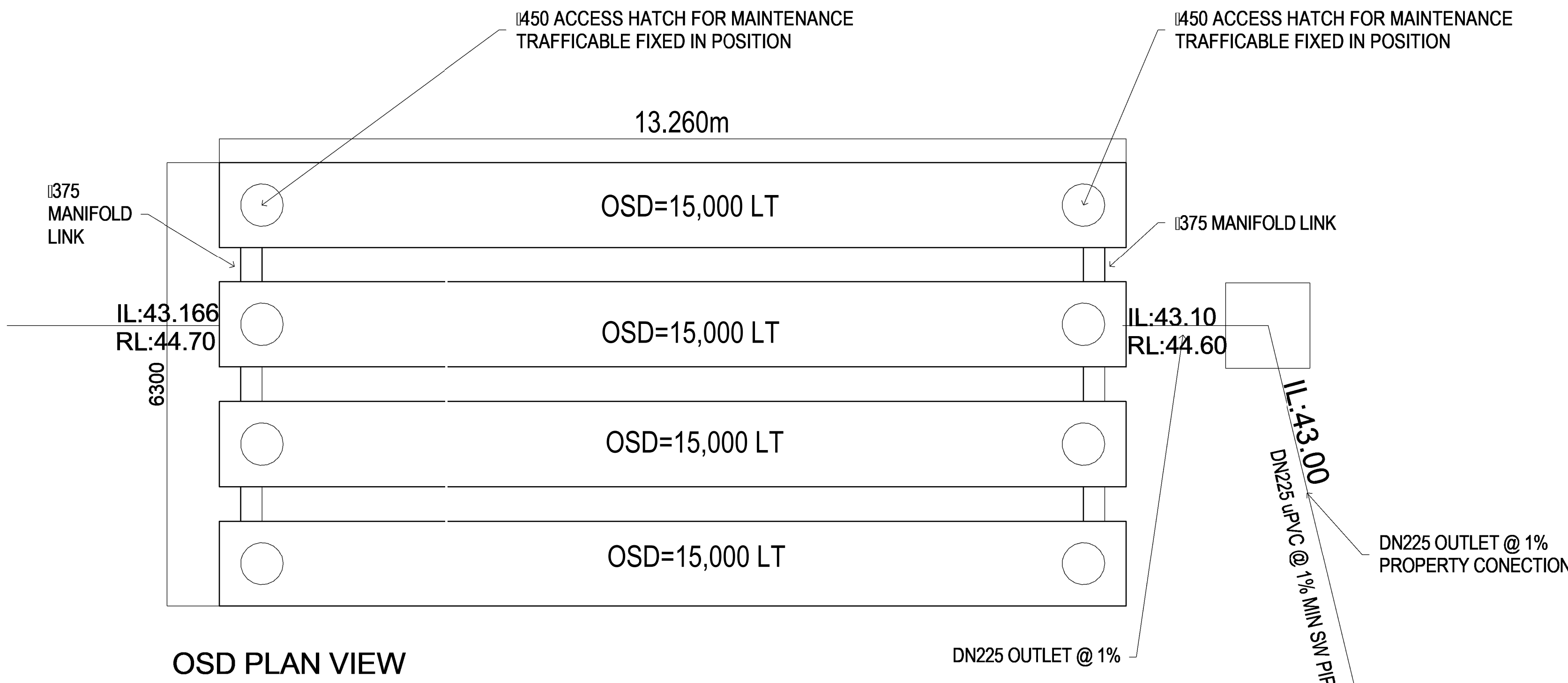
STORMWATER NOTES:

1. MINIMUM 150mm VERTICAL CLEARANCE BETWEEN SEWER AND STORMWATER PIPES AS PER TABLE 5.4 WSA02-2014-3.1.
2. MINIMUM 300mm HORIZONTAL CLEARANCE BETWEEN SEWER AND STORMWATER PIPES AS PER TABLE 5.4 WAS02-2014-3.1.
3. MINIMUM 150mm VERTICAL CLEARANCE BETWEEN STORMWATER AND WATER MAINS AS PER WSA 03-2011-3.1 TABLE 5.5.



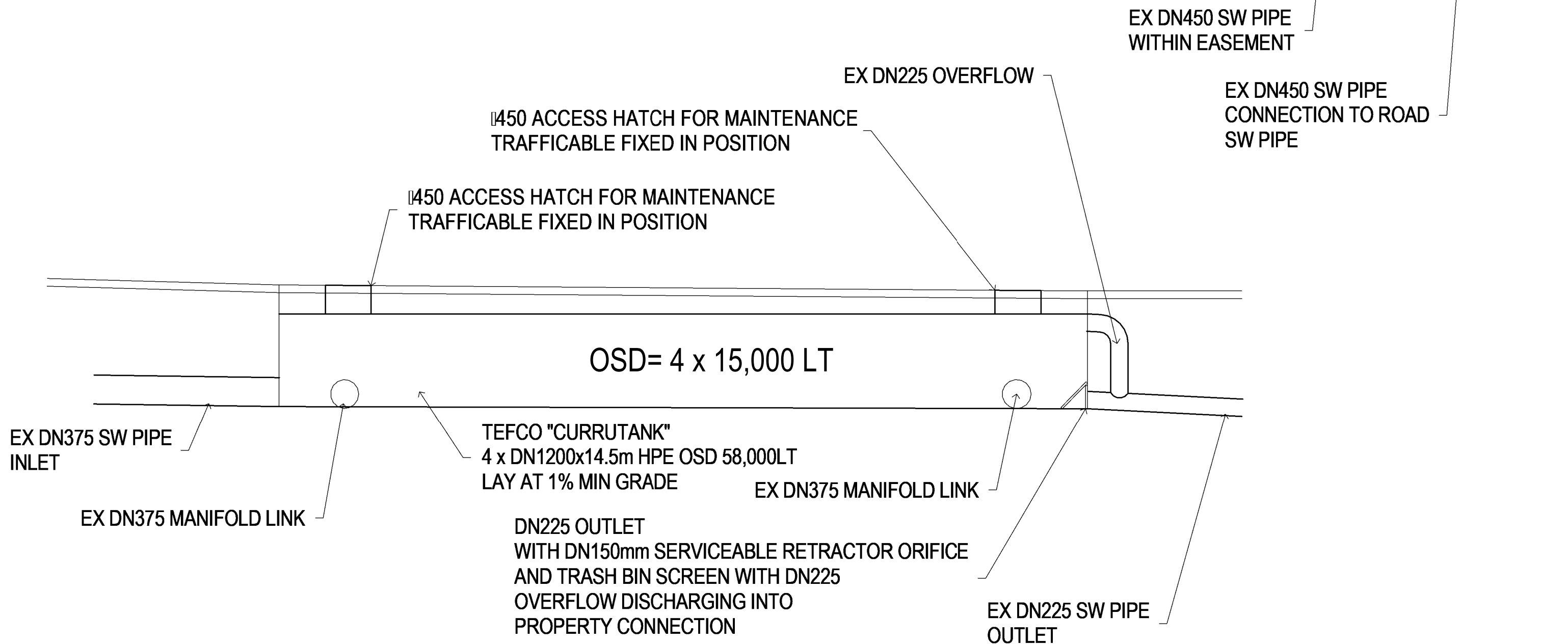
2 STORMWATER LONGSECTION 1_SWP2/3 TO SWP 1/4

