



Application for Planning Approval

Land Use Planning and Approvals Act 1993

APPLICATION NO.

DA2026/131

LOCATION OF AFFECTED AREA

SHOP 3/28 GREEN POINT ROAD, BRIDGEWATER

DESCRIPTION OF DEVELOPMENT PROPOSAL

NEW DENTAL CLINIC & ASSOCIATED WORKS

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 **16/09/2026**. 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



JAMES HO ARCHITECTURE

00226_Authorities 01

17 June 2026

Brighton Council

1 Tivoli Road

Old Beach TAS 7017

Attn: Planning Department Manager

Subject: **Planning Application – New Dental Clinic Shop Fit-out**

On behalf of Mina Bassanty, below is the development proposal for a new dental clinic fit out, Shop 3, Green Point Plaza, 26-28 Green Point Road, Bridgewater (previously office tenancy).

Document attached:-

- JHA drawing 00226_DA01-DA06
- Owner consent
- Together with this cover letter

Project Proposal

- Fit out of existing tenancy, Shop 3, Green Point Plaza, approx. 85m², for use as a dental clinic.
- The proposed use is permitted within the Tasmanian Planning Scheme, Brighton, Zone 15 General Business, Overlay 1BTI-15.1 Green Point Area.
- The existing vacant tenancy comprises office, staff room, pantry and accessible WC, to be reconfigured into reception and waiting area, office, three consulting rooms, sterilisation room, x-ray room, store, lab, and accessible WC.
- No external building works or changes to the building envelope are proposed as part of this application.

If you have any queries please do not hesitate in contacting me.

Yours sincerely,

James Ho

Director

James Ho Architecture

cc. Mina Bassanty

JHA

email info@jameshoarchitecture.com.au | tel 0489 183 999 | website www.jameshoarchitecture.com.au | ACN 671 437 531

NEW DENTAL CLINIC - SHOP FIT-OUT

PROJECT ADDRESS: SHOP 3, GREEN POINT PLAZA, 28 GREEN POINT ROAD, BRIDGEWATER, TAS 7030
OWNER: REGION RE LIMITED
DESIGNER: SIK PONG HO, JAMES
E. INFO@JAMESHOARCHITECTURE.COM.AU
P. 0489 183 999
A. SUITE 14, 113 MAIN ROAD, MOONAH CENTRE, MOONAH, TAS 7009
BUILDING SERVICE PROVIDER 799235148
TAS ARCHITECT REGISTRATION NO. 1132

SITE INFORMATION

LOCATION: SHOP 3, GREEN POINT PLAZA, 26-28 GREEN POINT ROAD, BRIDGEWATER, TAS 7030
PROPERTY ID: 5661350
TITLE REFERENCE: 48335/1
FLOOR AREA: 85m²
LOCAL COUNCIL: BRIGHTON COUNCIL
PLANNING SCHEME: TASMANIAN PLANNING SCHEME - BRIGHTON
ZONE: 15 GENERAL BUSINESS
OVERLAY: 1BTI-15.1 GREEN POINT AREA

DRAWING SCHEDULE

ARCHITECTURAL	SITE PLAN & NOTES
00226_DA01	EXISTING FLOOR PLAN
00226_DA02	EXISTING FLOOR PLAN
00226_DA03	EXISTING INTERNAL ELEVATIONS
00226_DA04	EXISTING INTERNAL ELEVATIONS
00226_DA05	EXISTING INTERNAL ELEVATIONS
00226_DA06	PROPOSED FLOOR PLAN



GREENPOINT PLAZA CENTRE PLAN
NTS



SITE PLAN
NTS



CONTRACTOR SHALL VERIFY ALL
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REVISION

