GLENORCHY PLANNING AUTHORITY
ATTACHMENTS
MONDAY, 13 OCTOBER 2025

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PLANNING

5. COMBINED PLANNING SCHEME AMENDMENT – 263,271 AND 293 MAIN ROAD, AUSTINS FERRY & PLANNING PERMIT REQUEST – 271 AND 273 MAIN ROAD, AUSTINS FERRY – PLAM-24/02

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ATTACHMENT 1

AMENDMENT DOCUMENTS

GLENORCHY LOCAL PROVISIONS SCHEDULE

AMENDMENT PLAM-24/02

The Glenorchy Local Provisions Schedule is amended as follows:

Land affected by this amendment: 263, 271 and 293 Main Road, Austins Ferry

The planning scheme maps are amended by:

1. Modifying the zoning maps, as shown in the image below, to include 263, 271 and 293 Main Road, Austins Ferry in a General Residential Zone.

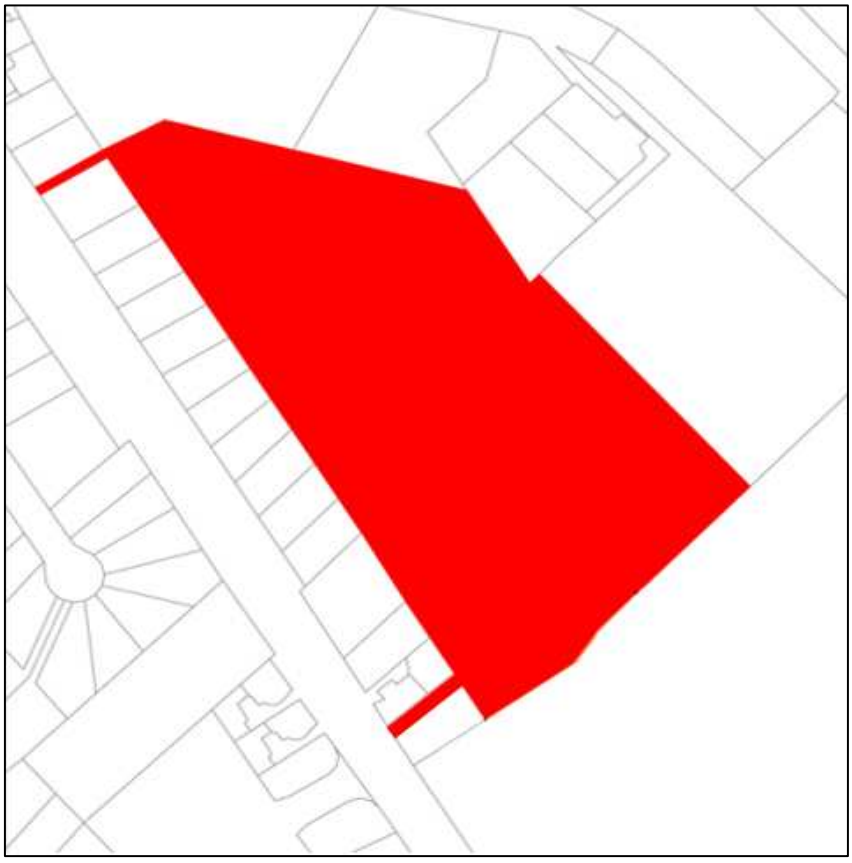


Figure 1 - Zoning map

2. Modifying the general overlay map, as shown in the images below, to include the GLE-S15.0 Ten Mile Ridge Specific Area Plan in the Specific Area Plan layer and S15.2.3 Precincts 1, 2 and 3 in the Precincts and Defined Areas layer.

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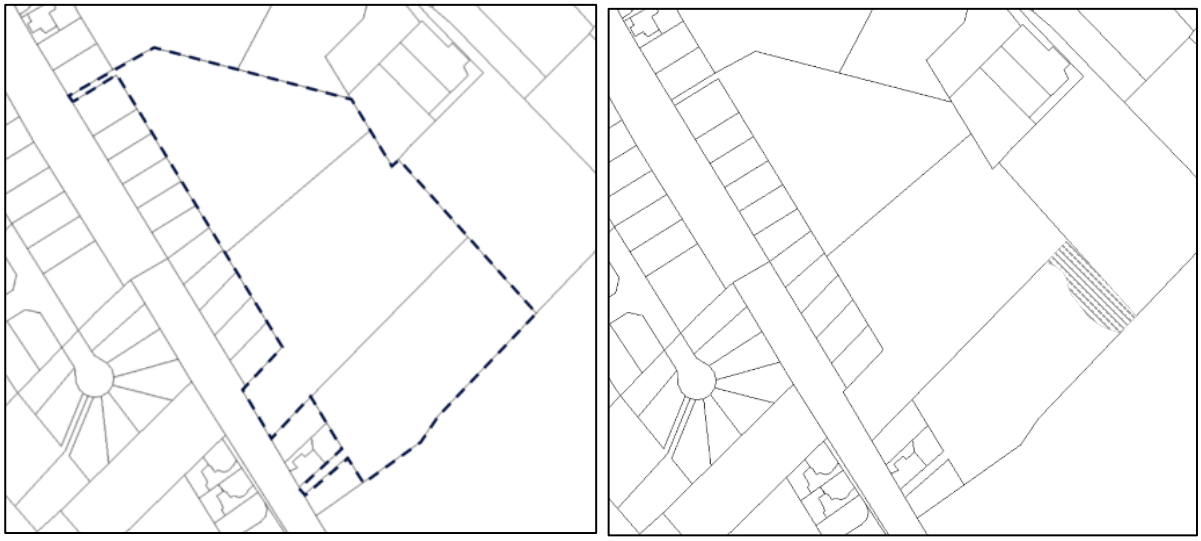


Figure 2 – Specific Area Plan layer (left) and Precincts and Defined Areas layer – Precinct 1 (right)



Figure 3 – Precincts and Defined Areas layer – Precinct 2 (left) and Precinct 3 (right)

The planning scheme ordinance is amended by:

1. Including the Ten Mile Ridge Specific Area Plan, as shown in Annexure 1, in the Glenorchy Local Provisions Schedule.

In witness whereof the common seal of Glenorchy City Council has been affixed on the day of 2025 as authorised by Council in the presence of:

_____

Council Delegate

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GLENORCHY CITY COUNCIL

CERTIFICATION OF DRAFT AMENDMENT
UNDER SECTION 40F OF THE LAND USE PLANNING AND APPROVALS ACT 1993

The Planning Authority has prepared the attached draft amendment, Amendment PLAM-24/02, to the Glenorchy Local Provisions Schedule.

The Planning Authority:

- has determined that it is satisfied that the draft amendment meets the LPS Criteria specified in Section 34 of the Land Use Planning and Approvals Act 1993 (LUPAA), and

- in accordance with Section 40F(2) of LUPAA, certifies that the draft amendment meets those requirements.

In witness whereof the common seal of Glenorchy City Council has been affixed on the

day of 2025 as authorised by Council in the presence of:

_____
Council Delegate

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Annexure 1

GLE-S15.0 Ten Mile Ridge Specific Area Plan

GLE-S15.1 Plan Purpose

The purpose of the Ten Mile Ridge Specific Area Plan is:

GLE-S15.1.1 To minimise the potential for sensitive uses in the General Residential Zone to conflict with or constrain industrial activities that generate noise in the Light Industrial Zone at Whitestone Drive, Granton.

GLE-S15.1.2 To protect the health, safety and amenity of occupants of sensitive uses in proximity to the Light Industrial Zone by mitigating the impacts of noise emissions.

GLE-S15.2 Application of this Plan

GLE-S15.2.1 This specific area plan applies to the area of land designated as GLE-S15.0 Ten Mile Ridge Specific Area Plan on the overlay maps and in Figure GLE-S15.1.

GLE-S15.2.2 In the area of land this plan applies to, the provisions of the specific area plan are in addition to the provisions of the:

(a) General Residential Zone; and

(b) Attenuation Code,

as specified in the relevant provision.

GLE-S15.2.3 The specific area plan is divided into the following precincts:

(a) Precinct 1

(b) Precinct 2

(c) Precinct 3

GLE-S15.2.4 The extent of each precinct is shown in Figure GLE-S15.1.

GLE-S15.3 Local Objectives

This sub-clause is not used in this specific area plan.

GLE-S15.4 Definition of Terms

This sub-clause is not used in this specific area plan.

GLE-S15.5 Use Table

This sub-clause is not used in the specific area plan.

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GLE-S15.6 Use Standards

GLE-S15.6.1 Use Standards for Sensitive Use

This sub-clause is in addition to General Residential Zone – Clause 8.3 Use Standards and C9.0 Attenuation Code - Clause C9.5.2 Sensitive use within an attenuation area.

Objective:	
To prevent sensitive use from unreasonably interfering with or constraining activities that generate noise emissions in the Light Industrial Zone at Whitestone Drive, Granton.	
Acceptable Solution	**Performance Criteria**
A1 A sensitive use in Precinct 1 or Precinct 2 must include an acoustic fence: (a) constructed as a continuous mass barrier using a panel system; (b) capable of achieving a sound transmission loss of not less than 20 dB at frequencies from the 125 Hz 1/1-octave band and above; (c) built to the height specified in Figure GLE-S15.1 along the boundary or boundaries of the site as shown; and (d) with a minimum height of 2.1 metres above existing ground level.	**P1** A sensitive use on land in Precinct 1 or Precinct 2 must not unreasonably interfere with or constrain an activity in the Light Industrial Zone at Whitestone Drive, Granton, having regard to: (a) measures in the design, layout and construction of the development for the sensitive use to eliminate, mitigate or manage effects of noise emissions; (b) the type, intensity and frequency of existing or likely noise emissions from industrial activities; (c) the separation distance between the sensitive use and noise sources; (d) the site and surrounding topography; and (e) recommendations of an acoustic report prepared by a suitably qualified person.
A2 Sensitive use on land in Precinct 3 is only permitted if it is for: (a) a non-habitable building; or (b) alterations or additions to an existing building used for a sensitive use, provided the gross floor area does not increase by more than 50% or 100m², whichever is the greater, from that existing at the effective date of this Specific Area Plan.	**P2** There is no Performance Criterion for this standard.

GLE-S15.7 Development Standards

GLE-S15.7.1 Development for Sensitive Use

This sub-clause is in addition to General Residential Zone – Clause 8.4 Development Standards for Dwellings.

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Objective:	
That development for sensitive use: (a) does not unreasonably interfere with, or constrain, the operation of activities in the Light Industrial Zone at Whitestone Drive, Granton; and (b) achieves a reasonable level of amenity.	
Acceptable Solution	**Performance Criteria**
A1 A habitable room for a sensitive use in Precinct 1 or Precinct 2 must have a finished floor level at or below RL 28.5 AHD.	**P1** A habitable room for a sensitive use with a finished floor level above RL 28.5 AHD must be sited and designed to achieve a reasonable level of amenity and avoid unreasonably interfering with, or constraining, activities on land in the Light Industrial Zone at Whitestone Drive, Granton, having regard to: (a) the siting, layout and construction of habitable rooms to minimise exposure to environmental noise; (b) the type, intensity and frequency of existing or likely noise emissions from activities in the Light Industrial Zone; (c) the effectiveness of acoustic treatments incorporated into the design; and (d) the recommendations of an environmental noise report prepared by a suitably qualified person.

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A2 Private open space areas for a sensitive use in Precinct 1 or Precinct 2 must not have a finished surface level above RL 28.5 AHD.	**P2** Private open space for a sensitive use with a finished surface level above RL 28.5 AHD must be located and designed to achieve a reasonable level of amenity and avoid unreasonably interfering with, or constraining, activities on land in the Light Industrial Zone at Whitestone Drive, Granton, having regard to: (a) the siting, layout, orientation and screening of private open space to reduce exposure to environmental noise; (b) the type, intensity and frequency of existing or likely noise emissions from activities in the Light Industrial Zone; (c) the proximity of the private open space to noise sources; (d) any acoustic barriers or other physical measures proposed to mitigate noise impacts; (e) the recommendations of an environmental noise assessment prepared by a suitably qualified person.

GLE-S15.8 Development Standards for Subdivision

GLE-S15.8.1 Lot Design

This sub-clause is in addition to General Residential Zone – Clause 8.6 Development Standards for Subdivision and in addition to Clause 9.6 Development Standards for Subdivision in C9.0 Attenuation Code – Clause 9.6.1 Lot Design.

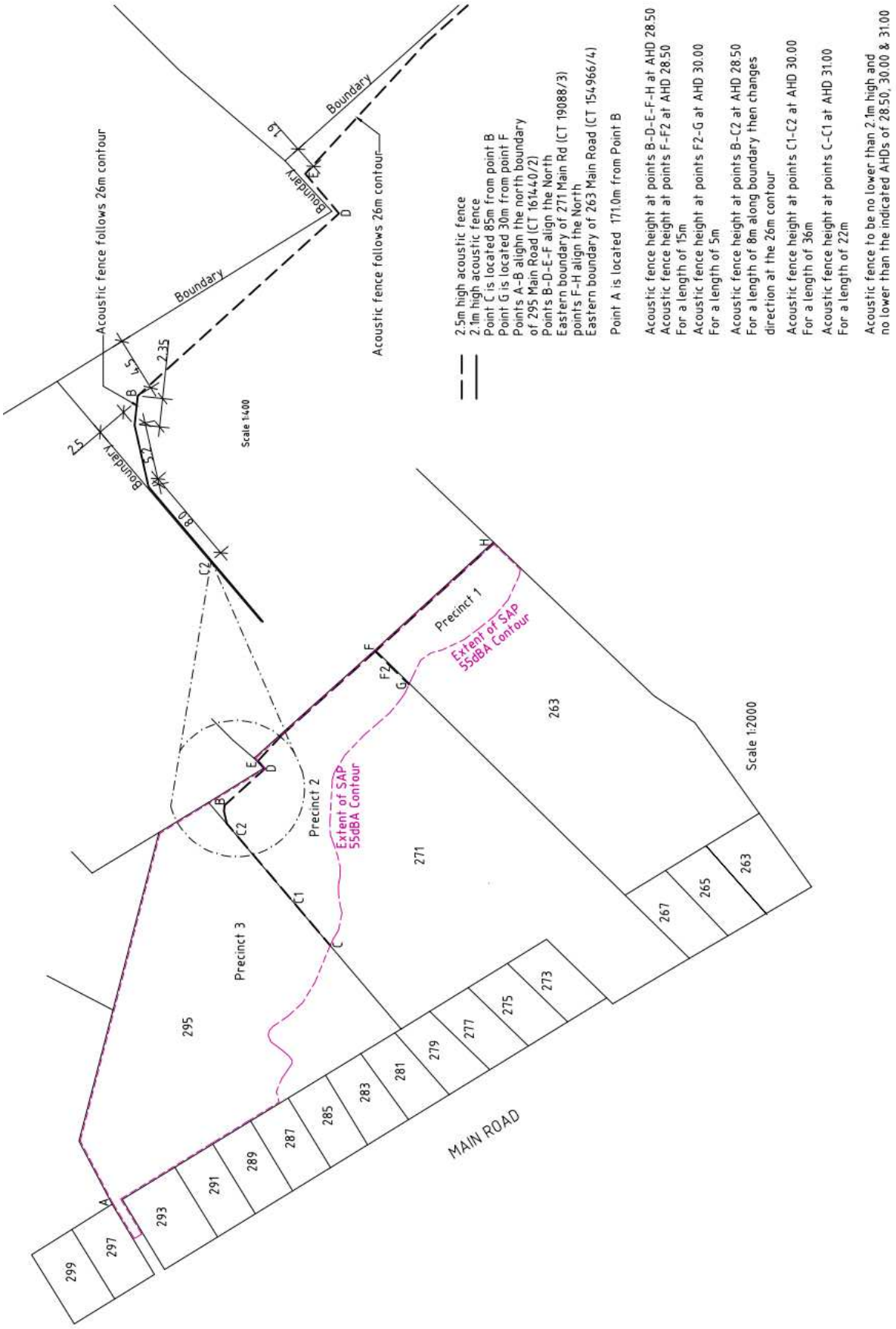
Objective:
To provide for subdivision so that a lot intended for a sensitive use: (a) is located to minimise exposure to activities that generate noise emissions and enable a reasonable level of amenity; and (b) does not conflict with, interfere with, or constrain an existing activity with potential to cause noise emissions.

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Acceptable Solution	Performance Criteria
A1 Each lot, or a lot in a plan of subdivision, must: (a) be for the creation of separate lots for existing buildings; or (b) be for the creation of a lot where a building area for a sensitive use can be located entirely outside the area of the Specific Area Plan shown on the overlay maps; or (c) not be for the creation of a lot intended for a sensitive use.	**P1** The layout and design of a lot, or a lot proposed in a plan of subdivision, must allow for a sensitive use to be located in a way that achieves a reasonable level of amenity and avoids unreasonably interfering with, or constraining, existing activities on adjacent land in the Light Industrial Zone at Whitestone Drive, Granton, having regard to: (a) the size, shape, orientation and slope of the lot to facilitate the appropriate siting of habitable rooms and private open space; (b) the type, intensity and frequency of existing or likely noise emissions from adjacent industrial activities; (c) the extent to which acoustic mitigation measures can be incorporated through future design and siting of development; and (d) the recommendations of an acoustic assessment prepared by a suitably qualified person.

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Figure GLE-S15.1



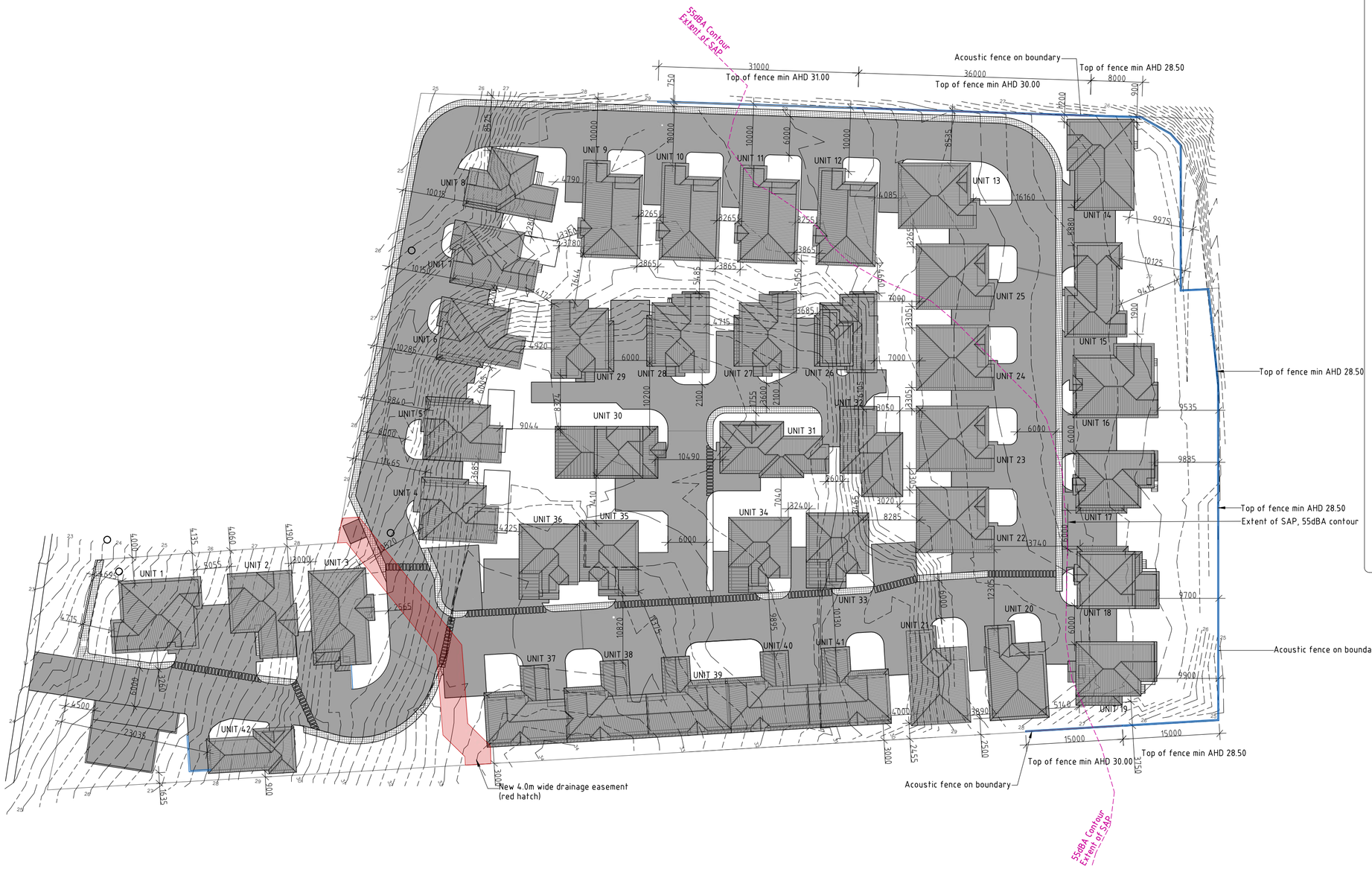
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ATTACHMENT 2

SITE PLAN AND DEVELOPMENT APPLICATION PLANS

Site Plan – 263, 271 and 293 Main Road, Austins Ferry



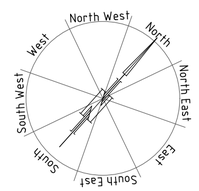


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138 Unit 40,41 Elevations
139 Unit 42 Plan
140 Unit 42 Elevations
141 Acoustic Section Plan
142 Acoustic Elevations
143 Acoustic Elevations

Site Coverage 4076.36m^2 divide by 14640=24.76%
Zoning: General residential

Acoustic fence constructed from a panel system that provides a configuous mass barrier with a sound transmission loss of 20 dB or more at frequencies from the 125 Hz 1/1-octave band and above.



NOTE: REFER TO CIVIL DRAWINGS BY ALDANMARK FOR ADDITIONAL DETAILS ON STORMWATER WATER AND SEWER INFRASTRUCTURE

DEVELOPMENT DRAWINGS ONLY
NOT FOR CONSTRUCTION

PLEASE NOTE: CONTOURS SHOWN ARE EXISTING CONTOURS, REFER TO CIVIL DRAWINGS BY ALDANMARK FOR PROPOSED CONTOURS AND DRIVEWAY HEIGHTS AND LEVELS

PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

SITE PLAN

SCALE 1:500

AMENDED
22/12/2012
09/04/2024
11/06/2025

DATE
11/07/2025

DRAWING NO.
01 OF 143

A2

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Acoustic fence constructed from a panel system that provides a contiguous mass barrier with a sound transmission loss of 20 dB or more at frequencies from the 125 Hz 1/1-octave band and above.

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DEVELOPMENT DRAWINGS ONLY
NOT FOR CONSTRUCTION

PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

SITE PLAN LOWER LEVEL

DATE
11/07/2025

SCALE 1:500

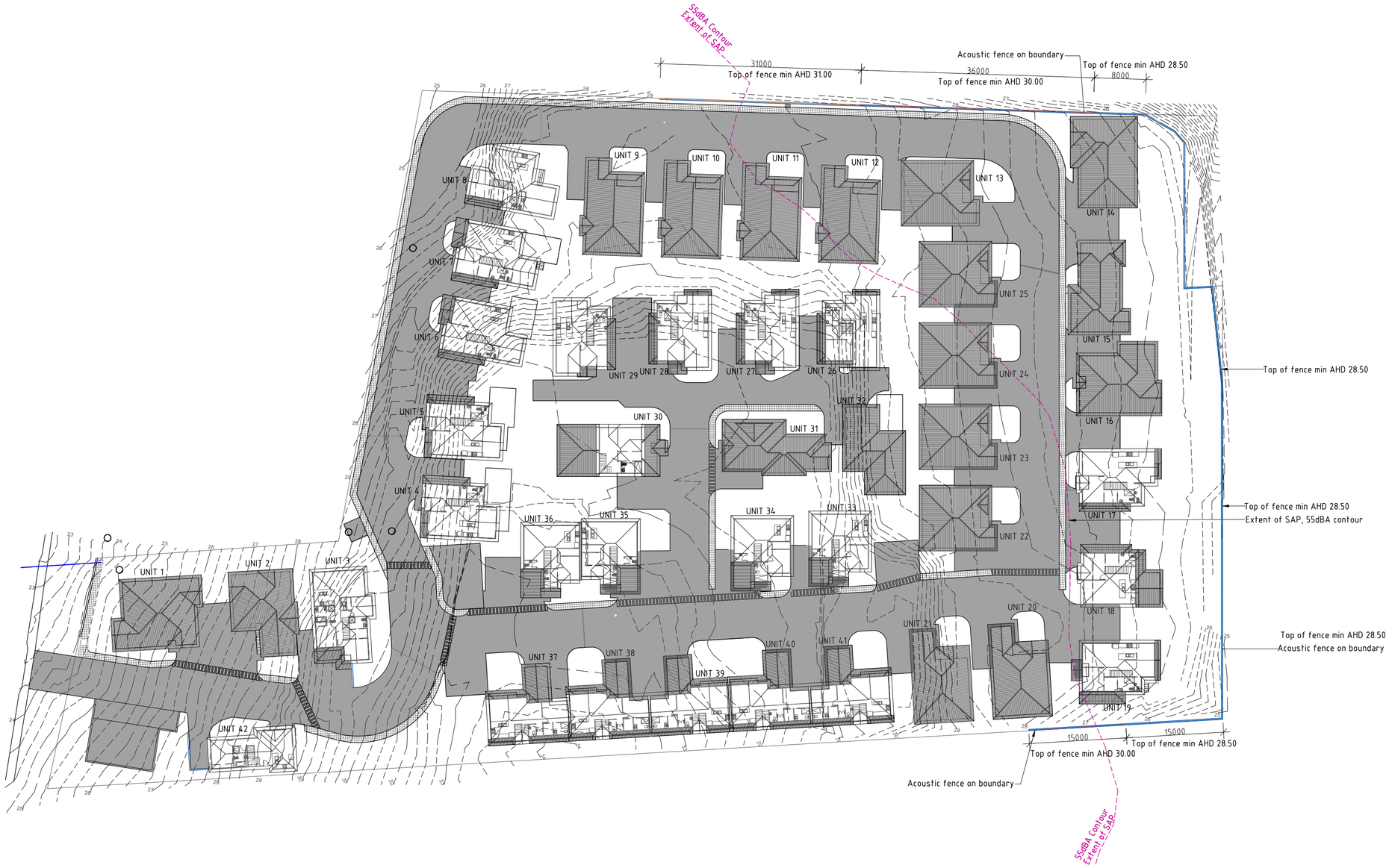
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27/11/2024

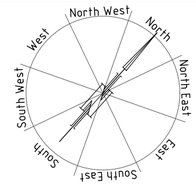
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

SITE PLAN UPPER LEVEL

DATE
11/07/2025

SCALE 1:500

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22/12/2012
11/06/2025

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03 OF 143

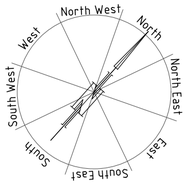
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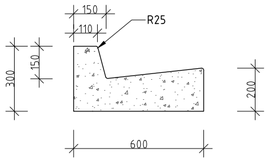
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TYPE KC (KERB & CHANNEL)
Scale 1:20
Reinstated gutter

MAIN ROAD

UNIT 1 FL25.200
UNIT 2 FL25.500
UNIT 3 FL27.650
UNIT 4 FL29.300
UNIT 5 FL28.450
UNIT 6 FL28.000
UNIT 28 FL31.700
UNIT 29 FL31.600
UNIT 30 FL31.900
UNIT 31
UNIT 35 FL31.750
UNIT 36 FL31.750
UNIT 37 FL31.400
UNIT 38 FL32.200
UNIT 39 FL32.600
UNIT 42 FL27.000

Ocean Protect JF1200-SD WSUD installed offline

Reinstate footpath from redundant crossover, min 2, max 4% cross fall Relocate existing crossover,

Install new cross over and access concrete finish to match existing to footpath and gutter profile. Construct in accordance with TSD-R09-V3

1000 wing

1000 wing

2%

10mm compressible joint filler

1000 path

Pedestrian crossing

Dual carriageway

Weekly collection area

Waste

Recycling

FOGO

Common ground

Common ground

New DN65 private connection with DN100 fire connection as per TWS-W-0002 by Taswater at developers cost

10 Units of Hume Stormtrap standard Type 1 singletrap tank for 140,000l (4m x 2.35m x 1.5m)

SC

SC - Timber slat screen min 1700 above floor level, max 25% transparency

New 4.0m wide drainage easement (red hatch)

Acoustic fence constructed from a panel system that provides a contiguous mass barrier with a sound transmission loss of 20 dB or more at frequencies from the 125 Hz 1/1-octave band and above.

PLEASE NOTE: CONTOURS SHOWN ARE EXISTING CONTOURS, REFER TO CIVIL DRAWINGS BY ALDANMARK FOR PROPOSED CONTOURS AND DRIVEWAY HEIGHTS AND LEVELS

NOTE: REFER TO CIVIL DRAWINGS BY ALDANMARK FOR ADDITIONAL DETAILS ON STORMWATER WATER AND SEWER INFRASTRUCTURE

DEVELOPMENT DRAWINGS ONLY
NOT FOR CONSTRUCTION

PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

SITE PLAN LOWER LEVEL IN PART

SCALE 1:200

AMENDED
22/12/2022
23/01/2025
11/06/2025

DATE
11/07/2025

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04 OF 143
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55dBA Contour
Extent of SAP

North West
North
West
North East
South West
East
South
South East

UNIT 28
FL31.700

UNIT 27
FL31.400

FL31.200

UNIT 26
FL30.000

UNIT 24
FL27.950

UNIT 16
FL27.725

Highlight window
Sill min 1700 above FL

1000 path

DECK
FL31.000

UNIT 32
FL31.000

UNIT 23
FL28.330

UNIT 17
FL28.000

SC

UNIT 30
FL31.900

UNIT 31
FL31.500

Pedestrian crossing

UNIT 22
FL28.500

UNIT 18
FL28.150

Top of fence min AHD 28.50

UNIT 35
FL31.750

UNIT 34
FL31.500

UNIT 33
FL31.350

Highlight window
Sill min 1700 above FL

Pedestrian crossing

UNIT 39
FL32.600

UNIT 40
FL31.400

UNIT 41
FL30.600

UNIT 21
FL29.500

UNIT 20
FL28.500

UNIT 19
FL28.150

Highlight window
Sill min 1700 above FL

Top of fence min AHD 28.50

Acoustic fence on boundary

15000
Top of fence min AHD 30.00

15000
Top of fence min AHD 28.50

55dBA Contour
Extent of SAP

SC – Timber slat screen min 1700
above floor level, max 25% transparency

PLEASE NOTE: CONTOURS SHOWN ARE EXISTING CONTOURS, REFER TO CIVIL DRAWINGS BY ALDANMARK FOR PROPOSED CONTOURS AND DRIVEWAY HEIGHTS AND LEVELS

Acoustic fence constructed from a panel system that provides a contiguous mass barrier with a sound transmission loss of 20 dB or more at frequencies from the 125 Hz 1/1-octave band and above.

DEVELOPMENT DRAWINGS ONLY
NOT FOR CONSTRUCTION

PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

SITE PLAN LOWER LEVEL IN PART

SCALE 1:200

AMENDED
22/12/2023
09/04/2024
11/06/2025

DATE
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05 OF 143

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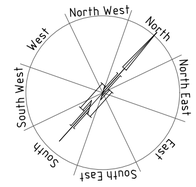
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DEVELOPMENT DRAWINGS ONLY
NOT FOR CONSTRUCTION

SC - Timber slat screen min 1700
above floor level, max 25% transparency



55dBA Contour
Extent of SAP

Common ground

1000 path

UNIT 8
FL27.250

UNIT 9
FL27.800

UNIT 10
FL28.000

UNIT 11
FL28.300

UNIT 12
FL28.450

Highlight window
Sill min 1700 above FL

UNIT 7
FL27.750

UNIT 29
FL31.600

UNIT 6
FL28.000

UNIT 28
FL31.700

UNIT 27
FL31.400

FL31.200

UNIT 26
FL30.000

UNIT 5
FL28.450

UNIT 32
FL31.000

UNIT 31
FL31.500

UNIT 4
FL29.300

Acoustic fence constructed from a panel system that provides a contiguous mass barrier with a sound transmission loss of 20 dB or more at frequencies from the 125 Hz 1/1-octave band and above.

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271 MAIN ROAD AUSTINS FERRY

SITE PLAN LOWER LEVEL IN PART

DATE
11/07/2025

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email: gtilley7@bigpond.com
phone ph 0400 671 582

SCALE 1:200

AMENDED
22/12/2012
09/04/2024
11/06/2025

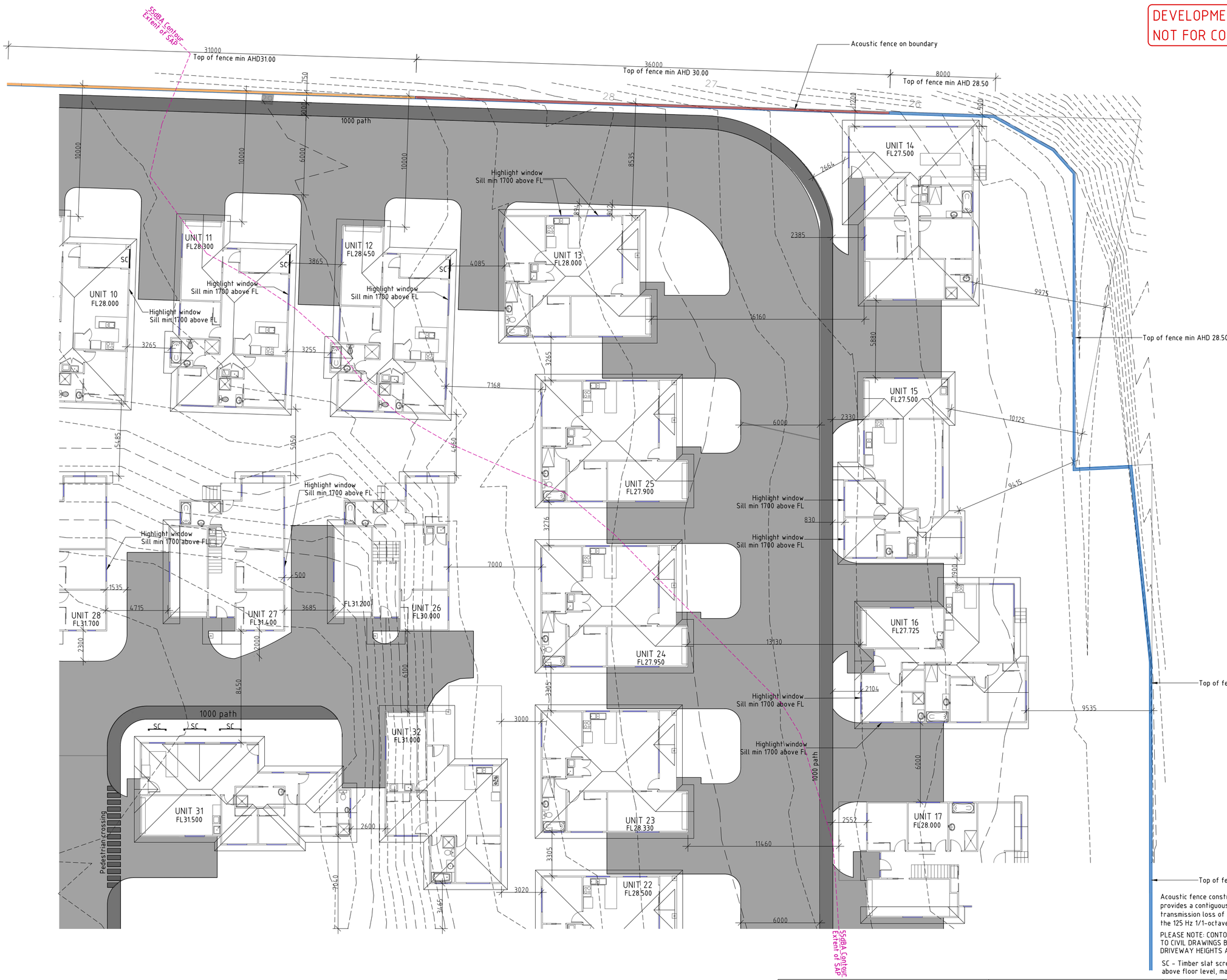
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Acoustic fence constructed from a panel system that provides a contiguous mass barrier with a sound transmission loss of 20 dB or more at frequencies from the 125 Hz 1/1-octave band and above.

PLEASE NOTE: CONTOURS SHOWN ARE EXISTING CONTOURS, REFER TO CIVIL DRAWINGS BY ALDANMARK FOR PROPOSED CONTOURS AND DRIVEWAY HEIGHTS AND LEVELS

SC - Timber slat screen min 1700 above floor level, max 25% transparency

NOTE: REFER TO CIVIL DRAWINGS BY ALDANMARK FOR ADDITIONAL DETAILS ON STORMWATER WATER AND SEWER INFRASTRUCTURE

PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

SITE PLAN LOWER LEVEL IN PART

DATE
11/07/2025

DRAWN BY G.Tilley
email: gltilley7@bigpond.com
phone ph 0400 671 582

SCALE 1:200

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North West
North
West
North East
South West
East
South
South East

UNIT 1

UNIT 2
FL28.160

UNIT 3
FL30.310

UNIT 4
FL31.960

UNIT 5
FL31.110

UNIT 6
FL30.660

UNIT 28
FL34.360

UNIT 35
FL34.410

UNIT 36
FL34.410

UNIT 37
FL34.060

UNIT 38
FL34.860

UNIT 39
FL34.260

UNIT 42
FL29.660

DECK
FL30.510

DECK
FL31.260

DECK
FL31.810

Highlight window
Sill min 1700 above FL

Pedestrian crossing

3450
2560
5055
4920
7640
7255
9326
10456
15080
4338
4510
4225
7410
3517

New 4.0m wide drainage easement
(red hatch)

NOTE: REFER TO CIVIL DRAWINGS BY ALDANMARK FOR ADDITIONAL DETAILS ON STORMWATER WATER AND SEWER INFRASTRUCTURE

SC - Timber slat screen min 1700
above floor level, max 25% transparency

NOTE: REFER TO CIVIL DRAWINGS BY ALDANMARK FOR ADDITIONAL DETAILS ON STORMWATER WATER AND SEWER INFRASTRUCTURE

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

SITE PLAN UPPER LEVEL IN PART

DATE
11/07/2025

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55dBA Contour
Extent of SAP

UNIT 26
FL32.660

UNIT 28
FL34.360

UNIT 27

Highlight window
Sill min 1700 above FL

5535

4505

FL33.860

7000

Highlight window
Sill min 1700 above FL

Highlight window
Sill min 1700 above FL

4265

2000

UNIT 24

UNIT 16

UNIT 30

UNIT 31

UNIT 32

6000

UNIT 23

Pedestrian crossing

2010

UNIT 17

Highlight window
Sill min 1700 above FL

14878

3240

UNIT 34
FL34.160

UNIT 33
FL34.010

7640

UNIT 22

UNIT 35
FL34.410

UNIT 18

6330

Pedestrian crossing

Pedestrian crossing

Pedestrian crossing

Pedestrian crossing

Unit 20 East elevation windows
Sill min 1700 above FL

6000

UNIT 21

UNIT 20

UNIT 19
FL30.810

2635

UNIT 38
FL34.860

UNIT 39
FL34.260

UNIT 40
FL34.060

UNIT 41
FL39.260

33 32 31 30 29 28 27 26 25

15000
Top of fence min AHD 30.00

15000
Top of fence min AHD 28.50

Acoustic fence on boundary

55dBA Contour
Extent of SAP

Top of fence RL28.50

Top of fence min AHD 28.50

Acoustic fence on boundary
Top of fence min AHD 28.50

North West · North · North East · West · East · South West · South East

Acoustic fence constructed from a panel system that provides a contiguous mass barrier with a sound transmission loss of 20 dB or more at frequencies from the 125 Hz 1/1-octave band and above.

PLEASE NOTE: CONTOURS SHOWN ARE EXISTING CONTOURS, REFER TO CIVIL DRAWINGS BY ALDANMARK FOR PROPOSED CONTOURS AND DRIVEWAY HEIGHTS AND LEVELS

SC - Timber slat screen min 1700 above floor level, max 25% transparency

NOTE: REFER TO CIVIL DRAWINGS BY ALDANMARK FOR ADDITIONAL DETAILS ON STORMWATER WATER AND SEWER INFRASTRUCTURE

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

SITE PLAN UPPER LEVEL IN PART

SCALE 1:200

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DATE
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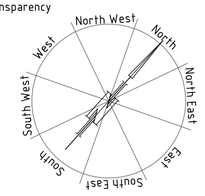
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SC – Timber slat screen min 1700 above floor level, max 25% transparency



55dBA Contour Extent of SAP

UNIT 8 FL29.910

UNIT 7 FL30.410

DECK FL30.260

UNIT 6 FL30.660

DECK FL30.510

UNIT 5 FL31.110

DECK FL31.260

UNIT 4 FL31.960

DECK FL31.810

UNIT 9

UNIT 10

UNIT 11

UNIT 12

UNIT 27 FL34.060

UNIT 28 FL34.360

UNIT 26 FL32.660

FL33.860

UNIT 31

UNIT 32

Highlight window Sill min 1700 above FL

Pedestrian crossing

4936 3280 4770 4050 7640 6080 5450 5240 5535 4505 7253 9326 10456 15080 4338 5100 4265 4510

NOTE: REFER TO CIVIL DRAWINGS BY ALDANMARK FOR ADDITIONAL DETAILS ON STORMWATER WATER AND SEWER INFRASTRUCTURE

DEVELOPMENT DRAWINGS ONLY
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Acoustic fence constructed from a panel system that provides a contiguous mass barrier with a sound transmission loss of 20 dB or more at frequencies from the 125 Hz 1/1-octave band and above.

PROPOSED UNIT DEVELOPMENT FOR SJM PROPERTY DEVELOPMENTS PTY LTD AT 271 MAIN ROAD AUSTINS FERRY	SITE PLAN UPPER LEVEL IN PART	DATE 11/07/2025	DRAWN BY G.Tilley email: gltilley7@bigpond.com phone ph 0400 671 582
	SCALE 1:200 AMENDED 22/12/2012 11/06/2025	DRAWING NO. 10 OF 143 A2	Accreditation No CC620H © copyright 2021 1221

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55dBA Contour
Extent of SAP

31000
Top of fence min AHD 31.00

36000
Top of fence min AHD 30.00

8000
Top of fence min AHD 28.50

Acoustic fence on boundary

27
28
26

North West
North
West
North East
South West
East
South East

UNIT 10
UNIT 11
UNIT 12
UNIT 13
UNIT 14
UNIT 15
UNIT 16
UNIT 17
FL30.660
UNIT 22
UNIT 23
UNIT 24
UNIT 25
UNIT 26
FL33.860
FL32.660
UNIT 27
FL34.060
UNIT 28
FL34.360
UNIT 31
UNIT 32

6080
5450
5240
7000
7000
5535
4505
6000
4265
6000

Highlight window
Sill min 1700 above FL

Highlight window
Sill min 1700 above FL

Highlight window
Sill min 1700 above FL

Highlight window
Sill min 1700 above FL

Pedestrian crossing

Top of fence min AHD 28.50

Top of fence min AHD 28.50

Top of fence min AHD 28.50

55dBA Contour
Extent of SAP

Acoustic fence constructed from a panel system that provides a contiguous mass barrier with a sound transmission loss of 20 dB or more at frequencies from the 125 Hz 1/1-octave band and above.

PLEASE NOTE: CONTOURS SHOWN ARE EXISTING CONTOURS, REFER TO CIVIL DRAWINGS BY ALDANMARK FOR PROPOSED CONTOURS AND DRIVEWAY HEIGHTS AND LEVELS

SC - Timber slat screen min 1700 above floor level, max 25% transparency

NOTE: REFER TO CIVIL DRAWINGS BY ALDANMARK FOR ADDITIONAL DETAILS ON STORMWATER WATER AND SEWER INFRASTRUCTURE

PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

SITE PLAN UPPER LEVEL IN PART

DATE
11/07/2025

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22/12/2012

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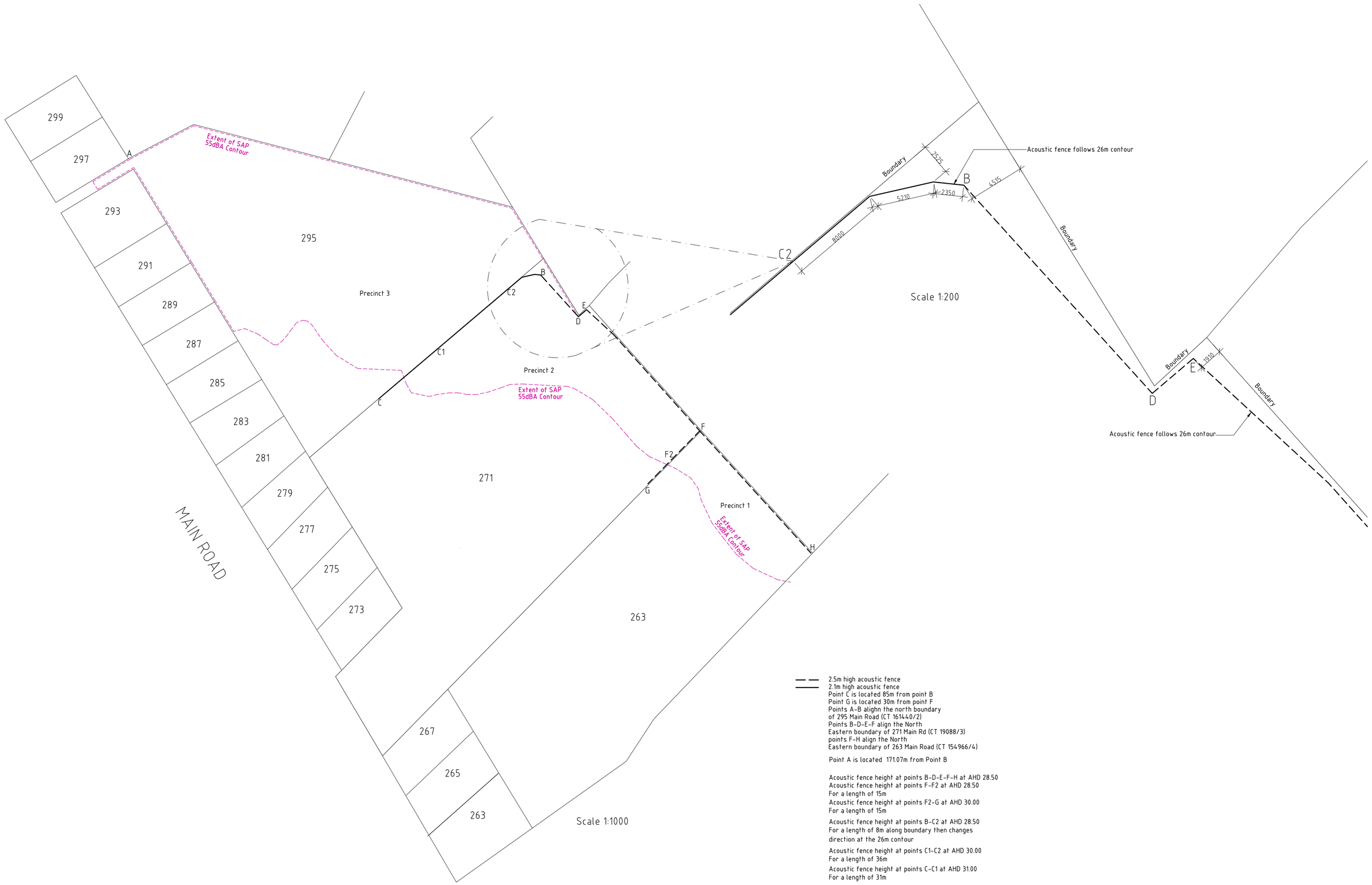
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2.5m high acoustic fence
2.1m high acoustic fence
Point C is located 85m from point B
Point G is located 30m from point F
Points A-B alighn the north boundary
of 295 Main Road (CT 161440/2)
Points B-D-E-F align the North
Eastern boundary of 271 Main Rd (CT 19088/3)
points F-H align the North
Eastern boundary of 263 Main Road (CT 154966/4)

Point A is located 171.07m from Point B

Acoustic fence height at points B-D-E-F-H at AHD 28.50
Acoustic fence height at points F-F2 at AHD 28.50
For a length of 15m
Acoustic fence height at points F2-G at AHD 30.00
For a length of 15m

Acoustic fence height at points B-C2 at AHD 28.50
For a length of 8m along boundary then changes
direction at the 26m contour

Acoustic fence height at points C1-C2 at AHD 30.00
For a length of 36m

Acoustic fence height at points C-C1 at AHD 31.00
For a length of 31m

Acoustic fence to be no lower than 2.1m high and
no lower than the indicated AHDs of 28.50, 30.00 & 31.00

PROPOSED UNIT DEVELOPMENT FOR SJM PROPERTY DEVELOPMENTS PTY LTD AT 271 MAIN ROAD AUSTINS FERRY	SAP & ACOUSTIC FENCE PLAN	DATE 11/07/2025	DRAWN BY G.Tilley email: gtilley7@bigpond.com phone ph 0400 671 582
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CL Freestanding
Retractable clothes line
F 1800 high paling fence
F2 1200 high slat fence 30% transperancy >1200 high
S 750x1500 shed
WS 1.5m^2 impervious area
for waste storage
1000x1500 concrete pad/paving
G Gate

B● 41 off Thorn Bollard lights
Satin black 1500-840 400K
24.5 watt LED
140Ø x 230mm high

Betula (Silver Birch)
6-9m high

Leucadendron silvan red
150cm high

Phebalium Squamulosum
(Satinwood) max 4m high

Escallonia "Hedge edge" or similar
0.5m high

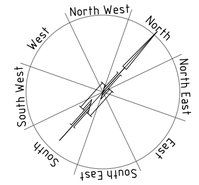
NOTE: Plant height stated is matured height apart from the hedge which can be managed to desired height

Garden bed not to extend against building, refer to CSIRO report for info

6m x 4m min Private open space (24.00m/2)
Max 1:10 gradient

Decorative pebbles/gravel

Mulched garden





Acoustic fence constructed from a panel system that provides a contiguous mass barrier with a sound transmission loss of 20 dB or more at frequencies from the 125 Hz 1/1-octave band and above.

Unit	P.O.S.m^2	Unit	P.O.S. m^2
Unit 1	138.81	Unit 23	63.10
Unit 2	79.83	Unit 24	62.95
Unit 3	149.45	Unit 25	80.94
Unit 4	86.54	Unit 26	139.30
Unit 5	89.15	Unit 27	96.27
Unit 6	99.51	Unit 28	113.56
Unit 7	95.18	Unit 29	115.66
Unit 8	94.76	Unit 30	124.13
Unit 9	89.20	Unit 31	69.33
Unit 10	78.02	Unit 32	94.05
Unit 11	78.01	Unit 33	115.56
Unit 12	79.61	Unit 34	99.72
Unit 13	87.38	Unit 35	89.11
Unit 14	140.04	Unit 36	92.10
Unit 15	210.80	Unit 37	181.17
Unit 16	170.76	Unit 38	72.17
Unit 17	202.35	Unit 39	73.52
Unit 18	197.38	Unit 40	73.72
Unit 19	230.22	Unit 41	90.92
Unit 20	92.12	Unit 42	148.05
Unit 21	93.39		
Unit 22	79.19		

NOTE: There are no proposed second level balconies overlooking the industrial sites to the East.
Units 17 & 18 have an upper level balcony facing South West

PLEASE NOTE: CONTOURS SHOWN ARE EXISTING CONTOURS, REFER TO CIVIL DRAWINGS BY ALDANMARK FOR PROPOSED CONTOURS AND DRIVEWAY HEIGHTS AND LEVELS

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

LANDSCAPE PLAN

SCALE 1:500

AMENDED
22/12/2023
09/04/2024
11/06/2025

DATE
11/07/2025

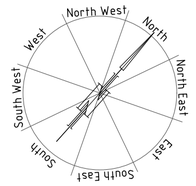
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13 OF 143
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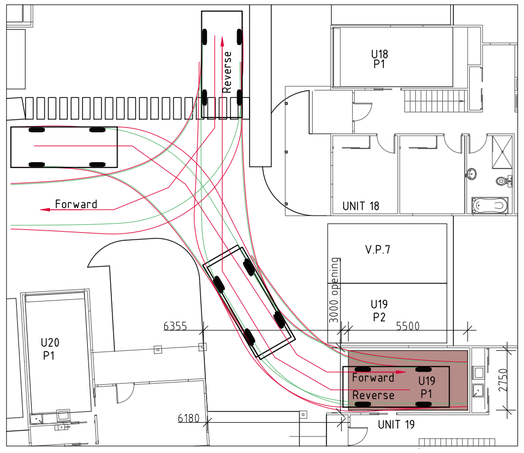
Acoustic fence constructed from a panel system that provides a contiguous mass barrier with a sound transmission loss of 20 dB or more at frequencies from the 125 Hz 1/1-octave band and above.

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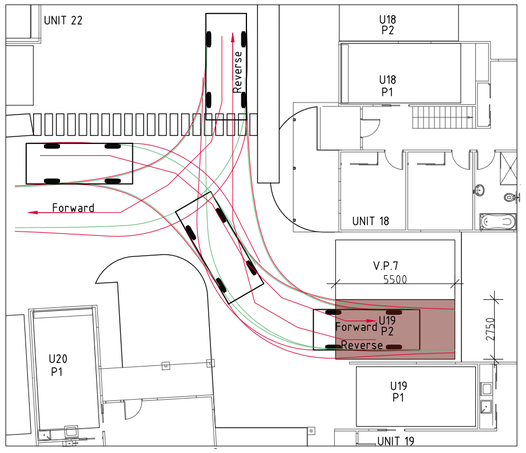
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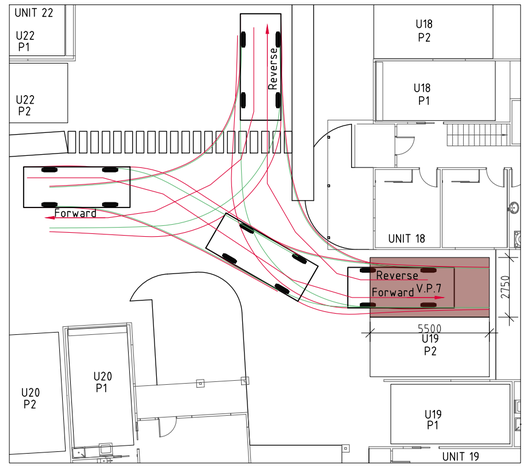
PROPOSED UNIT DEVELOPMENT FOR SJM PROPERTY DEVELOPMENTS PTY LTD AT 271 MAIN ROAD AUSTINS FERRY	PARKING PLAN	DATE 11/07/2025	DRAWN BY G.Tilley email: gtilley7@bigpond.com phone ph 0400 671 582
	SCALE 1:500 AMENDED 22/12/2012 09/04/2024 11/06/2025	DRAWING NO. 14 OF 143 A2	Accreditation No.CC620H © copyright 2021 1221

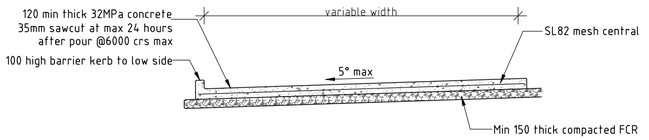
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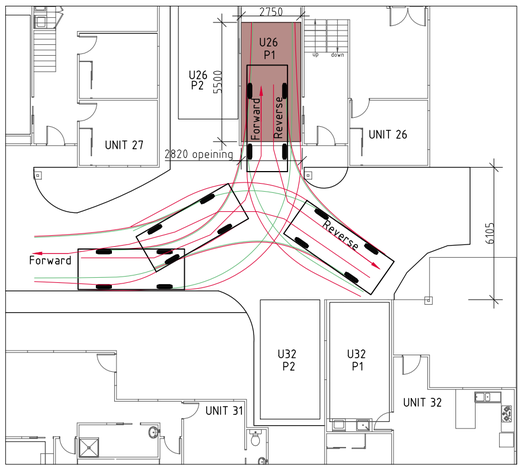
Garage door opening widths configured in accordance with AS2890.1-2004 Figure 5.4

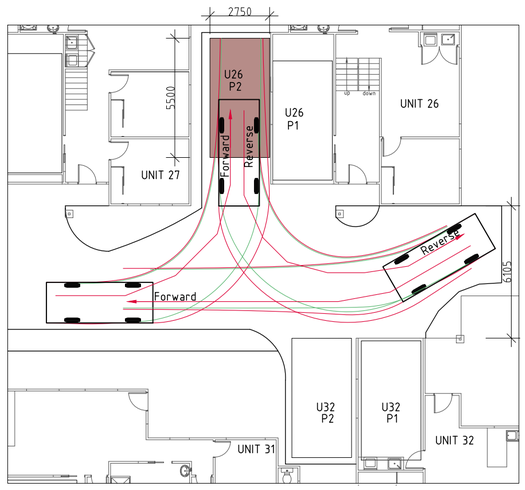


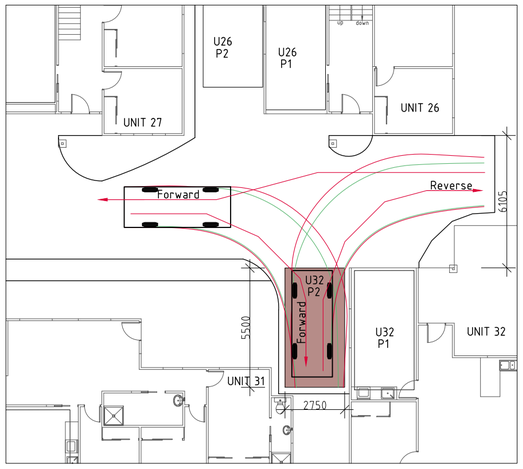


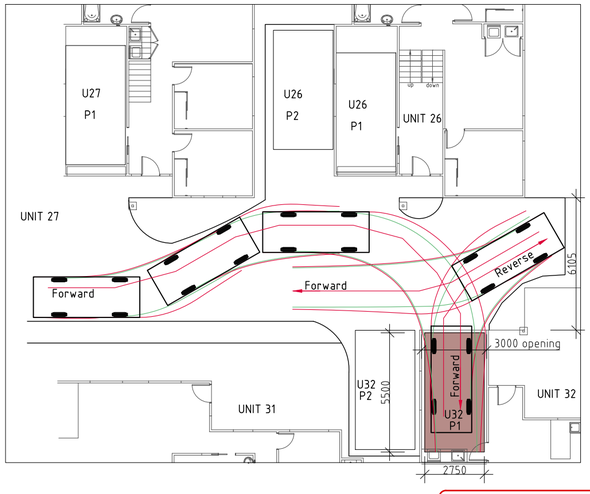


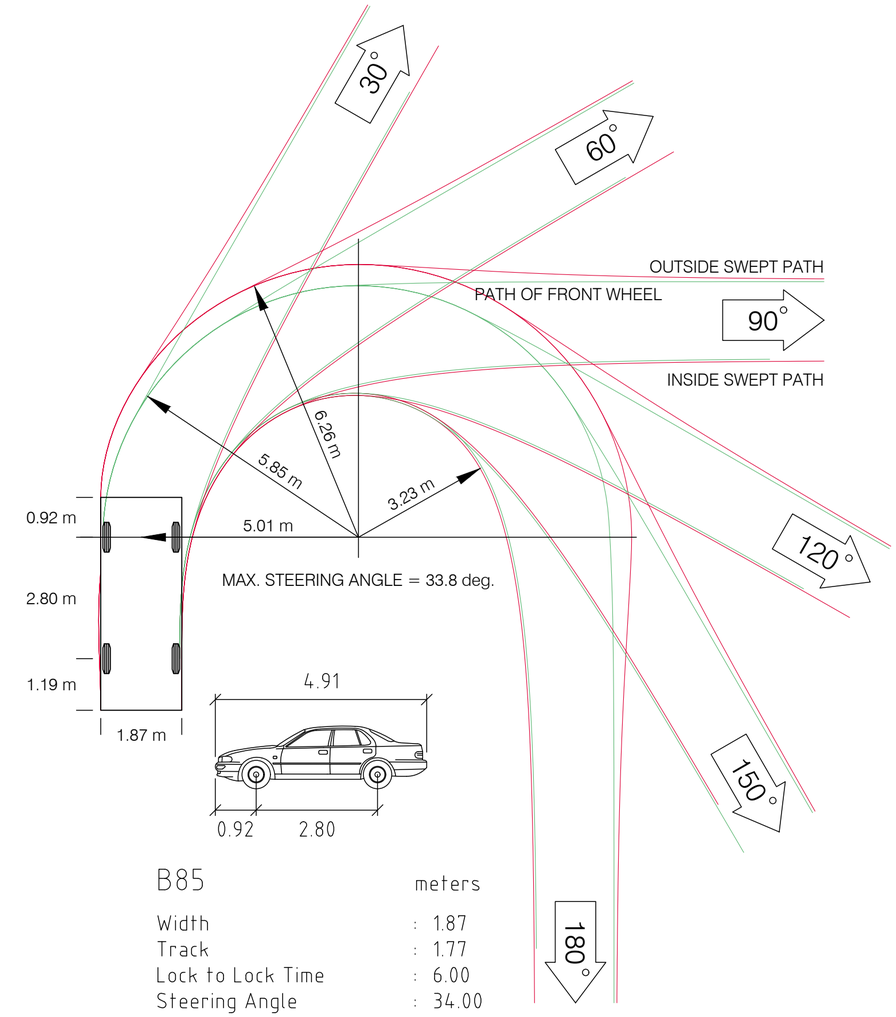
DRIVEWAY CROSS SECTION (TYPICAL)
SCALE 1:50











B85	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.00
Steering Angle	: 34.00

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

VEHICLE TURNING

SCALE 1:200

AMENDED

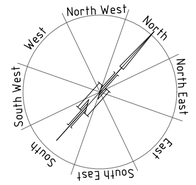
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Carpark landscaped area
97 carparks @2.7m x 5.5m =1467.12m^2
Area of carpark landscaping required =73.35m^2
Minimum of 5% of carparking to be dedicated to Carpark Landscaping
112.27m^2 of Carpark landscaping provided

Pervious 5069.81m^2 divide by 14640m^2=34.63%
Impervious 9570.19m^2 divide by 14640m^2=65.37%
Site Coverage 4076.36m^2 divide by 14640=24.76%

Pervious surface

Impervious surface

Carpark landscaping

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

SURFACE TREATMENT PLAN

DATE
11/07/2025

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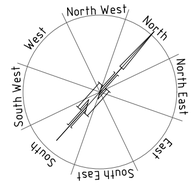
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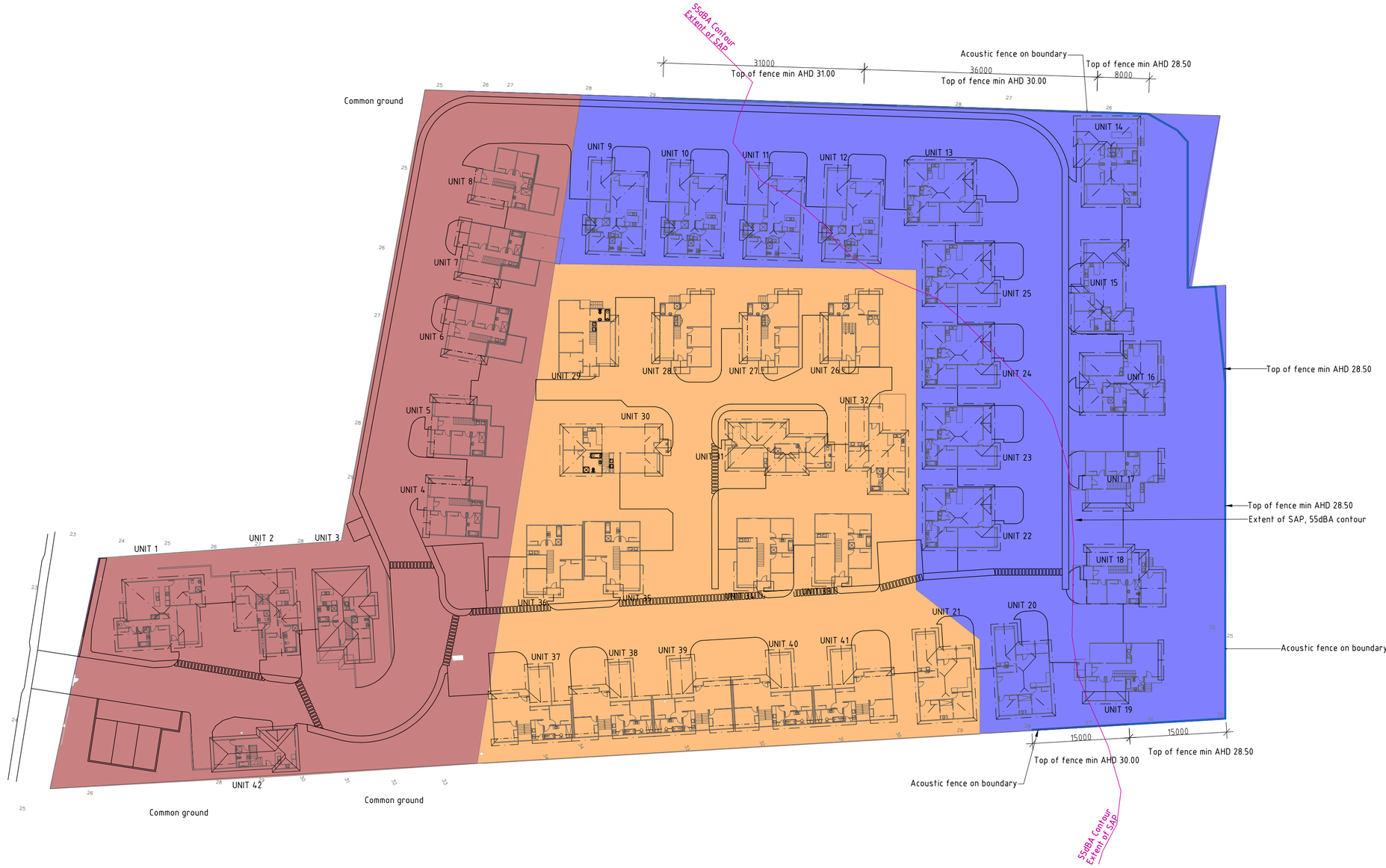
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STAGE 1

STAGE 2

STAGE 3





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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

STAGES

SCALE 1:500

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09/04/2024
11/06/2025

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23
24
25
26
23
24
25
26
28
30
32

UNIT 1
UNIT 2
UNIT 3
UNIT 42

F2
1000 path
Masonry wall with inbuilt letterboxes at boundary max 1000 high
FL25.200
FL25.500
FL27.650

5% fall
FSL. 24.250
FSL. 24.500
FSL. 24.750
FSL. 25.000
FSL. 24.500
NGL. 24.900
RW 0..400
4500
Location of bins when moved from storage area for collection
240 wheelie bins
600x800mm
300
600
800
Weekly collection area
1000 wide footpath
Concrete slab
5% max fall to slab
Waste
Recycling
FOGO
1200 high slat screen fence on retaining wall
Concrete slab to bin area
600 high 190 block retaining wall
FSL. 24.875
NGL. 25.620
NGL 0.745
FSL. 25.080
NGL. 26.640
RW 1.560
FSL. 25.180
NGL. 26.490
RW 1.310
FSL. 25.200
NGL. 26.600
RW 1.600
FSL. 25.180
NGL. 26.550
RW 1.370
5500

The collection of bins could be done as follows:
FOGO every Tuesday (as normal)
Waste every Friday (as per normal)
Recycling every Thursday (day before normal Friday collection)
Therefore 14 bins would be collected on each of the collection days.

PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

WHEELIE BIN COLLECTION AREA PLAN

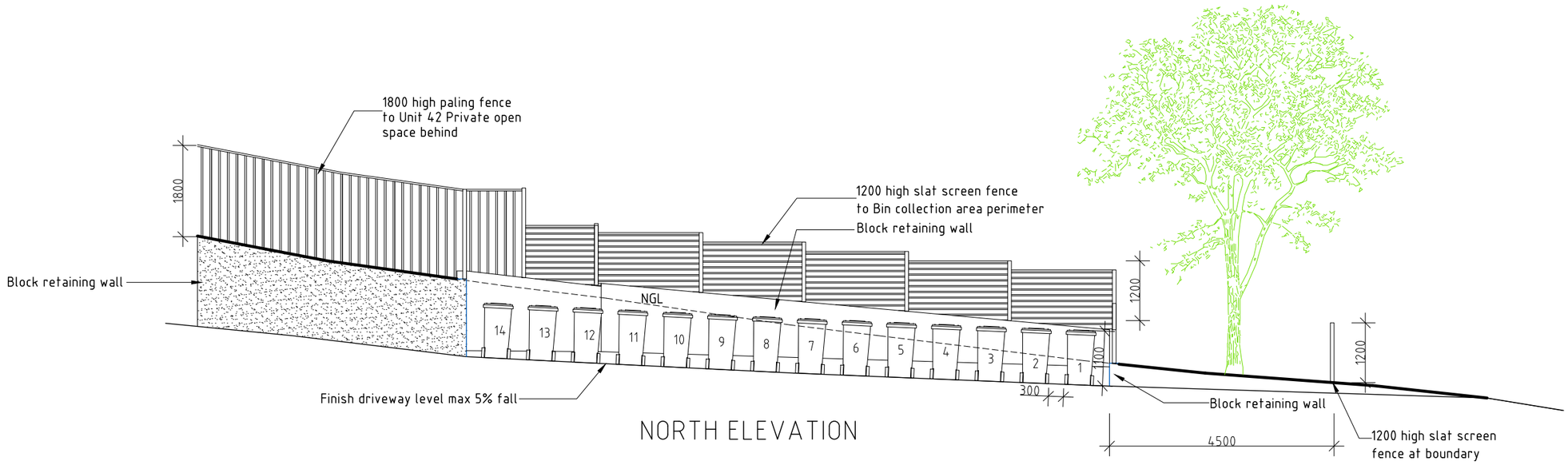
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NORTH ELEVATION

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

WHEELIE BIN COLLECTION ELEVATION

SCALE 1:100

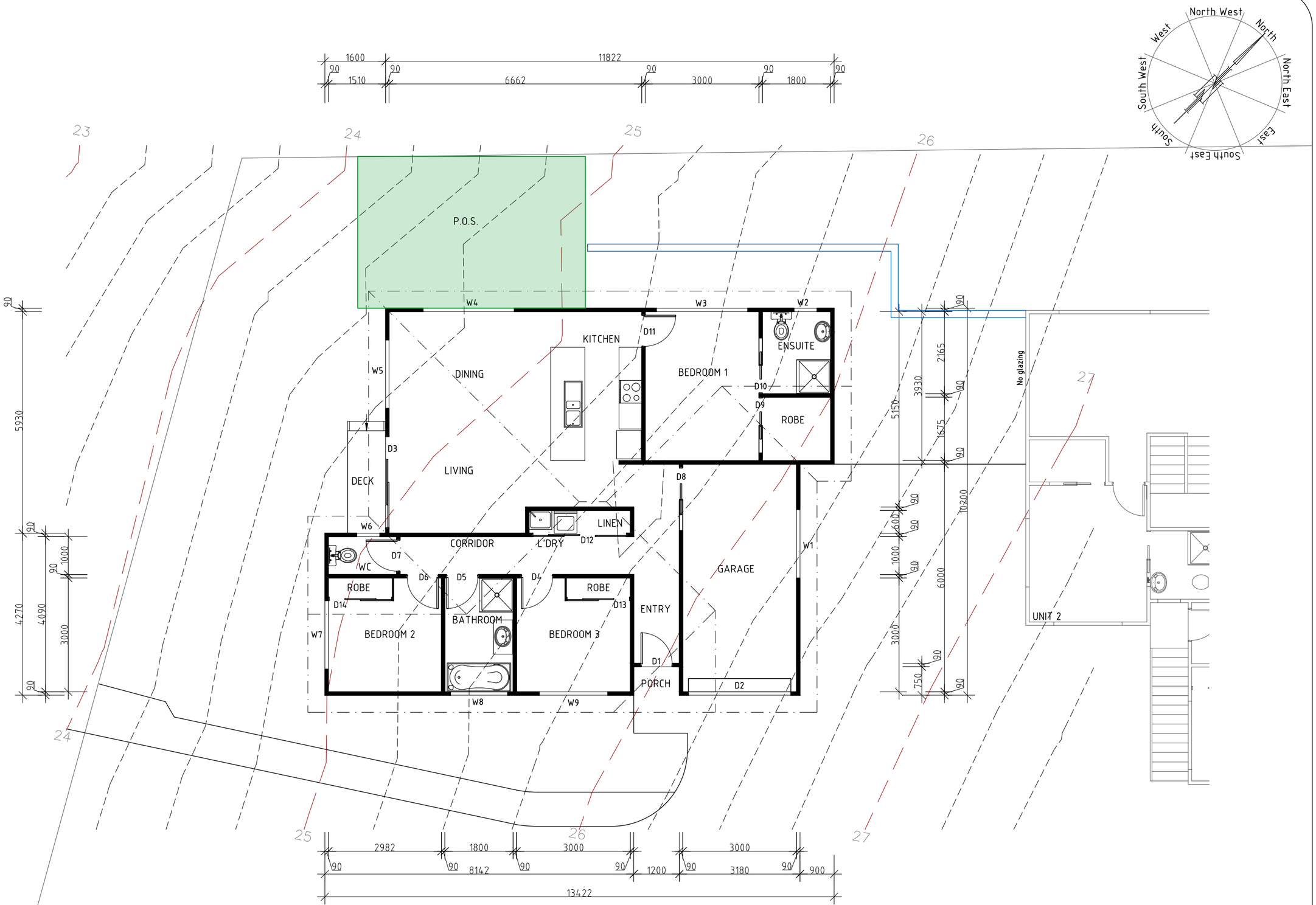
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AREAS
Unit 1 121.03m^2

UNIT 1

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 1 PLAN

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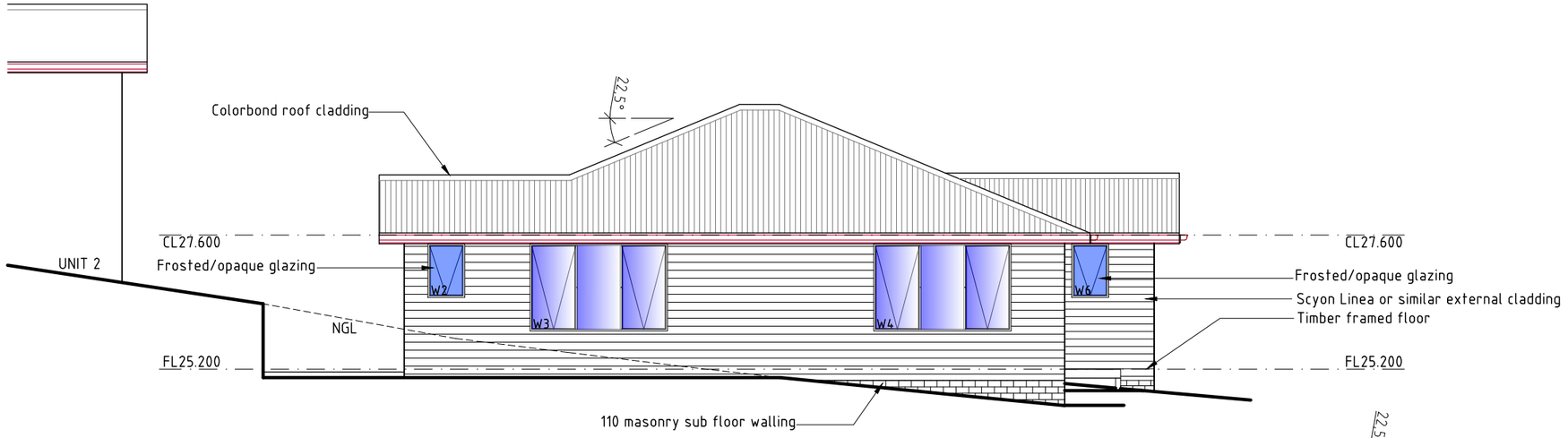
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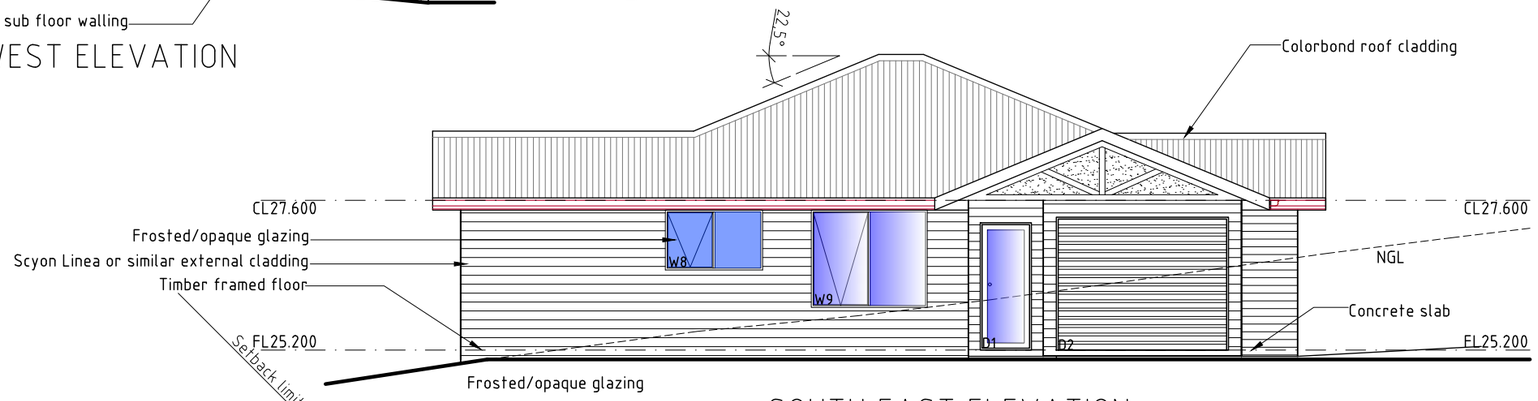
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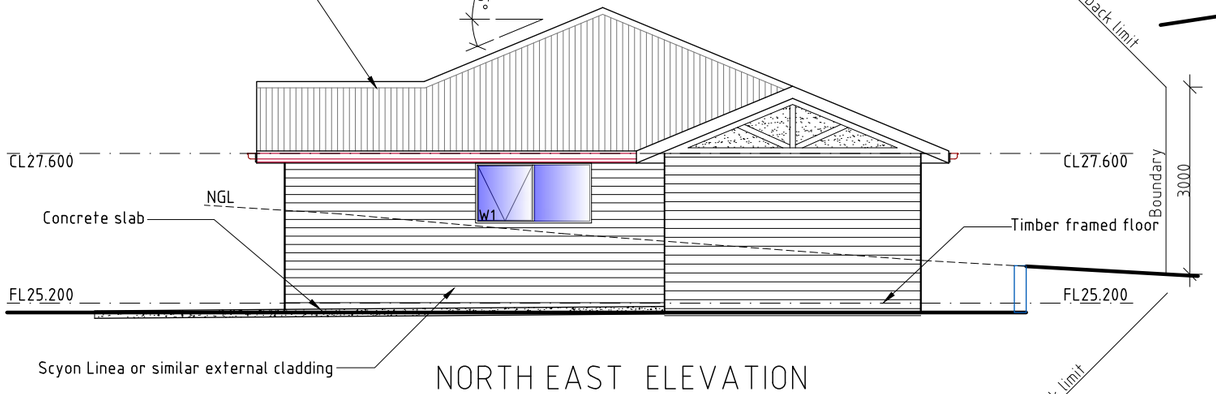
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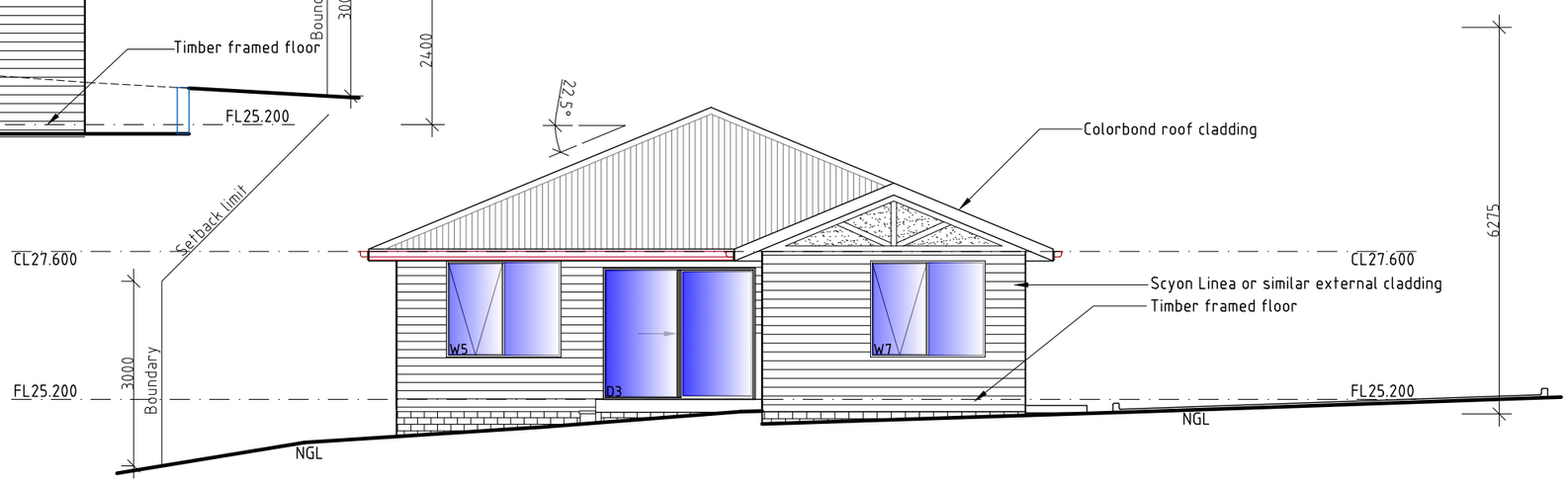
NORTH WEST ELEVATION



SOUTH EAST ELEVATION



NORTH EAST ELEVATION



SOUTH WEST ELEVATION

UNIT 1

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 1 ELEVATIONS

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11/07/2025

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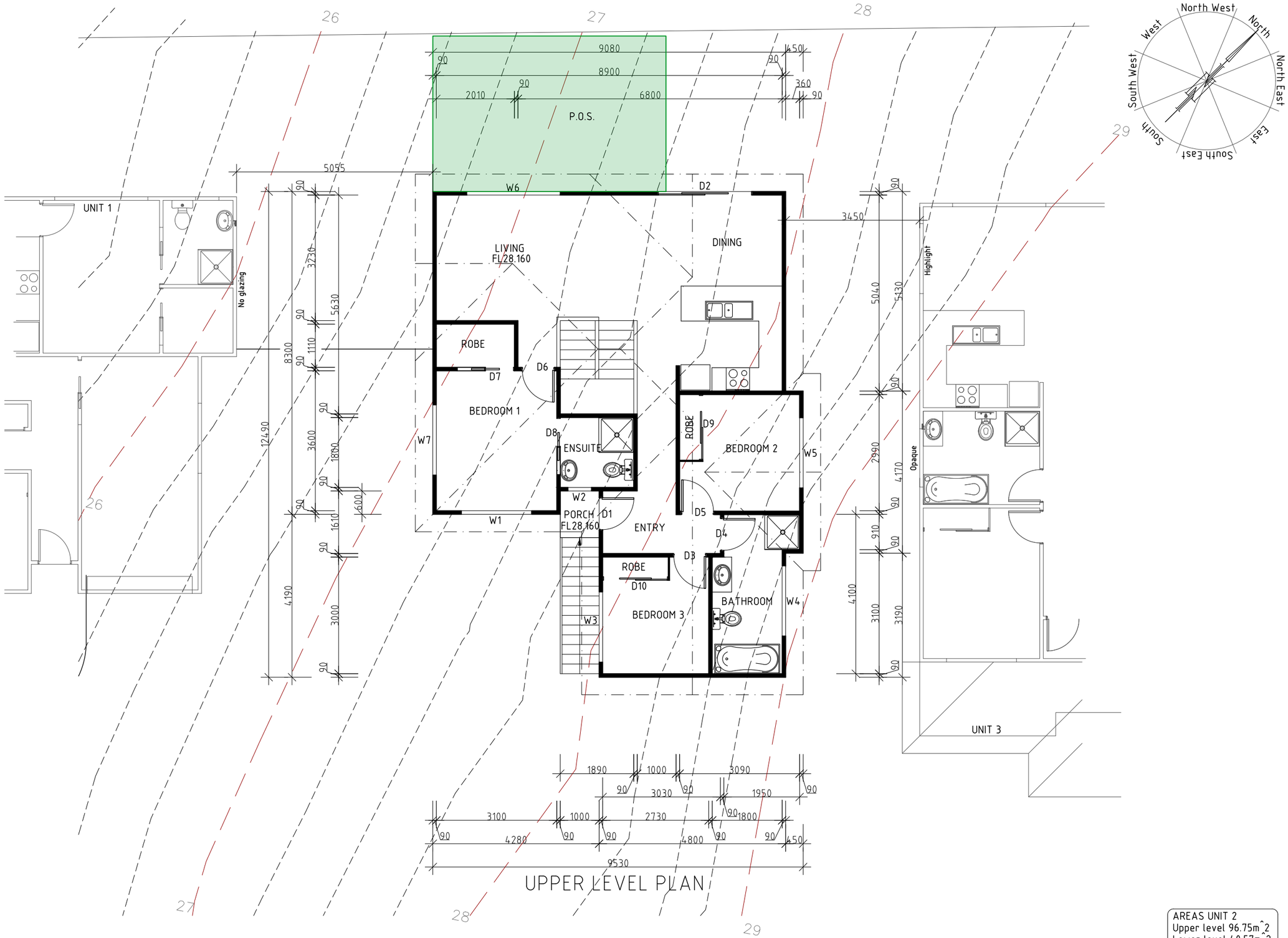
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AREAS UNIT 2
Upper level 96.75m^2
Lower level 40.57m^2
Total 137.32m^2

UNIT 2

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 2 PLAN

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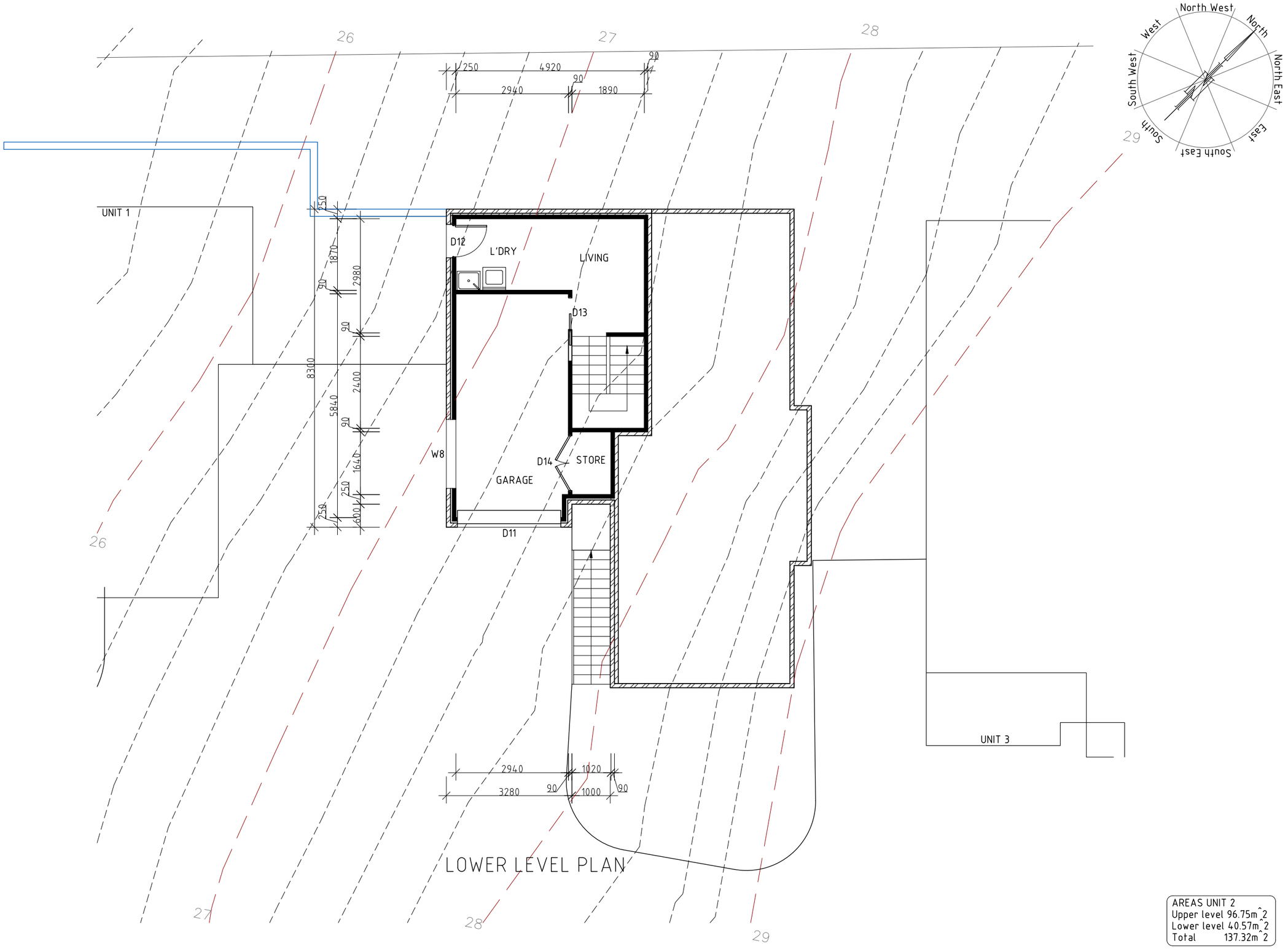
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AREAS UNIT 2
Upper level 96.75m^2
Lower level 40.57m^2
Total 137.32m^2

UNIT 2

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PROPOSED UNIT DEVELOPMENT FOR
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271 MAIN ROAD AUSTINS FERRY