Scale 1 : 100



3 STORMWATER LONGSECTION 2_SWP 1/4 TO EX. SW MH

Scale 1 : 100



ISSUE	REVISION	CHK	DATE
1	DEVELOPMENT APPLICATION	DA	13/07/2021

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PROJECT:
PROPOSED 35 UNITS DEVELOPMENT

PROJECT ADDRESS:
39A ANDREW STREET, BRIGHTON

CLIENT:
HOLD ANDREW

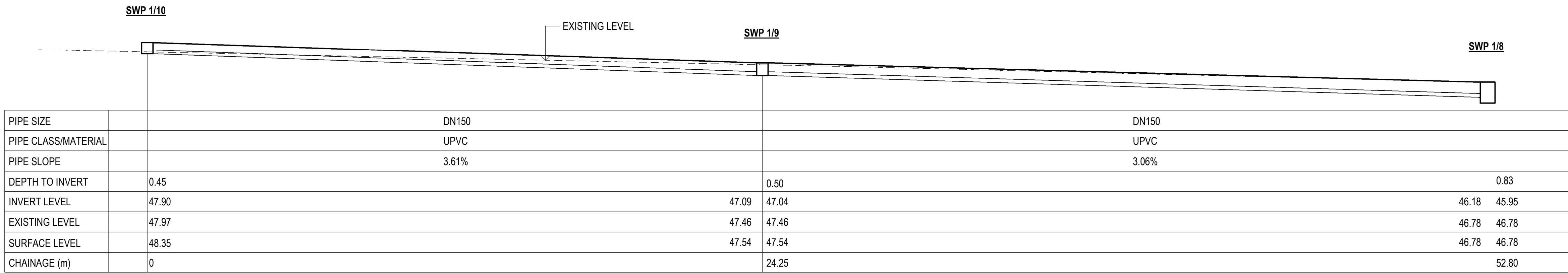
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CIVIL DETAILS 1

SCALE:
As indicated @
A0

DRAWING No.:
C02

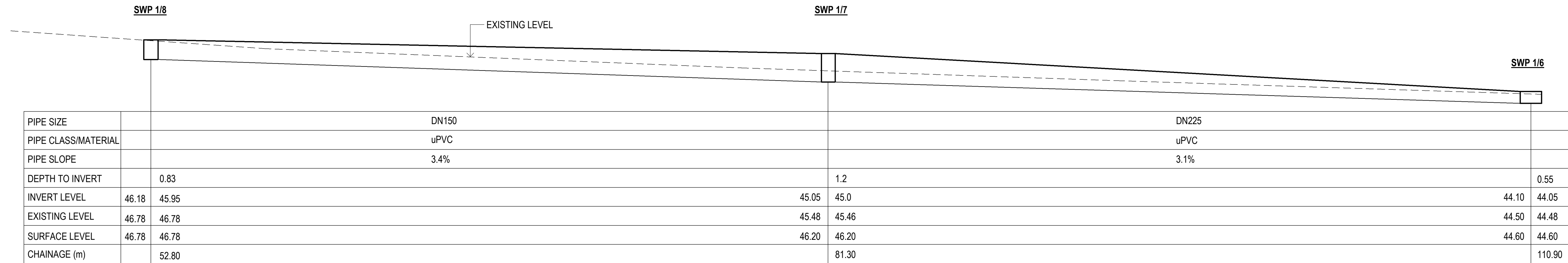
PROJECT DATE:
SEPT 2021

REVISION:
1



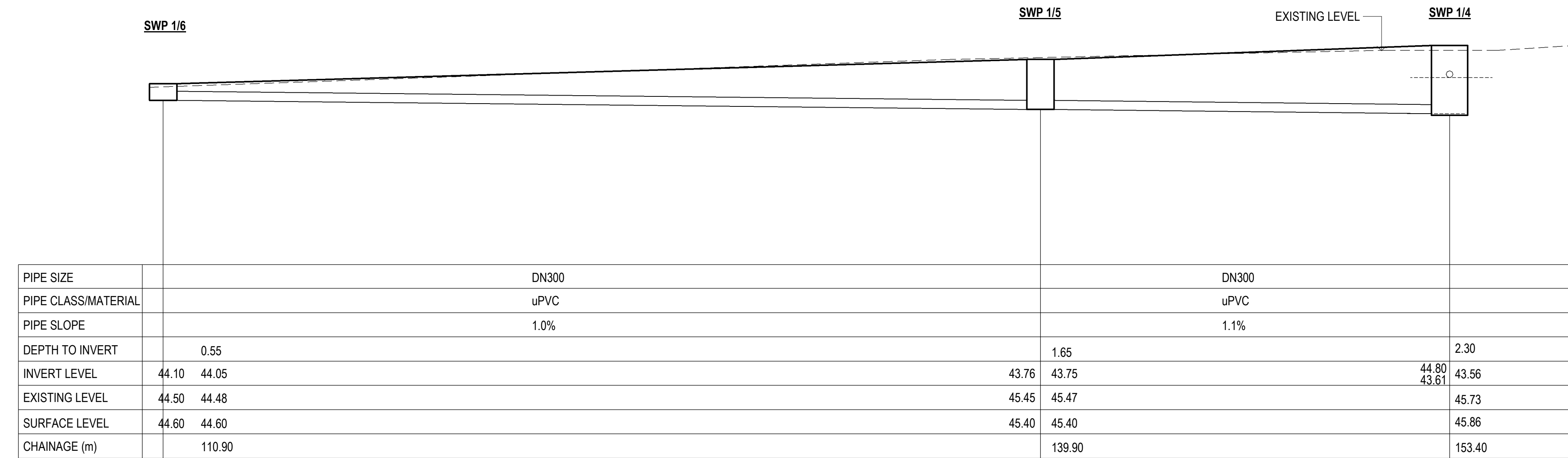
1 STORMWATER LONGSECTION 3_SWP 1/10 TO SWP 1/8