PROJECT TITLE
NEW DENTAL CLINIC
SHOP FIT-OUT

PROJECT ADDRESS
SHOP 3, GREEN POINT
PLAZA, 26-28 GREEN POINT
ROAD, BRIDGEWATER TAS
7030

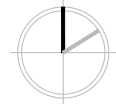
PROJECT NUMBER
JHA_002_26

DRAWING TITLE
SITE PLAN & NOTES

REV NO.	-
SCALE	AS SHOWN @A3
DRAWN BY	SN
CHECK BY	-
DATE	JUNE 2026

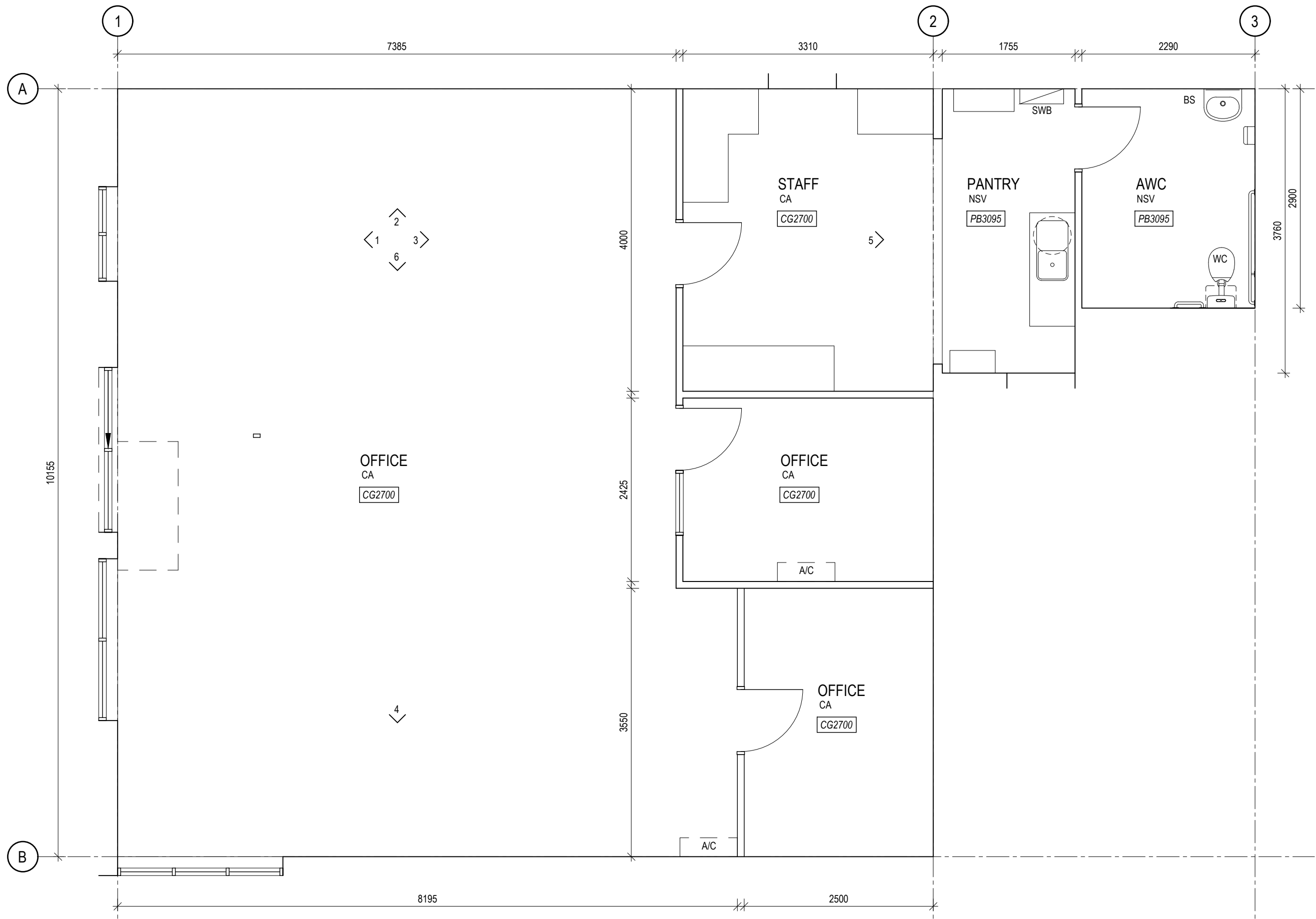
DRAWING KEY

PROJECT NORTH



DA

01



FLOOR PLAN
1:50



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ARCHITECTURE

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PROJECT TITLE
NEW DENTAL CLINIC
SHOP FIT-OUT

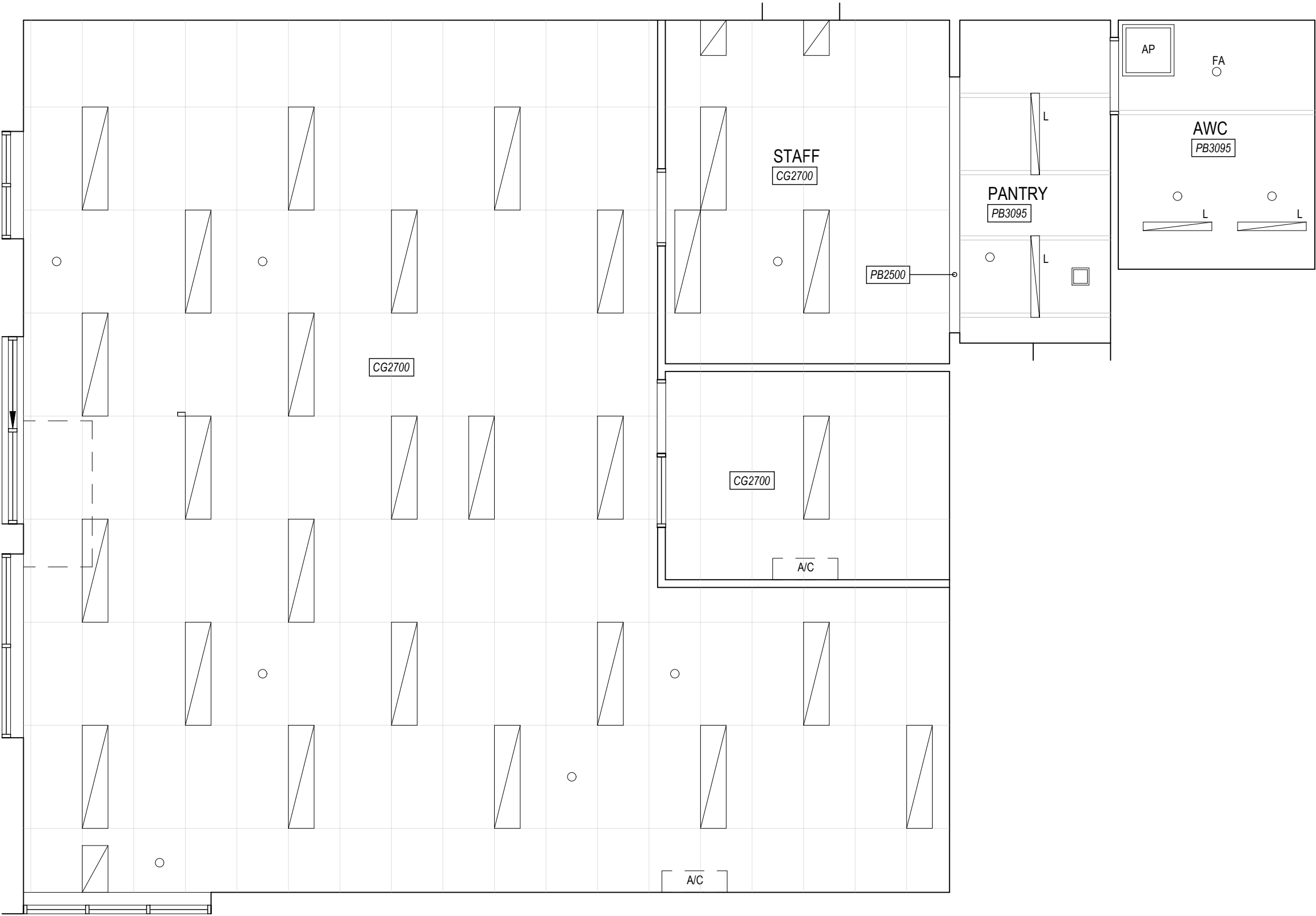
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SHOP 3, GREEN POINT
PLAZA, 26-28 GREEN POINT
ROAD, BRIDGEWATER TAS
7030

PROJECT NUMBER
JHA_002_26

DRAWING TITLE
EXISTING FLOOR PLAN

REV NO.	-
SCALE	AS SHOWN @A3
DRAWN BY	SN
CHECK BY	-
DATE	JUNE 2026

DRAWING KEY	
A/C	AIR CONDITIONING
BS	BASIN
CA	CARPET
HWC	HOT WATER CYLINDER
NSV	NON-SLIP VINYL
SWB	SWITCHBOARD
WC	TOILET SUITE



REFLECTED CEILING PLAN
1:50

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PROJECT TITLE
NEW DENTAL CLINIC
SHOP FIT-OUT

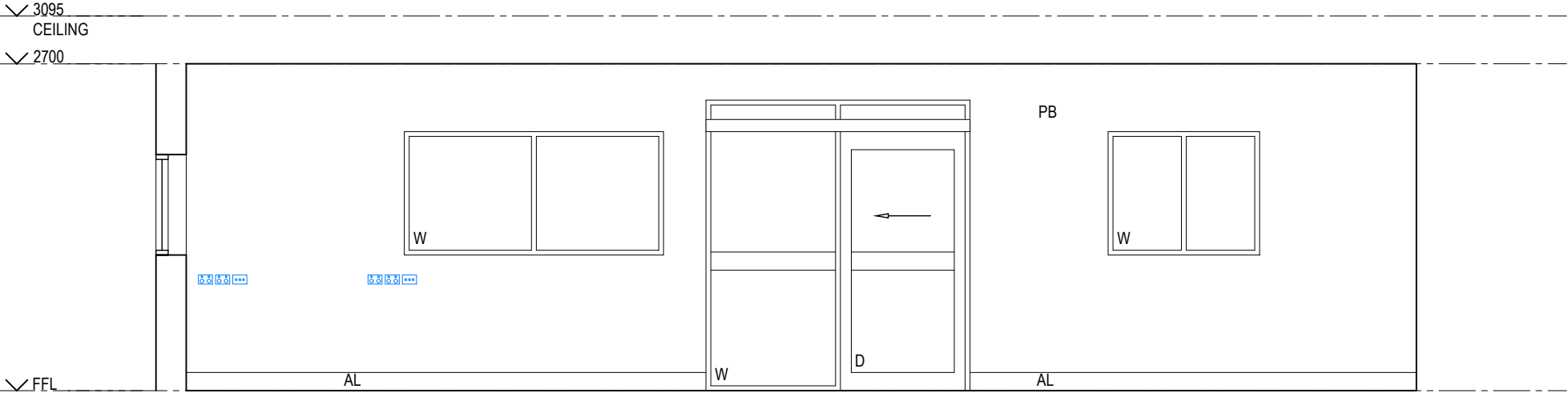
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SHOP 3, GREEN POINT
PLAZA, 26-28 GREEN POINT
ROAD, BRIDGEWATER TAS
7030

PROJECT NUMBER
JHA_002_26

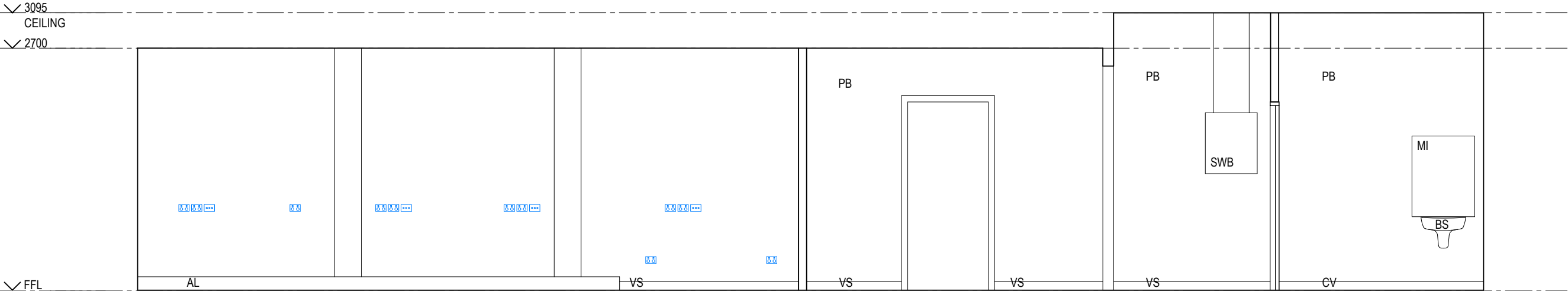
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EXISTING FLOOR PLAN

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SCALE	AS SHOWN @A3
DRAWN BY	SN
CHECK BY	-
DATE	JUNE 2026

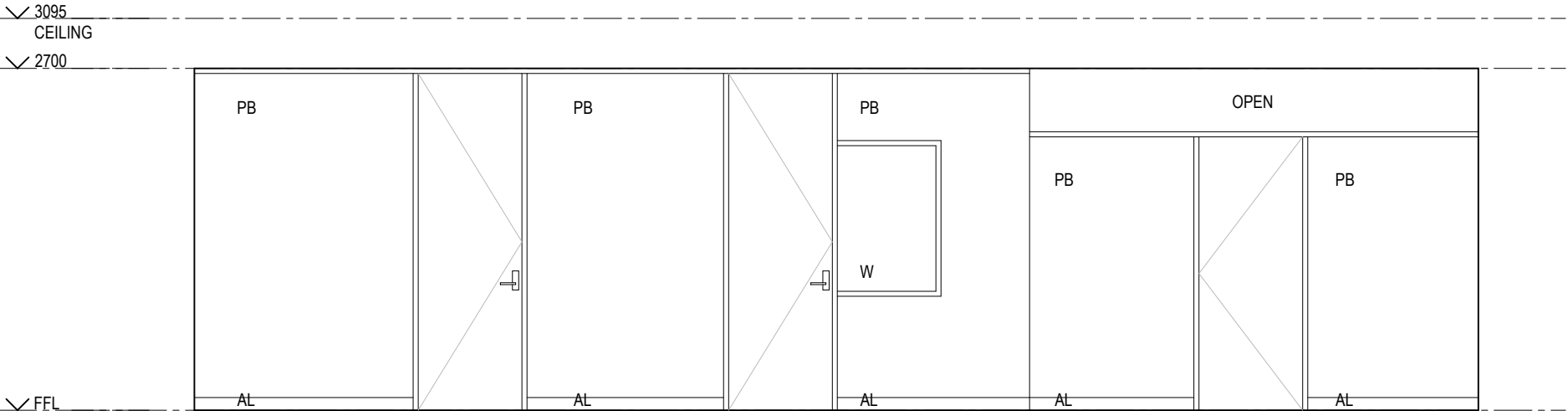
DRAWING KEY	
A/C	AIR CONDITIONING
AP	ACCESS PANEL
CG	CEILING GRID
PB	PLASTERBOARD