UNIT 2 PLAN

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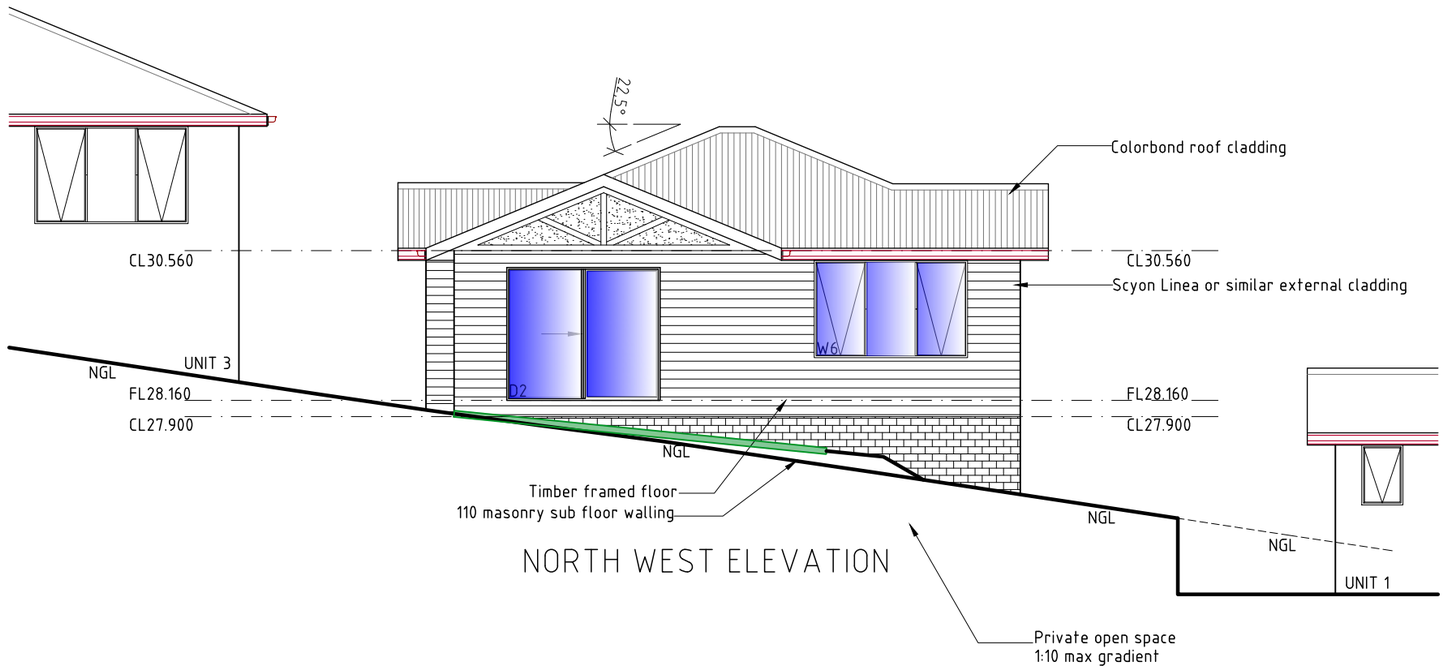
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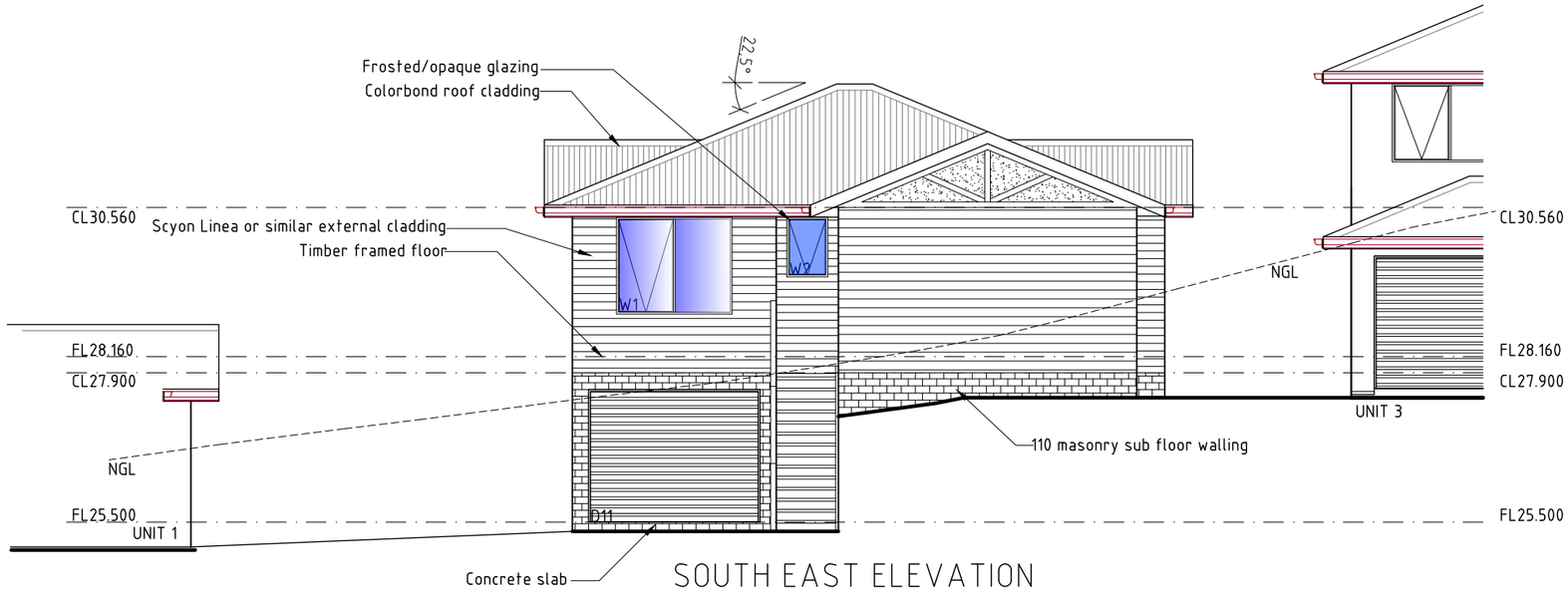
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NORTH WEST ELEVATION



SOUTH EAST ELEVATION

UNIT 2

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 2 ELEVATIONS

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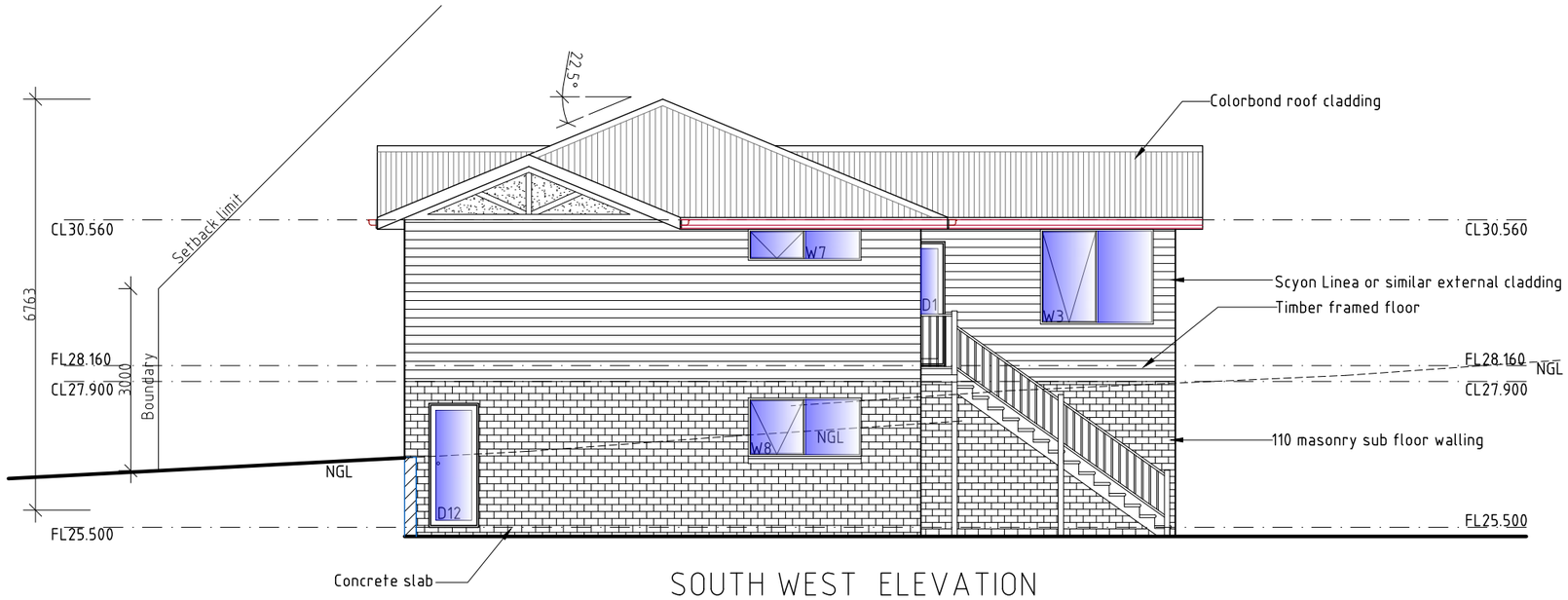
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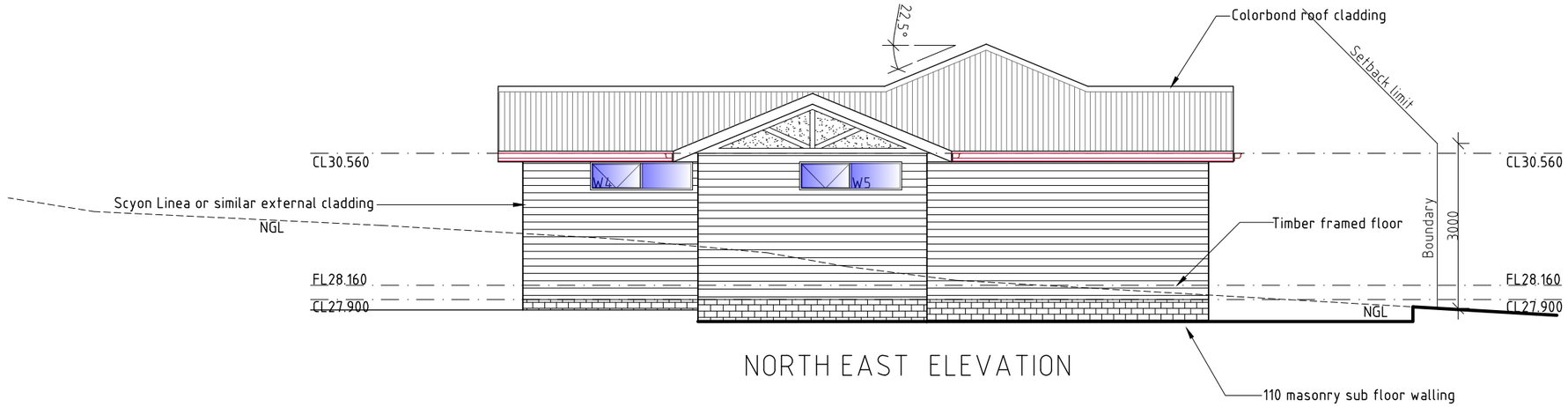
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SOUTH WEST ELEVATION



NORTH EAST ELEVATION

UNIT 2

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 2 ELEVATIONS

SCALE 1:100

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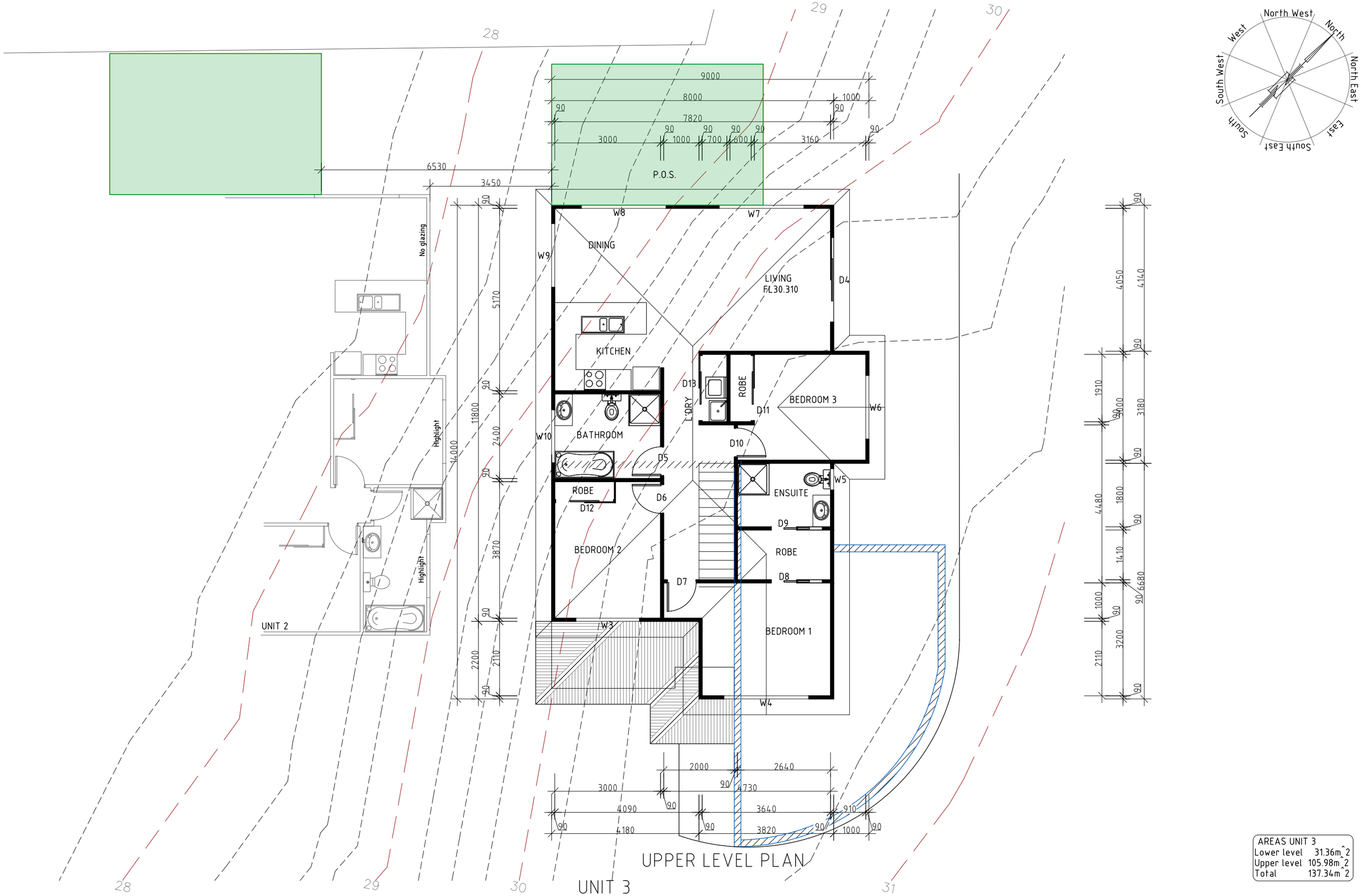
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AREAS UNIT 3
Lower level 31.36m^2
Upper level 105.98m^2
Total 137.34m^2

UNIT 3

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 3 PLAN

DATE
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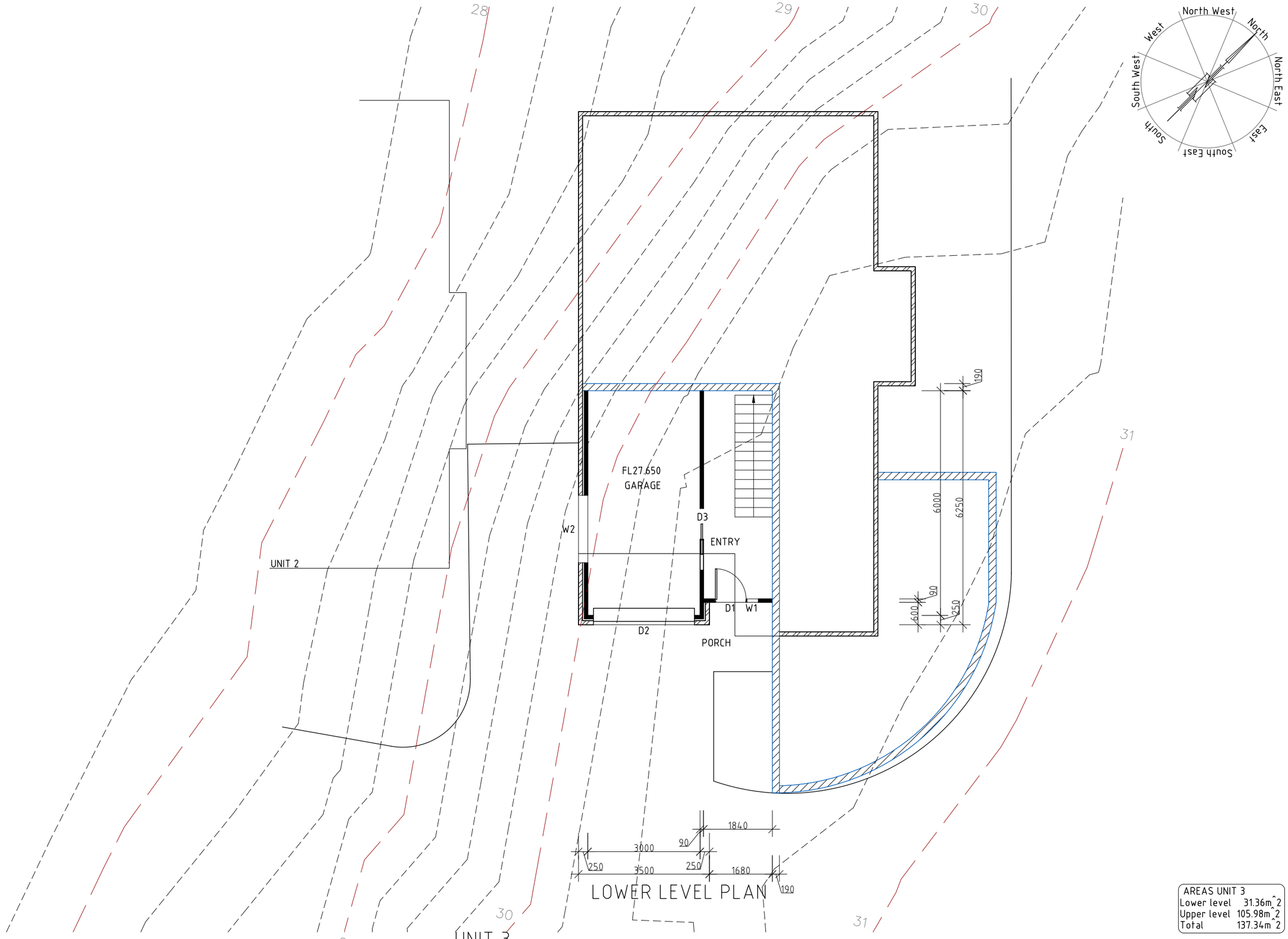
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AREAS UNIT 3
Lower level 31.36m^2
Upper level 105.98m^2
Total 137.34m^2

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 3 ELEVATIONS

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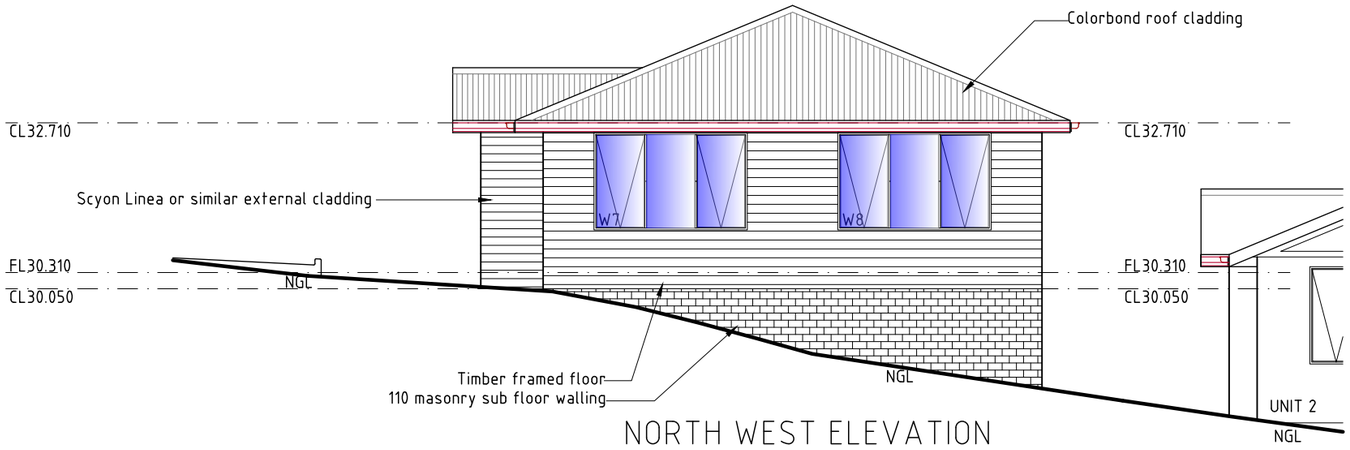
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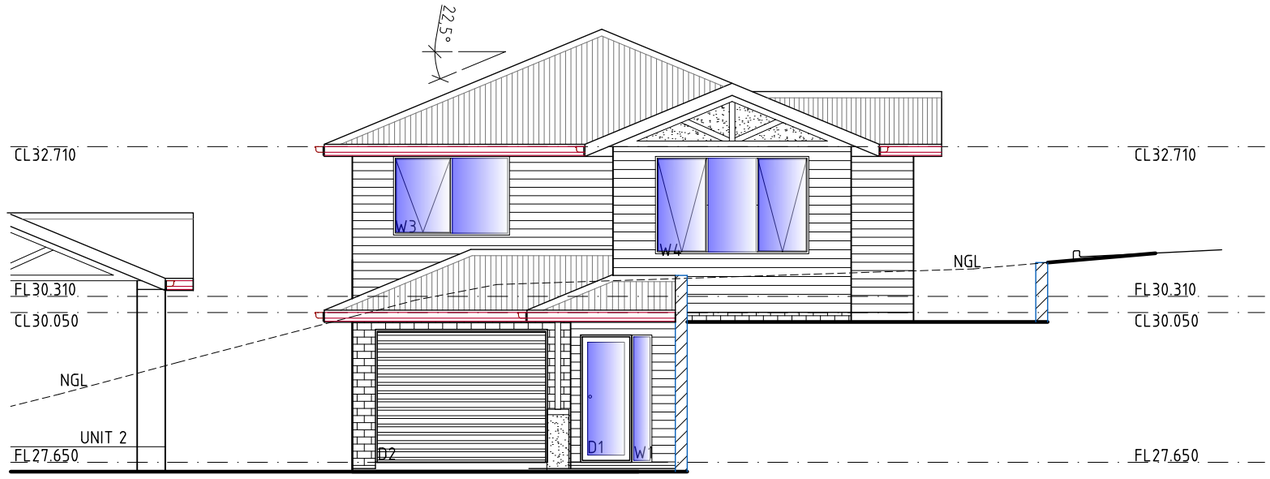
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NORTH WEST ELEVATION



SOUTH EAST ELEVATION

UNIT 3

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 3 ELEVATIONS

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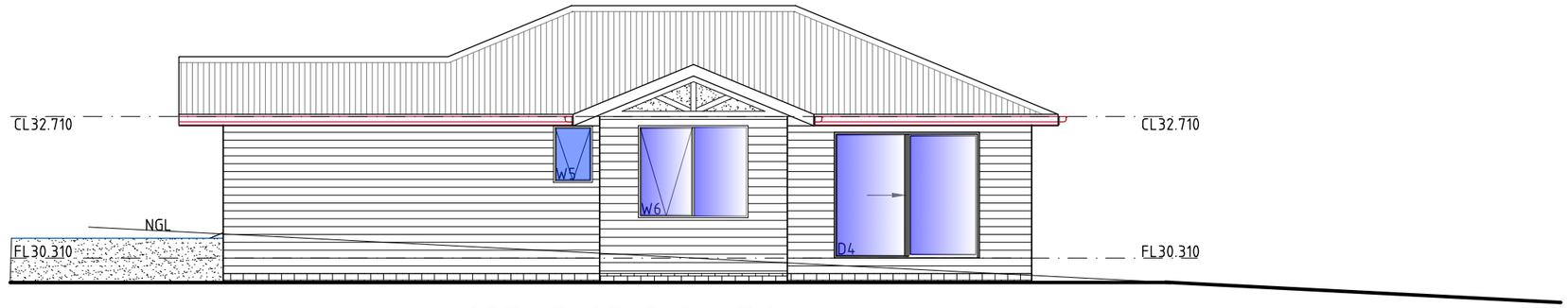
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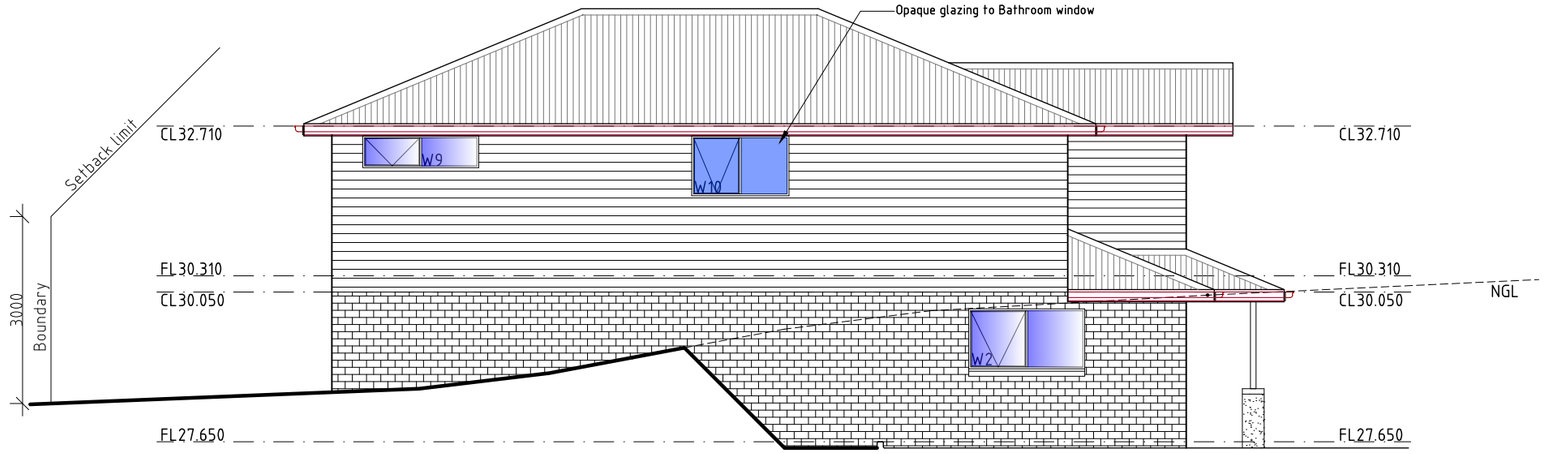
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NORTH EAST ELEVATION



SOUTH WEST ELEVATION

UNIT 3

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 3 ELEVATIONS

DATE
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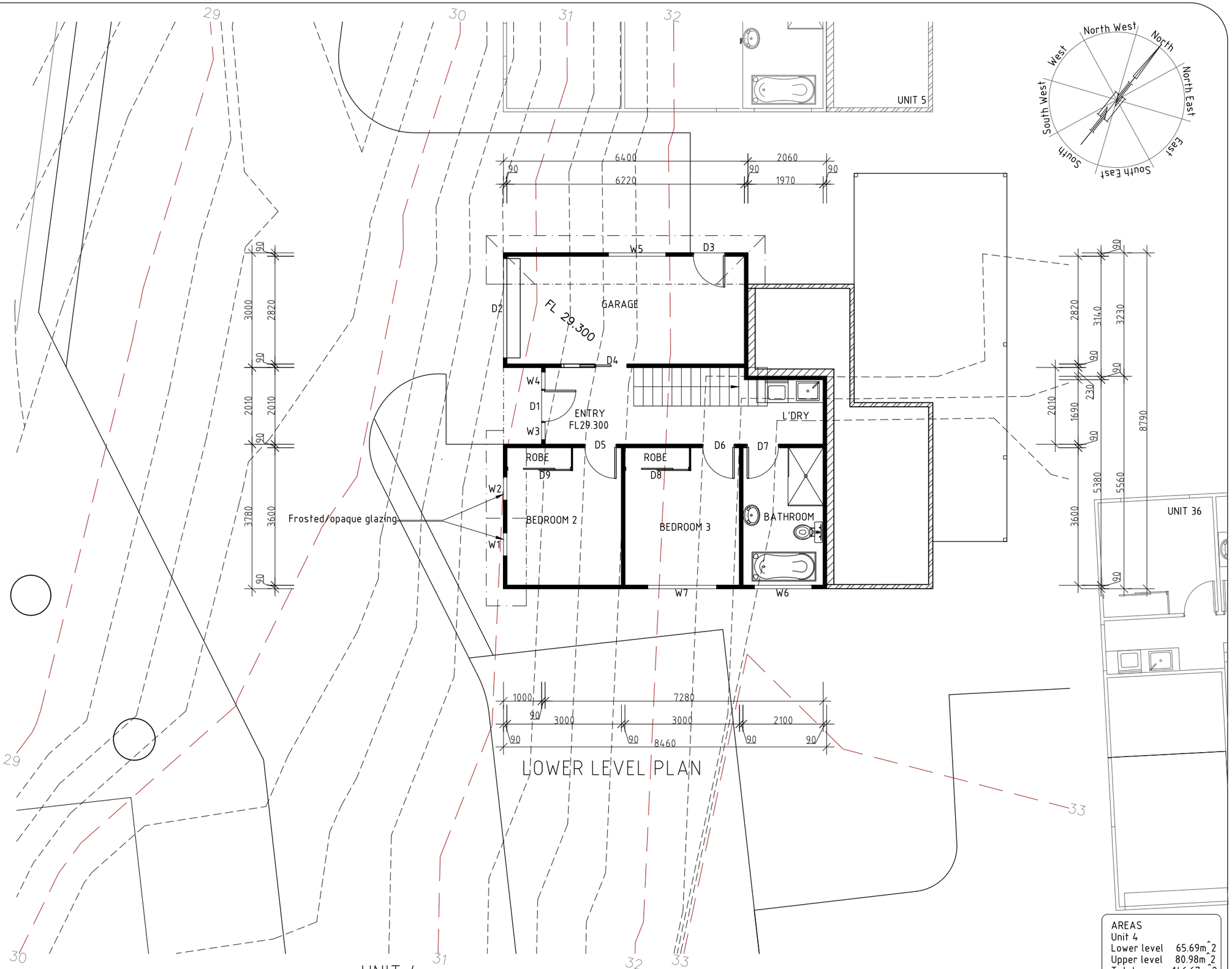
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LOWER LEVEL PLAN

AREAS
Unit 4
Lower level 65.69m^2
Upper level 80.98m^2
Total 146.67m^2

UNIT 4

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 4 PLAN

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11/07/2025

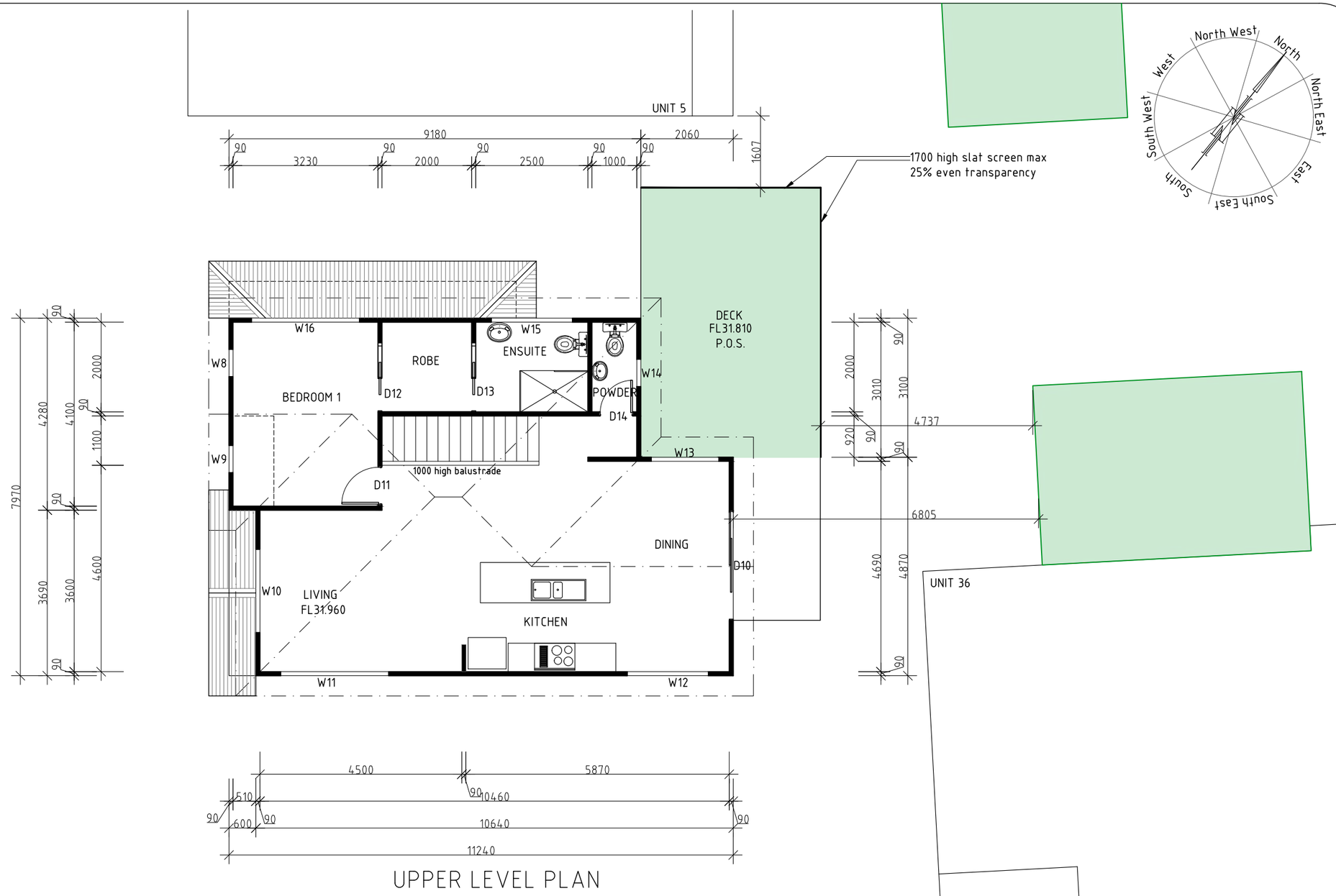
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UPPER LEVEL PLAN

AREAS	
Unit 4	
Lower level	65.69m^2
Upper level	80.98m^2
Total	146.67m^2

UNIT 4

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
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271 MAIN ROAD AUSTINS FERRY

UNIT 4 PLAN

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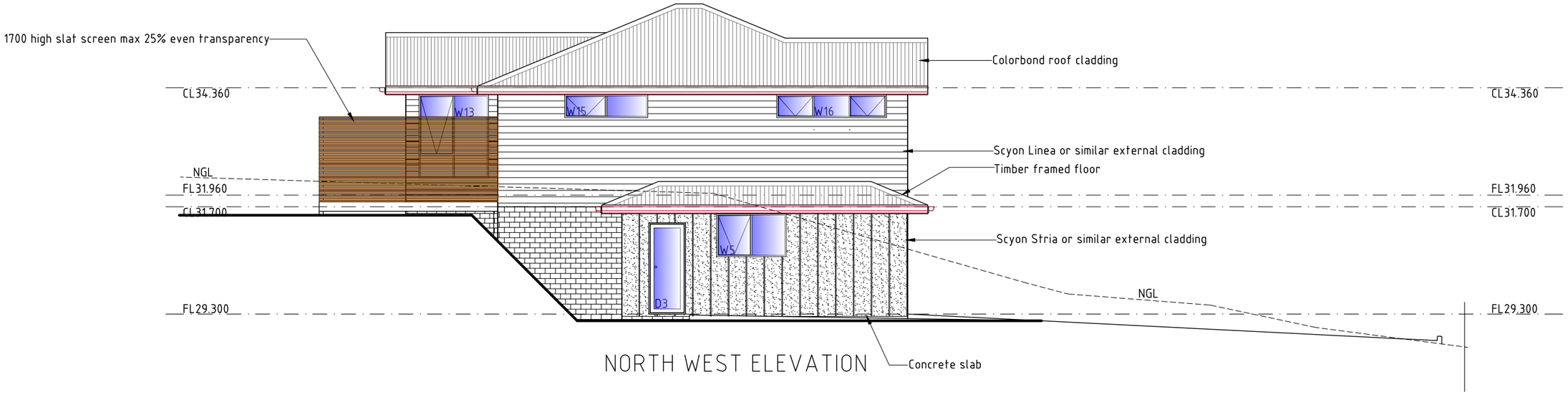
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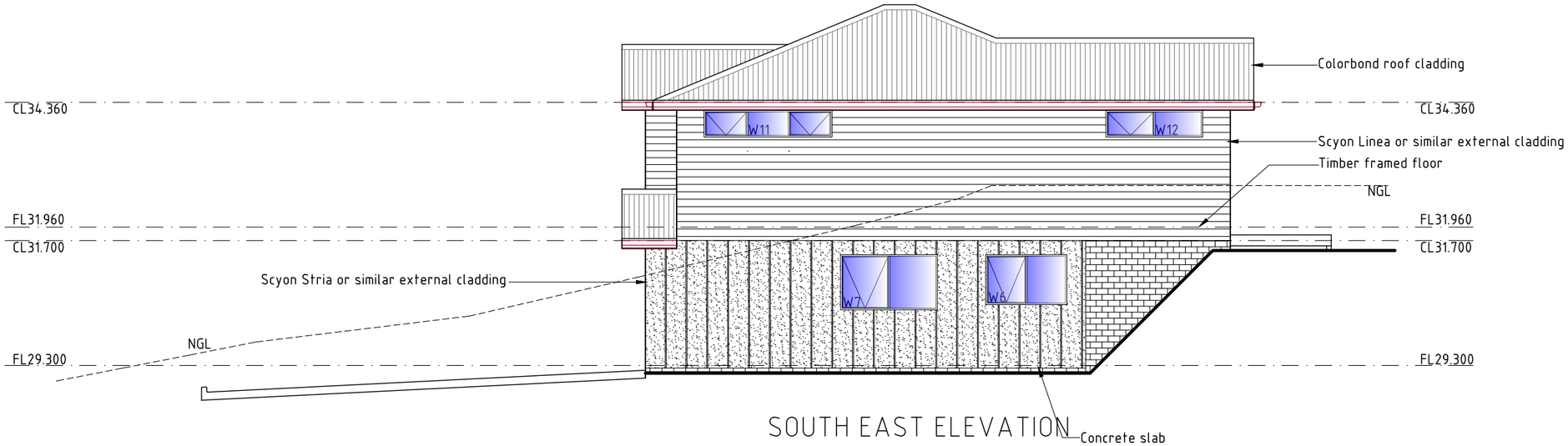
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NORTH WEST ELEVATION



SOUTH EAST ELEVATION

UNIT 4

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 4 ELEVATIONS

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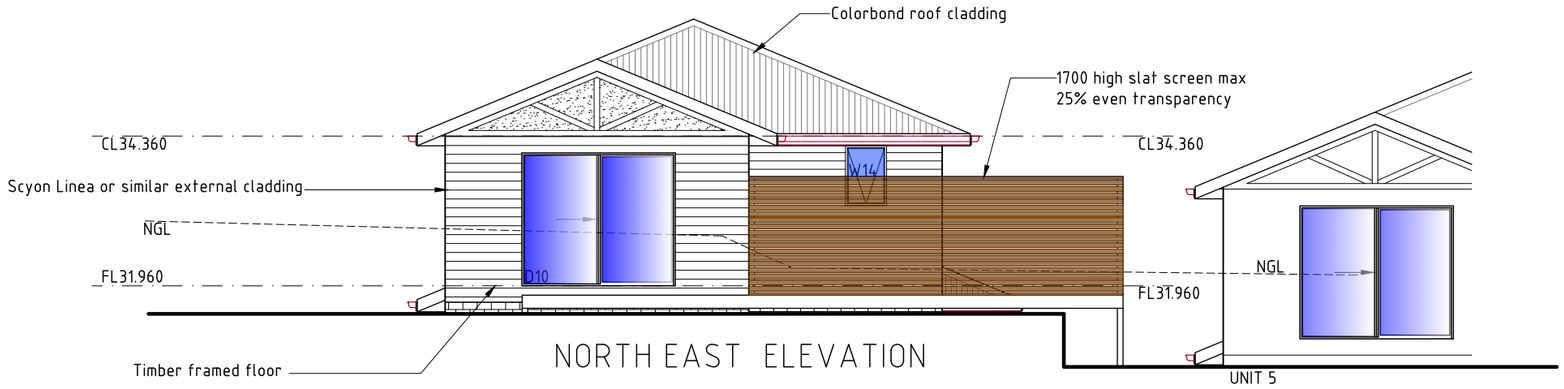
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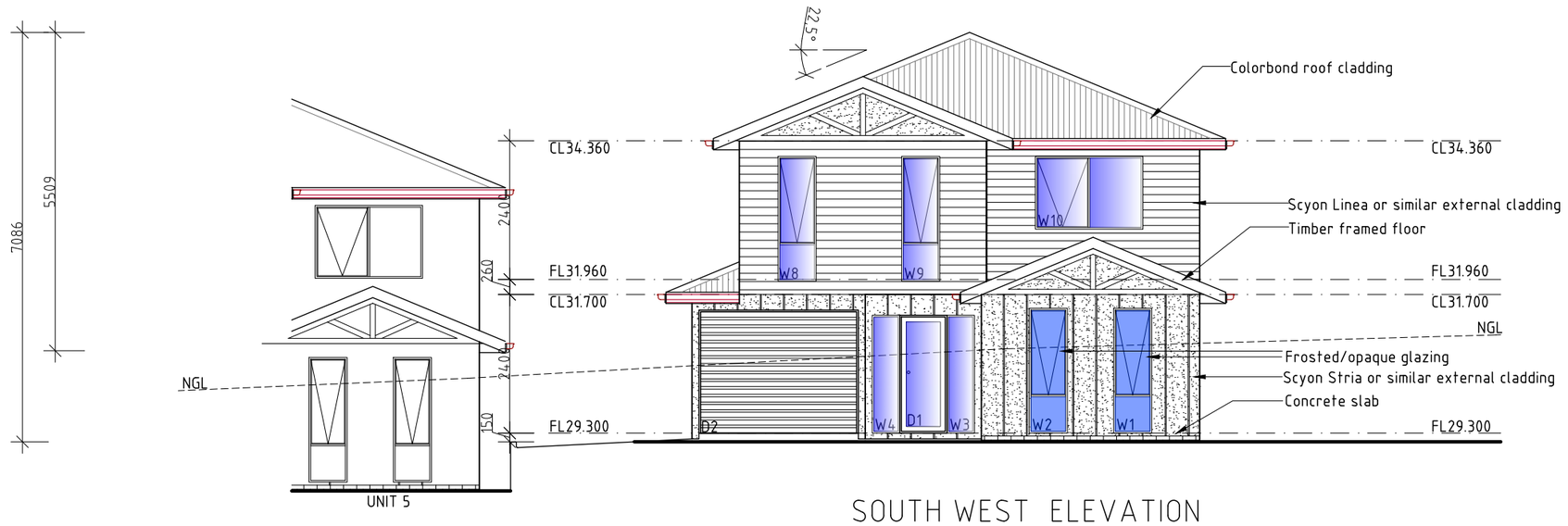
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NORTH EAST ELEVATION



SOUTH WEST ELEVATION

UNIT 4

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 4 ELEVATIONS

DATE
11/07/2025

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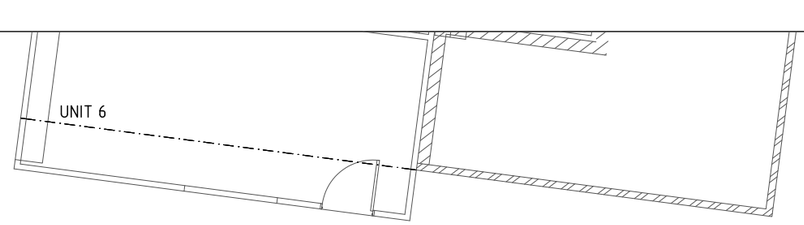
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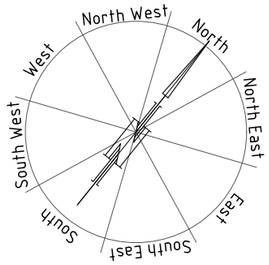
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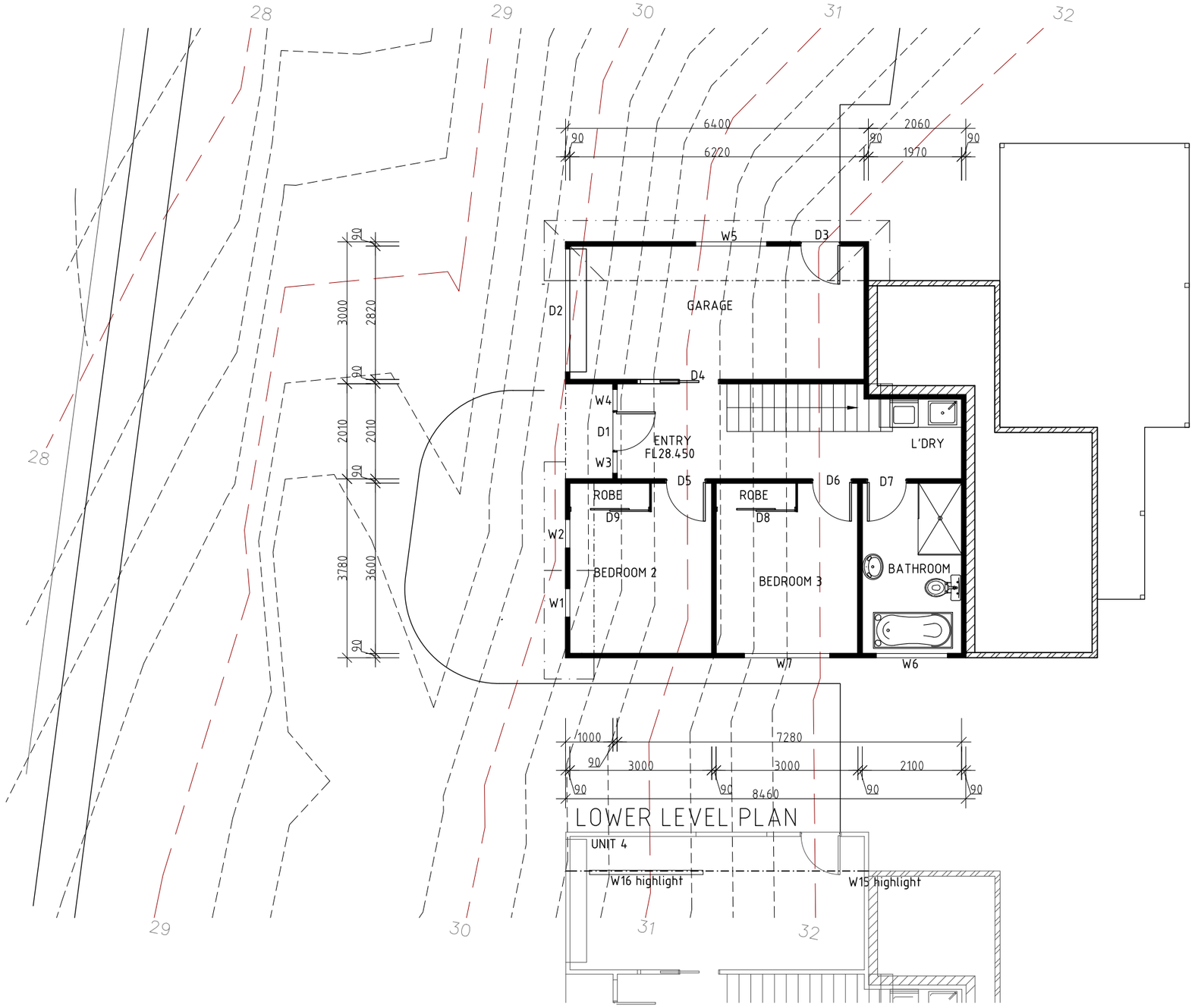
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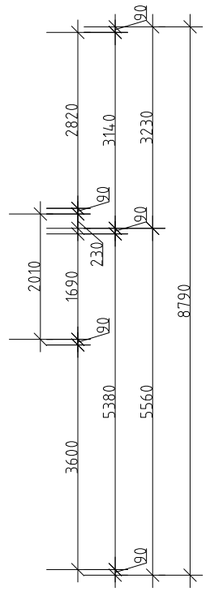
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LOWER LEVEL PLAN

AREAS	
Unit 5	
Lower level	65.69m^2
Upper level	80.98m^2
Total	146.67m^2

UNIT 5

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 5 PLAN

DATE
11/07/2025

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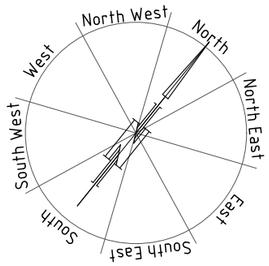
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UNIT 6

9180
90
3230
90
2000
90
2500
90
1000
90
2060

1700 high slat screen max
25% even transparency

DECK
FL31.260
P.O.S.

W15
W16
W8
ROBE
ENSUITE
W14
BEDROOM 1
D12
D13
POWDER
D14
W9
W13
1000 high balustrade
D11
4582
DINING
D10
W10
LIVING
FL31.110
KITCHEN
W11 highlight
W12 highlight

7970
90
4280
4100
90
2000
1100
90
3690
3600
4600
90

2000
90
3010
3100
920
90
90
4690
4870
90

UNIT 30

4507
4500
90
5870
510
10460
90
600
90
10640
90
11240

UNIT 4
W16 highlight
W15 highlight

UPPER LEVEL PLAN

AREAS	
Unit 5	
Lower level	65.69m^2
Upper level	80.98m^2
Total	146.67m^2

UNIT 5

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 5 PLAN

DATE
11/07/2025

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email: gtilley7@bigpond.com
phone ph 0400 671 582

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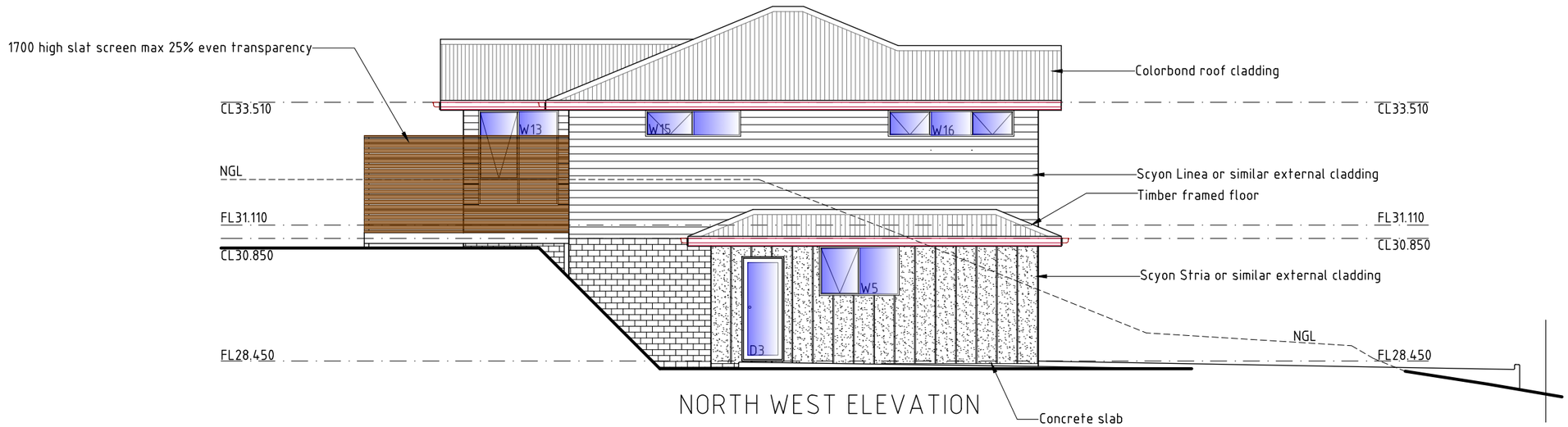
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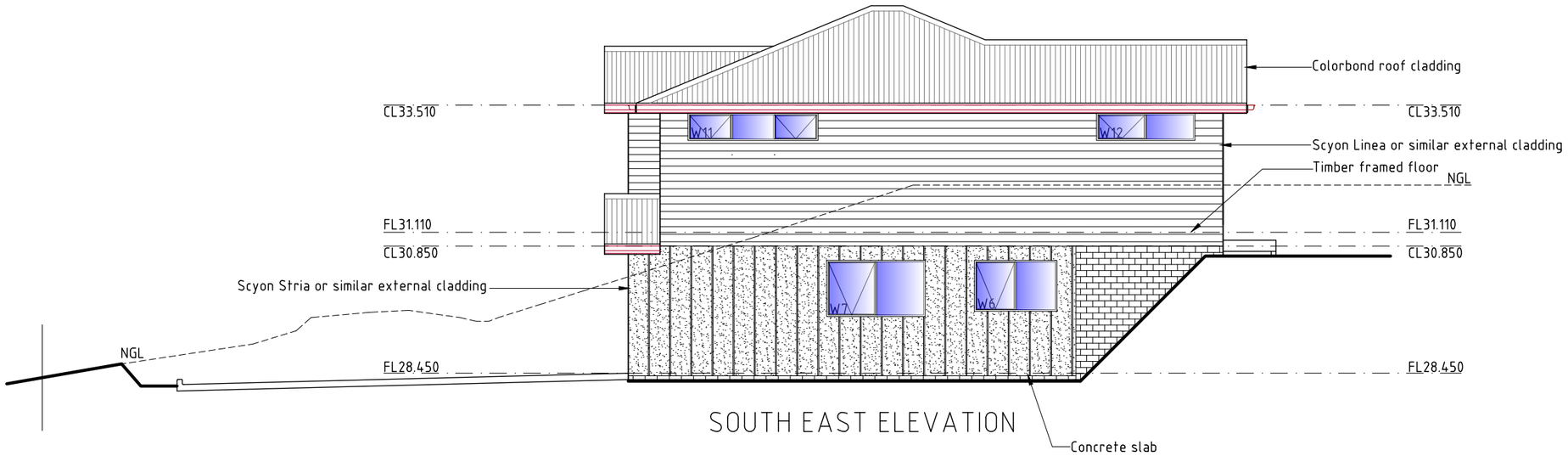
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NORTH WEST ELEVATION



SOUTH EAST ELEVATION

UNIT 5

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 5 ELEVATIONS

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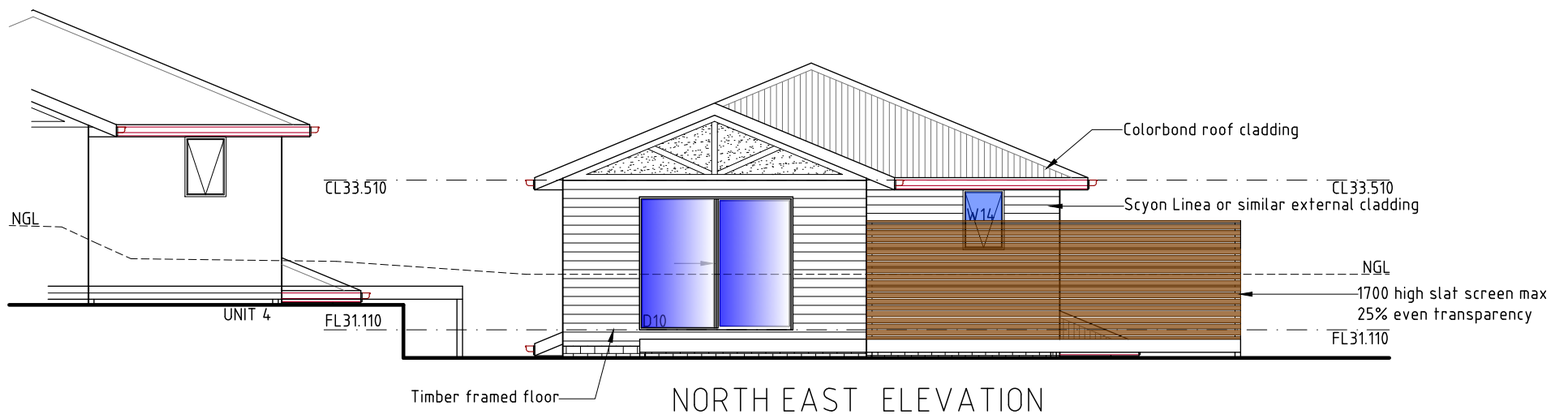
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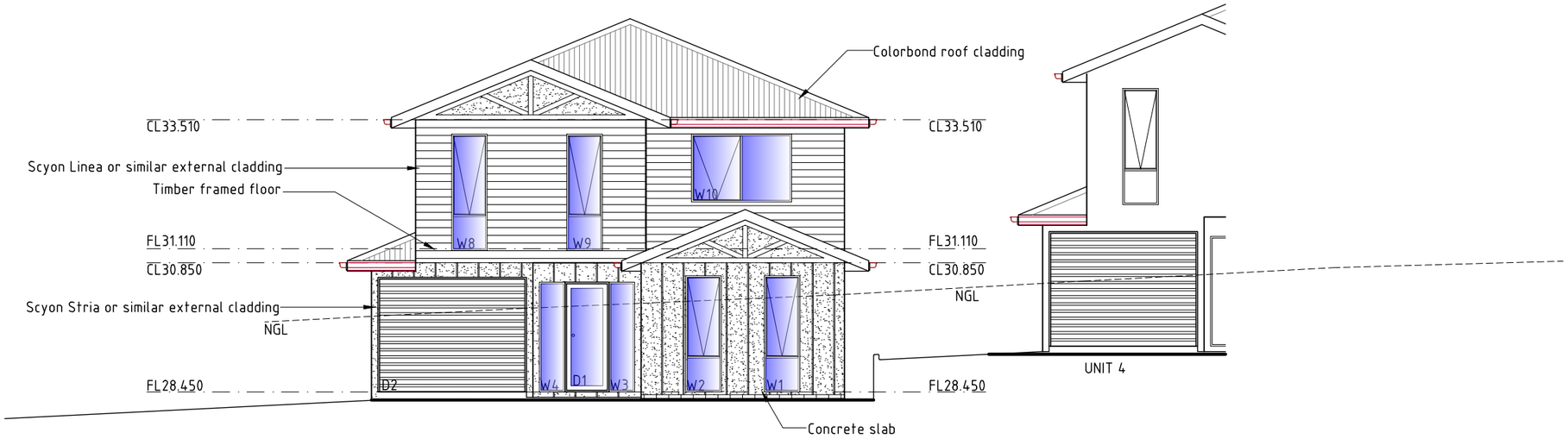
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NORTH EAST ELEVATION



SOUTH WEST ELEVATION

UNIT 5

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 5 ELEVATIONS

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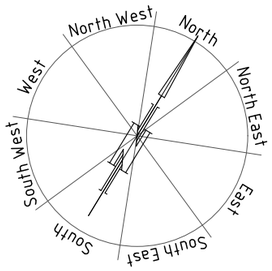
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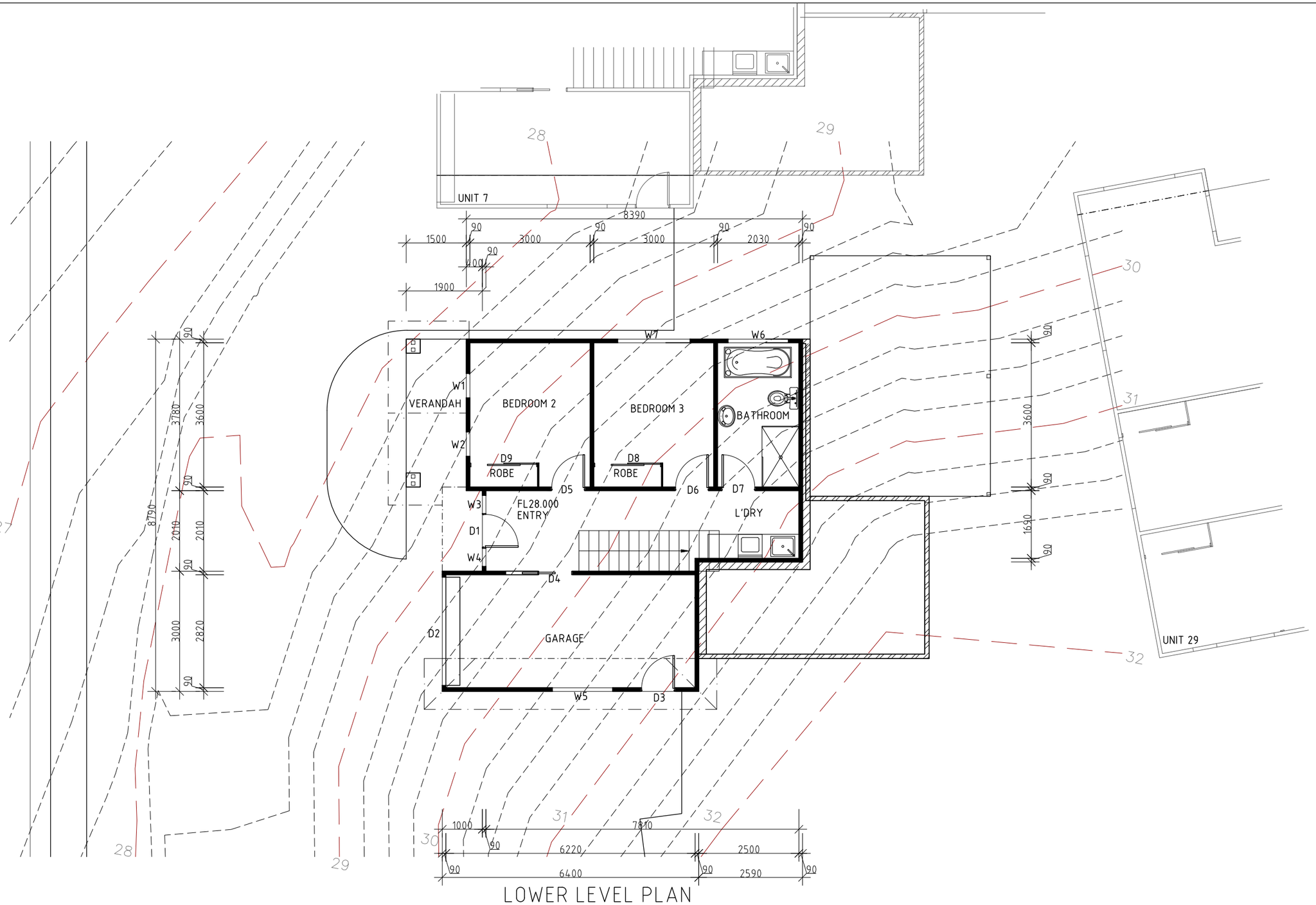
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LOWER LEVEL PLAN

AREAS	
Unit 6	
Lower level	66.37m^2
Upper level	82.98m^2
Total	149.34m^2

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 6 PLAN

DATE 11/07/2025

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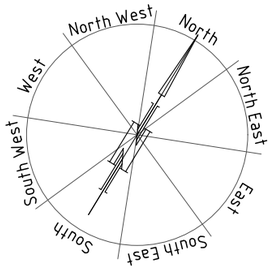
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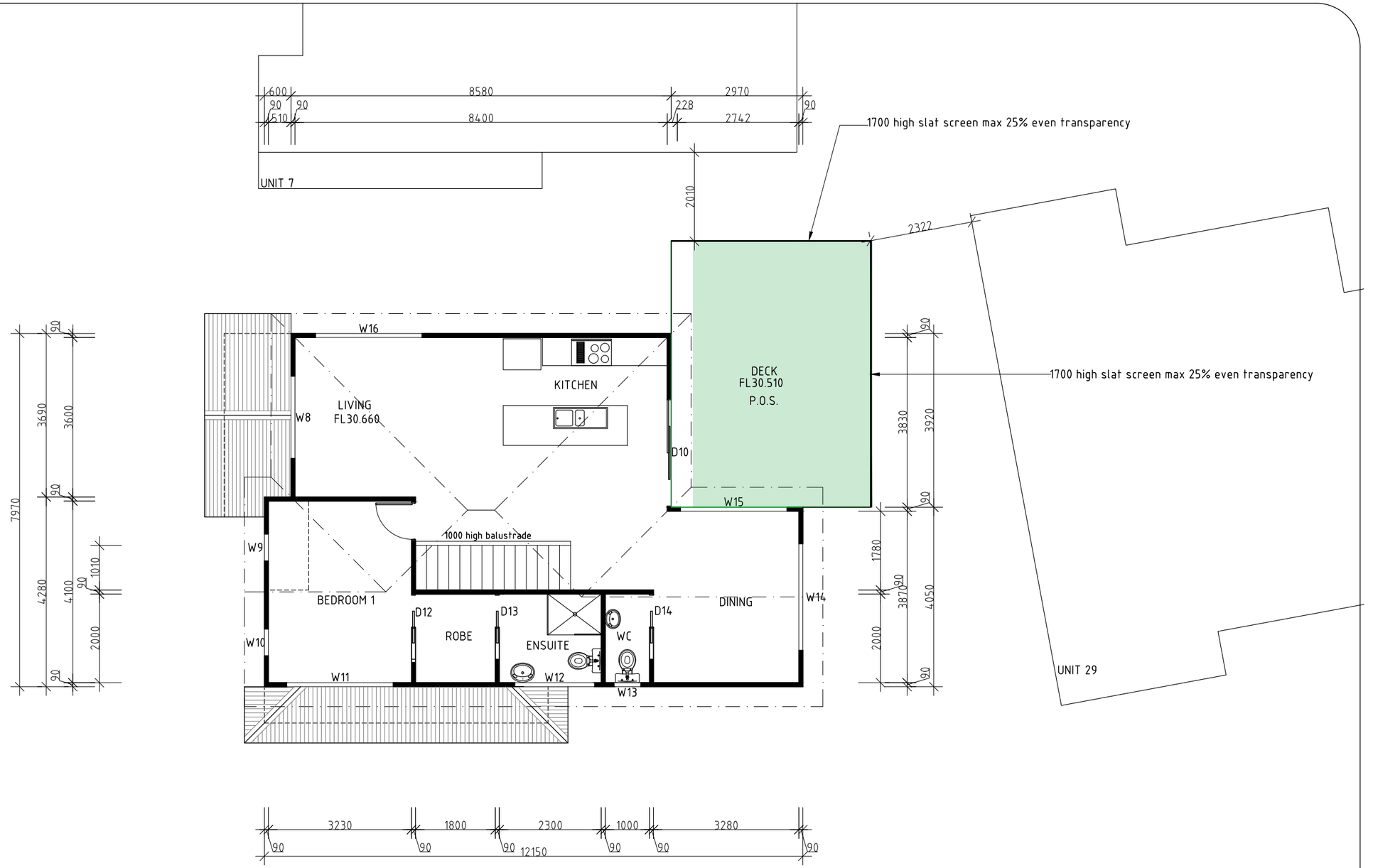
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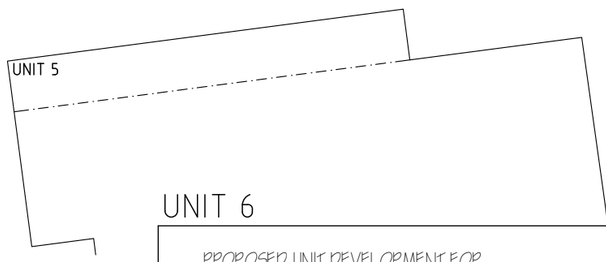
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UPPER LEVEL PLAN



AREAS	
Unit 6	
Lower level	66.37m^2
Upper level	82.98m^2
Total	149.34m^2

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 6 PLAN

SCALE 1:100

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11/06/2025

DATE
11/07/2025

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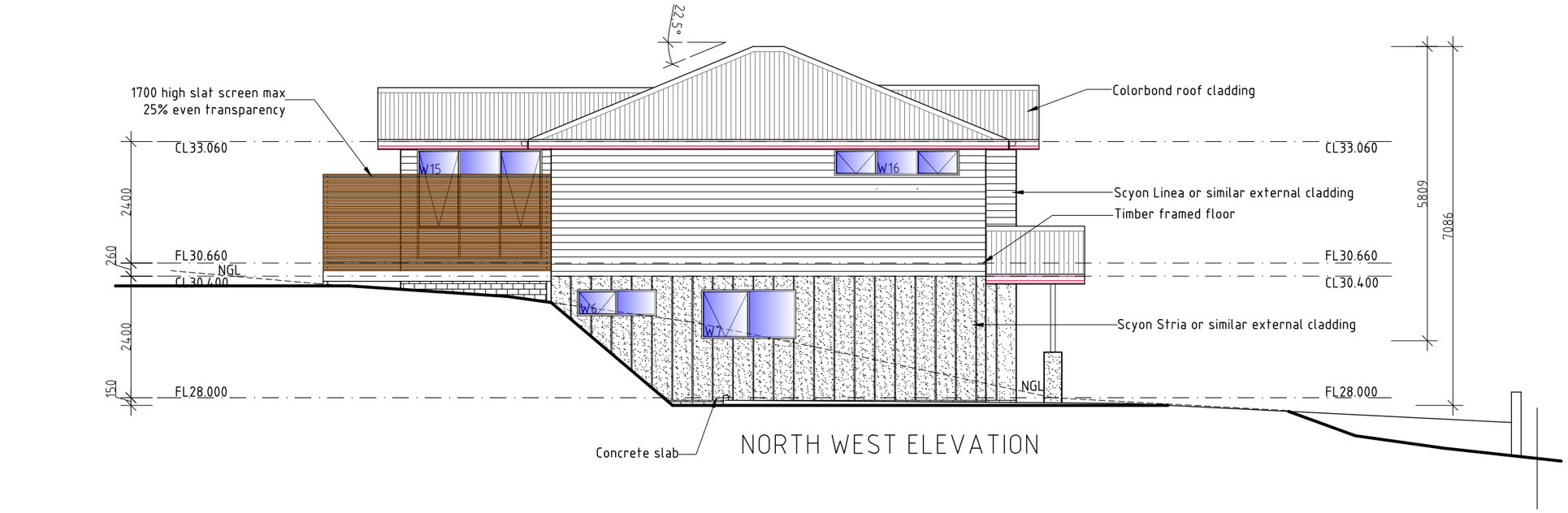
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phone ph 0400 671 582

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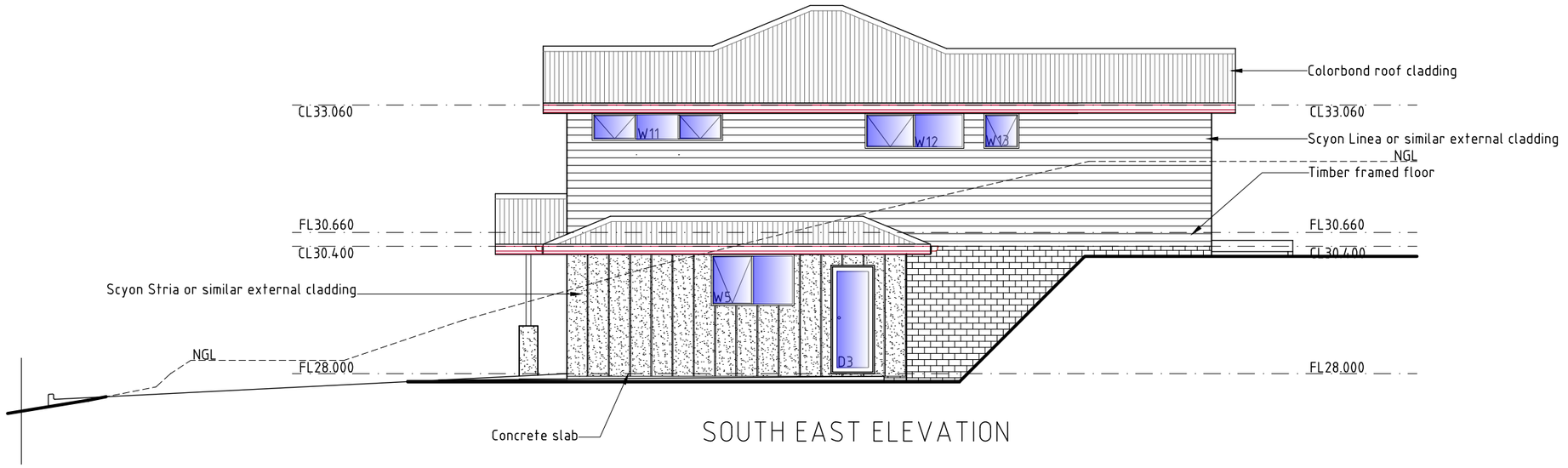
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NORTH WEST ELEVATION



SOUTH EAST ELEVATION

UNIT 6

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 6 ELEVATIONS

SCALE 1:100

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11/06/2025

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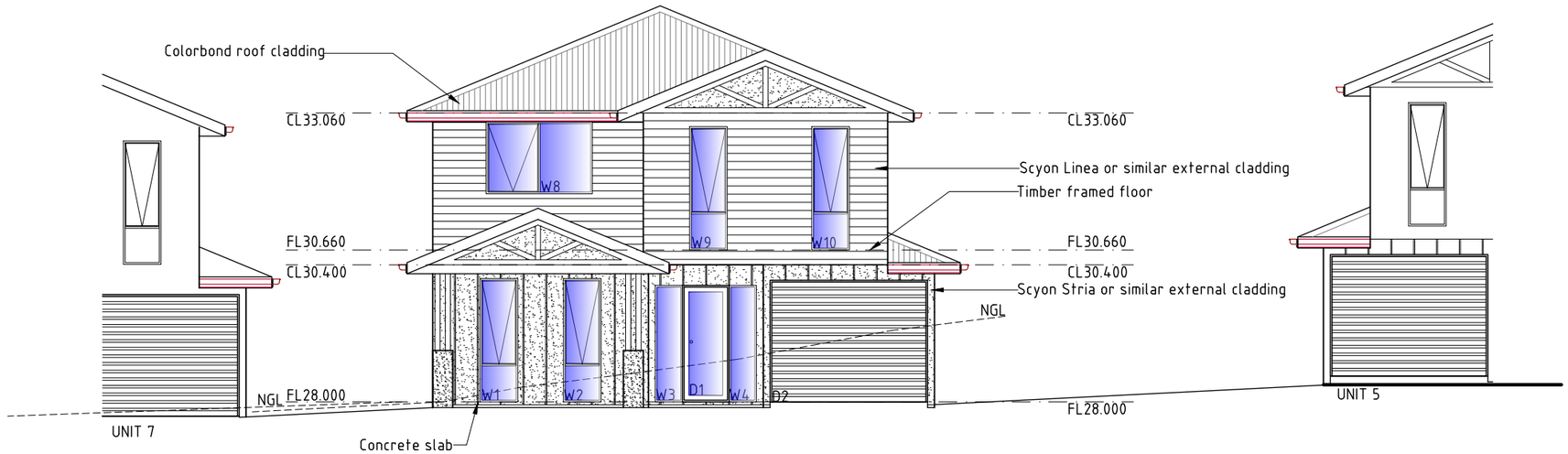
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NORTH EAST ELEVATION



SOUTH WEST ELEVATION

UNIT 6

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 6 ELEVATIONS

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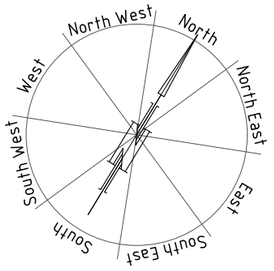
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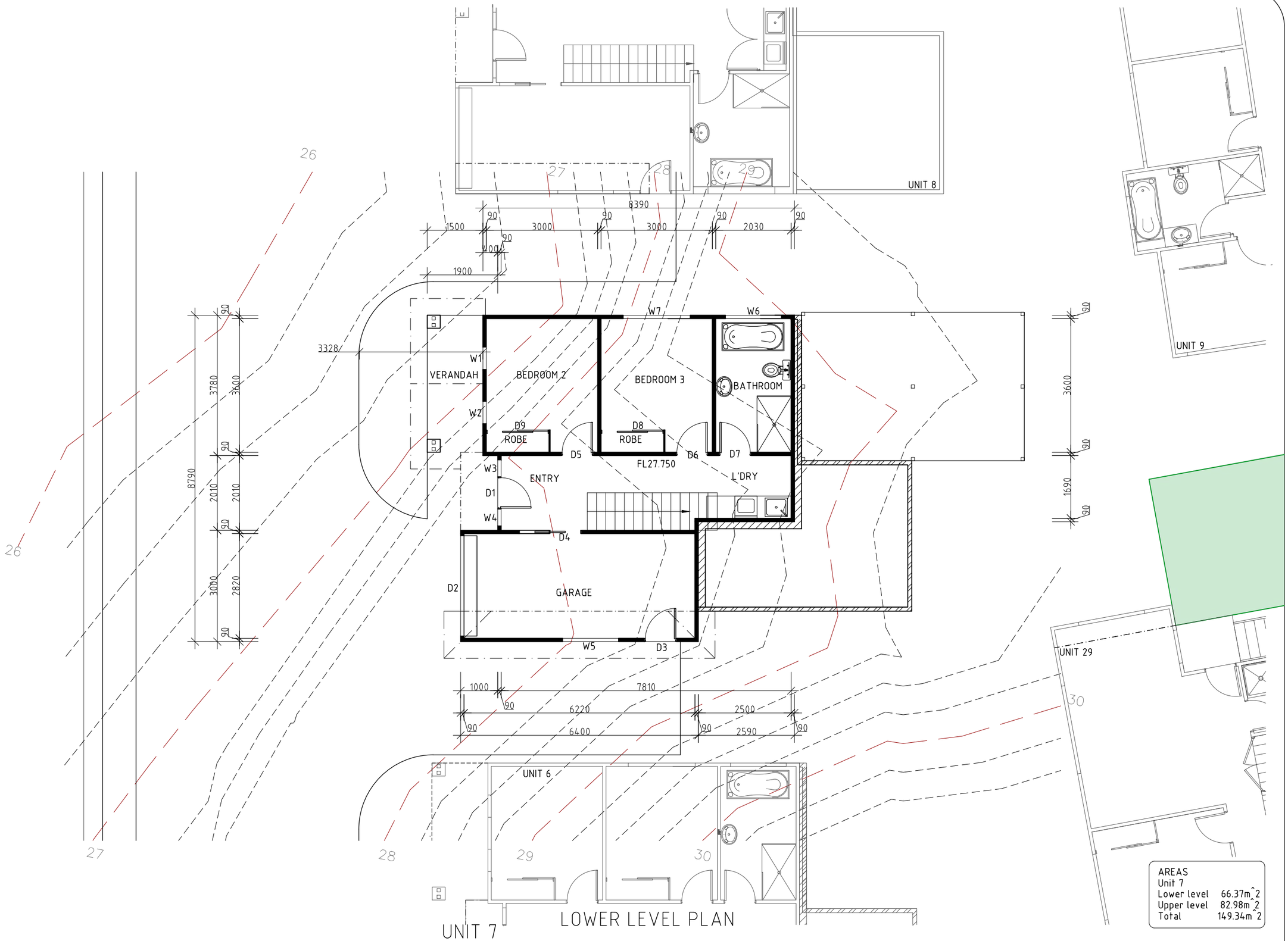
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AREAS
Unit 7
Lower level 66.37m^2
Upper level 82.98m^2
Total 149.34m^2

LOWER LEVEL PLAN

UNIT 7

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 7 PLAN

DATE
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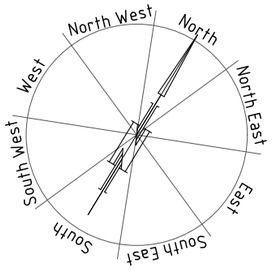
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UNIT 8

600 90 510 90 8580 8400 90 2970 2880 90 90 6000

3190

1700 high slat screen max 25% even transparency

3775

UNIT 9

90 3690 3600 90 7970 4280 90 4100 90 1010 2000 90

W16

KITCHEN

LIVING FL30.410

W8

DECK FL30.260 P.O.S.