Scale 1 : 100



2 STORMWATER LONGSECTION 4_SWP 1/8 TO SWP 1/6

Scale 1 : 100



3 STORMWATER LONGSECTION 5_SWP 1/6 TO SWP 1/4

Scale 1 : 100

STORMWATER NOTES:

1. MINIMUM 150mm VERTICAL CLEARANCE BETWEEN SEWER AND STORMWATER PIPES AS PER TABLE 5.4 WSA02-2014-3.1.
2. MINIMUM 300mm HORIZONTAL CLEARANCE BETWEEN SEWER AND STORMWATER PIPES AS PER TABLE 5.4 WAS02-2014-3.1.
3. MINIMUM 150mm VERTICAL CLEARANCE BETWEEN STORMWATER AND WATER MAINS AS PER WSA 03-2011-3.1 TABLE 5.5.

ISSUE	REVISION	DRN	CHK	DATE
1	DEVELOPMENT APPLICATION	DA	DA	13/07/2021

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PROJECT:
PROPOSED 35 UNITS DEVELOPMENT

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CLIENT:
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DRAWING TITLE:
CIVIL DETAILS 2

SCALE:
1 : 100 @ A0

DRAWING No.:
C03

PROJECT DATE:
SEPT 2021

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1

37 MADISON AV

UNIT 3 36 ALICE PL

UNIT 2 36 ALICE PL

UNIT 2 23 ALICE PL

35 ANDREW STREET

37 ANDREW STREET

39 ANDREW STREET

41 ANDREW STREET

43 ANDREW STREET

45 ANDREW STREET

47 ANDREW STREET

38 MELISSA ST

40 MELISSA ST

42 MELISSA ST

44 MELISSA ST

46 MELISSA ST

16 ERIN CL

14 ERIN CL

12 ERIN CL

10 ERIN CL

1 SEWER & WATER PLAN

Scale 1:200

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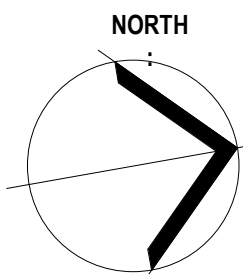
AssetSafe
REGISTERED PROFESSIONAL ENGINEER
George Savinelli
BEng (Mech) CEng (HSE) AFCE (Eng over Int) FSAI
Date: 10/8/2026
The Building Practitioner No. CC1822

CONSULTANTS:

REASON FOR ISSUE
**DEVELOPMENT
APPROVAL**

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PROJECT No.:
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PROJECT:
PROPOSED 35 UNITS DEVELOPMENT
39A ANDREW STREET, BRIGHTON
CLIENT:
HOLD ANDREW

DRAWING TITLE:
SEWER & WATER PLAN

SCALE:
1:200 @ A0

DRAWING No.:
C04

PROJECT DATE:
SEPT 2021

REVISION:
1

WATER SUPPLY ASSESSMENT:

DOMESTIC WATER DEMAND CALCULATION

POPULATION ESTIMATE
SUPPORTED BY RESIDENTIAL WATER DEMAND STANDARDS WHICH USE LPCD VALUES BASED ON BEDROOM COUNT 1
3 BED UNITS → ASSUME 4 PERSONS
2 BED UNITS → ASSUME 3 PERSONS
7 x 4 = 28 PERSONS
28 x 3 = 84 PERSONS
TOTAL POPULATION = 112 PERSONS
DAILY DEMAND (LPCD METHOD)
RESIDENTIAL USE 150-210 L/PERSON/DAY DEPENDING ON CATEGORY; 180 LPCD IS TYPICAL FOR MEDIUM DENSITY DEVELOPMENTS 1
112 x 180 = 20,160 L/DAY = 20.2 KL/DAY
PEAK DOMESTIC DEMAND
RESIDENTIAL PEAK FACTOR CAN REACH 2.0-3.0 DUE TO INTENSE MORNING AND EVENING USAGE 2
USING PF = 2.5
20,160 x 2.5 = 50,400 L/DAY PEAK
PEAK HOUR = 10% → 5040 LHR = 1.4 L/S
CONCLUSION: DN63 CAN DELIVER 1.4 L/S EASILY → DOMESTIC DEMAND OK

SERVICES NOTES:

WATER SUPPLY
1. ALL WATER SUPPLY WORKS IN PRIVATE AREAS TO COMPLY WITH AS3500.1 AND AS 3500.4 AND LOCAL BUILDING AND HEALTH AUTHORITY REGULATION.
2. THE PLUMBING CONTRACTOR TO PLAN AND INSTALLED ALL INTERNAL WATER SUPPLY SERVICES AND ALL WORK TO ACCORDANCE WITH AS3500.
3. ALL HOT WATER LINES ARE TO BE FULLY LAGGED.
4. ALL HOT WATER SERVICES SHALL COME WITH TEMPERING DEVICES SUPPLYING WATER AT NOT MORE THAN 45 DEGREES C. TO ACCORD TO AS 3500.4.
5. ALL SEWER DRAINS PROVIDED IS DN100 OR WITH OTHERS UNLESS APPROVED OTHERWISE.

FITTURE UNIT CALCULATIONS TO AS3500.2 TABLE 6.1

UNIT TYPE A: SINGLE STOREY (2 BED, 1 BATH) UNIT 1 - 4, 6, 8, 17, 21, 25 (4), 27 - 34 (8).

No. of Fixture Units	
Vanity/Basin	= 1
Bath	= 3
Shower	= 2
WC	= 6
Sink	= 3
Trough	= 3
Sub-Total FU	= 18
No. Of Units	= 19
Total FU	= 342

UNIT TYPE B: SINGLE STOREY (3 BED, 1 BATH) 5, 7, 18 - 20, 26.

No. of Fixture Units	
Vanity/Basin	= 1
Bath	= 3
Shower	= 2
WC	= 6
Sink	= 3
Trough	= 3
Sub-Total FU	= 18
No. Of Units	= 19
Total FU	= 108

UNIT TYPE C: SINGLE STOREY (2 BED, 1 BATH) 9 - 16.

No. of Fixture Units	
Vanity/Basin	= 1
Bath	= 3
Shower	= 2
WC	= 6
Sink	= 3
Trough	= 3
Sub-Total FU	= 18
No. Of Units	= 9
Total FU	= 144

UNIT 4 (EXISTING DWELLING) (4 BED, 2 BATH) 35.