1 OFFICE
1:50



2 OFFICE, STAFF, PANTRY & AWC
1:50



3 OFFICE
1:50



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PROJECT TITLE
NEW DENTAL CLINIC
SHOP FIT-OUT

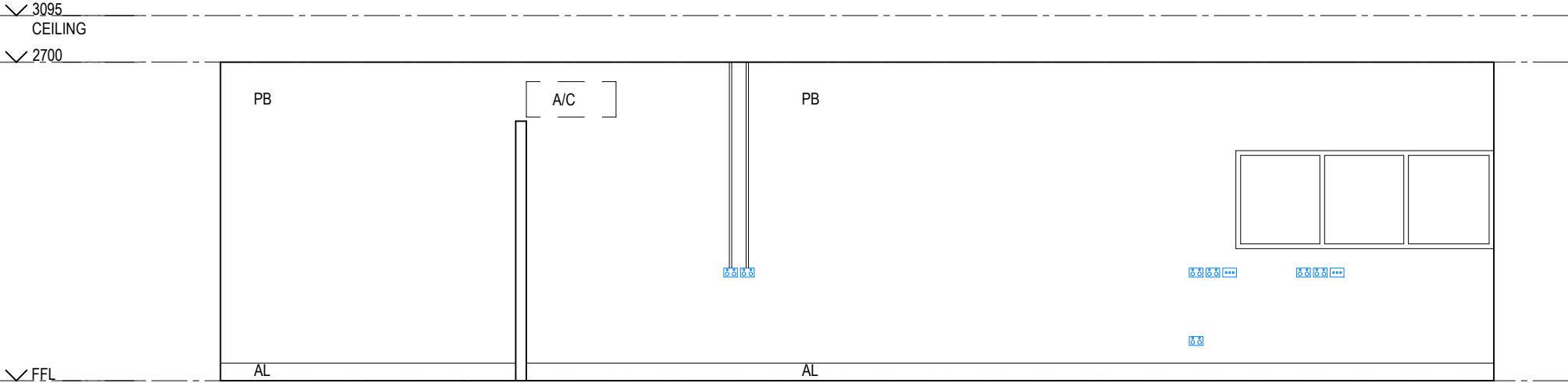
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SHOP 3, GREEN POINT
PLAZA, 26-28 GREEN POINT
ROAD, BRIDGEWATER TAS
7030

PROJECT NUMBER
JHA_002_26

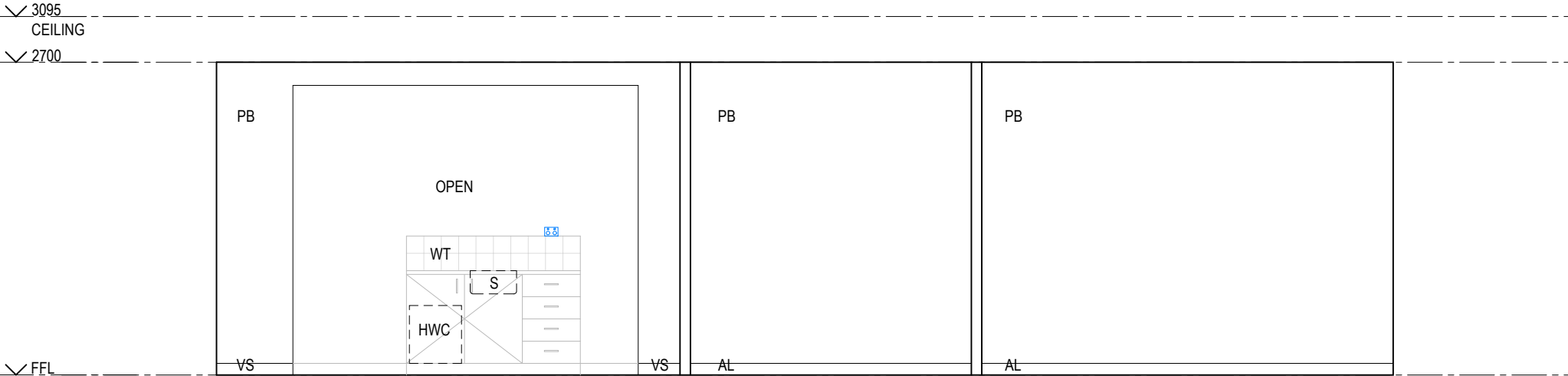
DRAWING TITLE
EXISTING INTERNAL
ELEVATIONS

REV NO.	-
SCALE	AS SHOWN @A3
DRAWN BY	SN
CHECK BY	-
DATE	JUNE 2026

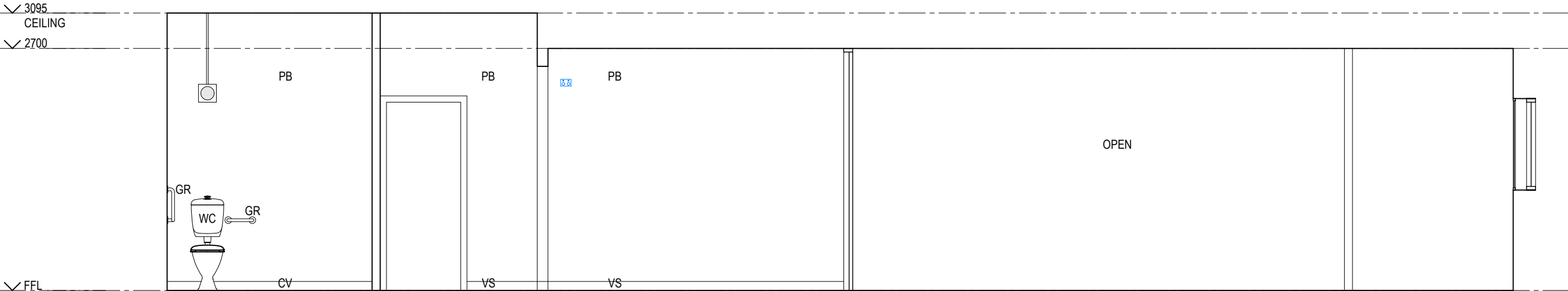
DRAWING KEY	
A/C	AIR CONDITIONING
AL	ALUMINIUM SKIRTING
BS	BASIN
CV	COVED VINYL
MI	MIRROR
PB	PLASTERBOARD
SWB	SWITCHBOARD
VS	VINYL SKIRTING