D10

D11

1000 high balustrade

W15

W9

BEDROOM 1

D12 ROBE

D13 ENSUITE

D14 WC

DINING

W14

W10

W11

W12

W13

4543

90 4000 3830 3920 90 1780 90 3870 90 4050 2000 90

1700 high slat screen max 25% even transparency

UNIT 29

3230 90 1800 90 2300 90 1000 90 3280 90 12150

UPPER LEVEL PLAN

UNIT 6

AREAS	
Unit 7	
Lower level	66.37m^2
Upper level	82.98m^2
Total	149.34m^2

UNIT 7

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 7 PLAN

DATE 11/07/2025

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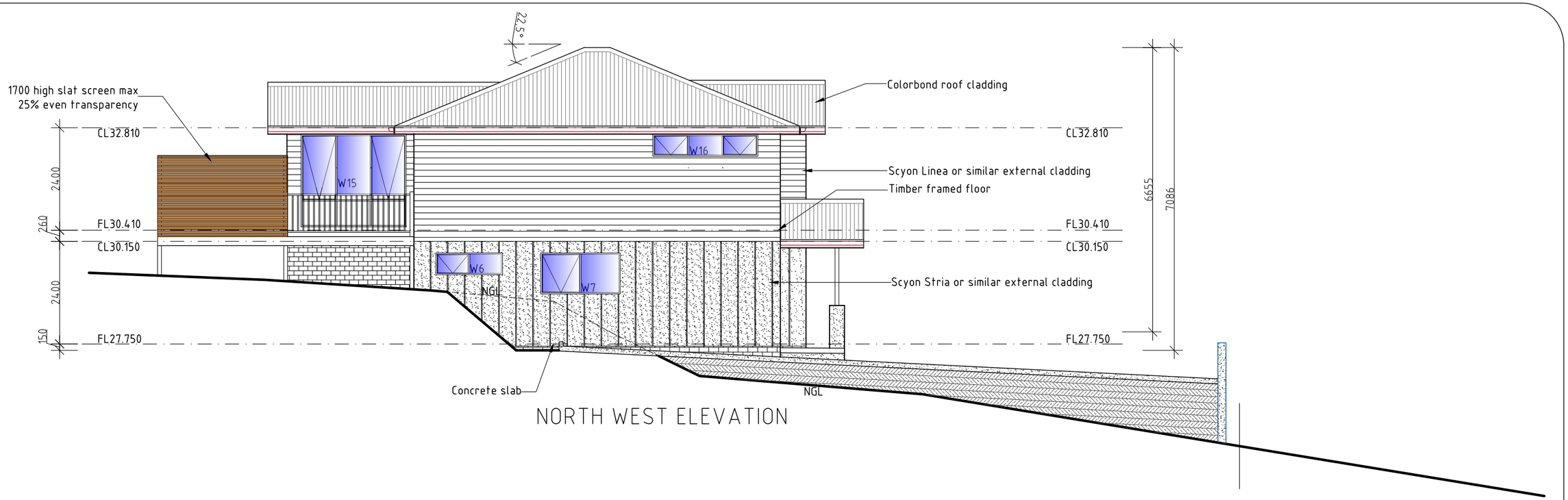
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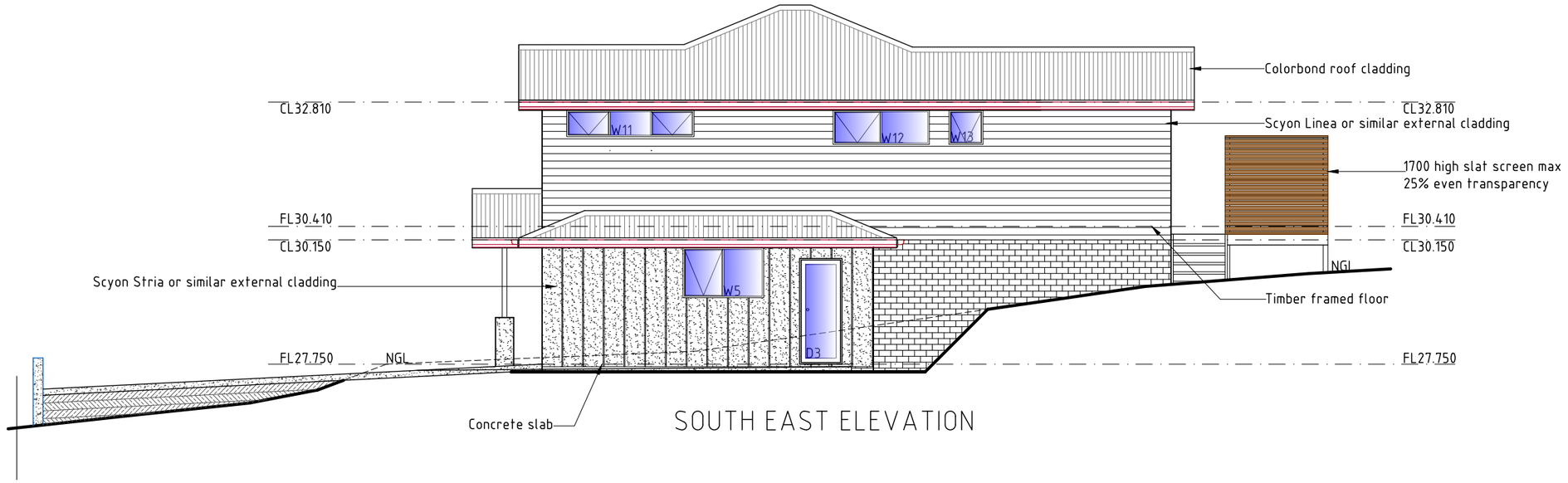
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NORTH WEST ELEVATION



SOUTH EAST ELEVATION

UNIT 7

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 7 ELEVATIONS

DATE
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phone ph 0400 671 582

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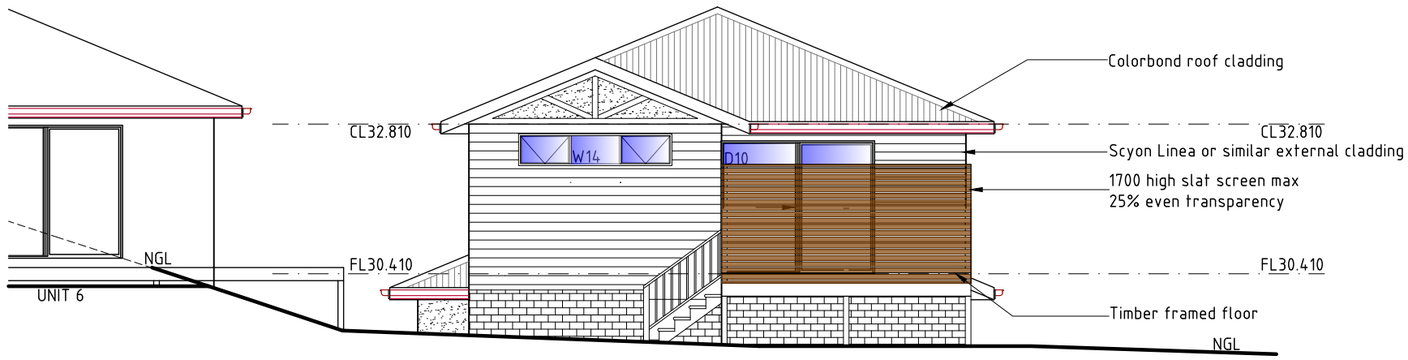
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NORTH EAST ELEVATION



SOUTH WEST ELEVATION

UNIT 7

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 7 ELEVATIONS

SCALE 1:100

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11/07/2025

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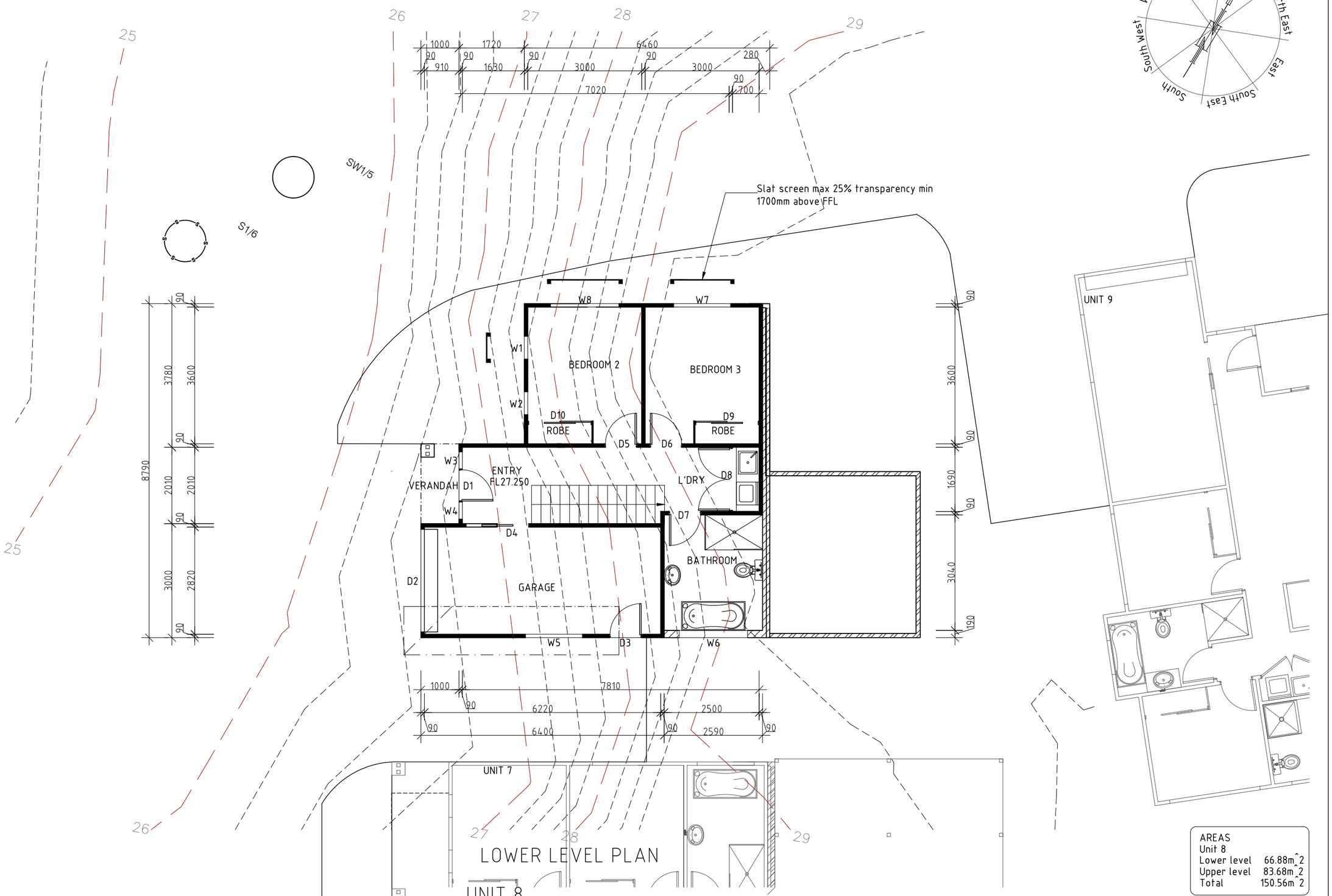
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AREAS	
Unit 8	
Lower level	66.88m^2
Upper level	83.68m^2
Total	150.56m^2

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 8 PLAN

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DATE
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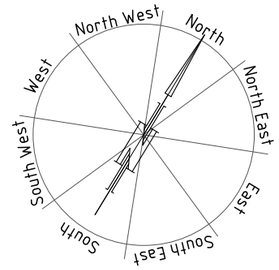
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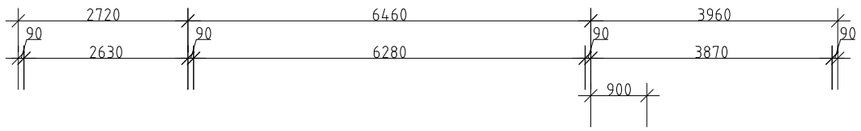
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phone ph 0400 671 582

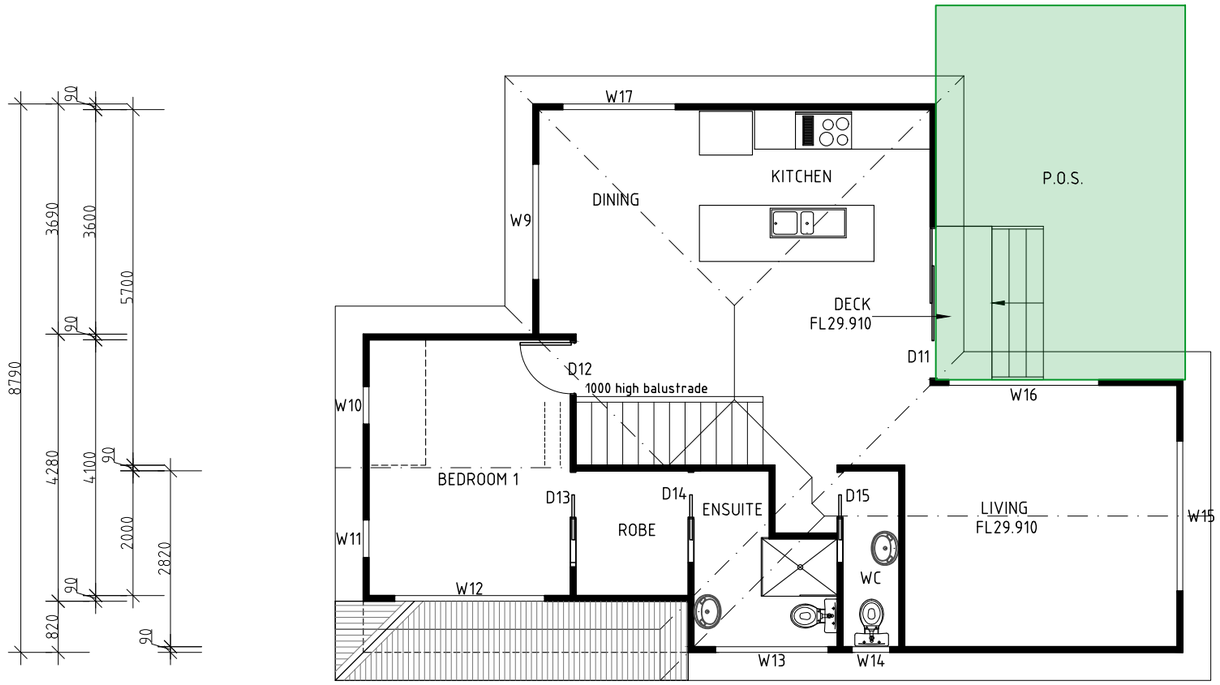
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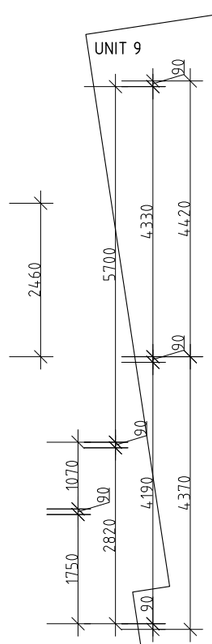
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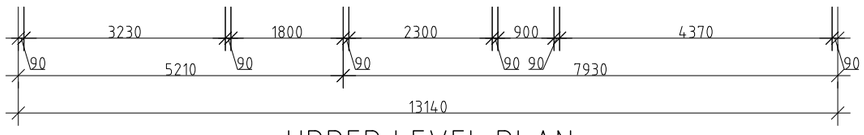
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UPPER LEVEL PLAN



AREAS	
Unit 8	
Lower level	66.88m^2
Upper level	83.68m^2
Total	150.56m^2

UNIT 8

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 8 PLAN

SCALE 1:100

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DATE
11/07/2025

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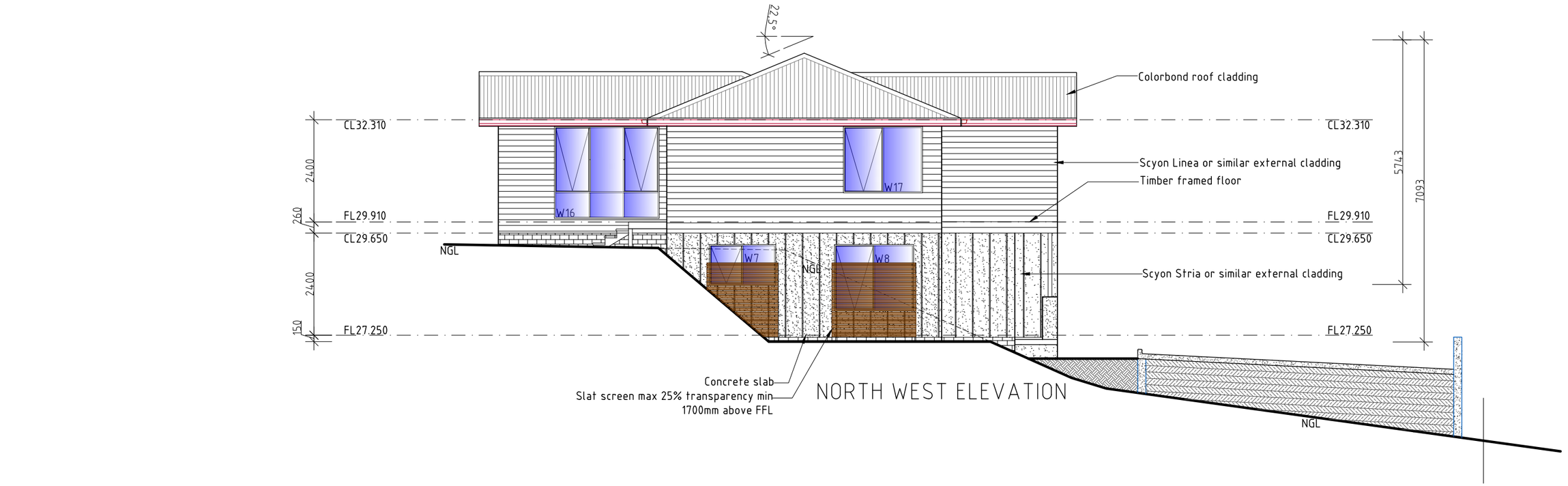
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phone ph 0400 671 582

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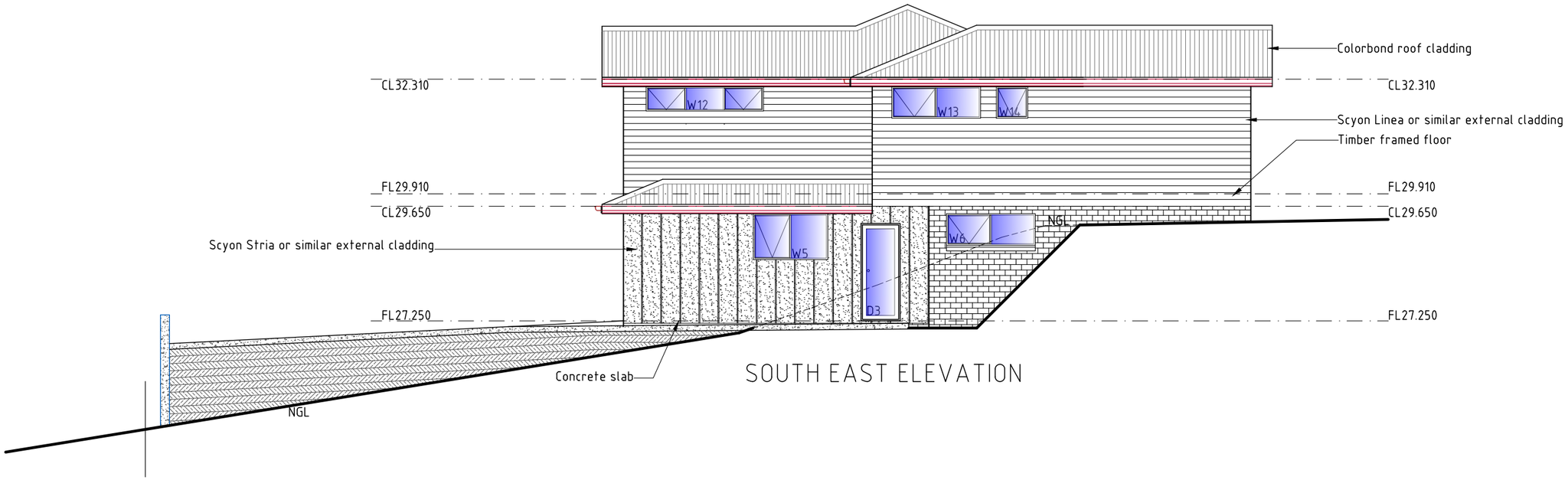
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NORTH WEST ELEVATION



SOUTH EAST ELEVATION

UNIT 8

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 8 ELEVATIONS

DATE
11/07/2025

SCALE 1:100

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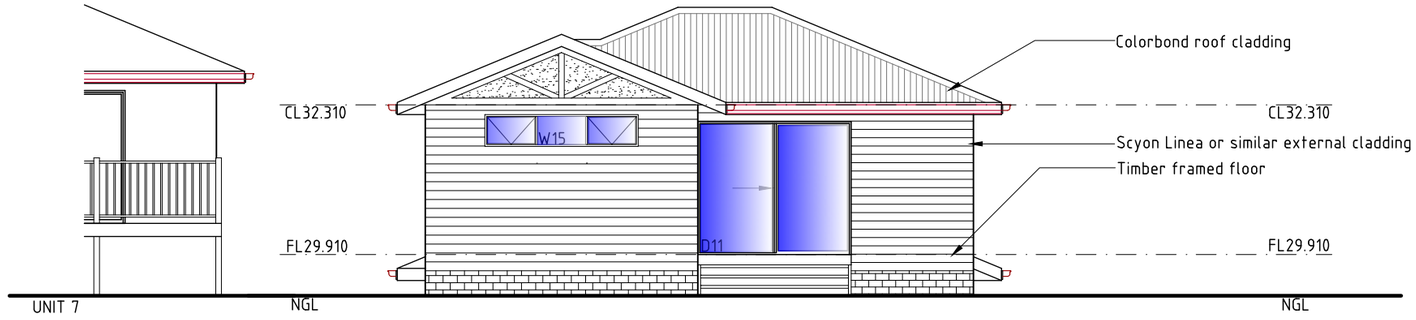
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NORTH EAST ELEVATION



SOUTH WEST ELEVATION

UNIT 8

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 8 ELEVATIONS

DATE
11/07/2025

SCALE 1:100

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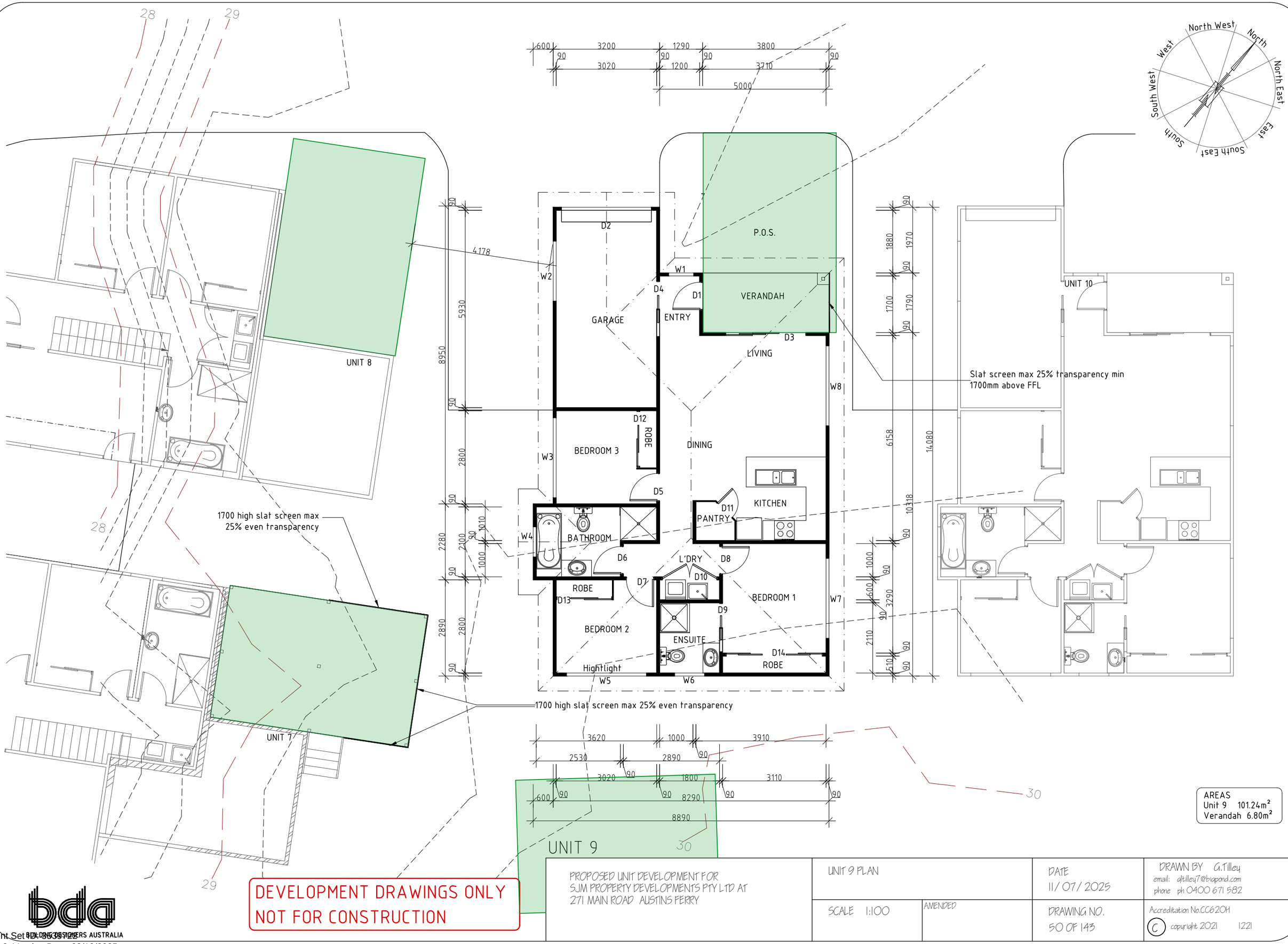
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AREAS
Unit 9 101.24m²
Verandah 6.80m²

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 9 PLAN

SCALE 1:100

AMENDED

DATE
11/07/2025

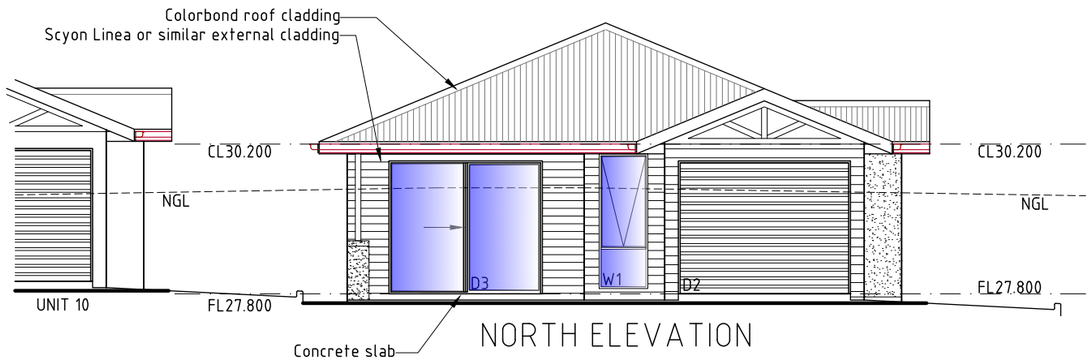
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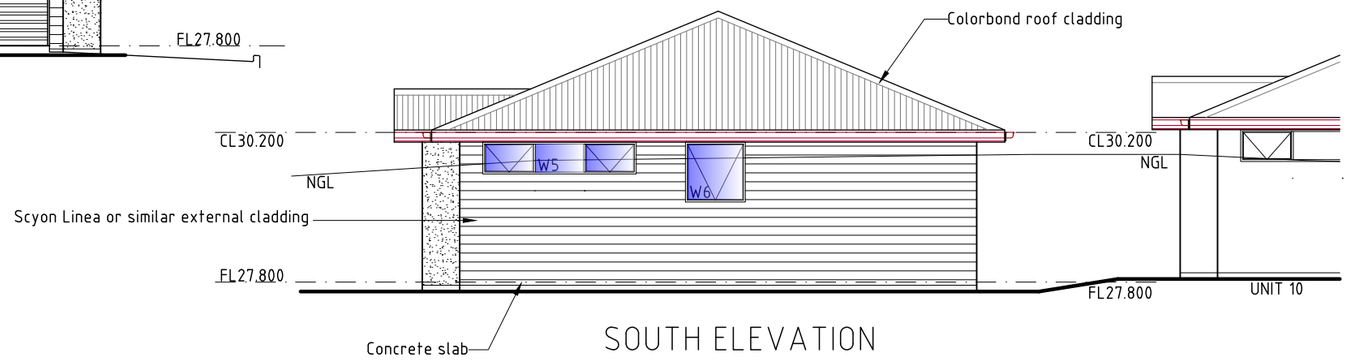
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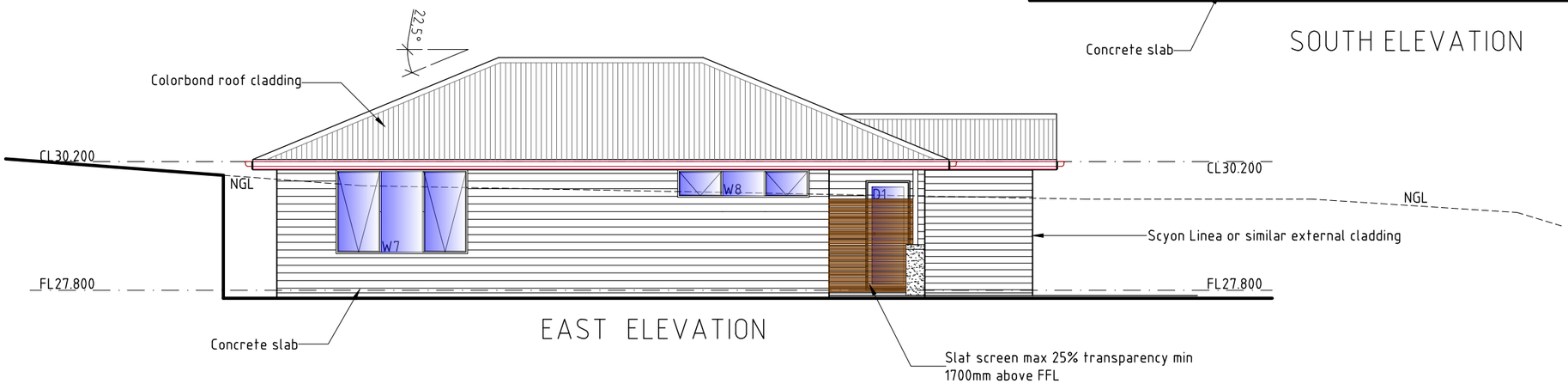
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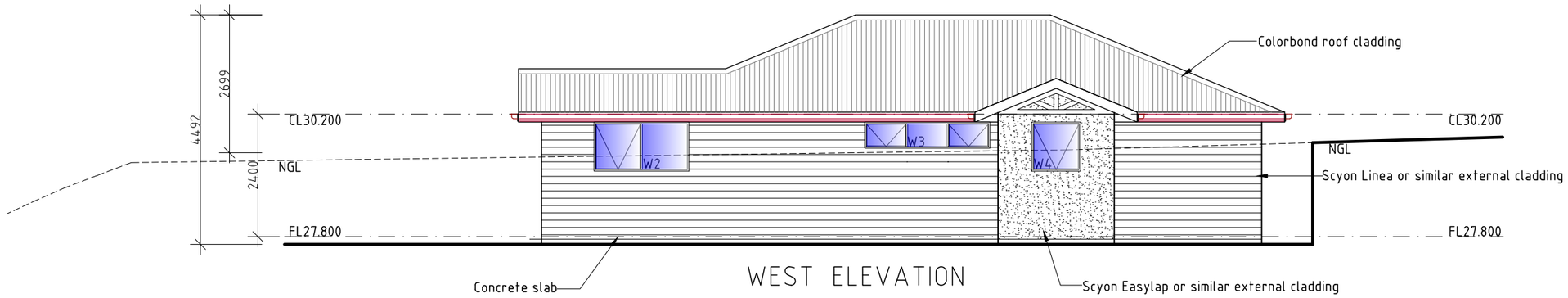
NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

UNIT 9

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 9 ELEVATIONS

DATE
11/07/2025

DRAWN BY G.Tilley
email: gltilley7@bigpond.com
phone ph 0400 671 582

SCALE 1:100

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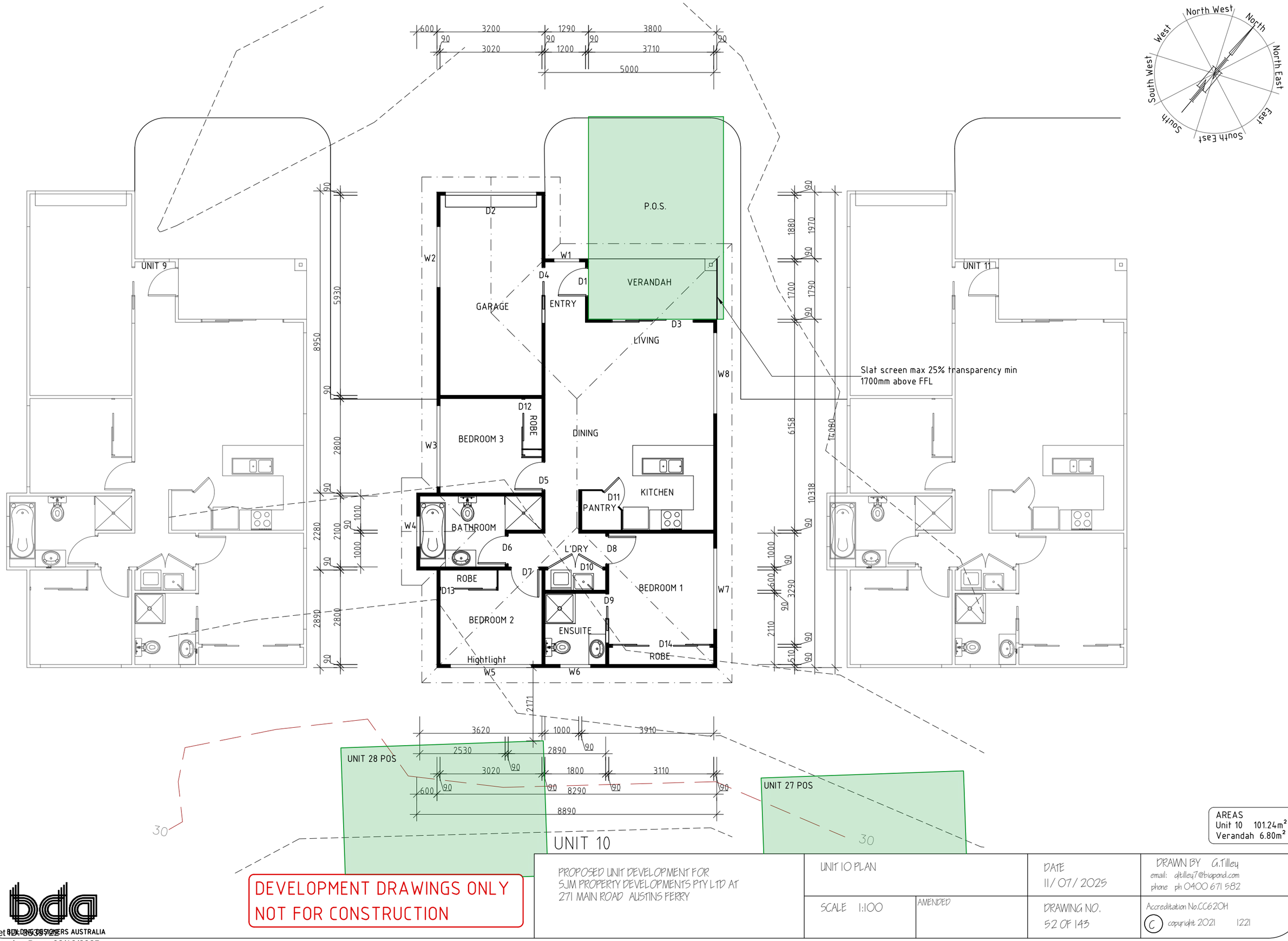
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Version: 2, Version Date: 02/10/2025



AREAS
Unit 10 101.24m²
Verandah 6.80m²

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 10 PLAN

SCALE 1:100

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DATE
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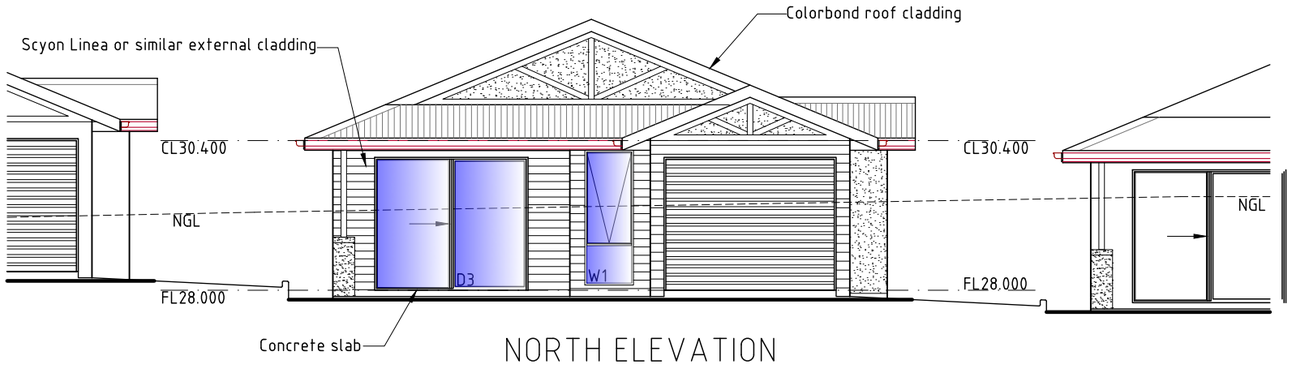
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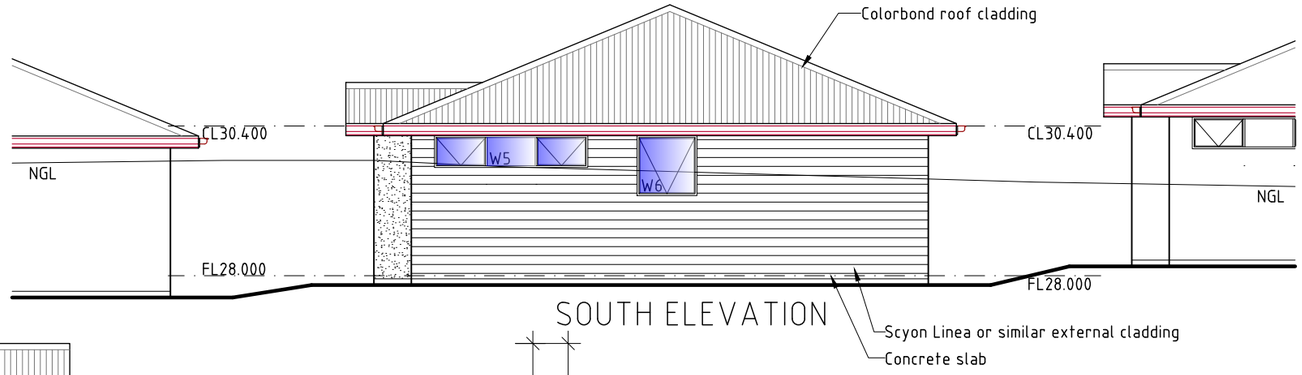
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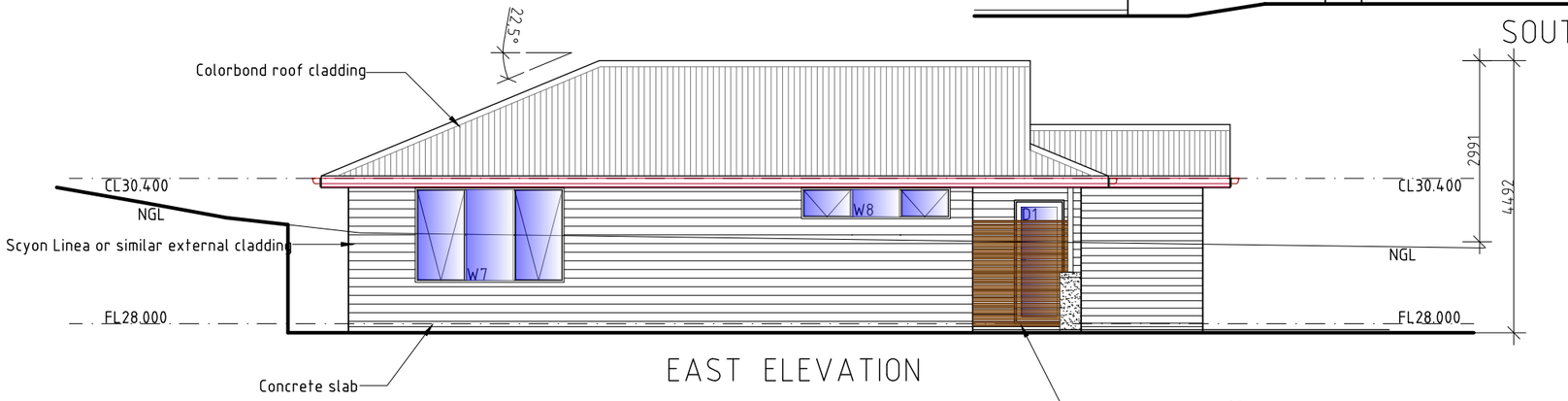
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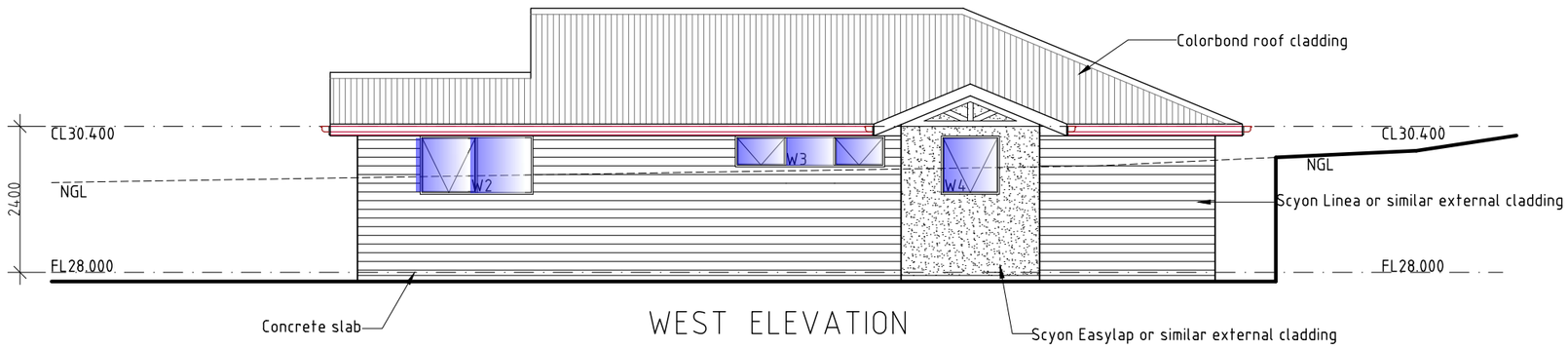
NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

UNIT 10

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 10 ELEVATIONS

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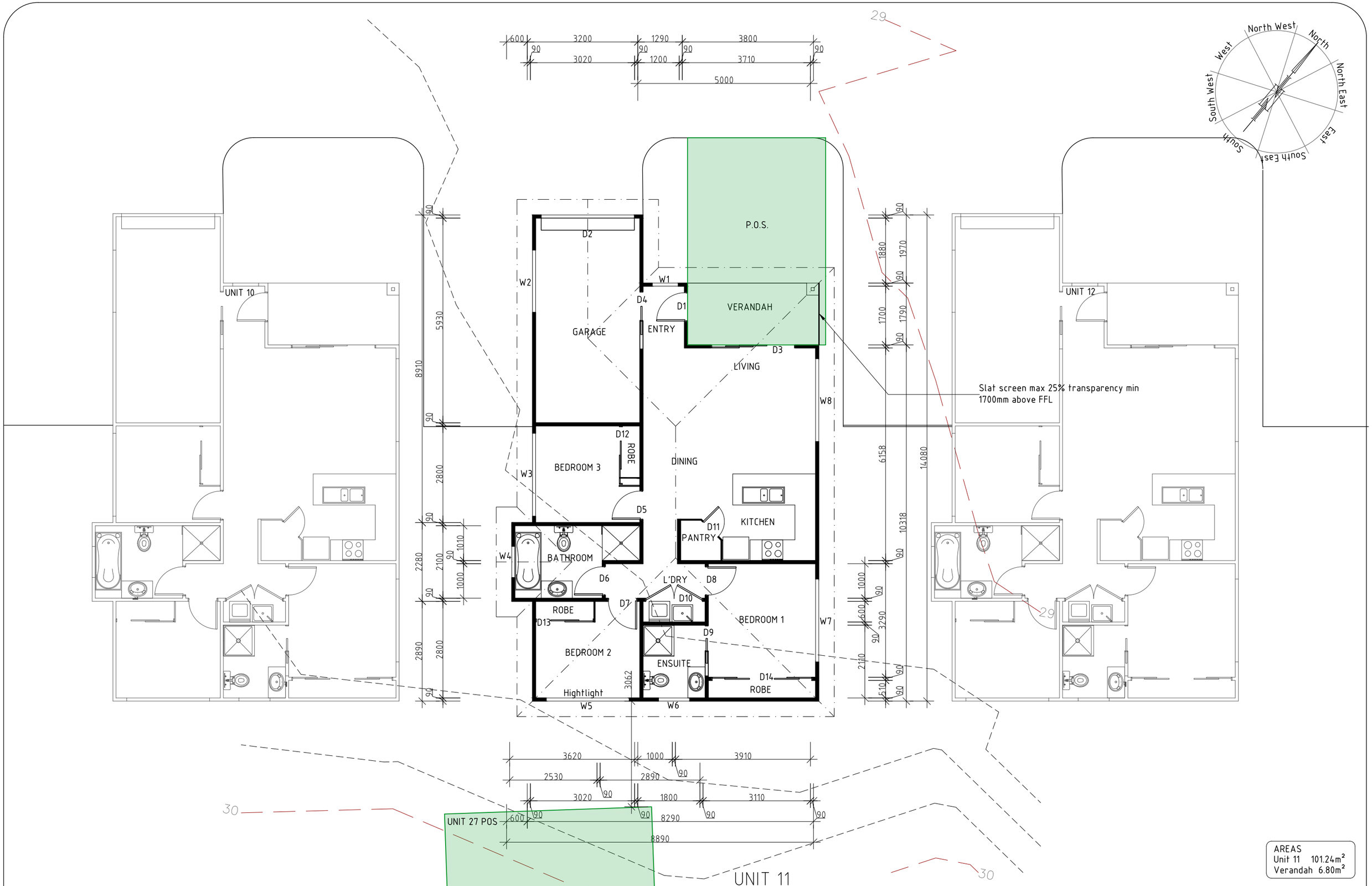
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AREAS
Unit 11 101.24m²
Verandah 6.80m²

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 11 PLAN

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DATE
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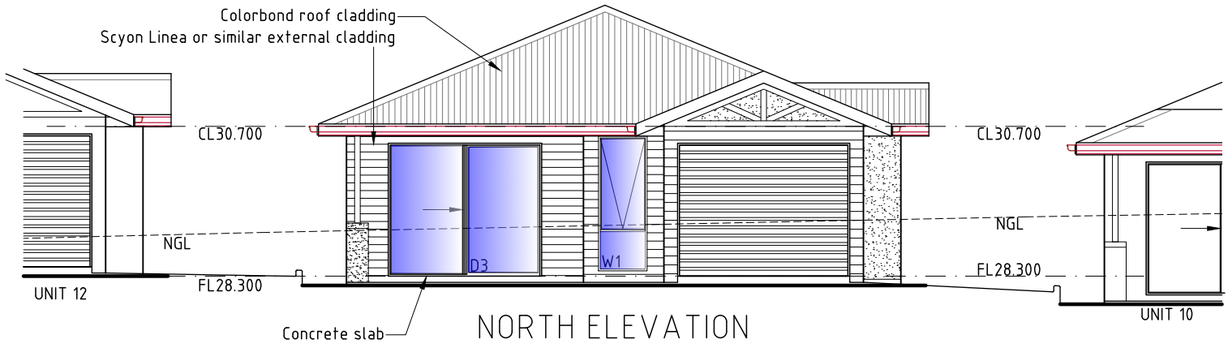
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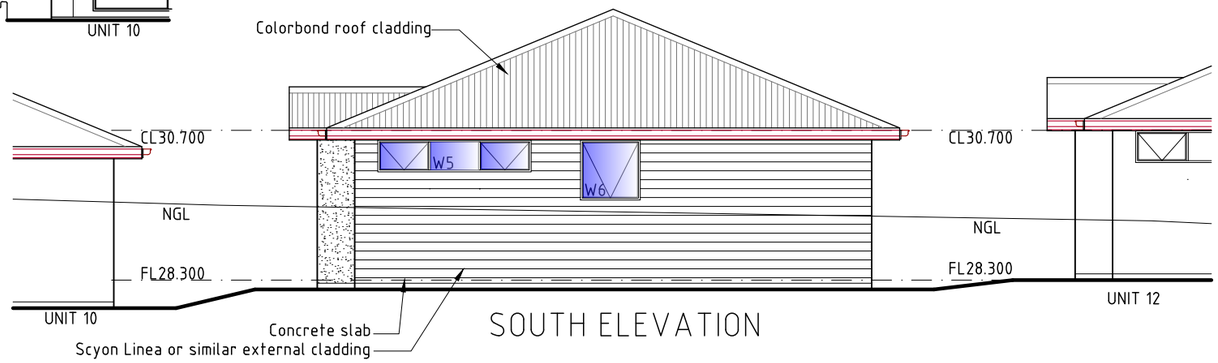
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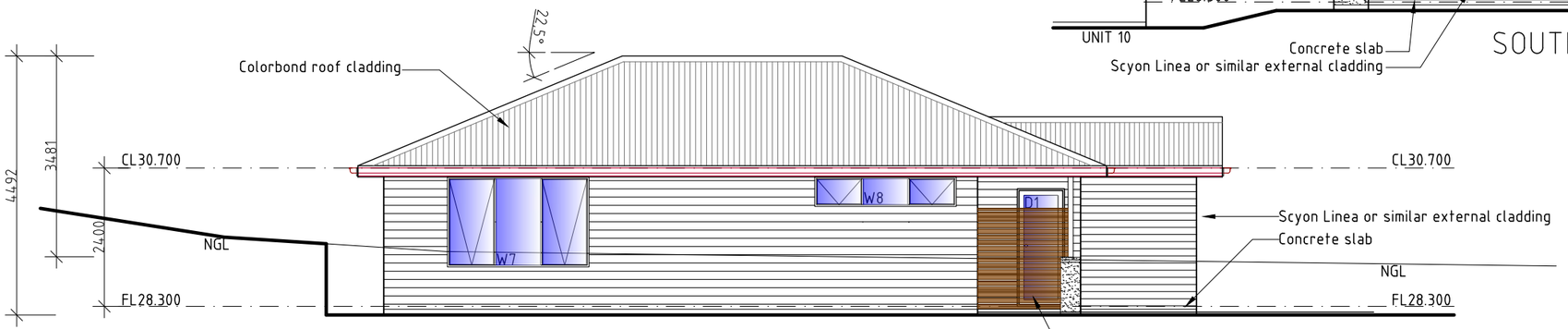
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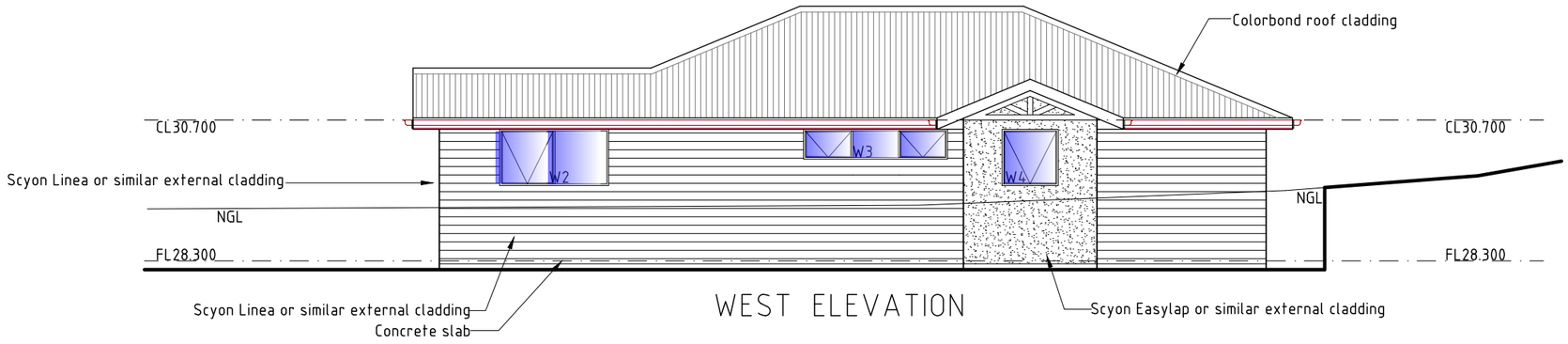
NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

UNIT 11

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 11 ELEVATIONS

SCALE 1:100

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North West
North
West
North East
South West
East
South
South East

600 3200 1290 3800
90 90 90 90
3020 1200 3710
5000

29

Slat screen max 25% transparency min
1700mm above FFL

P.O.S.
VERANDAH
D1
D2
D3
D4
W1
W2
GARAGE
ENTRY
LIVING
Highlight
W8
UNIT 11
D12
ROBE
BEDROOM 3
W3
DINING
D5
KITCHEN
D11
PANTRY
W4
BATHROOM
D6
L'DRY
D8
D10
D7
ROBE
D13
BEDROOM 1
W7
D9
BEDROOM 2
ENSUITE
D14
ROBE
W5
W6
UNIT 13
UNIT 25

90 1880 90 1700 90 6158 90 1000 90 600 90 2110 90 510 90
1970 1790 14080 10318 3290

90 5930 90 8910 90 2800 90 2280 2100 90 1010 90 1000 90 2890 2800 90

3620 1000 3910
2530 2890 90
3020 90 1800 3110
600 90 90 8290 90 90
8890
4312

UNIT 26
UNIT 26 POS
UNIT 26
30
29
UNIT 12

AREAS
Unit 12 101.24m²
Verandah 6.80m²

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 12 PLAN

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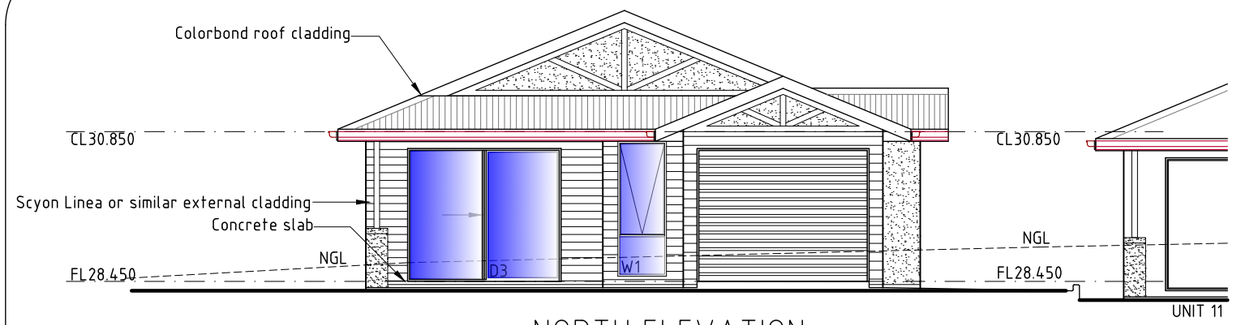
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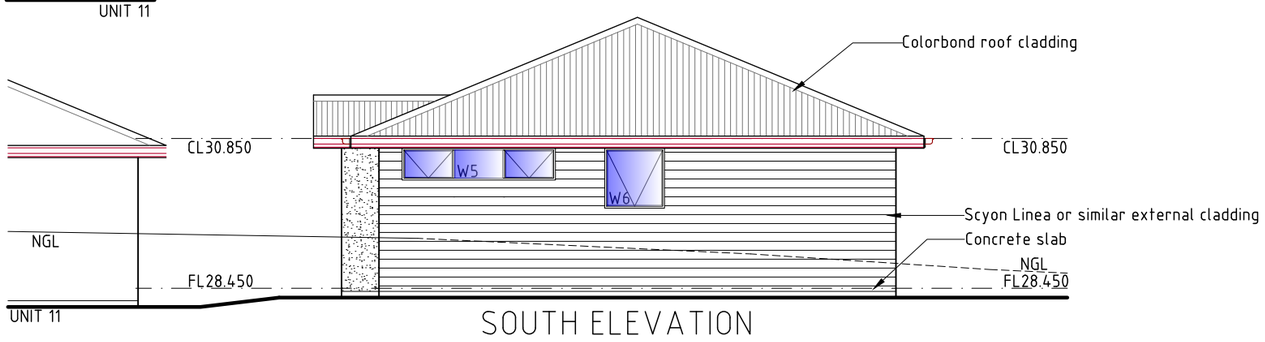
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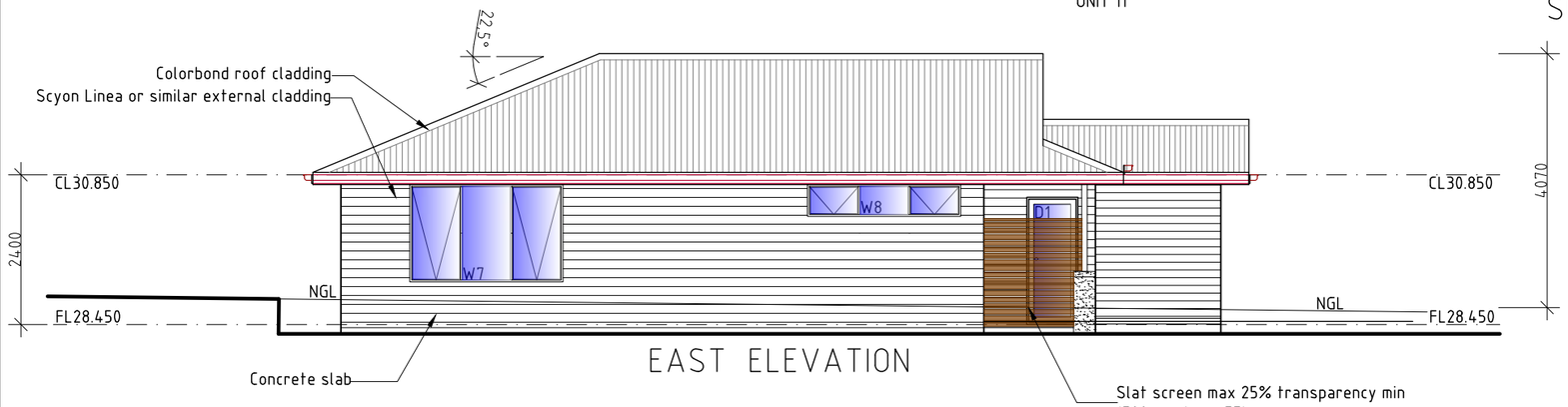
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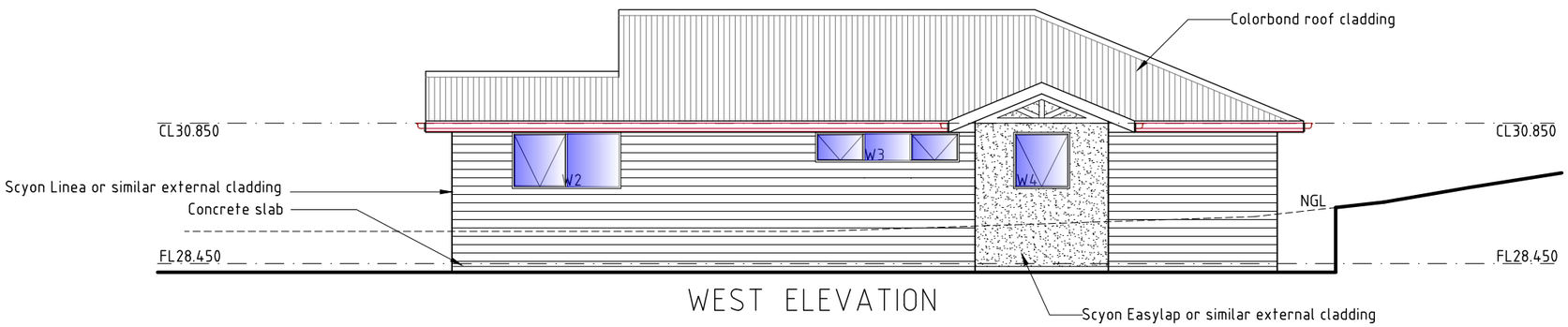
NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

UNIT 12

DEVELOPMENT DRAWINGS ONLY
NOT FOR CONSTRUCTION

PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 12 ELEVATIONS

DATE
11/07/2025

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AMENDED

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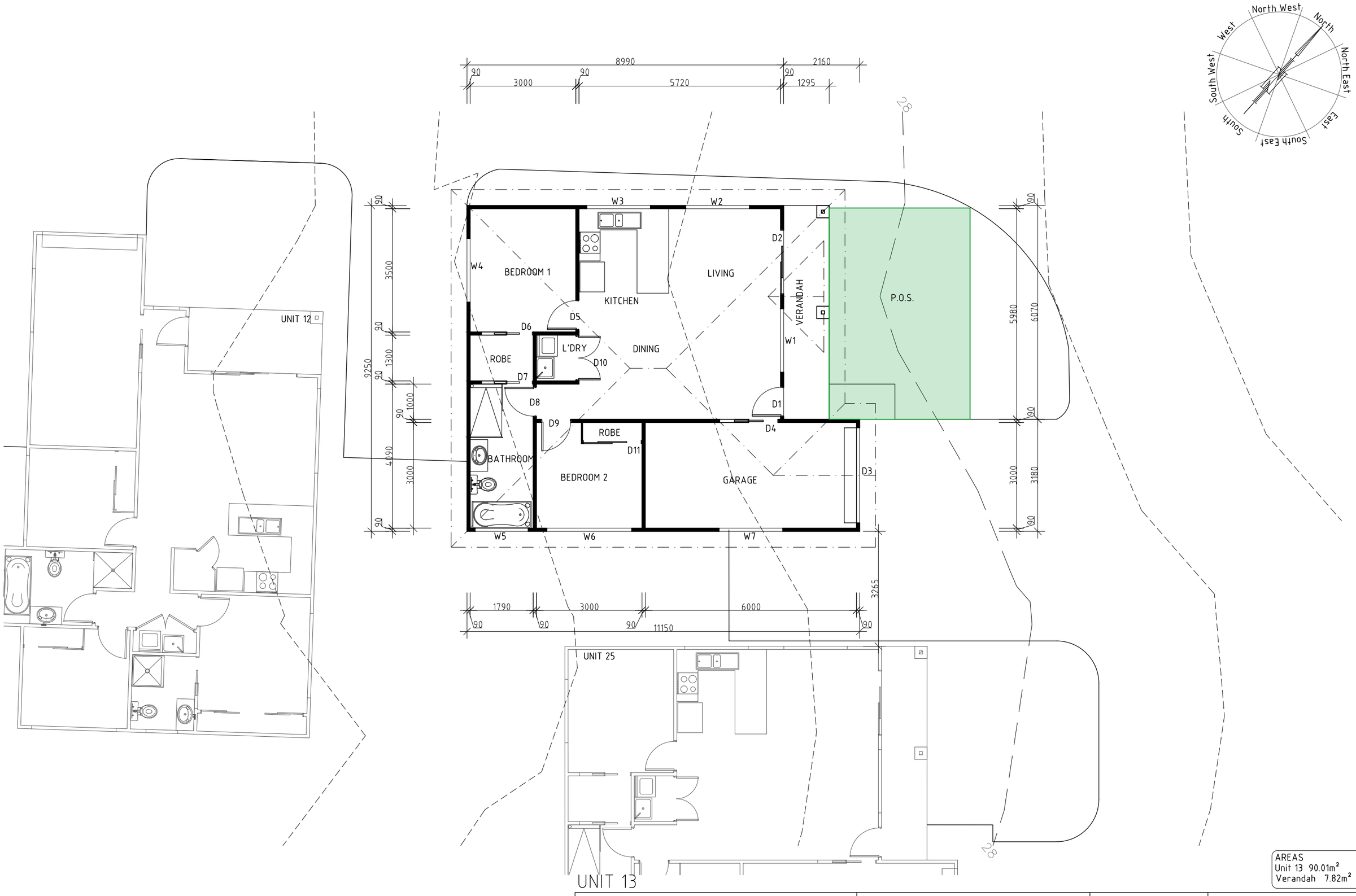
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AREAS
Unit 13 90.01m²
Verandah 7.82m²

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 13 PLAN

SCALE 1:100

AMENDED

DATE
11/07/2025

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58 OF 143

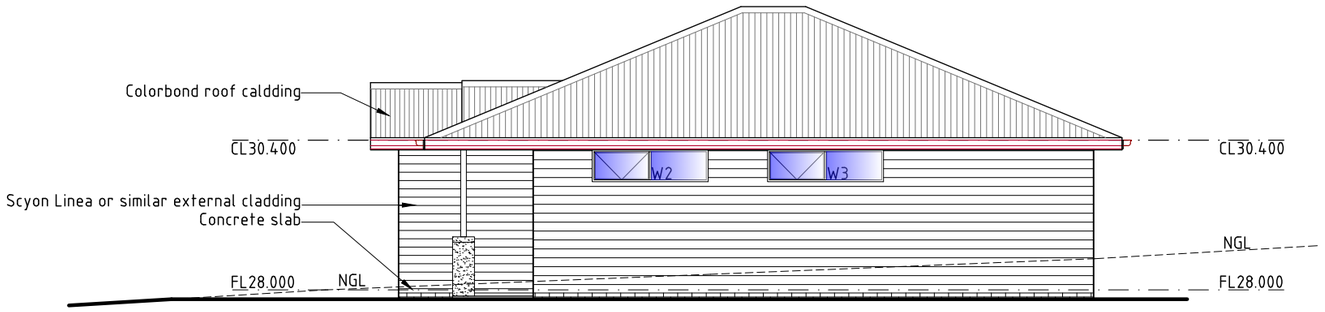
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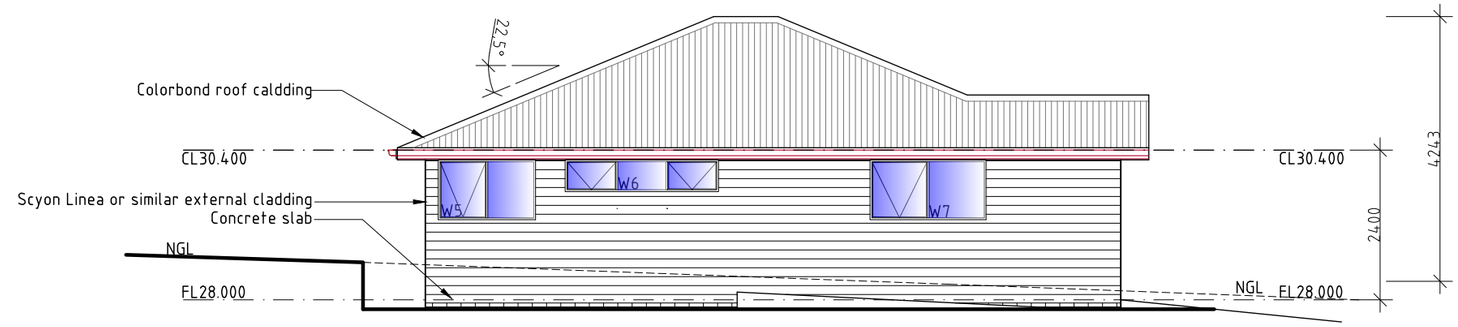
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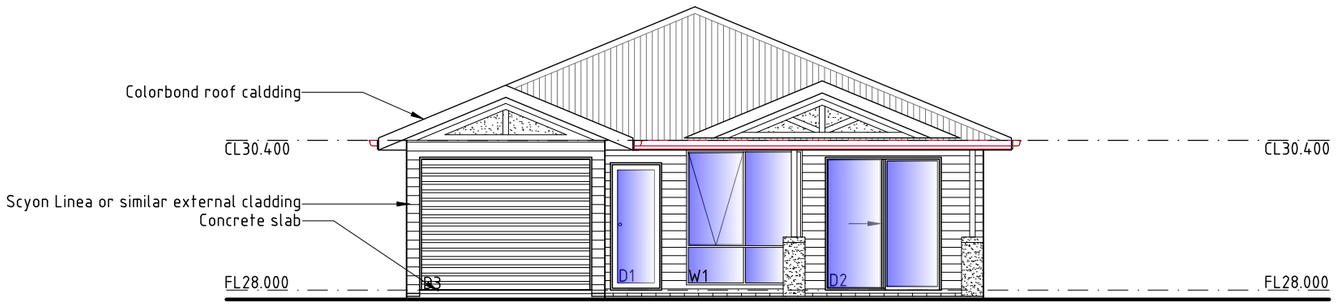
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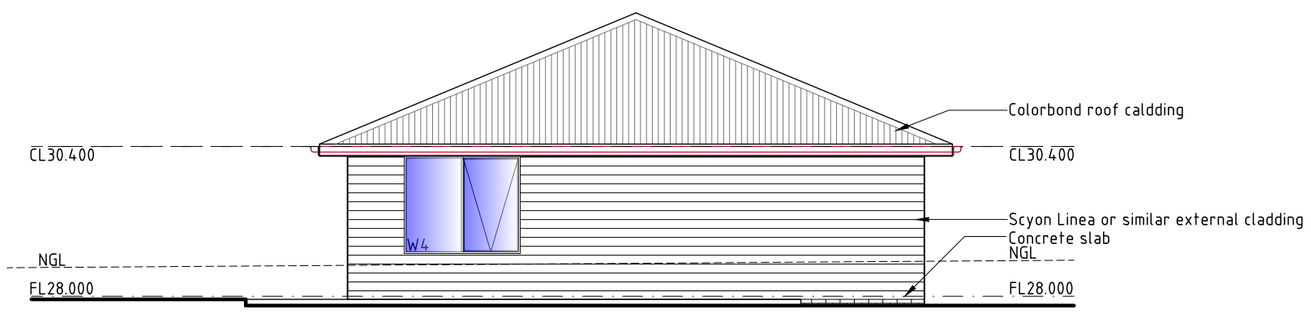
NORTH ELEVATION



SOUTH ELEVATION
UNIT 25



EAST ELEVATION



WEST ELEVATION

UNIT 13

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 13 ELEVATIONS

DATE
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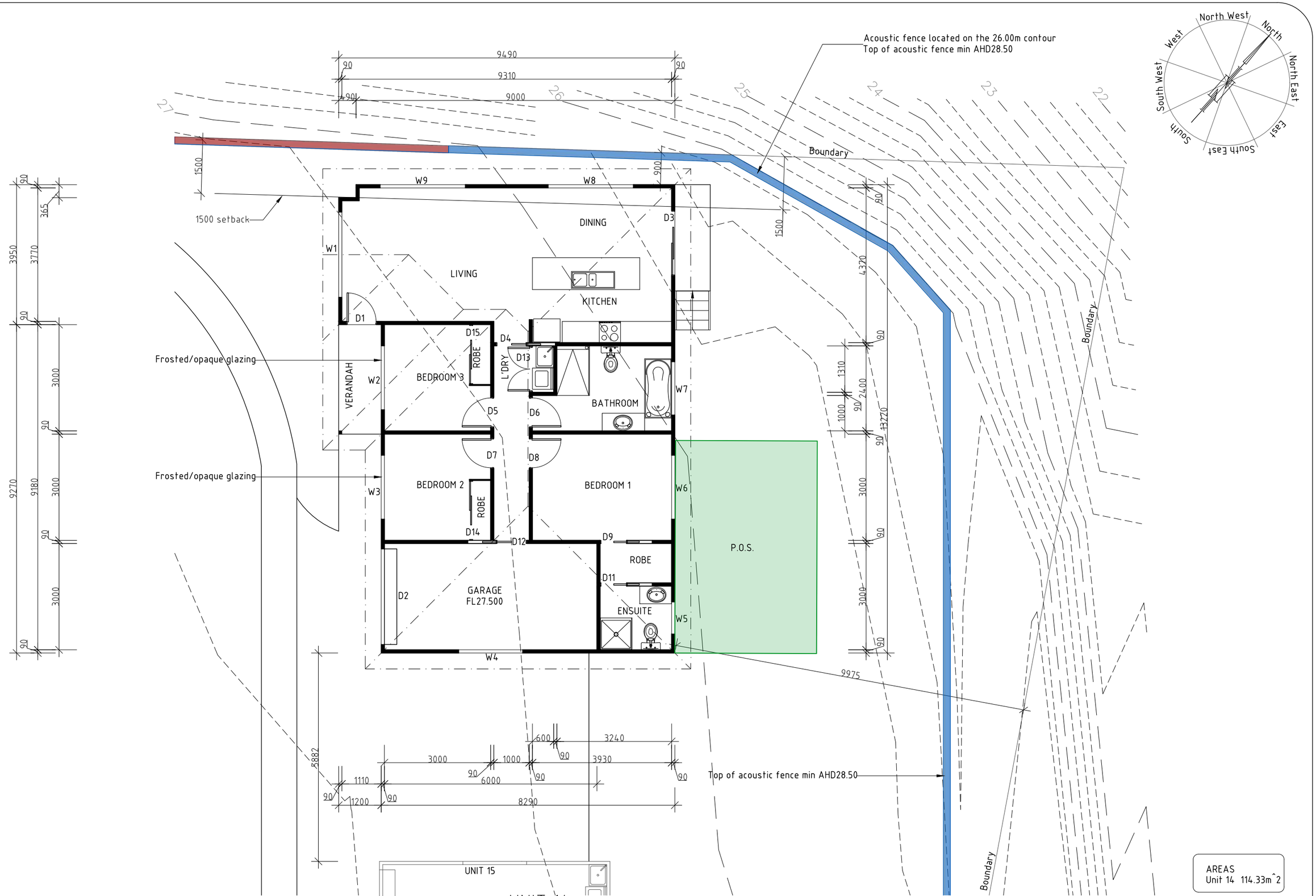
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 14 PLAN

DATE
11/07/2025

SCALE 1:100

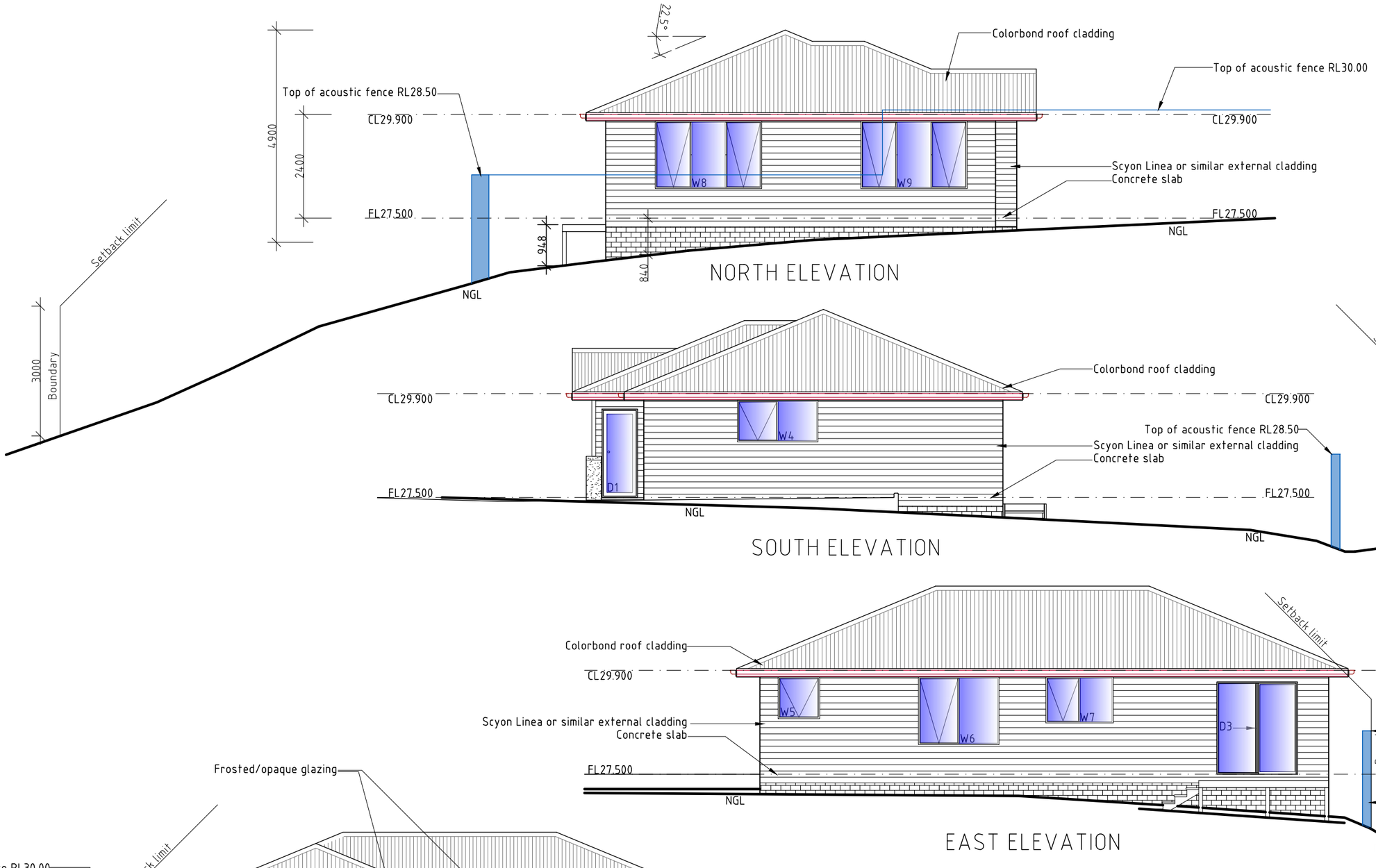
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09/04/2024

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UNIT 14

Acoustic fence constructed from a panel system that provides a contiguous mass barrier with a sound transmission loss of 20 dB or more at frequencies from the 125 Hz 1/1-octave band and above.

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 14 ELEVATIONS

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09/04/2024

DATE
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UNIT 14

GARAGE
FL27.500

L'DRY

DINING

KITCHEN

LIVING

BEDROOM 3

BEDROOM 2

BEDROOM 1

BATHROOM

ROBE

P.O.S.

UNIT 16

UNIT 15

Top of acoustic fence min AHD28.50

Frosted/opaque glazing

Frosted/opaque glazing

Boundary

Boundary

Boundary

Top of acoustic fence min AHD28.50

North West
North
West
North East
South West
East
South
South East

AREAS
Unit 15 98.06m²

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 15 PLAN

SCALE 1:100

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DATE
11/07/2025

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62 OF 143

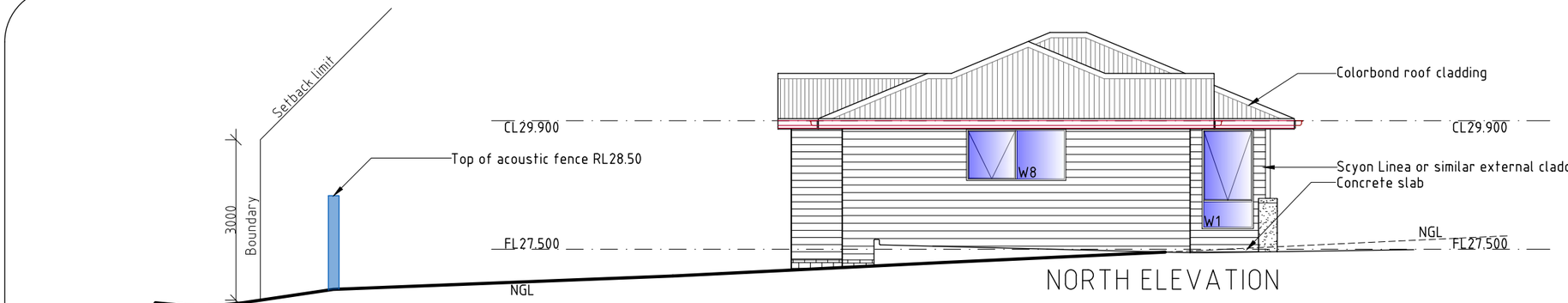
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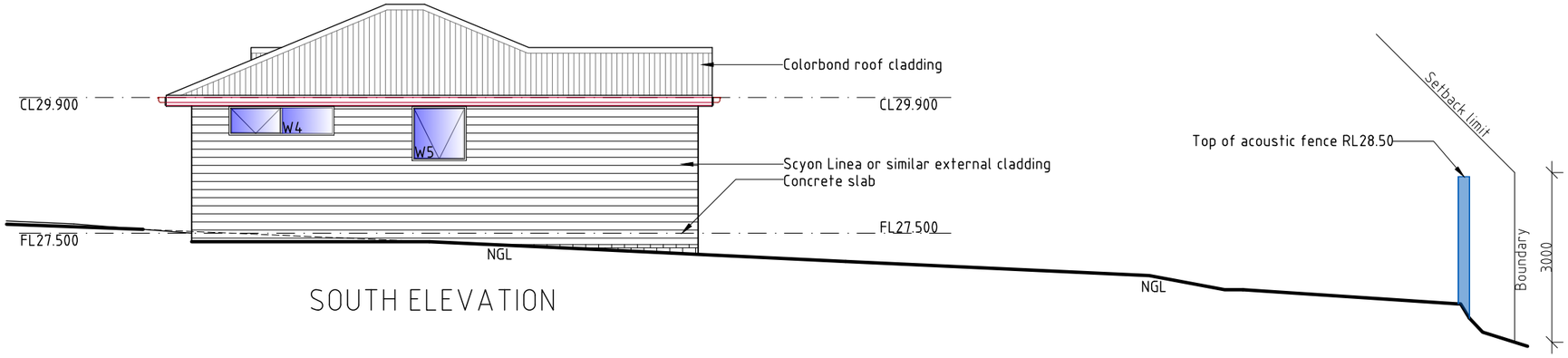
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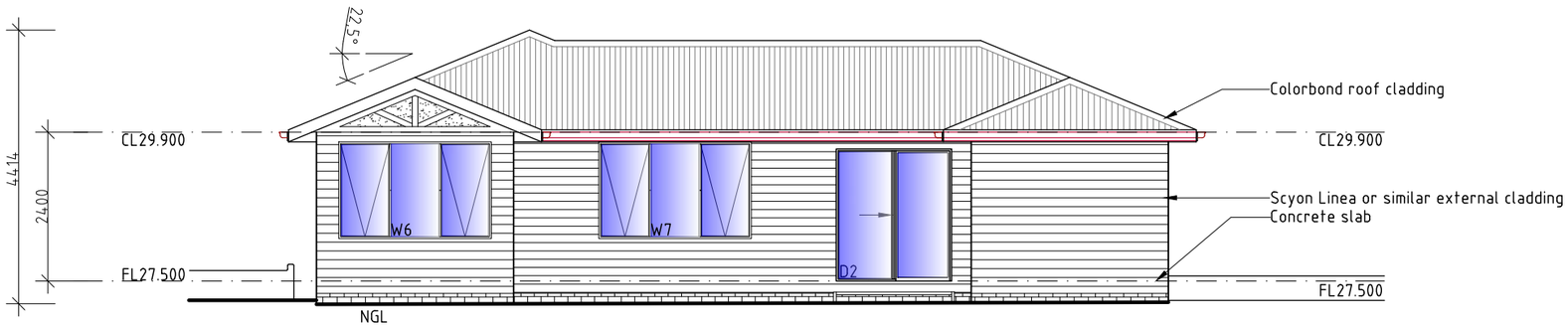
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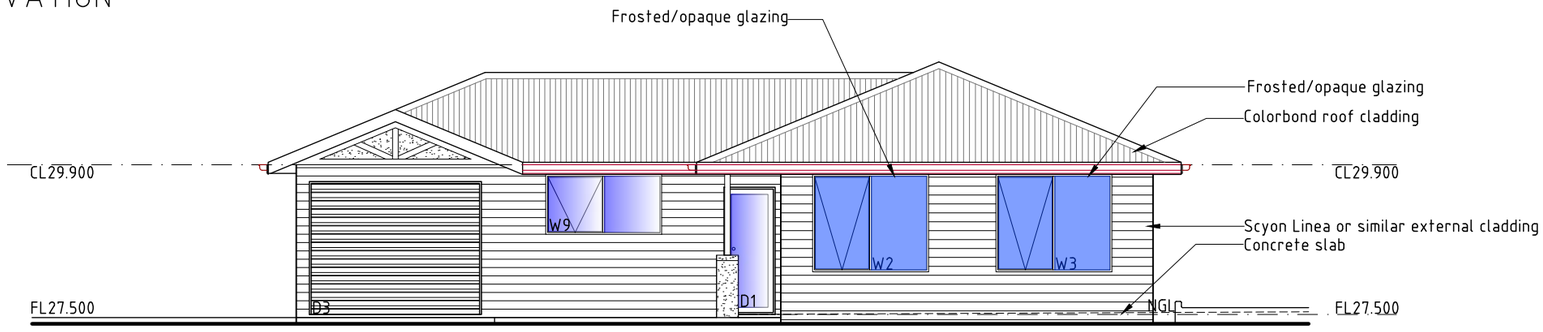
NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

Acoustic fence constructed from a panel system that provides a contiguous mass barrier with a sound transmission loss of 20 dB or more at frequencies from the 125 Hz 1/1-octave band and above.

UNIT 15

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 15 ELEVATIONS

DATE
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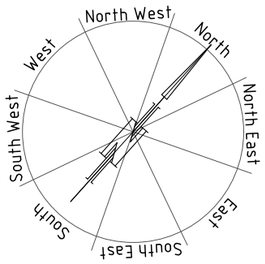
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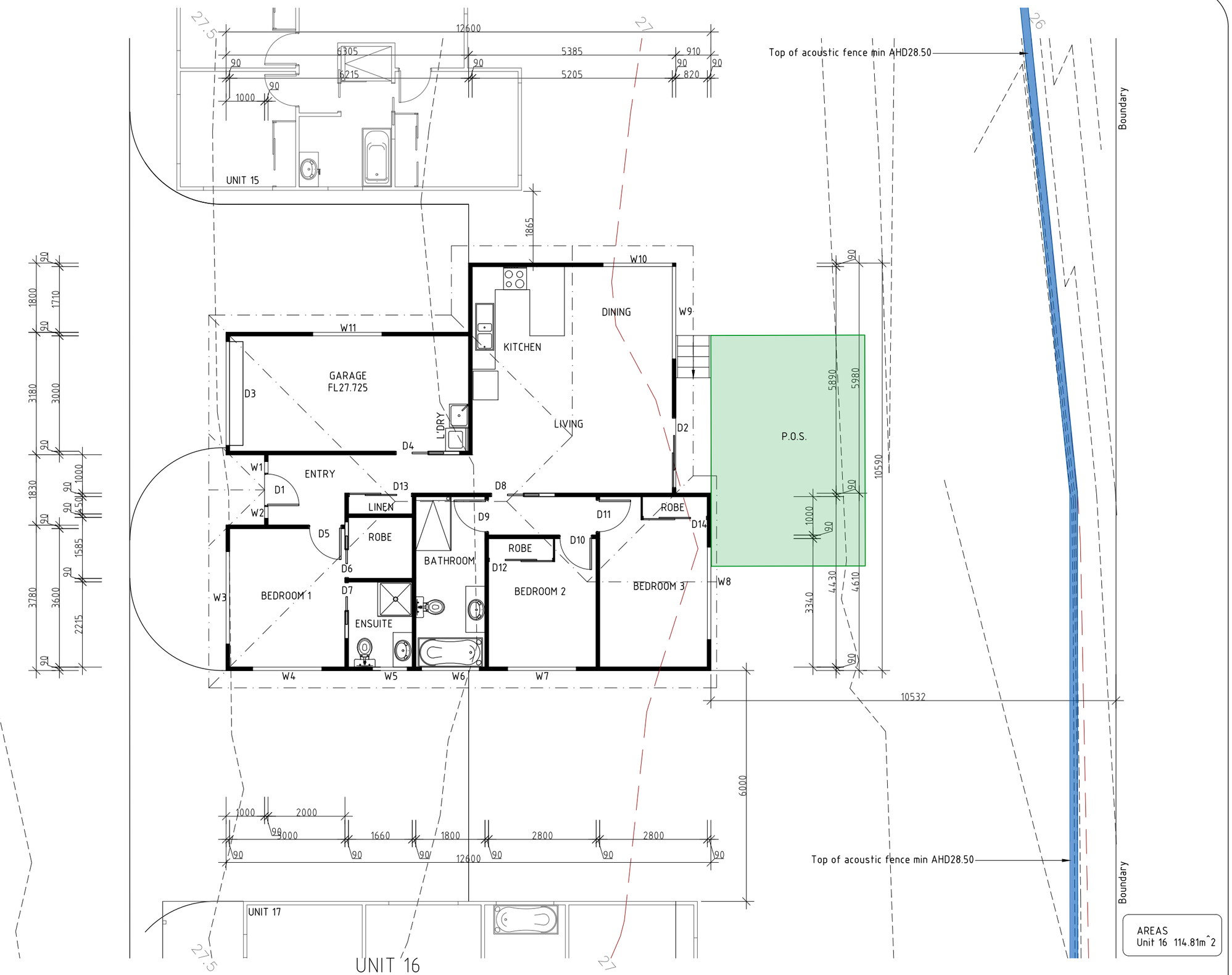
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UNIT 16

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 16 PLAN

DATE
11/07/2025

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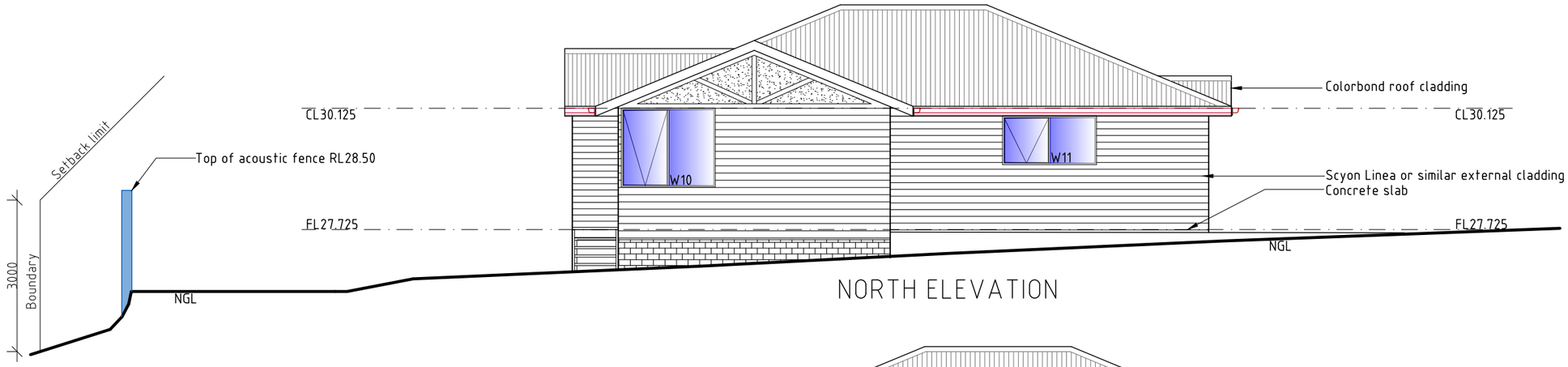
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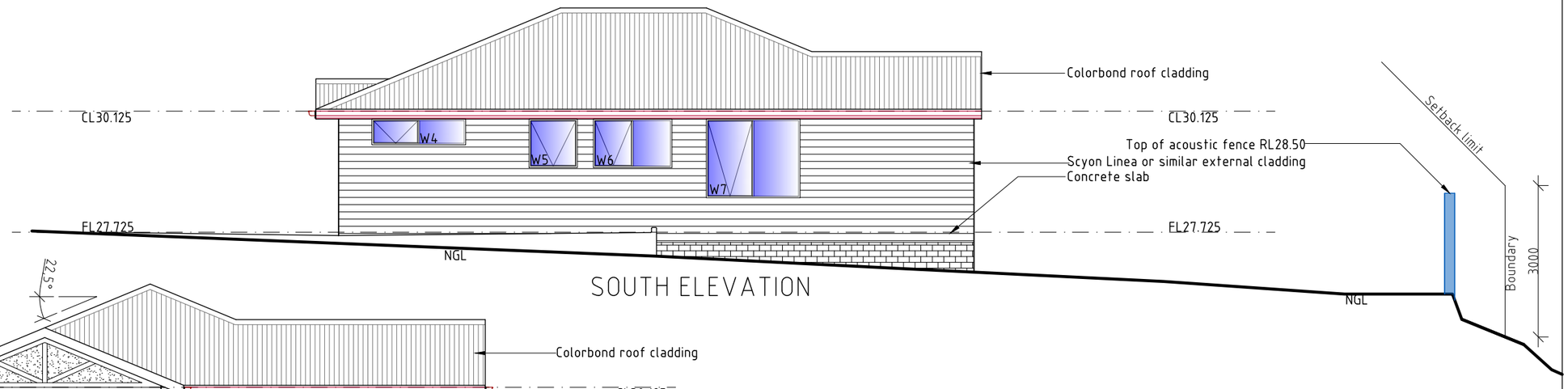
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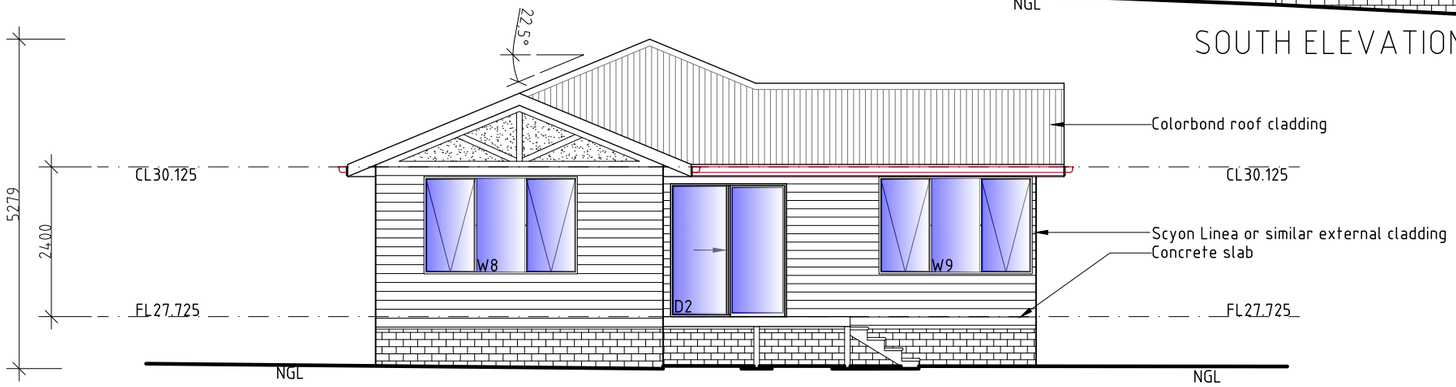
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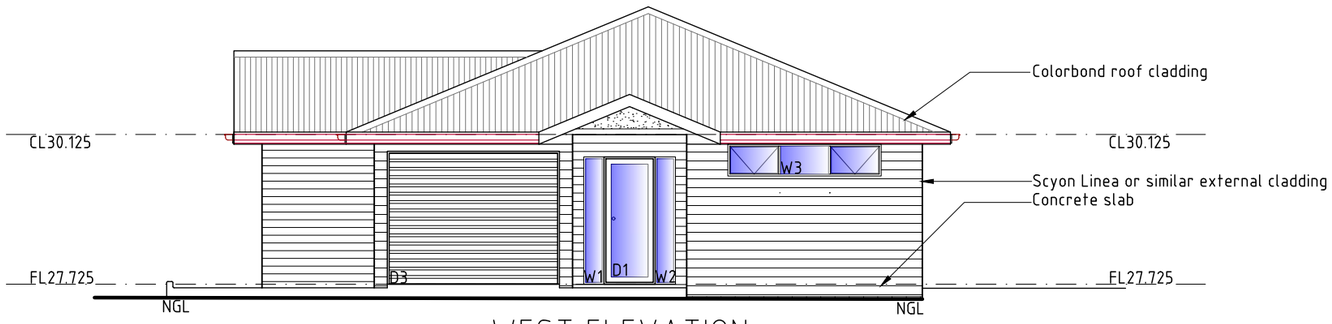
NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

Acoustic fence constructed from a panel system that provides a contiguous mass barrier with a sound transmission loss of 20 dB or more at frequencies from the 125 Hz 1/1-octave band and above.

UNIT 16

DEVELOPMENT DRAWINGS ONLY
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BUILDING DESIGNERS AUSTRALIA

PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 16 ELEVATIONS

SCALE 1:100

AMENDED

DATE
11/07/2025

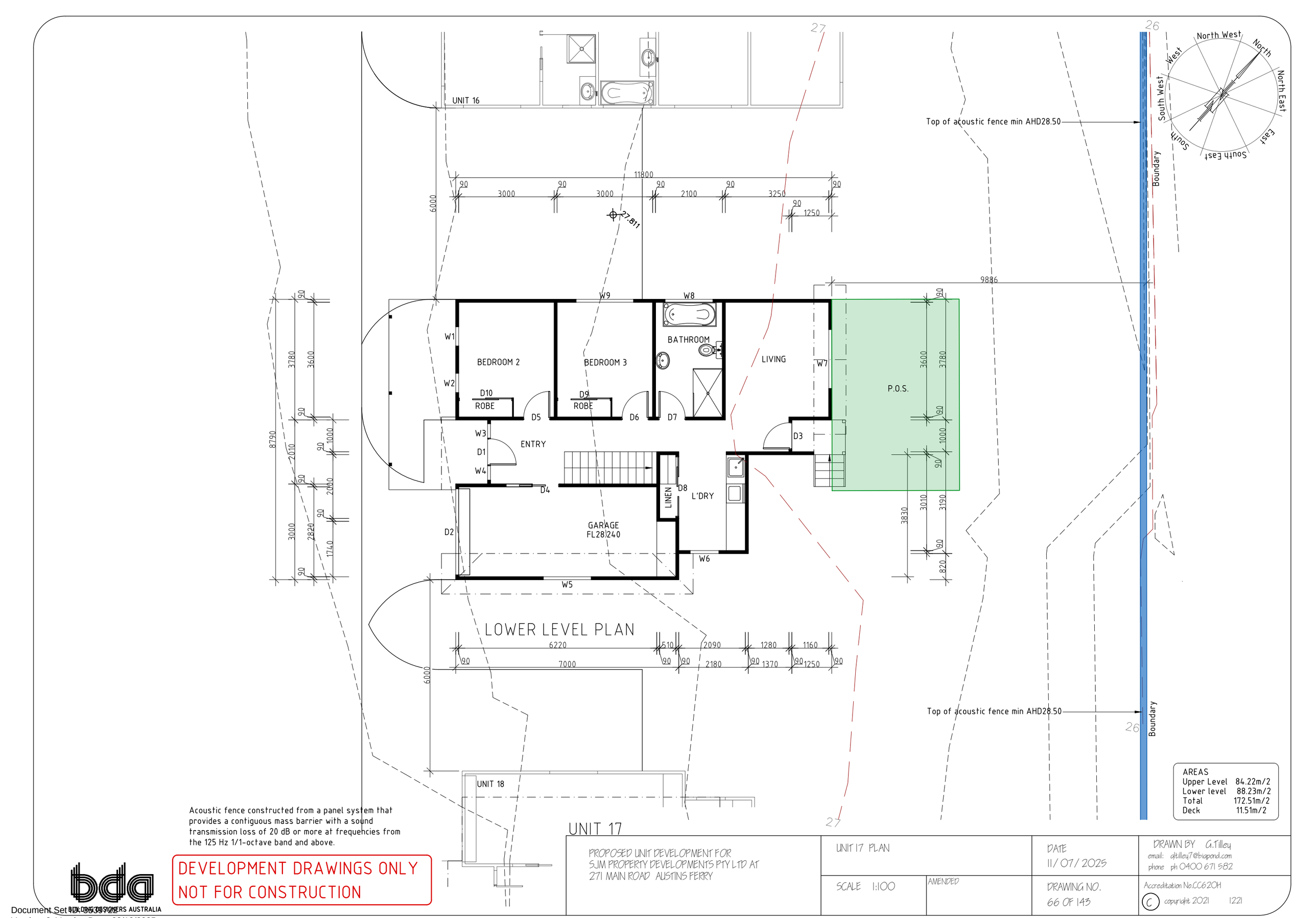
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Acoustic fence constructed from a panel system that provides a contiguous mass barrier with a sound transmission loss of 20 dB or more at frequencies from the 125 Hz 1/1-octave band and above.