No. of Fixture Units	
Vanity/Basin	= 1 x 2 = 2
Bath	= 3 x 2 = 6
Shower	= 2 x 2 = 4
WC	= 6 x 2 = 12
Sink	= 3 x 1 = 3
Trough	= 3 x 1 = 3
Sub-Total FU	= 30
No. Of Units	= 30
Total FU	= 30

Total FU = 624 @ 1.65% = DN150 (1510 FU)

EXISTING DN100 SEWER OUTLET REQUIRED UPGRADING TO A DN150 @ 1.65%

PRIVATE SEWER INFRASTRUCTURE - DESIGN & CONSTRUCTION NOTES

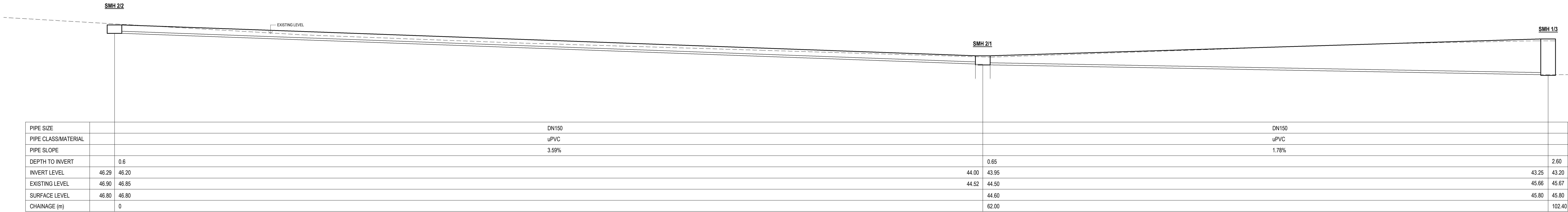
- SERVICE LOCATION**
ALL EXISTING UNDERGROUND SERVICES MUST BE LOCATED AND VERIFIED ON SITE PRIOR TO ANY EXCAVATION. ANY DISCREPANCIES BETWEEN THE DESIGN AND SITE CONDITIONS MUST BE REPORTED TO THE ENGINEER BEFORE WORK PROCEEDS.
- STANDARDS & COMPLIANCE**
ALL PRIVATE SEWER WORKS MUST COMPLY WITH:
AS/NZS 3502.2 - SANITARY PLUMBING AND DRAINAGE
TASMANIAN PLUMBING CODE
NATIONAL CONSTRUCTION CODE (NCC) VOLUME 3
LOCAL COUNCIL REQUIREMENTS
ALL RELEVANT THIS LEGISLATION
- MATERIALS**
SEWER PIPES SHALL BE DN100 OR DN150 PVC-U DWV TO AS/NZS 1260, WATERMARK-CERTIFIED. MINIMUM STIFFNESS CLASS: SN4. UNLESS INSTALLED BENEATH DRIVEWAYS OR TRAFFICABLE AREAS, WHERE SN6 IS REQUIRED. ALL FITTINGS SHALL BE COMPATIBLE DWV PVC-U TO AS/NZS 1260.
- LOT CONNECTIONS**
LOT CONNECTION SHALL BE PROVIDED WITH A DN100 SEWER CONNECTION POINT AT MINIMUM 1.00% GRADE, UNLESS OTHERWISE SPECIFIED.
SPUR BRANCHES SHALL COMPLY WITH MRWA-S-106 FIGURE 106-B (SPUR BRANCHES WITH FEWER THAN TWO CONNECTIONS).
ALL UNUSED ENDS SHALL BE SECURELY CAPPED.
- INSPECTION OPENINGS**
PROVIDE INSPECTION OPENINGS AT ALL CHANGES IN DIRECTION, GRADE, OR PIPE SIZE, AND AT MAXIMUM 30 M SPACING. INSPECTION OPENINGS TO SURFACE (IOS) SHALL BE INSTALLED WHERE SHOWN ON THE DRAWINGS.
- BEDDING & BACKFILL**
PIPES SHALL BE BEDDED IN 5 MM MINUS SAND OR APPROVED GRANULAR MATERIAL.
MINIMUM 75 MM BEDDING BELOW AND BESIDE PIPE.
MINIMUM 100 MM COVER ABOVE PIPE CROWN BEFORE GENERAL BACKFILL.
UNDER DRIVEWAYS, USE COMPACTED 20 MM FOR AS PER COUNCIL REQUIREMENTS.
- TESTING**
ALL PRIVATE SEWER WORKS MUST BE TESTED IN ACCORDANCE WITH AS/NZS 3509.2 PRIOR TO BACKFILLING. DEFECTS MUST BE RECTIFIED BEFORE INSPECTION BY THE PLUMBING SURVEYOR.
CONNECTION TO EXISTING SEWER
ALL CONNECTIONS TO THE TASWATER SEWER MAIN MUST BE CARRIED OUT BY TASWATER OR A TASWATER-APPROVED CONTRACTOR.

TASWATER SEWER INFRASTRUCTURE - DESIGN & CONSTRUCTION NOTES

- Authority Requirements**
All works affecting TasWater infrastructure must comply with:
TasWater Standard Drawings
WSA 02 Gravity Sewer Code of Australia
TasWater's 'Guide to Developer Works'
TasWater permit conditions
 - Manholes & Access Structures**
New sewer manholes shall be constructed to TSD-SW02-v1.
Minimum internal diameter: 1050 mm for depths up to 3.0 m.
Manholes must be inspected by TasWater prior to backfilling.
 - Pipes**
Sewer mains shall be PVC-U SN8 or RC Class 2, as specified.
Minimum grade: 1% unless otherwise approved.
Anchor blocks shall be installed in accordance with TSD-SW01-v1.
 - Testing & CCTV**
All new sewer mains must undergo CCTV inspection at the developer's cost.
CCTV reports must be submitted to TasWater prior to asset handover.
Any defects identified must be rectified before 1st Water accepts the asset.
 - Lot Connections**
Lot connection points must be installed to TSD-SW25-v1.
Connections must be inspected and approved by TasWater.
1. Fire main extension to comply with TasWater Water Supply Code (WSA 03), TasWater Supplement, AS 2419.1, and AS/NZS 3500.1.
2. Pipework to be DN100 PN16 PVC-M or DCL, WaterMark-certified. Use PN16 minimum for all fire mains.
3. Hydrants to be installed to AS 2419.1 and TasWater standard drawings.
Provide hydrant and isolating valve at required locations.
4. All fittings to be ductile iron PN16 with epoxy coating.
Provide thrust blocks or mechanical restraints at bends, tees, and hydrants.
5. Connection to existing TasWater main must be carried out by TasWater-approved Contractor. Existing main to be located and exposed prior to finalising connection details.
6. Fire main to be pressure tested, flushed and disinfected in accordance with WSA 03. Submit test results to TasWater for acceptance.
7. Provide as-constructed drawings showing pipe sizes, hydrants, valves, depths, offsets, and thrust restraints.