4 OFFICE
1:50



5 STAFF & OFFICE
1:50



6 AWC, STAFF & OFFICE
1:50



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PROJECT TITLE
NEW DENTAL CLINIC
SHOP FIT-OUT

PROJECT ADDRESS
SHOP 3, GREEN POINT
PLAZA, 26-28 GREEN POINT
ROAD, BRIDGEWATER TAS
7030

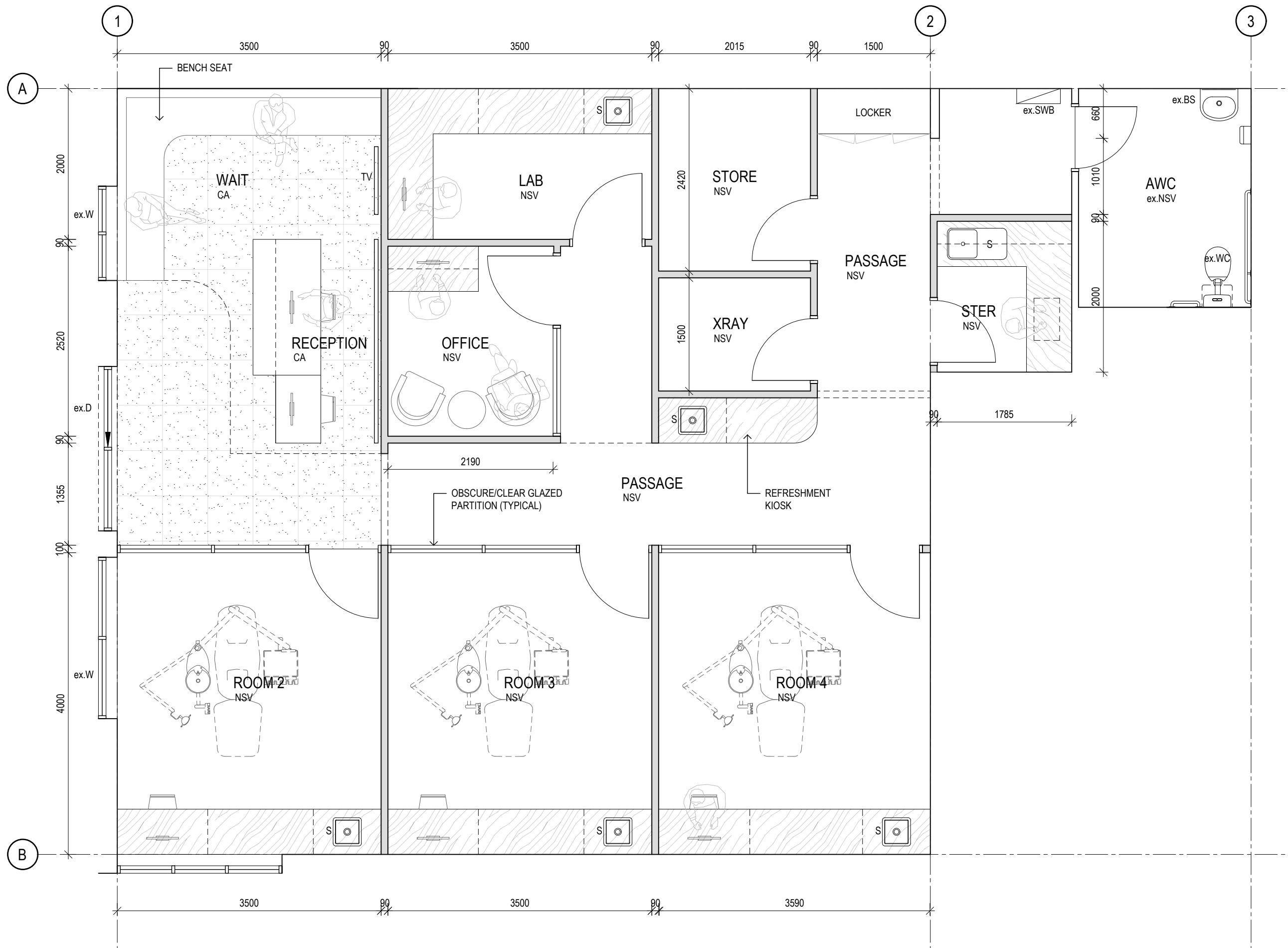
PROJECT NUMBER
JHA_002_26

DRAWING TITLE
EXISTING INTERNAL
ELEVATIONS

REV NO.	-
SCALE	AS SHOWN @A3
DRAWN BY	SN
CHECK BY	-
DATE	JUNE 2026

DRAWING KEY

A/C	AIR CONDITIONING
AL	ALUMINIUM SKIRTING
BS	BASIN
CV	COVERED VINYL
GR	GRAB RAIL
HWC	HOT WATER CYLINDER
MI	MIRROR
PB	PLASTERBOARD
S	SINK
SWB	SWITCHBOARD
VS	VINYL SKIRTING
WC	TOILET SUITE
WT	WALL TILE



FLOOR PLAN
1:50



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PROJECT TITLE
NEW DENTAL CLINIC
SHOP FIT-OUT

PROJECT ADDRESS
SHOP 3, GREEN POINT
PLAZA, 26-28 GREEN POINT
ROAD, BRIDGEWATER TAS
7030

PROJECT NUMBER
JHA_002_26

DRAWING TITLE
PROPOSED FLOOR PLAN
(APPROVED OPTION)

REV NO.	-
SCALE	AS SHOWN @A3
DRAWN BY	SN
CHECK BY	-
DATE	JUNE 2026

DRAWING KEY	
A/C	AIR CONDITIONING
BS	BASIN
CA	CARPET TILES
GR	GRAB RAIL
HWC	HOT WATER CYLINDER
NSV	NON-SLIP VINYL
S	SINK
SWB	SWITCHBOARD
WC	TOILET SUITE

DENTAL CLINIC

**Shop 3, Green Point Plaza, 28 Green Point Road,
Bridgewater**

Traffic and Car Parking Impact Statement

Prepared for: James Ho Architecture

Our Reference: A2617321T | Version 1.0

17 August 2026

85 Macquarie Street, Hobart TAS 7000

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Telephone: 0413 295 325

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*ML Traffic Engineers Pty Ltd
ABN 69 148 048 257*

DOCUMENT INFORMATION

This statement has been prepared in support of an application for a planning permit to Brighton Council (DA 2026/00131) for a change of use of Shop 3, Green Point Plaza, 28 Green Point Road, Bridgewater, from a shop to a dental clinic. It assesses car parking supply and utilisation within the shopping centre car park, car parking demand, bicycle parking, traffic generation, and vehicle access and circulation, against Clause C2.0 Parking and Sustainable Transport Code of the Tasmanian Planning Scheme – Brighton.

Project	Dental Clinic, Shop 3, Green Point Plaza, 28 Green Point Road, Bridgewater
Our Reference	A2617321T
Prepared for	James Ho Architecture
Prepared by	Michael Lee (BEng), Principal, ML Traffic Engineers
Version	V1.0
Date	17 August 2026
Status	For Development Application

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1 INTRODUCTION

ML Traffic Engineers has been commissioned by James Ho Architecture to prepare a Traffic and Car Parking Impact Statement in support of an application for a planning permit to Brighton Council for a change of use of Shop 3, Green Point Plaza, 28 Green Point Road, Bridgewater, from a shop to a dental clinic.

The subject tenancy is Shop 3 within Green Point Plaza, a neighbourhood shopping centre on the northern side of Green Point Road at Bridgewater. The land is described as Title Reference 48335/1, Property ID 5661350, and is owned by Region RE Limited. It is within the General Business Zone under the Tasmanian Planning Scheme – Brighton and is subject to the Green Point Area specific area plan. The proposal is an internal fit-out and a change of use only. No building extension, no change to the shopping centre car park and no change to the existing vehicle accesses are proposed.

In its Request for Additional Information dated 9 July 2026 (DA 2026/00131) Brighton Council required the applicant to:

- confirm whether any signage is proposed as part of the application;
- provide further information demonstrating compliance with Clause C2.5.1 A1 or P1.1 (car parking numbers) and Clause C2.5.2 A1 or P1 (bicycle parking numbers) of the Parking and Sustainable Transport Code, either by providing a parking assessment demonstrating that the overall shopping centre parking provision, including the proposed use, complies with the relevant Acceptable Solutions, or by providing a statement prepared by a suitably qualified person demonstrating how the proposal satisfies the relevant Performance Criteria; and
- address TasWater's request for additional information dated 6 July 2026 (Ref: TWDA 2026/00748-BTN).

This statement addresses the car parking and bicycle parking matters raised at the second dot point, and provides the statement by a suitably qualified person contemplated by the Council's advice. Signage and the TasWater referral are not traffic or car parking matters and are addressed separately by the applicant. A summary of the Council's matters, and where each is addressed, is provided at Section 9.

2 SUBJECT SITE AND THE SHOPPING CENTRE

2.1 Locality

Green Point Plaza occupies the northern side of Green Point Road at Bridgewater, in the Brighton municipality, approximately 20 km north of Hobart. The centre is a neighbourhood shopping centre with a gross lettable area of 5,907 m² anchored by a Woolworths supermarket and containing ten specialty tenancies. It serves a main trade area population in the order of 43,000 persons.

In addition to its retail tenancies the centre accommodates a substantial community and government services component in its eastern building, including Services Australia, Uniting, atWork Australia, AKG Australia and a Justice Department office, together with a Priceline Pharmacy, the Bridgewater Post Office, BWS, a laundry and a takeaway food premises. The Bridgewater Police and Community Youth Club (PCYC) occupies a building at the north-western corner of the site and shares the same car park, as does the Brighton Family Day Care Scheme. The Bridgewater Police Station adjoins the site to the north-west.

Shop 3 is located in the northern part of the eastern building, immediately north of the atWork Australia tenancy and west of the Services Australia tenancy. It presents to, and is entered directly from, the shopping centre car park.

2.2 Road Network and Access

Green Point Road is a two-way, two-lane local road under the care and control of Brighton Council. It runs generally east to west along the southern frontage of the centre and connects at its eastern end to the East Derwent Highway (Route B32), which is the principal route serving Bridgewater and the Brighton municipality.

Vehicle access to the centre car park is taken from Green Point Road. A two-way access is provided towards the centre of the frontage, opposite the main pedestrian entry to the centre, and a further two-way access is provided at the eastern end of the frontage adjacent to the service station. A separate access at the western end of the frontage serves the car park on the western side of the supermarket building. All accesses are existing and none is altered by the proposal.

Footpaths are provided along the Green Point Road frontage and through the centre, and bus stops are located on Green Point Road immediately adjacent to the centre in both directions, within approximately 50 m of the tenancy. The site

is therefore accessible on foot and by bus, which is relevant to the proportion of patients and staff who will not require a car parking space.

2.3 Existing Use of Shop 3

Shop 3 has most recently been fitted out and used as a shop, with an open floor area, three offices, a staff room, a pantry and an accessible toilet, as shown on drawing DA02. For the purposes of the Parking and Sustainable Transport Code the existing use falls within the General Retail and Hire use class.

Drawing DA01 records the floor area of the tenancy as 85 m². The floor plans at drawings DA02 and DA06 scale to a gross floor area in the order of 124 m², including the amenities wing east of grid line 2. The lower figure of 85 m² has been adopted throughout this assessment because it produces the smaller car parking entitlement for the existing use, and is therefore the conservative basis for the assessment under Clause C2.5.1. Should the Council prefer to rely on the larger area, the car parking entitlement of the existing use, and therefore the residual requirement of the proposed use, would both be more favourable to the proposal than is reported here.

2.4 The Shopping Centre Car Park

The shopping centre car park is a single sealed, line-marked, lit and drained car park serving all tenancies in common, together with the PCYC and the Brighton Family Day Care Scheme. Car parking spaces are arranged at 90 degrees to two-way aisles, the car park is signed “SLOW 10 km/h”, and customer parking is subject to a two-hour (2P) restriction managed by the centre owner.

The existing site plan prepared by Michael R Cooper and Associates Pty Limited records a total of 256 car parking spaces. The area plan prepared by BYA Architects in August 2016 shows the car park in bays totalling approximately 253 spaces over a car park area of 7,743 m². The property information currently published by the centre owner, Region Group, records 245 car parking spaces. The figure of 245 spaces has been adopted in this statement as the number of existing on-site car parking spaces, being the lowest and therefore the most conservative of the three.

Accessible car parking spaces are provided within the car park, including spaces in the aisle immediately north of Shop 3 and adjacent to the entrances to the eastern building.

3 PROPOSED DEVELOPMENT

3.1 Land Use and Floor Area

The proposal is a change of use of Shop 3 from a shop to a dental clinic, together with an internal fit-out. Under the Tasmanian Planning Scheme the proposed use falls within the Business and Professional Services use class and, for the purposes of Table C2.1, within the “Doctors’ surgery, clinic, consulting room” category.