AREAS	
Upper Level	84.22m/2
Lower level	88.23m/2
Total	172.51m/2
Deck	11.51m/2

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UNIT 17

PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 17 PLAN

DATE 11/07/2025

SCALE 1:100

AMENDED

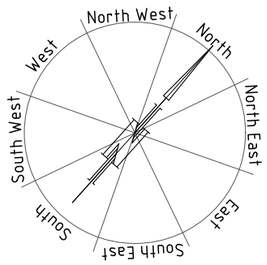
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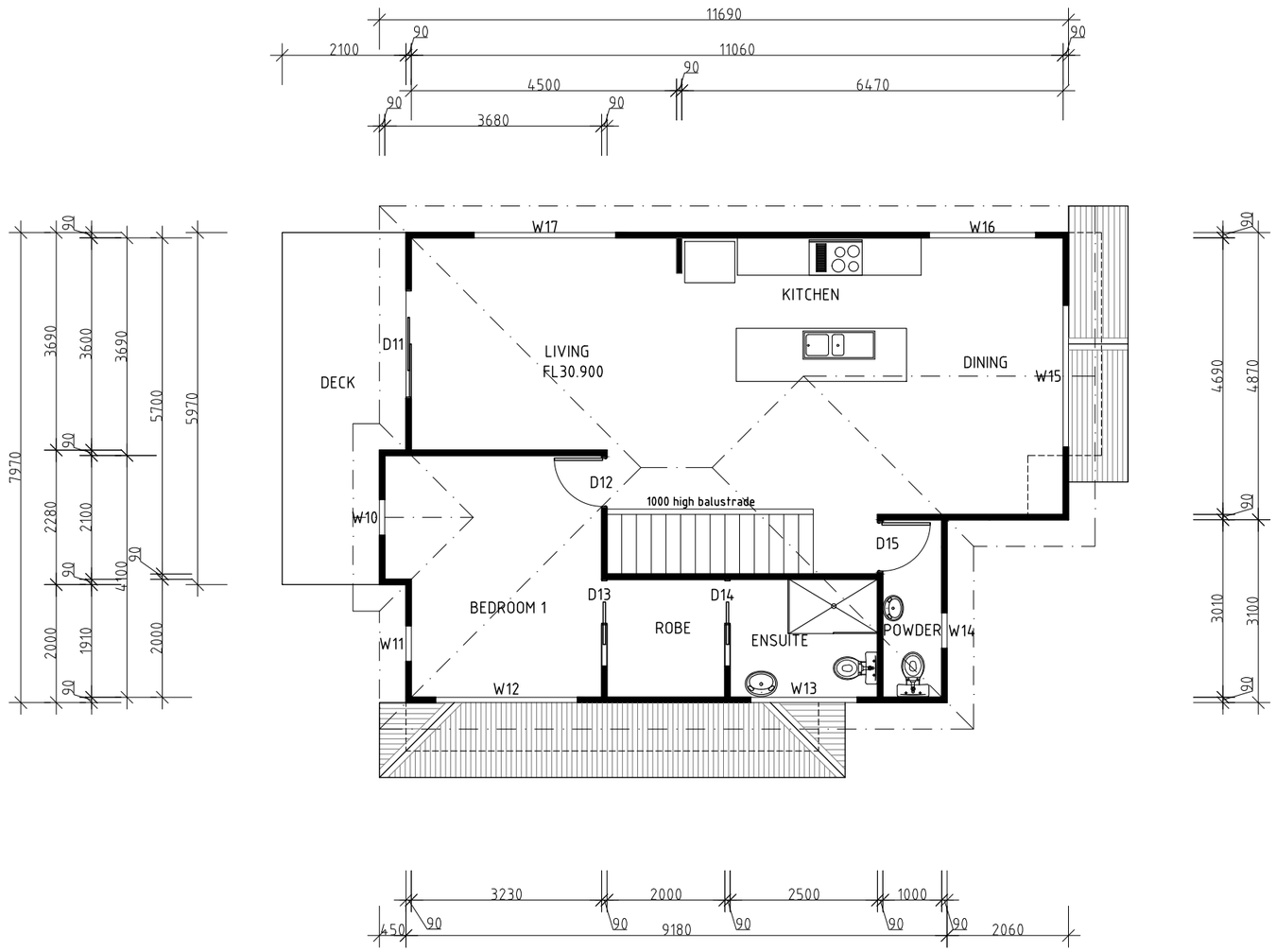
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UPPER LEVEL PLAN

AREAS	
Upper Level	84.22m/2
Lower level	88.23m/2
Total	172.51m/2
Deck	11.51m/2

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UNIT 17

PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 17 PLAN

DATE 11/07/2025

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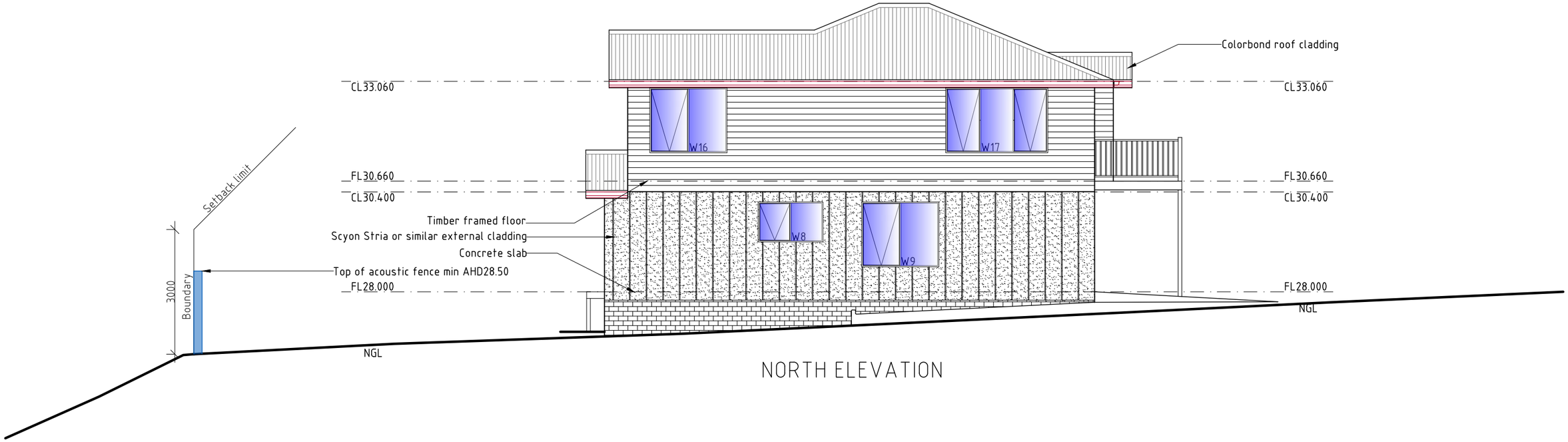
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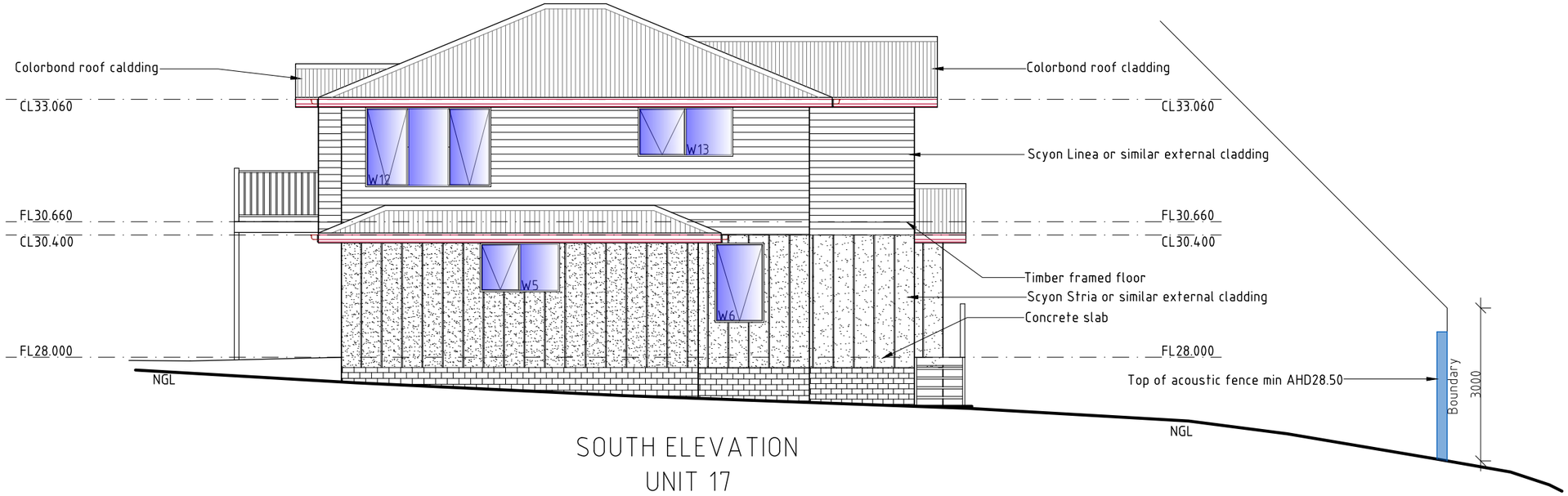
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NORTH ELEVATION



SOUTH ELEVATION
UNIT 17

UNIT 17

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 17 ELEVATIONS

DATE
11/07/2025

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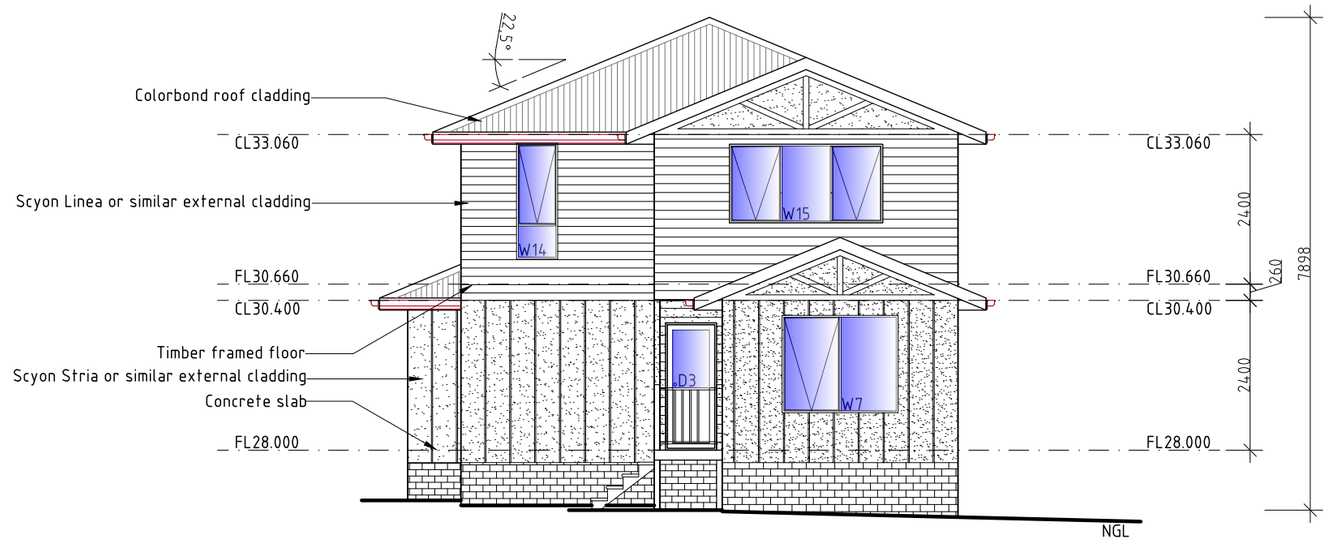
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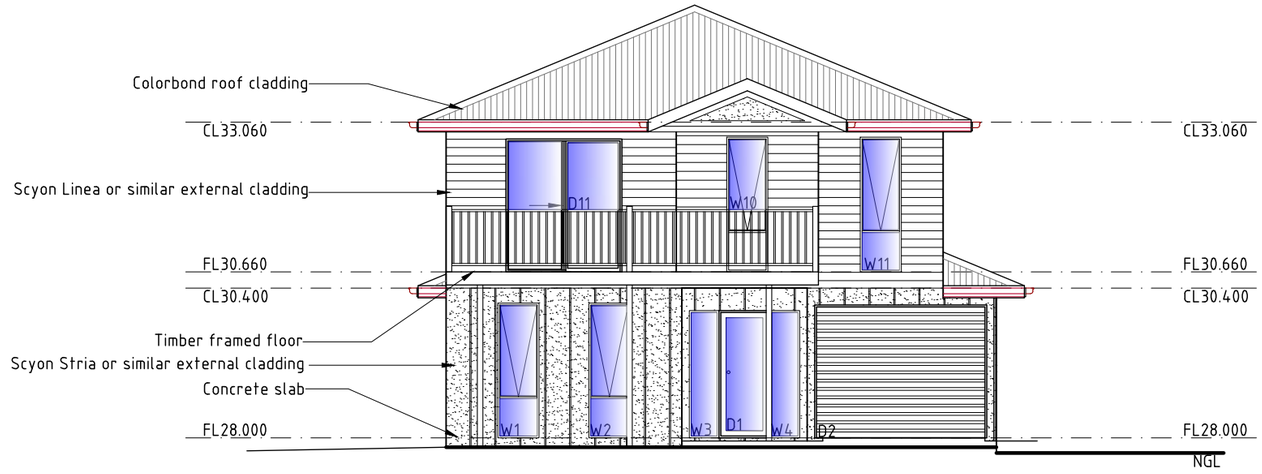
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EAST ELEVATION



WEST ELEVATION

UNIT 17

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 17 ELEVATIONS

SCALE 1:100

AMENDED

DATE
11/07/2025

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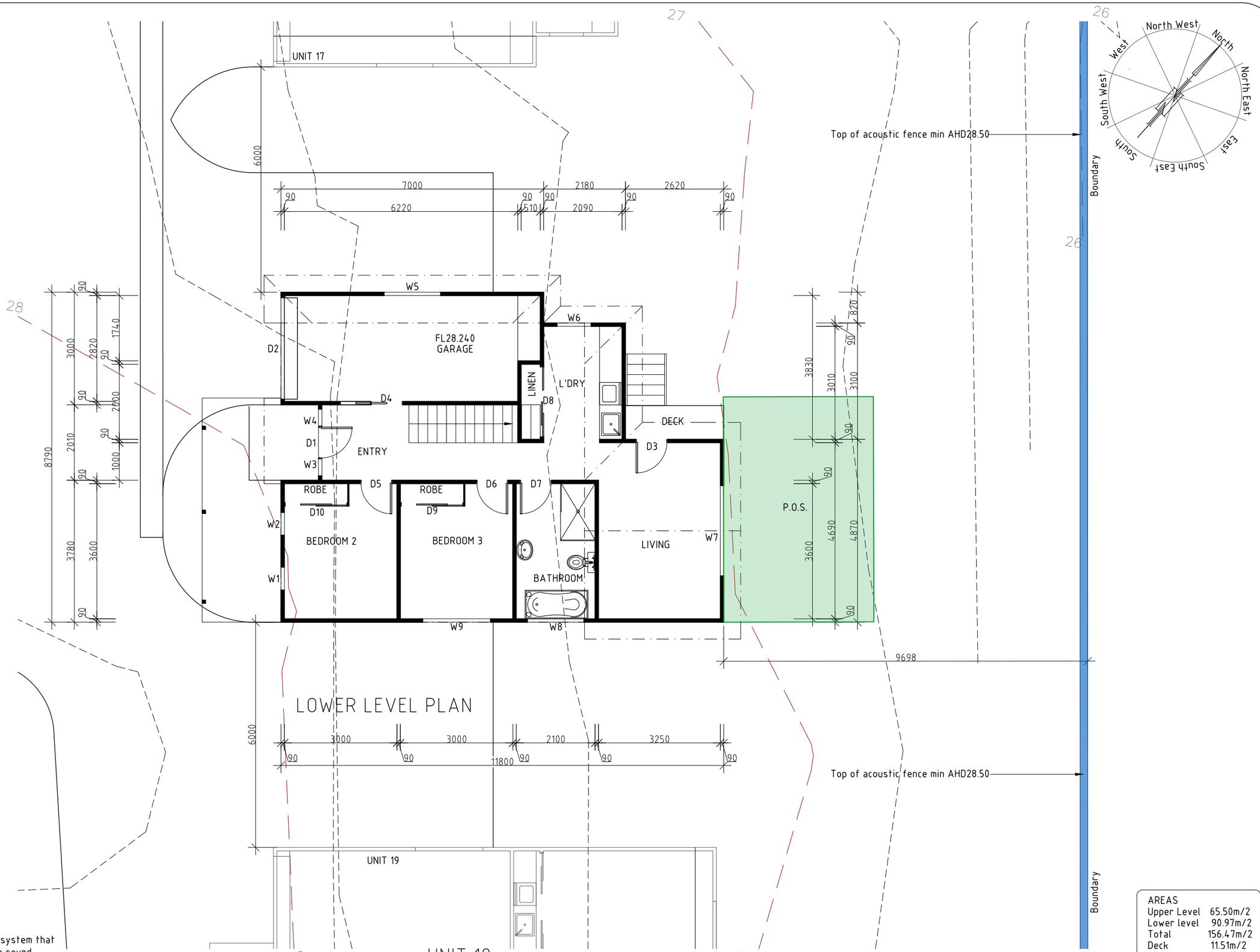
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Acoustic fence constructed from a panel system that provides a contiguous mass barrier with a sound transmission loss of 20 dB or more at frequencies from the 125 Hz 1/1-octave band and above.

AREAS	
Upper Level	65.50m/2
Lower level	90.97m/2
Total	156.47m/2
Deck	11.51m/2

DEVELOPMENT DRAWINGS ONLY
NOT FOR CONSTRUCTION

UNIT 18

PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 18 PLAN

DATE
11/07/2025

SCALE 1:100

AMENDED

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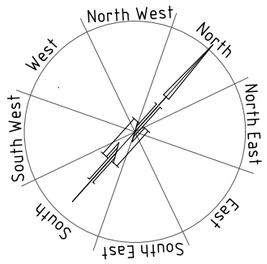
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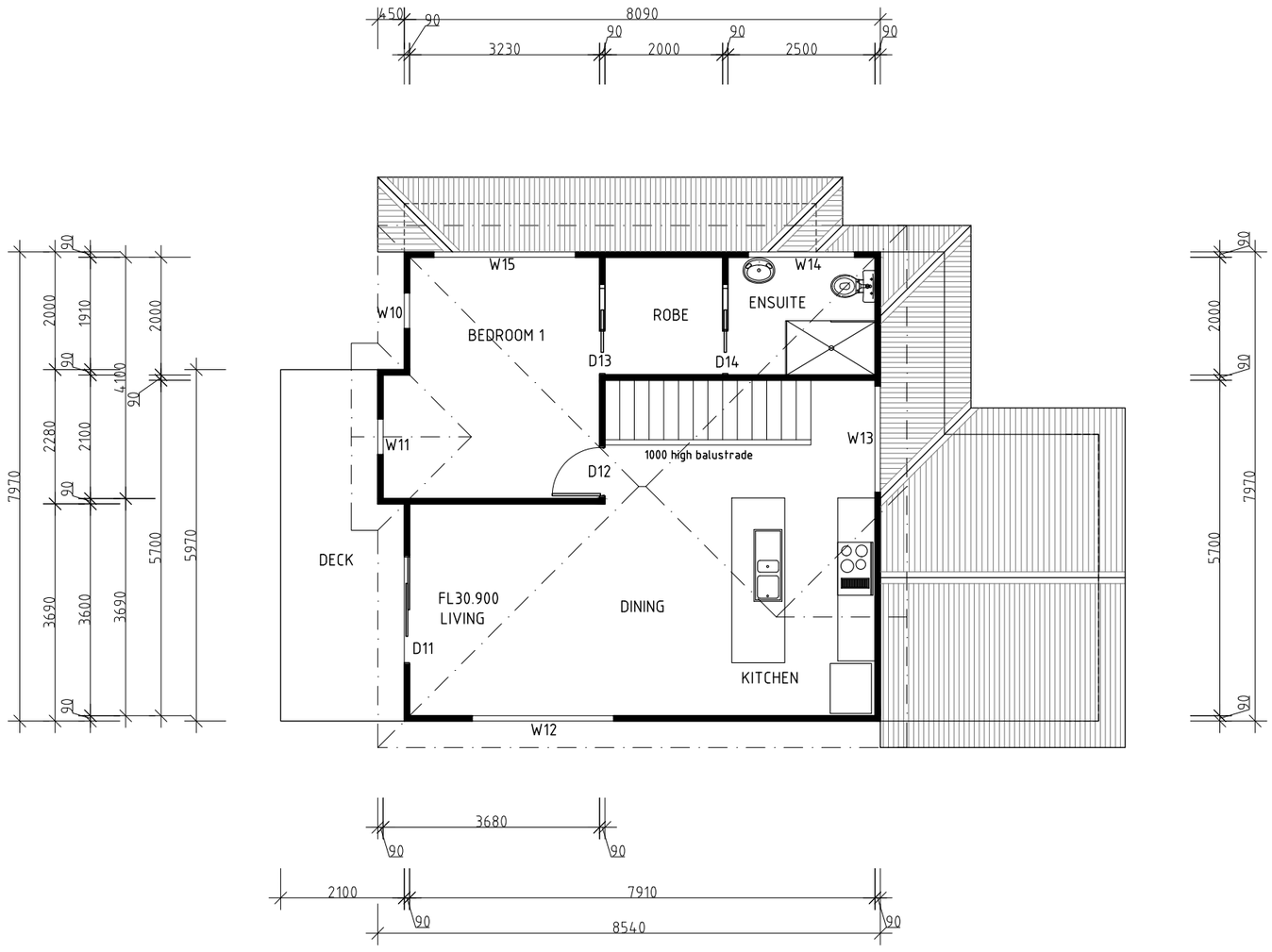
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UPPER LEVEL PLAN

AREAS	
Upper Level	65.50m/2
Lower level	90.97m/2
Total	156.47m/2
Deck	11.51m/2

UNIT 18

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 18 PLAN

SCALE 1:100

AMENDED
09/04/2024

DATE
11/07/2025

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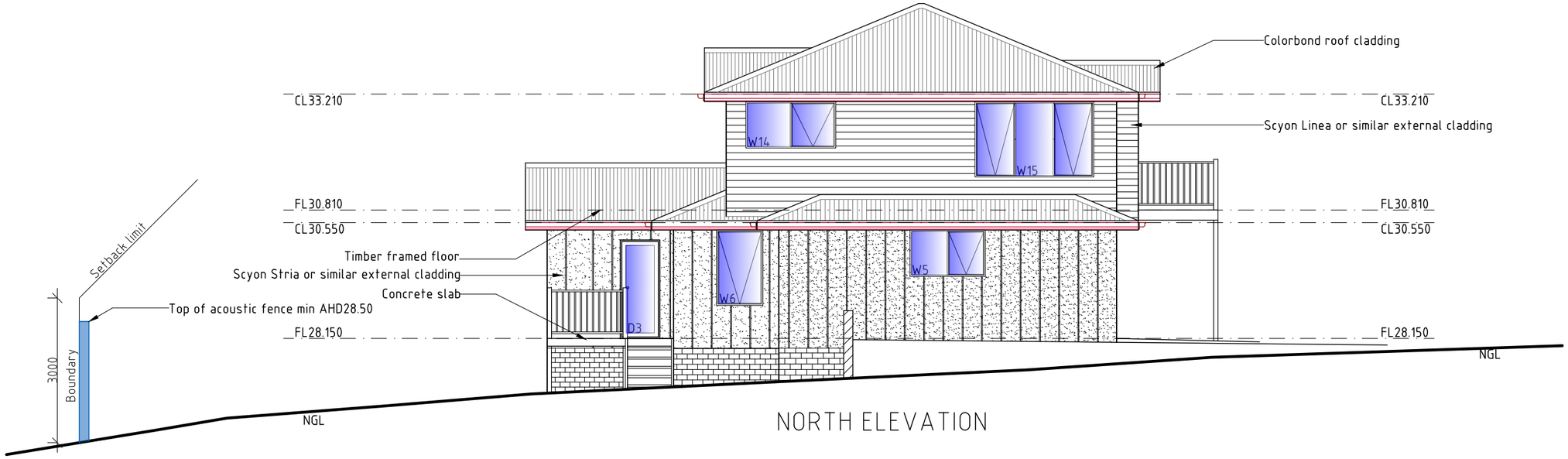
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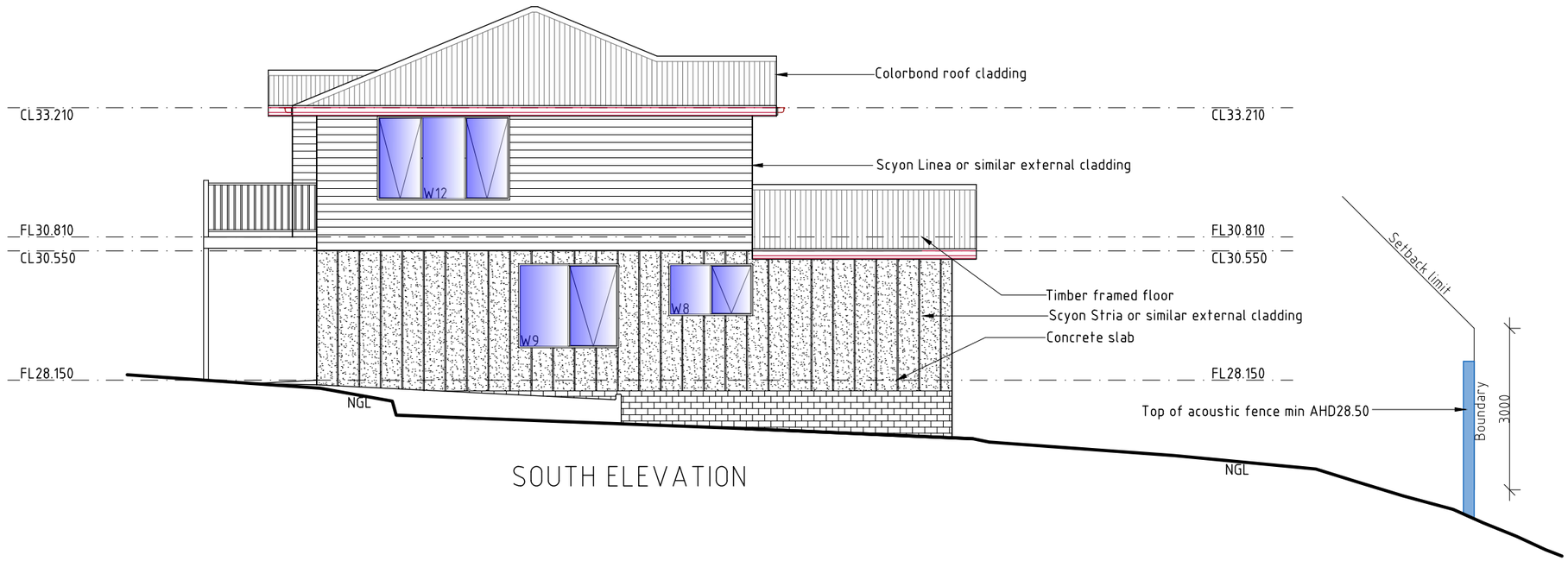
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NORTH ELEVATION



SOUTH ELEVATION

UNIT 18

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 18 ELEVATIONS

SCALE 1:100

AMENDED
09/04/2024

DATE
11/07/2025

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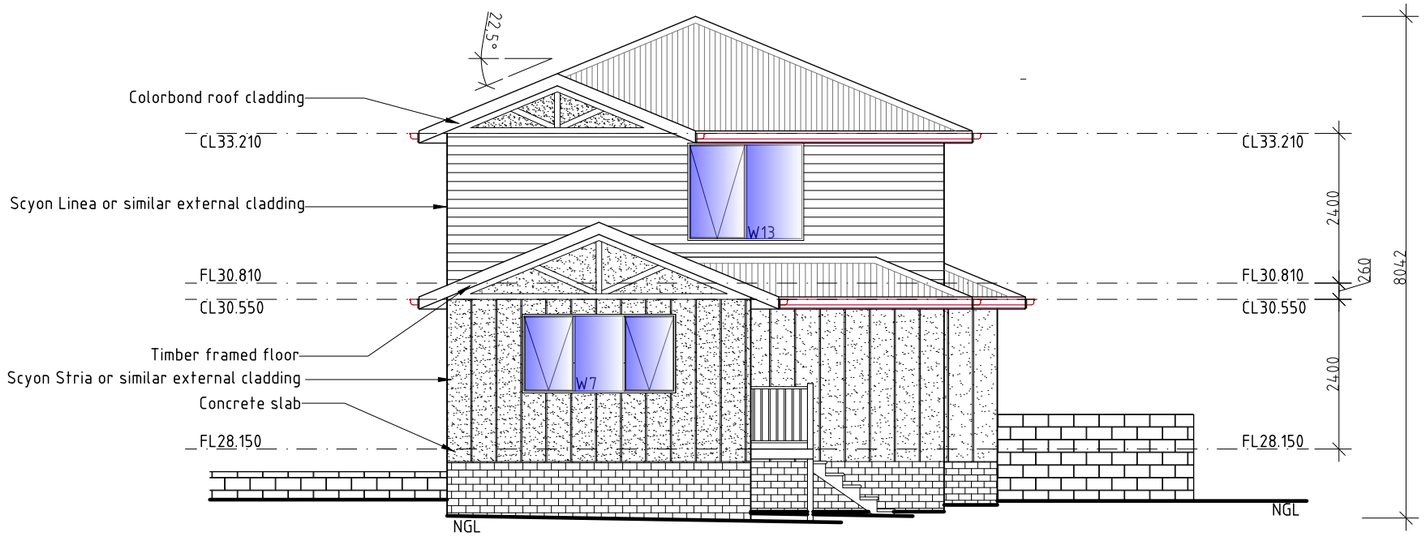
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EAST ELEVATION



WEST ELEVATION

UNIT 18

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 18 ELEVATIONS

DATE
11/07/2025

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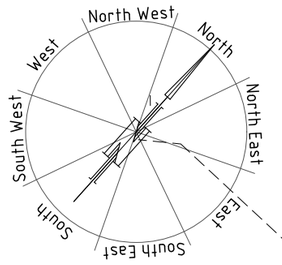
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UNIT 18

Top of acoustic fence min AHD28.50

Boundary

11800
700
5910
90
700
4220
6000
1000
6235
3180
3000
6192
2000
3780
3600
W5
D2
3000 wide roller door
GARAGE
L'DRY
D8
LIVING
FL28.150
W6
P.O.S.
D4
PORCH
W4
D1
ENTRY
W3
D5
D6
ROBE
D10
ROBE
D9
D7
D3
DECK
W2
BEDROOM 2
BEDROOM 3
BATHROOM
W1
W7
W8
5090
5270
8960
2160
2250
1350
1440
UNIT 20
3000
2820
2530
6270
2910
2620
Top of acoustic fence min AHD28.50
Top of acoustic fence min AHD30.00
Boundary
Boundary

Acoustic fence constructed from a panel system that provides a contiguous mass barrier with a sound transmission loss of 20 dB or more at frequencies from the 125 Hz 1/1-octave band and above.

LOWER LEVEL PLAN

AREAS	
Upper Level	79.88m/2
Lower level	89.86m/2
Total	169.74m/2
Deck	2.35m/2

UNIT 19

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 19 PLAN

DATE
11/07/2025

SCALE 1:100

AMENDED
11/06/2025

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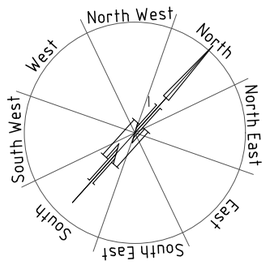
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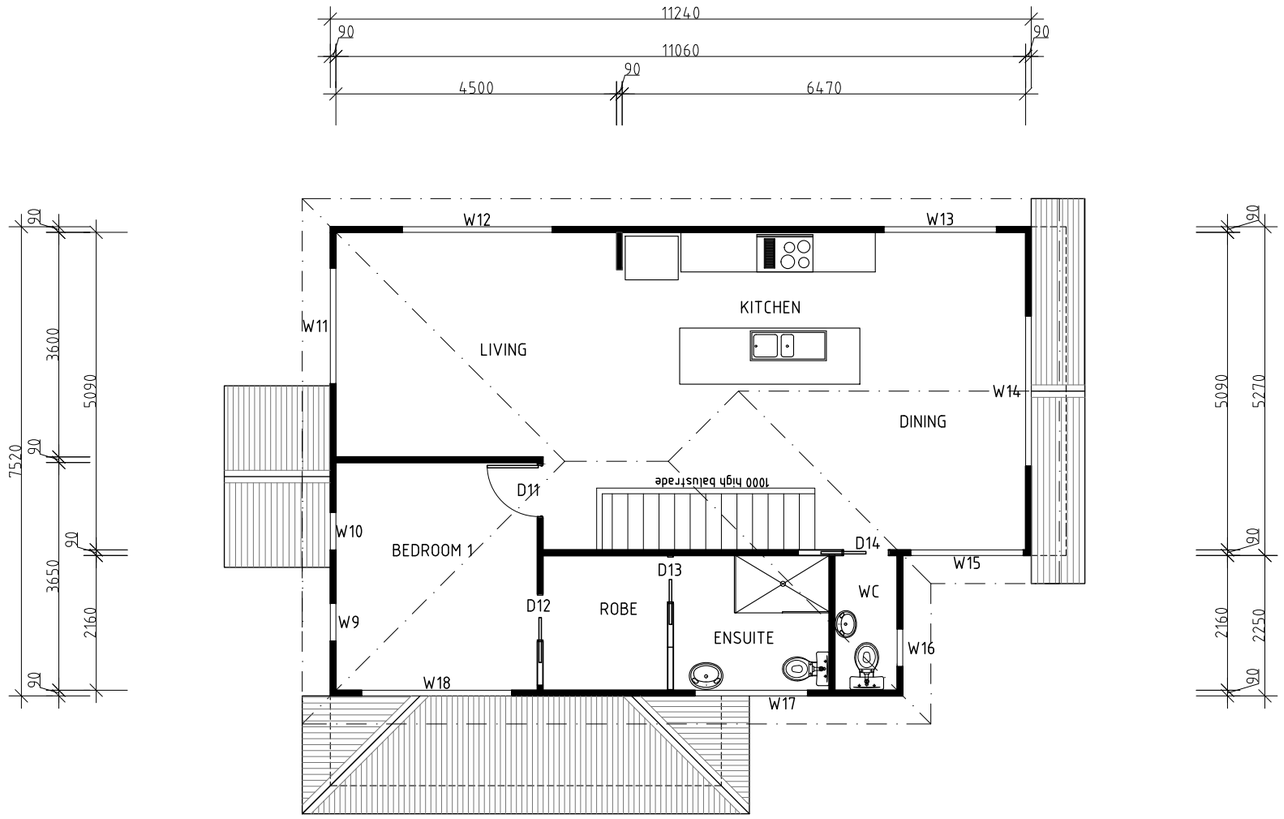
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UPPER LEVEL PLAN

AREAS	
Upper Level	79.88m/2
Lower level	89.86m/2
Total	169.74m/2
Deck	2.35m/2

UNIT 19

DEVELOPMENT DRAWINGS ONLY
NOT FOR CONSTRUCTION

PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 19 PLAN

DATE
11/07/2025

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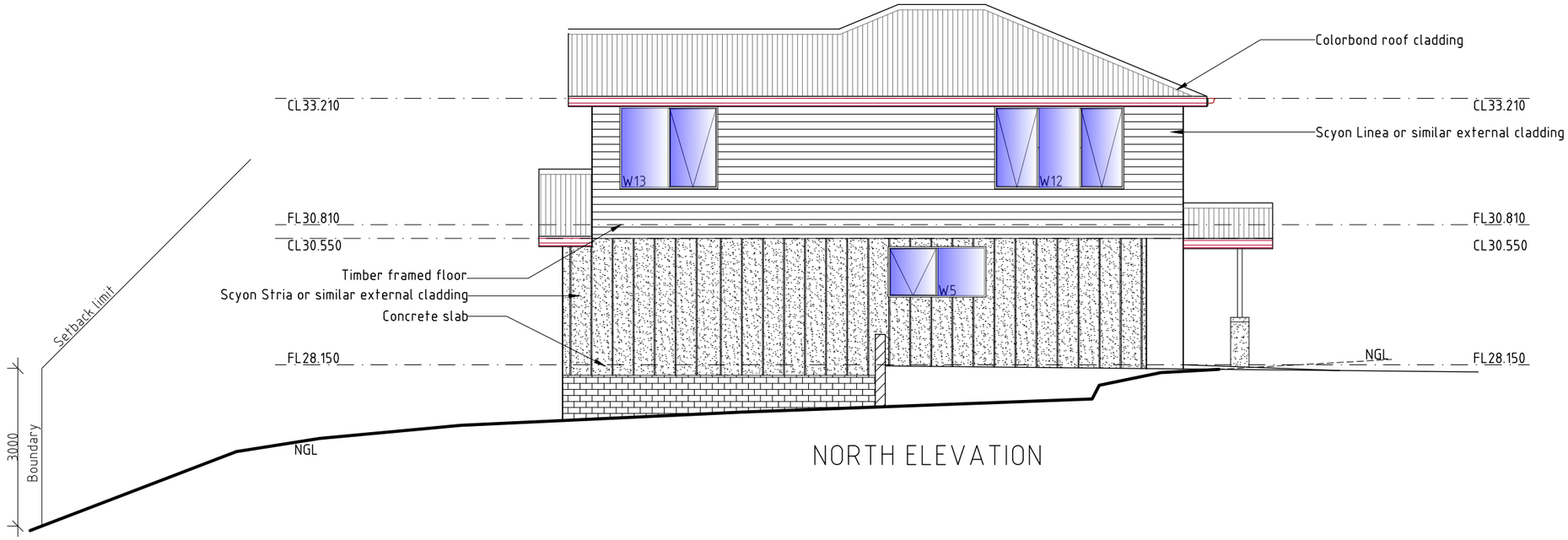
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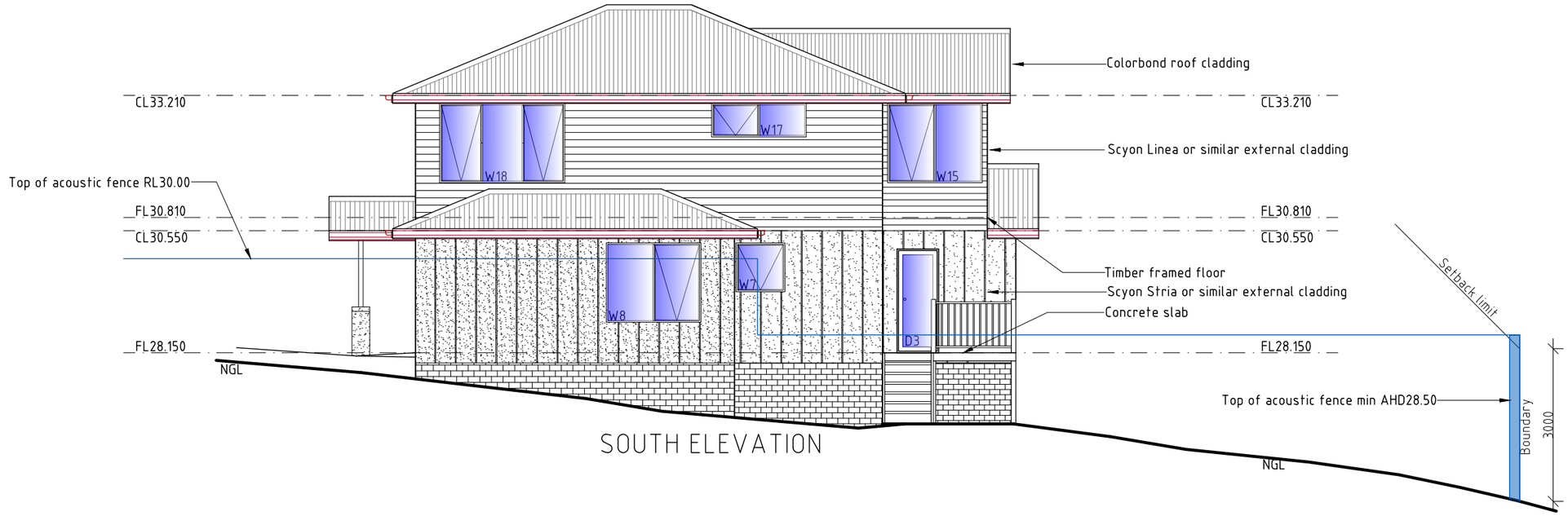
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NORTH ELEVATION



SOUTH ELEVATION

UNIT 19

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 19 ELEVATIONS

DATE
11/07/2025

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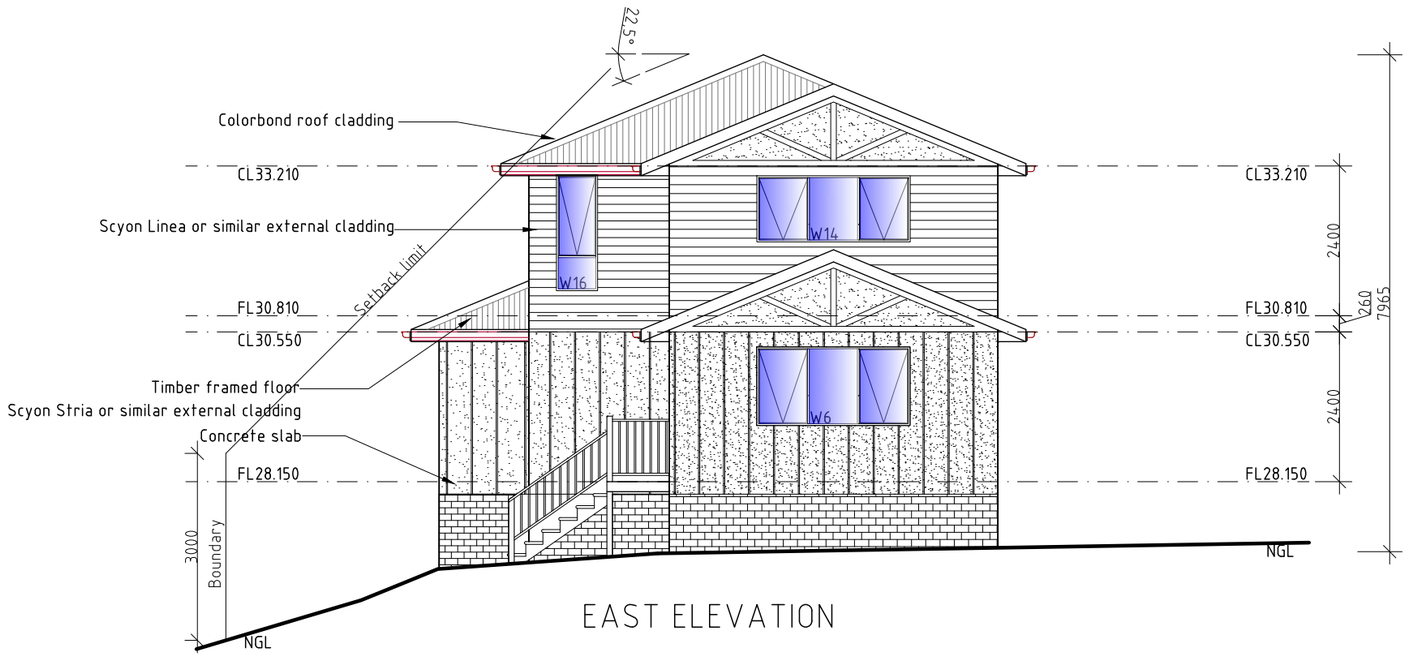
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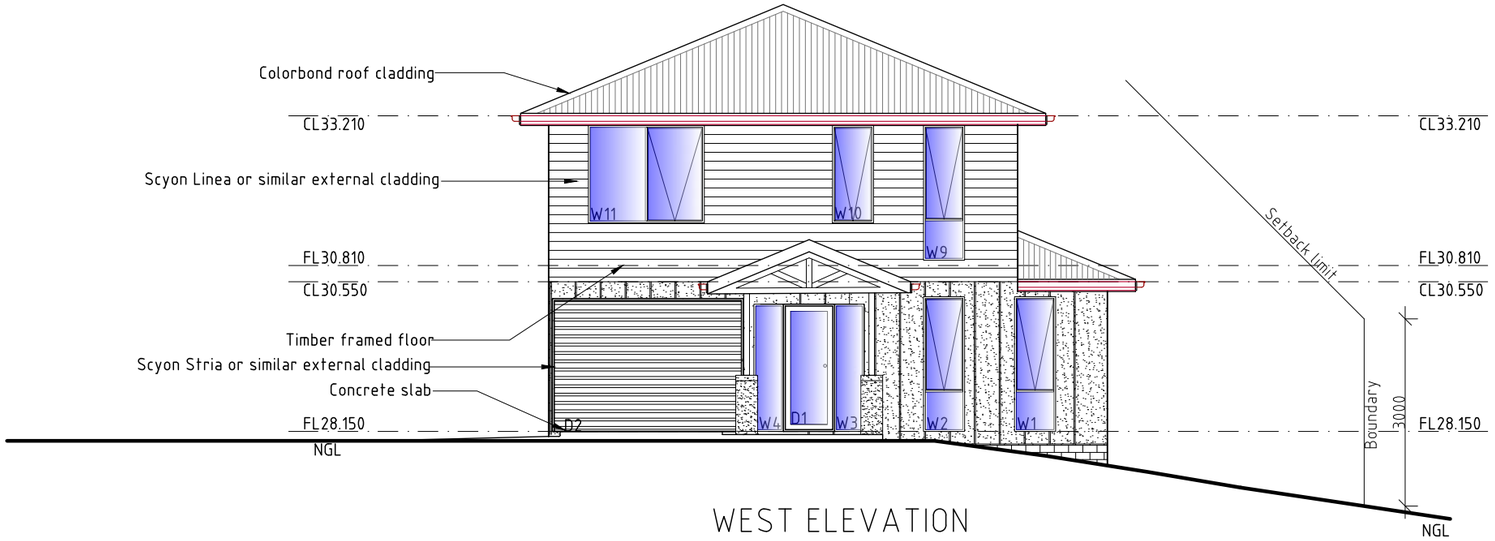
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EAST ELEVATION



WEST ELEVATION

UNIT 19

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 19 ELEVATIONS

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11/07/2025

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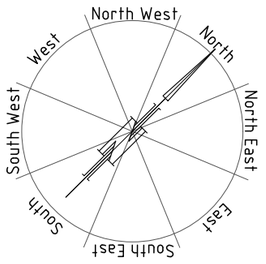
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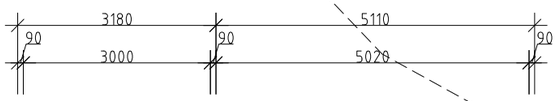
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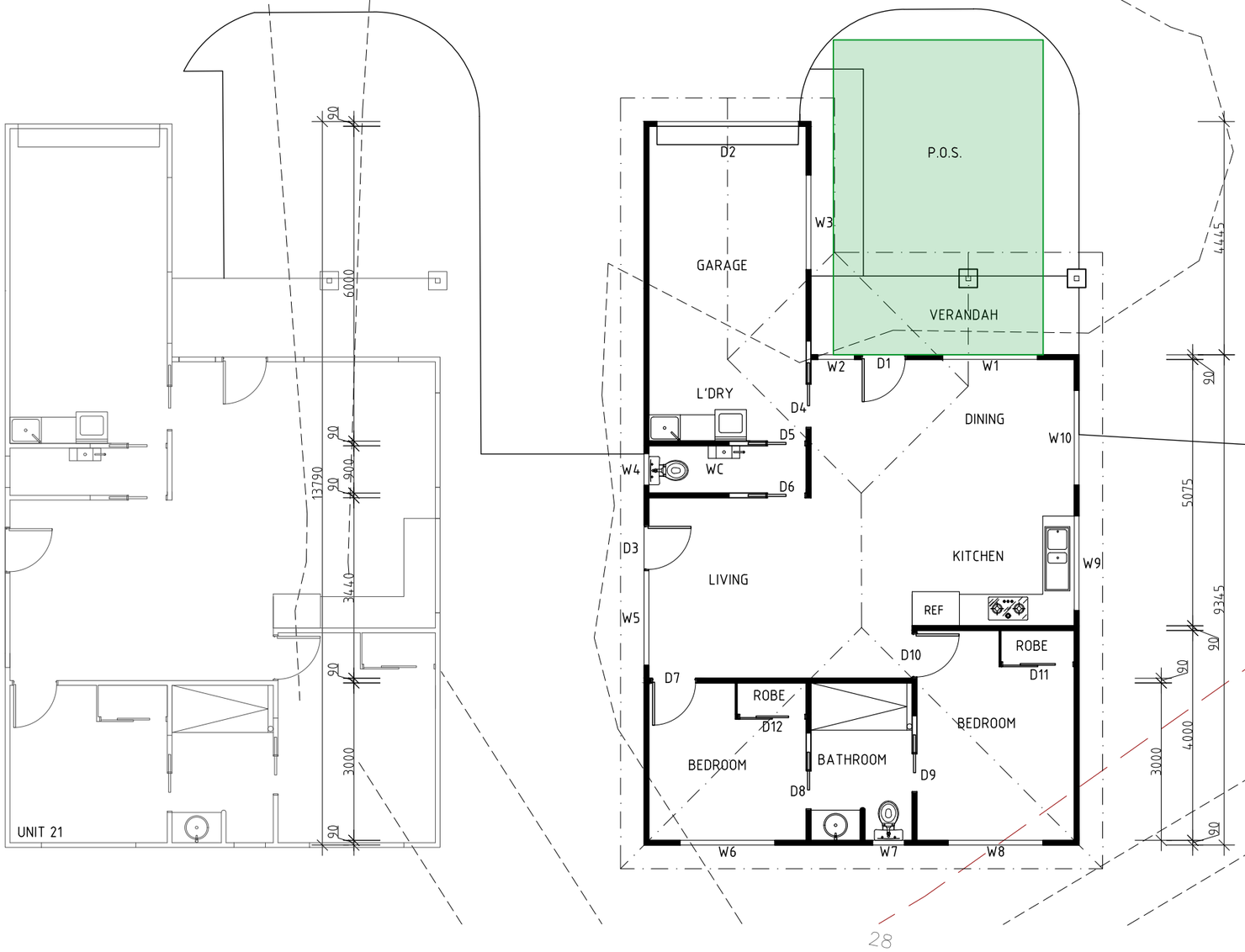
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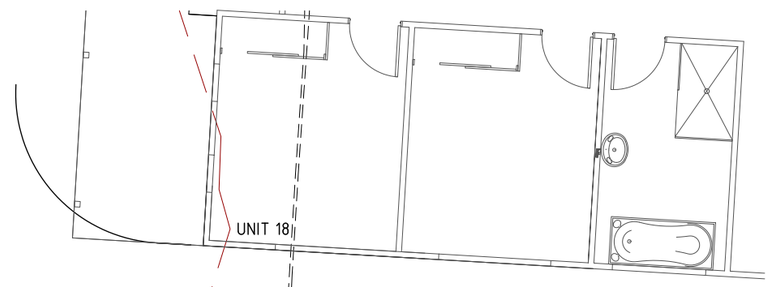
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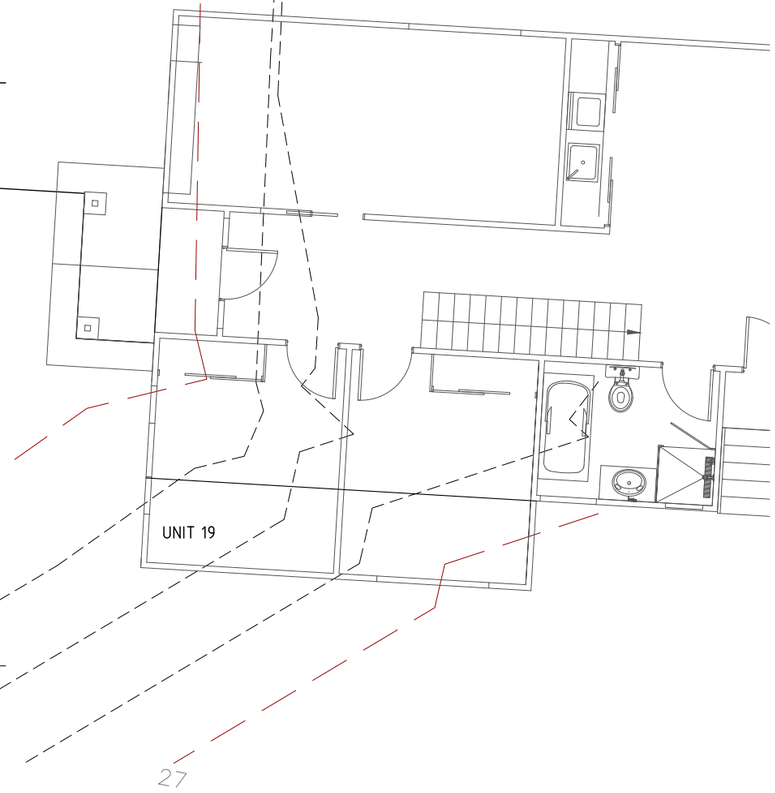
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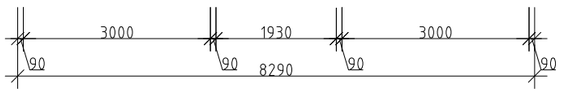






28

27



UNIT 20

AREAS
Unit 20 91.61m^2

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 20 PLAN

SCALE 1:100

AMENDED

DATE
11/07/2025

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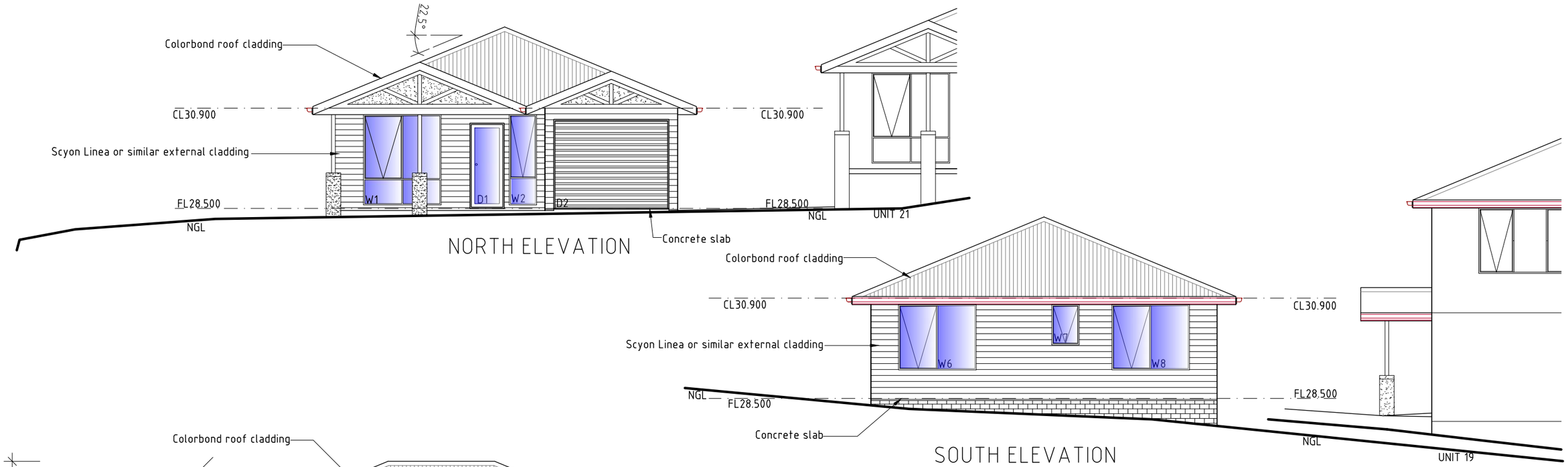
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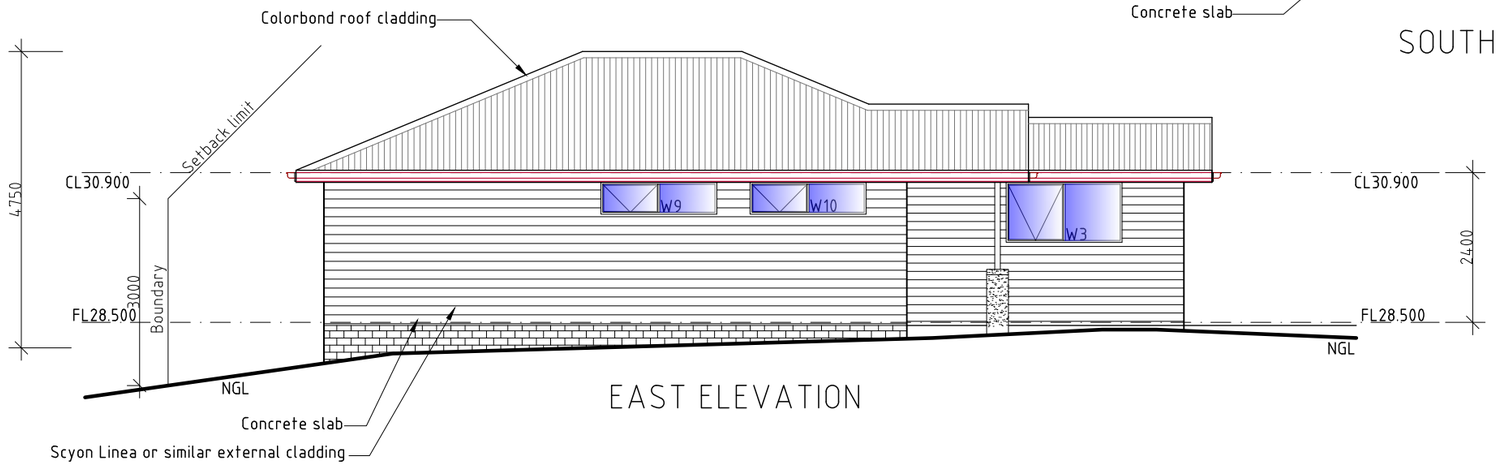
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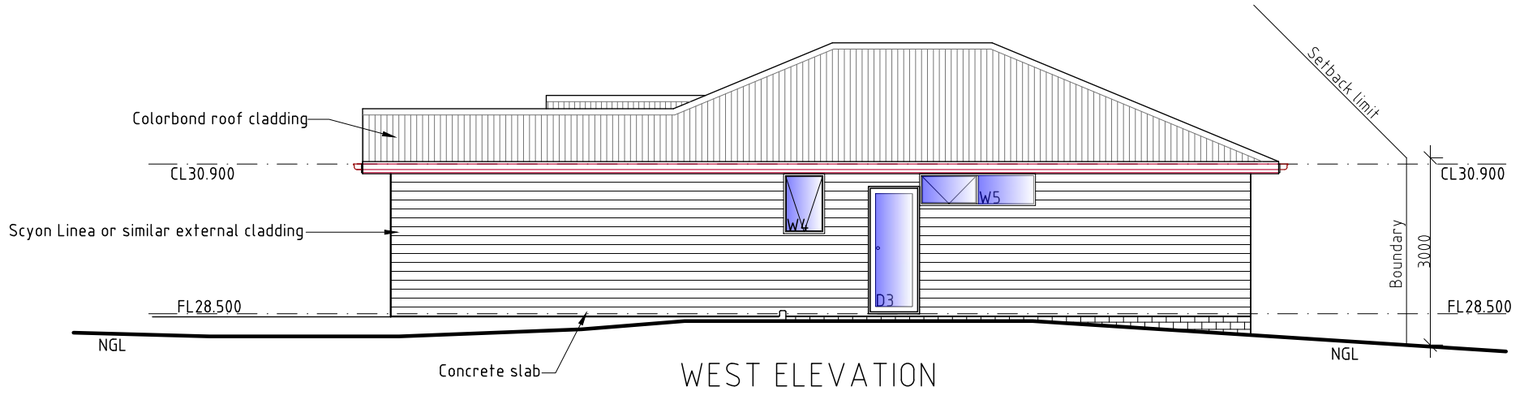


NORTH ELEVATION

SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

UNIT 20

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 20 ELEVATIONS

SCALE 1:100

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DATE
11/07/2025

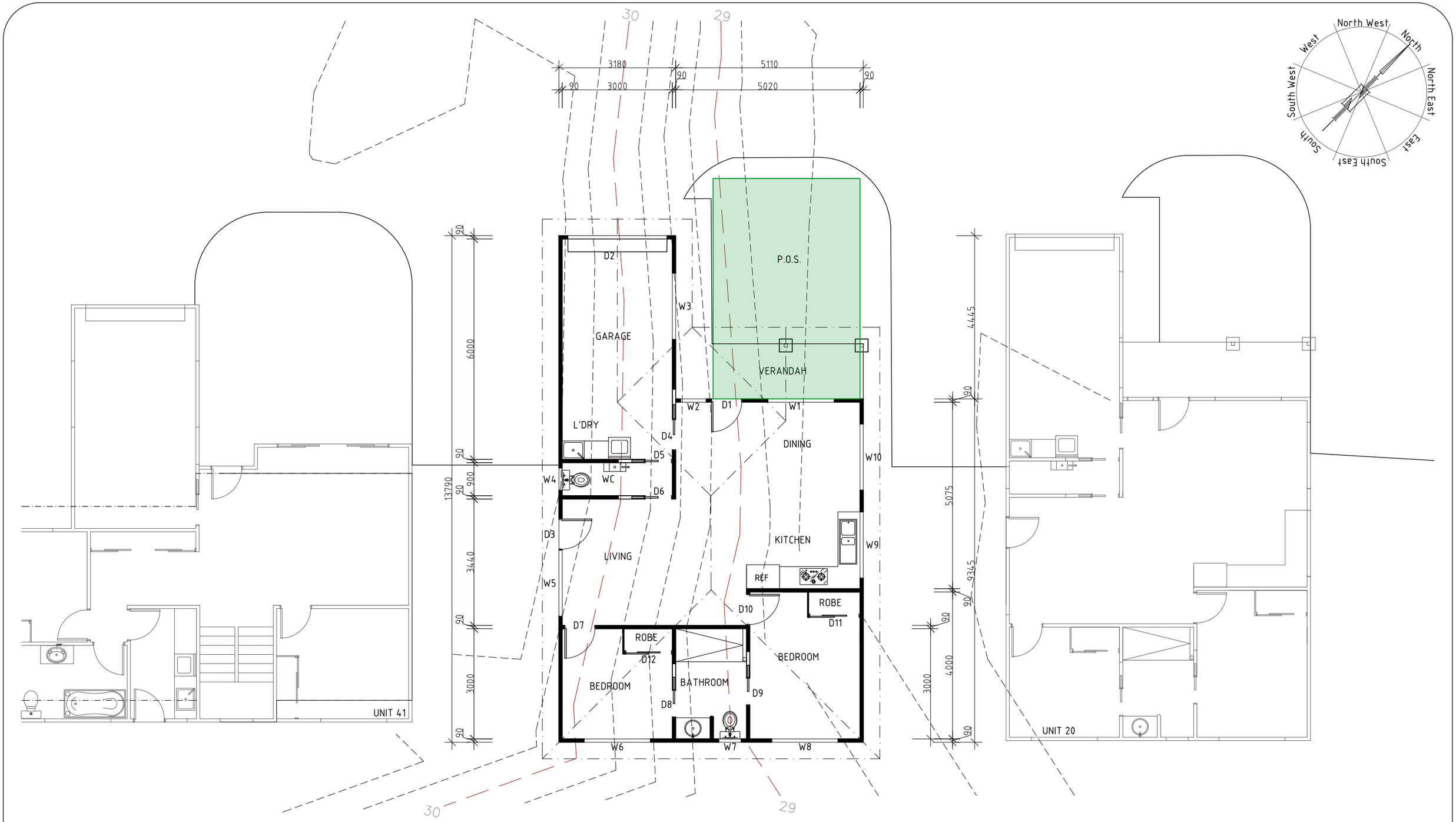
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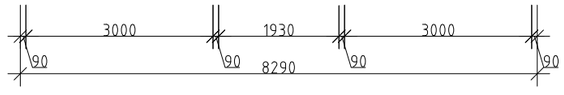
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UNIT 21

AREAS
Unit 20 91.61m^2

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 21 PLAN

DATE
11/07/2025

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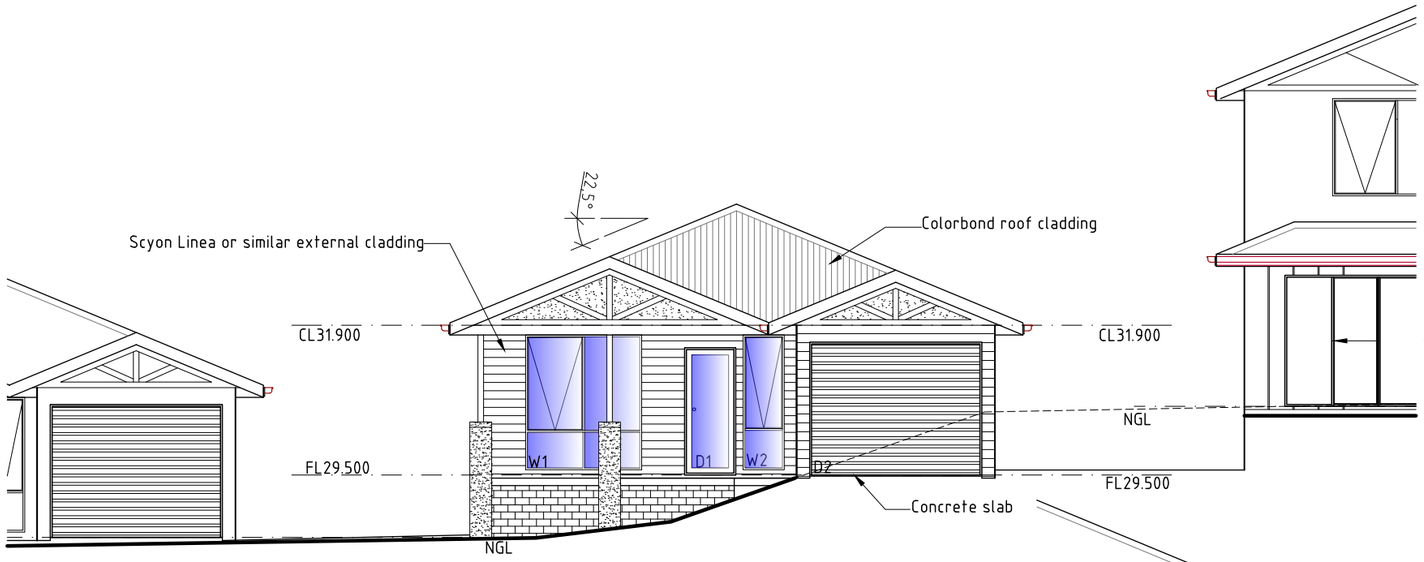
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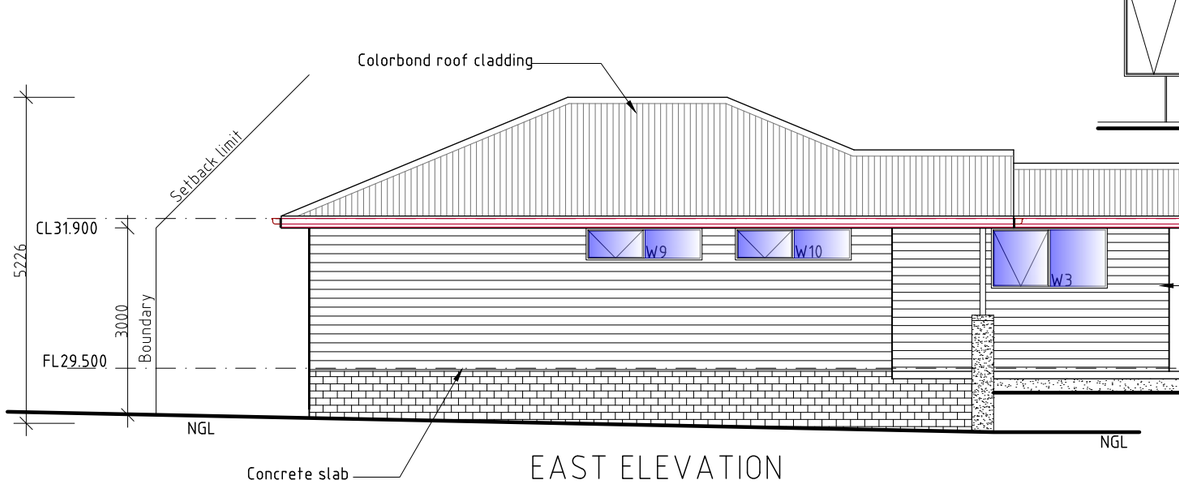
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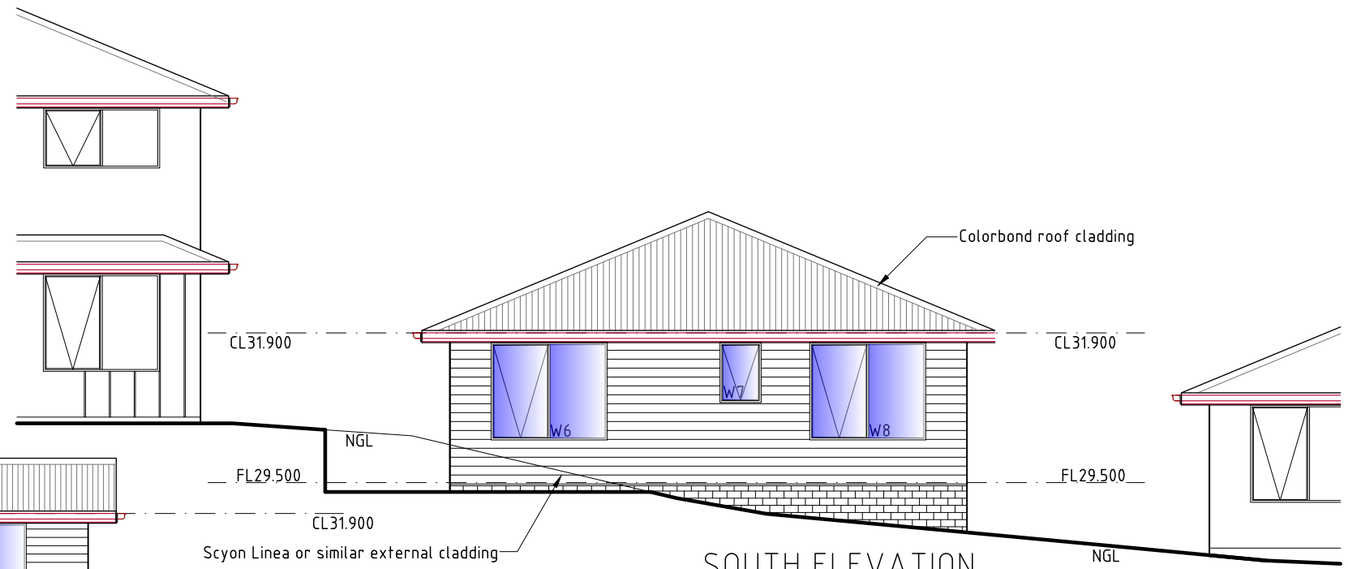
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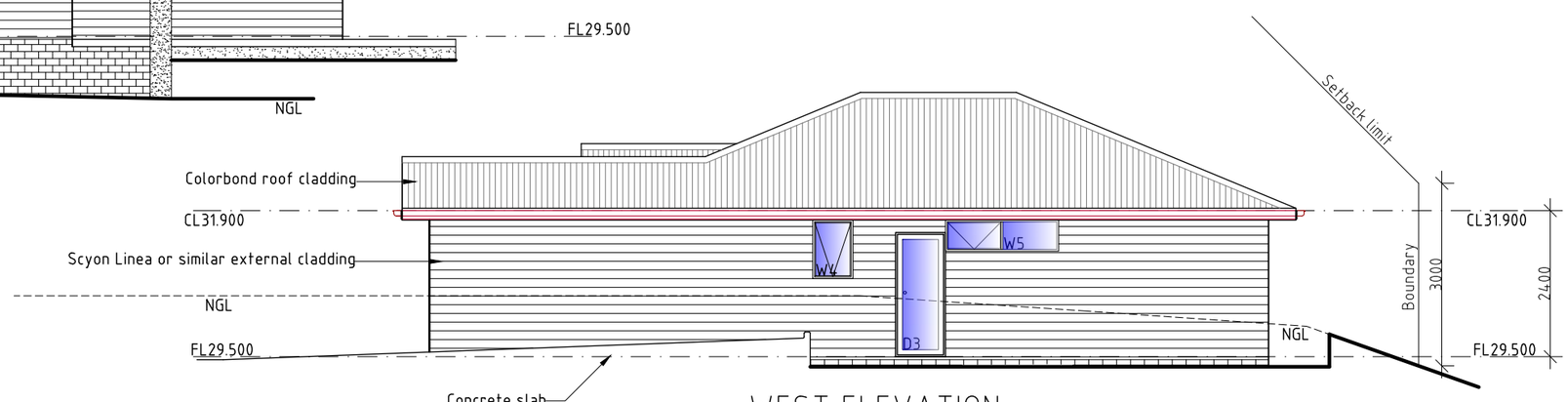
NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION



WEST ELEVATION

UNIT 21

DEVELOPMENT DRAWINGS ONLY
NOT FOR CONSTRUCTION

PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 21 ELEVATIONS

DATE
11/07/2025

DRAWN BY G.Tilley
email: gtilley7@bigpond.com
phone ph 0400 671 582

SCALE 1:100

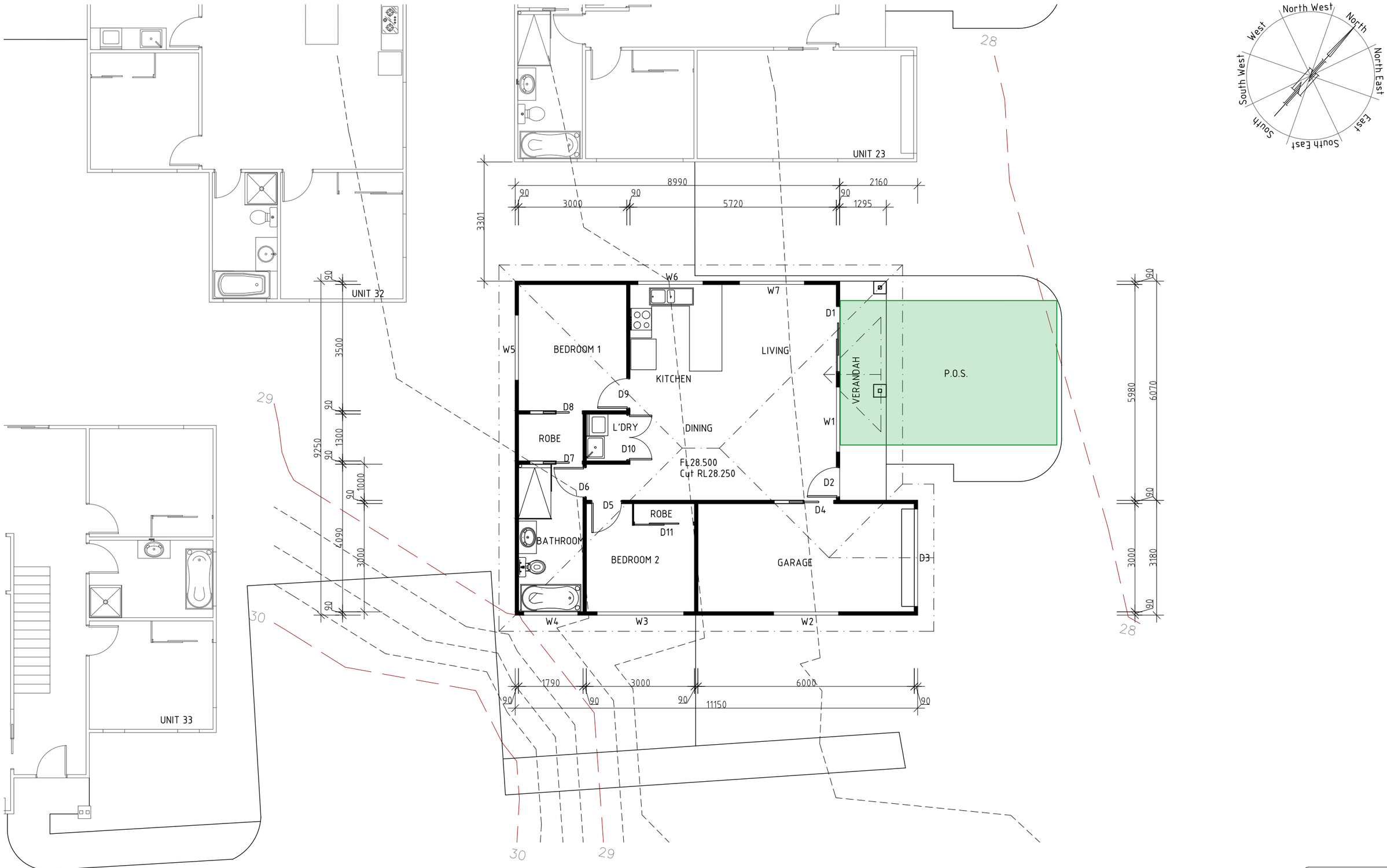
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81 OF 143

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Version: 2, Version Date: 02/10/2025



AREAS
Unit 22 90.01m^2
Verandah 7.82m^2

UNIT 22

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 22 PLAN

DATE
11/07/2025

SCALE 1:100

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82 OF 143

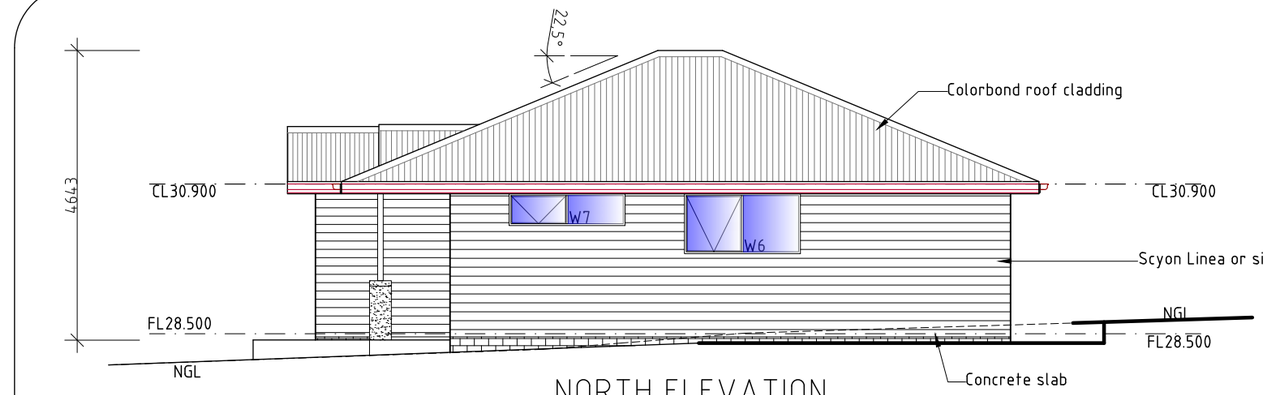
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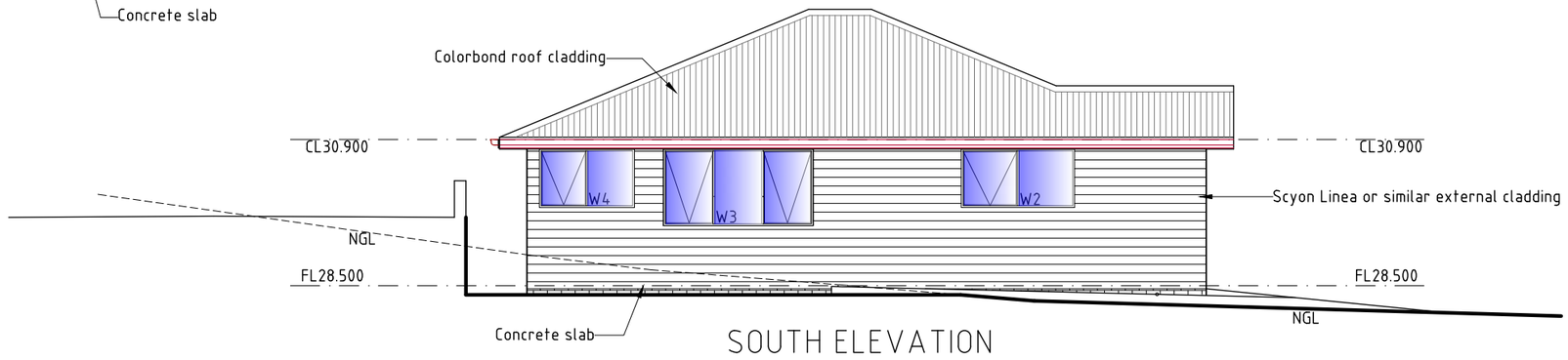
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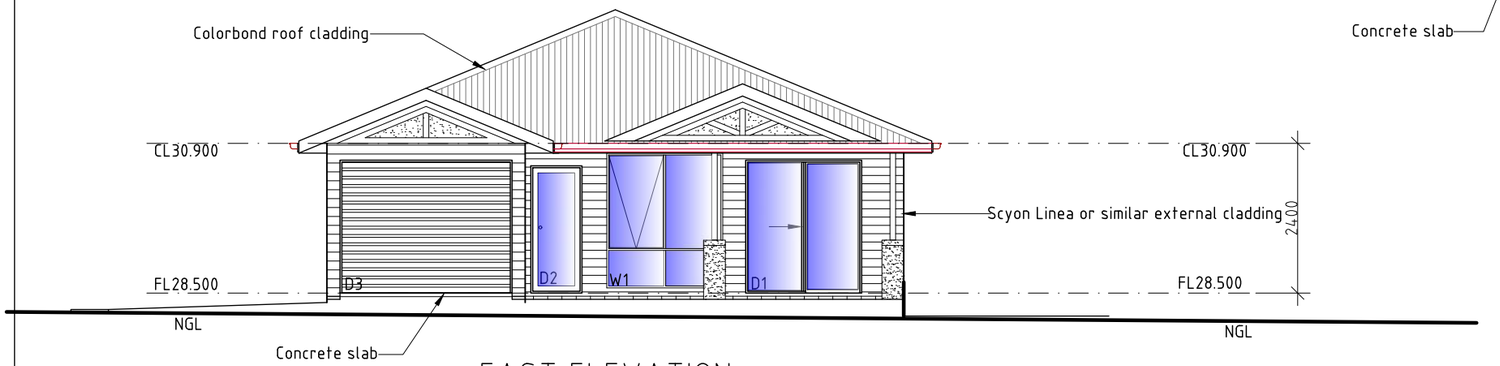
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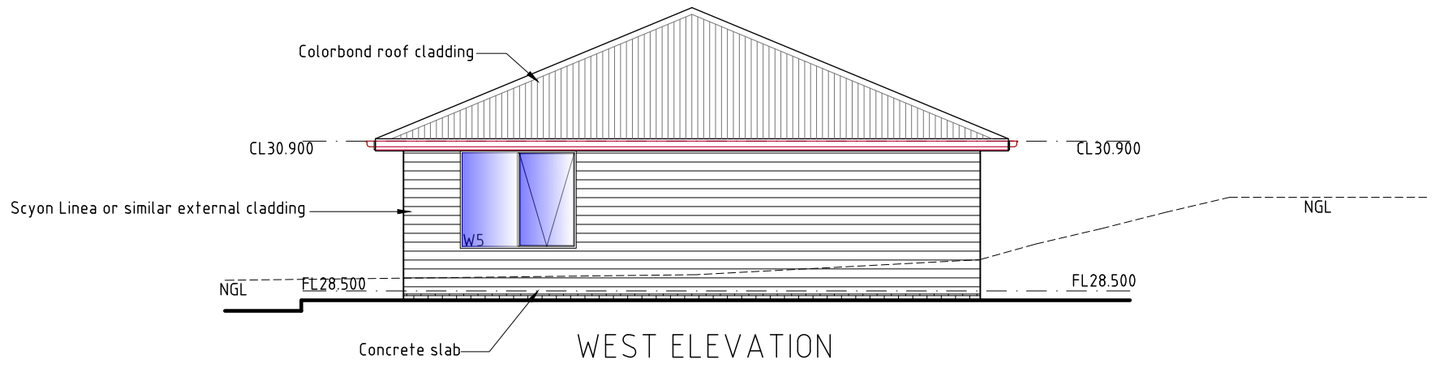
NORTH ELEVATION
UNIT 22



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

UNIT 22

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 22 ELEVATIONS

SCALE 1:100

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DATE
11/07/2025

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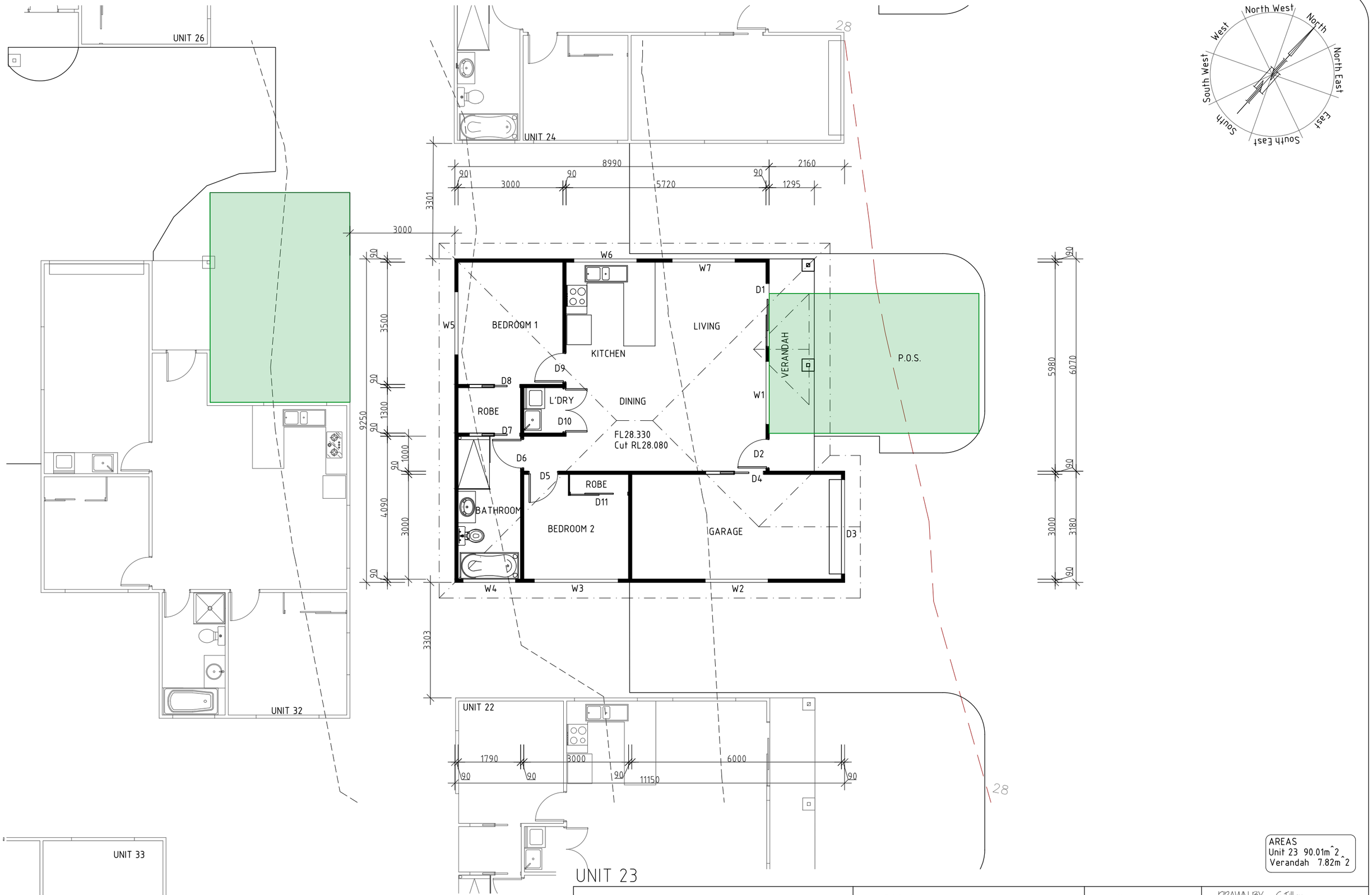
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AREAS
Unit 23 90.01m^2
Verandah 7.82m^2

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 23 PLAN

DATE
11/07/2025

SCALE 1:100

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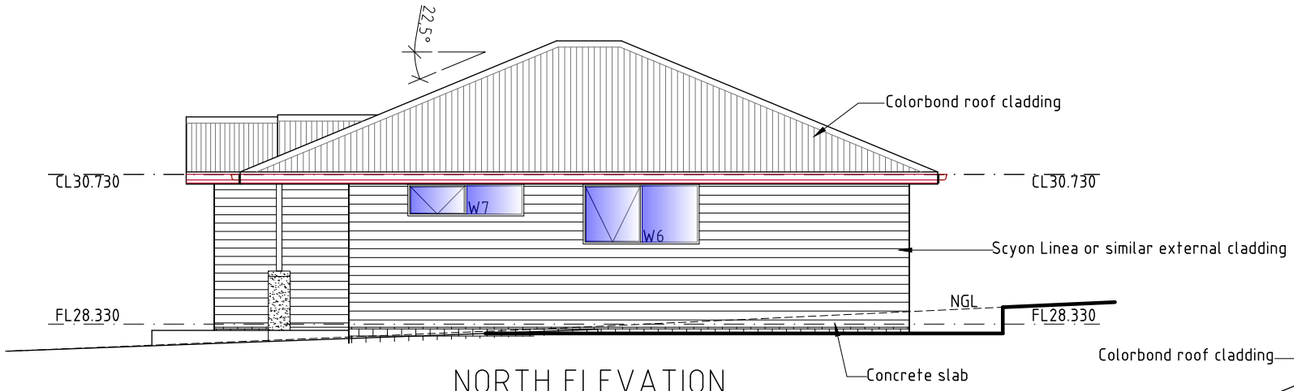
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phone ph 0400 671 582

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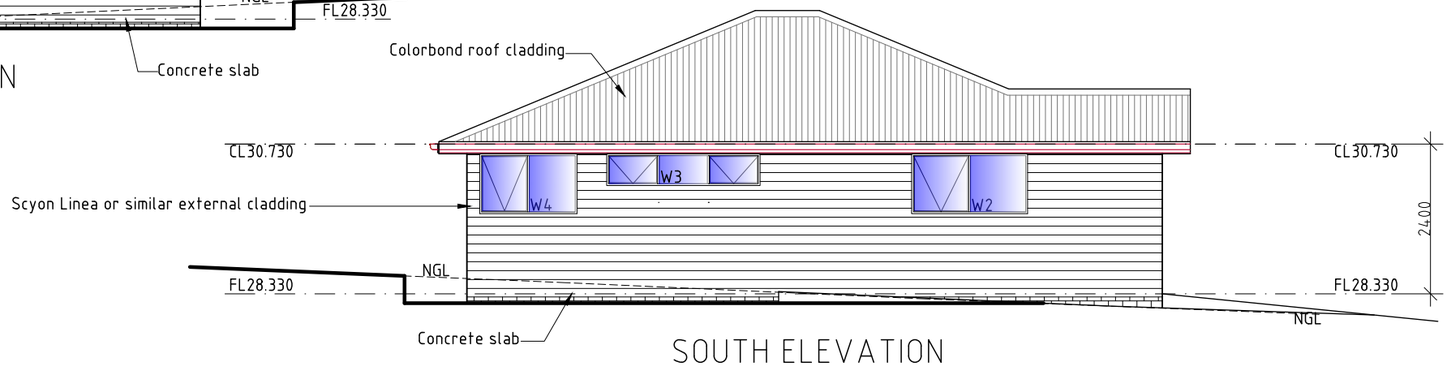
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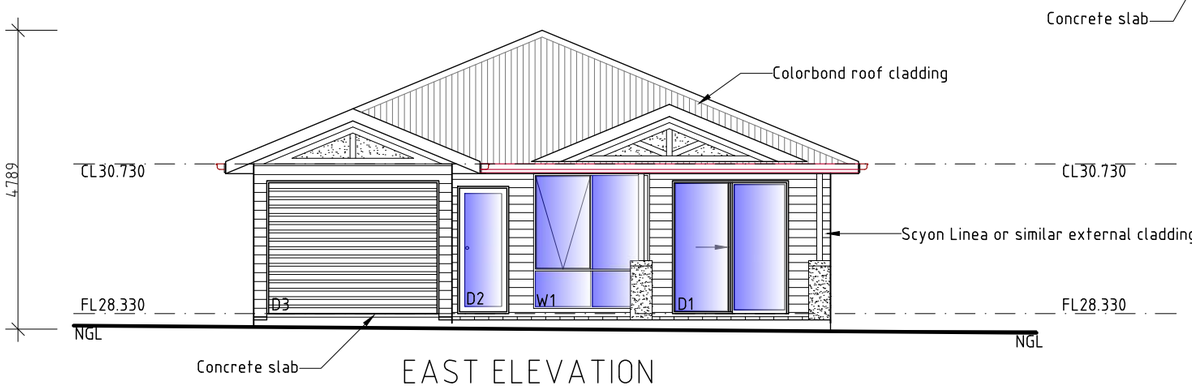
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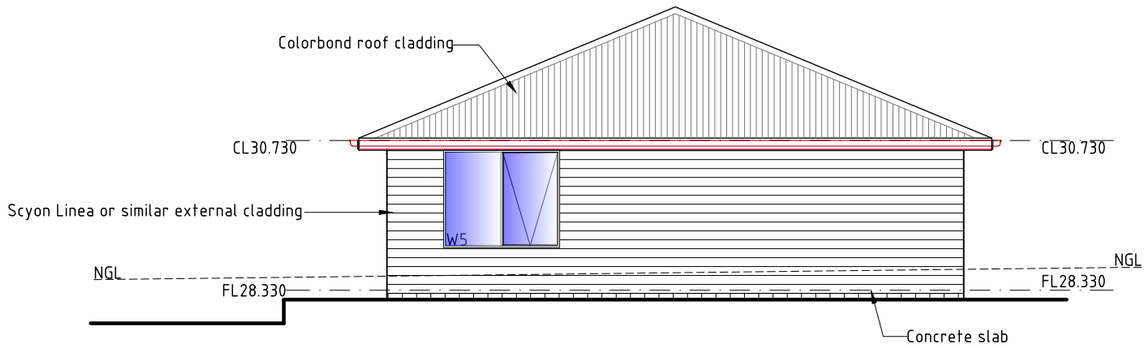
NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