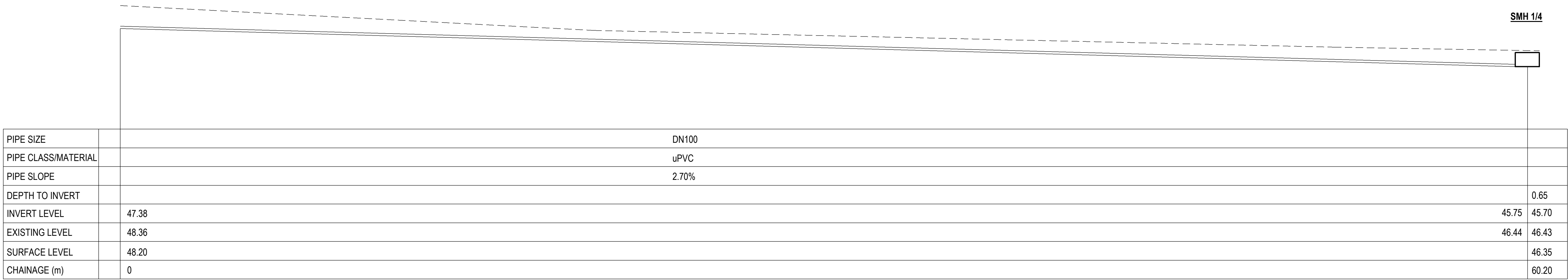
FIRE MAIN EXTENSION

- Fire main extension to comply with TasWater Water Supply Code (WSA 03), TasWater Supplement, AS 2419.1, and AS/NZS 3500.1.
- Pipework to be DN100 PN16 PVC-M or DCL, WaterMark-certified. Use PN16 minimum for all fire mains.
- Hydrants to be installed to AS 2419.1 and TasWater standard drawings.
Provide hydrant and isolating valve at required locations.
- All fittings to be ductile iron PN16 with epoxy coating.
Provide thrust blocks or mechanical restraints at bends, tees, and hydrants.
- Connection to existing TasWater main must be carried out by TasWater-approved Contractor. Existing main to be located and exposed prior to finalising connection details.
- Fire main to be pressure tested, flushed and disinfected in accordance with WSA 03. Submit test results to TasWater for acceptance.
- Provide as-constructed drawings showing pipe sizes, hydrants, valves, depths, offsets, and thrust restraints.