The approved option floor plan at drawing DA06 provides the following.

Component	Number
Dental surgeries (Rooms 2, 3 and 4)	3
Office, used for consultation and administration	1
Laboratory	1
X-ray room	1
Sterilising room	1
Reception, waiting area and refreshment kiosk	1
Store, staff locker area and accessible toilet	1
Stated floor area of the tenancy	85 m ²

Table 1: Components of the Proposed Dental Clinic

No extension to the building, no change to the tenancy envelope and no works within the car park are proposed.

3.2 Operating Hours, Staffing and Patronage

The operating characteristics adopted for this assessment are set out below. They are consistent with the scale of the fit-out and with the ordinary operation of a three-surgery dental clinic, and should be confirmed by the applicant before the statement is lodged.

Item	Adopted for the Assessment
Hours of operation	Monday to Friday, 8:30 am to 5:30 pm
Saturday trading	If undertaken, a reduced service between 9:00 am and 1:00 pm using one surgery
Practitioners	Maximum of three at any one time, one per surgery
Dental assistants	Three, one per surgery
Reception and practice management	One
Maximum staff on site at any one time	Seven

Item	Adopted for the Assessment
Patients on site at any one time	Three in surgery, with up to two waiting
Deliveries	One to two per week, by courier or small van

Table 2: Adopted Operating Characteristics

A dental clinic operates on booked appointments. Arrivals and departures are spread evenly through the trading day rather than concentrated into a short peak, and the number of patients able to be on site at any one time is fixed by the number of surgeries. This is a materially different demand profile from that of a shop, which draws unbooked passing and destination trade and peaks with the trading peaks of the centre.

3.3 Car Parking, Bicycle Parking and Loading

Car parking for the tenancy is provided within the shopping centre car park, which serves all tenancies in common. No car parking is provided, or required, within the tenancy itself.

Bicycle parking is addressed at Section 6.4. It is recommended that two bicycle parking spaces be provided on the site, or within 50 m of the site, in accordance with AS 2890.3.

Clause C2.5.4 (Loading Bays) applies only to the Bulky Goods Sales, General Retail and Hire, Manufacturing and Processing and Storage use classes, and therefore does not apply to the proposed use. In any event, the Acceptable Solution requires a loading bay only for uses with a floor area of more than 1,000 m². Deliveries to a dental clinic are small, infrequent and made by courier or small van, and are able to be accommodated within the centre's existing arrangements.

4 PLANNING SCHEME PARKING REQUIREMENTS

4.1 Applicable Provisions

The application is assessed under Clause C2.0 Parking and Sustainable Transport Code of the Tasmanian Planning Scheme – Brighton. The site is not subject to a parking plan for the area adopted by the Council, is not contained within a parking precinct plan under Clause C2.7, and Clause C2.5.5 applies only within the General Residential Zone and the Inner Residential Zone. The exclusions at Clause C2.5.1 A1(a), (b) and (c) therefore do not apply, and the change of use provisions at Clause C2.5.1 A1(d) are the relevant Acceptable Solution.

4.2 Car Parking and Bicycle Parking Rates

The rates specified in Table C2.1 for the existing and the proposed use are as follows.

Use	Table C2.1 Category	Car Parking Rate	Bicycle Parking Rate
Existing use (shop)	General Retail and Hire, excluding as otherwise specified in this Table	1 space per 30 m ² of floor area	1 space per 100 m ² of floor area
Proposed use (dental clinic)	Business and Professional Services – Doctors' surgery, clinic, consulting room	4 spaces per practitioner	2 spaces for each 8 practitioners

Table 3: Applicable Rates from Table C2.1

Note (3) to Table C2.1 requires fractions of a space to be rounded to the nearest whole number, so that a full number of spaces is provided for any fraction of a quota of floor area or number of employees. That note has been applied throughout.

5 CAR PARKING SUPPLY AND UTILISATION SURVEY

5.1 Survey Method

A car parking supply and occupancy survey was undertaken within the shopping centre car park on Friday 14 August 2026 and Saturday 15 August 2026. Friday and Saturday were selected because they are the busiest trading days of the week for a supermarket-anchored neighbourhood centre, and therefore represent the critical case for car parking availability.

The surveyed area comprises the main customer car park serving the centre, being the northern, central and eastern parking areas shown outlined at Figure 1. The surveyed supply within that area is 206 car parking spaces, all subject to the 2P restriction. A further car park of approximately 43 spaces on the western side of the supermarket building lies outside the surveyed area and was not counted. The residual capacity reported in this section is therefore understated.

Occupancy was counted at six times on each survey day. On the Friday the counts were taken at 10:30 am, 11:45 am, 1:15 pm, 2:45 pm, 4:00 pm and 4:45 pm. On the Saturday the counts were taken at 10:00 am, 11:30 am, 1:15 pm, 2:30 pm, 3:45 pm and 4:45 pm. The count times were selected to bracket the mid-morning and lunchtime trading peaks of the centre and to capture the late afternoon period.

The surveyed area is given the location reference SC1. That reference is shown on the survey map at Figure 1 and in the second column of the car parking supply and utilisation tables at Table 4 and Table 5.

During the Saturday survey, activity associated with the Bridgewater PCYC was observed at the time of the 11:30 am count, with parents attending the PCYC to collect children. The significance of that observation is discussed at Section 5.5.

5.2 Parking Supply and Location Reference Map



Figure 1: Car Parking Survey Location Reference Map

The location reference shown on the map above (SC1) corresponds to the location reference given in the second column of the car parking supply and utilisation tables which follow.

5.3 Friday Car Parking Supply and Utilisation

Location	Ref	Restriction	Supply Other Times	10.30 am	11.45 am	1.15 pm	2.45 pm	4.00 pm	4.45 pm
Shopping Centre	SC1	2P	206	137	158	133	128	120	111
On-Site Parking Capacity			206						
Number of Parked Cars				137	158	133	128	120	111
Number of Vacant Spaces				69	48	73	78	86	95
Utilisation of Supply				67%	77%	65%	62%	58%	54%

**Table 4: Friday Car Parking Supply and Utilisation, Friday 14 August 2026
(Number of Parked Cars)**

Peak utilisation on the Friday was 77 per cent, recorded at 11:45 am, when 48 car parking spaces were vacant within the surveyed area. Utilisation fell steadily through the afternoon to 54 per cent at 4:45 pm, when 95 spaces were vacant.

5.4 Saturday Car Parking Supply and Utilisation

Location	Ref	Restriction	Supply Other Times	10.00 am	11.30 am	1.15 pm	2.30 pm	3.45 pm	4.45 pm
Shopping Centre	SC1	2P	206	134	193	98	104	109	116
On-Site Parking Capacity			206						
Number of Parked Cars				134	193	98	104	109	116
Number of Vacant Spaces				72	13	108	102	97	90
Utilisation of Supply				65%	94%	48%	50%	53%	56%

Table 5: Saturday Car Parking Supply and Utilisation, Saturday 15 August 2026 (Number of Parked Cars)

Utilisation on the Saturday reached 94 per cent at the 11:30 am count, when 13 spaces were vacant, and was between 48 and 65 per cent at every other count.

The 11:30 am count coincided with the Bridgewater PCYC activity described at Section 5.1. Occupancy fell from 193 vehicles at 11:30 am to 98 vehicles at 1:15 pm, a reduction of 95 vehicles, or half of the vehicles in the car park, in one hour and forty-five minutes. A reduction of that magnitude and rapidity is characteristic of the dispersal of a discrete event, and not of shopping demand. It is consistent with the observed collection of children from the PCYC.

5.5 Assessment of Car Parking Availability

The results of the two surveys are summarised below.

Measure	Friday 14 August 2026	Saturday 15 August 2026
Surveyed supply (spaces)	206	206
Highest occupancy (vehicles)	158 at 11.45 am	193 at 11.30 am
Peak utilisation	77%	94%
Lowest number of vacant spaces	48	13
Highest number of vacant spaces	95	108
Average utilisation across the six counts	64%	61%
Average number of vacant spaces	75	80

Table 6: Summary of Car Parking Supply and Utilisation

Four conclusions follow from the surveys.

- First, the shopping centre car park is not at capacity at any surveyed time on a Friday. Peak utilisation was 77 per cent, no fewer than 48 spaces were vacant at any Friday count, and across the six Friday counts an average of 75 spaces was vacant.
- Second, other than at the single 11:30 am count on the Saturday, Saturday utilisation was between 48 and 65 per cent, with between 72 and 108 spaces vacant. The average number of vacant spaces across the six Saturday counts was 80.
- Third, the one occasion on which the car park approached capacity, the 11:30 am count on the Saturday, was associated with the observed Bridgewater PCYC activity. That demand dispersed within the following one hour and forty-five minutes. It is not demand generated by the shopping centre tenancies, and it falls outside the hours in which a dental clinic of this scale would be operating at full capacity.
- Fourth, the figures above exclude the car park of approximately 43 spaces on the western side of the supermarket building, which was not surveyed and which provides further capacity within the site.

The surveys demonstrate that there is substantial and continuous residual car parking capacity within the shopping centre car park at all times at which the proposed dental clinic would operate.

6 CAR PARKING ASSESSMENT

6.1 Acceptable Solution C2.5.1 A1

The proposal is a change of use, and Clause C2.5.1 A1(d)(ii) applies. The number of on-site car parking spaces required is calculated as $N = A + (C - B)$, where N is the number of on-site car parking spaces required, A is the number of existing on-site car parking spaces, B is the number of on-site car parking spaces required for the existing use specified in Table C2.1, and C is the number of on-site car parking spaces required for the proposed use specified in Table C2.1.