UNIT 23

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 23 ELEVATIONS

SCALE 1:100

AMENDED

DATE
11/07/2025

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85 OF 143

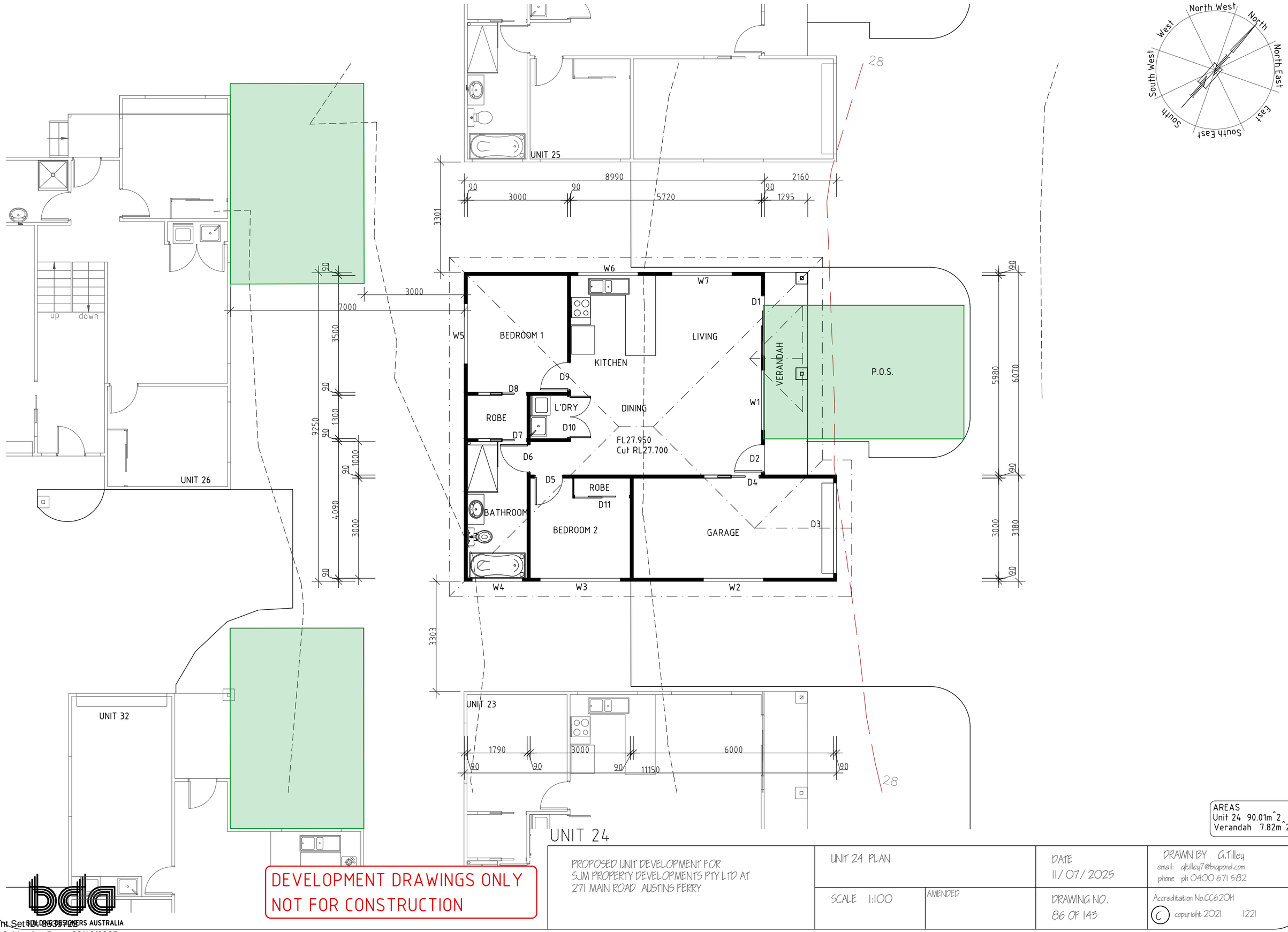
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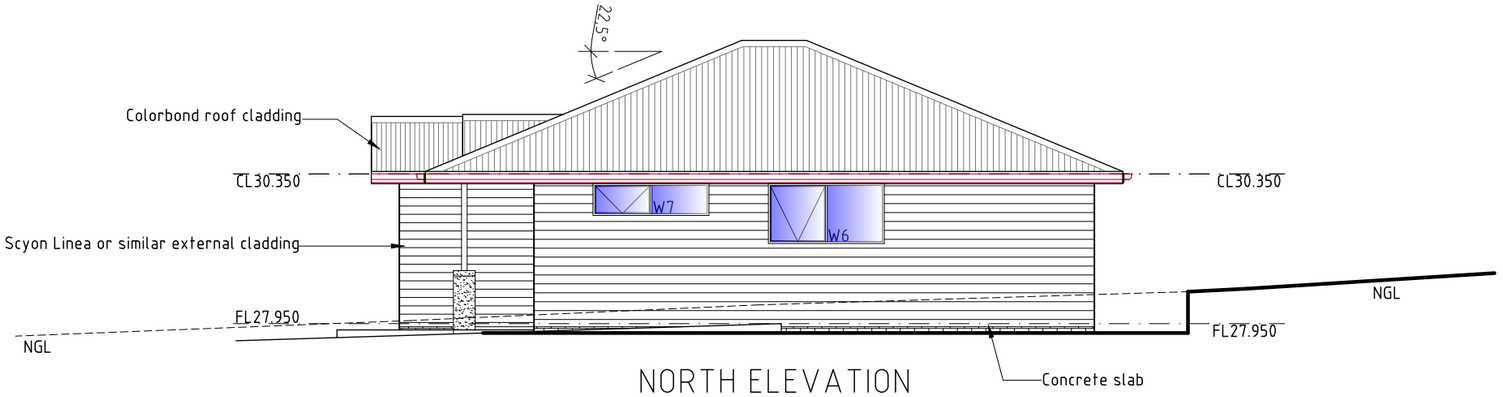
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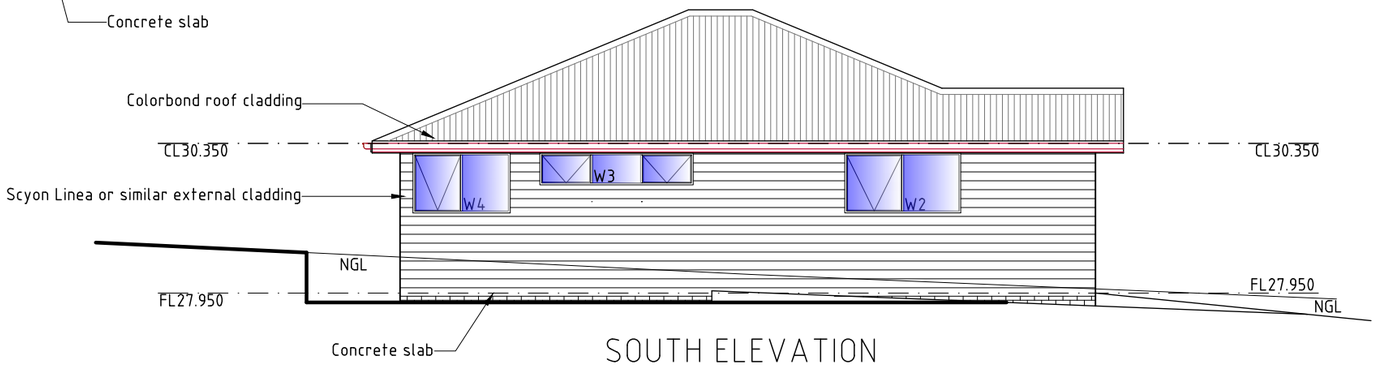
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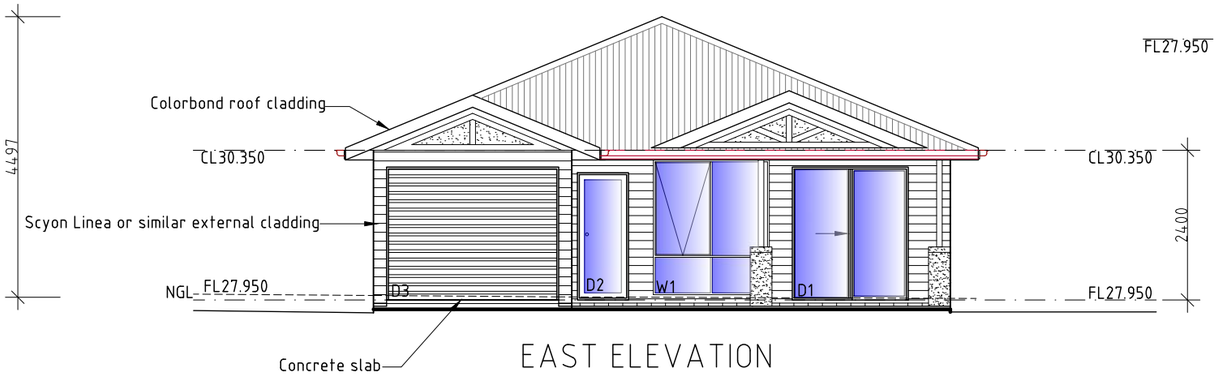
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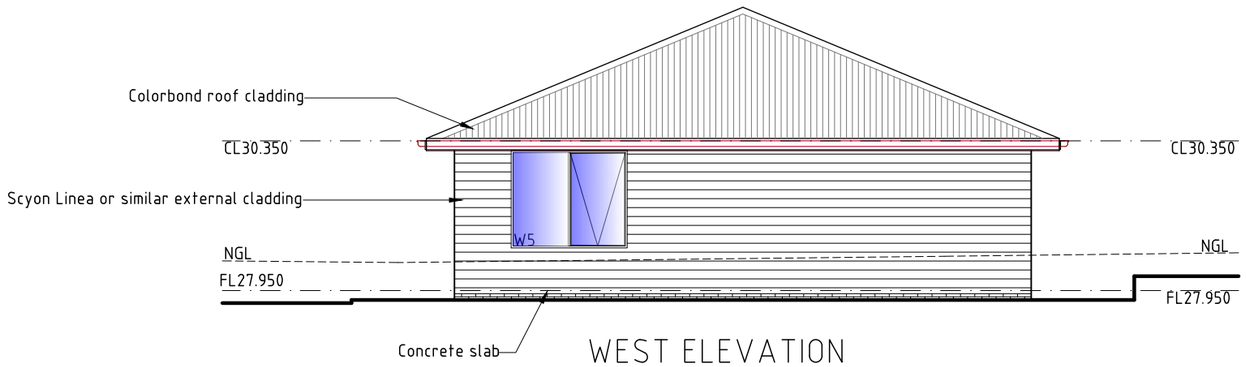
NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

UNIT 24

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 24 ELEVATIONS

DATE
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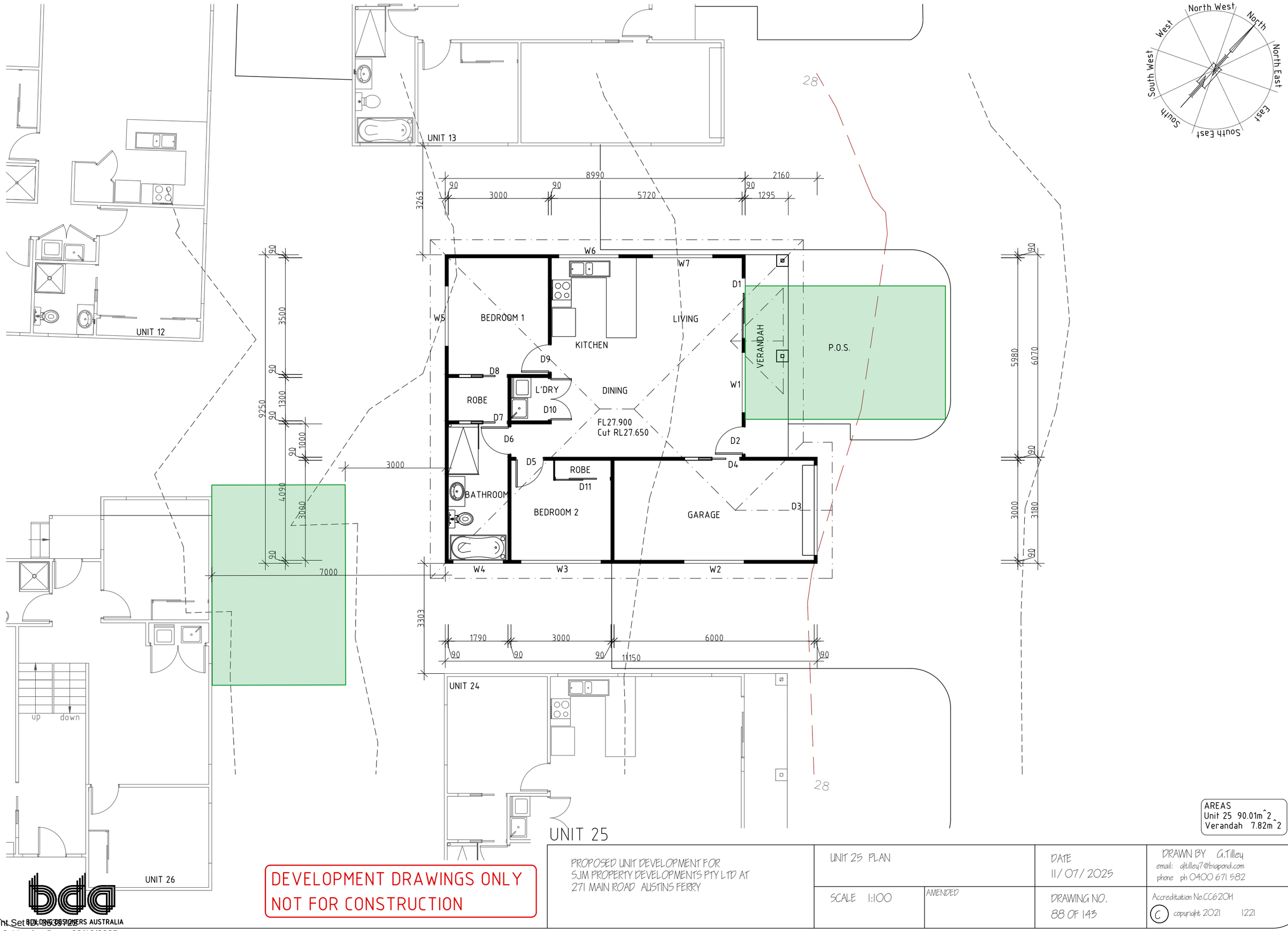
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AREAS
Unit 25 90.01m^2
Verandah 7.82m^2

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 25 PLAN

SCALE 1:100

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DATE
11/07/2025

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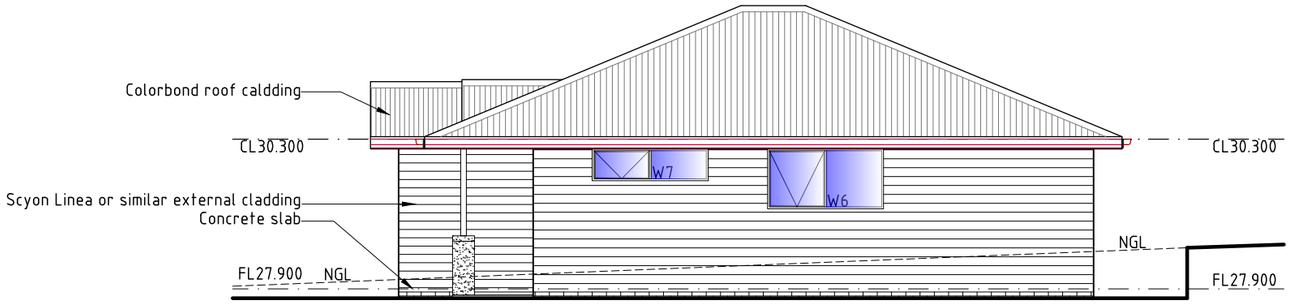
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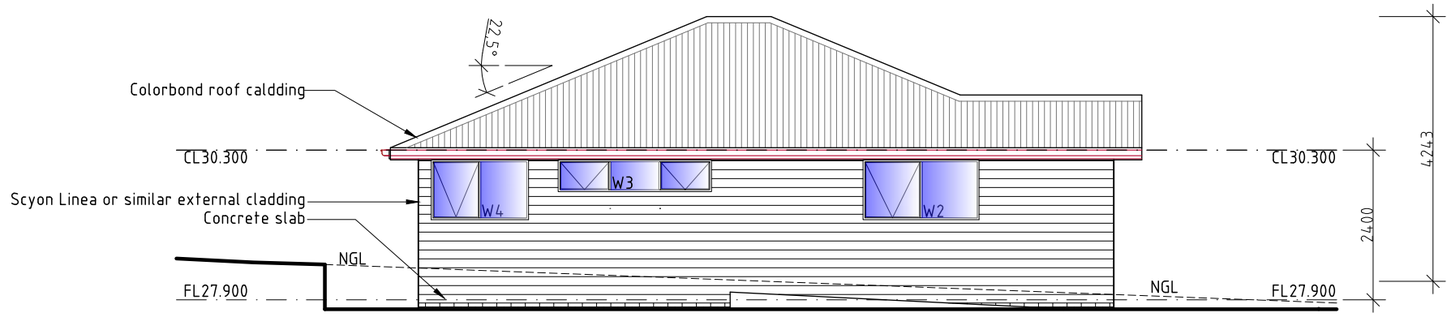
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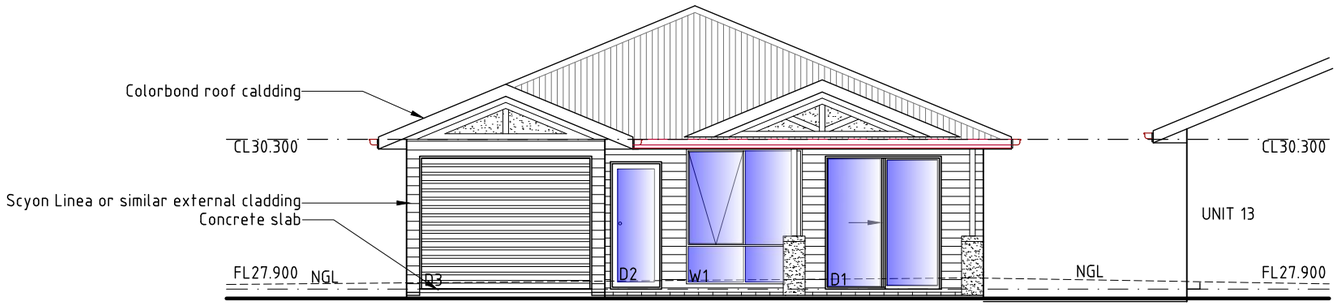
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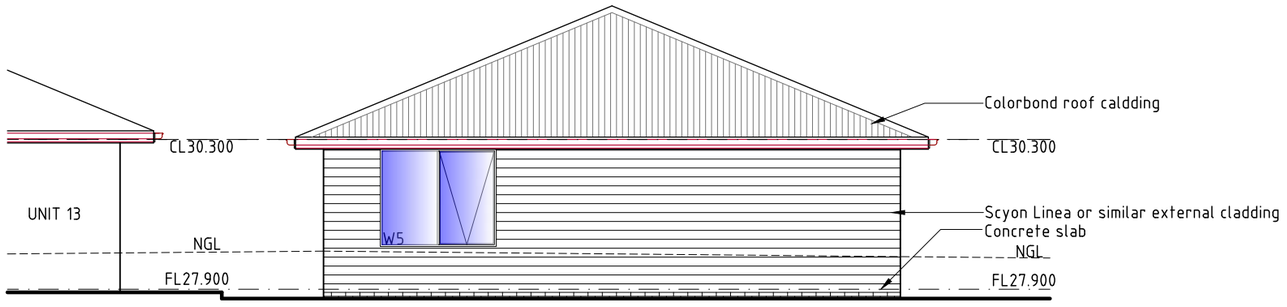
NORTH ELEVATION



SOUTH ELEVATION
UNIT 25



EAST ELEVATION



WEST ELEVATION

UNIT 25

DEVELOPMENT DRAWINGS ONLY
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BUILDING DESIGNERS AUSTRALIA

PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 25 ELEVATIONS

DATE
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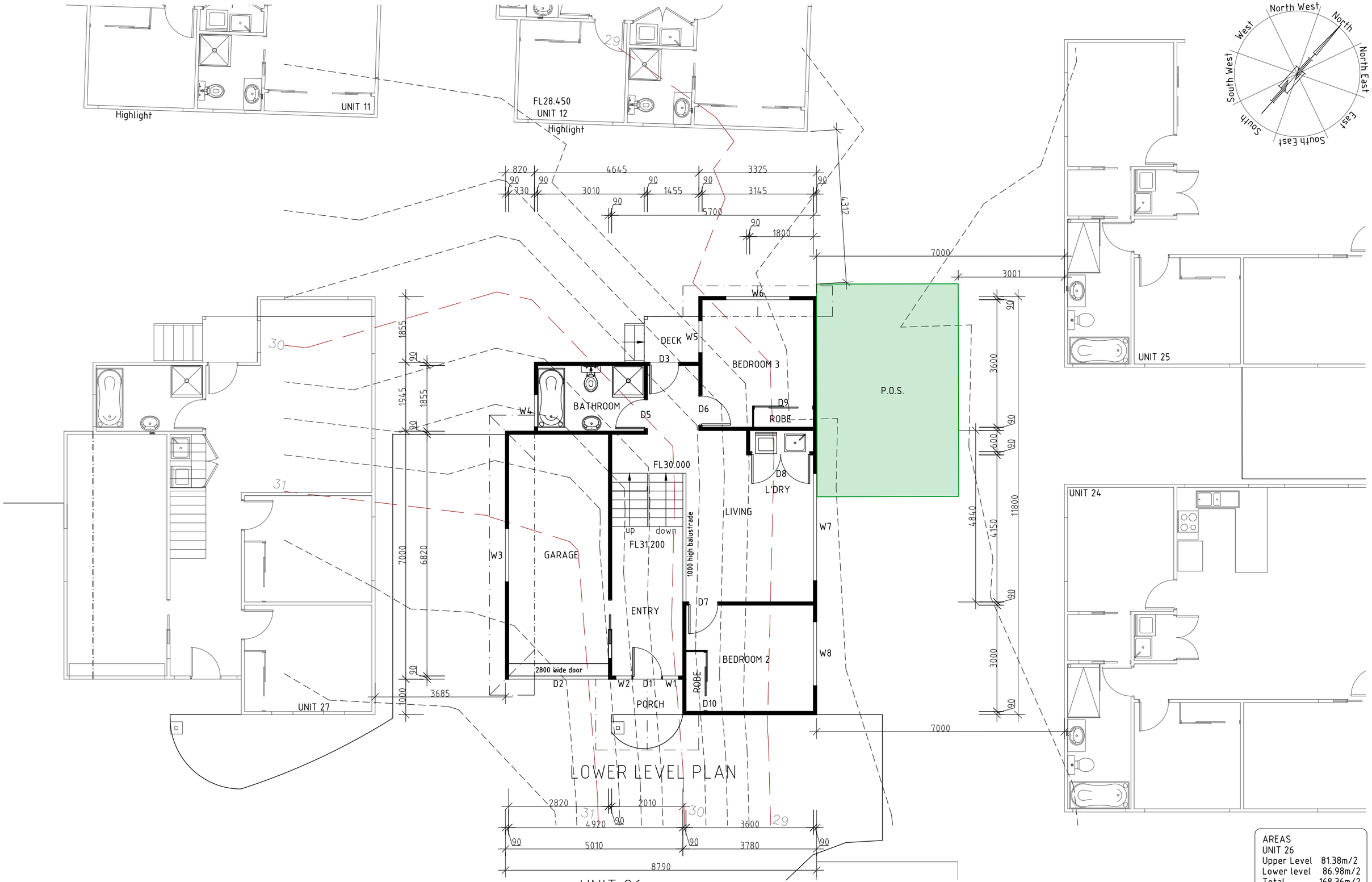
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UNIT 26

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 26 PLAN

SCALE 1:100

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DATE
11/07/2025

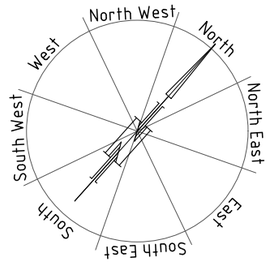
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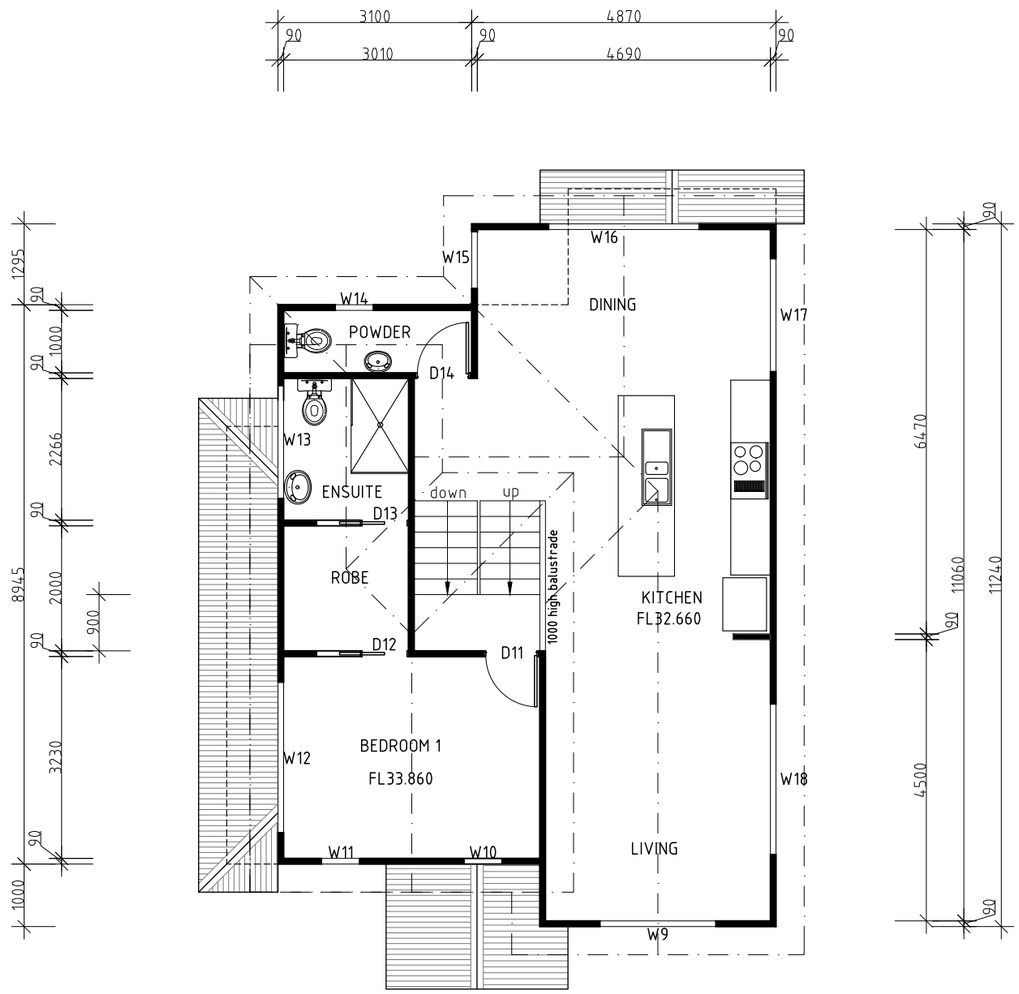
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UPPER LEVEL PLAN

AREAS	
UNIT 26	
Upper Level	81.38m/2
Lower level	86.98m/2
Total	168.36m/2

UNIT 26

DEVELOPMENT DRAWINGS ONLY
NOT FOR CONSTRUCTION

PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 26 PLAN

SCALE 1:100

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DATE
11/07/2025

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91 OF 143

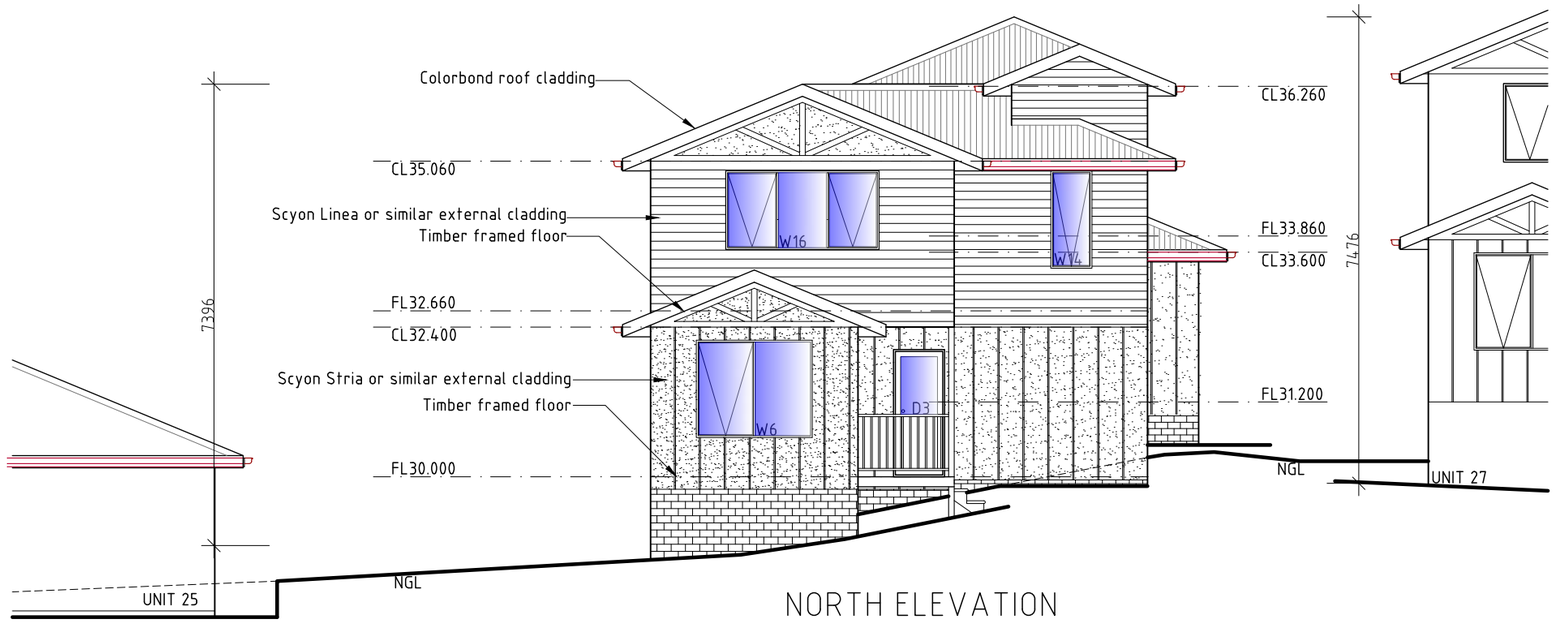
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phone ph 0400 671 582

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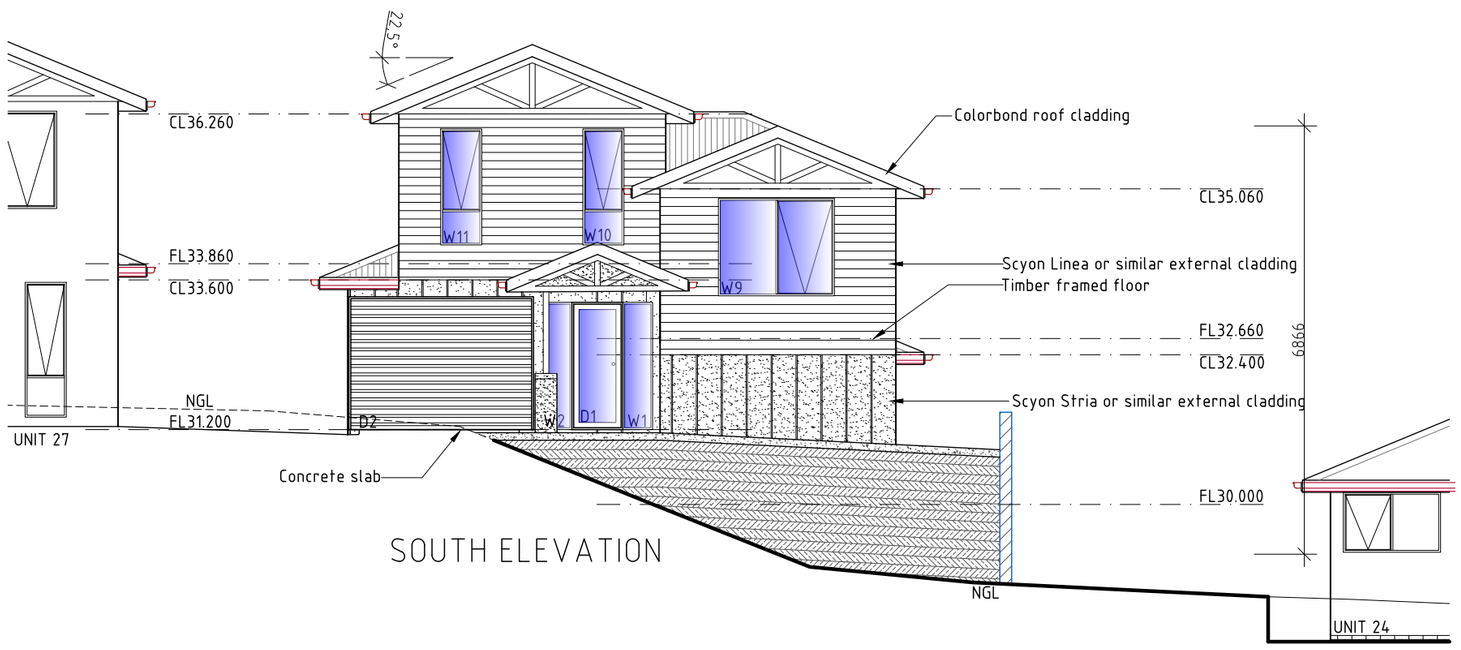
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NORTH ELEVATION



SOUTH ELEVATION

UNIT 26

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 26 ELEVATIONS

DATE
11/07/2025

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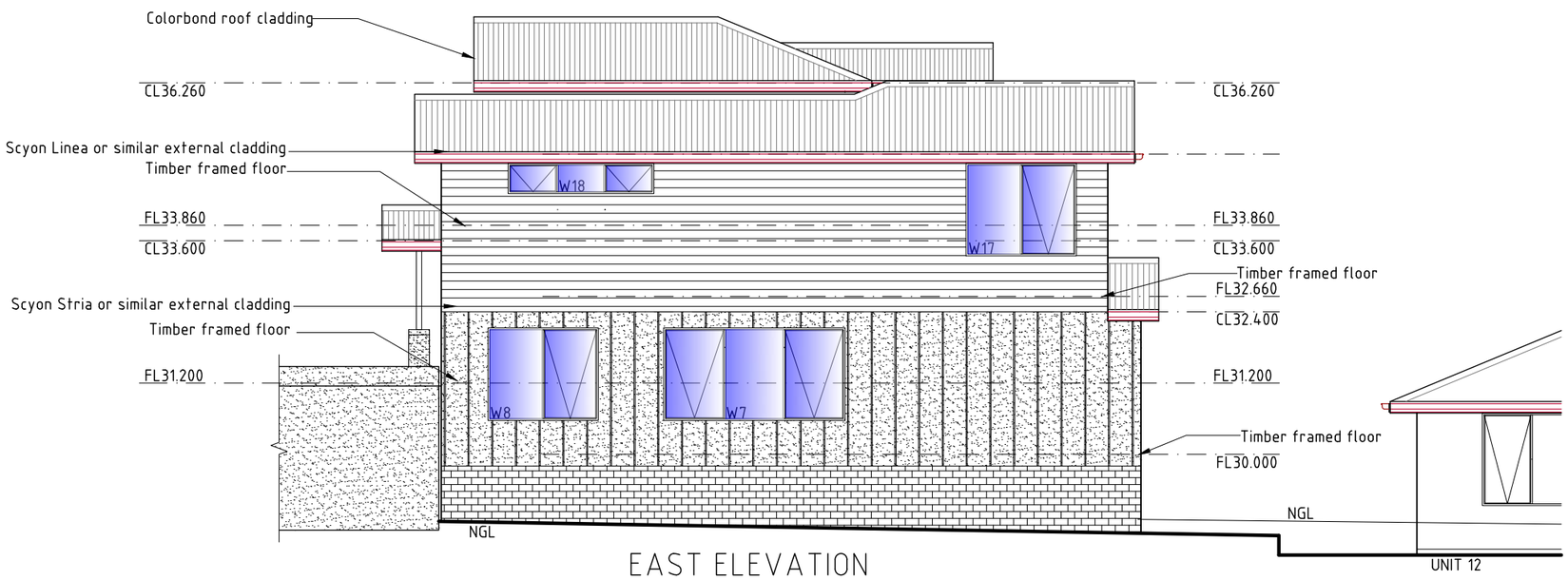
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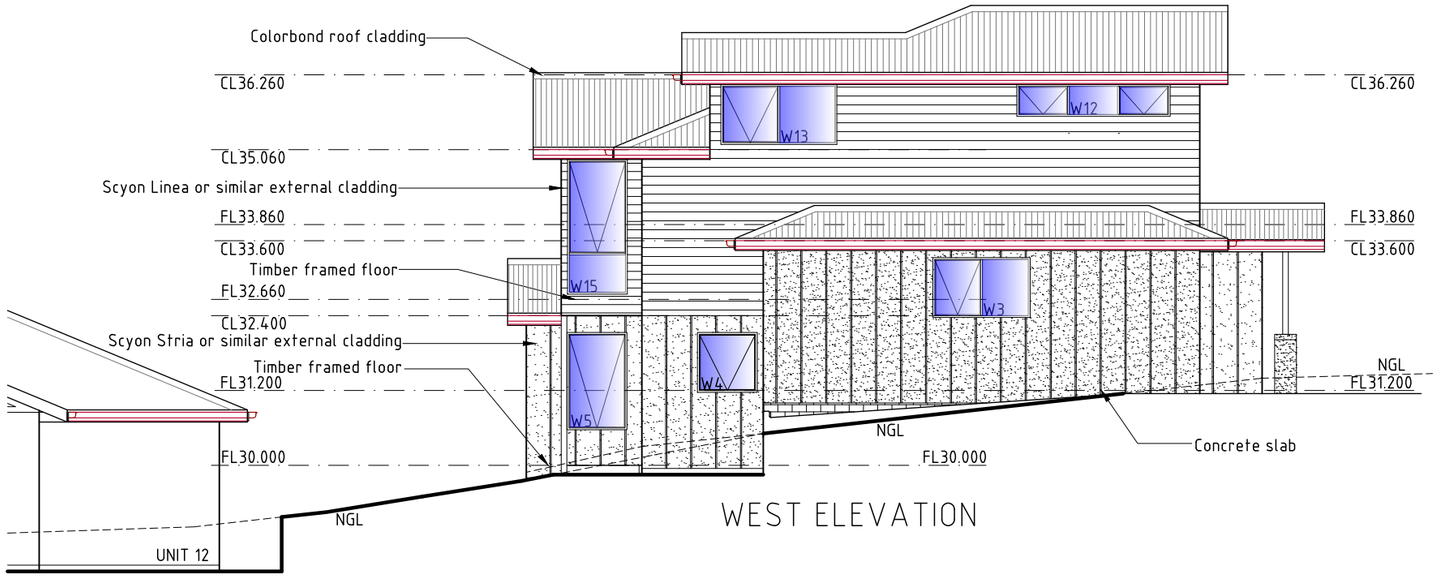
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EAST ELEVATION



WEST ELEVATION

UNIT 26

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 26 ELEVATIONS

DATE
11/07/2025

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93 OF 143

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Version: 2, Version Date: 02/10/2025

UNIT 10
Highlight
UNIT 11
FL28.300
Highlight
UNIT 12
Highlight

North West
North
West
North East
South West
East
South
South East

3062

30
31

820 3100 1545 3325
90 90 90 90 90
730 3010 1455 3145
90 920 4690
P.O.S.
2632

90 1855 90 1765 90 1945 90 1855 90 1510 90 7000 6820 5220 90 1000

W8
DECK W7
D3
LIVING
W9
BATHROOM
W6
D7
D8 L'DRY
D6
BEDROOM 3
W10
GARAGE
FL31.400
W5
ROBE
D9
D4
ENTRY
D5
BEDROOM 2
ROBE
D2
W4
D1
W3
PORCH
W2
W1
2099
Frosted/opaque glazing

90 5440 90 1800 90 3000 90 3000 90

up
down

UNIT 28
UNIT 26

2820 2010
90 4920 90 3600
90 5010 90 3780 90
8790

LOWER LEVEL PLAN
UNIT 27

AREAS
UNIT 27
Upper Level 81.38m/2
Lower level 86.98m/2
Total 168.36m/2

DEVELOPMENT DRAWINGS ONLY
NOT FOR CONSTRUCTION

PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 27 PLAN

SCALE 1:100

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DATE
11/07/2025

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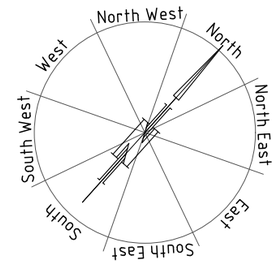
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email: gtilley7@bigpond.com
phone ph 0400 671 582

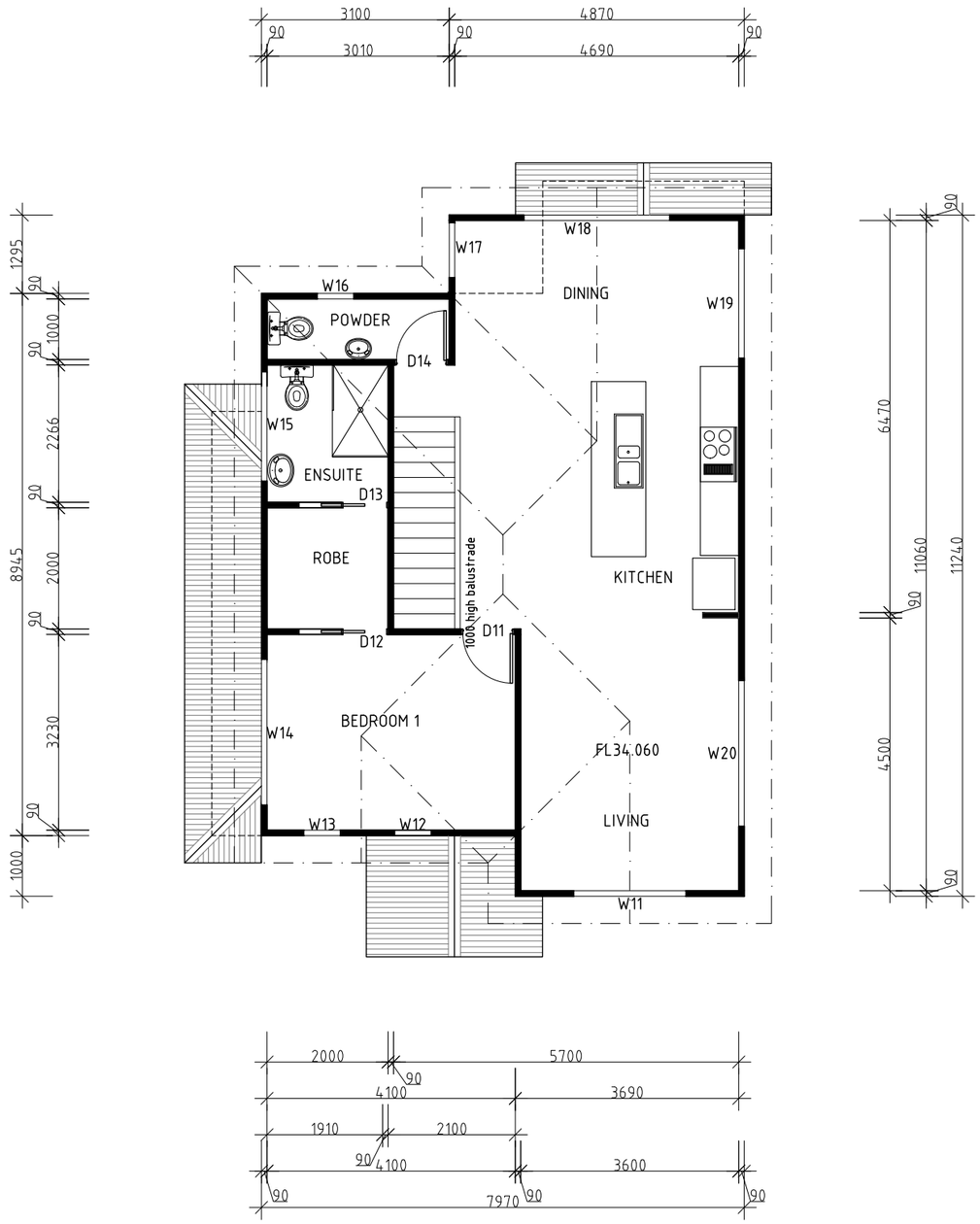
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UPPER LEVEL PLAN

AREAS	
UNIT 27	
Upper Level	81.38m/2
Lower level	86.98m/2
Total	168.36m/2

UNIT 27

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 27 PLAN

DATE
11/07/2025

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phone ph 0400 671 582

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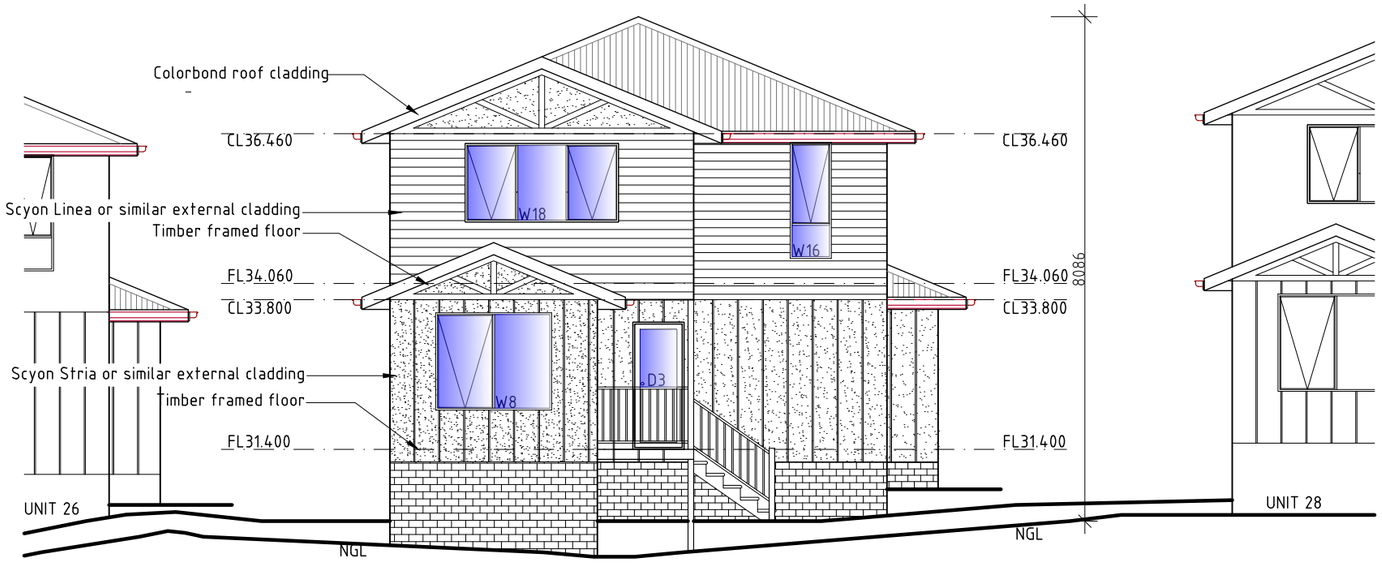
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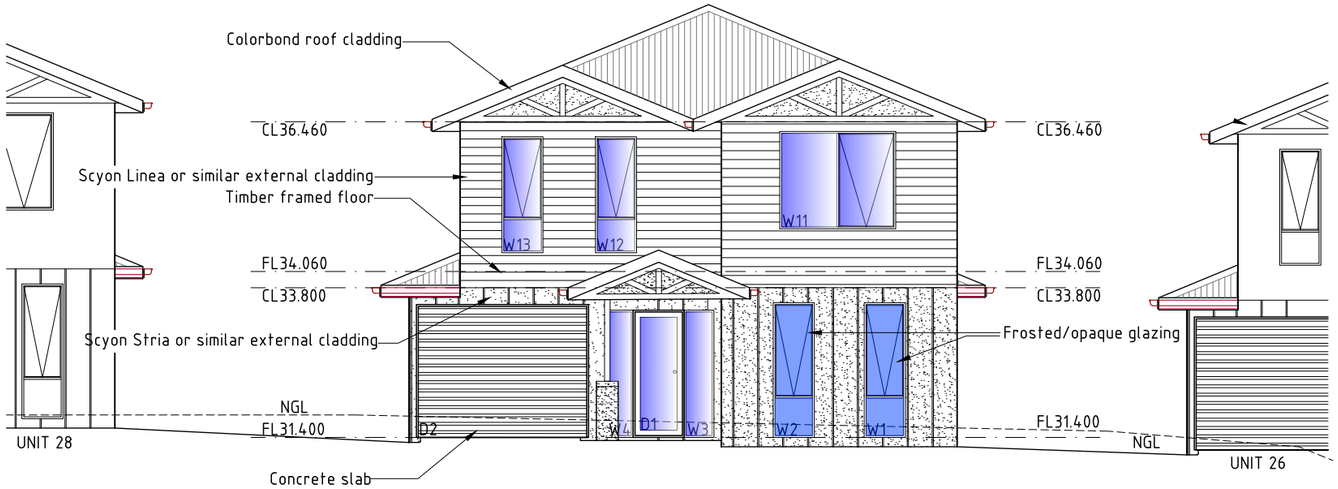
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NORTH ELEVATION



SOUTH ELEVATION

UNIT 27

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 27 ELEVATIONS

SCALE 1:100

AMENDED

DATE
11/07/2025

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96 OF 143

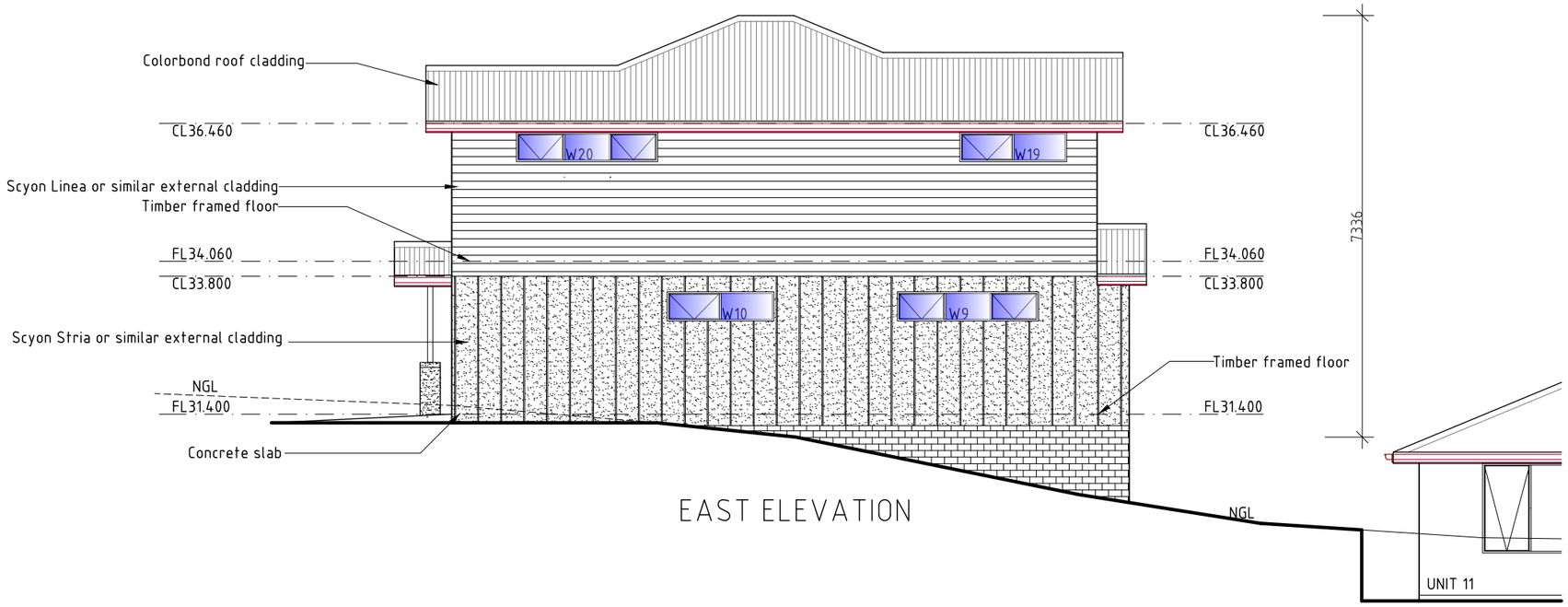
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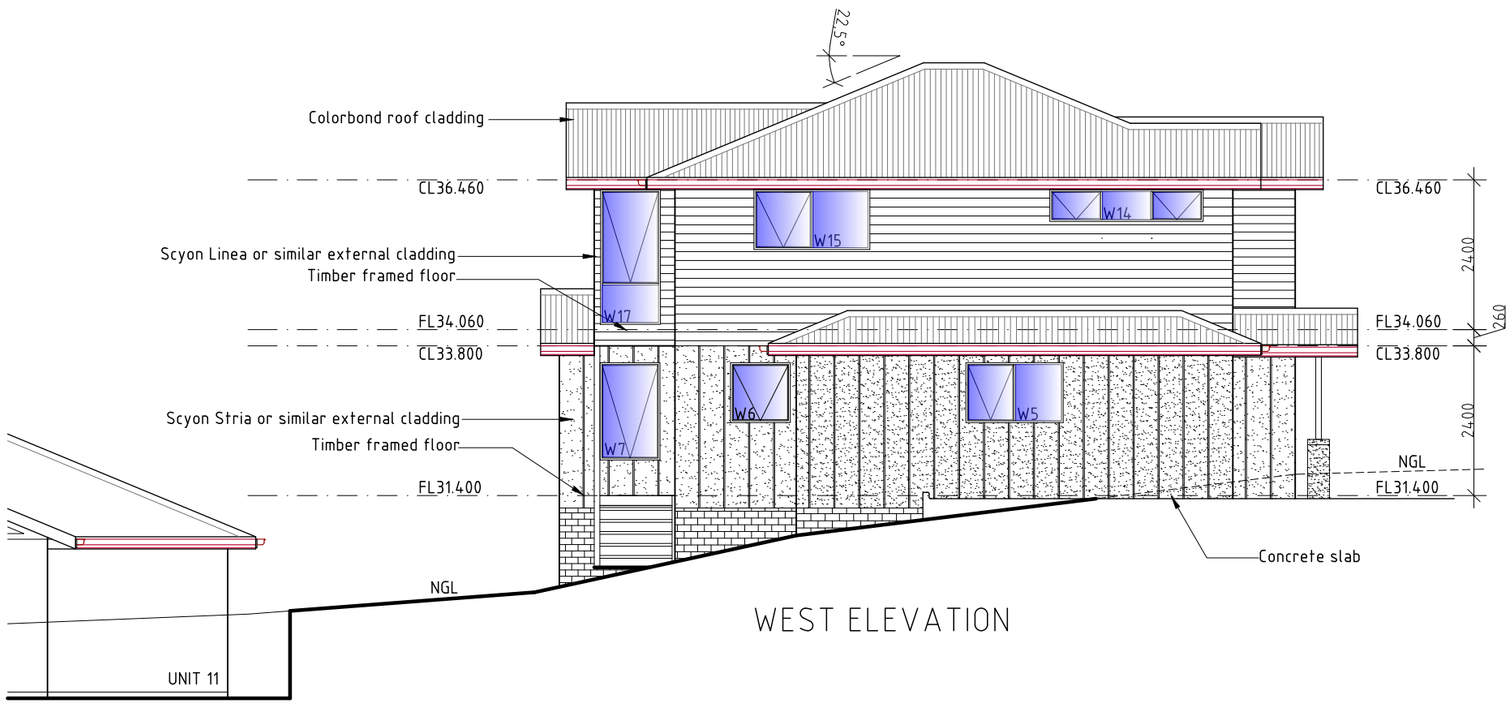
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EAST ELEVATION



WEST ELEVATION

UNIT 27

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 27 ELEVATIONS

DATE
11/07/2025

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Highlight
UNIT 9
Highlight
UNIT 10
UNIT 11
Highlight
North West
North
West
North East
South West
East
South
South East
820
90
730
3100
90
3010
1545
90
1455
2171
90
920
3325
90
3145
90
4690
P.O.S.
30
31
W8
DECK
W7
D3
LIVING
Highlight
W9
W6
BATHROOM
D7
D8
L'DRY
D6
BEDROOM 3
W10
ROBE
D9
W5
GARAGE
D4
ENTRY
D5
BEDROOM 2
ROBE
D10
D2
W4
D1
W3
PORCH
W2
W1
Frosted/opaque glazing
UNIT 29
UNIT 27
90
1855
1765
1945
1855
1510
7000
6820
5220
1000
2637
5440
11800
3000
2299
2820
2010
4920
3600
5010
3780
8790
LOWER LEVEL PLAN

AREAS
UNIT 28
Upper Level 81.38m/2
Lower level 86.98m/2
Total 168.36m/2

UNIT 28

DEVELOPMENT DRAWINGS ONLY
NOT FOR CONSTRUCTION

PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 28 PLAN

DATE
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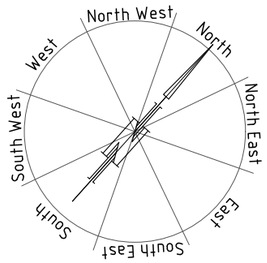
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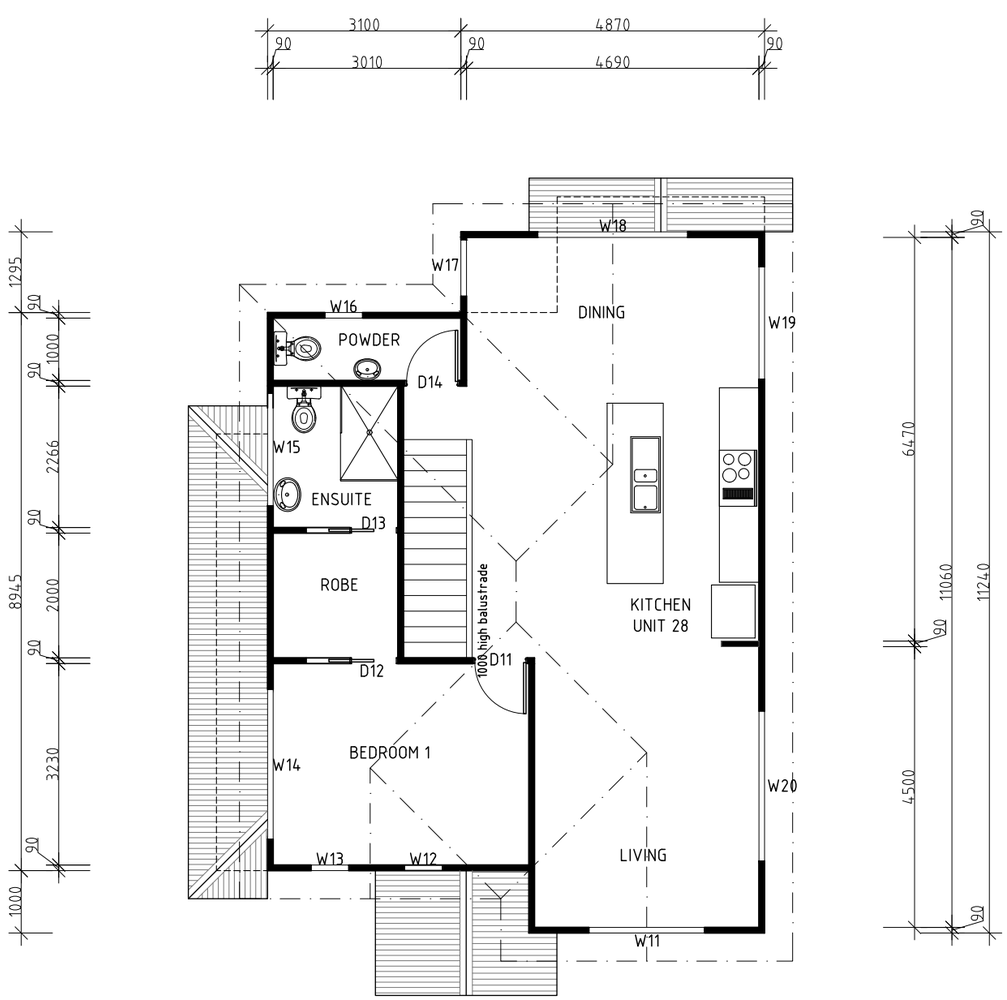
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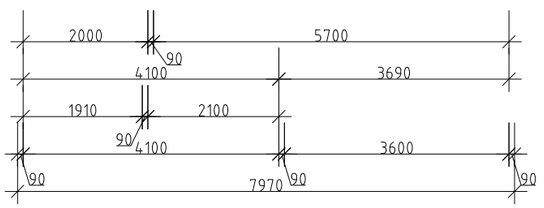
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UPPER LEVEL PLAN

AREAS	
UNIT 28	
Upper Level	81.38m/2
Lower level	86.98m/2
Total	168.36m/2

UNIT 28

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 28 PLAN

SCALE 1:100

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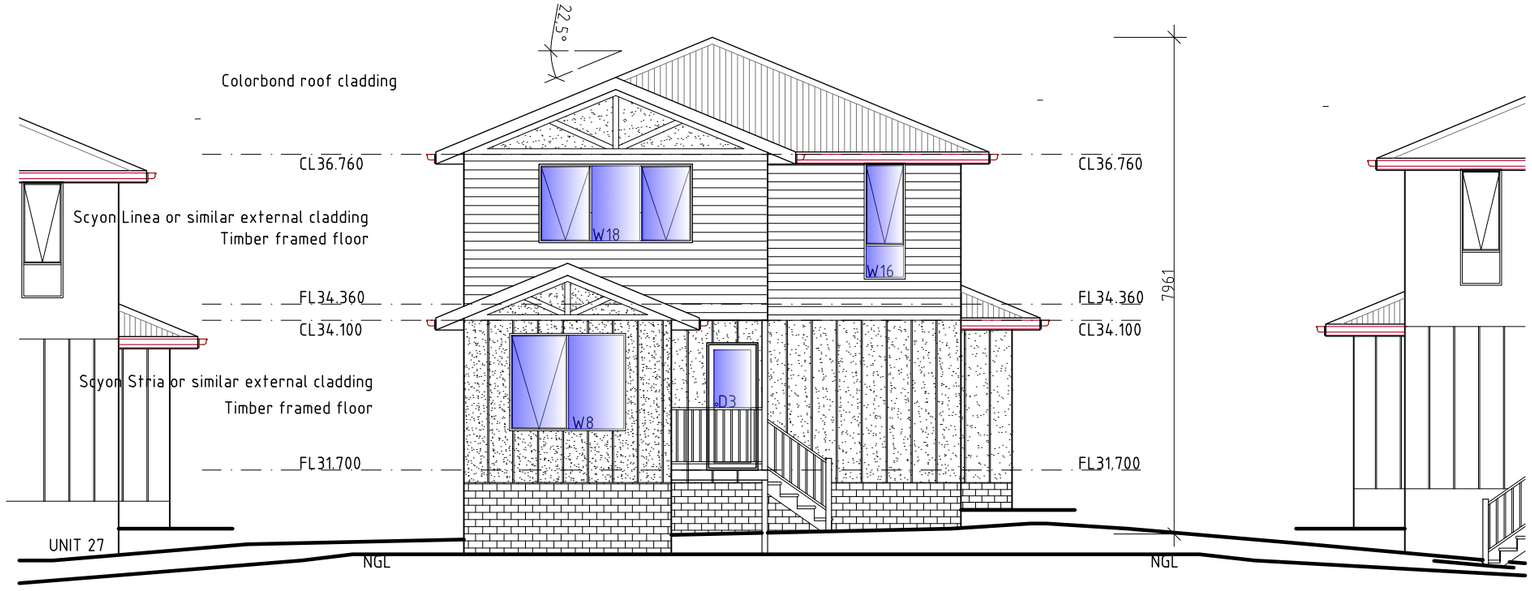
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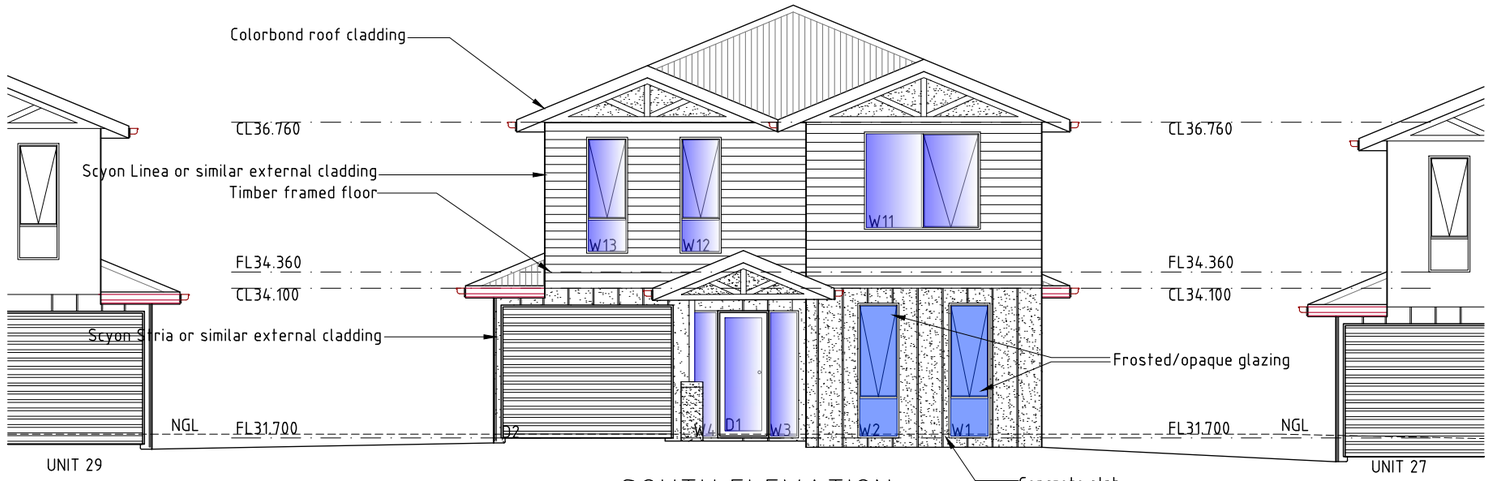
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NORTH ELEVATION



SOUTH ELEVATION

UNIT 28

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 28 ELEVATIONS

SCALE 1:100

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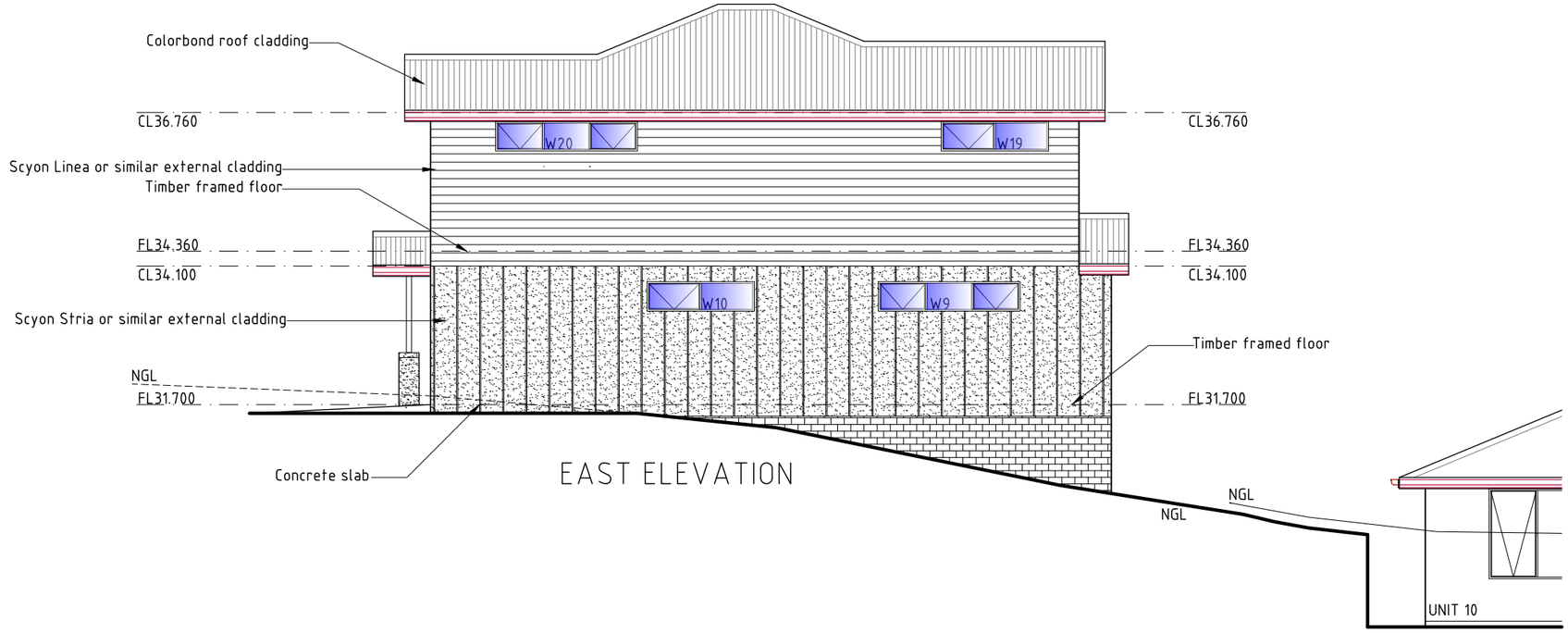
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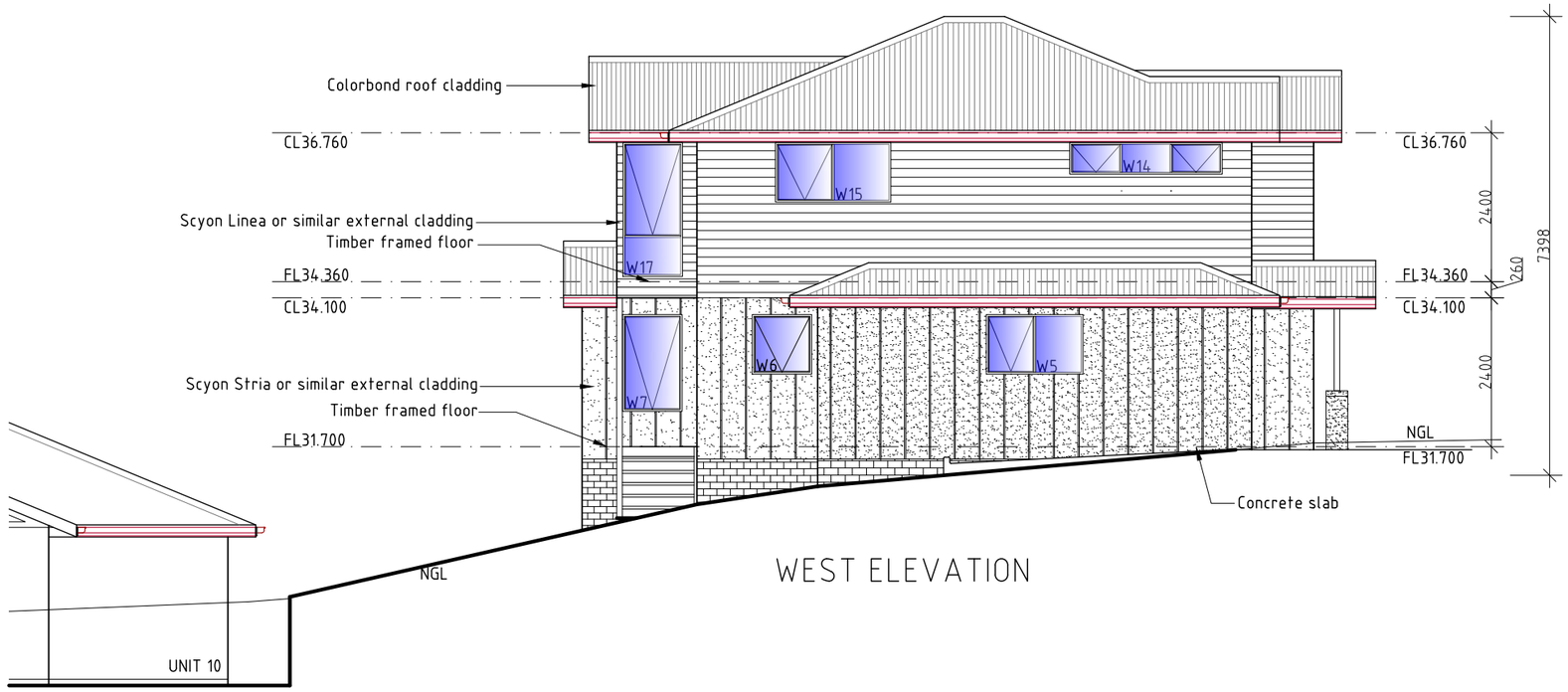
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EAST ELEVATION



WEST ELEVATION

UNIT 28

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 28 ELEVATIONS

DATE
11/07/2025

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UNIT 7

UNIT 6

UNIT 5

UNIT 9

Highlight

UNIT 10

Highlight

North West
North
West
North East
South West
East
South
South East

2950

3325
1545
3100
820
90
3145
1455
3010
730
4690
920
5102

P.O.S.

30

31

W8
W7
DECK
D3
2814
W9
Obscure
LIVING
BATHROOM
D7
W6
L'DRY
D8
4880
D6
GARAGE
UNIT 29
BEDROOM 3
W10
D9
ROBE
W5
ENTRY
D4
ROBE
D5
BEDROOM 2
D10
ROBE
W3
D1
W4
D2
PORCH
W1
W2
1027
1240
3000
3000

1205
1295
1855
1945
1510
6820
7000
5220
1000

UNIT 28

Frosted/opaque glazing

2010
2820
3600
4920
3780
5010
8790

LOWER LEVEL PLAN

AREAS
UNIT 29
Upper Level 81.38m/2
Lower level 86.98m/2
Total 168.36m/2

UNIT 29

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 29 PLAN

SCALE 1:100

AMENDED
11/06/2025

DATE
11/07/2025

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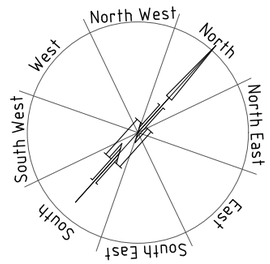
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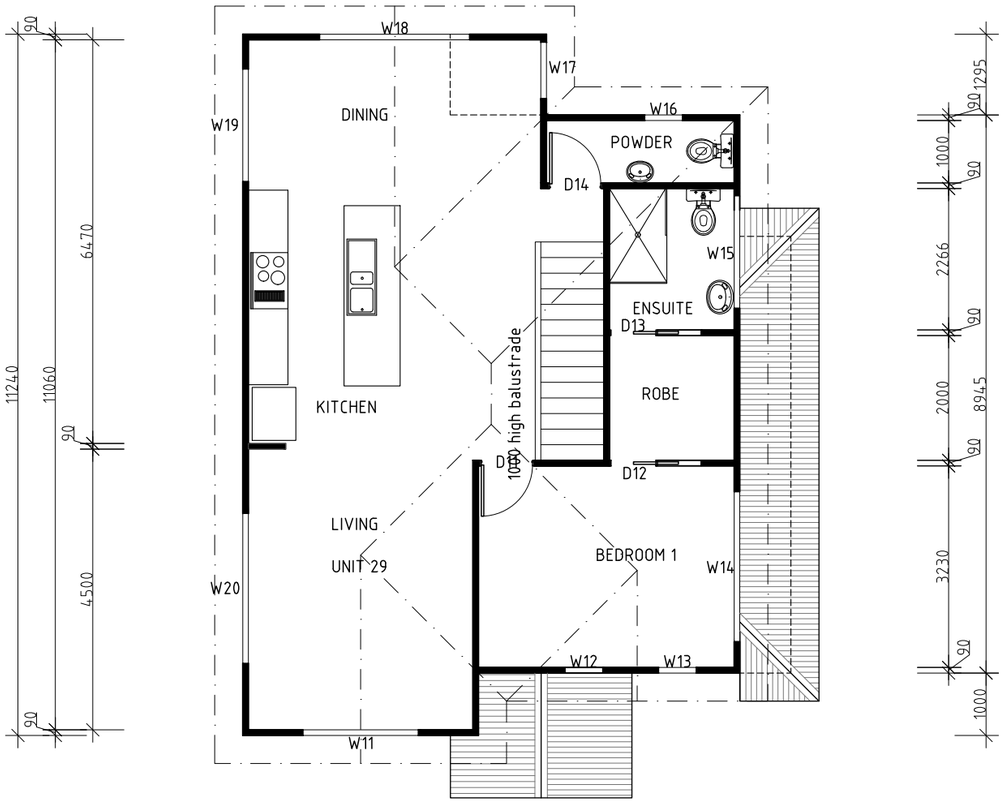
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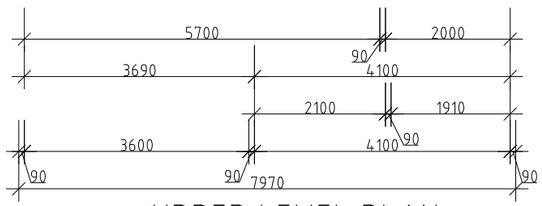
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UPPER LEVEL PLAN

AREAS	
UNIT 29	
Upper Level	81.38m/2
Lower level	86.98m/2
Total	168.36m/2

UNIT 29

DEVELOPMENT DRAWINGS ONLY
NOT FOR CONSTRUCTION

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 29 PLAN

SCALE 1:100

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11/06/2025

DATE
11/07/2025

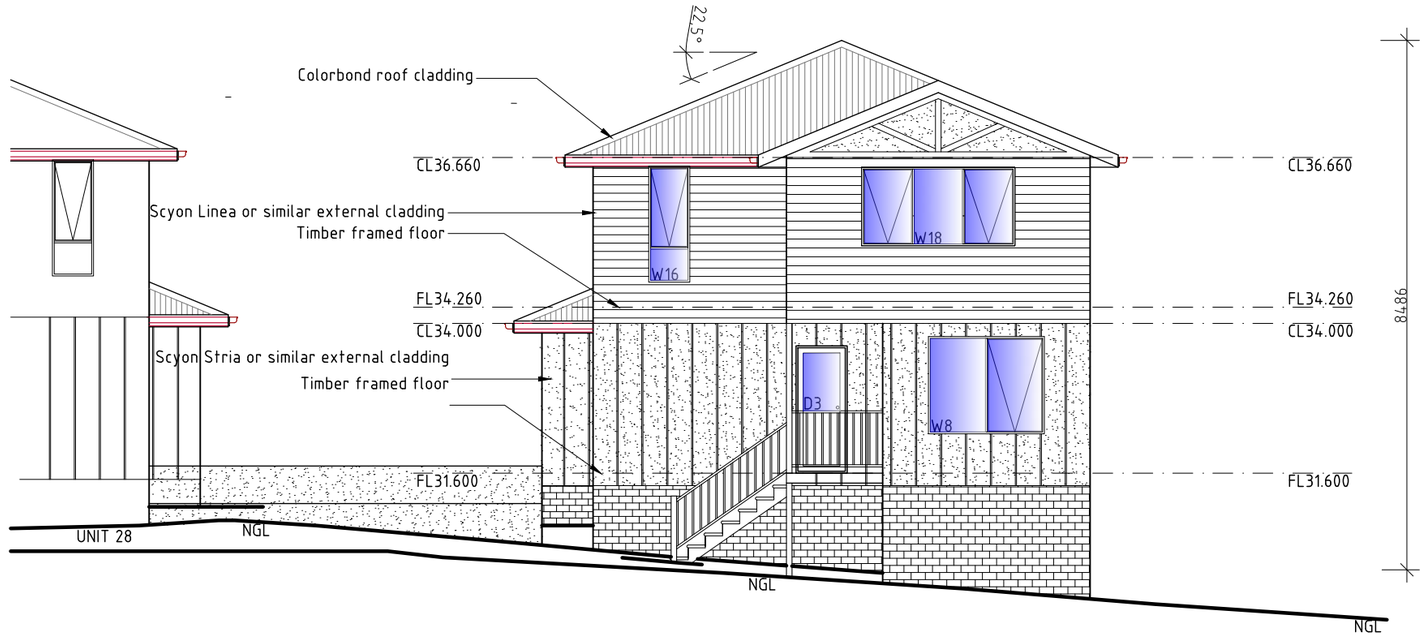
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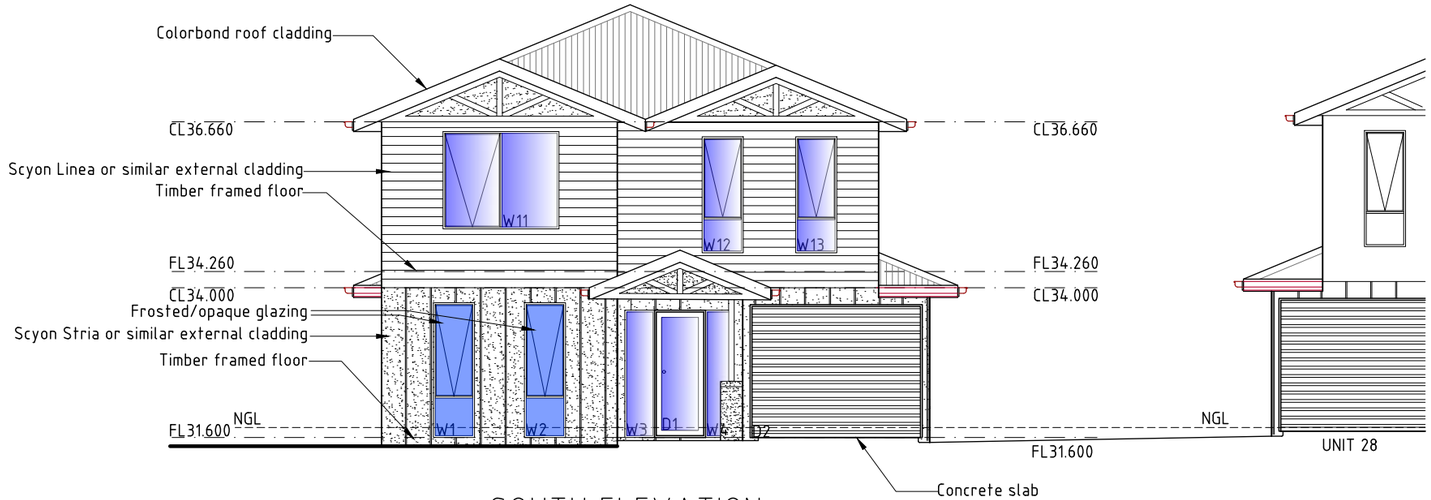
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NORTH ELEVATION



SOUTH ELEVATION

UNIT 29

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 29 ELEVATIONS

SCALE 1:100

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11/06/2025

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11/07/2025

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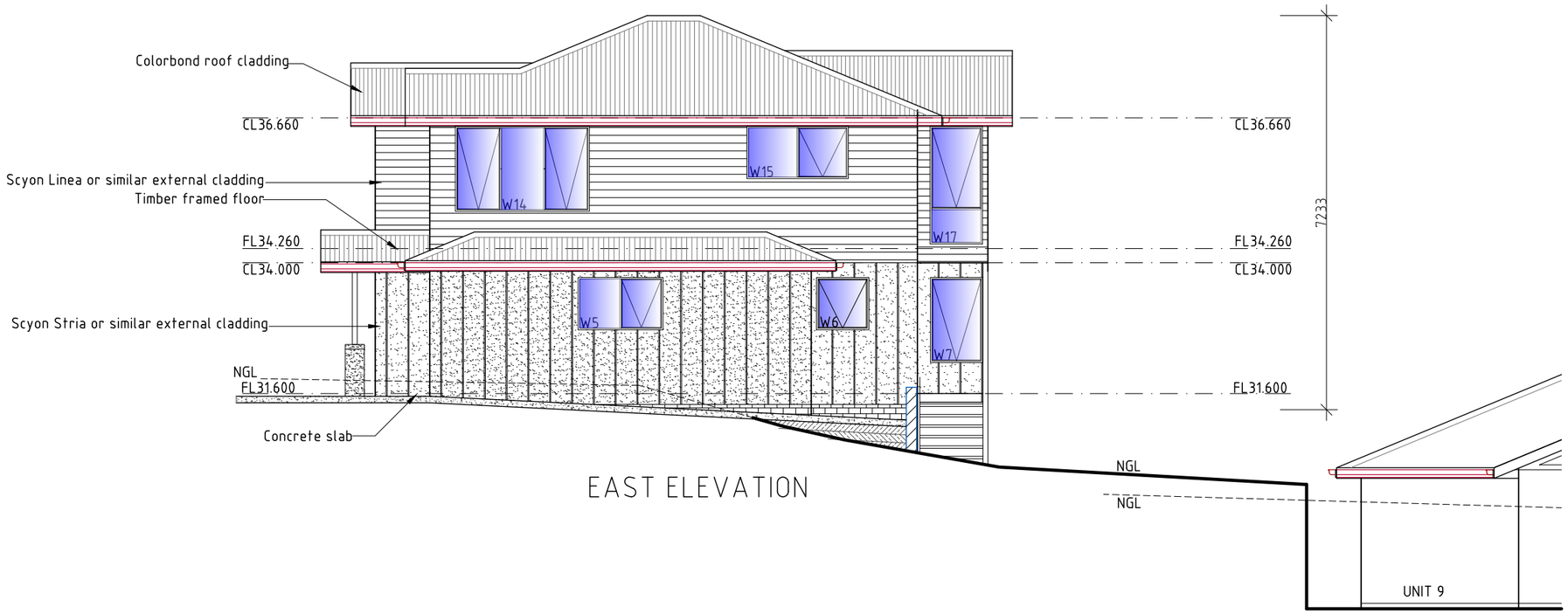
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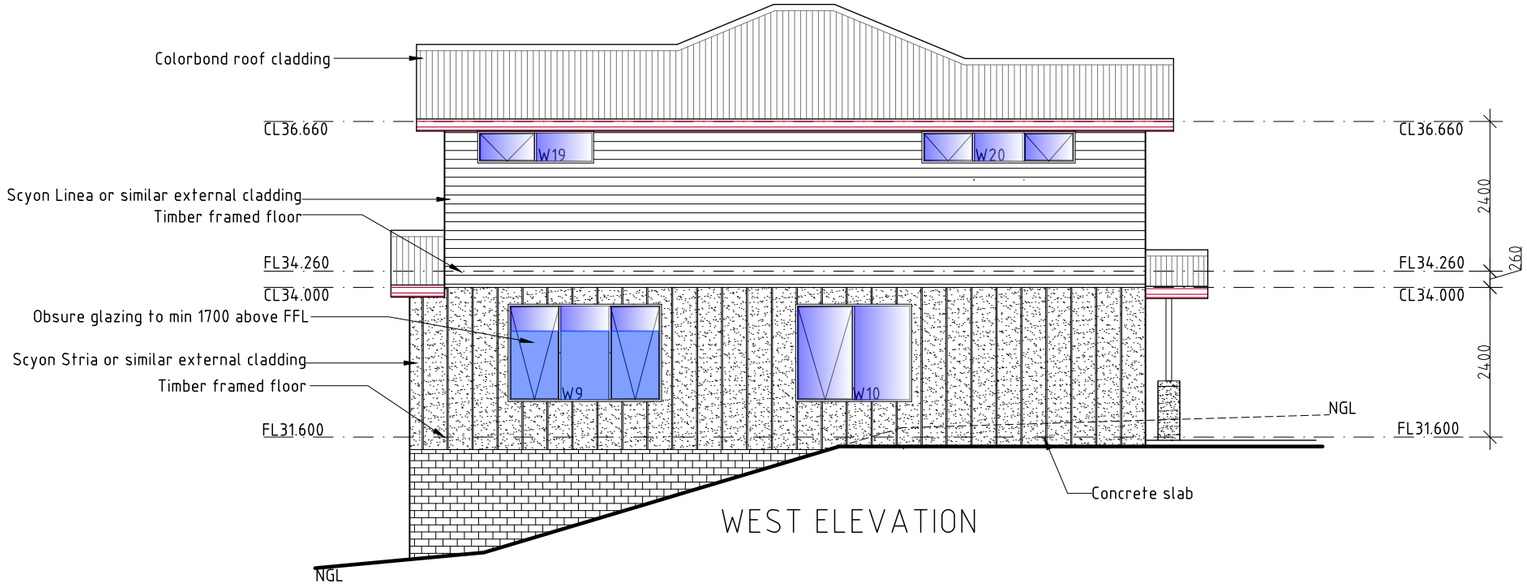
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EAST ELEVATION



WEST ELEVATION

UNIT 29

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 29 ELEVATIONS

DATE 11/07/2025

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UNIT 29

UNIT 28

32

North West
North
West
North East
South West
East
South
South East

UNIT 5

90 3000 90 11730 90

2150

P.O.S.