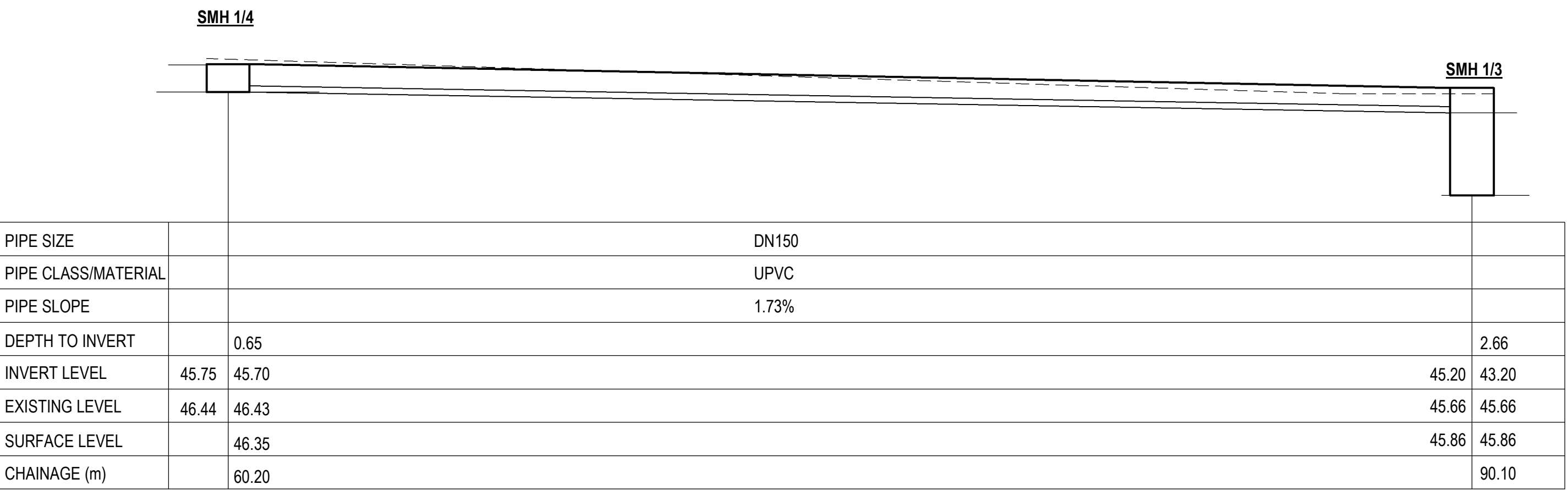


1 SEWER LONGSECTION 1_SMH 2/2 TO SMH 1/3
Scale 1:100

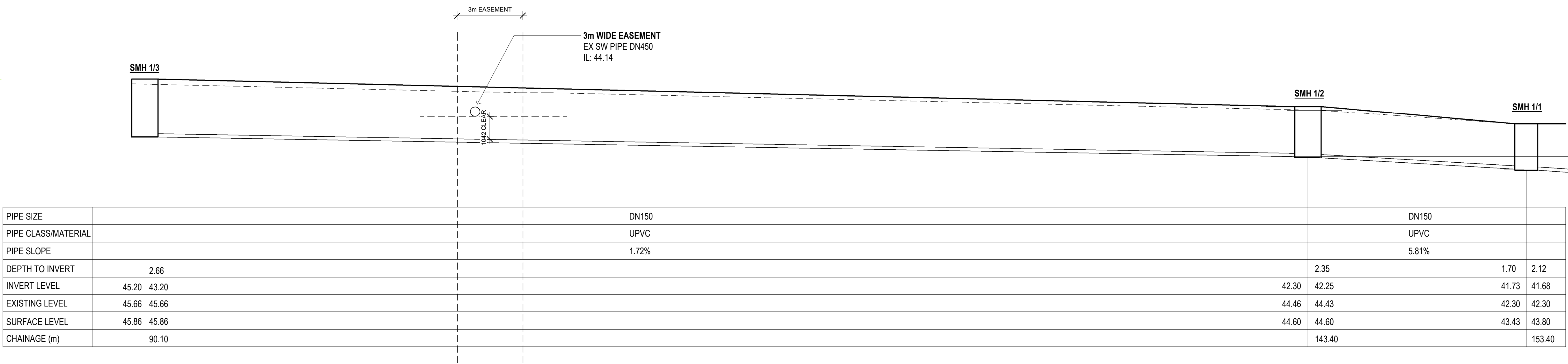
SEWER IO



2 SEWER LONGSECTION 2_SEWER IO TO SMH 1/4
Scale 1:100



3 SEWER LONGSECTION 3_SMH 1/4 TO SMH 1/3
Scale 1:100



4 SEWER LONGSECTION 4_SMH 1/3 TO SMH 1/2
Scale 1:100

- SEWER NOTES:**
1. MINIMUM 150mm CERTICAL CLEARANCE BETWEEN SEWER AND STORMWATER PIPESAS PER TABLE 5.4 WSA02-2014-3.1.
 2. MINIMUM 300mm HORIZONTAL CLEARANCE BETWEEN SEWER AND STORMWATER PIPES AS PER TABLE 5.4 WAS02-2014-3.1.
 3. LIVE CONNECTIONS AND/OR DISCONNECTIONS BY TASWATER AT DEVELOPERS COST.

ISSUE	REVISION	CHK/APP	DATE
1	DEVELOPMENT APPLICATION	DA DA	13/07/2021

MinD.
ARCHITECTS

PHONE: 08 855 4443
EMAIL: DAVID@MINDAARCHITECTS.COM.AU
WEBSITE: WWW.MINDARCHITECTS.COM.AU

AssetSafe
ENGINEERING



CONSULTANTS:

REASON FOR ISSUE
DEVELOPMENT
APPROVAL

THE CONTRACTOR MUST VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK OR MAKING OF ANY SHOP DRAWINGS. REQUIRED DIMENSIONS MUST BE USED IN PREFERENCE TO SCALED DIMENSIONS. ALL SCALED DIMENSIONS MUST BE VERIFIED ON SITE. THIS DRAWING IS COPYRIGHT AND REMAINS THE PROPERTY OF THE ARCHITECT.

PROJECT No.:
2524

PROJECT:
PROPOSED 35 UNITS DEVELOPMENT

PROJECT ADDRESS:
39A ANDREW STREET, BRIGHTON

CLIENT:
HOLD ANDREW

DRAWING TITLE:
SEWER LONGSECTIONS

SCALE:
1:100 @ A0

DRAWING No.:
C05

PROJECT DATE:
SEPT 2021

REVISION:
1

Stormwater Calculations

Report for Hobart

Date report printed: 10/08/2026

Project Details

Project Name	UNIT DEVELOPMENT 39A ANDREW ST BRIGHTON		
InSite User Email	gseverini@assetsafe.com.au		
Web files link			
Site Area (m2)	12390	Project ID	5230
Planning number			
Development type	Multi dwelling (dual occupancy, townhouse, villar unit etc)		
Existing site details	Residential >750m2 per dwelling		
Street address	39A Andrew Street, Brighton TAS		

Results

 VOLUME	 FLOW	 QUALITY	 EFFICIENCY
Objective: Reduce annual average runoff volume by harvesting or infiltrating stormwater	Objective: Control peak discharge flow (litres per second) with adequate on site detention	Objective: Improve stormwater runoff water quality (Equivalent to STORM score)	Objective: Increase drought resilience
Target: No increase in pre-development annual average runoff volume (Up to a 10% increase is allowed to account for uncertainties)	Target: less than or equal to zero. If greater than zero this is the additional Site Storage Requirement (SSR) volume required	Target: Achieve a score of 100 or more This corresponds to a 45% reduction in nitrogen runoff	Target: Achieve greater than 25% potable water use reduction
VOLUME RESULT 59.7 % change in annual average volume	FLOW RESULT -1.0 m ³ of additional site storage required	QUALITY RESULT 0 Pollution reduction score (out of 100)	EFFICIENCY RESULT 9.5 % water saving

VOLUME FAILS

FLOW PASSES

QUALITY FAILS

EFFICIENCY FAILS

Design Criteria

The items on this page must be reflected on other project plans, specifications and engineering drawings.
The development must be designed and constructed in accordance with the following:

Rainwater Tank Specifications

Total rainwater tank volume (L)	0	*This is the rainwater tank volume retention + detention	
Total rainwater retention* tank volume (L)	0	*This is the rainwater tank volume that is available for reuse	
Total rainwater detention* tank volume (L)	0	*This is the rainwater tank volume that is reserved for slow release to stormwater	
Roof connected to rainwater tank (m ²)	3261.0		
Rainwater tanks connected to			
Other rainwater tank end uses (L/day)		Irrigated Garden Area (m ²)	
% building rainwater end uses connected (to rainwater tanks)	100	First Flush Device?	0
Additional* Site Storage (L)	60000	*Site storage added adjacent to the legal point of discharge for peak flow detention or volume infiltration	
Recycled water source (Yes/No)			
Water tank reliability %	0.0		
Rainwater tank overflow %	100.0	*Note if this number is under 25%, then 30% of the tank's retention volume will be counted toward the detention volume	

Water Efficiency Specifications

Basin WELS star rating	> 4 Star WELS rating
Toilet WELS rating	> 4 Star WELS rating
Bath WELS star rating	Default or unrated
Washing Machine WELS star rating	Default or unrated
Kitchen Taps WELS rating	> 4 Star WELS rating
Urinal WELS rating	Not Applicable
Shower WELS star rating	3 Star WELS (> 7.5 but <= 9.0) (minimum requirement)
Dishwasher WELS star rating	> 3 Star WELS rating

58970 litres of additional Site Storage Requirement (SSR) (in addition to the combined rainwater / detention tanks) which is provided by 60000 litres of additional site storage adjacent to the legal point of discharge.