Term	Basis	Spaces
A – existing on-site car parking spaces	Green Point Plaza car park	245
B – requirement for the existing use	General Retail and Hire, 85 m ² at 1 space per 30 m ² of floor area	3
C – requirement for the proposed use	Doctors' surgery, clinic, consulting room, 3 practitioners at 4 spaces per practitioner	12
$N = A + (C - B)$	$245 + (12 - 3)$	254

Table 7: Car Parking Calculation under Clause C2.5.1 A1(d)(ii)

The Acceptable Solution therefore requires 254 car parking spaces, where 245 spaces exist on the site. The Acceptable Solution is not met. The extent of the departure is nine car parking spaces, being 3.7 per cent of the car parking provided on the site, and the proposal falls to be assessed against Performance Criterion C2.5.1 P1.1.

It is relevant to that assessment that the departure arises entirely from the difference between two theoretical rates in Table C2.1, and not from any change in the physical supply of car parking. No car parking space is lost, no car parking space is altered, and the tenancy is neither extended nor increased in floor area.

6.2 Assessed Car Parking Demand

Car parking demand has been assessed from first principles, from the number of surgeries, the staff establishment and the appointment-based operation of a dental clinic. The number of patients able to be on site at any one time is fixed by the number of surgeries.

Component	Vehicles	Basis
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Component	Vehicles	Basis
Practitioners	3	One per surgery
Dental assistants	3	One per surgery
Reception and practice management	1	
Staff sub-total	7	Assumes every staff member drives and parks alone
Patients in surgery	3	One per surgery
Patients waiting or arriving	2	Allowance for appointment overlap
Patient sub-total	5	Assumes one vehicle per patient
Assessed peak car parking demand	12	

Table 8: Assessed Car Parking Demand

The assessed peak demand of 12 vehicles is identical to the requirement of 12 spaces generated by Table C2.1 at four spaces per practitioner. No discount has been applied for patients who walk, who arrive by bus, who are dropped off, or who combine the appointment with another visit to the centre, and no discount has been applied for staff who do not drive. The assessment is therefore conservative.

6.3 Performance Criterion C2.5.1 P1.1

Performance Criterion P1.1 requires that the number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to matters (a) to (h). Each is addressed below.

Performance Criterion P1.1	Response
(a) the availability of off-street public car parking spaces within reasonable walking distance of the site	The use is served by the shopping centre car park in which the tenancy sits, immediately adjacent to the tenancy entrance. Surveys on Friday 14 and Saturday 15 August 2026 recorded a minimum of 48 vacant spaces at any Friday count, and between 72 and 108 vacant spaces at every Saturday count other than the count affected by the observed PCYC activity. A further car park of approximately 43 spaces was not surveyed. The assessed peak demand of 12 vehicles is accommodated with substantial margin.

Performance Criterion P1.1	Response
(b) the ability of multiple users to share spaces because of variations in car parking demand over time, or efficiencies gained by consolidation of car parking spaces	The car park is a single consolidated car park shared by all tenancies, the PCYC and the family day care scheme. A dental clinic operates on booked appointments spread evenly through the day, and its demand does not coincide with the mid-morning and lunchtime trading peaks of the supermarket and specialty tenancies in the way that the demand of a shop does. The 2P restriction maintains turnover of the customer spaces.
(c) the availability and frequency of public transport within reasonable walking distance of the site	Bus stops are located on Green Point Road immediately adjacent to the centre in both directions, within approximately 50 m of the tenancy entrance.
(d) the availability and frequency of other transport alternatives	The centre lies within the Bridgewater and Green Point residential area, with footpath connections along Green Point Road and through the car park. A significant proportion of the centre's trade is drawn on foot from the immediately surrounding residential catchment. Bicycle parking is recommended at Section 6.4.
(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping	The proposal is a fit-out of an existing tenancy within an existing building in an established shopping centre. The car park is fully developed, and there is no capacity, and no need, to construct additional car parking spaces.
(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity	The proposal does not rely on on-street parking. No overflow onto Green Point Road is expected, and none would be required, because the car park retains substantial residual capacity at all surveyed times.
(g) the effect on streetscape	There is no change to the building envelope, the car park or the Green Point Road frontage, and accordingly no effect on streetscape.
(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development	This statement constitutes that assessment. The assessed peak demand is 12 vehicles, against a minimum observed residual capacity of 48 spaces on the Friday survey and 72 spaces at every Saturday count other than the count affected by the observed PCYC activity.

Table 9: Assessment against Performance Criterion C2.5.1 P1.1

The effect of the development on the utilisation of the car park is set out below. A worst case has been adopted, in which the whole of the assessed peak demand of 12 vehicles is present at the same time as the surveyed occupancy, and no credit is taken for the three spaces attributable to the existing use.

Count	Surveyed Parked Cars	Utilisation	Parked Cars with the Developmen t	Utilisation with the Developmen t	Vacant Spaces with the Developmen t
Friday 11.45 am (Friday peak)	158	77%	170	83%	36
Friday, average of the six counts	131	64%	143	69%	63
Saturday 11.30 am (PCYC activity observed)	193	94%	205	100%	1
Saturday 10.00 am (next highest Saturday count)	134	65%	146	71%	60
Saturday, average of the six counts	126	61%	138	67%	68

Table 10: Effect of the Development on Car Park Utilisation

On the Friday, which is the busiest trading day of the week, the car park would remain below 83 per cent utilisation at its peak, with 36 spaces vacant, and would average 69 per cent utilisation with 63 spaces vacant. A car park of this size continues to operate efficiently at that level of utilisation, and a driver would not be required to search for a space.

On the Saturday, the only count at which the addition of the development would materially constrain the car park is the 11:30 am count affected by the observed PCYC activity. That is a transient, event-related demand which dispersed within the following one hour and forty-five minutes. It is also the count least likely to coincide with the clinic's own peak, because a dental clinic of this scale would either not trade on a Saturday, or would trade a reduced Saturday morning service using one surgery, for which the demand would be four vehicles rather than 12.

Taking into account the credit available for the existing use, the net additional demand is nine vehicles rather than 12, and the figures in Table 10 are correspondingly conservative.

For these reasons the number of on-site car parking spaces meets the reasonable needs of the use, and Performance Criterion C2.5.1 P1.1 is satisfied.

6.4 Bicycle Parking Numbers – Clause C2.5.2

Table C2.1 requires bicycle parking for a doctors' surgery, clinic or consulting room at the rate of two spaces for each eight practitioners. For three practitioners the requirement is 0.75 of a space, which rounds to one space. The existing shop use generates a requirement of 0.85 of a space at one space per 100 m² of floor area, which also rounds to one space. The bicycle parking requirement is therefore unchanged by the proposal.

Acceptable Solution C2.5.2 A1 requires that bicycle parking spaces be provided on the site, or within 50 m of the site, and be no less than the number specified in Table C2.1. It is recommended that two bicycle parking spaces be provided in the vicinity of the tenancy entrance, in accordance with AS 2890.3, which exceeds the requirement of one space. On that basis Acceptable Solution C2.5.2 A1 is met, and no assessment against Performance Criterion P1 is required.

6.5 Motorcycle Parking Numbers – Clause C2.5.3

Clause C2.5.3 applies to the Business and Professional Services use class. Table C2.4 specifies no motorcycle parking requirement where the number of car parking spaces required for a use is 20 or fewer. The proposed use requires 12 car parking spaces, and there is accordingly no motorcycle parking requirement. Acceptable Solution C2.5.3 A1 is met.

7 TRAFFIC GENERATION AND ROAD NETWORK IMPACT

7.1 Basis of Rates

Traffic generation has been assessed from first principles, from the number of surgeries and the length of a dental appointment. A dental appointment, including changeover, occupies between 30 and 60 minutes. Adopting the shorter figure of 30 minutes gives two patients per surgery per hour, six patients per hour across the three surgeries, and 12 two-way vehicle trips per hour on the assumption of one vehicle per patient with no walking, bus, drop-off or linked-trip component.

Staff arrive before, and depart after, the trading day, so their movements fall outside the busiest hour of patient activity. An allowance of three two-way trips has nonetheless been included in the peak hour. Deliveries occur one to two times per week and contribute less than one trip per hour.

7.2 Assessed Traffic Generation

Component	Basis	Trips per Hour
Patients	3 surgeries, 30 minutes per appointment, one vehicle per patient	12
Staff	Allowance for arrivals and departures falling within the peak hour	3
Deliveries and services	One to two per week	Less than 1
Total assessed generation		15
Less credit for the existing shop use	85 m ² of specialty retail at approximately 10 two-way trips per hour per 100 m ²	9
Net additional generation		6

Table 11: Assessed Traffic Generation (Two-Way Vehicle Trips per Hour)

The development is assessed to generate 15 two-way vehicle trips per hour at its busiest, equivalent to one vehicle every four minutes, and a net additional six two-way vehicle trips per hour over the existing shop use.

7.3 Impact on the Road Network

The Tasmanian Department of State Growth Traffic Impact Assessment Guidelines identify a traffic impact assessment as being warranted where a development generates more than 10 vehicle movements in a peak hour on a road of significance, or where the increase in traffic on the road network would be material. Green Point Road is a local road under the care and control of

Brighton Council. The net additional generation of six two-way vehicle trips per hour is below any threshold at which a detailed traffic impact assessment or intersection modelling would be warranted.