W4 W3 D4 W2

KITCHEN

BEDROOM 2

DINING

LIVING

W1

D10
ROBE
ROBE
D11

D9

ENTRY

D1

PORCH

D6 D5

D8

D7

BEDROOM 3

BATHROOM

L'DRY

GARAGE

D2

W5 W6 W7 D3 W8

90 3450 90 2362 90 3900

90 7170 90 2090 90 3450 90 2357 90 3000

90 3900 90 2310 90 2490 90 1500 90 3000 90 3180

3968

1000 90 3000 90 2860 1000 90 1600 9740 6000 900 90 15000 90

LOWER LEVEL PLAN

UNIT 4

32.25

32

31.75

UNIT 36

UNIT 35

UNIT 30

AREAS
UNIT 30
Upper Level 47.45m/2
Lower level 106.17m/2
Total 153.62m/2

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 30 PLAN

SCALE 1:100

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11/06/2025

DATE
11/07/2025

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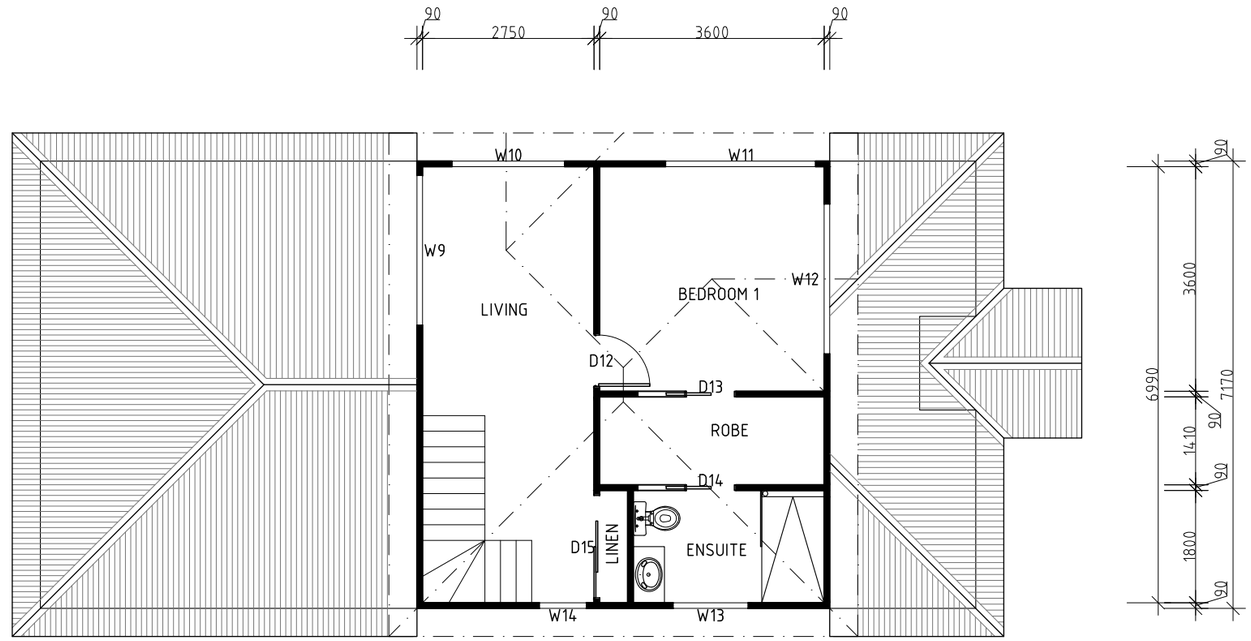
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UPPER LEVEL PLAN

AREAS	
UNIT 30	
Upper Level	47.45m/2
Lower level	106.17m/2
Total	153.62m/2

DEVELOPMENT DRAWINGS ONLY
NOT FOR CONSTRUCTION

UNIT 30

PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 30 PLAN

DATE
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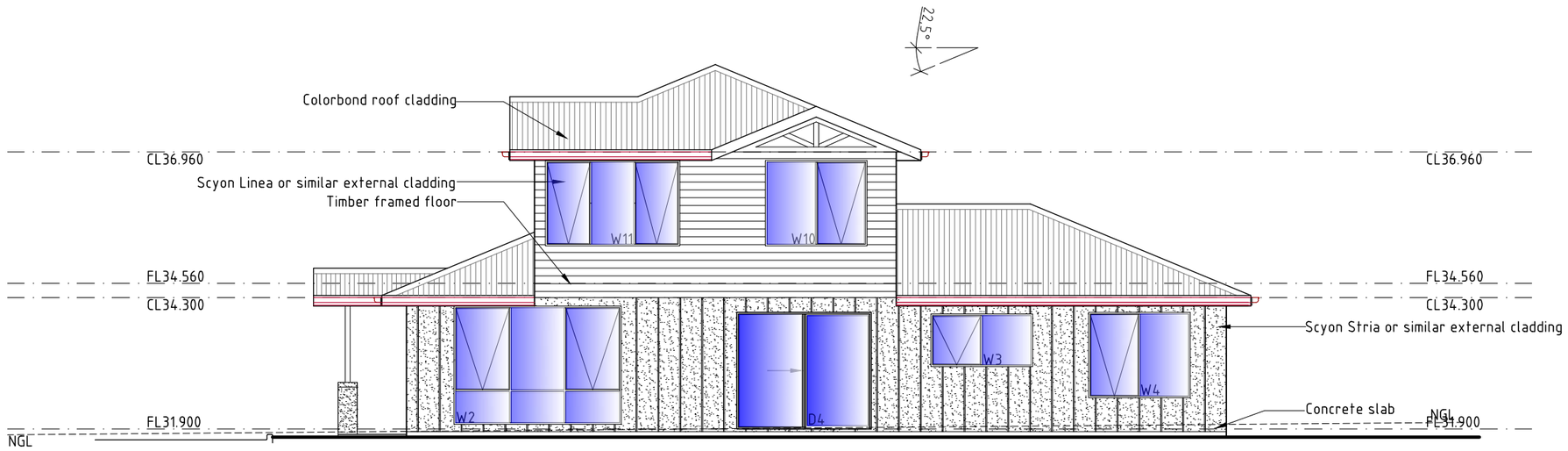
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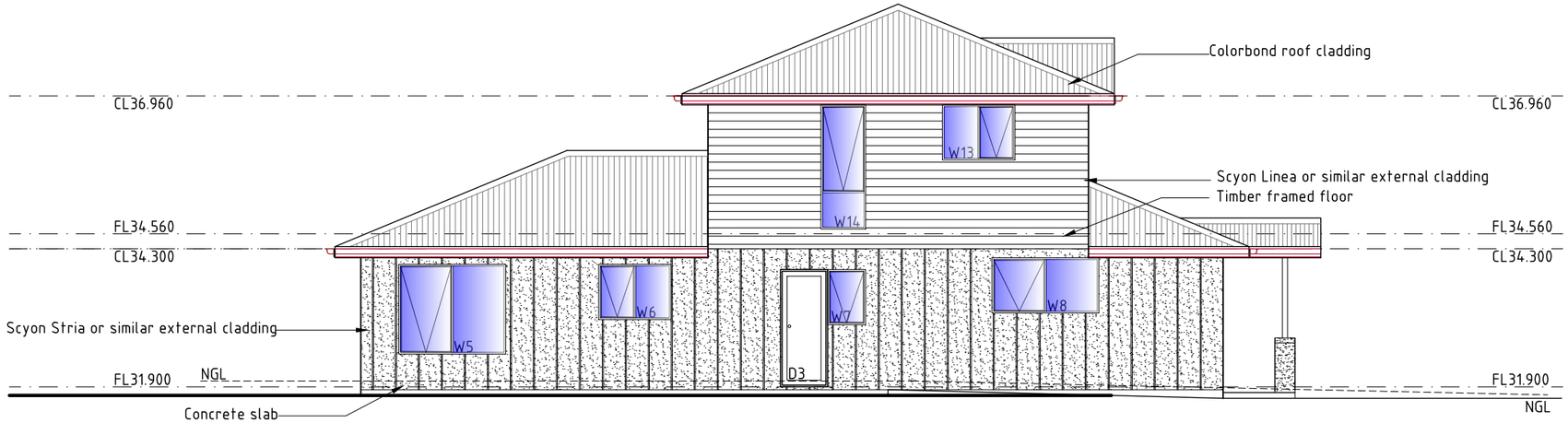
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NORTH ELEVATION



SOUTH ELEVATION

UNIT 30

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 30 ELEVATIONS

DATE
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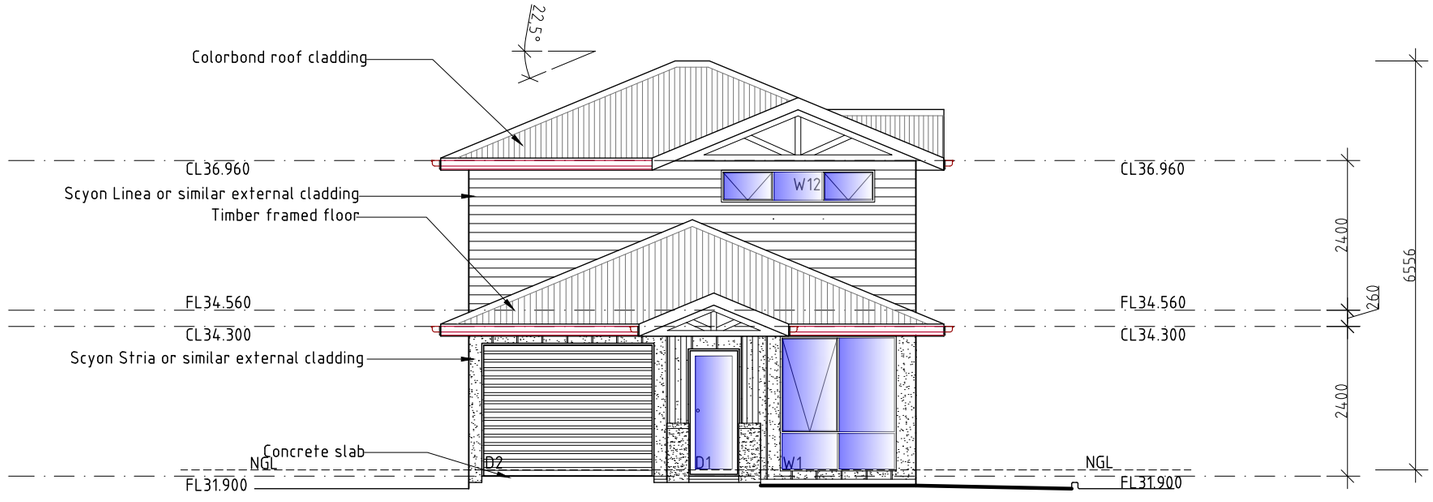
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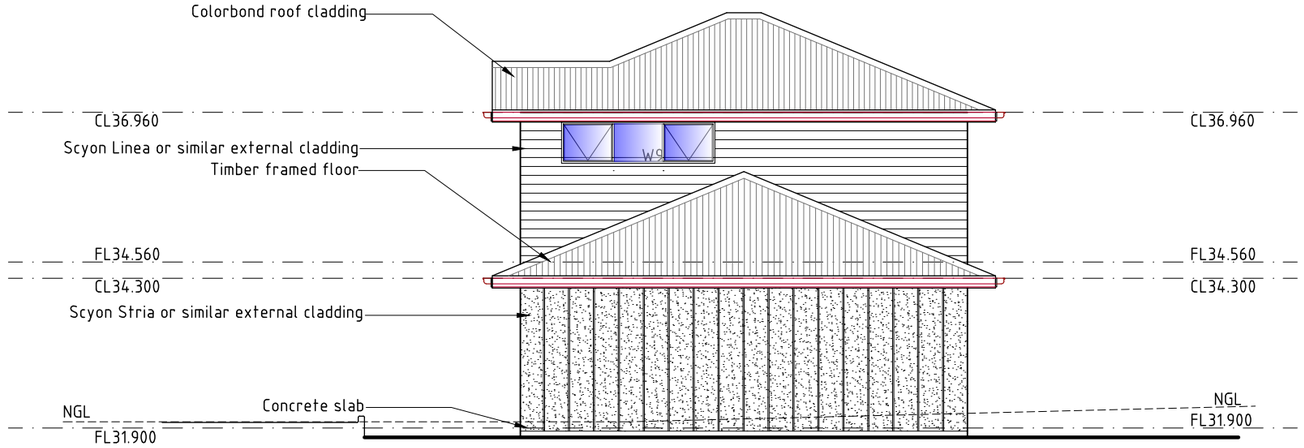
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EAST ELEVATION



WEST ELEVATION

UNIT 30

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 30 ELEVATIONS

DATE
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UNIT 28

UNIT 27

UNIT 26

31 30 29

North West North West North North East East South East South South West West

15994

8991 6002 1000

8811 3007 2815

6485 3644 1000

Slat screen max 25% transparency min
1700mm above FFL

SC SC

W1 W2 W3

KITCHEN DINING LIVING

REF

D3 W4

P.O.S.

W5 D8 W6

D1 ENTRY

D6 BATHROOM

D4 D5 D7

GARAGE L'DRY

ROBE ROBE

D12 D11

BEDROOM 3 BEDROOM 2

BEDROOM 1 D9 W7

ENSUITE

D10 ROBE

D2

W10 W9 W8

UNIT 32

UNIT 33

UNIT 34

6000 6090 3042 995 2721 3644 5998 1000 3007 2815 3905 910 3000

2769 2589 3879 3244 7799 1200 1200 1490 3180 3000 2705 650 2250 1300 4720 3420 3600

AREAS
Unit 31 100.46m^2

UNIT 31

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 31 PLAN

SCALE 1:100

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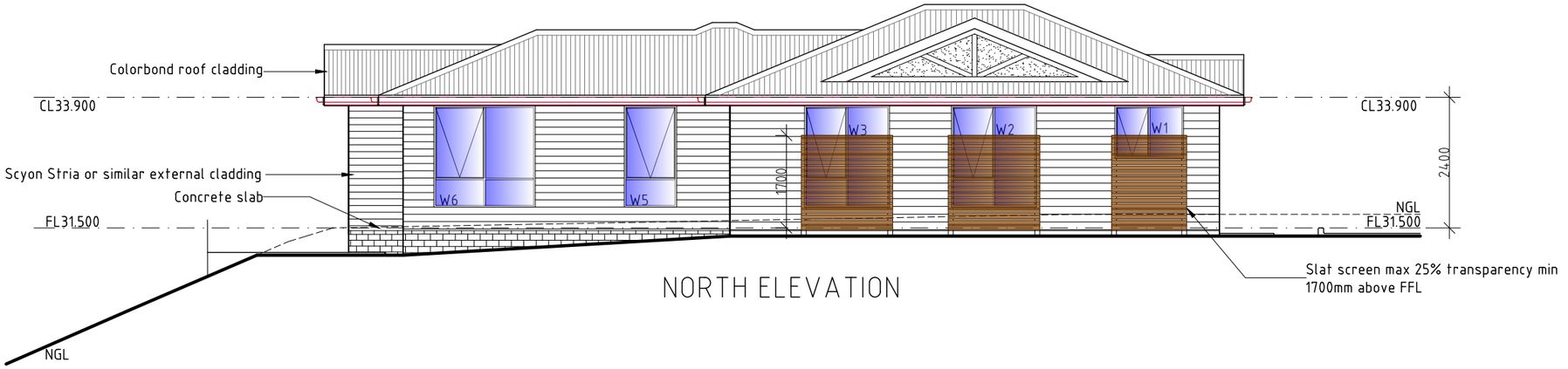
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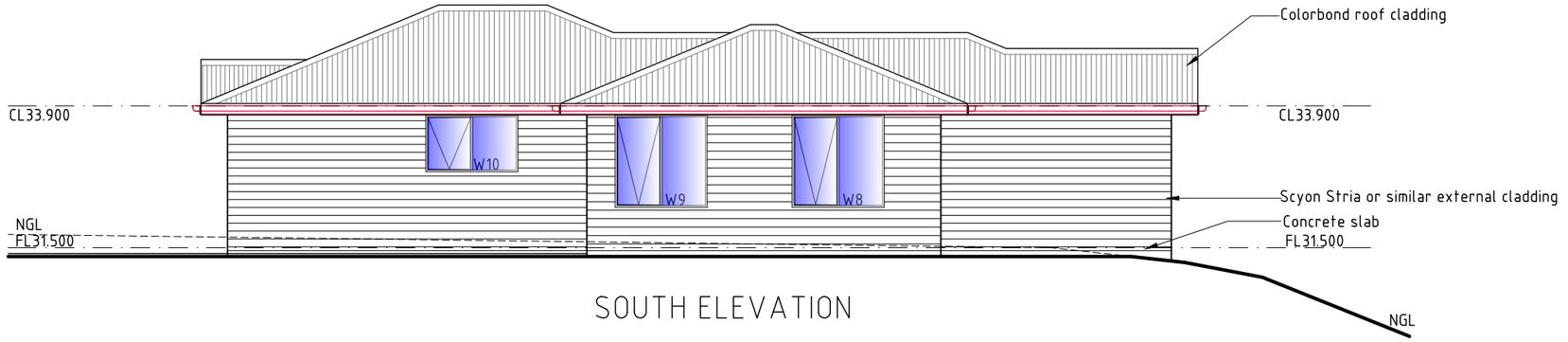
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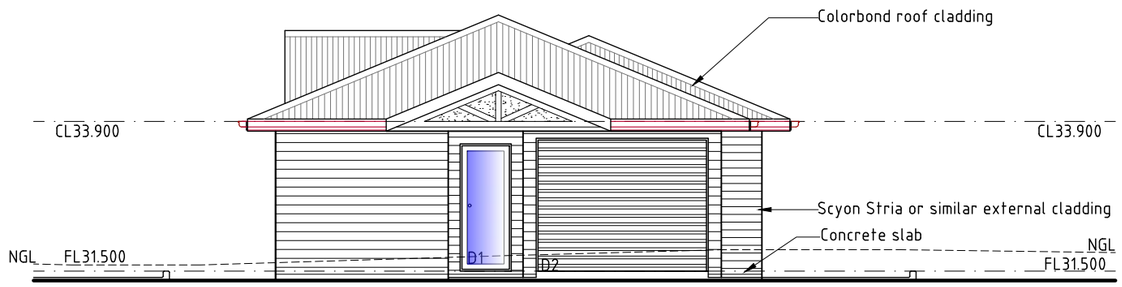
NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

UNIT 31

DEVELOPMENT DRAWINGS ONLY
NOT FOR CONSTRUCTION

PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 31 ELEVATIONS

DATE
11/07/2025

SCALE 1:100

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UNIT 27

UNIT 26
FL31.200

UNIT 26

UNIT 24

North West
North
West
North East
South West
East
South
South East

1700 high slat screen max
25% even transparency

3180 90 1660 90 4000 90
3000 1570 3910

3005

D2
3000 wide roller door

P.O.S.
DECK
FL31.000

6000

2550

UNIT 23

GARAGE

W7

D1

ENTRY

W1

KITCHEN

L'DRY

D3

DINING

1500

90

4000

6000

UNIT 31
FL31.500

UNIT 31

ROBE
D8

LIVING
FL31.000

W2

6760

5260

13085

3220

BEDROOM 2

D4

D5

D6

ROBE
D7

W6

3002

9035

3595

3505

3007

BATHROOM

BEDROOM 1

W3

3505

3000

W5

W4

UNIT 22

UNIT 33

UNIT 34

3000 90 5570
1800 3390
3380 90 90 5460 90
8840

30

UNIT 32

29

31

AREAS
UNIT 32
Unit 32 83.10m/2
Deck 28.24m/2

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 32 PLAN

DATE
11/07/2025

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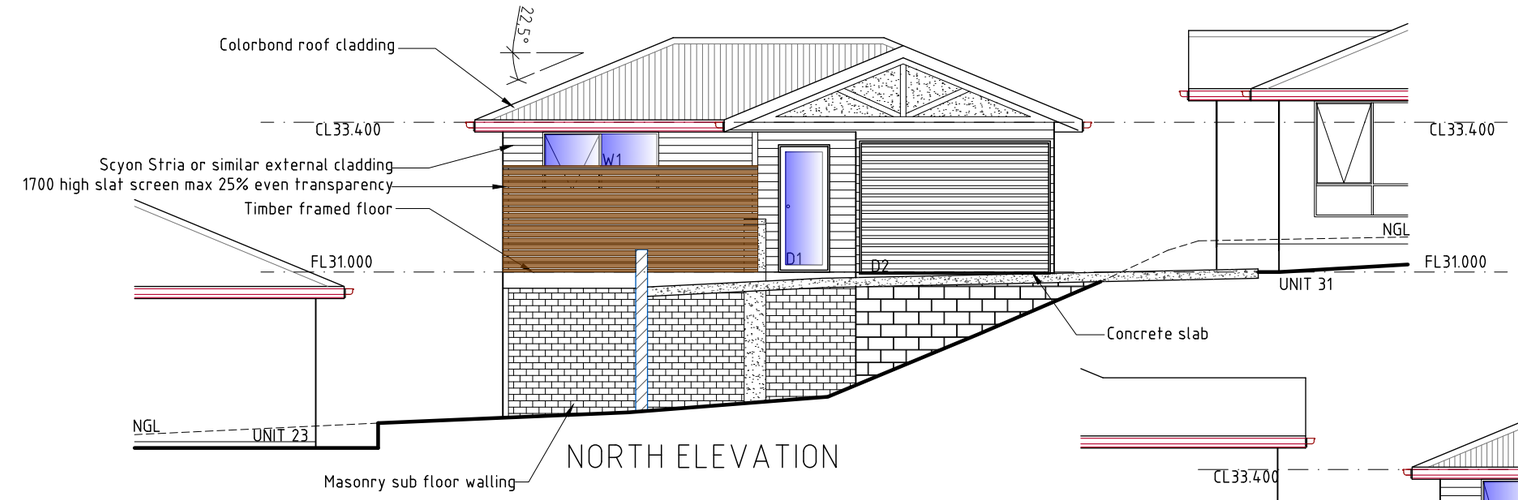
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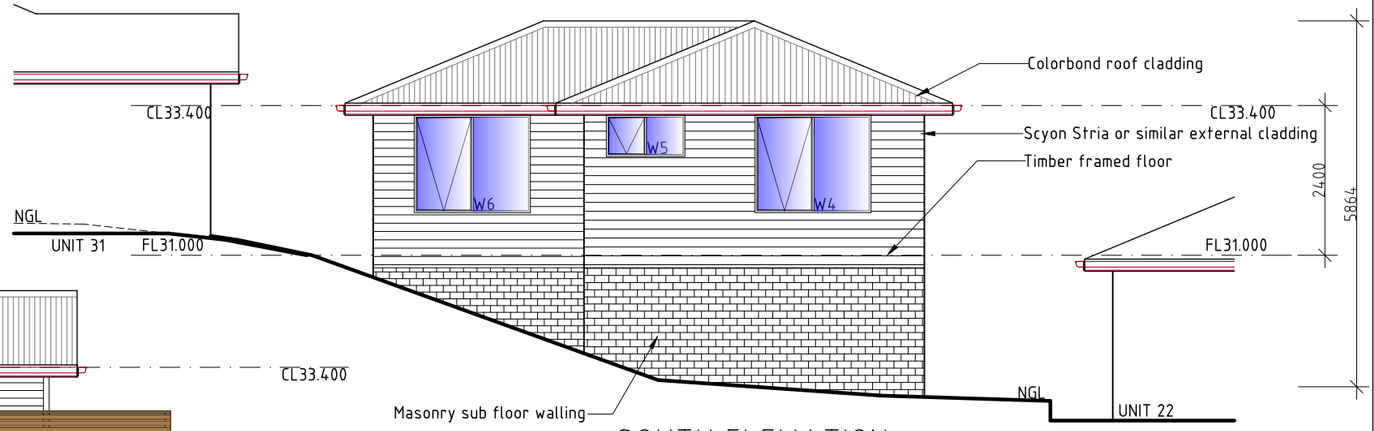
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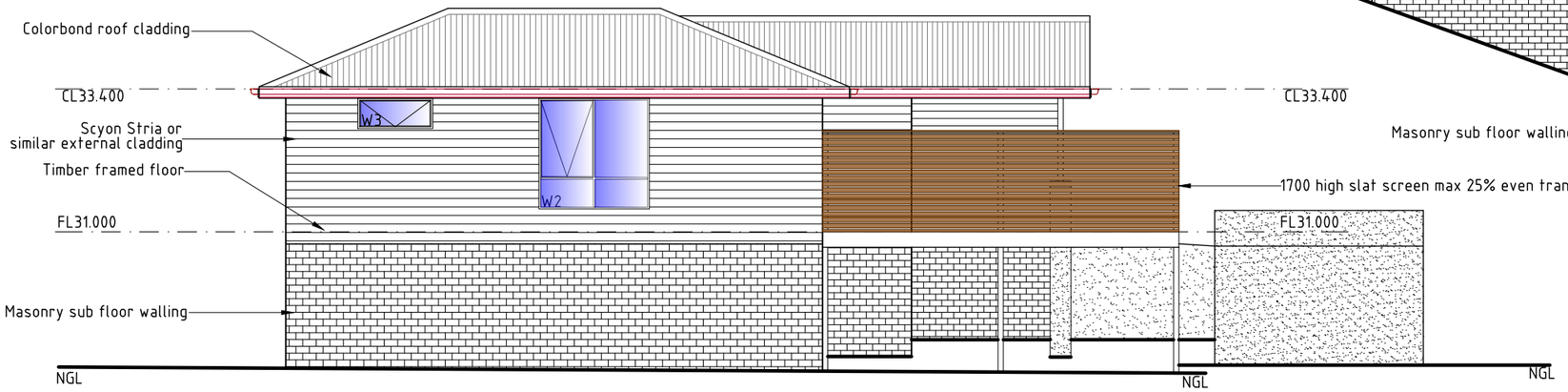
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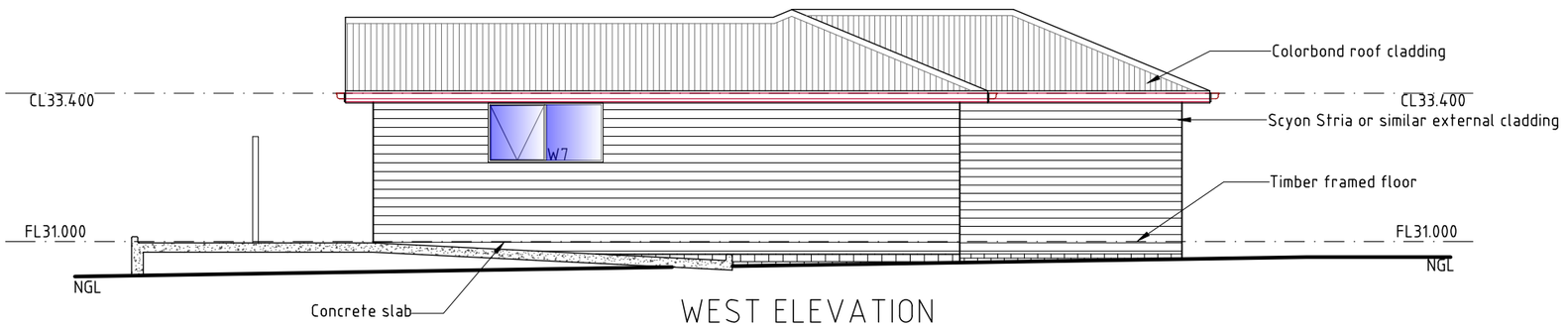
NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

UNIT 32

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 32 ELEVATIONS

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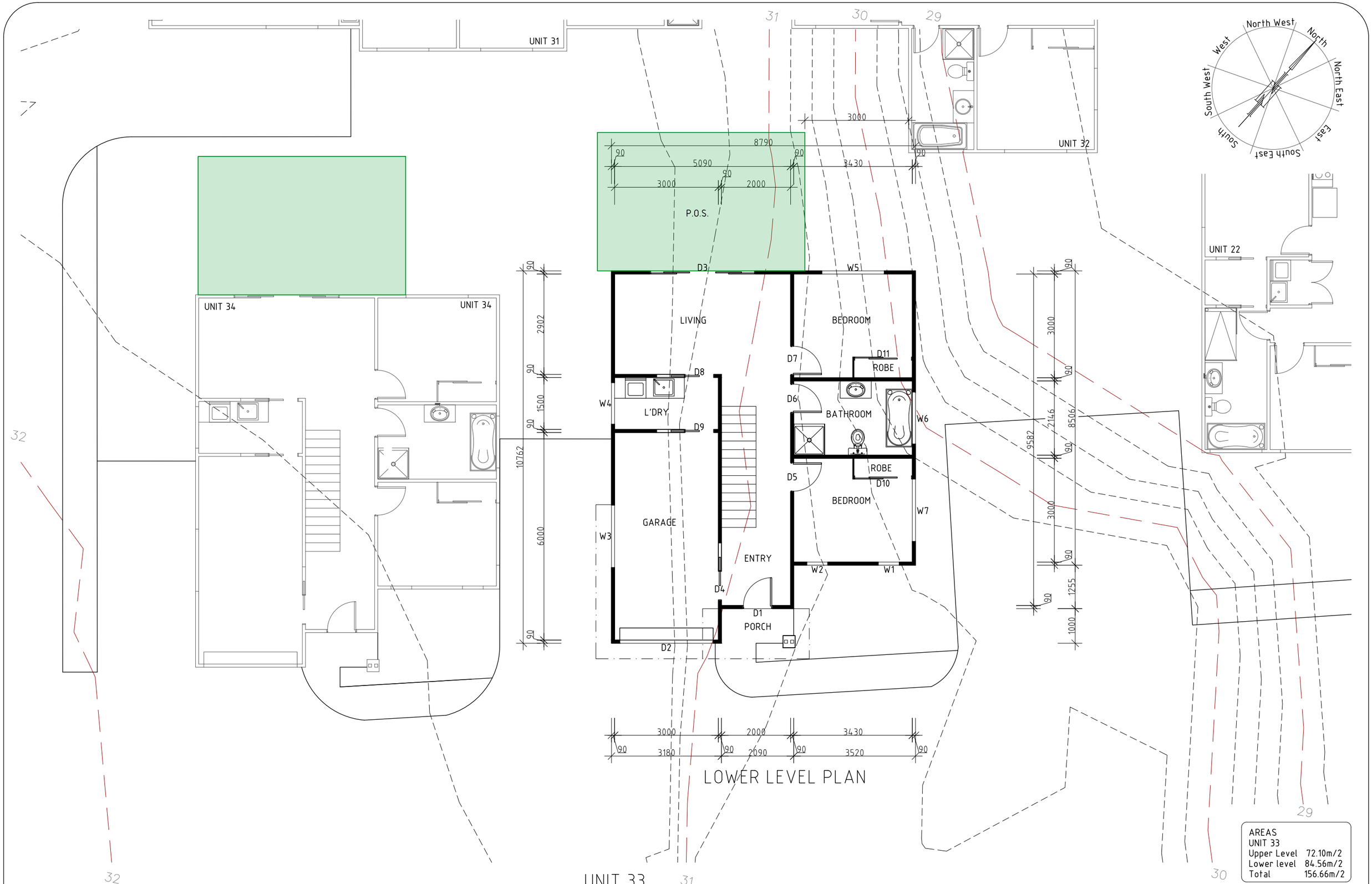
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LOWER LEVEL PLAN

UNIT 33

AREAS	
UNIT 33	
Upper Level	72.10m/2
Lower level	84.56m/2
Total	156.66m/2

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PROPOSED UNIT DEVELOPMENT FOR
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271 MAIN ROAD AUSTINS FERRY

UNIT 33 PLAN

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DATE
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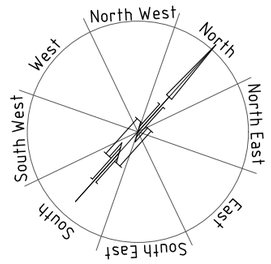
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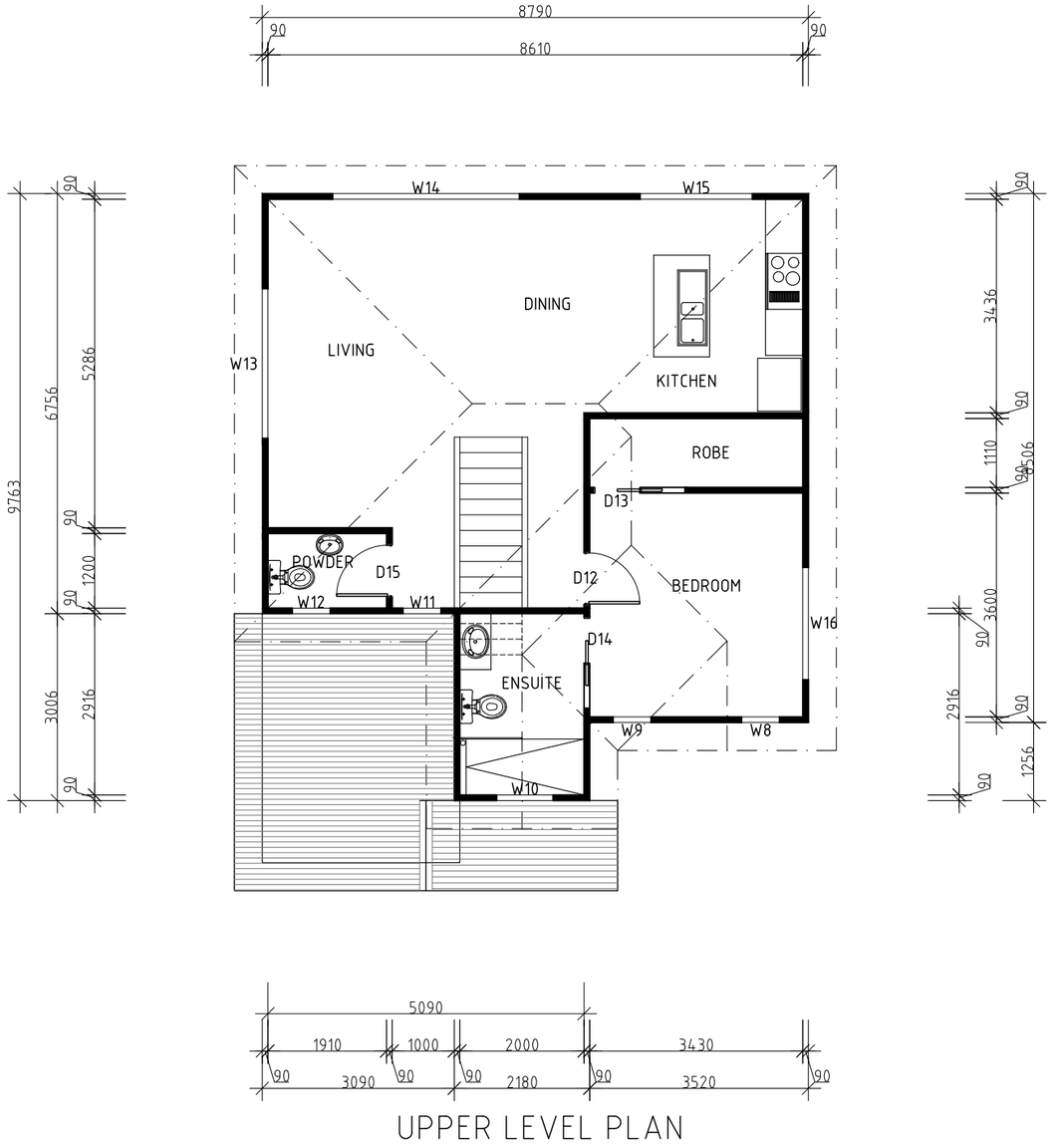
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UPPER LEVEL PLAN

AREAS	
UNIT 33	
Upper Level	72.10m/2
Lower level	84.56m/2
Total	156.66m/2

UNIT 33

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 33 PLAN

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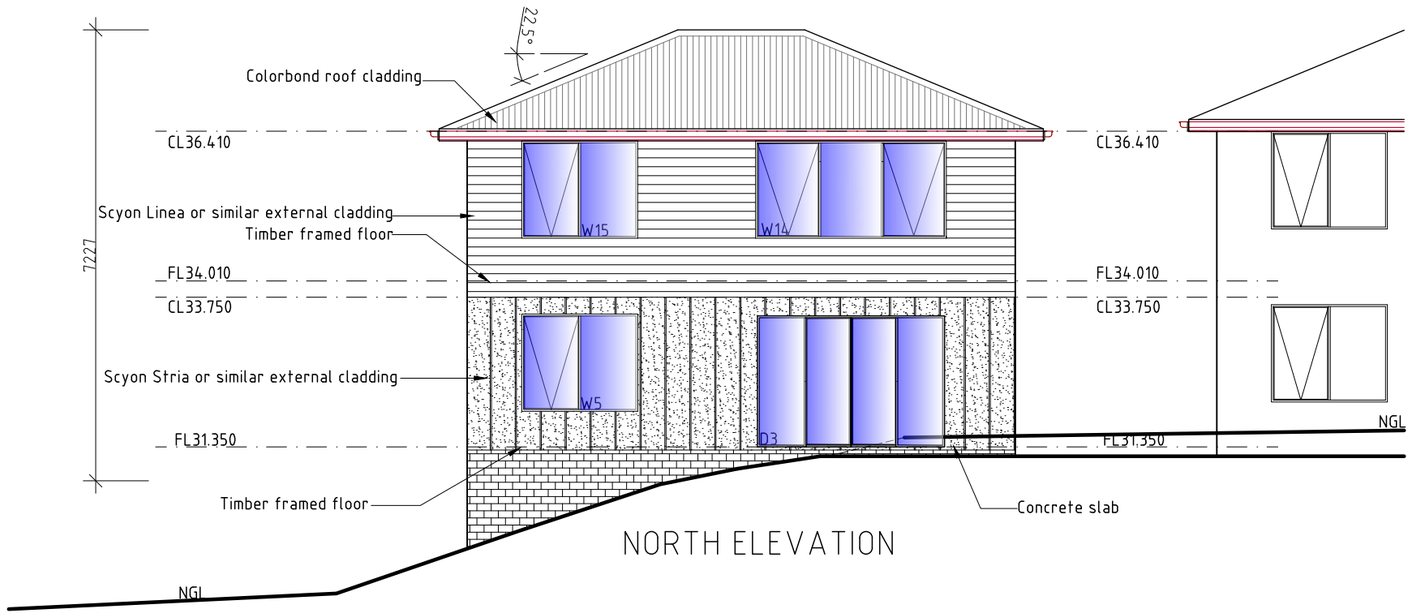
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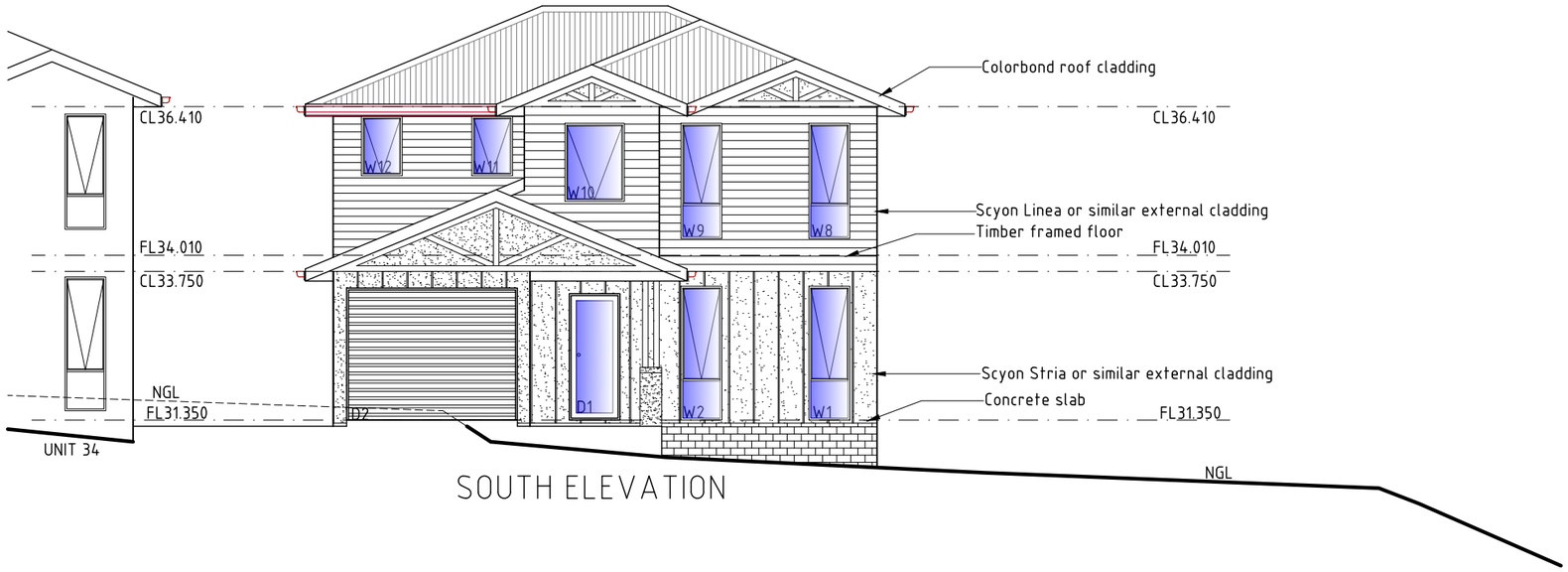
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NORTH ELEVATION



SOUTH ELEVATION

UNIT 33

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 33 ELEVATIONS

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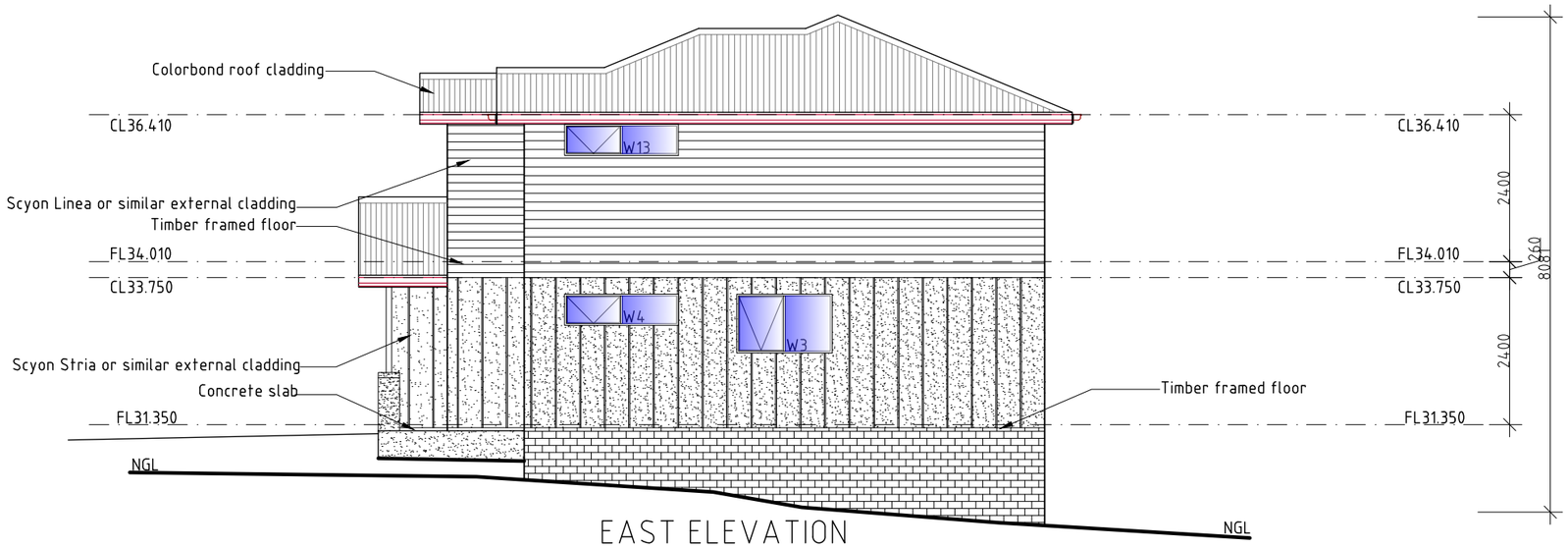
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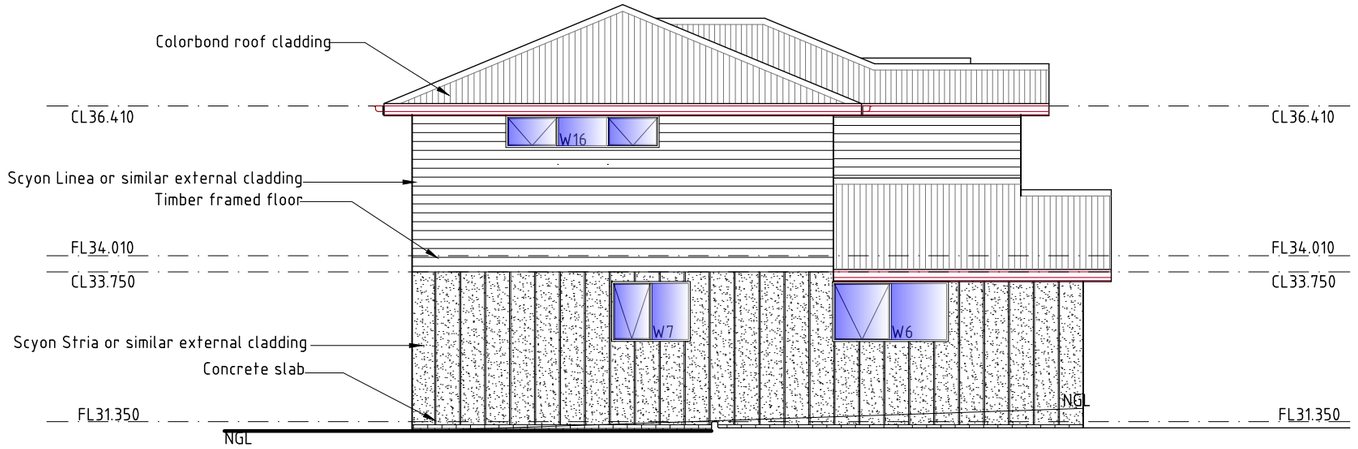
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EAST ELEVATION



WEST ELEVATION

UNIT 33

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 33 ELEVATIONS

DATE
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North West
North
West
North East
South West
East
South East
South East

UNIT 31

3042

UNIT 32

8790
90
5090
90
3430
90
3000
90
2000
90

P.O.S.

D3
W5

LIVING
BEDROOM
D7
D11
ROBE
D8
W4
L'DRY
D6
BATHROOM
W6
D9
ROBE
D5
D10
BEDROOM
W7
GARAGE
W3
ENTRY
W2
W1
D4
D1
PORCH
D2

3000
2000
3430
90
3180
90
2090
90
3520
90

LOWER LEVEL PLAN

UNIT 33

90
2902
90
1500
90
10762
6000
90

90
3000
90
2146
8506
90
9582
3000
90
1255
90
1000

32

32

31

AREAS
UNIT 34
Upper Level 72.10m/2
Lower level 84.56m/2
Total 156.66m/2

UNIT 34

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
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271 MAIN ROAD AUSTINS FERRY

UNIT 34 PLAN

DATE
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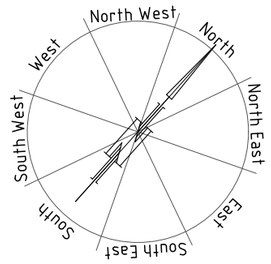
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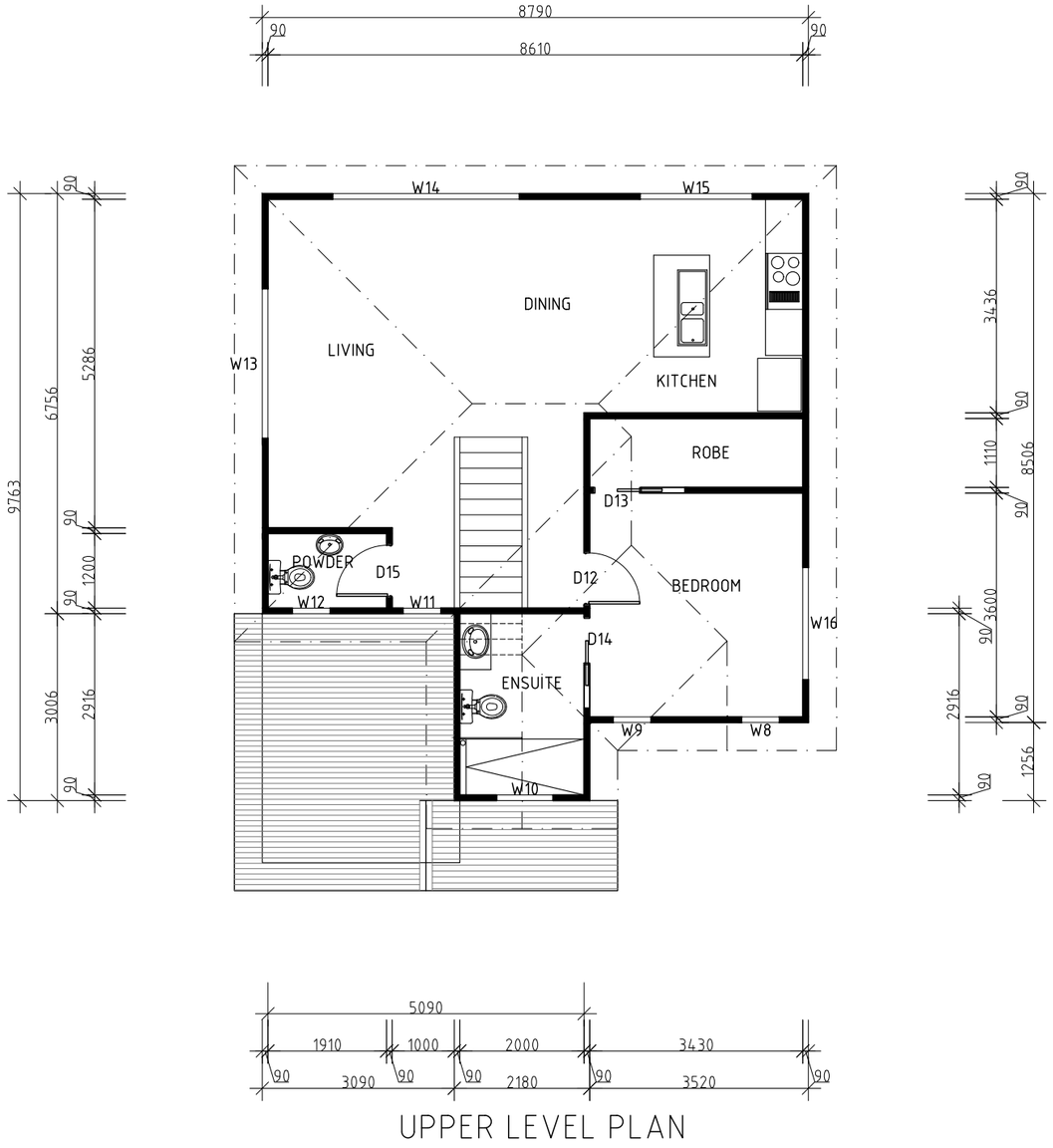
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UPPER LEVEL PLAN

AREAS	
UNIT 34	
Upper Level	72.10m/2
Lower level	84.56m/2
Total	156.66m/2

UNIT 34

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
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271 MAIN ROAD AUSTINS FERRY

UNIT 34 PLAN

DATE 11/07/2025

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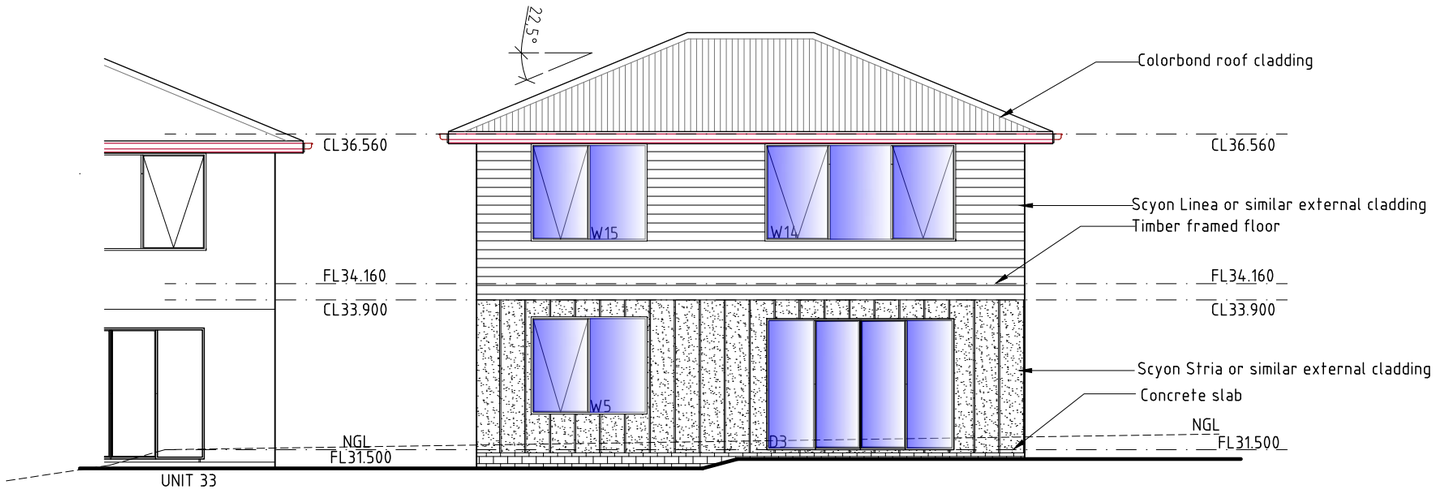
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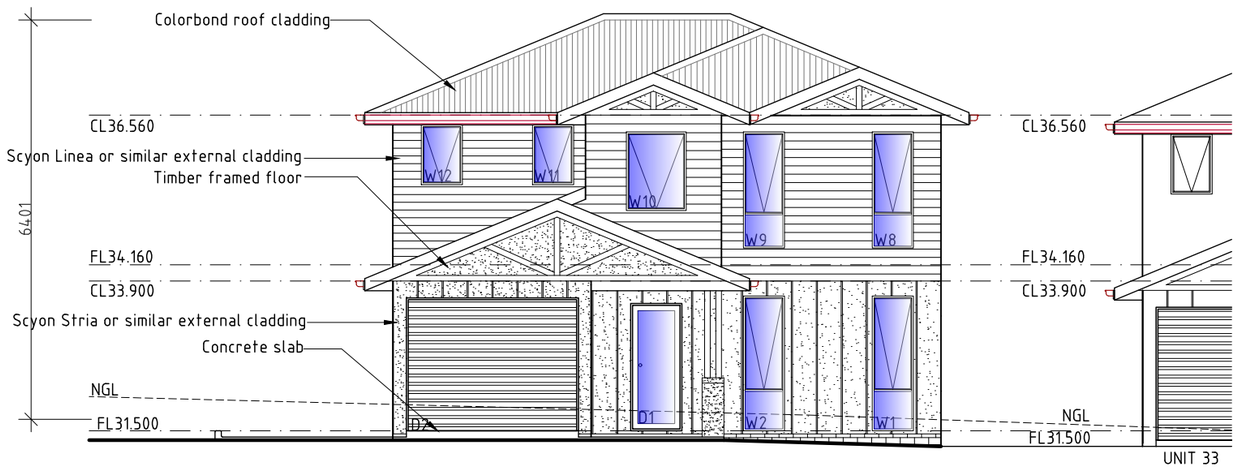
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NORTH ELEVATION



SOUTH ELEVATION

UNIT 34

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 34 ELEVATIONS

DATE
11/07/2025

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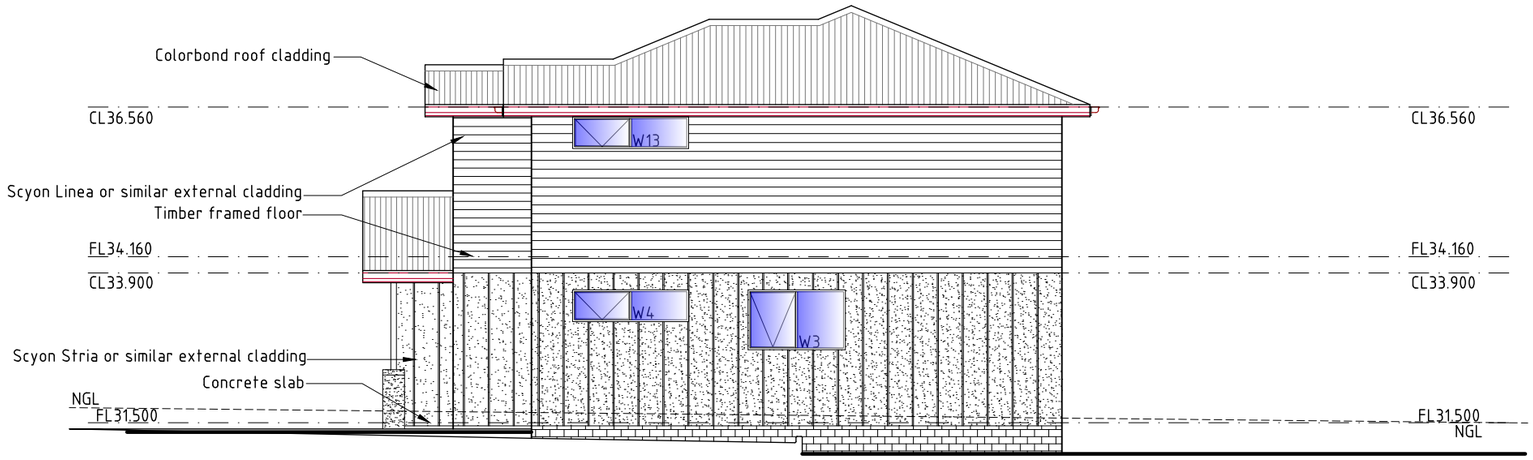
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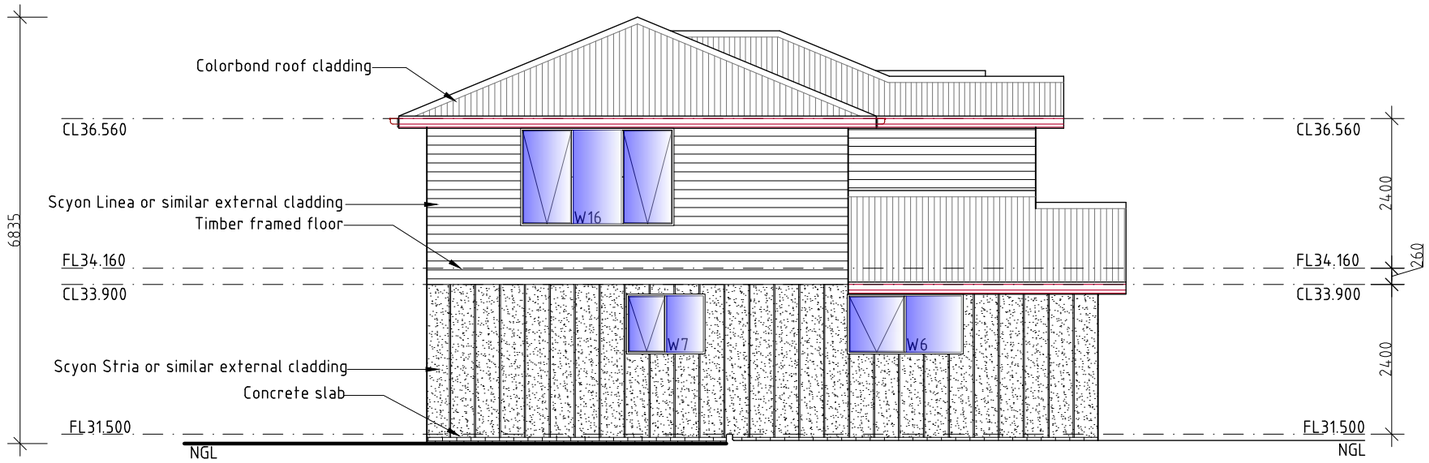
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EAST ELEVATION



WEST ELEVATION

UNIT 34

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 34 ELEVATIONS

DATE
11/07/2025

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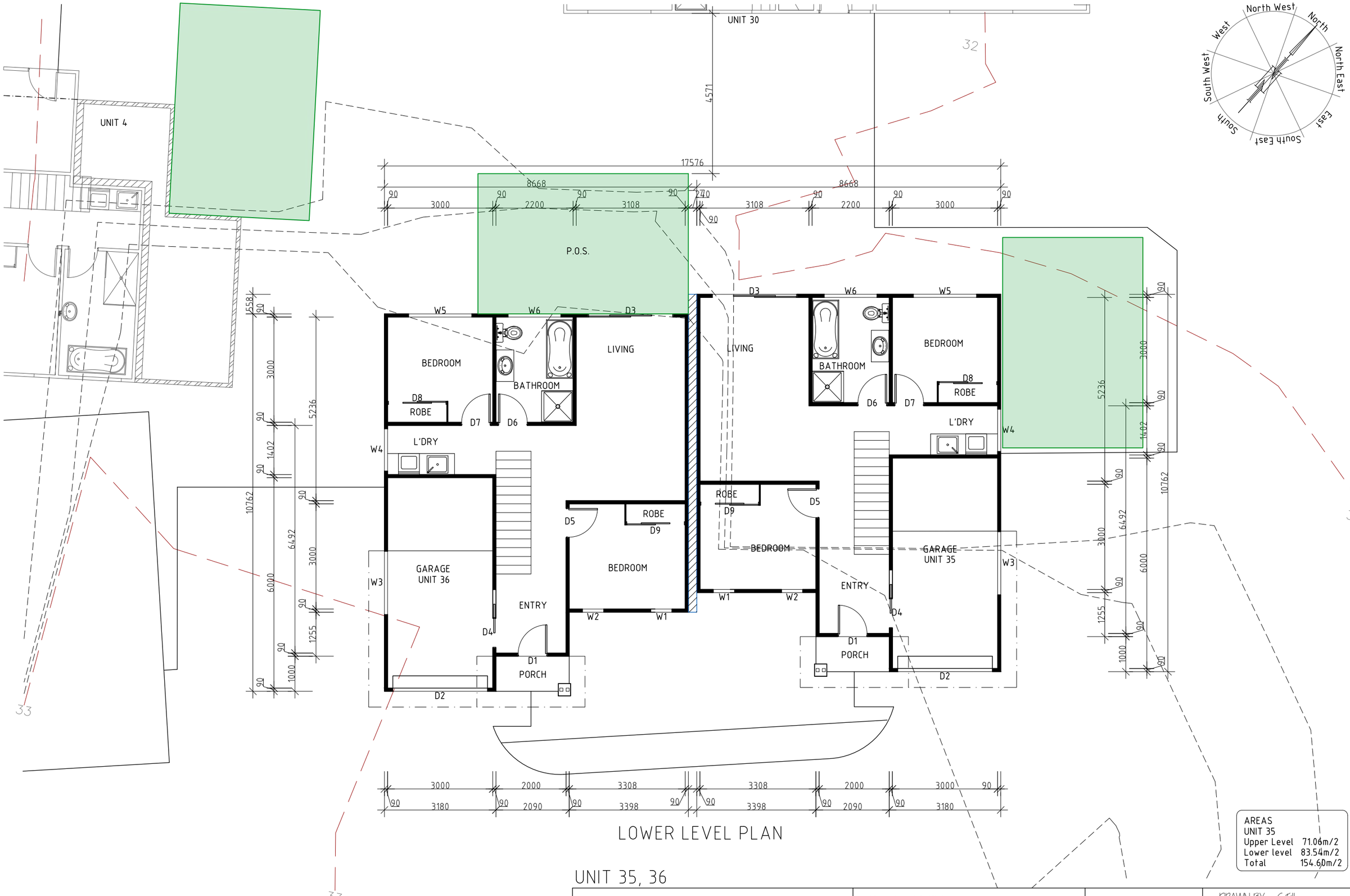
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LOWER LEVEL PLAN

AREAS
UNIT 35
Upper Level 71.06m/2
Lower level 83.54m/2
Total 154.60m/2

UNIT 35, 36

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PROPOSED UNIT DEVELOPMENT FOR
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271 MAIN ROAD AUSTINS FERRY

UNIT 35, 36 PLAN

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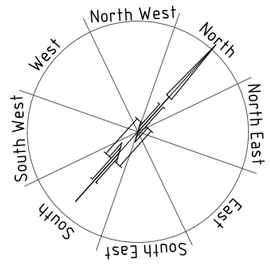
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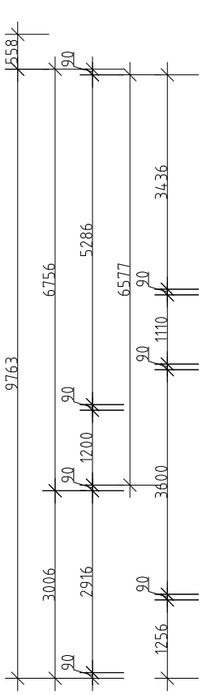
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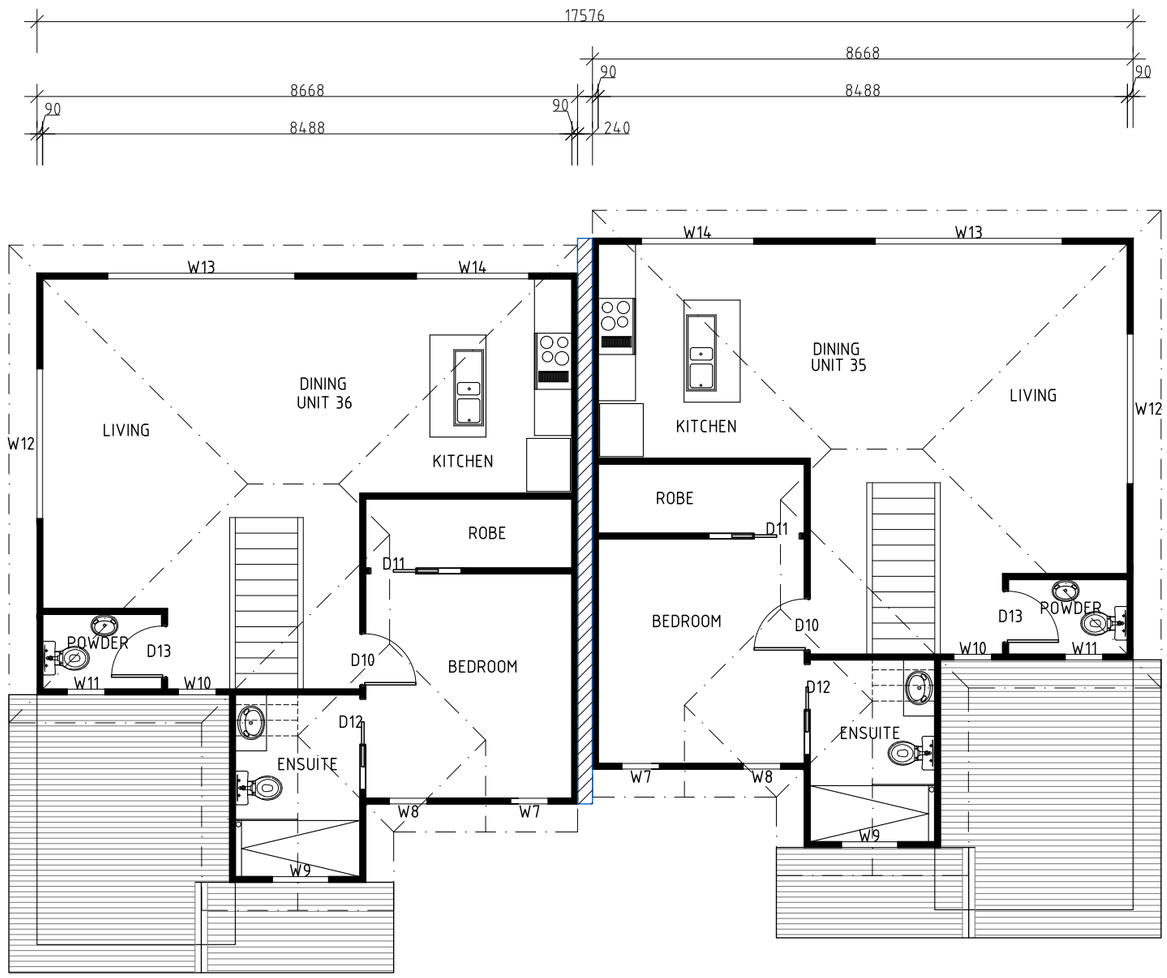
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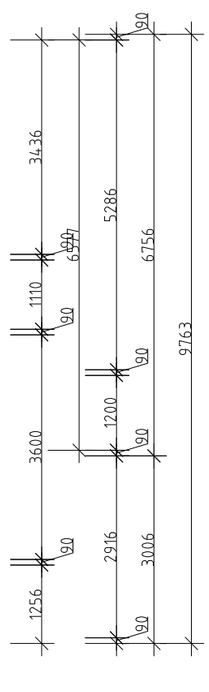
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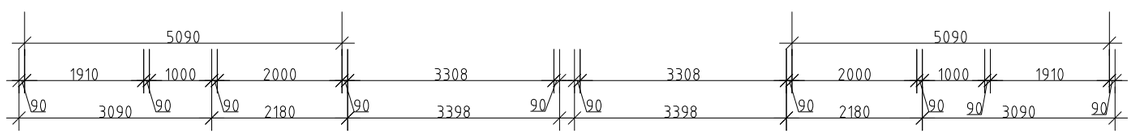
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UPPER LEVEL PLAN

AREAS	
UNIT 35	
Upper Level	71.06m/2
Lower level	83.54m/2
Total	154.60m/2

UNIT 35, 36

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 35, 36 PLAN

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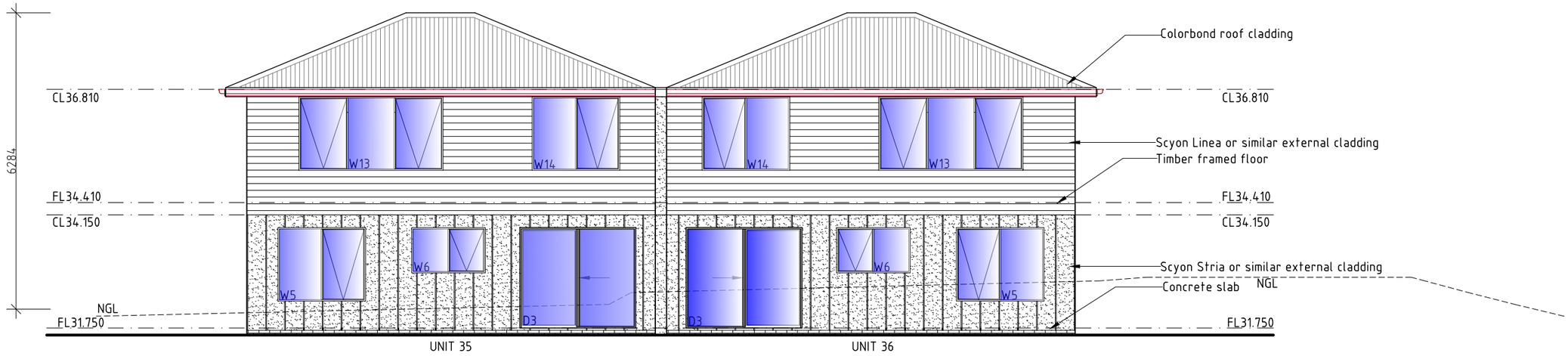
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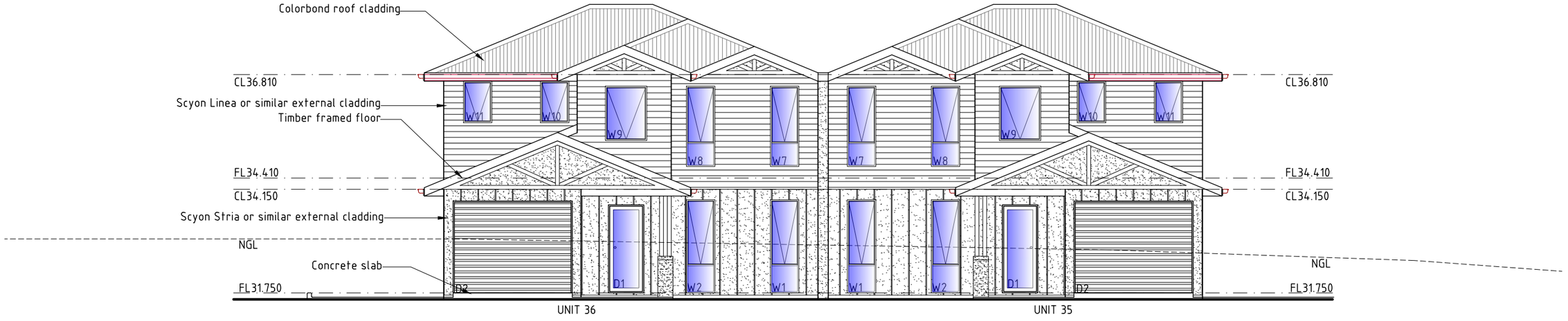
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NORTH ELEVATION



SOUTH ELEVATION

UNIT 35, 36

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 35, 36 ELEVATIONS

SCALE 1:100

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DATE
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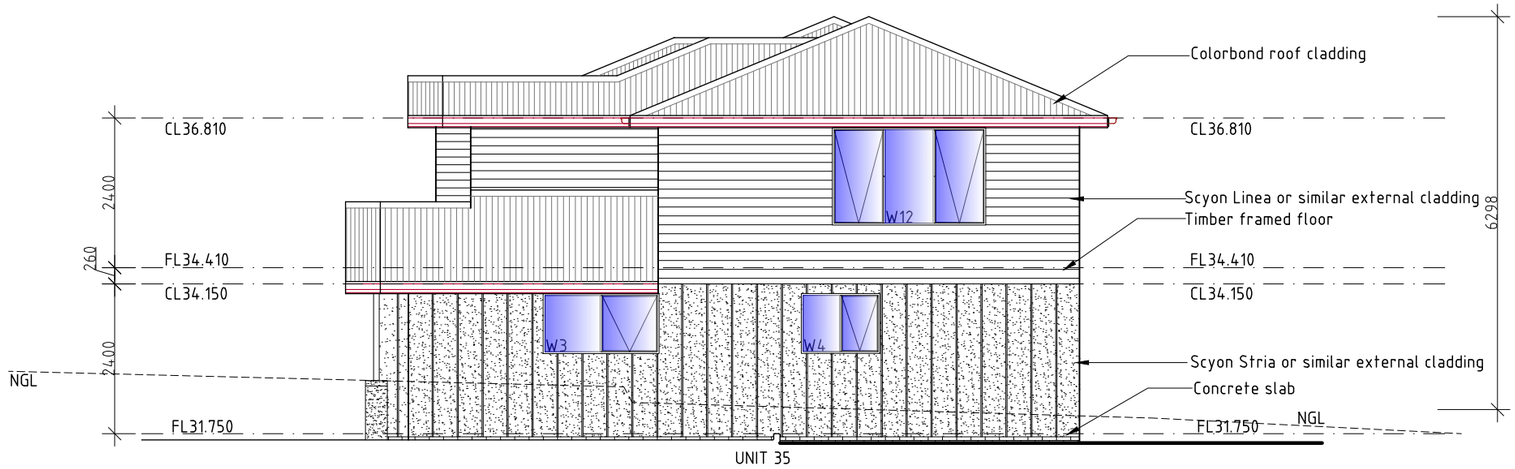
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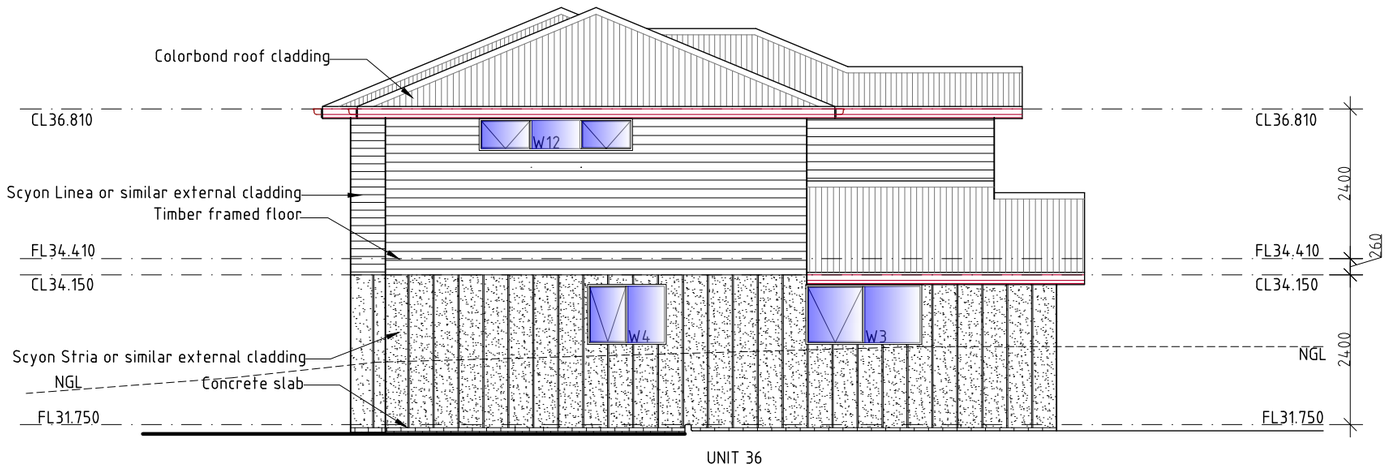
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EAST ELEVATION



WEST ELEVATION

UNIT 35, 36

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SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 35, 36 ELEVATIONS

DATE
11/07/2025

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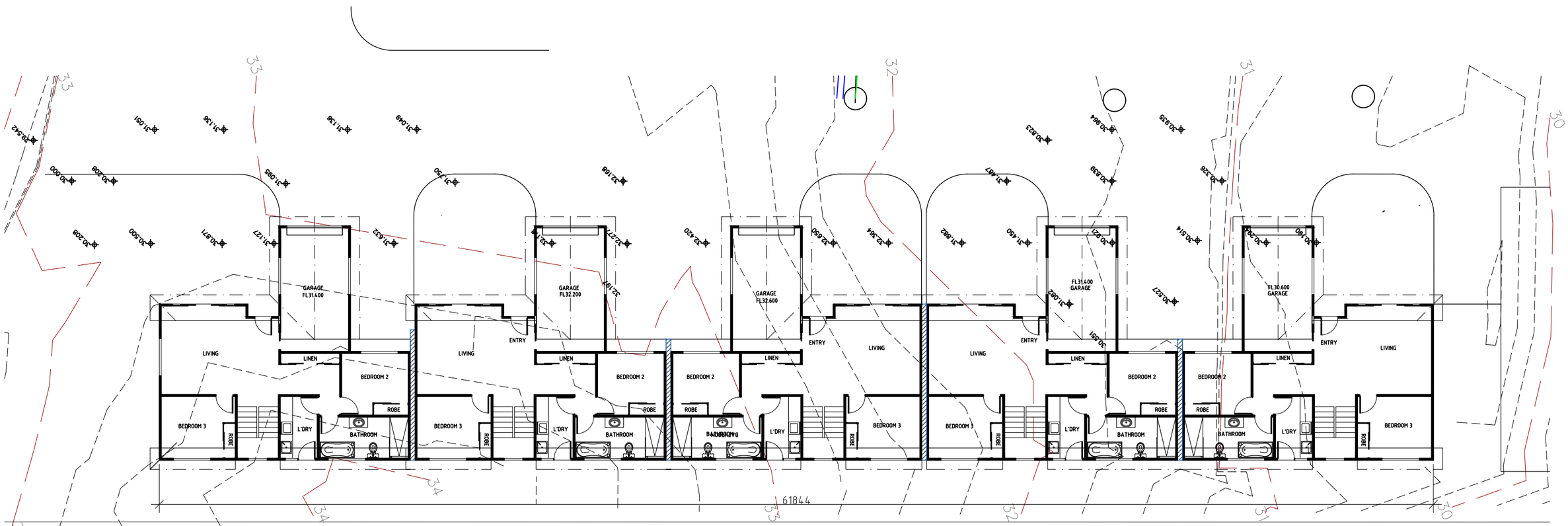
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LOWER LEVEL PLAN

UNIT 37-41

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271 MAIN ROAD AUSTINS FERRY

UNIT 37-41 PLAN

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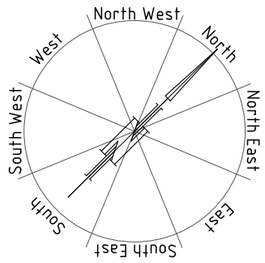
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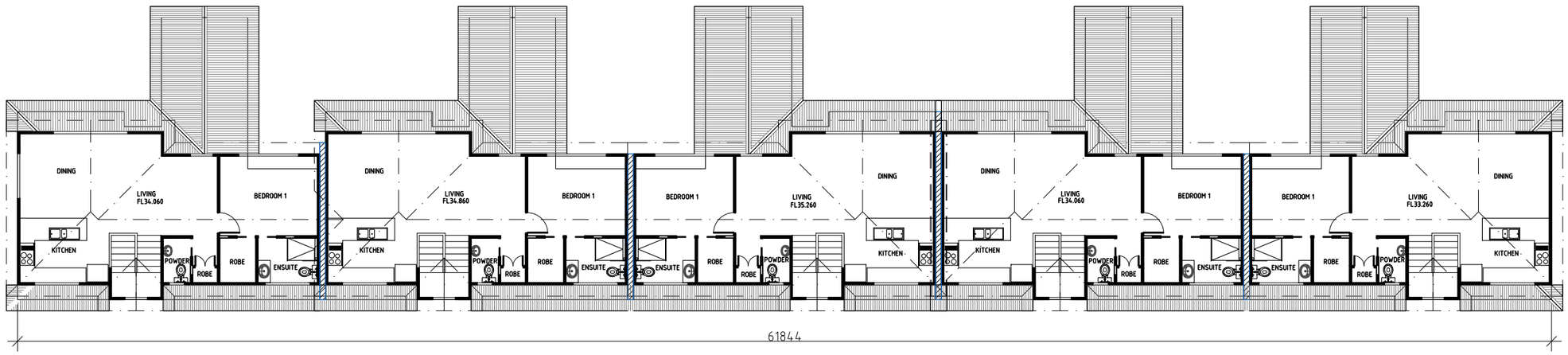
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UPPER LEVEL PLAN

UNIT 37-41

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 37-41 PLAN

SCALE 1:200

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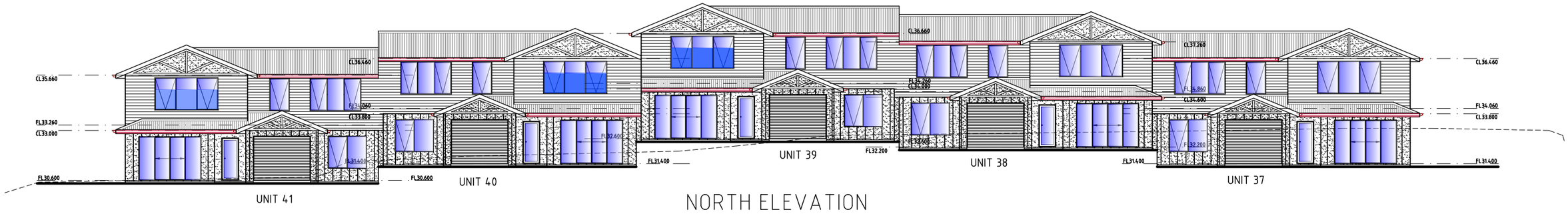
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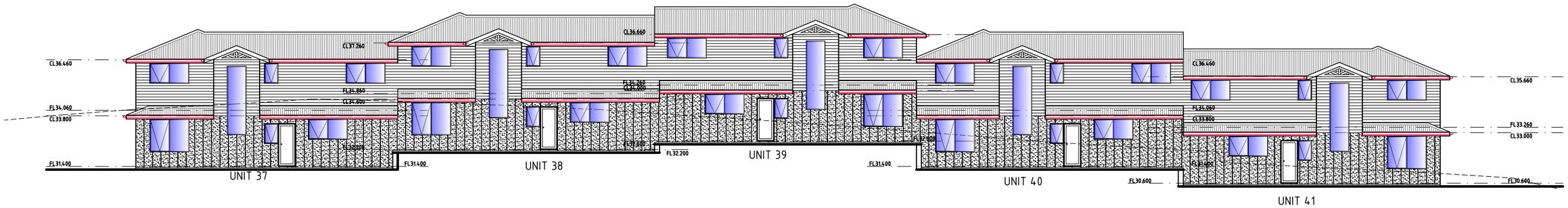
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NORTH ELEVATION



SOUTH ELEVATION

UNIT 37-41

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 37-41 ELEVATIONS

SCALE 1:200

AMENDED

DATE
11/07/2025

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128 OF 143

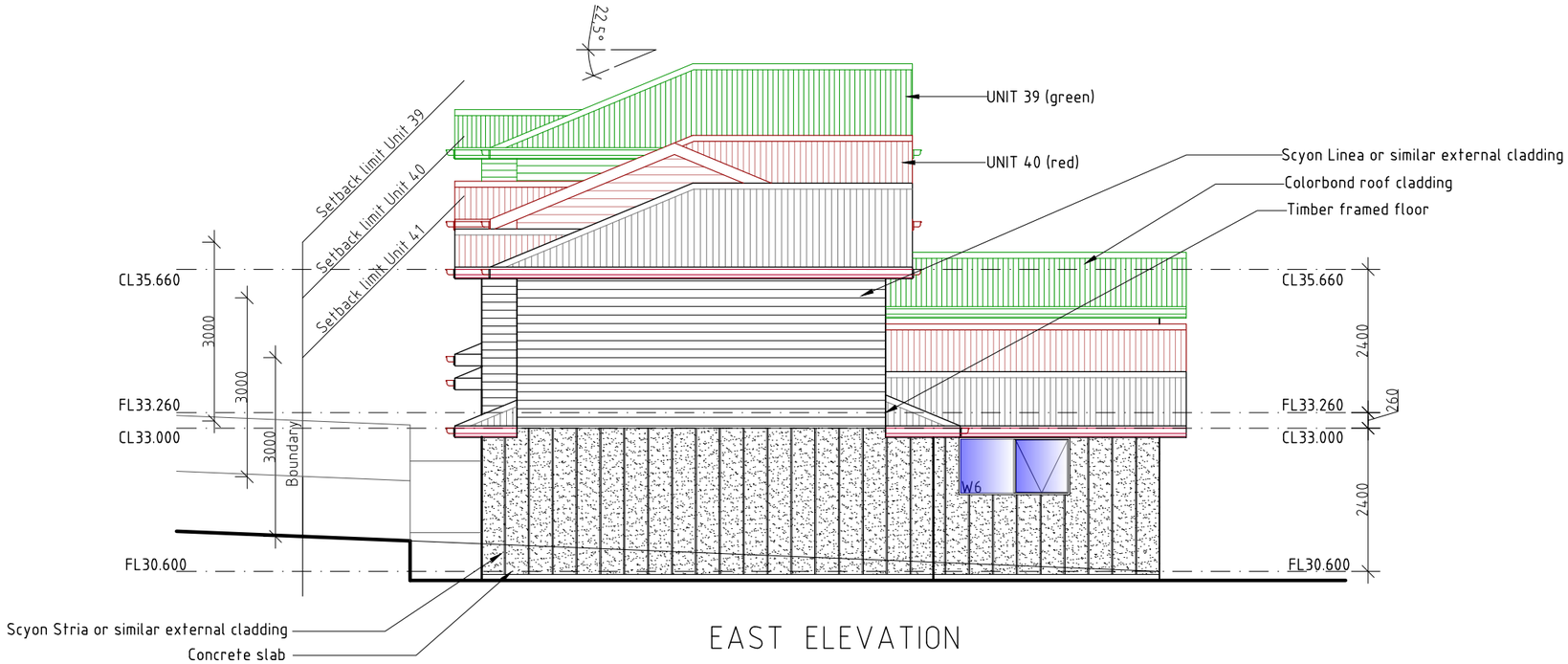
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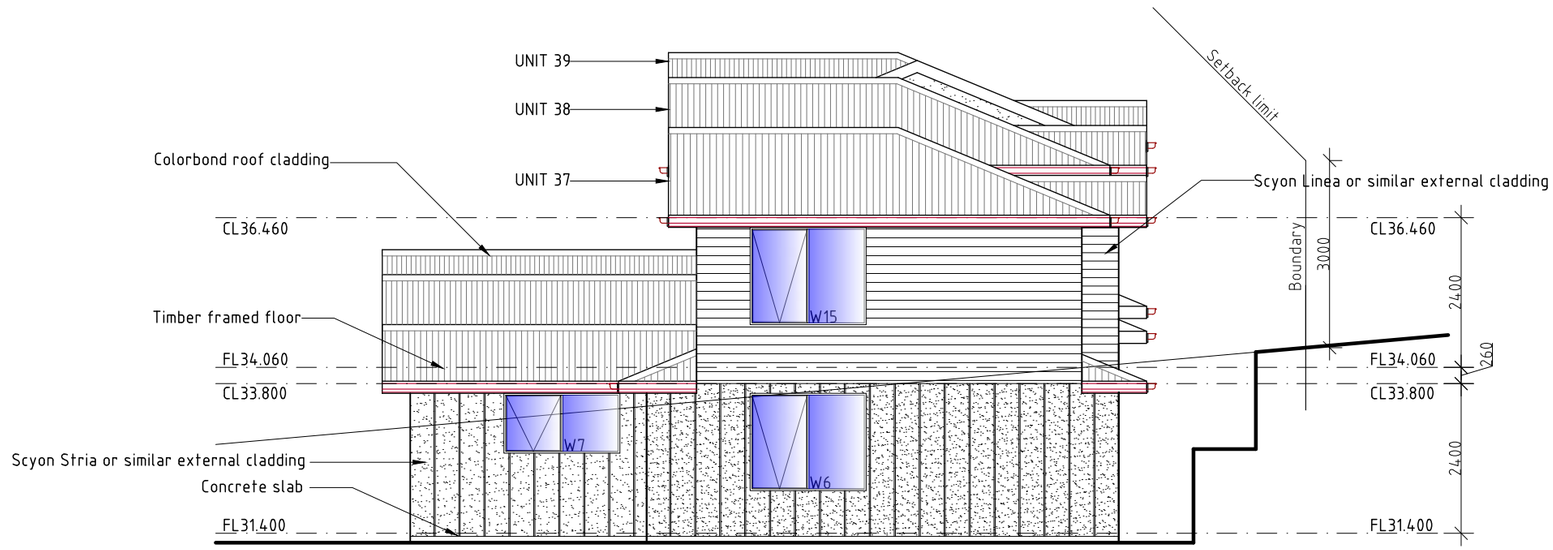
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EAST ELEVATION



WEST ELEVATION

UNIT 37-41

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 37-41 ELEVATIONS

SCALE 1:100

AMENDED

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LOWER LEVEL PLAN

UNIT 37, 38

AREAS
Unit 37
Lower level 97.82m^2
Upper level 70.89m^2
Total 168.71m^2

AREAS
Unit 38
Lower level 97.82m^2
Upper level 70.89m^2
Total 168.71m^2

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 37, 38 PLAN

DATE
11/07/2025

SCALE 1:100

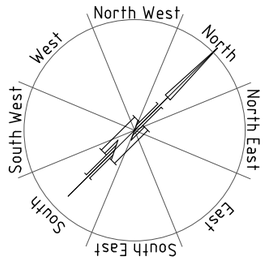
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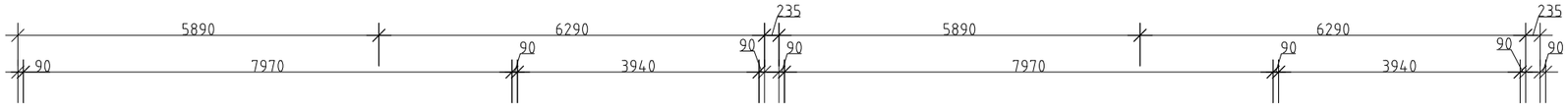
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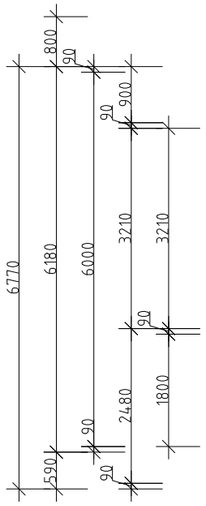
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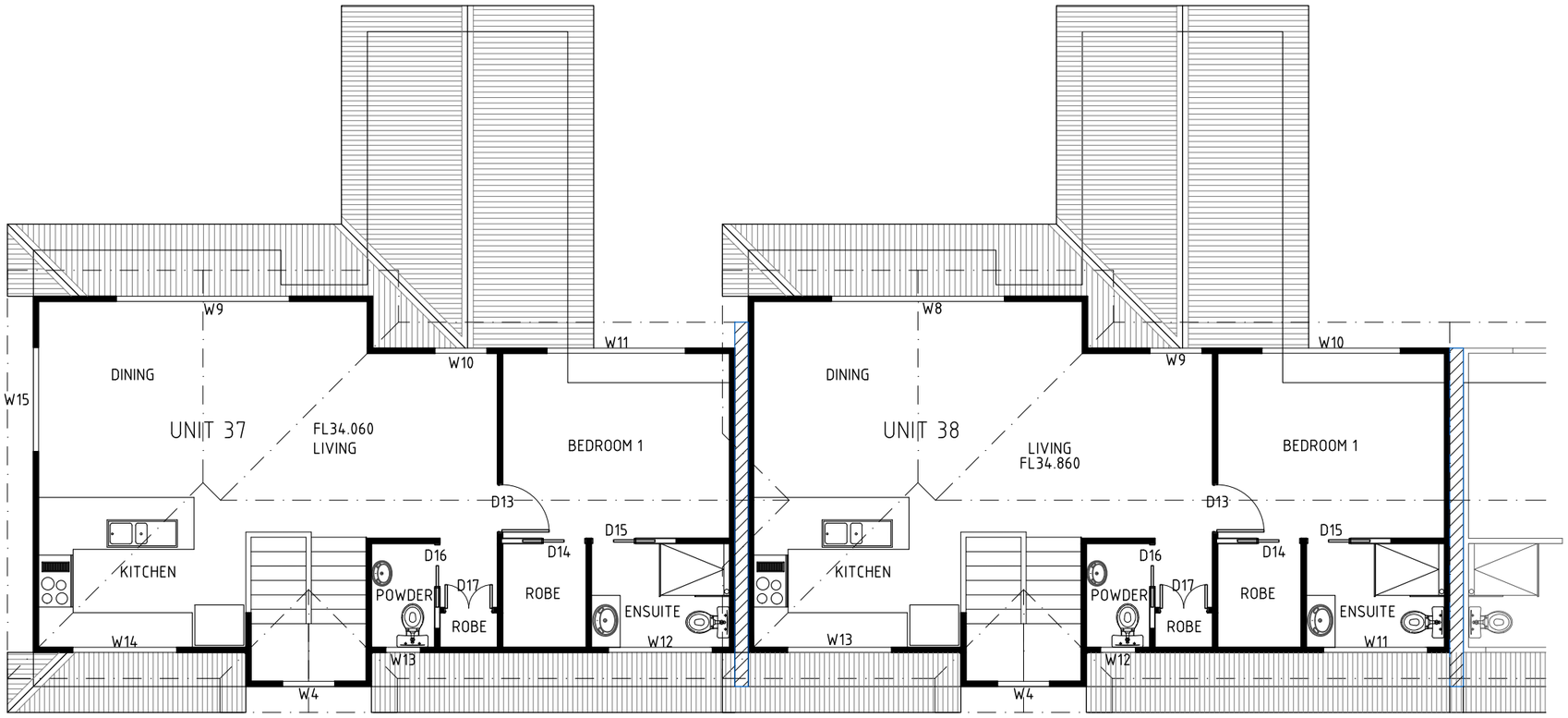
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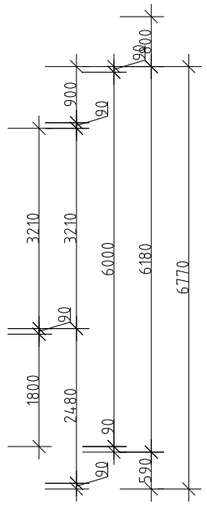
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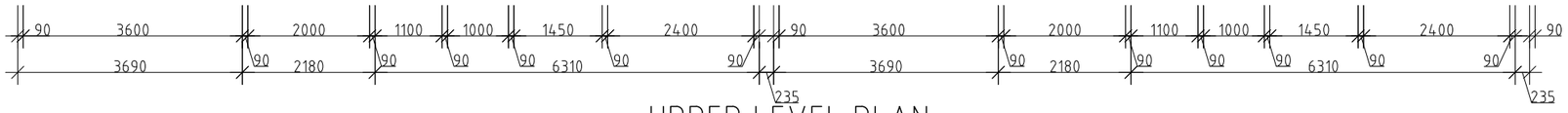