Stormwater management measures selected are

This includes all impervious areas in the site connected to Council or Stormwater Authority drains. This excludes pervious areas like garden, gravel, and lawn areas)

- For the 3261m² roof area Roof Area, Raintank Volume = 0 litres connected to 3261m² of roof
- 4290m² of Driveway Driveway & Parking

Building Occupancy Calculations

Building Spaces

•3261m² of Individual dwellings - BCA Class 1a with an average occupancy of 65.2 people

Estimated Total Building Occupancy	65.2
------------------------------------	------

Stormwater VOLUME Calculations

Site Area (m ²)	12390
Post development total impervious area (m ²)	7551.0
Rainwater Tank Overflow (kL/annum)	1837.2
Pre-development Volume (kL/annum)	2513.0
Post-development Volume (kL/annum)	4012.5
Change in volume %	59.7

Stormwater QUALITY Calculations

Rainwater Tank Runoff reduction (%)	0.0
Rainwater Tank(s) Total Nitrogen (TN) reduction	0.0
Total Nitrogen (TN) % reduction	0.0
Equivalent STORM Score	0

Water EFFICIENCY Calculations

Benchmark water use (kL/year)	5687.7		
Predicted potable water use (kL/year)	5147.5		
Predicted potable water use (L/person/day)	216.3		
Water savings from tank (kL/year)	0.0		
Water saving from efficiency (kL/year)	540.20		
Total water saving % (efficiency + tank + recycled water)	9.5	Water saving (kL/year)	540.2

Stormwater FLOW Calculations - Swinburne Method

This section outlines rational method calculations for On Site Detention (OSD) and Site Storage Requirements (SSR)

Permissible Site Discharge (PSD) Calculations

Calculated PSD	51.7
PSD Override Value Used	0.0

Site Storage Calculations

	Climate Change Uplift Factor 1.2% (Actual CCF=1.22%)	
Preliminary On Site Detention (OSD) tank size required estimate (m ³)	58.97	Swinburne Method Pipe formula
OSD and storages* provided (m ³)	60.0	Includes storages: rainwater tank retention allowance, rainwater tank detention, and additional added storage volumes
Additional detention / retention volume required (m ³)	-1.0	
Base case (pre-development) fraction impervious (ratio)	0.40	
Base case runoff coefficient	0.39	
Post development total impervious area (in hectares)	0.7551	
Post development fraction impervious (ratio)	0.61	
Post development runoff coefficient	0.565	
Pre-development design storm	5% AEP (~1 in 20 ARI) - default industrial	
Post development detention required	5% AEP (~1 in 20 ARI) - default industrial	
Critical Storm Duration - the Catchment time of concentration – Tc(catchment) in minutes	20	
Rainfall Depth (mm) for Critical Storm Duration - Tc(catchment)	9.36	
Rainfall intensity - i at Tc(catchment) (mm/h)	28.080	
Travel time from discharge point to catchment outlet (min) - Tcs	20.0	
Rainfall Depth (mm) for Tcs - (IFD at Tcs)	12.42	
Rainfall intensity - i at tc(site) (mm/h)	37.26	

OSD tank flow restrictor orifice diameter = 145 mm

Detention Calculator - Site Storage Requirement (SSR)

Storm Duration (mins)	Rainfall Depth (mm)	Stored Volume (m ³)
5		
7.5		
10		
12.5		
15		
20		
30		
40		
60		

About In-Site Water

This report is generated by user inputs from the toolkit at InSite Water. In-Site water is an online Integrated Water Management tool designed for use on smaller sites (less than 2 hectares) in Australia that need quick and accurate stormwater engineering answers. InSite water is simple to use but provides robust stormwater design and engineering answers.

This report includes outputs from the InSite tool that has investigated:

- water tank sizing
- detention tank sizing
- water savings through efficiency
- water WSUD treatments such as raingardens

For enquiries, contact us through www.insitewater.com.au

Disclaimer

This guide is of a general nature only. Advice from a suitably qualified professional should be sought for your particular circumstances. Depending on each unique situation, there may be occasions where compliance is not achieved.

This report does not provide a detailed design and layout for the piping and general drainage system in your development, which should be prepared by a suitably qualified professional. In addition, InSite Water does not consider compliance for slope stability or foundation / slab / footing protection, which needs to come from a qualified geotechnical or structural engineer.

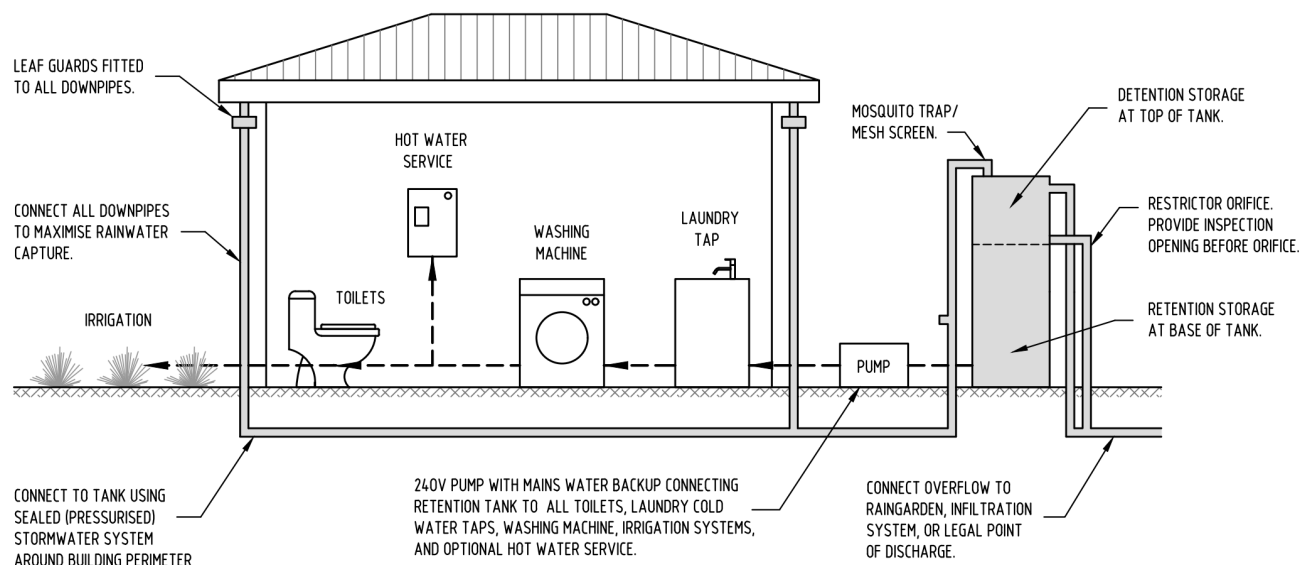
The following is outside the scope of InSite Water, however it is critical that all designers consider the following in drainage design and in using Water Sensitive Urban Design (WSUD) devices and approaches:

- *Manage expectations and risks around occasional surface water and ponding.*
- *Ensure that uncontrolled stormwater does not flow over property boundaries or otherwise cause a nuisance.*
- *Plan for major flood pathways – locate buildings away from, adapt (raise floors above predicted flood levels) and defend buildings against potential major flooding.*
- *Seek professional advice to reduce damage and safety risks.*
- *Design for local conditions such as vegetation, topography and soils (soil type, reactivity, permeability, water table level, salinity, dispersiveness, acid sulphate soils, contaminated land etc).*
- *Ensure that soil moisture and building clearance is considered in areas of reactive clays or where varying soil moisture levels could damage buildings or other infrastructure.*
- *For steeper sites, ensure the design includes geotechnical considerations such as slope stability with varying soil saturation levels.*
- *Ensure that a Stormwater Risk Assessment and Environmental Management Plan is undertaken for sites that pose a pollution risk.*
- *Ensure that a Construction Environmental Management Plan (CEMP) is implemented to control sediments and reduce stormwater pollution during construction.*
- *Compliance with ARR 2019, Australian Rainfall and Runoff: A Guide to Flood Estimation <http://arr.ga.gov.au/>*
- *Compliance with NCC plumbing and building standards.*
- *Compliance with AS/NZS 3500.*
- *Compliance with EPA and other environmental regulations.*
- *Compliance with other relevant Australian Standards, regulations and Council requirements.*

Legal Disclaimer

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Appendix A: attach further details for this project (if applicable):

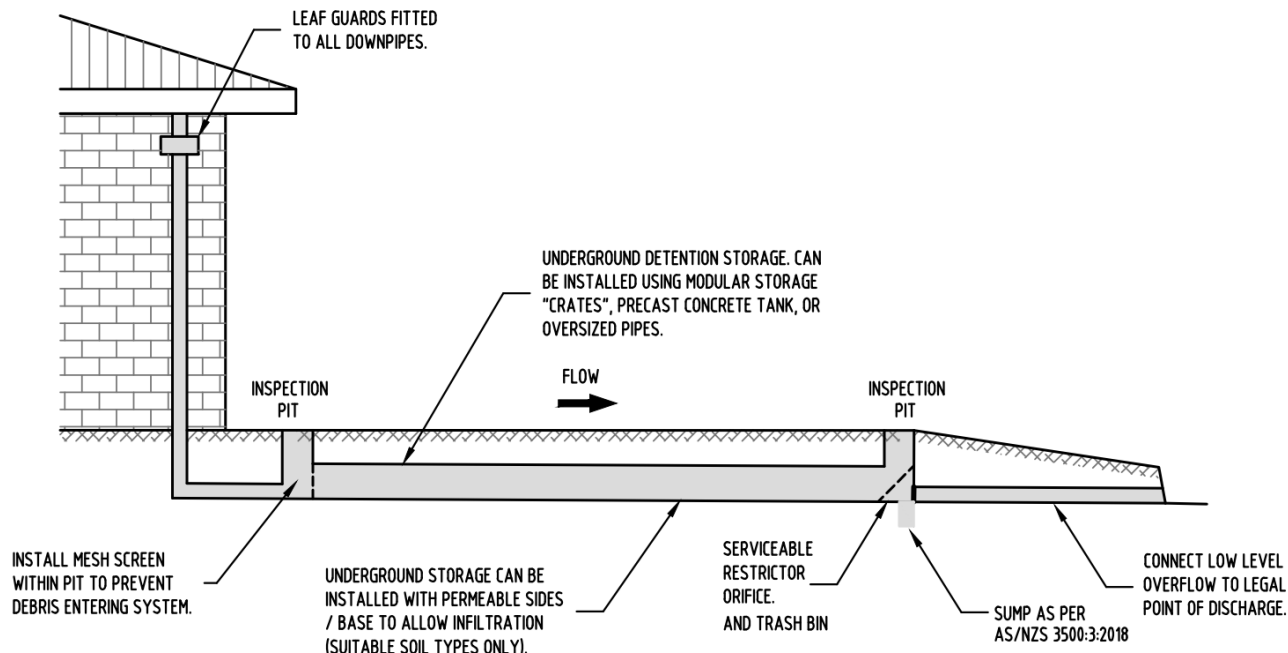


RETENTION TANK RETICULATION DETAIL

N.T.S.

NOTE: THE DESIGN AND INSTALLATION OF ALL STORMWATER SYSTEMS SHALL COMPLY WITH AS/NZS 3500.3:2018 "STORMWATER DRAINAGE".

Above: Roof Area treatment drawing (draft for planning approvals only: not for construction, not to scale)



UNDERGROUND DETENTION SYSTEM

N.T.S.

NOTE: THE DESIGN AND INSTALLATION OF ALL STORMWATER SYSTEMS SHALL COMPLY WITH AS/NZS 3500.3:2018 "STORMWATER DRAINAGE".

Above: Roof Area, Driveway & Parking treatment drawing (draft for planning approvals only: not for construction, not to scale)

Submission to Planning Authority Notice

Application details

Council Planning Permit No.	DA 2026/0022
Council notice date	10/02/2026
TasWater Reference No.	TWDA 2026/00121-BTN
Date of response	19/02/2026
TasWater Contact	Phil Papps
Phone No.	0474 931 272

Response issued to

Council name	BRIGHTON COUNCIL
Contact details	development@brighton.tas.gov.au
Development details	
Address	39A ANDREW ST, BRIGHTON
Property ID (PID)	7590023
Description of development	Multiple dwellings x 35 (34 new, 1 existing)

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Issue date
MinD Architects	Site Plan DAO2	1	02/02/2026
MinD Architects	Unit Type Plan DAO5	1	02/02/2026
MinD Architects	Staging Plan DAO6	--	Sept 2021

Conditions

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

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with a metered connection and sewerage system and connection to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
3. Prior to use of the development, any water connection utilised for the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

INFRASTRUCTURE WORKS

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. Plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.
6. 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.

DEVELOPER CHARGES

7. 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 \$37,599.80 to TasWater for water infrastructure for 21.4 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.
8. 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 \$47,439.00 to TasWater for sewerage infrastructure for 27.0 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.
9. 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

10. The applicant or landowner as the case may be, must pay a development assessment fee of \$1,353.71 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/application-information/application-for-development-services-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 strata 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.

Declaration

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