In the context of the site the assessed generation is very small. The surveys recorded between 98 and 193 vehicles parked within the surveyed car park at any one time and, with a two-hour maximum stay, the car park serves several hundred vehicle movements per hour during peak trading. An additional 15 vehicle trips per hour, of which six are new to the road network, cannot be measured against that background. A proportion of the clinic's patients will already be attending the centre for other purposes, so the number of trips genuinely new to Green Point Road will be lower again.

No upgrade or modification to Green Point Road, to the centre's vehicle accesses or to the car park is required.

8 VEHICLE ACCESS, CIRCULATION AND PARKING LAYOUT

8.1 Access and Circulation

The proposal makes no change to the vehicle accesses to Green Point Road, to the internal aisles, or to the layout of the car park. Vehicles enter and leave through the existing accesses and circulate on the existing two-way aisles, which are signed “SLOW 10 km/h”. The tenancy is entered directly from the car park on foot, and no vehicle enters the tenancy.

Because no new vehicle access is proposed and the number and location of the existing accesses is unchanged, the proposal does not alter the access arrangements previously approved for the centre.

8.2 Parking Layout

The car park is existing, sealed, line-marked, drained and lit, and its spaces are arranged at 90 degrees to two-way aisles consistent with Table C2.2 and Table C2.3 of the Code and with AS 2890.1. No change to any car parking space, aisle, wheel stop or access is proposed, and the standards at Clause C2.6 are accordingly met by the existing car park. No swept path analysis is required, because no car parking space, aisle or access is being created or altered.

Accessible car parking spaces are provided within the car park, including in the aisle immediately north of Shop 3. The number of accessible car parking spaces required for the completed development should be confirmed against the National Construction Code and AS 2890.6 at the building permit stage.

8.3 Loading and Service Vehicles

As set out at Section 3.3, Clause C2.5.4 does not apply to the Business and Professional Services use class, and the tenancy floor area is in any event well below the 1,000 m² threshold in the Acceptable Solution. Deliveries are one to two per week, by courier or small van, and are able to be undertaken within the centre’s existing arrangements without obstruction to any aisle, accessible car parking space or vehicle access.

9 RESPONSE TO THE COUNCIL'S MATTERS

The matters raised by Brighton Council in its Request for Additional Information dated 9 July 2026 (DA 2026/00131) are addressed as follows.

Matter Raised by the Council	Response	Reference
Please confirm whether any signage is proposed as part of this application.	Signage is not a traffic or car parking matter and is confirmed separately by the applicant. No signage is proposed within the car park, at the vehicle accesses, or in any location that could obstruct sight lines for drivers or pedestrians.	Section 1
Provide further information demonstrating compliance with Clause C2.5.1 A1 or P1.1 (car parking numbers).	Acceptable Solution A1 is assessed at Section 6.1. Applying the change of use formula at A1(d)(ii), 254 spaces are required and 245 exist, so A1 is not met, by nine spaces. Performance Criterion P1.1 is assessed at Section 6.3 and is satisfied.	Sections 4, 5 and 6
Advice (a): a parking assessment demonstrating that the overall shopping centre parking provision, including the proposed use, complies with the relevant Acceptable Solutions.	The overall centre provision of 245 spaces has been assessed against the A1(d)(ii) requirement of 254 spaces. The Acceptable Solution is not met, and the alternative pathway at advice (b) has accordingly been followed.	Section 6.1
Advice (b): a statement prepared by a suitably qualified person demonstrating how the proposal satisfies the relevant Performance Criteria.	This statement is that assessment. Each of the matters at P1.1(a) to (h) is addressed, supported by car parking supply and occupancy surveys undertaken on Friday 14 and Saturday 15 August 2026.	Sections 5 and 6.3
Provide further information demonstrating compliance with Clause C2.5.2 A1 or P1 (bicycle parking numbers).	The requirement for three practitioners is 0.75 of a space, which rounds to one space, and is unchanged from the existing use. Two bicycle parking spaces are recommended, on the site or within 50 m of the site, which satisfies Acceptable Solution A1.	Section 6.4
Please address TasWater's request for additional information dated 6 July 2026 (Ref: TWDA 2026/00748-BTN).	Not a traffic or car parking matter. Addressed separately by the applicant.	Not applicable

Table 12: Response to the Council's Matters

10 CONCLUSIONS

The proposed change of use of Shop 3, Green Point Plaza, 28 Green Point Road, Bridgewater, from a shop to a dental clinic will not result in any material car parking or traffic impact.

Applying the change of use formula at Clause C2.5.1 A1(d)(ii), the Acceptable Solution requires 254 car parking spaces where 245 spaces exist on the site. The Acceptable Solution is not met, by nine spaces, being 3.7 per cent of the car parking on the site. The departure arises solely from the difference between two theoretical rates in Table C2.1. No car parking space is lost, the tenancy is not extended, and the physical supply of car parking is unchanged.

Car parking supply and occupancy surveys were undertaken within the shopping centre car park on Friday 14 August 2026 and Saturday 15 August 2026, the two busiest trading days of the week. Within the surveyed supply of 206 spaces, peak utilisation on the Friday was 77 per cent, with a minimum of 48 vacant spaces and an average of 75 vacant spaces across the six counts. On the Saturday, utilisation at five of the six counts was between 48 and 65 per cent, with between 72 and 108 spaces vacant. A further car park of approximately 43 spaces on the western side of the supermarket was not surveyed and provides additional capacity.

The single count at which the car park approached capacity, 11:30 am on the Saturday with 13 spaces vacant, coincided with observed activity at the Bridgewater PCYC, where parents were collecting children. Occupancy fell by 95 vehicles within the following one hour and forty-five minutes, which confirms that the demand was a transient event rather than shopping centre demand.

The assessed peak car parking demand of the dental clinic is 12 vehicles, comprising seven staff and five patients. That is identical to the Table C2.1 requirement and is conservative, because no allowance has been made for patients or staff who walk, use the bus, are dropped off, or combine the visit with other business at the centre. Adding the whole of that demand to the surveyed occupancy would raise Friday peak utilisation from 77 to 83 per cent, leaving 36 spaces vacant, and Friday average utilisation from 64 to 69 per cent, leaving 63 spaces vacant.

Performance Criterion C2.5.1 P1.1 is satisfied against each of matters (a) to (h). The bicycle parking requirement is unchanged from the existing use, and Acceptable Solution C2.5.2 A1 is met by the provision of two bicycle parking spaces. There is no motorcycle parking requirement, and Clause C2.5.4 does not apply to the use.

The development is assessed to generate 15 two-way vehicle trips per hour at its busiest, a net increase of six two-way vehicle trips per hour over the existing shop use, which is negligible in the context of Green Point Road and of the shopping centre car

park. No change to the vehicle accesses, to the car park or to the road network is proposed or required.

The proposal is supported on traffic and car parking grounds.

RECOMMENDED CONDITIONS

1. The dental clinic shall operate with no more than three practitioners providing treatment at any one time.
2. Not fewer than two bicycle parking spaces shall be provided on the site, or within 50 m of the site, in the vicinity of the tenancy entrance and in accordance with AS 2890.3, prior to the commencement of the use.
3. Car parking arrangements for staff of the dental clinic shall be established with the owner of the shopping centre, so that staff vehicles do not occupy the two-hour customer car parking spaces adjacent to the centre entrances for periods exceeding the signed restriction.
4. Deliveries to the tenancy shall be undertaken by courier, or by vehicles no larger than a small van, and wholly within the shopping centre, in a manner that does not obstruct any aisle, accessible car parking space or vehicle access.
5. The number of accessible car parking spaces serving the tenancy shall be confirmed against the requirements of the National Construction Code and AS 2890.6 at the building permit stage.

11 CLAUSE C2.0 COMPLIANCE SUMMARY

The following table summarises the assessment of the proposal against each applicable standard of Clause C2.0 Parking and Sustainable Transport Code.

Standard	Requirement	Assessment	Report Reference
C2.5.1 A1 Car parking numbers	$N = A + (C - B) = 245 + (12 - 3) = 254$ spaces	Not met. 245 spaces provided; a shortfall of nine spaces	Section 6.1
C2.5.1 P1.1 Car parking numbers	Must meet the reasonable needs of the use, having regard to (a) to (h)	Satisfied	Sections 5 and 6.3
C2.5.2 A1 Bicycle parking numbers	One space, provided on the site or within 50 m of the site	Met. Two spaces recommended	Section 6.4
C2.5.3 A1 Motorcycle parking numbers	No requirement where 20 or fewer car parking spaces are required	Met	Section 6.5
C2.5.4 A1 Loading bays	Does not apply to the Business and Professional Services use class	Not applicable	Section 8.3
C2.5.5 Car parking in residential zones	Applies only within the General Residential Zone and the Inner Residential Zone	Not applicable	Section 4.1
C2.6 Development standards for buildings and works	Existing sealed, line-marked, drained and lit car park; no works proposed	Met; no change	Section 8.2
C2.7 Parking precinct plans	The site is not contained within a parking precinct plan	Not applicable	Section 4.1

Table 13: Clause C2.0 Compliance Summary



17 August 2026

Our Ref: CKD-HYD-409 | TasWater Ref: TWDA 2026/00748-BTN

TasWater

Attn: Timothy Carr, Development Services – Water Services

GPO Box 1393

Hobart TAS 7001

Dear Timothy,

RE: EQUIVALENT TENEMENT CALCULATIONS – RESPONSE TO REQUEST FOR ADDITIONAL INFORMATION (TWDA 2026/00748-BTN) – PROPOSED DENTAL SURGERY, SHOP 3, GREEN POINT PLAZA, 26–28 GREEN POINT ROAD, BRIDGEWATER TAS 7030

We act on behalf of the applicant, James Ho Architecture, in relation to the proposed change of use to a dental surgery at Shop 3, Green Point Plaza, 26–28 Green Point Road, Bridgewater (Property ID 2869041, Title Reference 48335/1). This report responds to Item 1(a) of your Request for Additional Information (TasWater Ref TWDA 2026/00748-BTN, dated 6 July 2026), which requires the calculation of equivalent tenements (ETs) for water and sewer, including the credits to be applied for Developer Charges.