UPPER LEVEL PLAN

AREAS Unit 37	
Lower level	97.82m^2
Upper level	70.89m^2
Total	168.71m^2

AREAS Unit 38	
Lower level	97.82m^2
Upper level	70.89m^2
Total	168.71m^2

UNIT 37, 38

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 37, 38 PLAN

DATE
11/07/2025

SCALE 1:100

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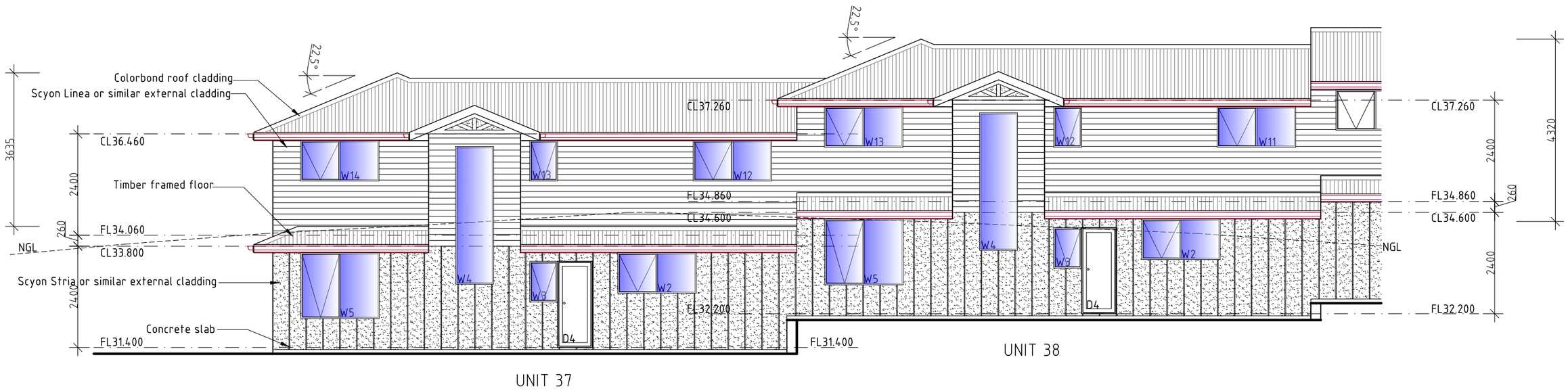
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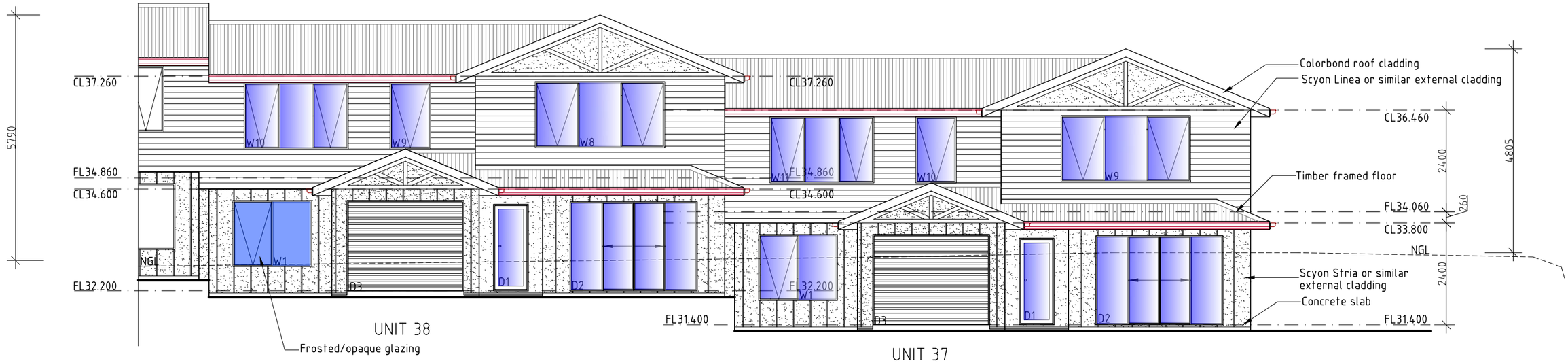
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SOUTH ELEVATION



NORTH ELEVATION

UNIT 37, 38

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 37, 38 ELEVATIONS

DATE
11/07/2025

SCALE 1:100

AMENDED

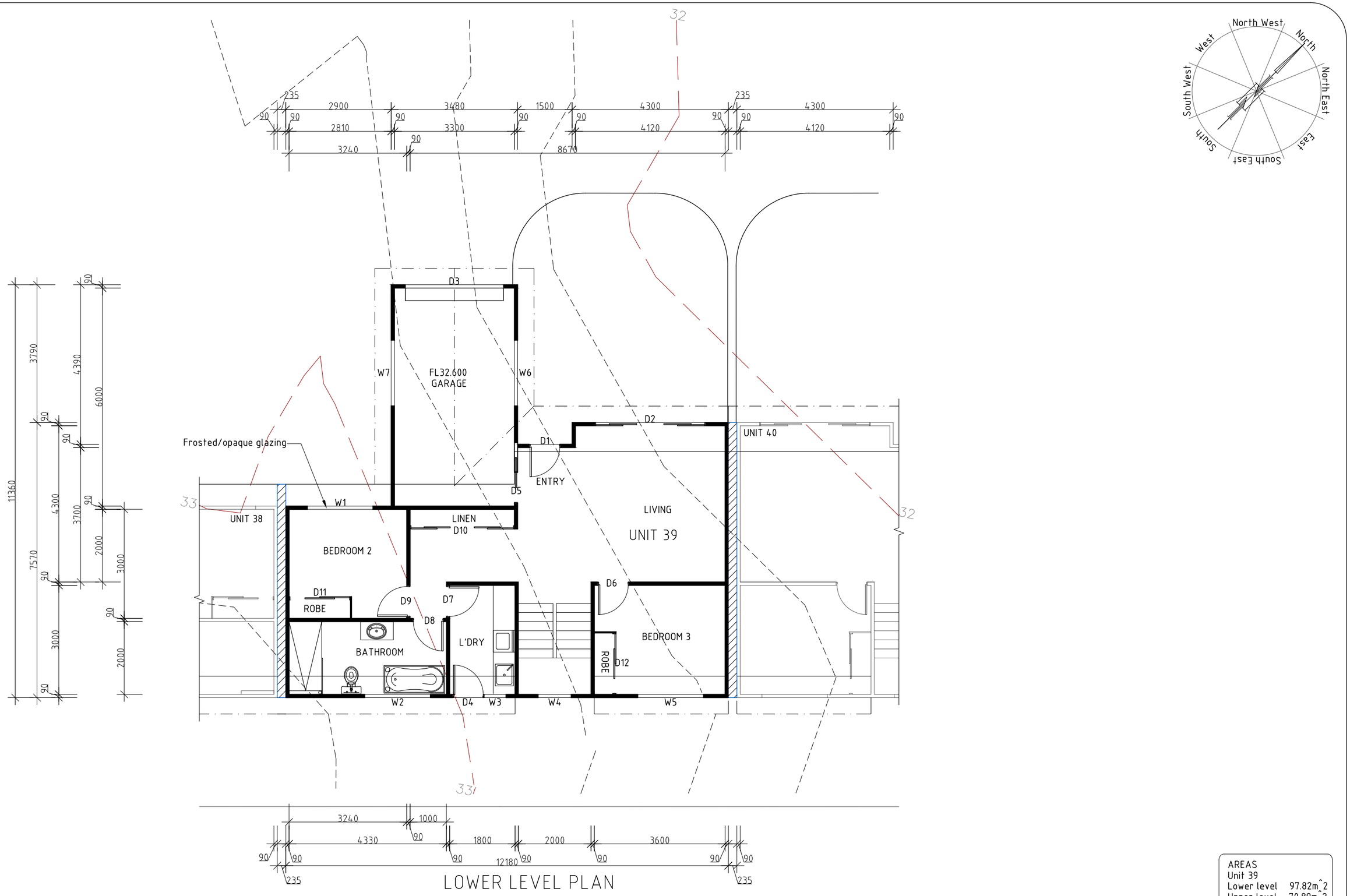
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LOWER LEVEL PLAN

AREAS
Unit 39
Lower level 97.82m^2
Upper level 70.89m^2
Total 168.71m^2

UNIT 39

DEVELOPMENT DRAWINGS ONLY
NOT FOR CONSTRUCTION

PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 39 PLAN

DATE
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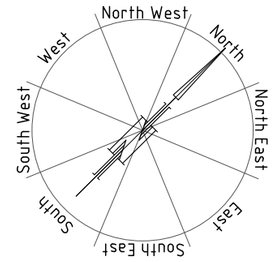
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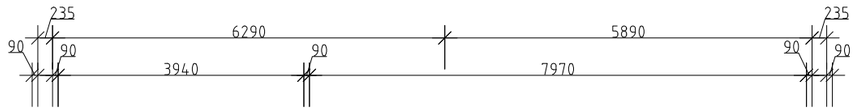
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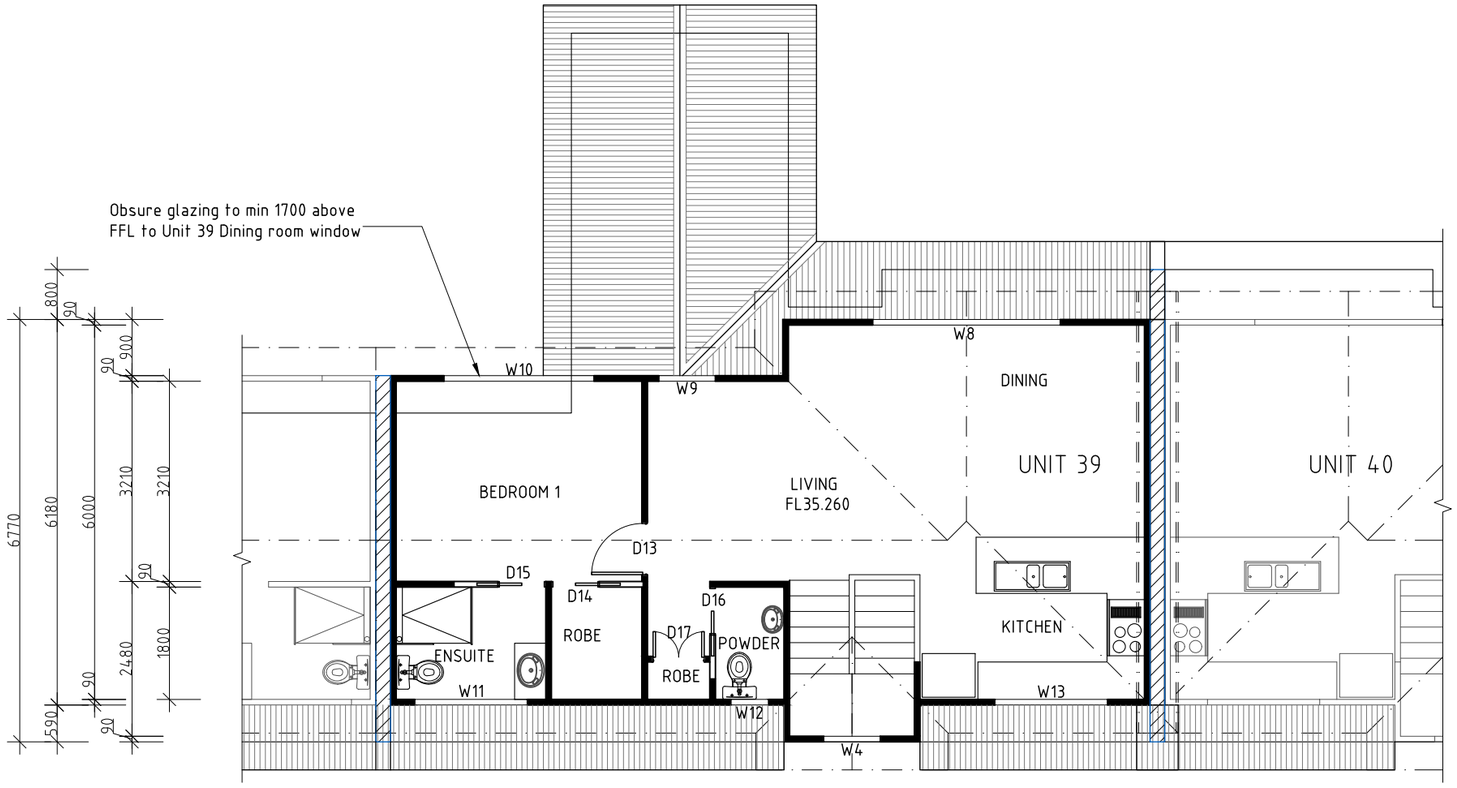
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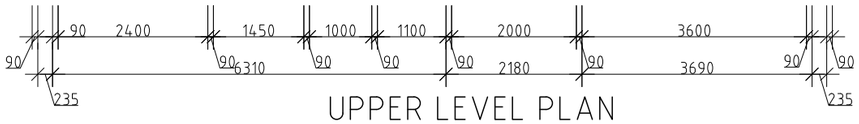
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UPPER LEVEL PLAN

AREAS	
Unit 39	
Lower level	97.82m^2
Upper level	70.89m^2
Total	168.71m^2

UNIT 39

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 39 PLAN

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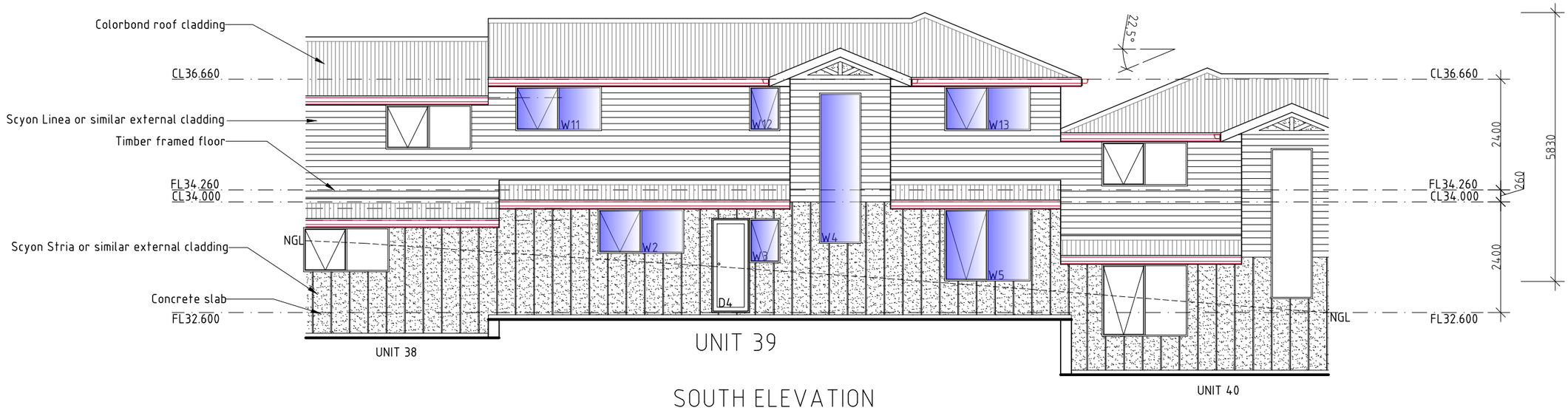
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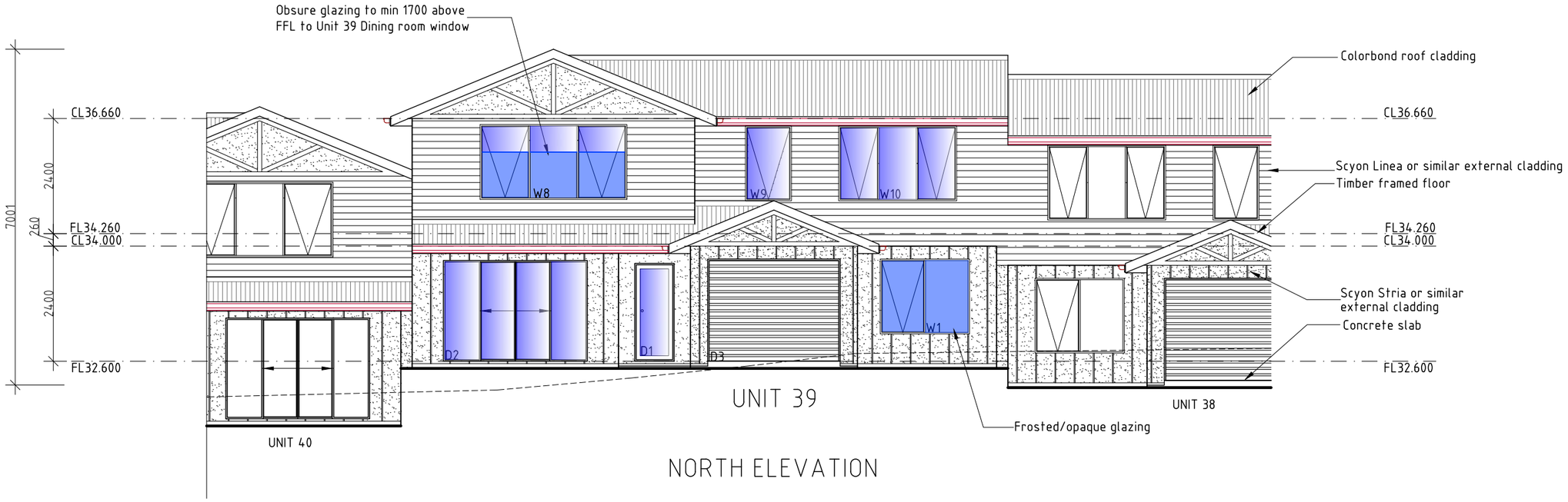
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UNIT 39

SOUTH ELEVATION



UNIT 39

NORTH ELEVATION

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 39 ELEVTIONS

SCALE 1:100

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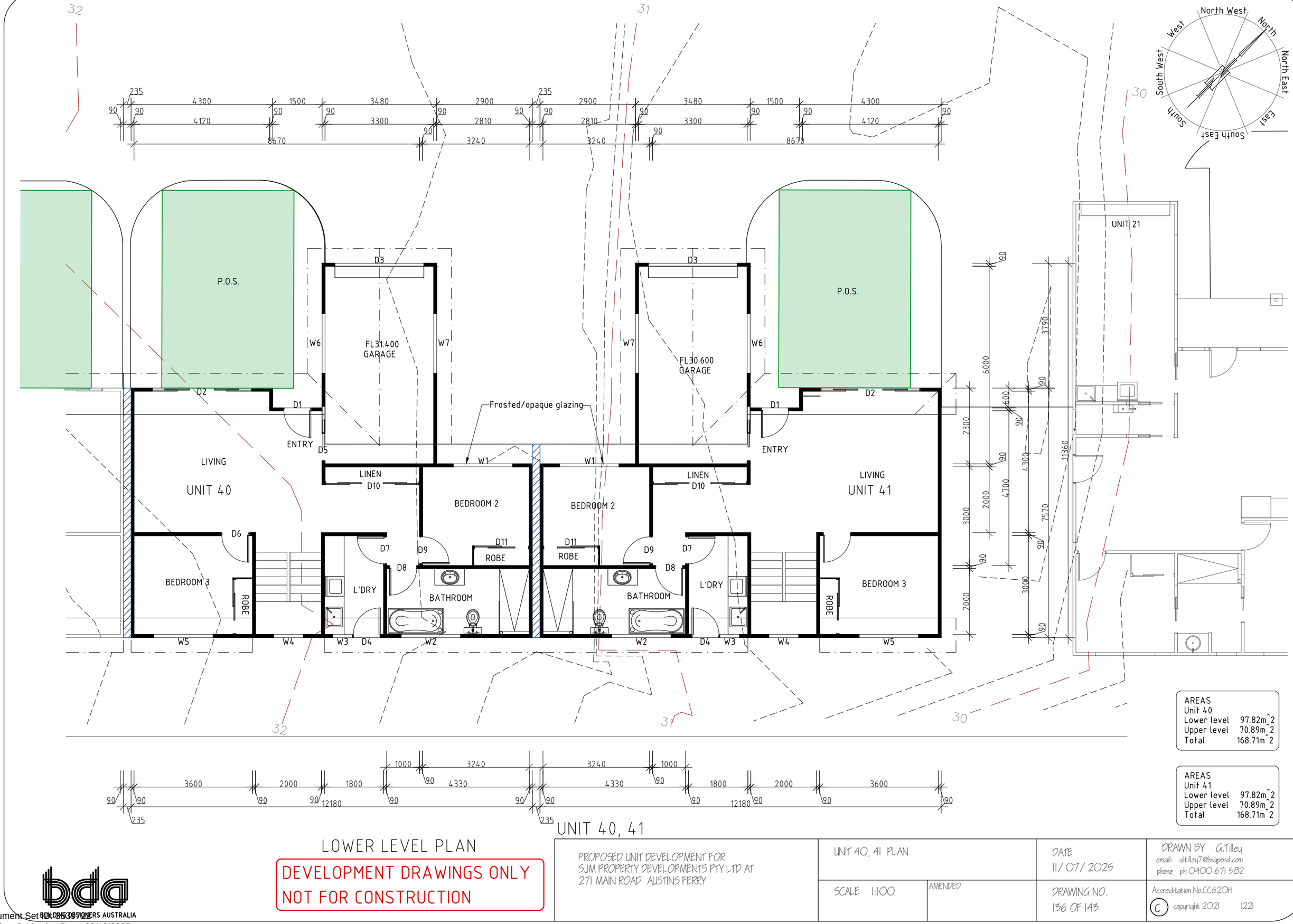
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AREAS
Unit 40
Lower level 97.82m^2
Upper level 70.89m^2
Total 168.71m^2

AREAS
Unit 41
Lower level 97.82m^2
Upper level 70.89m^2
Total 168.71m^2

LOWER LEVEL PLAN

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 40, 41 PLAN

DATE
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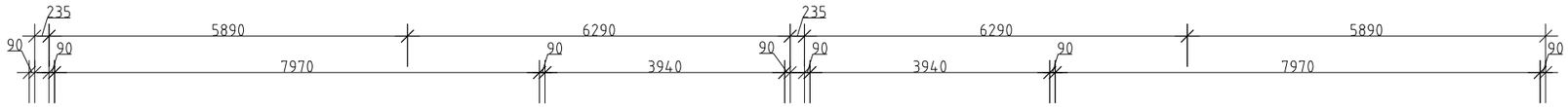
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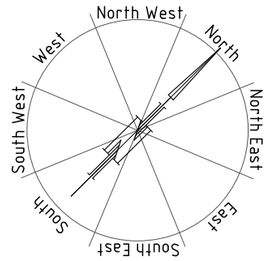
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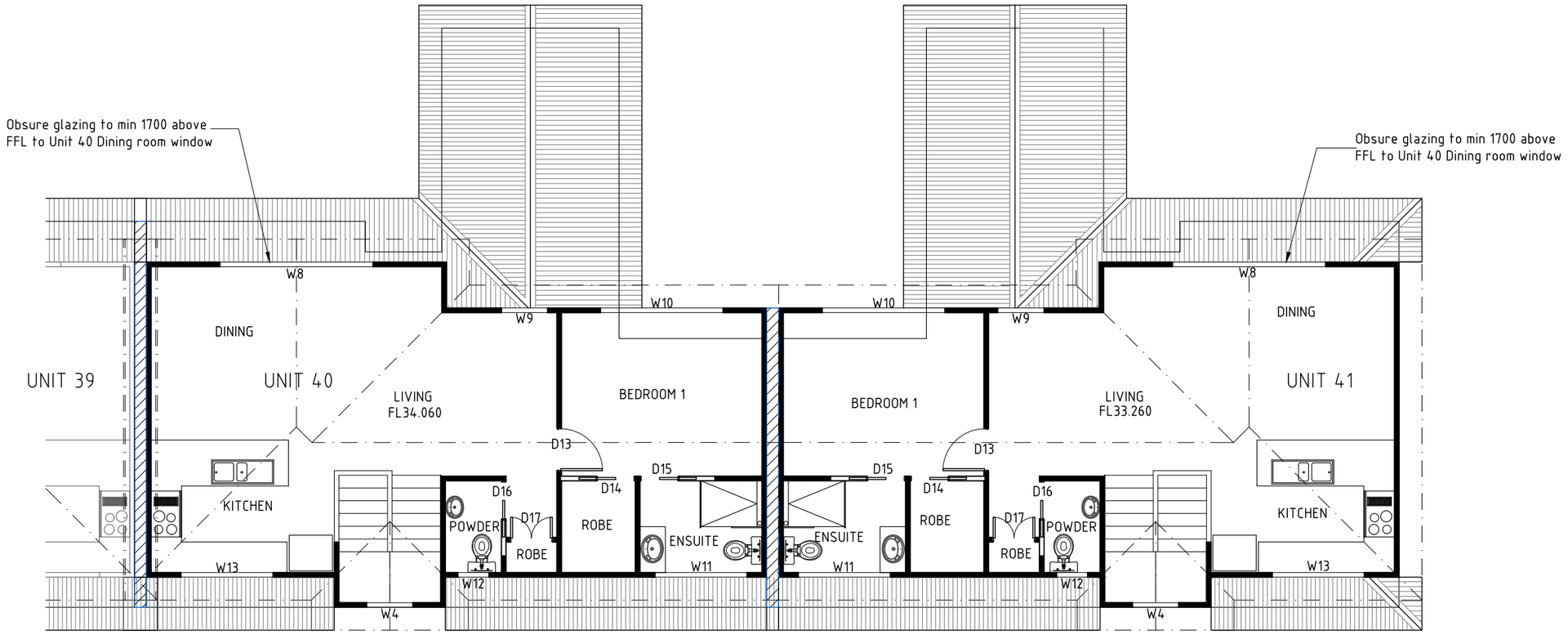
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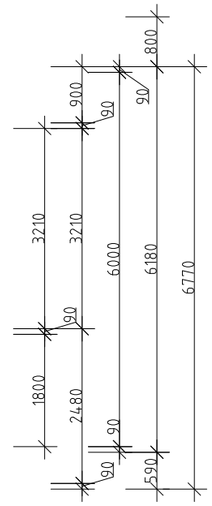
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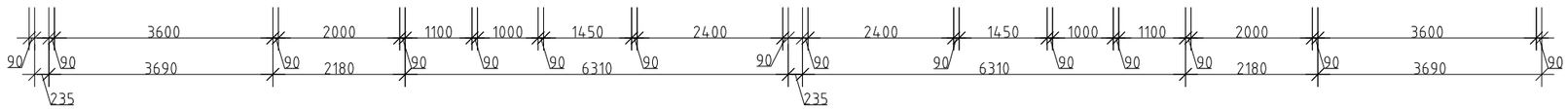
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UPPER LEVEL PLAN

AREAS Unit 40	
Lower level	97.82m^2
Upper level	70.89m^2

AREAS Unit 41	
Lower level	97.82m^2
Upper level	70.89m^2
Total	168.71m^2

UNIT 40, 41

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 40, 41 PLAN

SCALE 1:100

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DATE
11/07/2025

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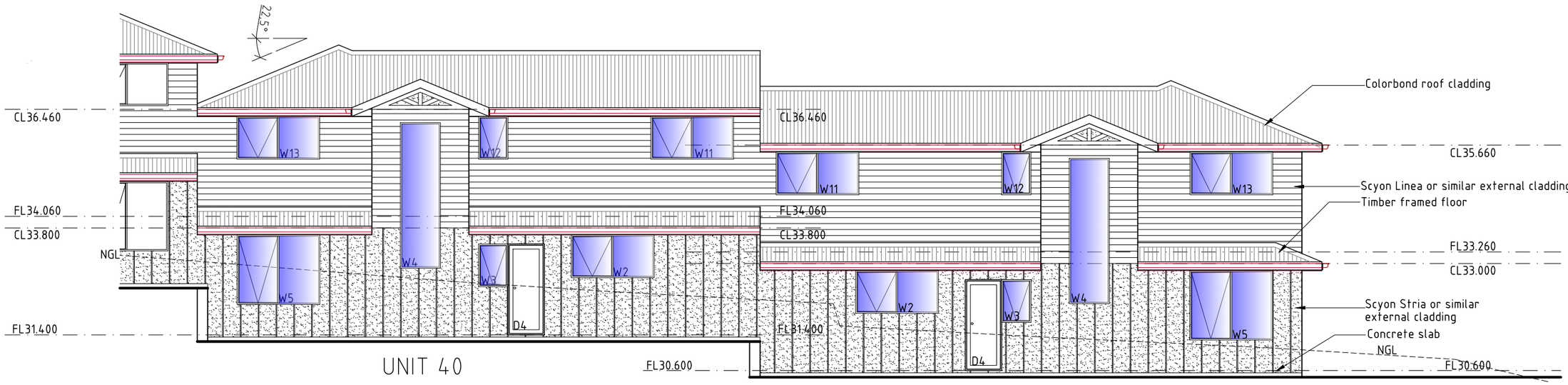
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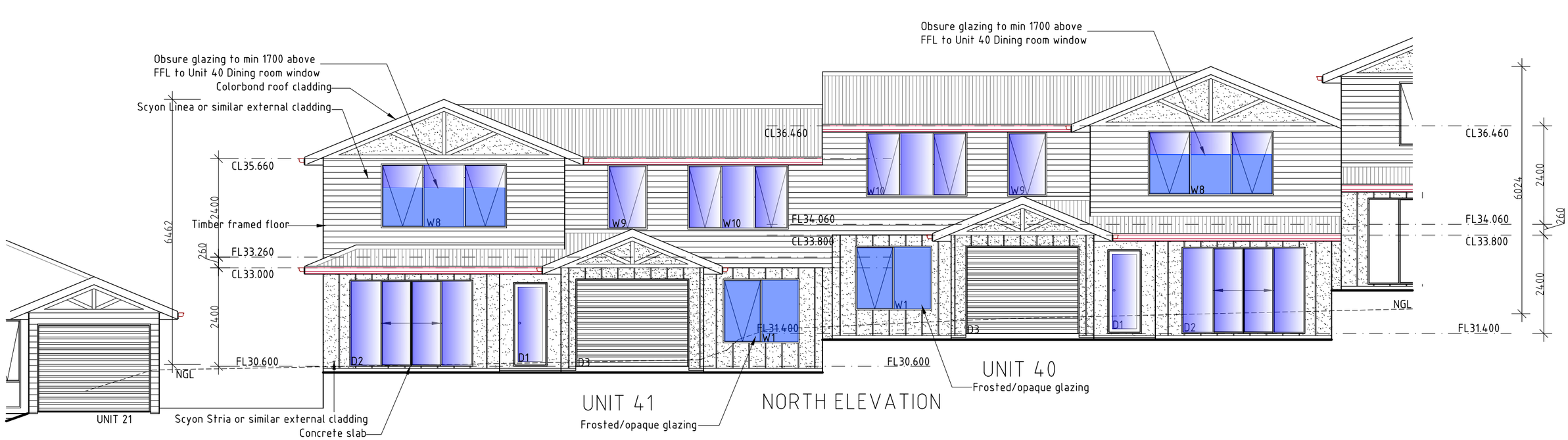
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SOUTH ELEVATION



NORTH ELEVATION

UNIT 40, 41

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 40, 41 PLAN

SCALE 1:100

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DATE
11/07/2025

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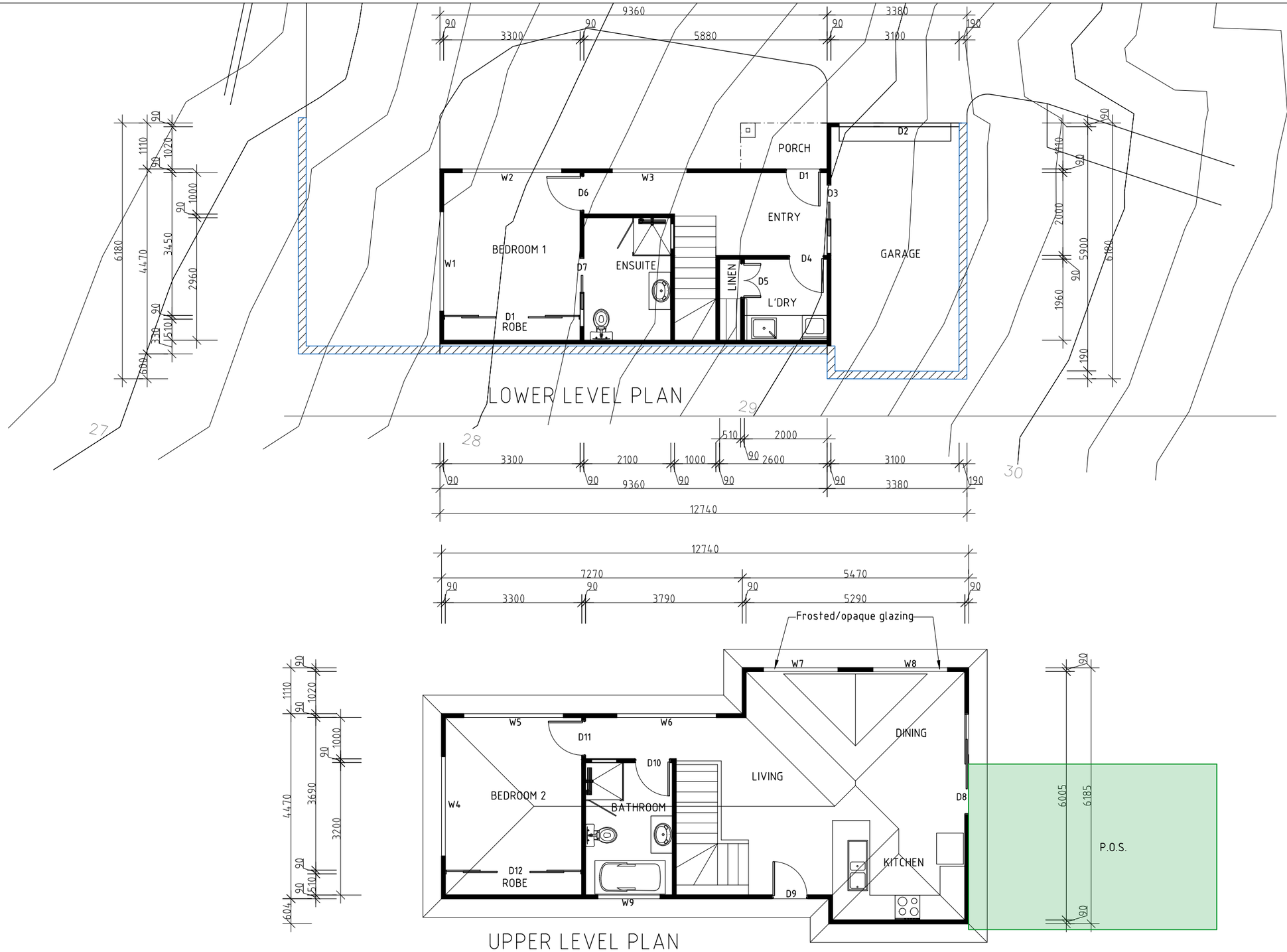
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AREAS

Upper Level	65.05m/2
Lower level	60.16m/2
Total	125.21m/2

UNIT 42

DEVELOPMENT DRAWINGS ONLY
NOT FOR CONSTRUCTION

PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 42 PLAN

SCALE 1:100

AMENDED

DATE
11/07/2025

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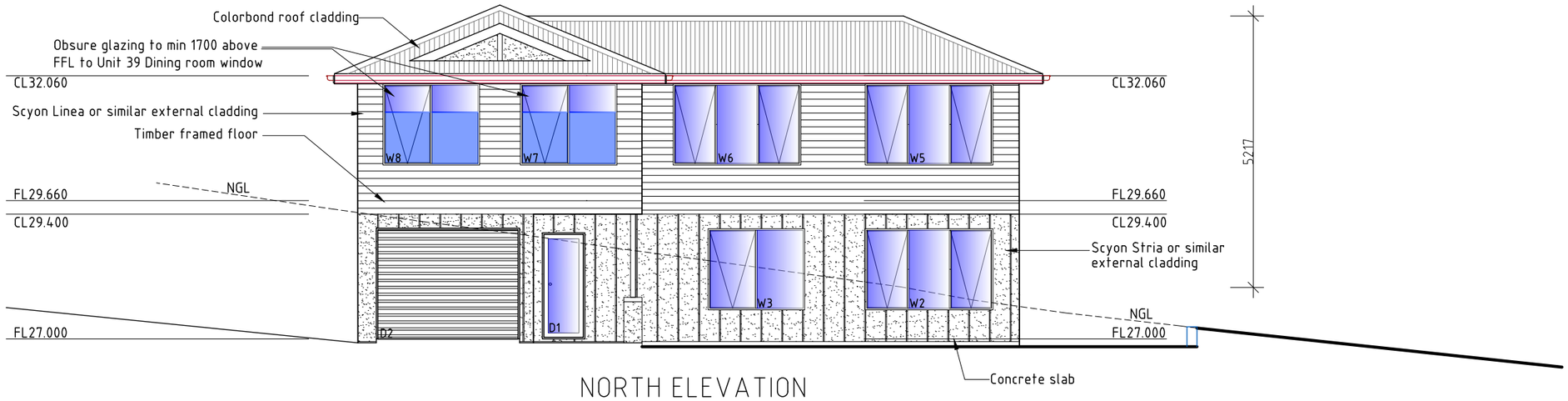
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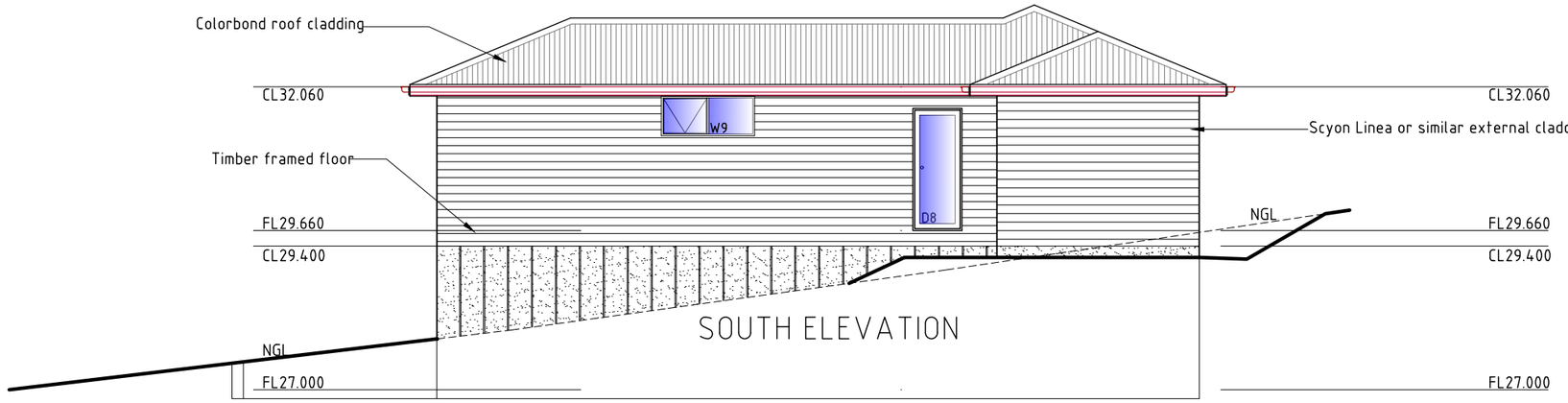
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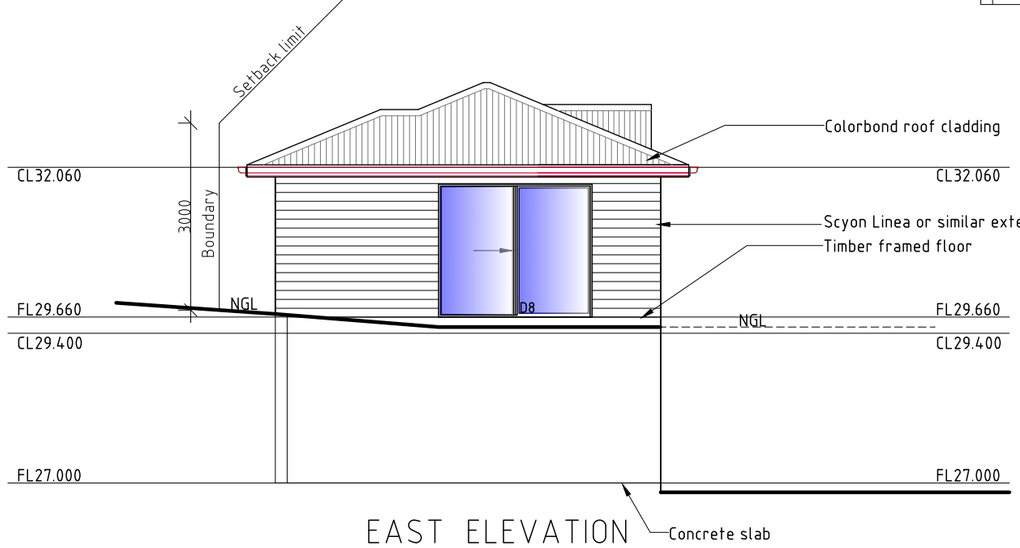
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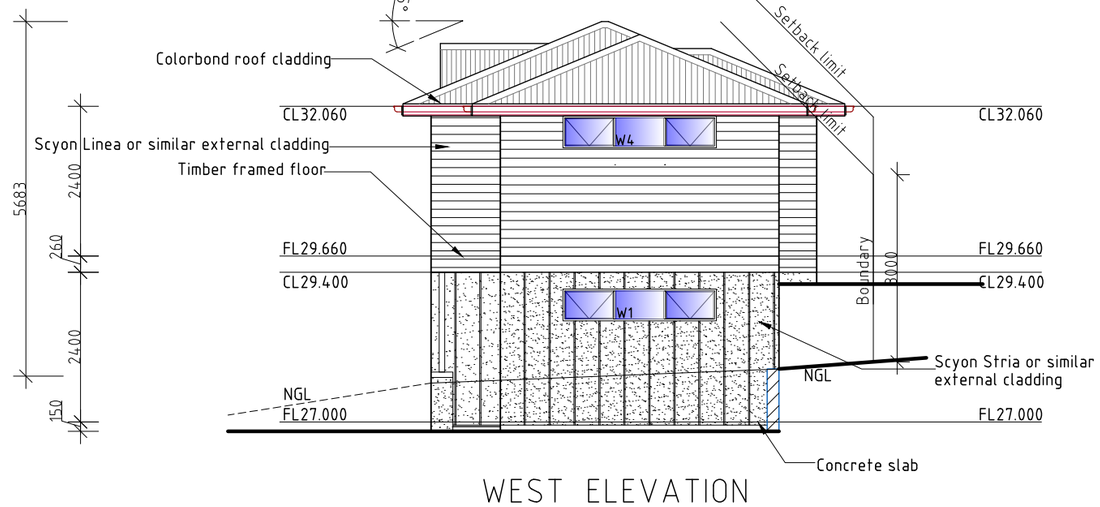
NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

UNIT 42

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

UNIT 42 ELEVATIONS

SCALE 1:100

AMENDED

DATE
11/07/2025

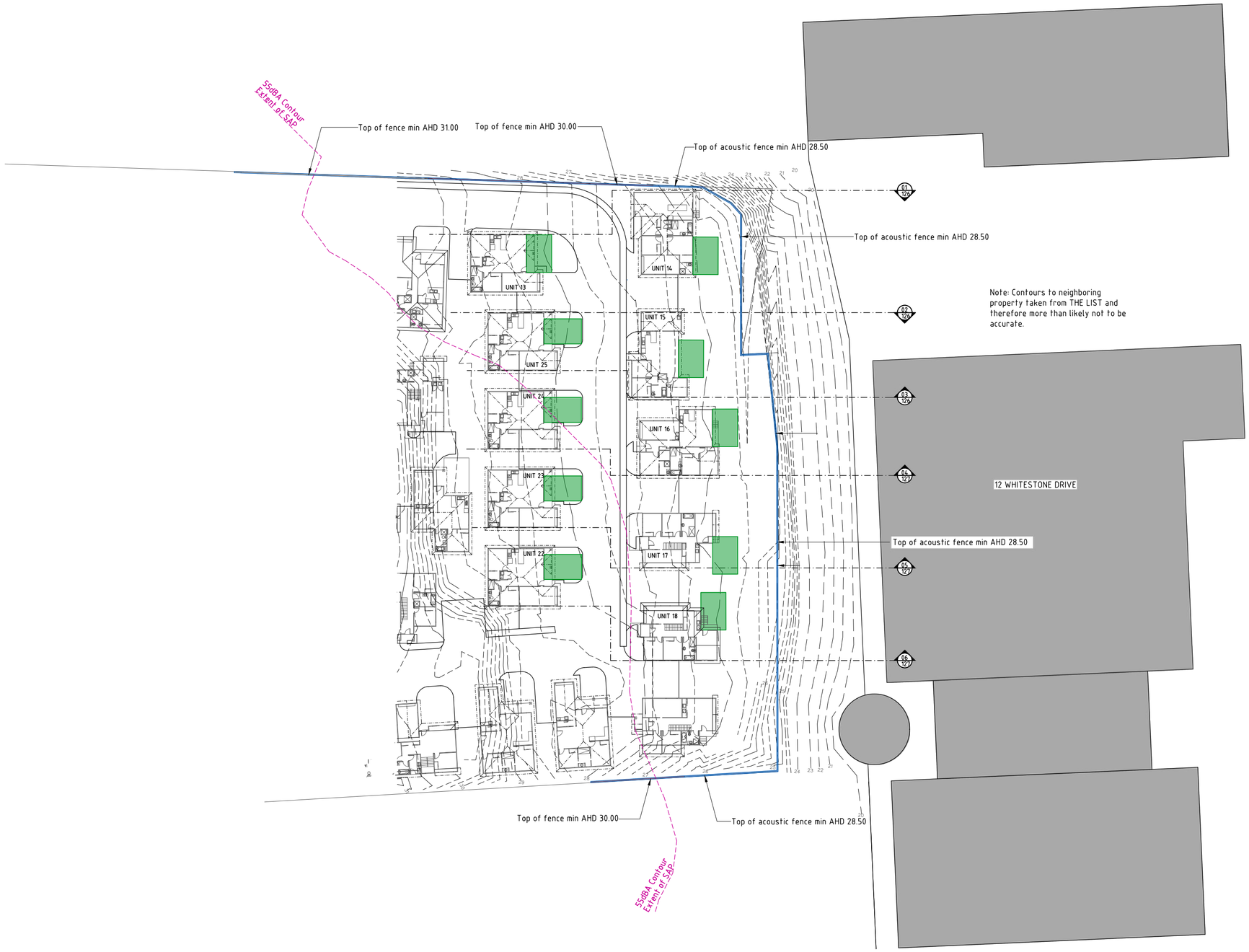
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NOTE: Elevations indicated show the acoustic fence to the determined RL heights.
Acoustic fence to be a minimum of 2100 high, and no lower than the RLs determined, RL28.5, 30.0 & 31.0)

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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

ACOUSTIC PLAN IN PART

DATE
11/07/2025

SCALE 1:500

AMENDED

DRAWING NO.
141 OF 143

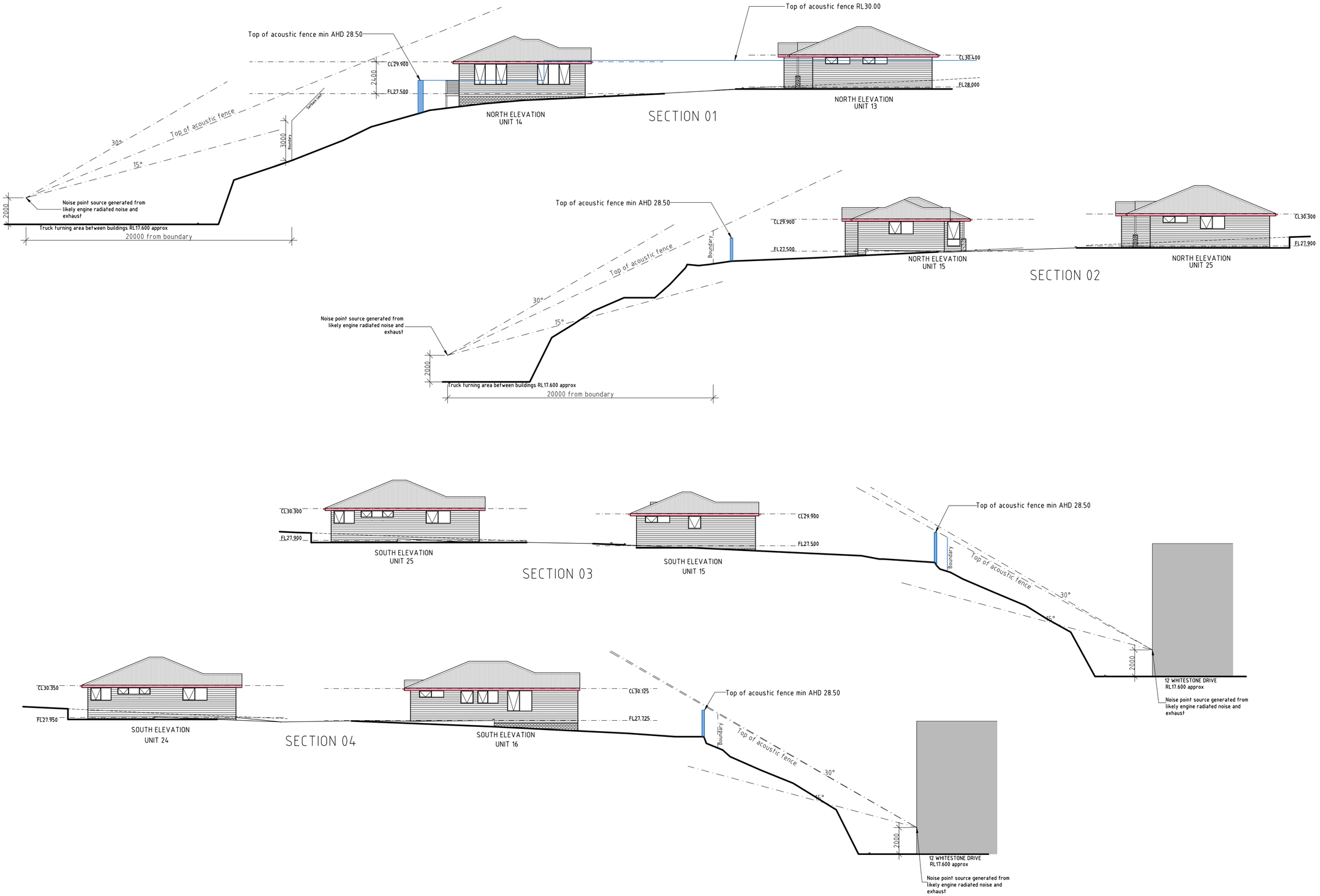
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NOTE: Elevations indicated show the acoustic fence to the determined RL heights.
Acoustic fence to be a minimum of 2100 high, and no lower than the RLs determined, RL28.5, 30.0 & 31.0)

DEVELOPMENT DRAWINGS ONLY
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PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

COMBINED ACOUSTIC ELEVATIONS

SCALE 1:200

AMENDED

DATE
11/07/2025

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142 OF 143

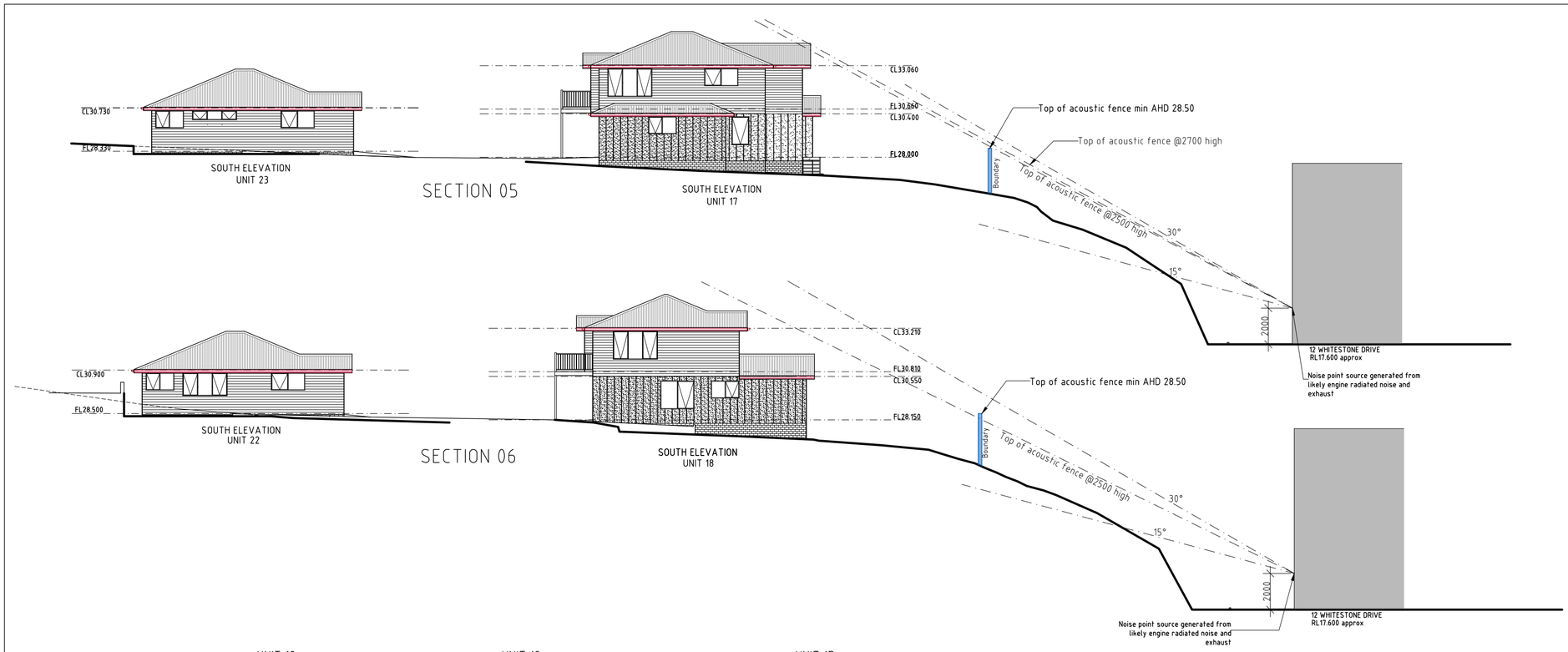
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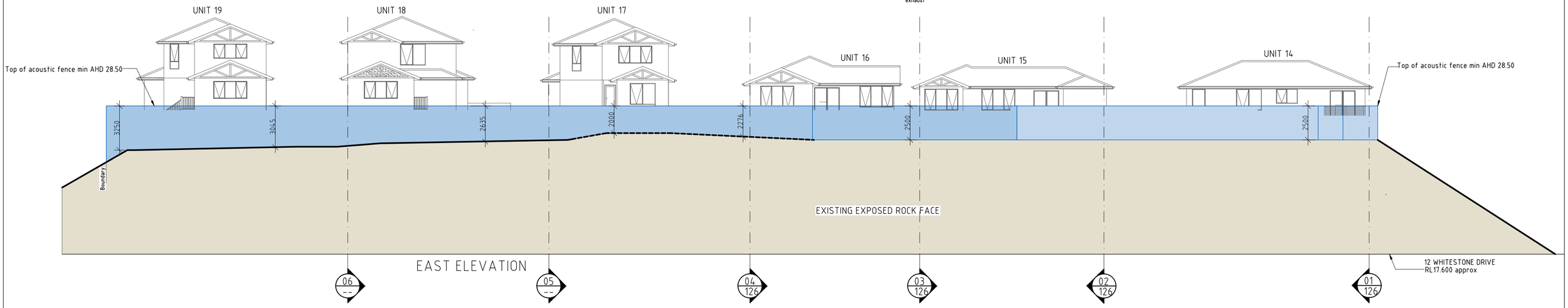
DRAWN BY G.Tilley
email: gtilley7@bigpond.com
phone ph 0400 671 582

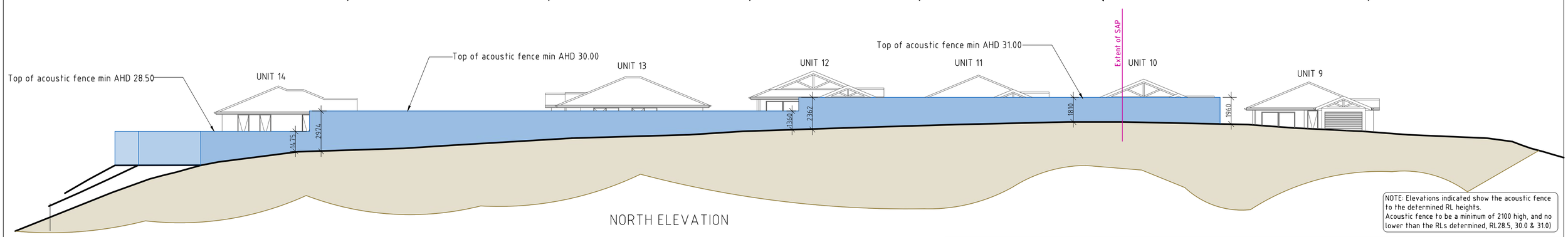
Accreditation No.CC620H

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NOTE: Elevations indicated show the acoustic fence to the determined RL heights.
Acoustic fence to be a minimum of 2100 high, and no lower than the RLs determined, RL28.5, 30.0 & 31.0)

DEVELOPMENT DRAWINGS ONLY
NOT FOR CONSTRUCTION

PROPOSED UNIT DEVELOPMENT FOR
SJM PROPERTY DEVELOPMENTS PTY LTD AT
271 MAIN ROAD AUSTINS FERRY

COMBINED ACOUSTIC ELEVATIONS 2

DATE
11/07/2025

SCALE 1:200

AMENDED
19/11/2024

DRAWING NO.
143 OF 143

A2

DRAWN BY G.Tilley
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Accreditation No.CC6201H

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CIVIL DRAWINGS
SJM PROPERTY DEVELOPMENTS
271 MAIN ROAD
AUSTINS FERRY

C001	COVER	G	8/07/2025
C002	ENGINEERING NOTES	F	12/06/2025
C102	DEMO PLAN	F	12/06/2025
C103	SITE PLAN	F	12/06/2025
C104	SW PRE CATCHMENT PLAN	F	12/06/2025
C201	ROAD AND STORMWATER PLAN - SHEET 1	G	8/07/2025
C202	ROAD AND STORMWATER PLAN - SHEET 2	G	8/07/2025
C203	ROAD AND STORMWATER PLAN - SHEET 3	F	12/06/2025
C204	ROAD AND STORMWATER PLAN - SHEET 4	F	12/06/2025
C205	ROAD AND STORMWATER PLAN - SHEET 5	F	12/06/2025
C206	ROAD AND STORMWATER PLAN - SHEET 6	F	12/06/2025
C207	ROAD AND STORMWATER PLAN - SHEET 7	F	12/06/2025
C208	ROAD AND STORMWATER PLAN - SHEET 8	F	12/06/2025
C301	SEWER AND WATER PLAN - SHEET 1	F	12/06/2025
C302	SEWER AND WATER PLAN - SHEET 2	F	12/06/2025
C303	SEWER AND WATER PLAN - SHEET 3	F	12/06/2025
C304	SEWER AND WATER PLAN - SHEET 4	F	12/06/2025
C305	SEWER AND WATER PLAN - SHEET 5	F	12/06/2025
C306	SEWER AND WATER PLAN - SHEET 6	F	12/06/2025
C307	SEWER AND WATER PLAN - SHEET 7	F	12/06/2025
C308	SEWER AND WATER PLAN - SHEET 8	F	12/06/2025
C401	STORMWATER LONG SECTIONS - SHEET 1	F	12/06/2025
C402	STORMWATER LONG SECTIONS - SHEET 2	F	12/06/2025
C403	STORMWATER LONG SECTIONS - SHEET 3	F	12/06/2025
C404	SEWER LONG SECTION - SHEET 1	F	12/06/2025
C405	SEWER LONG SECTION - SHEET 2	F	12/06/2025
C406	LONG SECTIONS - SHEET 1	G	8/07/2025
C407	LONG SECTIONS - SHEET 2	F	12/06/2025

REV	ISSUE	DATE	APPROVAL
			DRAWN: NM
			CHECKED: LG
			DESIGN: NM
G	PLANNING RFI RESPONSE	8/07/2025	CHECKED: LG
F	PLANNING RFI RESPONSE	12/06/2025	VERIFIED: MG

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PROJECT: SJM PROPERTY DEVELOPMENTS

ADDRESS: 271 MAIN ROAD
AUSTINS FERRY

CLIENT: SJM PROPERTY DEVELOPMENTS

SHEET: COVER

SCALE: AS INDICATED

TOTAL SHEETS: 28

SIZE: A1

PROJECT No: 21 E 116 - 1

SHEET: C001

REV: G

Document Set ID: 3539722
Version: 2, Version Date: 02/10/2025

GENERAL NOTES:

1. THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE ARCHITECTURAL, HYDRAULIC AND STRUCTURAL DRAWINGS AND SPECIFICATIONS. STANDARDS REFERENCED ARE TO BE THE MOST CURRENT VERSION.
2. THESE DRAWINGS SHALL NOT BE USED FOR CONSTRUCTION UNLESS ENDORSED 'FOR CONSTRUCTION' AND AUTHORISED FOR ISSUE ACCORDINGLY.
3. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH IPWEA/LGAT STANDARD DRAWINGS AND SPECIFICATIONS, AUSTRALIAN STANDARDS, (WSAA SEWERAGE CODE OF AUSTRALIA & WATER SUPPLY CODE OF AUSTRALIA) AND TO THE SATISFACTION OF COUNCIL'S DEVELOPMENT ENGINEER.
4. IPWEA/LGAT STANDARD DRAWINGS TO BE READ IN CONJUNCTION WITH COUNCIL EXCLUSION SHEETS TSD-E01-v1 & TSD-E02-v1.
5. ALL WORKS ARE TO BE MAINTAINED IN A SAFE CONDITION.
6. CONFIRM ALL LEVELS ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.
7. CONTRACTOR TO OBTAIN APPROVALS, SERVICE CLEARANCES AND COORDINATE WORK WITH ALL RELEVANT AUTHORITIES PRIOR TO COMMENCEMENT.
8. A "START OF WORKS NOTICE" MUST BE OBTAINED FROM COUNCIL PRIOR TO ANY WORKS COMMENCING.
9. SURVEY DATA UNDERTAKEN AND PROVIDED BY BROOKS LARK AND CARRICK SURVEYORS .
10. ARCHITECTURAL UNIT AND SITE LAYOUT UNDERTAKEN AND PROVIDED BY MICHAEL R COOPER & ASSOCIATES.
11. FLOOR LEVELS SET BY ARCHITECT. DRIVEWAY GRADING BASED ON THESE.
12. COUNCIL APPROVED PLANNING PERMIT REFERENCE DA 2016/165
13. TASWATER APPROVED PLANNING AUTHORITY NOTICE TWDA 2016/00953-SOR

WORKPLACE HEALTH & SAFETY NOTES:

BEFORE THE CONTRACTOR COMMENCES WORK THE CONTRACTOR SHALL UNDERTAKE A SITE SPECIFIC PROJECT PRE-START HAZARD ANALYSIS / JOB SAFETY ANALYSIS (JSA) WHICH SHALL IDENTIFY IN DOCUMENTED FORM;

- THE TYPE OF WORK.
- HAZARDS AND RISKS TO HEALTH AND SAFETY.
- THE CONTROLS TO BE APPLIED IN ORDER ELIMINATE OR MINIMIZE THE RISK POSED BY THE IDENTIFIED HAZARDS.
- THE MANNER IN WHICH THE RISK CONTROL MEASURES ARE TO BE IMPLEMENTED.

THESE ARE TO BE SUBMITTED TO THE SUPERINTENDENT AND/OR OTHER RELEVANT WORKPLACE SAFETY OFFICERS.

FOR THIS PROJECT; POSSIBLE HAZARDS INCLUDE (BUT ARE NOT LIMITED TO):

- EXCAVATION OF ANY TYPE & DEPTHS
- CONTAMINATED SOILS
- CONSTRUCTION IN GROUND WITH HIGH WATER TABLE
- FELLING / LOPPING &/OR REMOVAL OF EXISTING TREES/VEGETATION
- UNDERGROUND STRUCTURES (MANHOLES / SUMPS / ETC)
- CONFINED SPACES
- OVERHEAD POWER LINES
- UNDERGROUND STORMWATER, WATER AND SEWER PIPES
- TELECOMMUNICATION CABLES - BOTH UNDERGROUND & OVERHEAD
- ELECTRICAL/POWER CABLES - BOTH UNDERGROUND & OVERHEAD
- WORKING AT HEIGHTS
- WORKING WITH ASBESTOS CONTAINING MATERIALS
- TRAFFIC MANAGEMENT

EARTHWORKS & DRIVEWAY NOTES:

1. ALL EARTHWORKS SHALL BE IN ACCORDANCE WITH AS3798 "GUIDELINES ON EARTHWORKS FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENTS".
2. ALL VEGETATION AND TOPSOIL SHALL BE STRIPPED AND GRUBBED IN THE AREA OF PROPOSED WORKS.
3. NEW OR MODIFIED DRIVEWAY CROSSINGS SHALL BE IN ACCORDANCE WITH IPWEA STANDARD DRAWING TSD-R09-v2 AND MUST BE INSPECTED AND APPROVED BY COUNCIL.
4. EXCAVATED AND IMPORTED MATERIAL USED AS FILL IS TO BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
5. FILL MATERIAL SHALL BE WELL GRADED AND FREE OF BOULDERS OR COBBLES EXCEEDING 150mm IN DIAMETER UNLESS APPROVED TO BE OTHERWISE.
6. FILL REQUIRED TO SUPPORT DRIVEWAYS INCLUDING FILL IN EMBANKMENTS THAT SUPPORT DRIVEWAYS SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS:
   - TOP SOIL AND ORGANIC MATTER SHALL BE STRIPPED TO A MINIMUM OF 100mm.
   - THE SUB GRADE SHALL HAVE A MINIMUM BEARING CAPACITY OF 100 kPa.
   - FILL IN EMBANKMENTS SHALL BE KEYED 150mm INTO NATURAL GROUND.
   - THE FILL SHALL BE COMPACTED IN HORIZONTAL LAYERS OF NOT MORE THAN 200mm.
   - EACH LAYER SHALL BE COMPACTED TO A MINIMUM DENSITY RATIO OF 95% STD, IT IS THE BUILDERS RESPONSIBILITY TO ENSURE THAT THIS IS ACHIEVED.
7. WHERE THE ABOVE REQUIREMENTS CANNOT BE ACHIEVED THE ENGINEER SHALL BE CONSULTED AND THE FORMATION SHALL BE PROOF ROLLED (UNDER SUPERVISION OF THE ENGINEER) TO CONFIRM AN APPROVED BASE.
8. CONCRETE PAVEMENTS SHALL BE CURED FOR A MINIMUM OF 3 DAYS USING A CURRENT BEST PRACTICE METHOD.
9. SAWN CONTROL JOINTS SHALL BE CONSTRUCTED AS SOON AS POSSIBLE WITHOUT RAVELLING THE JOINT, GENERALLY THIS SHALL BE WITHIN 24 HOURS.
10. BATTERS SHALL BE SET TO A SAFE ANGLE OF REPOSE IN ACCORDANCE WITH THE BCA VOL 2 AS INDICATED BELOW:

SOIL TYPE (* REFER BCA 3.2.4)		EMBANKMENT SLOPES H:L	
		COMPACTED FILL	CUT
STABLE ROCK (A*)		2:3	8:1
SAND (A*)		1:2	1:2
SILT (P*)		1:4	1:4
CLAY	FIRM CLAY	1:2	1:1
	SOFT CLAY	NOT SUITABLE	2:3
SOFT SOILS (P)		NOT SUITABLE	NOT SUITABLE

NOTE: WHERE SITE CONDITIONS ARE UNSUITABLE FOR A BATTERED BANK CONSULT THE ENGINEER FOR A SUITABLE RETAINING WALL DESIGN. EMBANKMENTS THAT ARE TO BE LEFT EXPOSED MUST BE STABILISED BY VEGETATION OR SIMILAR WORKS TO PREVENT SOIL EROSION.

DRAINAGE AND SERVICES NOTES:

1. ALL WORKS ASSOCIATED WITH PUBLIC STORMWATER INFRASTRUCTURE IS TO BE CARRIED OUT IN ACCORDANCE WITH IPWEA (TAS) LGAT STANDARD DRAWINGS AND SPECIFICATION AND TO THE SATISFACTION OF COUNCIL.
2. ALL WORKS ASSOCIATED WITH PUBLIC SEWER AND WATER IS TO BE CARRIED OUT IN ACCORDANCE WITH THE WSA PARTS 02 & 03 (WATER AND SEWERAGE CODES OF AUSTRALIA), TASWATER SUPPLEMENTS TO THE SAME, AND TO THE SATISFACTION OF TASWATER.
3. ALL CONNECTIONS TO EXISTING MAINS TO BE CARRIED OUT BY THE REGULATING AUTHORITY AT COST TO BUILDER UNLESS APPROVED OTHERWISE.
4. HYDRAULIC LAYOUT TO BE COORDINATED WITH OTHER SERVICES. HYDRAULIC LAYOUT AS SHOWN IS NOTIONAL, LAYOUT TO BE CONFIRMED ON SITE.
5. ALL EXISTING SERVICES TO BE LOCATED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.
6. GENERAL MATERIALS, INSTALLATION & TESTING SHALL COMPLY WITH AS3500 AND THE NCC VOLUME 3 (PCA)
7. INSTALL ALL SUB-SOIL DRAINS TO THE REQUIREMENTS OF AS3500, PART 3.1.3 OF THE NCC 2019 - VOLUME 2 AND PART FP2 OF THE NCC 2019 - VOLUME 3.
8. PAVEMENT AND HARDSTAND AREAS SHALL FALL AT A MINIMUM OF 1% (1:100) TOWARD AN APPROVED DISCHARGE POINT.
9. ALL PIPE WORK UNDER TRAFFICABLE AREAS, INCLUDING DRIVEWAYS, IS TO BE BACKFILLED WITH COMPACTED FCR.
10. DRAINAGE PIPES TO BE MIN. uPVC CLASS SN4, PIPES UNDER TRAFFICABLE AREAS TO BE SN8 U.N.O.
11. MINIMUM GRADES FOR PRIVATE DRAINAGE PIPES SHALL BE 1% FOR STORMWATER AND 1.67% FOR SEWER U.N.O.
12. MINIMUM COVER FOR PRIVATE DRAINAGE PIPES SHALL BE 300mm FOR STORMWATER AND 500mm FOR SEWER U.N.O.
13. TASWATER SEWER MAINS TO BE MINIMUM DWV CLASS SN8 DN150 RRJ WITH MINIMUM CLASS SN10 DN100 PROPERTY CONNECTIONS.
14. STORMWATER MAINS TO BE MINIMUM DWV CLASS SN8 DN225 RRJ OR APPROVED EQUIVALENT UNLESS NOTED OTHERWISE.
15. WATER PIPES TO BE MIN. DN20 POLY PN16 AND FITTINGS TO BE MIN. CLASS 16 U.N.O.
16. WATER CONNECTIONS SHALL BE PROVIDED WITH METERAGE AND BACKFLOW PREVENTION AS PER TASWATER STANDARD DRAWING TWS-W-0002.
17. ALL PIPEWORK TO BE INSPECTED BY COUNCIL PRIOR TO BACKFILL.
18. PIT DIMENSIONS SHOWN HAVE BEEN DESIGNED BY PIT CAPACITY TABLES. THESE PITS MAY NEED TO BE INCREASED IN MINIMUM INTERNAL SIZE DUE TO THE DEPTH AS PER AS3500.3 AS PER TABLE BELOW WHICH IS THE CONTRACTORS RESPONSIBILITY TO ENSURE COMPLIANCE TO AS3500:

DEPTH TO INVERT OF OUTLET		MINIMUM INTERNAL DIMENSIONS mm	
		WIDTH	LENGTH
	≤600	450	450
>600	≤900	600	600
>900	≤1200	600	900
>1200		900	900

CIVIL INSPECTIONS / HOLD POINTS:

THE BUILDER IS TO ALLOW TO ENGAGE ALDANMARK ENGINEERS TO UNDERTAKE INSPECTIONS AT THE FOLLOWING HOLD POINTS OF A CIVIL WORKS NATURE:

1. SUBGRADE/FORMATION LEVEL OF DRIVEWAY PAVEMENT INCLUSIVE OF PROOF ROLL
2. BASE OF ROAD PAVEMENT INCLUSIVE OF PROOF ROLL
3. DRIVEWAY REINFORCEMENT AND JOINTING PRIOR TO CONCRETE POUR
4. <ADD ANY SPECIFIC ITEMS THAT ALDANMARK WILL BE REQUIRED TO SIGN OFF/>
5. <EG. VEHICLE BARRIERS, RETAINING WALLS, WSUD FEATURES/>

REV	ISSUE	DATE	APPROVAL
			DRAWN: NM
			CHECKED: LG
			DESIGN: NM
			CHECKED: LG
F	PLANNING RFI RESPONSE	12/06/2025	VERIFIED: MG

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PROJECT: SJM PROPERTY DEVELOPMENTS

ADDRESS: 271 MAIN ROAD
AUSTINS FERRY

CLIENT: SJM PROPERTY DEVELOPMENTS

SHEET: ENGINEERING NOTES

SCALE: AS INDICATED | TOTAL SHEETS: 28 | SIZE: A1

PROJECT No: 21 E 116 - 1 | SHEET: C002 | REV: F

Document Set ID: 3539722
Version: 2, Version Date: 02/10/2025



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			CHECKED:	LG	
			DESIGN:	NM	
			CHECKED:	LG	
F	PLANNING RFI RESPONSE	12/06/2025	VERIFIED:	MG	
REV	ISSUE	DATE	APPROVAL		

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PROJECT: SJM PROPERTY DEVELOPMENTS

0 2.5 5 7.5 10 12.5 15 17.5 20 22.5 25m

ADDRESS: 271 MAIN ROAD
AUSTINS FERRY

CLIENT: SJM PROPERTY DEVELOPMENTS

SHEET: DEMO PLAN

SCALE: AS INDICATED | TOTAL SHEETS: 28 | SIZE: A1

PROJECT No: 21 E 116 - 1 | SHEET: C102 | REV: F

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MIN. 1.0m WIDE FOOTPATH AS SHOWN, SEPARATED FROM MAIN ROADWAY WITH MIN 150mm BARRIER KERB WITH FORMED CROSSOVERS AT DRIVEWAYS

PEDESTRIAN CROSSING MARKINGS TO BE PROVIDED AS PER AS2890.1 SECTION 4.4.2

55dB(A) CONTOUR LINE

BINS TO BE PLACED PARALLEL TO ENTRANCE AS SHOWN FOR PICK UP. GARBAGE TRUCK TO REVERSE INTO DEVELOPMENT AND LEAVE IN FORWARD DIRECTION

SITE PLAN

AS INDICATED

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			DRAWN: NM
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			DESIGN: NM
			CHECKED: LG
F	PLANNING RFI RESPONSE	12/06/2025	VERIFIED: MG

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PROJECT: SJM PROPERTY DEVELOPMENTS

ADDRESS: 271 MAIN ROAD AUSTINS FERRY

CLIENT: SJM PROPERTY DEVELOPMENTS

SHEET: SITE PLAN

SCALE: AS INDICATED

TOTAL SHEETS: 28

SIZE: A1

PROJECT No: 21 E 116 - 1

SHEET: C103

REV: F

Document Set ID: 3539722
Version: 2, Version Date: 02/10/2025



SW PRE CATCHMENT PLAN

AS INDICATED

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REV	ISSUE	DATE	APPROVAL
F	PLANNING RFI RESPONSE	12/06/2025	VERIFIED: MG
			CHECKED: LG
			DESIGN: NM
			CHECKED: LG
			DRAWN: NM

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PROJECT: SJM PROPERTY DEVELOPMENTS

0 2.5 5 7.5 10 12.5 15 17.5 20 22.5 25m

ADDRESS: 271 MAIN ROAD
AUSTINS FERRY

CLIENT: SJM PROPERTY DEVELOPMENTS

SHEET: SW PRE CATCHMENT PLAN

SCALE: AS INDICATED | TOTAL SHEETS: 28 | SIZE: A1

PROJECT No: 21 E 116 - 1 | SHEET: C104 | REV: F

Document Set ID: 3539722
Version: 2, Version Date: 02/10/2025

MINIMUM 6.0m WIDE INTERNAL ACCESS

GRATED 'V' PITS CENTRAL INSTALLED CENTRAL TO NEW DRIVEWAY

NEW TYPE 5 SIDE ENTRY PIT AS PER TWS-SW12 OVER EXISTING STORMWATER MAIN

OCEAN PROTECT JF1200-SD WSUD INSTALLED OFFLINE

PROPOSED 6.0m WIDE DOUBLE CROSS-OVER AS PER TSD-R09-v1

10 UNITS OF HUME STORMTRAP STANDARD TYPE 1 SINGLETRAP TANK FOR 140,000L (4m X 2.35m X 1.5m)

Common ground

Acoustic fence on boundary

Top of fence RL31.00

Top of fence RL30.00

Top of fence RL28.50

55dBA Contour Extent of SAP

Dual carriageway

1000 path

Motorcycle parking x2

Accessible V.P.8

ROAD AND STORMWATER PLAN - SHEET 1

AS INDICATED

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G	PLANNING RFI RESPONSE	8/07/2025	CHECKED: LG
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PROJECT: SJM PROPERTY DEVELOPMENTS

0 2.5 5 7.5 10 12.5 15 17.5 20 22.5 25m

ADDRESS: 271 MAIN ROAD
AUSTINS FERRY

CLIENT: SJM PROPERTY DEVELOPMENTS

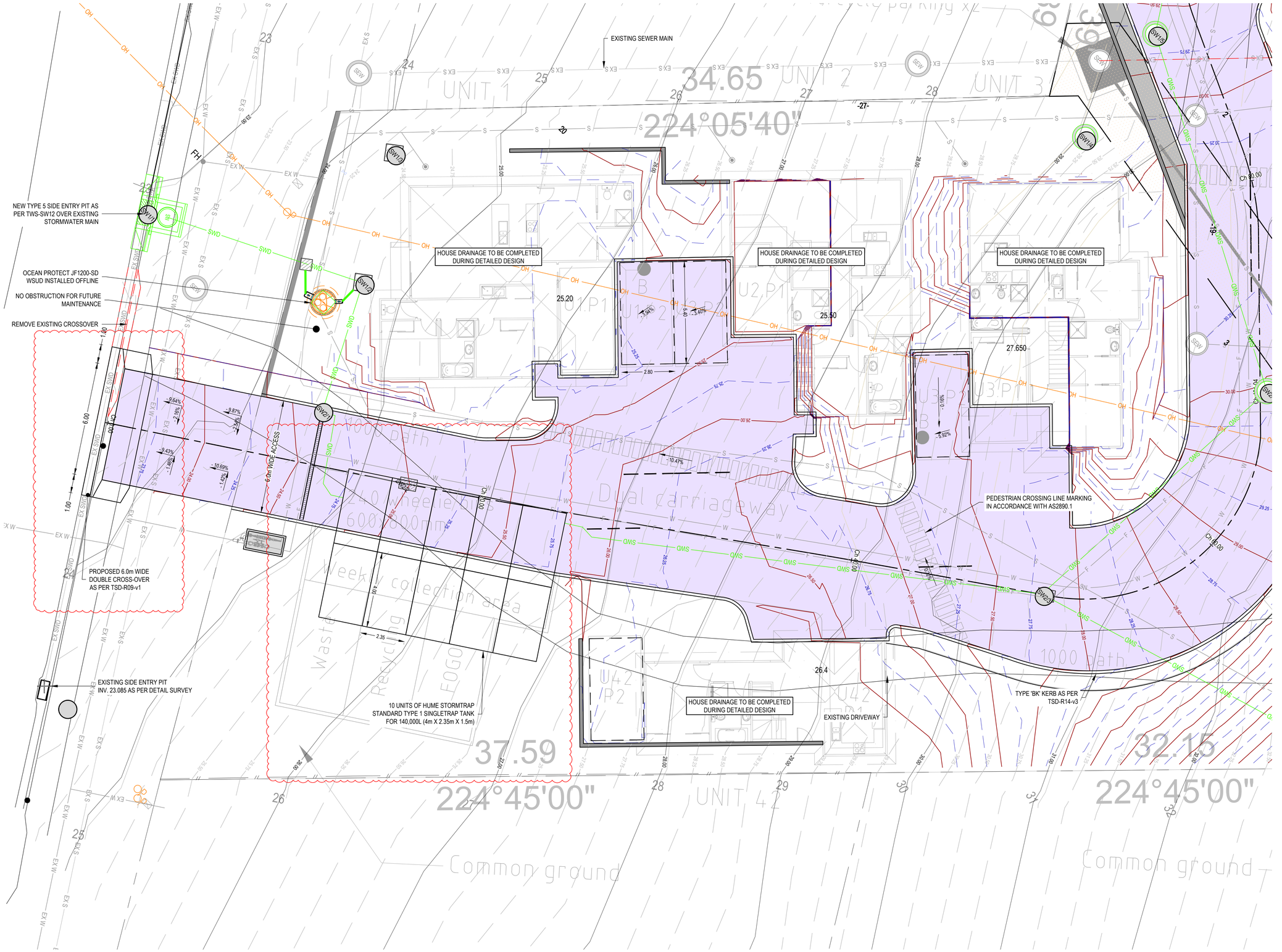
SHEET: ROAD AND STORMWATER PLAN - SHEET 1

SCALE: AS INDICATED | TOTAL SHEETS: 28 | SIZE: A1

PROJECT No: 21 E 116 - 1 | SHEET: C201 | REV: G

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STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
SSD	SLOTTED PVC AG DRAIN
	TABLE DRAIN
EX SWD	EXISTING STORMWATER
SWM	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
	SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-v3
	INSPECTION OPENING
	GRATED PIT
	GRATED TRENCH WITH PIT

SEWER LEGEND

S	uPVC SEWER DN100 SN6 U.N.O.
EX S	EXISTING SEWER
SEW	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
	MAINTENANCE SHAFT
	SEWER FIXTURE
IO	INSPECTION OPENING
IOS	INSPECTION OPENING TO SURFACE
ORG	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP	EXISTING TELSTRA
FOC	EXISTING NBN
G	EXISTING GAS

PAVEMENT LEGEND

	ASPHALT
	CONCRETE DRIVEWAY
	CONCRETE FOOTPATH
	GRAVEL

NOTES

THESE DRAWINGS SHALL BE APPROVED BY RELEVANT AUTHORITIES (INCL. COUNCIL & TASWATER) PRIOR TO CONSTRUCTION.

THIS DRAWING MUST ONLY BE DISTRIBUTED IN FULL COLOUR. ALDANMARK CONSULTING ENGINEERS ACCEPTS NO LIABILITY ARISING FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.

BEWARE OF UNDERGROUND SERVICES:
THE LOCATION OF UNDER GROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT LOCATION SHOULD BE PROVEN ON SITE BY THE RELEVANT AUTHORITIES. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

HOLD POINTS / CONSTRUCTION TOLERANCES

THE BUILDER IS TO ALLOW TO ENGAGE ALDANMARK ENGINEERS TO UNDERTAKE INSPECTIONS AT THE FOLLOWING HOLD POINTS OF A CIVIL WORKS NATURE:

1. SUBGRADE AND FORMATION LEVEL OF DRIVEWAY PAVEMENT INCLUSIVE OF PROOF ROLL
2. DRIVEWAY REINFORCEMENT AND JOINTING PRIOR TO CONCRETE POUR

THE FOLLOWING TOLERANCES APPLY TO CONSTRUCTION OF THE DRIVEWAY:

- DRIVEWAY CENTRELINE GRADIENTS NOT TO EXCEED A MAXIMUM OF 28% ON STRAIGHT SECTIONS
- INNER WHEEL RADIUS GRADIENT NOT TO EXCEED A MAXIMUM OF 25% IN CURVES
- FORMATION LEVEL OF DRIVEWAY TO BE WITHIN +/- 20mm OF DESIGN LEVELS
- FINISHED SURFACE LEVELS OF DRIVEWAY TO BE WITHIN:
  - +/- 10mm OF DESIGN LEVELS ON STRAIGHT SECTIONS
  - +/- 5mm OF DESIGN LEVELS ON VERTICAL TRANSITIONS

SETOUT FOR DRIVEWAY ALIGNMENT, FORMATION LEVELS AND FINISHED SURFACE LEVELS MUST BE PERFORMED BY A REGISTERED SURVEYOR AND EVIDENCE PROVIDED TO ALDANMARK PRIOR TO DRIVEWAY POUR. ALDANMARK TAKE NO RESPONSIBILITY FOR CONSTRUCTION OR REGULATORY ISSUES DUE TO INACCURATE SET-OUT OR CONSTRUCTION TOLERANCES BEYOND LIMITS NOTED ABOVE.

BUILDER TO ALLOW TO ENGAGE SURVEYOR FOR AN AS-CONSTRUCTED SURVEY OF DRIVEWAY FOR REVIEW BY ALDANMARK.

AS CONSTRUCTED SERVICES DRAWINGS MUST BE PROVIDED TO ALDANMARK UPON PROJECT COMPLETION.

WHERE DRIVEWAY GRADIENT EXCEEDS 28% THE DRIVEWAY SURFACE MUST BE A COARSE BROOMED FINISH. ALL OTHER SECTIONS OF DRIVEWAY SURFACE MAY HAVE A WOODEN FLOAT OR COARSE BROOMED FINISH. DRIVEWAY AGGREGATE MUST BE ANGULAR DOLERITE. ROUNDED STONE AGGREGATE IS NOT ACCEPTABLE.