This assessment has been prepared with reference to the following documents:

- Your Request for Additional Information, TasWater Ref TWDA 2026/00748-BTN, dated 6 July 2026;
- Architectural drawings prepared by James Ho Architecture, Project No. JHA_002_26 – ‘New Dental Clinic – Shop Fit-Out’, dated April 2026, in particular the Site Plan (00226_DA01), Existing Floor Plan (00226_DA02) and Proposed Floor Plan – Option 2 (00226_DA06); and
- TasWater Supplement to Water Supply Code of Australia WSA03–2011-3.1 MRWA Edition V2.0, Version 5.2, issued 1 July 2026 (“the Supplement”), in particular Table A1 of Appendix A – Equivalent Tenement Rates.

Basis of Equivalent Tenement Assessment

TasWater’s RFI (Item 1a) and the Supplement direct that ET calculations for the proposed dental surgery be based on ET Code BE07 – Medical Centre, under which water and sewer demand is assessed on the number of consultation/procedure rooms, at a rate of 0.4 Water ET and 0.6 Sewer ET per room (Table A1, Appendix A of the Supplement). This is consistent with the advice provided directly within TasWater’s RFI, which confirms a rate of 0.400 Water ET and 0.600 Sewer ET per Dental/Procedure room, together with indicative Developer Charge unit rates of \$702.80 per Water ET and \$1,054.20 per Sewer ET.

The existing tenancy (to be wholly demolished/refitted) comprises an office fit-out (per Existing Floor Plan 00226_DA02) with a Gross Building Floor Area (GBFA) of 85m² (per Site Plan 00226_DA01), assessed under ET Code BE04 – Office, at a rate of 0.004 Water ET and 0.006 Sewer ET per m² GBFA, consistent with the ‘Office’ example category listed in TasWater’s RFI.

Development Summary

Existing use: Office suite comprising a staff room, three offices, pantry and accessible WC (per Existing Floor Plan 00226_DA02), with a total tenancy GBFA of 85m². The entire existing fit-out is to be demolished.

Proposed use: Dental surgery (Medical Centre) comprising reception, waiting room, office, laboratory, X-ray room, sterilisation room, store, accessible WC and refreshment kiosk, together with three (3) dedicated dental consultation/treatment rooms (Rooms 2, 3 and 4), each fitted with a dental chair (per Proposed Floor Plan – Option 2, 00226_DA06).

Table 1 – Existing / To Be Demolished ET Calculation

Existing office fit-out to be wholly demolished; GBFA per Site Plan 00226_DA01 and Existing Floor Plan 00226_DA02. Assessed under ET Code BE04 – Office, Table A1 of the Supplement.

Use	ET Code	Units	Qty	Water ET	Sewer ET	Comments
Office	BE04	GBFA (sqM)	85	0.340	0.510	Whole tenancy – existing fit-out (DA02)
TOTAL				0.340 ET	0.510 ET	

Table 2 – Proposed ET Calculation

Assessed under ET Code BE07 – Medical Centre (Dental), Table A1 of the Supplement, based on the number of dedicated dental consultation/treatment rooms shown on Drawing 00226_DA06.

Use	ET Code	Units	Qty	Water ET	Sewer ET	Comments
Medical Centre (Dental Surgery)	BE07	Room (Dental)	3	1.200	1.800	Rooms 2, 3 & 4 – dental chair fitted (DA06)
TOTAL				1.200 ET	1.800 ET	

Table 3 – Net Increase in ET Demand & Indicative Developer Charges

Indicative Developer Charges calculated using the unit rates advised in TasWater's RFI dated 6 July 2026 (\$702.80 per Water ET, \$1,054.20 per Sewer ET); final charges are determined by TasWater at the time of formal assessment/certification.

Description	Water ET	Sewer ET
Proposed ET demand (Table 2)	1.200	1.800
Less: Existing / demolished ET credit (Table 1)	(0.340)	(0.510)
Net increase in ET demand	0.860	1.290
Indicative Developer Charge rate (\$/ET)	\$702.80	\$1,054.20
Indicative Developer Charge payable	\$604.41	\$1,359.92

The combined indicative Developer Charge for the net increase in demand is \$1,964.33 (Water \$604.41 + Sewer \$1,359.92), for TasWater's confirmation.

Notes and Assumptions

- The BE07 room count comprises the three (3) dedicated dental surgery/consultation rooms shown on Drawing 00226_DA06 (Rooms 2, 3 and 4), each fitted with a dental chair. Ancillary support spaces (reception, waiting room, office, laboratory, X-ray and sterilisation rooms, and store) have not been counted as separate consultation rooms, consistent with the “Room (Dental)” unit basis in Table A1 of the Supplement.
- The existing tenancy is assumed to be office use in its entirety (85m² GBFA), based on the Existing Floor Plan (00226_DA02); no separate retail component was identified on the drawings.
- Indicative Developer Charges are provided for guidance only, using the unit rates advised in TasWater’s RFI; final charges are determined and levied by TasWater.
- Engineering design of the water and sewer connections must comply with AS/NZS 3500 Plumbing and Drainage and the Water Supply Code of Australia / Sewerage Code of Australia as amended by TasWater’s Supplements, per Note 1(a) of TasWater’s RFI. (Subject to future Hydraulic Design by Fysh Design)

Summary

If TasWater could review the above equivalent tenement calculations and confirm:

- That the ET Code BE07 basis and room count (3 No. consultation/treatment rooms) adopted for the proposed dental surgery is accepted; and
- The net increase in ET demand (0.86 Water ET, 1.29 Sewer ET) and associated indicative Developer Charges.

Please do not hesitate to contact the undersigned should you require any further information to process this request.

Yours faithfully,



Chris
Director
Fysh Design | BSD Licence No. 479819732

Dang Van

From: [REDACTED]
Sent: Tuesday, 18 August 2026 4:53 PM
To: Dang Van
Cc: 'Mina Bassanty'; 'James McDonald'
Subject: RE: Request for Additional Information - DA 2026/131 (Shop 3/28 Green Point Road, Bridgewater)
Attachments: A2617321T Dental Clinic, Shop 3, 28 Green Point Road, Bridgewater - TIS V1.0.pdf; 260817_CKD-HYD-409_Green Point Dental - TasWater ET.pdf
Follow Up Flag: Flag for follow up
Flag Status: Flagged

Please be aware that this message originated from an external source.
Exercise extreme caution with links and attachments.

Good afternoon Dang,

Please find attached traffic engineer and hydraulic engineer reports in response to council RFI dated 9 July 2026.

1. No new signage in this application
2. Refer to ML traffic engineer report dated 17 August 2026
3. Refer to Fysh Design report dated 17 August 2026

Regards,

JAMES HO AIA HKIA
DIRECTOR / PROJECT ARCHITECT



E | [REDACTED]
[REDACTED]
[REDACTED]



From: Dang Van <dang.van@brighton.tas.gov.au>
Sent: Thursday, 9 July 2026 4:07 PM
To: j [REDACTED]
Subject: Request for Additional Information - DA 2026/131 (Shop 3/28 Green Point Road, Bridgewater)

Good afternoon James,

Please find attached the request for additional information to process the above application.

Submission to Planning Authority Notice

Application details

Council Planning Permit No.	DA 2026/131
Council notice date	30/06/2026
TasWater Reference No.	TWDA 2026/00748-BTN
Date of response	26/08/2026
TasWater Contact	Timothy Carr
Phone No.	0419 306 130

Response issued to

Council name	BRIGHTON COUNCIL
Contact details	development@brighton.tas.gov.au
Development details	
Address	26-28 GREEN POINT ROAD, BRIDGEWATER
Property ID (PID)	2869041
Description of development	Change of Use to Dental Surgery (Shop 3)

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Issue date
James Ho Architecture	Drawings – DA01 – DA06	–	June 2026

Conditions

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

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connection(s) and sewerage system and connection(s) 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 commencing construction of the development, any water connection utilised for construction must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

TRADE WASTE

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

5. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to discharge.
6. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent

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 \$1,511.02 to TasWater for water infrastructure for 0.860 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 \$2,266.53 to TasWater for sewerage infrastructure for 1.290 additional Equivalent Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.

DEVELOPMENT ASSESSMENT FEES

9. The applicant or landowner as the case may be, must pay a development assessment fee of \$251.35 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 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.

Trade Waste

Prior to any Building and/or Plumbing work being undertaken, the applicant will require a Certificate for Certifiable Work (Building and/or Plumbing). The Certificate for Certifiable Work (Building and/or Plumbing) must accompany all documentation submitted to Council. Documentation must include a floor and site plan with:

Location of all pre-treatment devices (i.e Grease Arrestor/Dry Basket Arrestors/Oil Water Separato/ amalgam separators /Plaster Traps)

Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and drainage design;

Location of an accessible sampling point in accordance with the TasWater Trade Waste Sampling Specifications for sampling discharge.

At the time of submitting an application for Certificate for Certifiable Work (Building and/or Plumbing) a Trade Waste Application form is required.

If the nature of the business changes or the business is sold, TasWater is to be informed in order that pre-treatment may be reassessed.

The application forms are available at <http://www.taswater.com.au/Customers/Liquid-Trade-Waste/Commercial>.

Declaration

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