ROAD AND STORMWATER PLAN - SHEET 2

AS INDICATED

REV	ISSUE	DATE	APPROVAL
			DRAWN: NM
			CHECKED: LG
			DESIGN: NM
G	PLANNING RFI RESPONSE	8/07/2025	CHECKED: LG
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PROJECT: SJM PROPERTY DEVELOPMENTS

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

ADDRESS: 271 MAIN ROAD AUSTINS FERRY

CLIENT: SJM PROPERTY DEVELOPMENTS

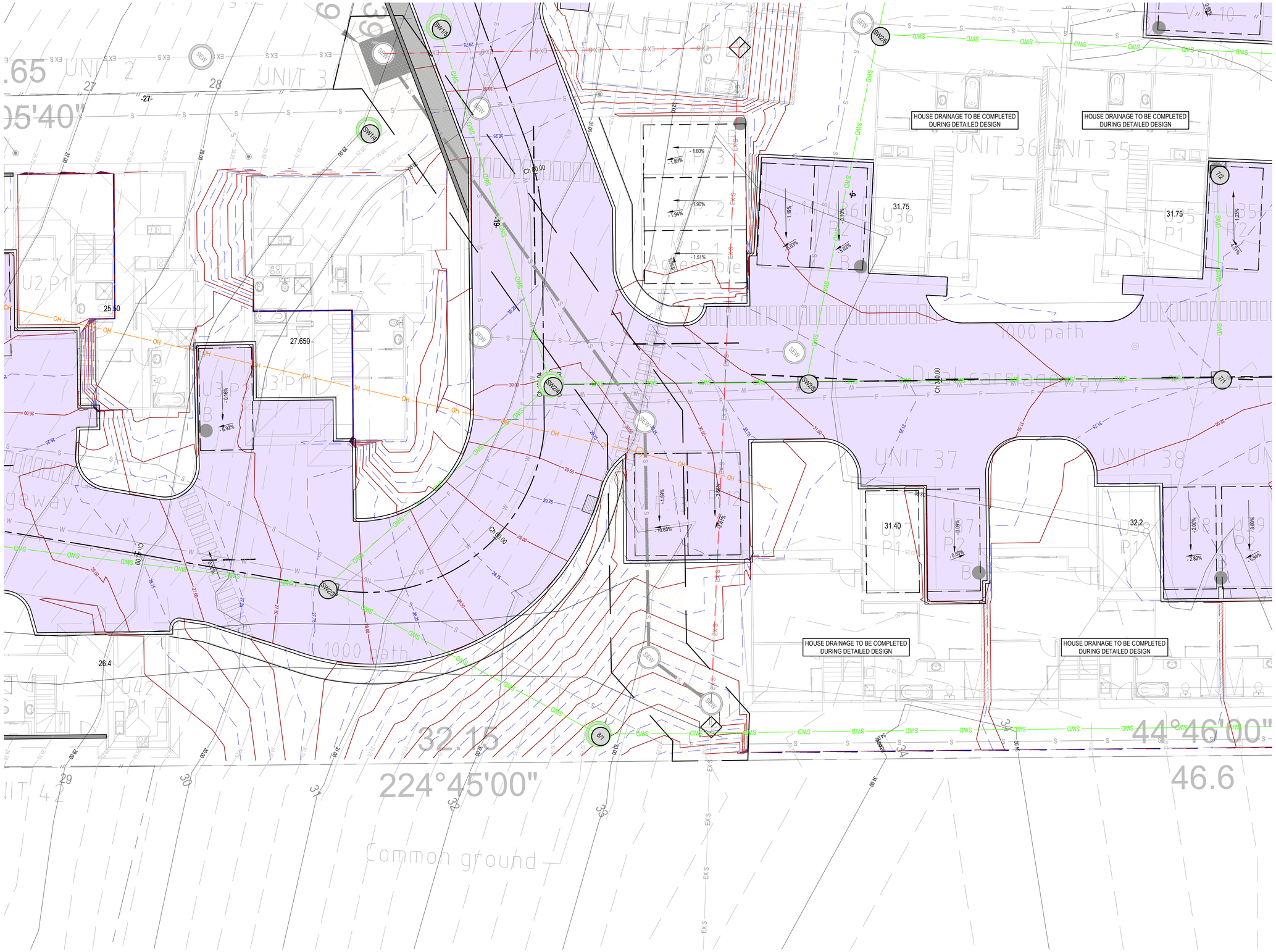
SHEET: ROAD AND STORMWATER PLAN - SHEET 2

SCALE: AS INDICATED | TOTAL SHEETS: 28 | SIZE: A1

PROJECT No: 21 E 116 - 1 | SHEET: C202 | REV: G

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Document Set ID: 3539722
Version: 2, Version Date: 02/10/2025



STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
SSD	SLOTTED PVC AG DRAIN
	TABLE DRAIN
EX SWD	EXISTING STORMWATER
	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
	SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-v3
	INSPECTION OPENING
	GRATED PIT
	GRATED TRENCH WITH PIT

SEWER LEGEND

S	uPVC SEWER DN100 SN6 U.N.O.
EX S	EXISTING SEWER
	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
	MAINTENANCE SHAFT
	SEWER FIXTURE
IO	INSPECTION OPENING
IOS	INSPECTION OPENING TO SURFACE
ORG	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP OP	EXISTING TELSTRA
FOC	EXISTING NBN
G G	EXISTING GAS

PAVEMENT LEGEND

	ASPHALT
	CONCRETE DRIVEWAY
	CONCRETE FOOTPATH
	GRAVEL

NOTES

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HOLD POINTS / CONSTRUCTION TOLERANCES

THE BUILDER IS TO ALLOW TO ENGAGE ALDANMARK ENGINEERS TO UNDERTAKE INSPECTIONS AT THE FOLLOWING HOLD POINTS OF A CIVIL WORKS NATURE:

1. SUBGRADE AND FORMATION LEVEL OF DRIVEWAY PAVEMENT INCLUSIVE OF PROOF ROLL
2. DRIVEWAY REINFORCEMENT AND JOINTING PRIOR TO CONCRETE POUR

THE FOLLOWING TOLERANCES APPLY TO CONSTRUCTION OF THE DRIVEWAY:

- DRIVEWAY CENTRELINE GRADIENTS NOT TO EXCEED A MAXIMUM OF 28% ON STRAIGHT SECTIONS
- INNER WHEEL RADIUS GRADIENT NOT TO EXCEED A MAXIMUM OF 25% IN CURVES
- FORMATION LEVEL OF DRIVEWAY TO BE WITHIN +/- 20mm OF DESIGN LEVELS
- FINISHED SURFACE LEVELS OF DRIVEWAY TO BE WITHIN:
  - +/- 10mm OF DESIGN LEVELS ON STRAIGHT SECTIONS
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ROAD AND STORMWATER PLAN - SHEET 3

AS INDICATED

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REV	ISSUE	DATE	APPROVAL
			DRAWN: NM
			CHECKED: LG
			DESIGN: NM
			CHECKED: LG
F	PLANNING RFI RESPONSE	12/06/2025	VERIFIED: MG

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

PROJECT: SJM PROPERTY DEVELOPMENTS

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

ADDRESS: 271 MAIN ROAD
AUSTINS FERRY

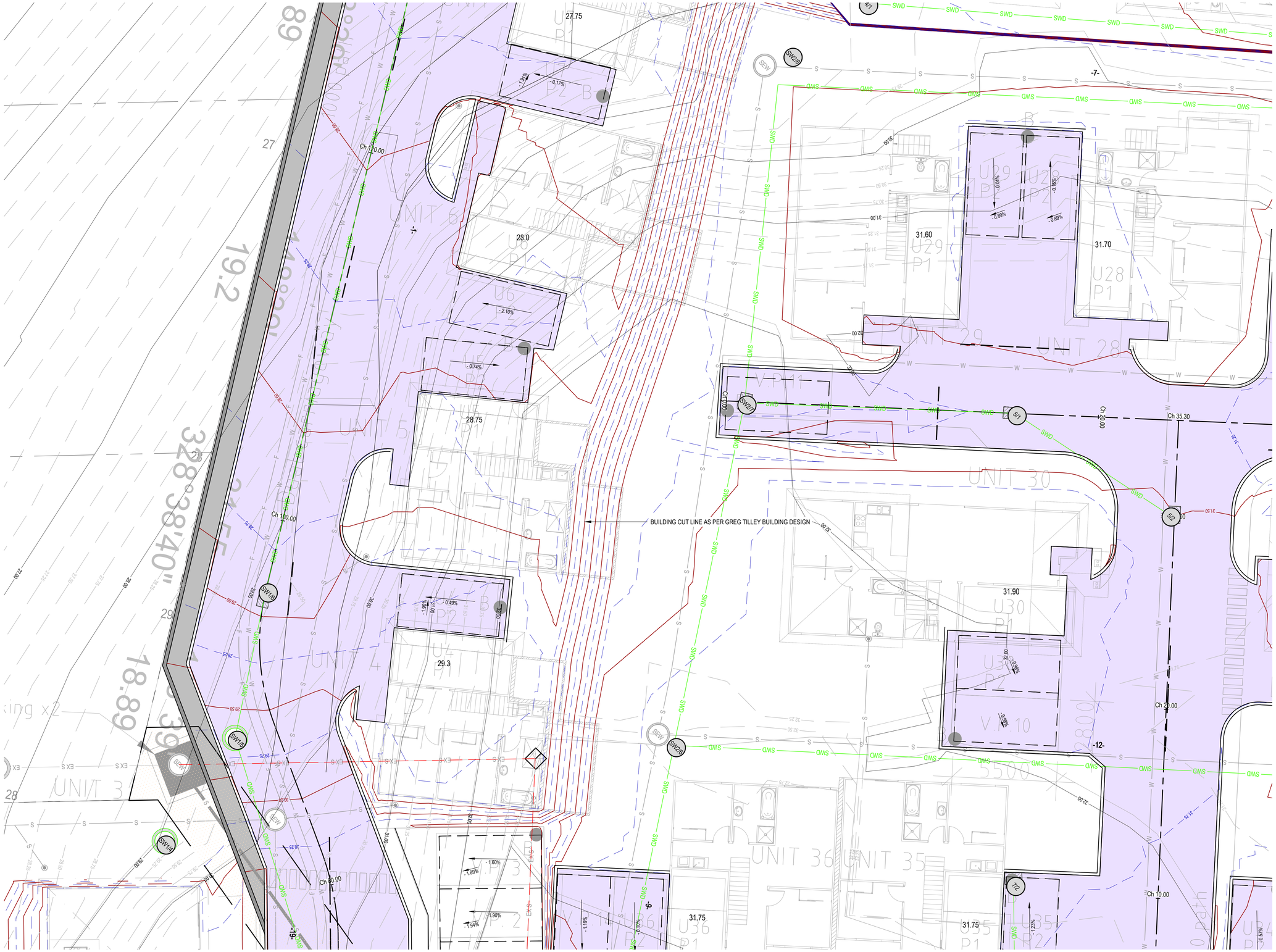
CLIENT: SJM PROPERTY DEVELOPMENTS

SHEET: ROAD AND STORMWATER PLAN - SHEET 3

SCALE: AS INDICATED | TOTAL SHEETS: 28 | SIZE: A1

PROJECT No: 21 E 116 - 1 | SHEET: C203 | REV: F

Document Set ID: 3539722
Version: 2, Version Date: 02/10/2025



ROAD AND STORMWATER PLAN - SHEET 4

AS INDICATED

STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
SSD	SLOTTED PVC AG DRAIN
	TABLE DRAIN
EX SWD	EXISTING STORMWATER
	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
	SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-v3
	INSPECTION OPENING
	GRATED PIT
	GRATED TRENCH WITH PIT

SEWER LEGEND

S	uPVC SEWER DN100 SN6 U.N.O.
EX S	EXISTING SEWER
	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
	MAINTENANCE SHAFT
	SEWER FIXTURE
IO	INSPECTION OPENING
IOS	INSPECTION OPENING TO SURFACE
ORG	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP OP	EXISTING TELSTRA
FOC	EXISTING NBN
G G	EXISTING GAS

PAVEMENT LEGEND

	ASPHALT
	CONCRETE DRIVEWAY
	CONCRETE FOOTPATH
	GRAVEL

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PROJECT: SJM PROPERTY DEVELOPMENTS

ADDRESS: 271 MAIN ROAD
AUSTINS FERRY

CLIENT: SJM PROPERTY DEVELOPMENTS

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

SHEET: ROAD AND STORMWATER PLAN - SHEET 4

SCALE: AS INDICATED | TOTAL SHEETS: 28 | SIZE: A1

PROJECT No: 21 E 116 - 1 | SHEET: C204 | REV: F

Document Set ID: 3539722
Version: 2, Version Date: 02/10/2025



ROAD AND STORMWATER PLAN - SHEET 5

AS INDICATED

STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
SSD	SLOTTED PVC AG DRAIN
	TABLE DRAIN
EX SWD	EXISTING STORMWATER
SWMH	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
	SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-v3
	INSPECTION OPENING
	GRATED PIT
	GRATED TRENCH WITH PIT

SEWER LEGEND

S	uPVC SEWER DN100 SN6 U.N.O.
EX S	EXISTING SEWER
SEW	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
	MAINTENANCE SHAFT
	SEWER FIXTURE
IO	INSPECTION OPENING
IOS	INSPECTION OPENING TO SURFACE
ORG	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP OP	EXISTING TELSTRA
FOC	EXISTING NBN
G G	EXISTING GAS

PAVEMENT LEGEND

	ASPHALT
	CONCRETE DRIVEWAY
	CONCRETE FOOTPATH
	GRAVEL

NOTES

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REV	ISSUE	DATE	APPROVAL
			DRAWN: NM
			CHECKED: LG
			DESIGN: NM
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F	PLANNING RFI RESPONSE	12/06/2025	VERIFIED: MG

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www.aldanmark.com.au

PROJECT: SJM PROPERTY DEVELOPMENTS

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AUSTINS FERRY

CLIENT: SJM PROPERTY DEVELOPMENTS

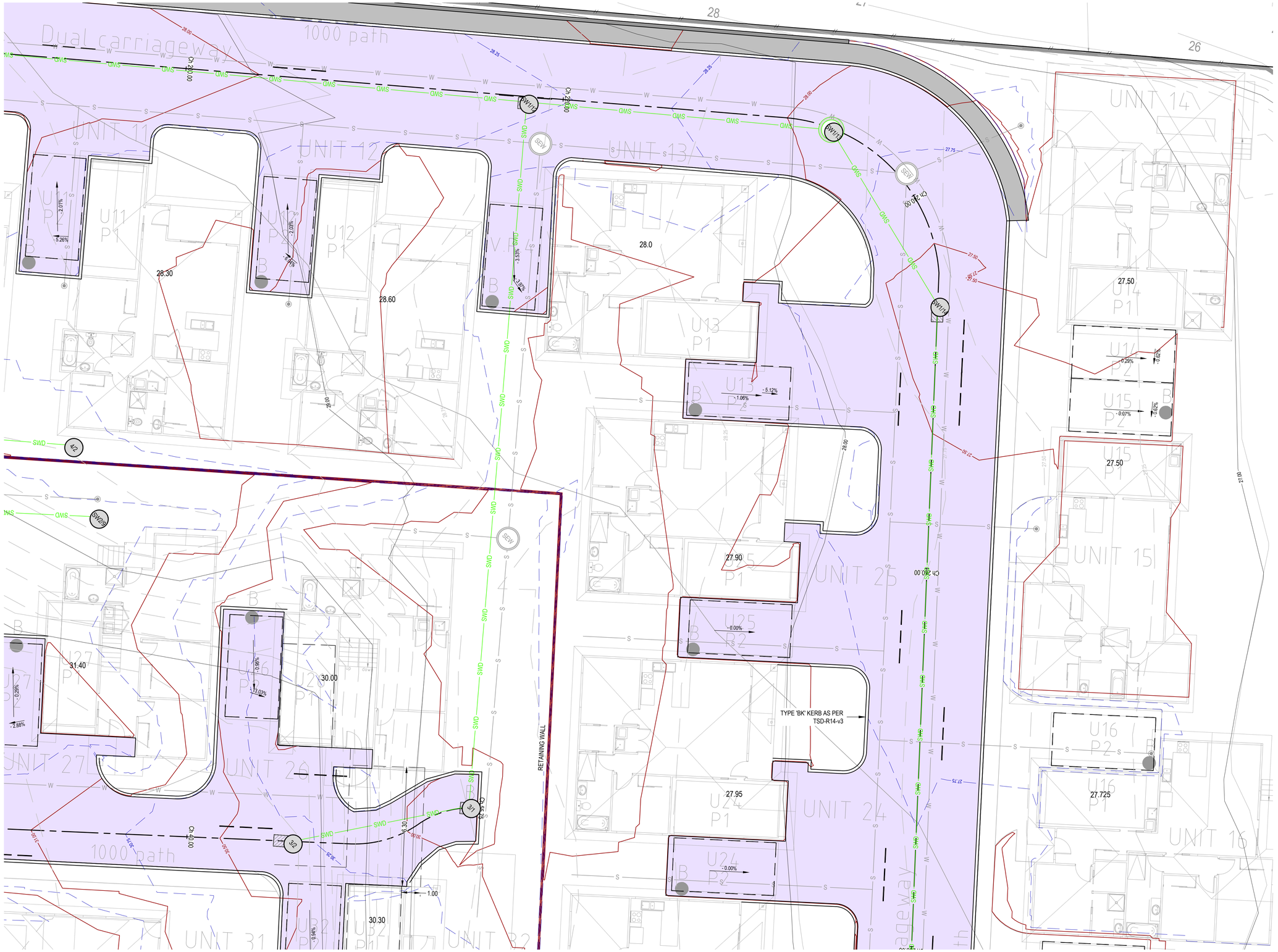
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SHEET: ROAD AND STORMWATER PLAN - SHEET 5

SCALE: AS INDICATED | TOTAL SHEETS: 28 | SIZE: A1

PROJECT No: 21 E 116 - 1 | SHEET: C205 | REV: F

Document Set ID: 3539722
Version: 2, Version Date: 02/10/2025



STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
SSD	SLOTTED PVC AG DRAIN
	TABLE DRAIN
EX SWD	EXISTING STORMWATER
	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
	SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-v3
	INSPECTION OPENING
	GRATED PIT
	GRATED TRENCH WITH PIT

SEWER LEGEND

S	uPVC SEWER DN100 SN6 U.N.O.
EX S	EXISTING SEWER
SEW	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
	MAINTENANCE SHAFT
	SEWER FIXTURE
IO	INSPECTION OPENING
IOS	INSPECTION OPENING TO SURFACE
ORG	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP OP	EXISTING TELSTRA
FOC	EXISTING NBN
G G	EXISTING GAS

PAVEMENT LEGEND

	ASPHALT
	CONCRETE DRIVEWAY
	CONCRETE FOOTPATH
	GRAVEL

NOTES

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ROAD AND STORMWATER PLAN - SHEET 6

AS INDICATED

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REV	ISSUE	DATE	APPROVAL
			DRAWN: NM
			CHECKED: LG
			DESIGN: NM
			CHECKED: LG
F	PLANNING RFI RESPONSE	12/06/2025	VERIFIED: MG

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PROJECT: SJM PROPERTY DEVELOPMENTS

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

ADDRESS: 271 MAIN ROAD
AUSTINS FERRY

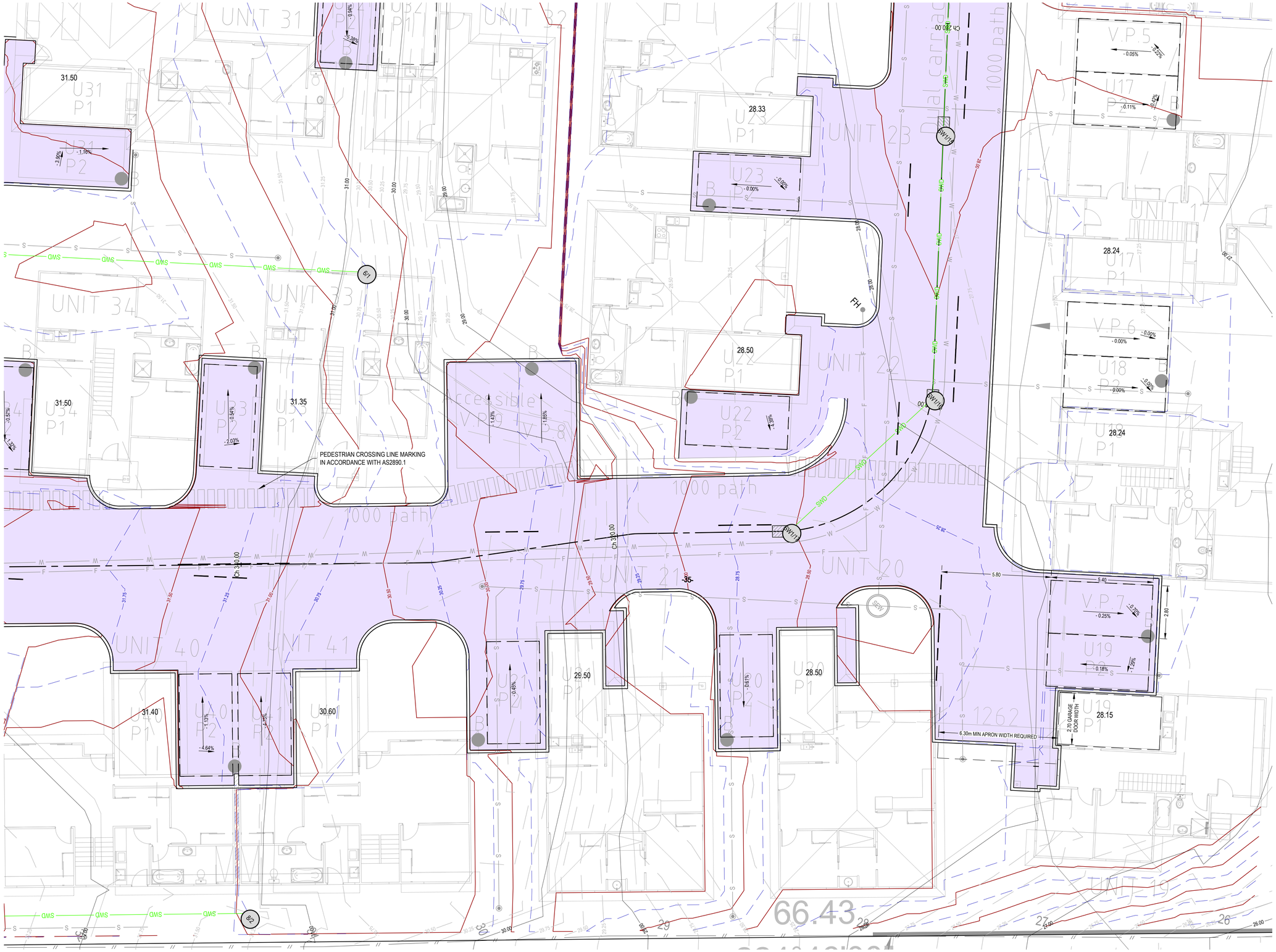
CLIENT: SJM PROPERTY DEVELOPMENTS

SHEET: ROAD AND STORMWATER PLAN - SHEET 6

SCALE: AS INDICATED | TOTAL SHEETS: 28 | SIZE: A1

PROJECT No: 21 E 116 - 1 | SHEET: C206 | REV: F

Document Set ID: 3539722
Version: 2, Version Date: 02/10/2025



STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
SSD	SLOTTED PVC AG DRAIN
	TABLE DRAIN
EX SWD	EXISTING STORMWATER
SWMH	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
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	INSPECTION OPENING
	GRATED PIT
	GRATED TRENCH WITH PIT

SEWER LEGEND

S	uPVC SEWER DN100 SN6 U.N.O.
EX S	EXISTING SEWER
SEWM	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
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	SEWER FIXTURE
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IOS	INSPECTION OPENING TO SURFACE
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SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP	EXISTING TELSTRA
FOC	EXISTING NBN
G	EXISTING GAS

PAVEMENT LEGEND

	ASPHALT
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ROAD AND STORMWATER PLAN - SHEET 7

AS INDICATED

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REV	ISSUE	DATE	APPROVAL
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			DESIGN: NM
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F	PLANNING RFI RESPONSE	12/06/2025	VERIFIED: MG

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PROJECT: SJM PROPERTY DEVELOPMENTS

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ADDRESS: 271 MAIN ROAD
AUSTINS FERRY

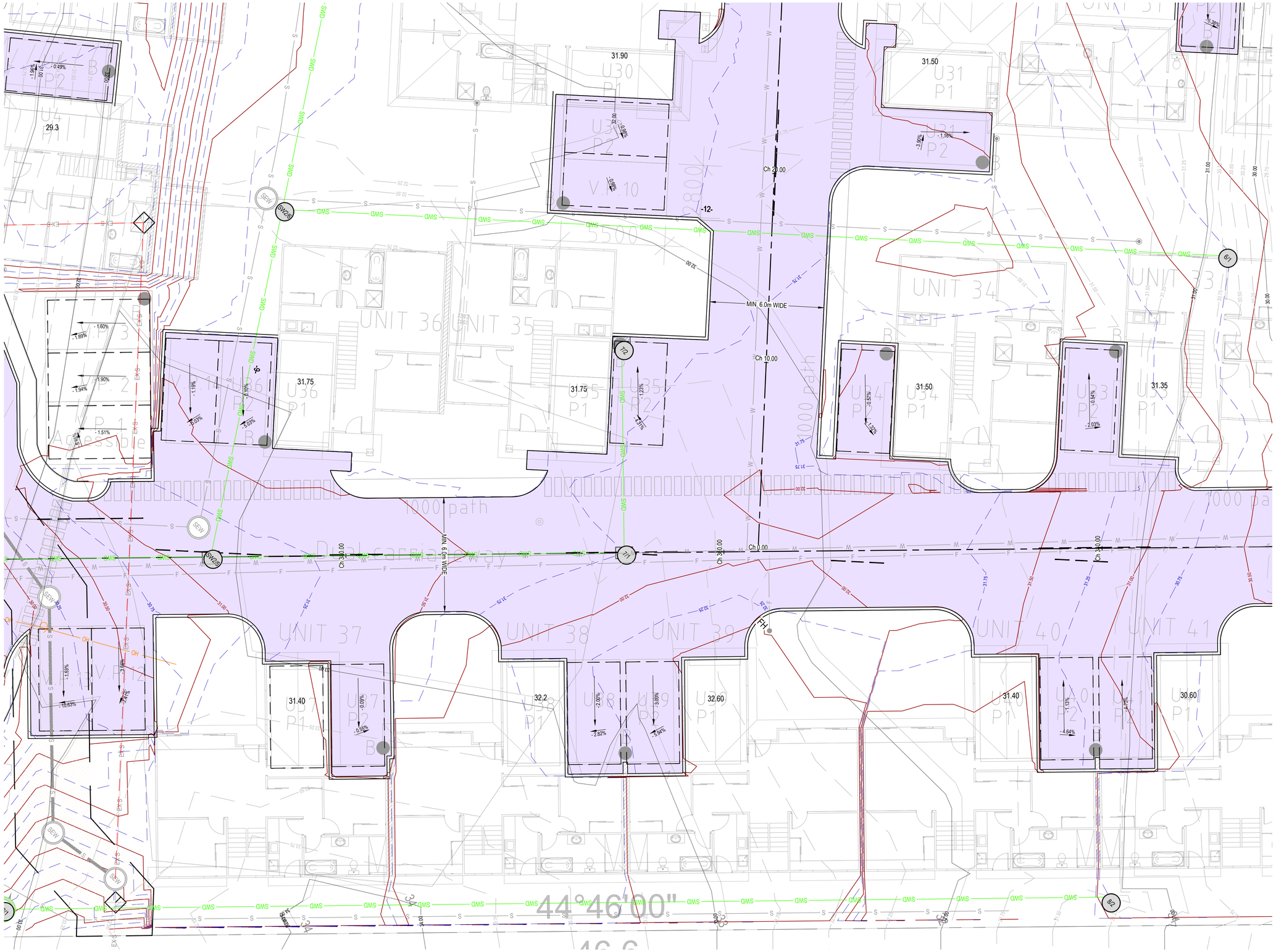
CLIENT: SJM PROPERTY DEVELOPMENTS

SHEET: ROAD AND STORMWATER PLAN - SHEET 7

SCALE: AS INDICATED | TOTAL SHEETS: 28 | SIZE: A1

PROJECT No: 21 E 116 - 1 | SHEET: C207 | REV: F

Document Set ID: 3539722
Version: 2, Version Date: 02/10/2025



ROAD AND STORMWATER PLAN - SHEET 8

AS INDICATED

STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
SSD	SLOTTED PVC AG DRAIN
	TABLE DRAIN
EX SWD	EXISTING STORMWATER
SWM	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
	SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-v3
	INSPECTION OPENING
	GRATED PIT
	GRATED TRENCH WITH PIT

SEWER LEGEND

S	uPVC SEWER DN100 SN6 U.N.O.
EX S	EXISTING SEWER
SEW	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
	MAINTENANCE SHAFT
	SEWER FIXTURE
IO	INSPECTION OPENING
IOS	INSPECTION OPENING TO SURFACE
ORG	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP OP	EXISTING TELSTRA
FOC	EXISTING NBN
G G	EXISTING GAS

PAVEMENT LEGEND

	ASPHALT
	CONCRETE DRIVEWAY
	CONCRETE FOOTPATH
	GRAVEL

NOTES

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HOLD POINTS / CONSTRUCTION TOLERANCES

THE BUILDER IS TO ALLOW TO ENGAGE ALDANMARK ENGINEERS TO UNDERTAKE INSPECTIONS AT THE FOLLOWING HOLD POINTS OF A CIVIL WORKS NATURE:

1. SUBGRADE AND FORMATION LEVEL OF DRIVEWAY PAVEMENT INCLUSIVE OF PROOF ROLL
2. DRIVEWAY REINFORCEMENT AND JOINTING PRIOR TO CONCRETE POUR

THE FOLLOWING TOLERANCES APPLY TO CONSTRUCTION OF THE DRIVEWAY:

- DRIVEWAY CENTRELINE GRADIENTS NOT TO EXCEED A MAXIMUM OF 28% ON STRAIGHT SECTIONS
- INNER WHEEL RADIUS GRADIENT NOT TO EXCEED A MAXIMUM OF 25% IN CURVES
- FORMATION LEVEL OF DRIVEWAY TO BE WITHIN +/- 20mm OF DESIGN LEVELS
- FINISHED SURFACE LEVELS OF DRIVEWAY TO BE WITHIN:
  - +/- 10mm OF DESIGN LEVELS ON STRAIGHT SECTIONS
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REV	ISSUE	DATE	APPROVAL
			DRAWN: NM
			CHECKED: LG
			DESIGN: NM
			CHECKED: LG
F	PLANNING RFI RESPONSE	12/06/2025	VERIFIED: MG

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

PROJECT: SJM PROPERTY DEVELOPMENTS

ADDRESS: 271 MAIN ROAD
AUSTINS FERRY

CLIENT: SJM PROPERTY DEVELOPMENTS

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

SHEET: ROAD AND STORMWATER PLAN - SHEET 8

SCALE: AS INDICATED | TOTAL SHEETS: 28 | SIZE: A1

PROJECT No: 21 E 116 - 1 | SHEET: C208 | REV: F

Document Set ID: 3539722
Version: 2, Version Date: 02/10/2025

EXISTING TASWATER DN150 SEWER MAIN

CONNECT PRIVATE SEWER TO EXISTING MANHOLE AS PER MRWA-S-300 SERIES

CONNECT NEW WATER TO EXISTING TASWATER WATER MAIN.

EXISTING DN150 uPVC TASWATER WATER MAIN ID: A355426

NEW PROPOSED DN150 SEWER MAIN

NEW 4.0m WIDE PIPELINE EASEMENT

EXISTING TASWATER DN150 SEWER MAIN

NEW FIRE HYDRANT

SEWER AND WATER PLAN - SHEET 1

AS INDICATED

REV		DATE		
			DRAWN:	NM
			CHECKED:	LG
			DESIGN:	NM
			CHECKED:	LG
F	PLANNING RFI RESPONSE	12/06/2025	VERIFIED:	MG
	ISSUE		APPROVAL	

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PROJECT: SJM PROPERTY DEVELOPMENTS

ADDRESS: 271 MAIN ROAD AUSTINS FERRY

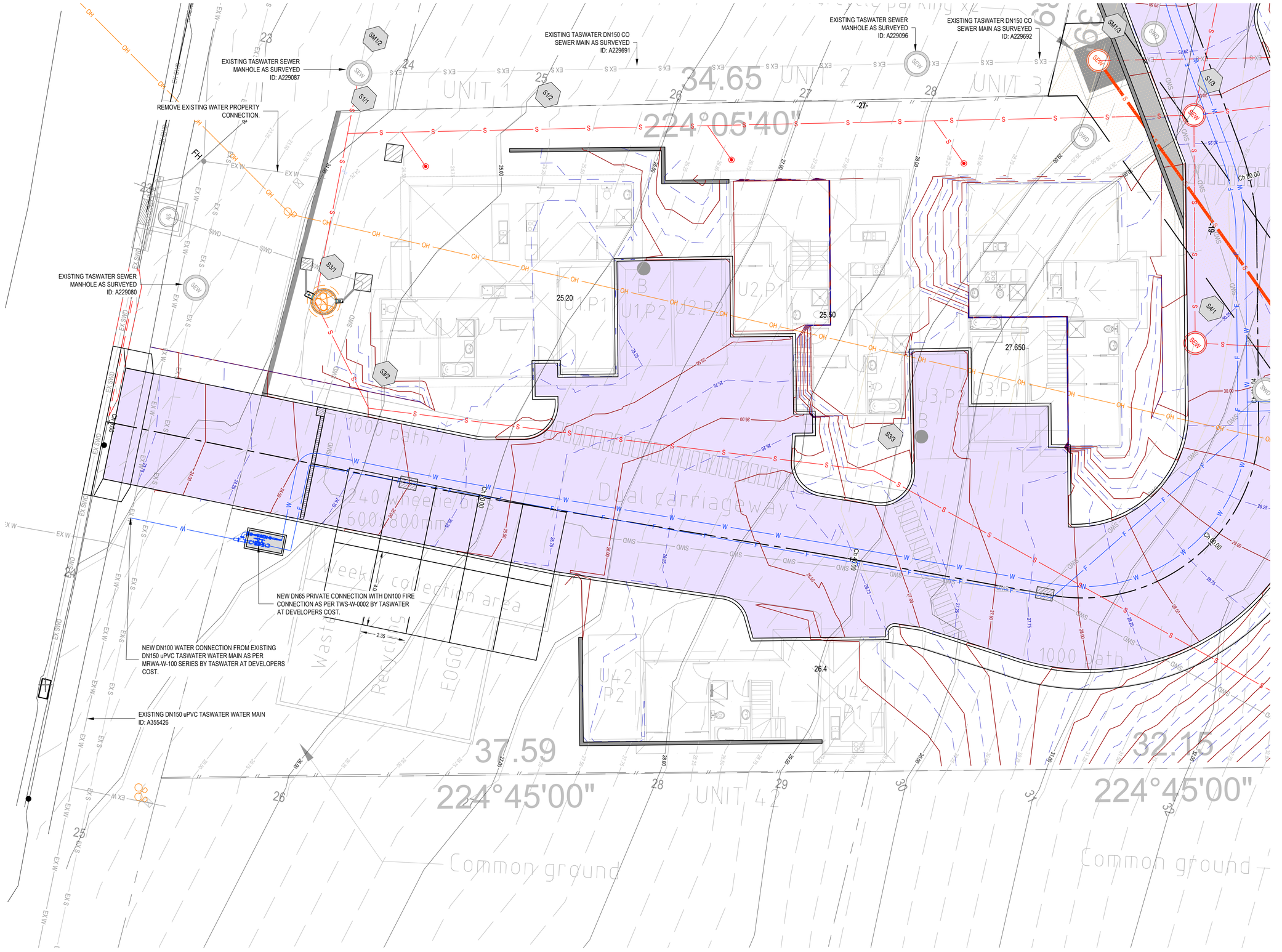
CLIENT: SJM PROPERTY DEVELOPMENTS

SHEET: SEWER AND WATER PLAN - SHEET 1

SCALE: AS INDICATED | TOTAL SHEETS: 28 | SIZE: A1

PROJECT No: 21 E 116 - 1 | SHEET: C301 | REV: F

Document Set ID: 3539722
Version: 2, Version Date: 02/10/2025



STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
SSD	SLOTTED PVC AG DRAIN
	TABLE DRAIN
EX SWD	EXISTING STORMWATER
	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
	SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-v3
	INSPECTION OPENING
	GRATED PIT
	GRATED TRENCH WITH PIT

SEWER LEGEND

S	uPVC SEWER DN100 SN6 U.N.O.
EX S	EXISTING SEWER
	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
	MAINTENANCE SHAFT
	SEWER FIXTURE
IO	INSPECTION OPENING
IOS	INSPECTION OPENING TO SURFACE
ORG	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP OP	EXISTING TELSTRA
FOC	EXISTING NBN
G G	EXISTING GAS

PAVEMENT LEGEND

	ASPHALT
	CONCRETE DRIVEWAY
	CONCRETE FOOTPATH
	GRAVEL

NOTES

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SEWER AND WATER PLAN - SHEET 2

AS INDICATED

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REV	ISSUE	DATE	APPROVAL
			DRAWN: NM
			CHECKED: LG
			DESIGN: NM
			CHECKED: LG
F	PLANNING RFI RESPONSE	12/06/2025	VERIFIED: MG

ALDANMARK CONSULTING ENGINEERS
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mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT: SJM PROPERTY DEVELOPMENTS

ADDRESS: 271 MAIN ROAD AUSTINS FERRY

CLIENT: SJM PROPERTY DEVELOPMENTS

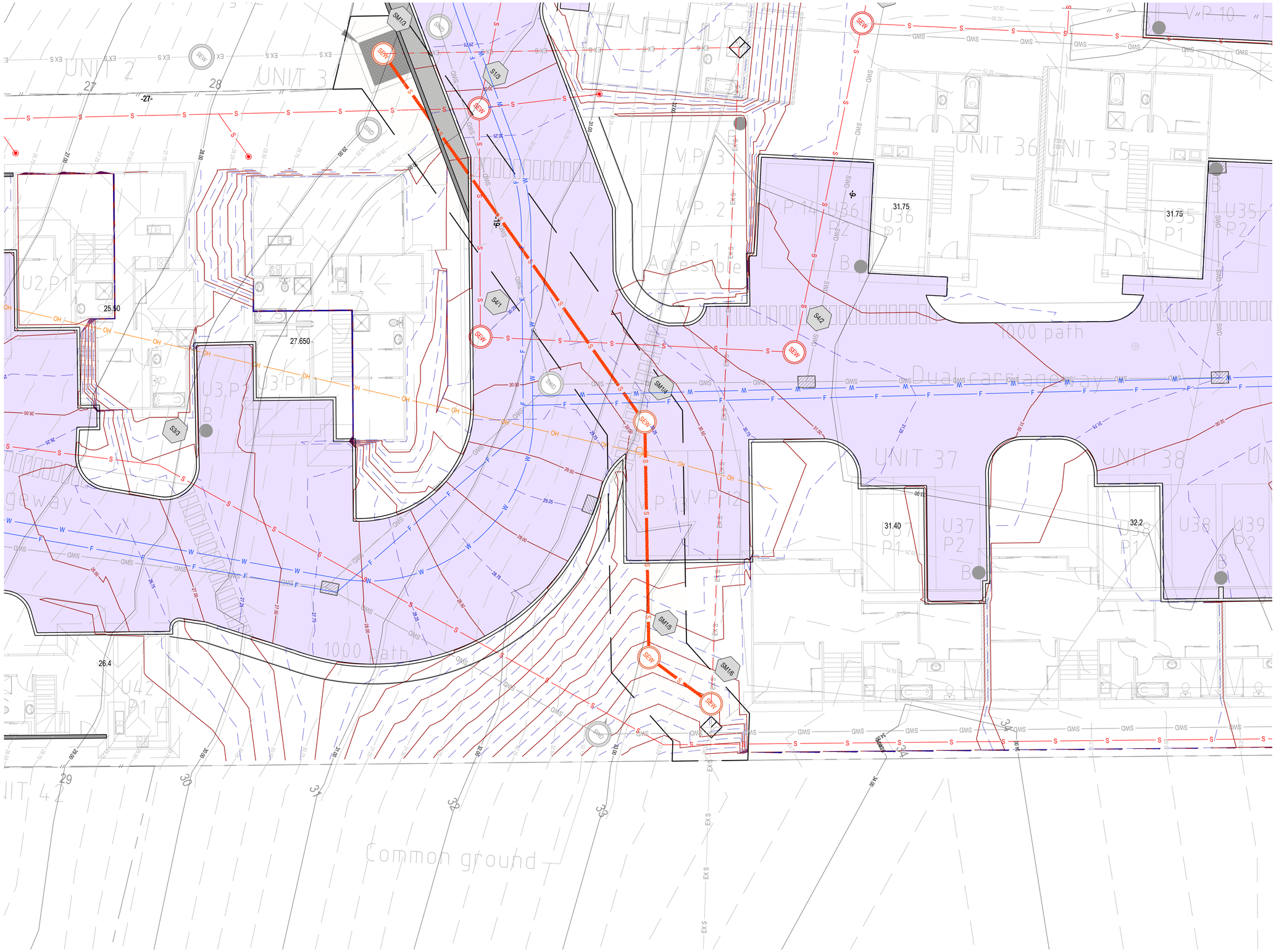
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SHEET: SEWER AND WATER PLAN - SHEET 2

SCALE: AS INDICATED | TOTAL SHEETS: 28 | SIZE: A1

PROJECT No: 21 E 116 - 1 | SHEET: C302 | REV: F

Document Set ID: 3539722
Version: 2, Version Date: 02/10/2025



STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
SSD	SLOTTED PVC AG DRAIN
	TABLE DRAIN
EX SWD	EXISTING STORMWATER
SWM	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
	SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-v3
	INSPECTION OPENING
	GRATED PIT
	GRATED TRENCH WITH PIT

SEWER LEGEND

S	uPVC SEWER DN100 SN6 U.N.O.
EX S	EXISTING SEWER
SEW	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
	MAINTENANCE SHAFT
	SEWER FIXTURE
IO	INSPECTION OPENING
IOS	INSPECTION OPENING TO SURFACE
ORG	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP	EXISTING TELSTRA
FOC	EXISTING NBN
G	EXISTING GAS

PAVEMENT LEGEND

	ASPHALT
	CONCRETE DRIVEWAY
	CONCRETE FOOTPATH
	GRAVEL

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SEWER AND WATER PLAN - SHEET 3

AS INDICATED

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			DRAWN: NM
			CHECKED: LG
			DESIGN: NM
			CHECKED: LG
F	PLANNING RFI RESPONSE	12/06/2025	VERIFIED: MG

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PROJECT: SJM PROPERTY DEVELOPMENTS

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

ADDRESS: 271 MAIN ROAD
AUSTINS FERRY

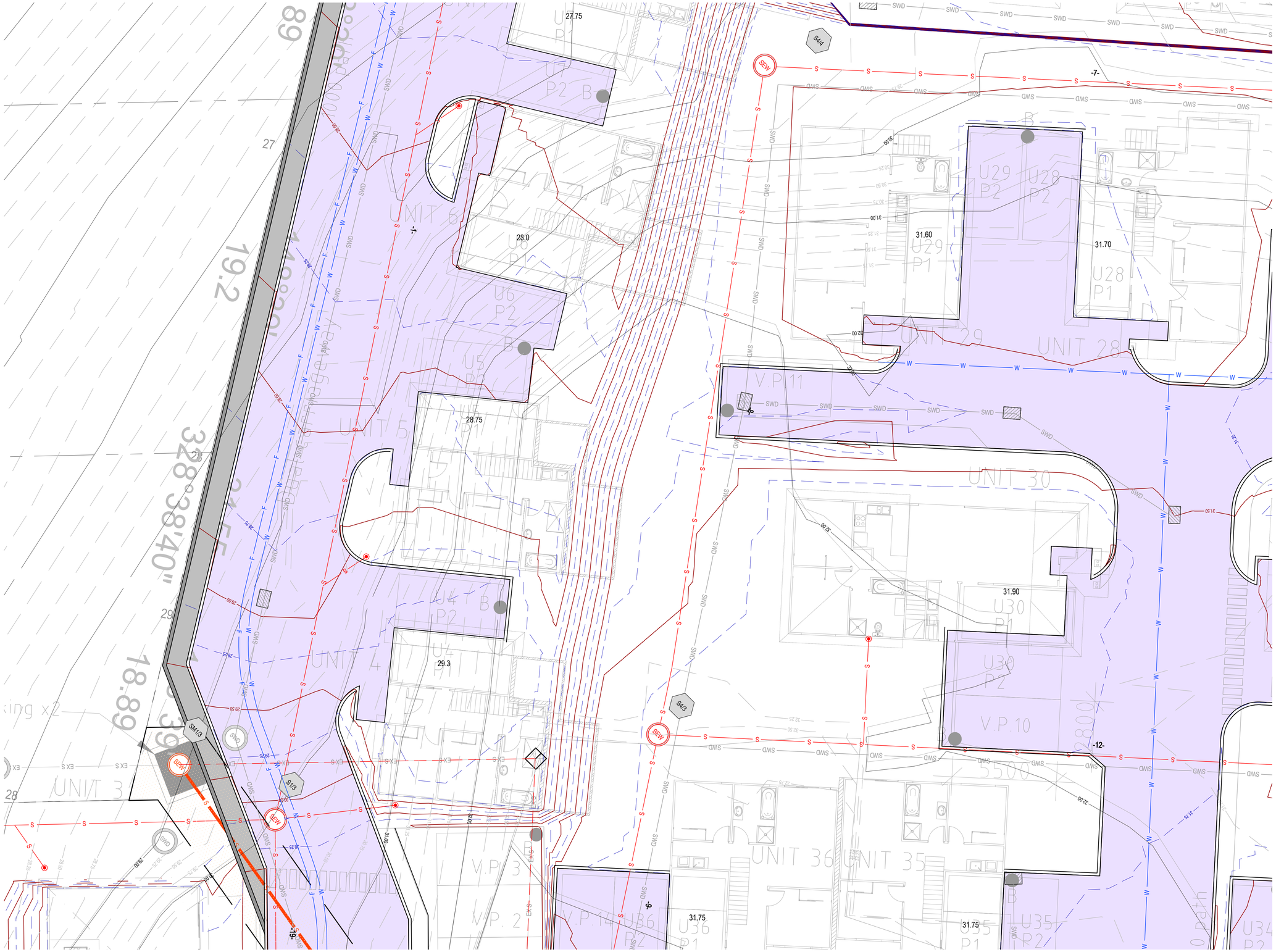
CLIENT: SJM PROPERTY DEVELOPMENTS

SHEET: SEWER AND WATER PLAN - SHEET 3

SCALE: AS INDICATED | TOTAL SHEETS: 28 | SIZE: A1

PROJECT No: 21 E 116 - 1 | SHEET: C303 | REV: F

Document Set ID: 3539722
Version: 2, Version Date: 02/10/2025



STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
SSD	SLOTTED PVC AG DRAIN
	TABLE DRAIN
EX SWD	EXISTING STORMWATER
SWM	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
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	SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-v3
	INSPECTION OPENING
	GRATED PIT
	GRATED TRENCH WITH PIT

SEWER LEGEND

S	uPVC SEWER DN100 SN6 U.N.O.
EX S	EXISTING SEWER
SEW	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
	MAINTENANCE SHAFT
	SEWER FIXTURE
IO	INSPECTION OPENING
IOS	INSPECTION OPENING TO SURFACE
ORG	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP	EXISTING TELSTRA
FOC	EXISTING NBN
G	EXISTING GAS

PAVEMENT LEGEND

	ASPHALT
	CONCRETE DRIVEWAY
	CONCRETE FOOTPATH
	GRAVEL

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REV	ISSUE	DATE	APPROVAL
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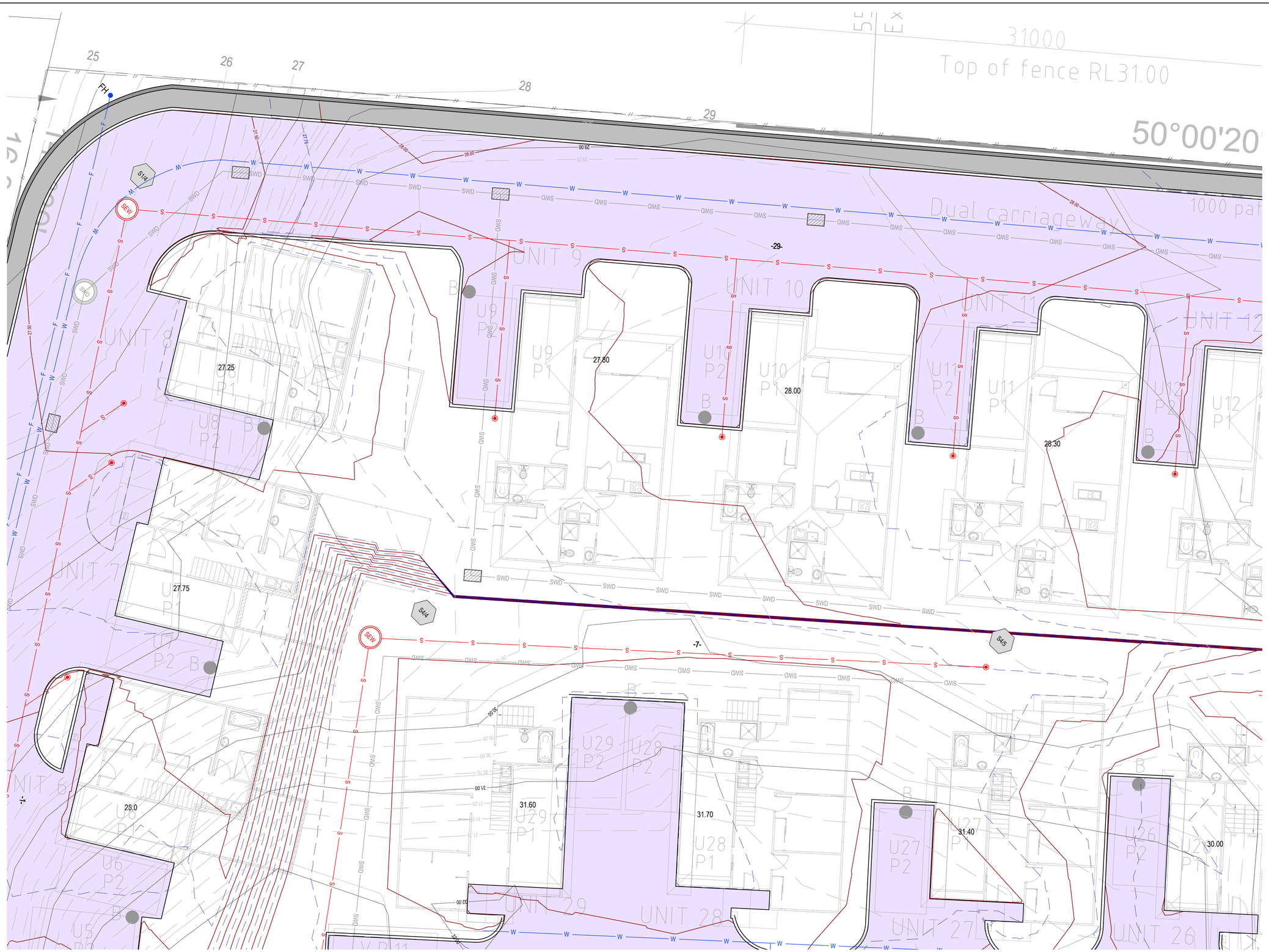
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SHEET: SEWER AND WATER PLAN - SHEET 4

SCALE: AS INDICATED | TOTAL SHEETS: 28 | SIZE: A1

PROJECT No: 21 E 116 - 1 | SHEET: C304 | REV: F

Document Set ID: 3539722
Version: 2, Version Date: 02/10/2025



STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
SSD	SLOTTED PVC AG DRAIN
	TABLE DRAIN
EX SWD	EXISTING STORMWATER
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	GRATED PIT
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IOS	INSPECTION OPENING TO SURFACE
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26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
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	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP OP	EXISTING TELSTRA
FOC	EXISTING NBN
G G	EXISTING GAS

PAVEMENT LEGEND

	ASPHALT
	CONCRETE DRIVEWAY
	CONCRETE FOOTPATH
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- FINISHED SURFACE LEVELS OF DRIVEWAY TO BE WITHIN:
  - +/- 10mm OF DESIGN LEVELS ON STRAIGHT SECTIONS
  - +/- 5mm OF DESIGN LEVELS ON VERTICAL TRANSITIONS

SETOUT FOR DRIVEWAY ALIGNMENT, FORMATION LEVELS AND FINISHED SURFACE LEVELS MUST BE PERFORMED BY A REGISTERED SURVEYOR AND EVIDENCE PROVIDED TO ALDANMARK PRIOR TO DRIVEWAY POUR. ALDANMARK TAKE NO RESPONSIBILITY FOR CONSTRUCTION OR REGULATORY ISSUES DUE TO INACCURATE SET-OUT OR CONSTRUCTION TOLERANCES BEYOND LIMITS NOTED ABOVE.

BUILDER TO ALLOW TO ENGAGE SURVEYOR FOR AN AS-CONSTRUCTED SURVEY OF DRIVEWAY FOR REVIEW BY ALDANMARK.

AS CONSTRUCTED SERVICES DRAWINGS MUST BE PROVIDED TO ALDANMARK UPON PROJECT COMPLETION.

WHERE DRIVEWAY GRADIENT EXCEEDS 28% THE DRIVEWAY SURFACE MUST BE A COARSE BROOMED FINISH, ALL OTHER SECTIONS OF DRIVEWAY SURFACE MAY HAVE A WOODEN FLOAT OR COARSE BROOMED FINISH. DRIVEWAY AGGREGATE MUST BE ANGULAR DOLERITE. ROUNDED STONE AGGREGATE IS NOT ACCEPTABLE.

SEWER AND WATER PLAN - SHEET 5

AS INDICATED

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REV	ISSUE	DATE	APPROVAL
			DRAWN: NM
			CHECKED: LG
			DESIGN: NM
			CHECKED: LG
F	PLANNING RFI RESPONSE	12/06/2025	VERIFIED: MG

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

PROJECT: SJM PROPERTY DEVELOPMENTS

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

ADDRESS: 271 MAIN ROAD
AUSTINS FERRY

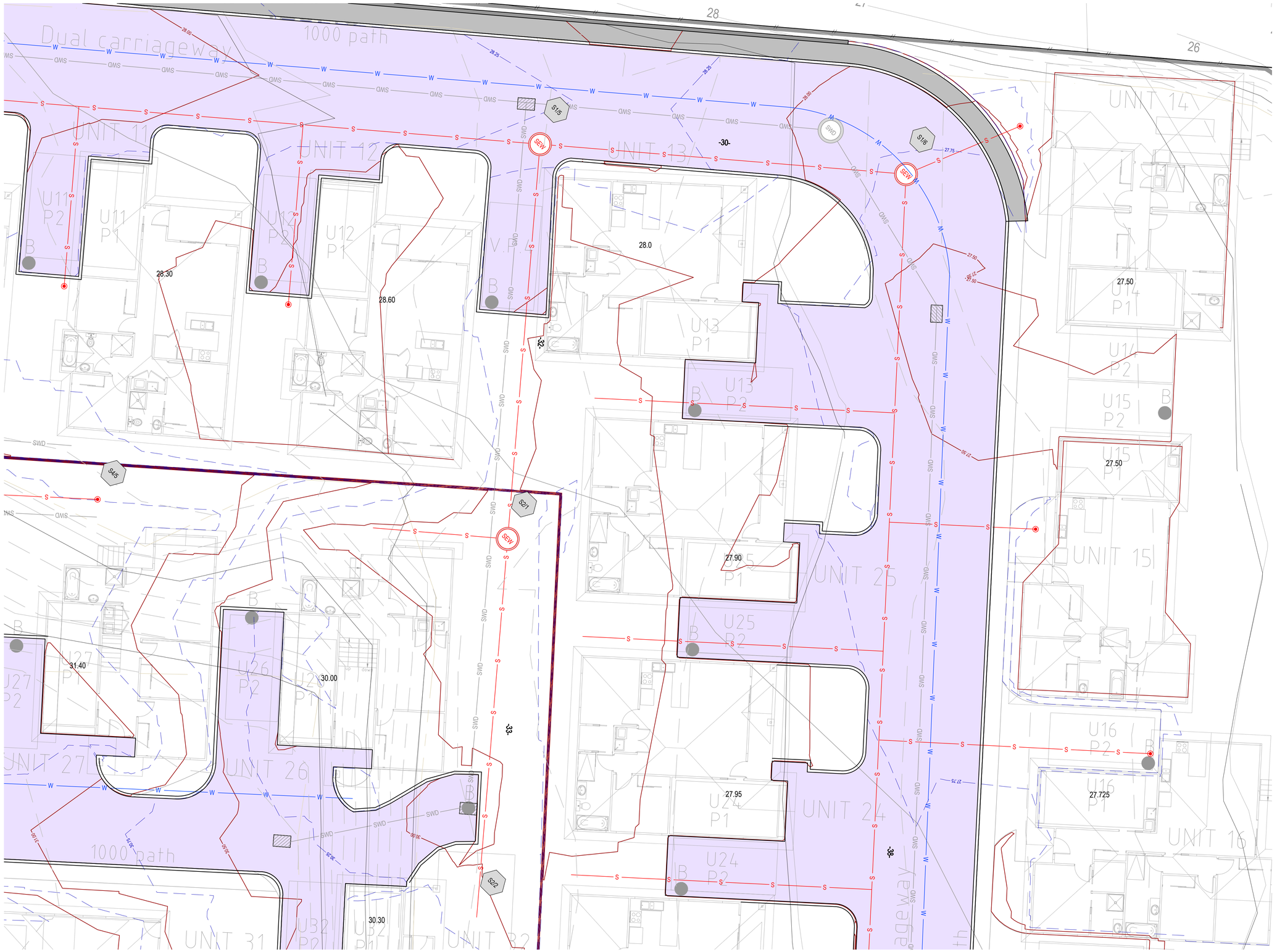
CLIENT: SJM PROPERTY DEVELOPMENTS

SHEET: SEWER AND WATER PLAN - SHEET 5

SCALE: AS INDICATED | TOTAL SHEETS: 28 | SIZE: A1

PROJECT No: 21 E 116 - 1 | SHEET: C305 | REV: F

Document Set ID: 3539722
Version: 2, Version Date: 02/10/2025



STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
SSD	SLOTTED PVC AG DRAIN
	TABLE DRAIN
EX SWD	EXISTING STORMWATER
SWD	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
	SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-v3
	INSPECTION OPENING
	GRATED PIT
	GRATED TRENCH WITH PIT

SEWER LEGEND

S	uPVC SEWER DN100 SN6 U.N.O.
EX S	EXISTING SEWER
SEW	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
	MAINTENANCE SHAFT
	SEWER FIXTURE
IO	INSPECTION OPENING
IOS	INSPECTION OPENING TO SURFACE
ORG	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP OP	EXISTING TELSTRA
FOC	EXISTING NBN
G G	EXISTING GAS

PAVEMENT LEGEND

	ASPHALT
	CONCRETE DRIVEWAY
	CONCRETE FOOTPATH
	GRAVEL

NOTES

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2. DRIVEWAY REINFORCEMENT AND JOINTING PRIOR TO CONCRETE POUR

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- DRIVEWAY CENTRELINE GRADIENTS NOT TO EXCEED A MAXIMUM OF 28% ON STRAIGHT SECTIONS
- INNER WHEEL RADIUS GRADIENT NOT TO EXCEED A MAXIMUM OF 25% IN CURVES
- FORMATION LEVEL OF DRIVEWAY TO BE WITHIN +/- 20mm OF DESIGN LEVELS
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  - +/- 10mm OF DESIGN LEVELS ON STRAIGHT SECTIONS
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SEWER AND WATER PLAN - SHEET 6

AS INDICATED

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REV	ISSUE	DATE	APPROVAL
			DRAWN: NM
			CHECKED: LG
			DESIGN: NM
			CHECKED: LG
F	PLANNING RFI RESPONSE	12/06/2025	VERIFIED: MG

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mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT: SJM PROPERTY DEVELOPMENTS

ADDRESS: 271 MAIN ROAD
AUSTINS FERRY

CLIENT: SJM PROPERTY DEVELOPMENTS

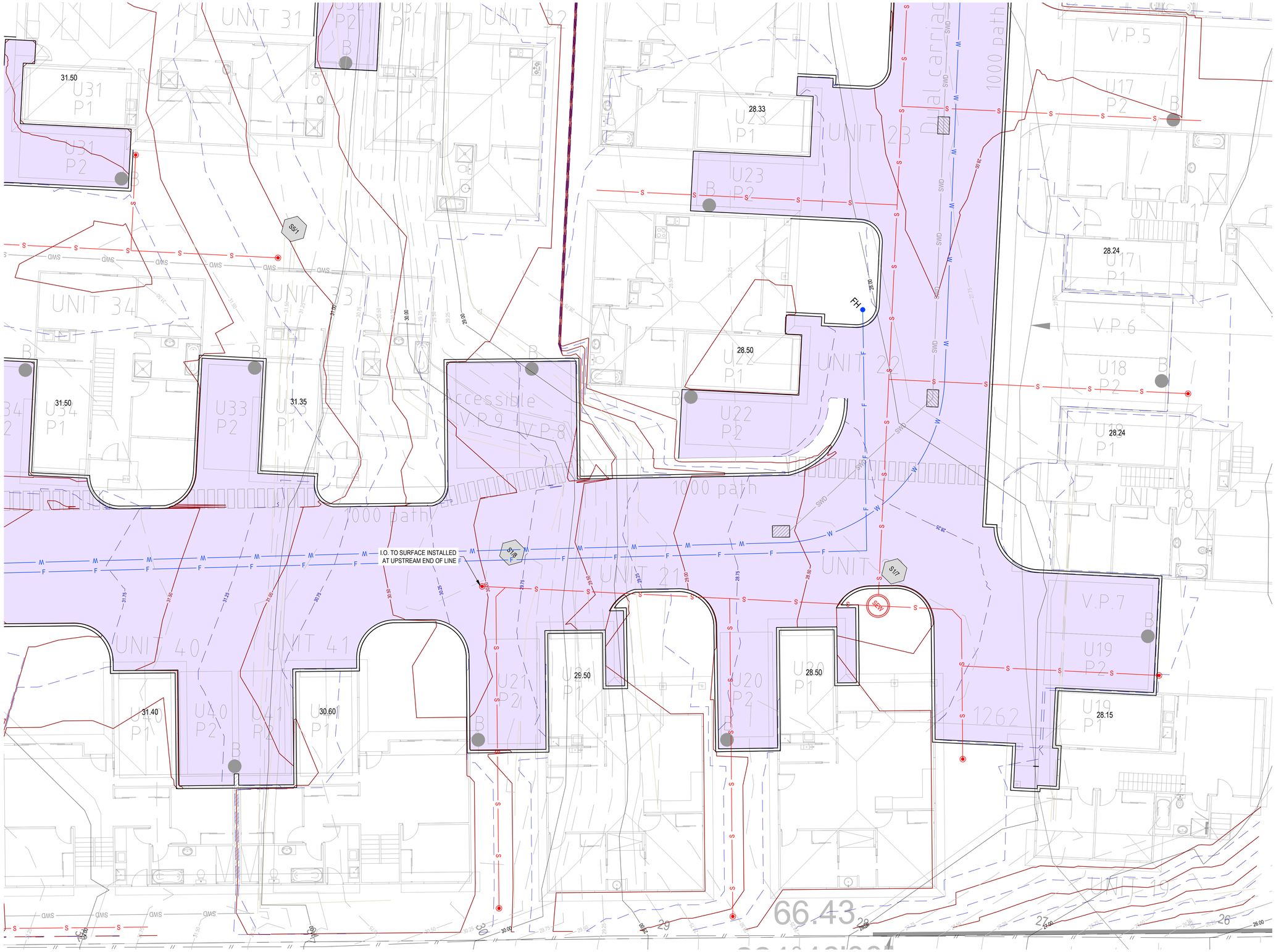
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SHEET: SEWER AND WATER PLAN - SHEET 6

SCALE: AS INDICATED | TOTAL SHEETS: 28 | SIZE: A1

PROJECT No: 21 E 116 - 1 | SHEET: C306 | REV: F

Document Set ID: 3539722
Version: 2, Version Date: 02/10/2025



SEWER AND WATER PLAN - SHEET 7

AS INDICATED

STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
SSD	SLOTTED PVC AG DRAIN
	TABLE DRAIN
EX SWD	EXISTING STORMWATER
	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
	SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-v3
	INSPECTION OPENING
	GRATED PIT
	GRATED TRENCH WITH PIT

SEWER LEGEND

S	uPVC SEWER DN100 SN6 U.N.O.
EX S	EXISTING SEWER
	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
	MAINTENANCE SHAFT
	SEWER FIXTURE
IO	INSPECTION OPENING
IOS	INSPECTION OPENING TO SURFACE
ORG	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP	EXISTING TELSTRA
FOC	EXISTING NBN
G	EXISTING GAS

PAVEMENT LEGEND

	ASPHALT
	CONCRETE DRIVEWAY
	CONCRETE FOOTPATH
	GRAVEL

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REV	ISSUE	DATE	APPROVAL
			DRAWN: NM
			CHECKED: LG
			DESIGN: NM
			CHECKED: LG
F	PLANNING RFI RESPONSE	12/06/2025	VERIFIED: MG

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03 6234 8666
mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT: SJM PROPERTY DEVELOPMENTS

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

ADDRESS: 271 MAIN ROAD
AUSTINS FERRY

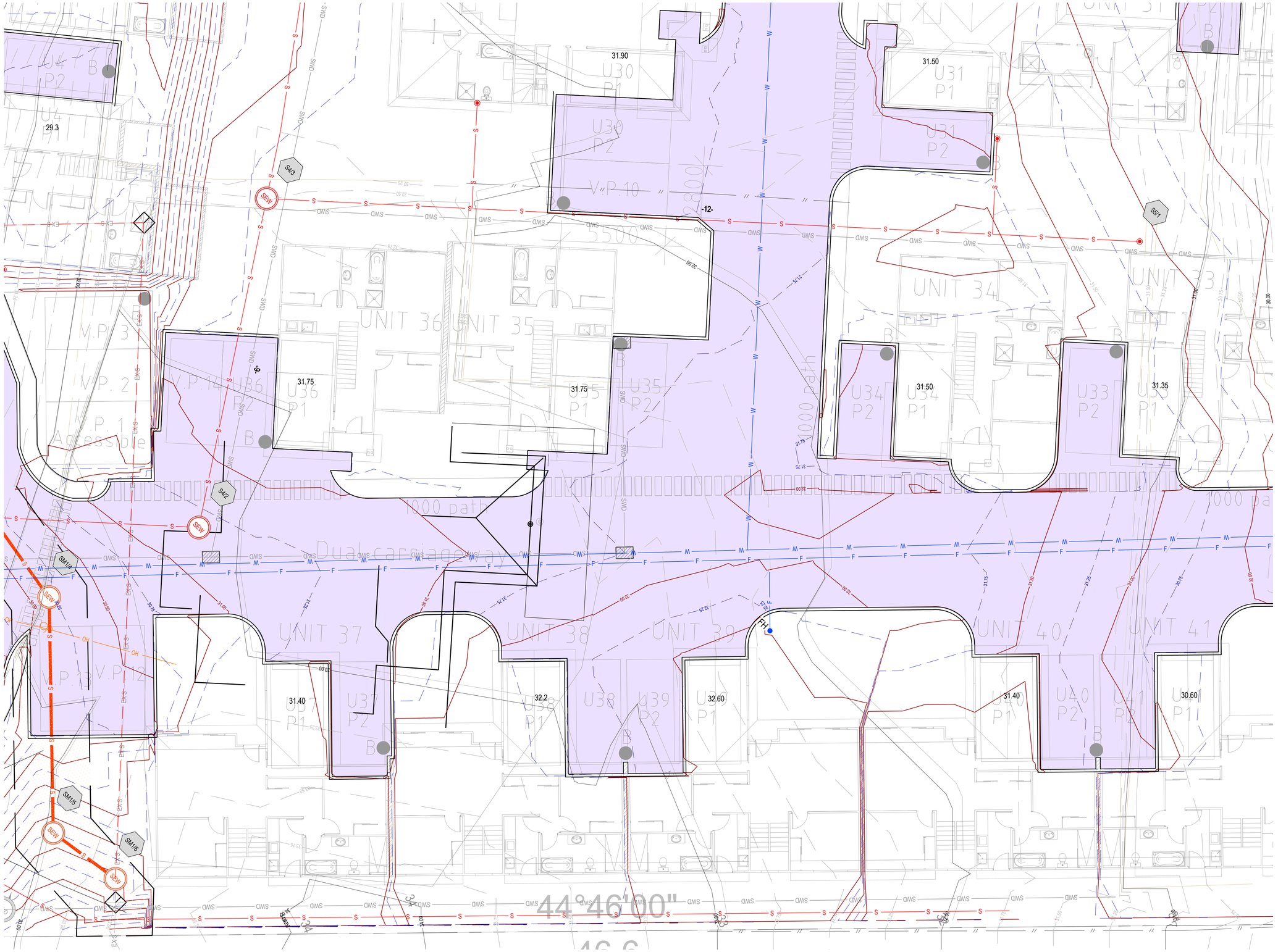
CLIENT: SJM PROPERTY DEVELOPMENTS

SHEET: SEWER AND WATER PLAN - SHEET 7

SCALE: AS INDICATED | TOTAL SHEETS: 28 | SIZE: A1

PROJECT No: 21 E 116 - 1 | SHEET: C307 | REV: F

Document Set ID: 3539722
Version: 2, Version Date: 02/10/2025



STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
SSD	SLOTTED PVC AG DRAIN
	TABLE DRAIN
EX SWD	EXISTING STORMWATER
	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
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	SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-v3
	INSPECTION OPENING
	GRATED PIT
	GRATED TRENCH WITH PIT

SEWER LEGEND

S	uPVC SEWER DN100 SN6 U.N.O.
EX S	EXISTING SEWER
SEW	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
	MAINTENANCE SHAFT
	SEWER FIXTURE
IO	INSPECTION OPENING
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ORG	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

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26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP	EXISTING TELSTRA
FOC	EXISTING NBN
G	EXISTING GAS

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	ASPHALT
	CONCRETE DRIVEWAY
	CONCRETE FOOTPATH
	GRAVEL

NOTES

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SEWER AND WATER PLAN - SHEET 8

AS INDICATED

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REV	ISSUE	DATE	APPROVAL
			DRAWN: NM
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			DESIGN: NM
			CHECKED: LG
F	PLANNING RFI RESPONSE	12/06/2025	VERIFIED: MG

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PROJECT: SJM PROPERTY DEVELOPMENTS

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

ADDRESS: 271 MAIN ROAD
AUSTINS FERRY

CLIENT: SJM PROPERTY DEVELOPMENTS

SHEET: SEWER AND WATER PLAN - SHEET 8

SCALE: AS INDICATED | TOTAL SHEETS: 28 | SIZE: A1

PROJECT No: 21 E 116 - 1 | SHEET: C308 | REV: F

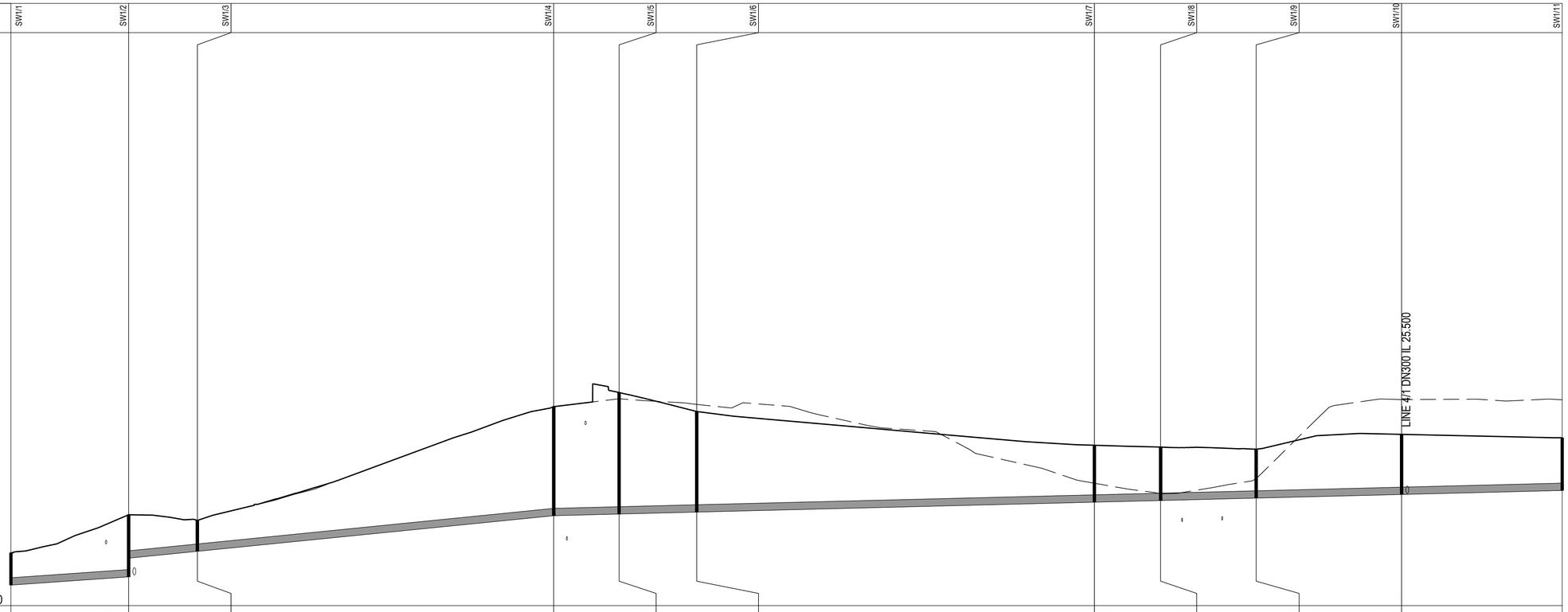
Document Set ID: 3539722
Version: 2, Version Date: 02/10/2025

NOTES

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DATUM RL 20.90

STRUCTURE NAME	SW1/1		SW1/2		SW1/3	SW1/4	SW1/5	SW1/6	SW1/7	SW1/8	SW1/9	SW1/10	SW1/11
PIPE SIZE / MATRIAL	DN300 StormPRO		DN300 StormPRO		DN300 StormPRO	DN300 StormPRO	DN300 StormPRO	DN300 StormPRO	DN300 StormPRO	DN300 StormPRO	DN300 StormPRO	DN300 StormPRO	DN300 StormPRO
GRADE %	2.80%		4.00%		4.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
DEPTH TO INVERT	1.32	2.55	1.78	1.26	4.48	4.99	4.13	2.33	2.19	2.01	2.47	2.16	
INVERT LEVEL	21.740	22.078	22.845	23.127	24.588	24.655	24.735	25.142	25.210	25.308	25.457	25.622	
FINISHED SURFACE	23.06	24.63		24.39	29.07	29.64	28.86	27.48	27.40	27.32	27.92	27.78	
EXISTING SURFACE	23.06	24.63		24.39	29.07	29.38	29.15	25.92	25.49	26.10	29.35	29.34	
CHAINAGE	0.00	12.07	12.07	19.11	55.64	62.34	70.30	111.05	117.84	127.64	142.54	159.00	
	12.07m		7.05m		36.53m	6.70m	7.96m	40.76m	6.79m	9.79m	14.91m	16.46m	

DRAINAGE LONGITUNDINAL SECTION FOR LINE SW1

SCALES: HORIZONTAL 1:250 VERTICAL 1:100

REV	ISSUE	DATE	APPROVAL	
			DRAWN:	NM
			CHECKED:	LG
			DESIGN:	NM
			CHECKED:	LG
F	PLANNING RFI RESPONSE	12/06/2025	VERIFIED:	MG

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PROJECT: SJM PROPERTY DEVELOPMENTS

0 1 2 3 4 5m
0 0.5 1.0 1.5 2.0 2.5m
H1:100
V1:50

ADDRESS: 271 MAIN ROAD
AUSTINS FERRY

CLIENT: SJM PROPERTY DEVELOPMENTS

SHEET: STORMWATER LONG SECTIONS - SHEET 1

SCALE: AS INDICATED | TOTAL SHEETS: 28 | SIZE: A1

PROJECT No: 21 E 116 - 1 | SHEET: C401 | REV: F

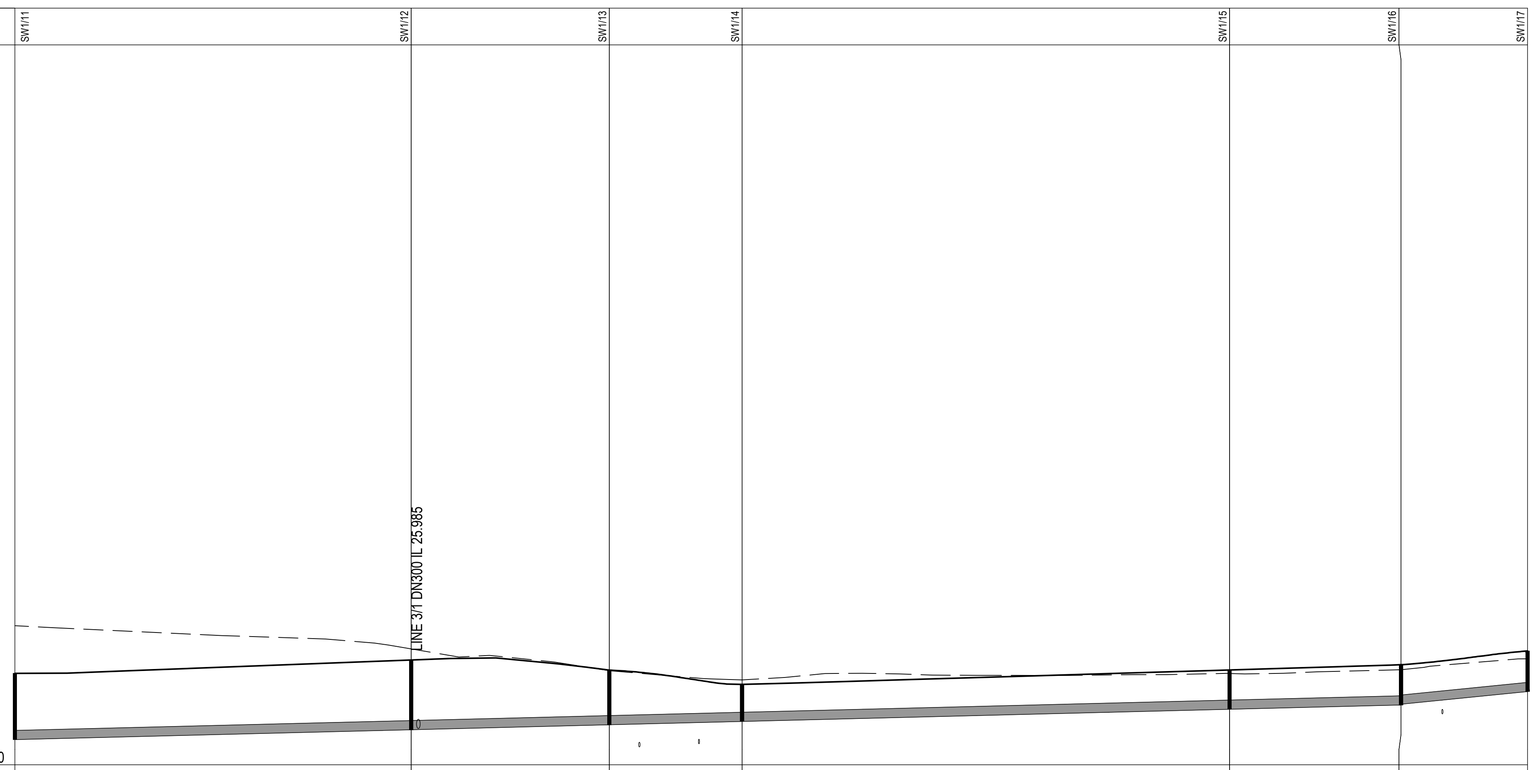
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DATUM RL 24.80

STRUCTURE NAME	SW1/11	SW1/12	SW1/13	SW1/14	SW1/15	SW1/16	SW1/17
PIPE SIZE / MATRIAL		DN300 StormPRO	DN300 StormPRO	DN300 StormPRO	DN300 StormPRO	DN300 StormPRO	DN300 StormPRO
GRADE %		1.00%	1.00%	1.00%	1.00%	1.00%	4.00%
DEPTH TO INVERT	2.16	2.28	1.78	1.21	1.28	1.32	1.29 1.33
INVERT LEVEL	25.622	25.945	26.107	26.215	26.613	26.753	26.778 27.191
FINISHED SURFACE	27.78	28.22	27.89	27.43	27.90	28.07	28.52
EXISTING SURFACE	29.34	28.58	27.87	27.57	27.78	27.90	28.26
CHAINAGE	159.00	191.35	207.52	218.35	258.14	272.14	282.47
		32.35m	16.17m	10.83m	39.79m	13.99m	10.33m

DRAINAGE LONGITUNDINAL SECTION FOR LINE SW1
SCALES: HORIZONTAL 1:250 VERTICAL 1:100

REV		DATE		
			DRAWN:	NM
			CHECKED:	LG
			DESIGN:	NM
			CHECKED:	LG
F	PLANNING RFI RESPONSE	12/06/2025	VERIFIED:	MG
	ISSUE		APPROVAL	

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PROJECT: SJM PROPERTY DEVELOPMENTS

0 1 2 3 4 5m
0 0.5 1.0 1.5 2.0 2.5m
H1:100
V1:50

ADDRESS: 271 MAIN ROAD
AUSTINS FERRY

CLIENT: SJM PROPERTY DEVELOPMENTS

SHEET: STORMWATER LONG SECTIONS - SHEET 2

SCALE: AS INDICATED | TOTAL SHEETS: 28 | SIZE: A1

PROJECT No: 21 E 116 - 1 | SHEET: C402 | REV: F

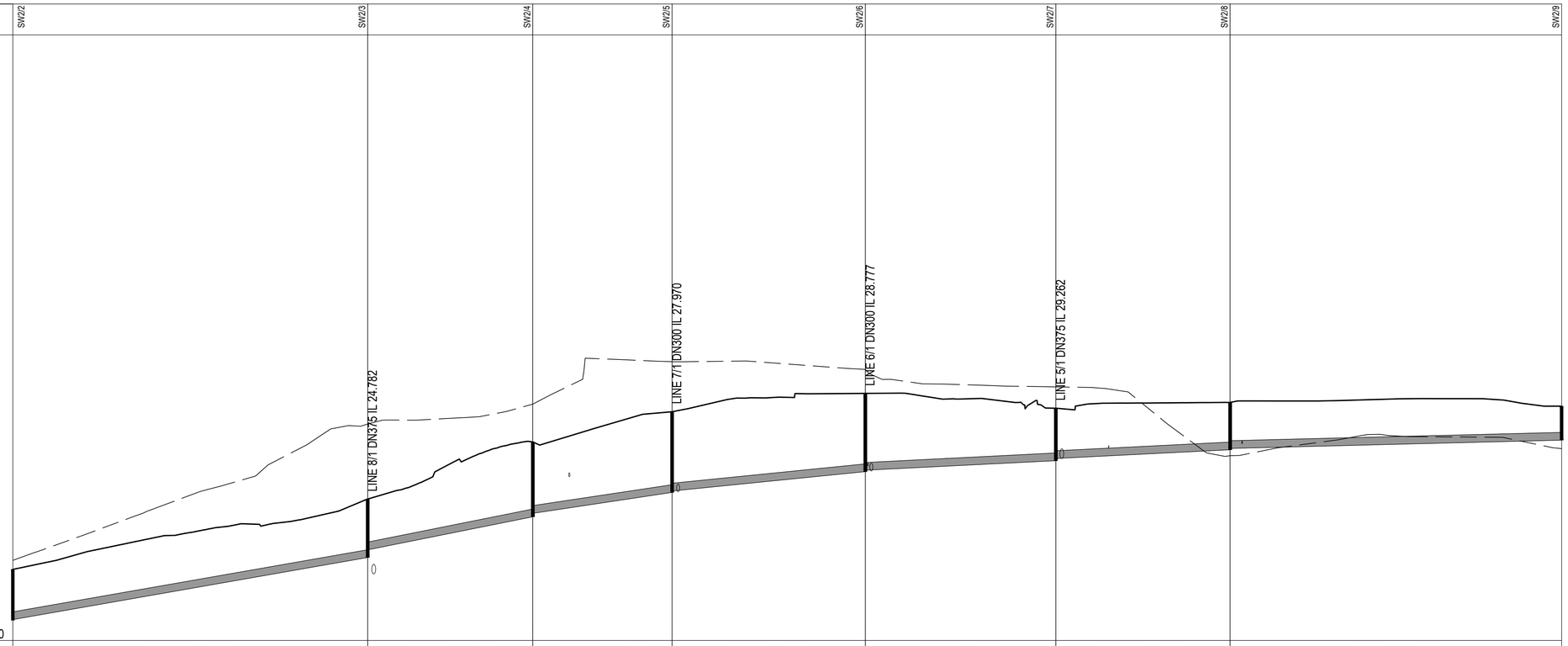
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DATUM RL 22.20

STRUCTURE NAME	SW22		SW23		SW24	SW25	SW26	SW27	SW28	SW29
PIPE SIZE / MATRIAL	DN300 StormPRO		DN300 StormPRO		DN300 StormPRO	DN300 StormPRO	DN300 StormPRO	DN300 StormPRO	DN300 StormPRO	DN300 StormPRO
GRADE %	7.00%		8.00%		6.00%	4.00%	2.00%	2.00%	1.00%	
DEPTH TO INVERT	1.95	2.27	1.97	2.90	2.77	3.13	3.07	3.04	2.98	2.04	1.95	1.84	1.79	1.32
INVERT LEVEL	23.010	25.422	25.718	27.000	27.134	27.945	28.002	28.752	28.807	29.177	29.262	29.600	29.653	29.975
FINISHED SURFACE	24.96	27.69		29.90		31.08	31.79	31.21	31.44	31.29
EXISTING SURFACE	25.31	30.60		31.37		33.02	32.72	32.04	29.37	29.65
CHAINAGE	12.76	47.21		63.25		76.77	95.53	114.02	130.94	163.12
	34.45m		16.03m		13.52m	18.76m	18.49m	16.92m	32.18m	

DRAINAGE LONGITUNDINAL SECTION FOR LINE SW2

SCALES: HORIZONTAL 1:250 VERTICAL 1:100

REV	ISSUE	DATE	APPROVAL
			DRAWN: NM
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			DESIGN: NM
			CHECKED: LG
F	PLANNING RFI RESPONSE	12/06/2025	VERIFIED: MG

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www.aldanmark.com.au

PROJECT: SJM PROPERTY DEVELOPMENTS

0 1 2 3 4 5m
0 0.5 1.0 1.5 2.0 2.5m
H1:100
V1:50

ADDRESS: 271 MAIN ROAD
AUSTINS FERRY

CLIENT: SJM PROPERTY DEVELOPMENTS

SHEET: STORMWATER LONG SECTIONS - SHEET 3

SCALE: AS INDICATED | TOTAL SHEETS: 28 | SIZE: A1

PROJECT No: 21 E 116 - 1 | SHEET: C403 | REV: F

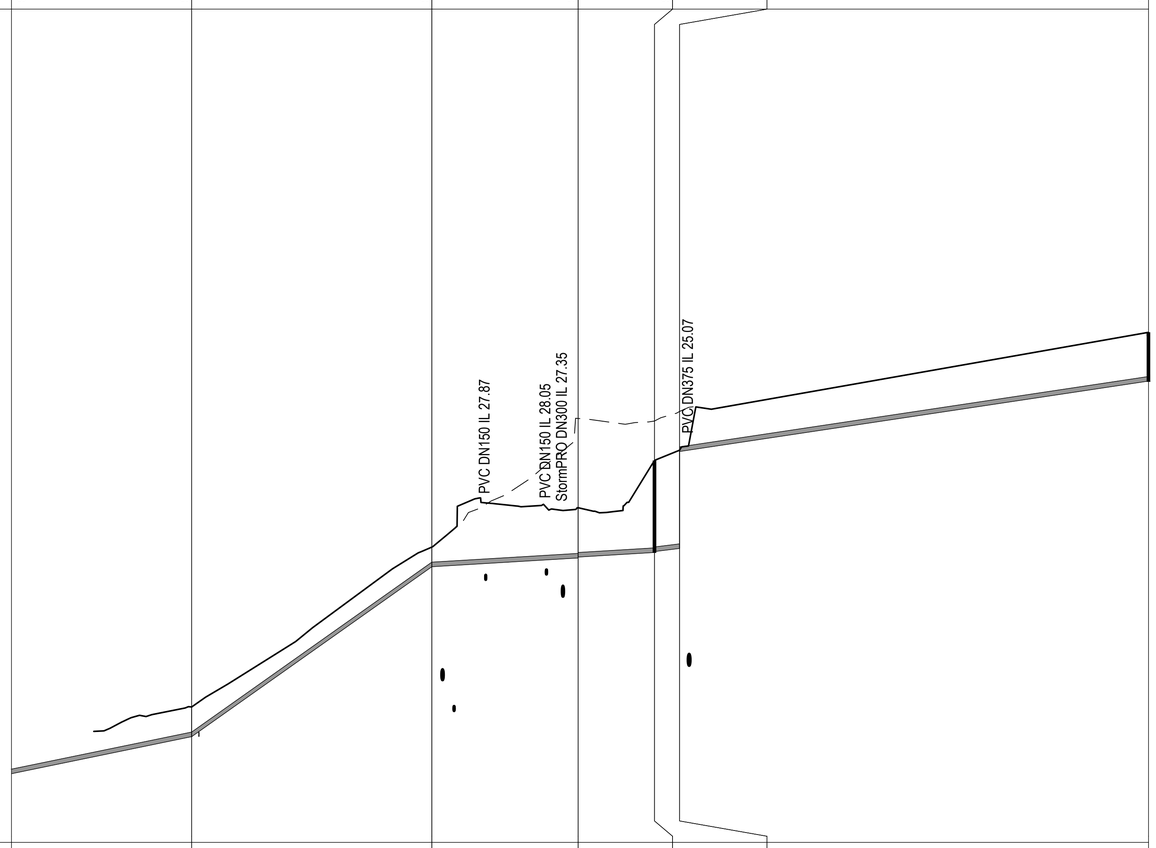
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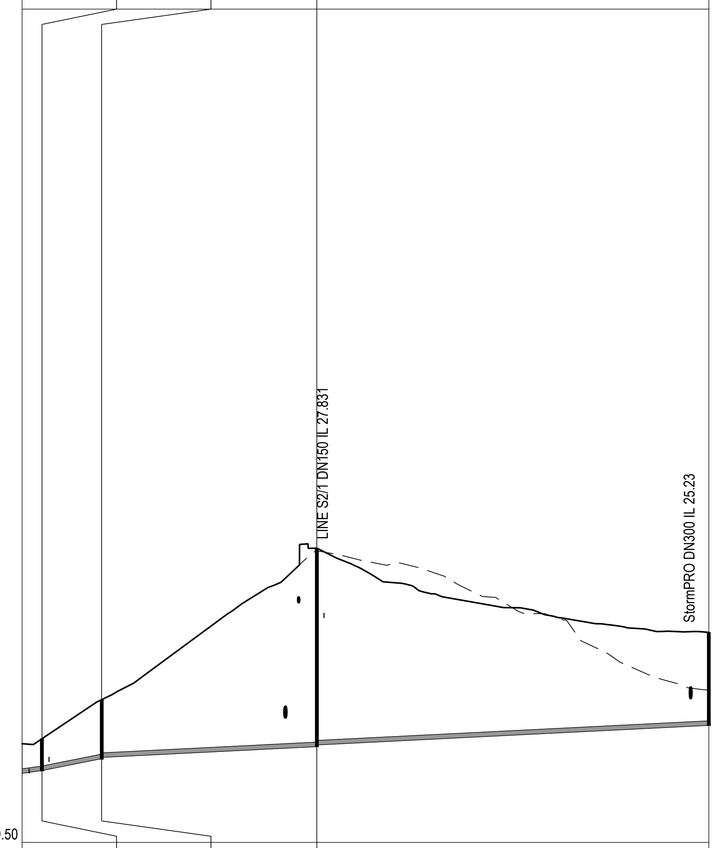
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STRUCTURE DESCRIPTION						
STRUCTURE NAME	SM1/1	SM1/2	SM1/3	SM1/4	SM1/5	SM1/6	SM1/7
DATUM RL 19.30						
GRADE %	4.12%	14.15%	1.20%	1.20%	2.47%	3.00%	
PIPE SIZE / MATERIAL	DN150 PVC	DN150 PVC	DN150 PVC	DN150 PVC	DN150 PVC	DN150 PVC	
DEPTH TO INVERT	-21.54	0.97	0.64	1.64	1.61	2.99	2.96	3.21	0.04	1.59
INVERT LEVEL	21.541	22.752	28.297	28.583	28.613	28.763	28.793	28.894	32.058	34.357
FINISHED SURFACE		23.72	28.94	30.22	31.76	32.10	35.94
EXISTING SURFACE		23.72	28.94	33.14	33.05	33.37	35.94
CHAINAGE	0.00	29.43	68.62	92.51	104.96	109.06	185.61
	29.43m	39.19m	23.89m	12.46m	4.09m	76.55m	

SEWER LONGITUNDINAL SECTION FOR LINE SM1
SCALES: HORIZONTAL 1:500 VERTICAL 1:100



	SM1/2	S1/1	S1/2	S1/3	S1/4
DATUM RL 20.50					
GRADE %	2.78%	4.00%	1.00%	1.00%	
PIPE SIZE / MATERIAL	DN150 PVC	DN150 PVC	DN150 PVC	DN150 PVC	
DEPTH TO INVERT	0.97	1.04	1.93	1.89	6.48	6.42	3.04
INVERT LEVEL	22.752	22.842	23.232	23.272	23.623	23.678	24.318
FINISHED SURFACE	23.72	23.88	25.16	30.10	27.36
EXISTING SURFACE	23.72	23.88	25.16	30.02	25.47
CHAINAGE	0.00	3.24	13.00	48.12	112.11
	3.24m	9.76m	35.12m	63.99m	

SEWER LONGITUNDINAL SECTION FOR LINE S1
SCALES: HORIZONTAL 1:500 VERTICAL 1:100

REV		DATE		
			DRAWN:	NM
			CHECKED:	LG
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			CHECKED:	LG
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	ISSUE		APPROVAL	

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PROJECT: SJM PROPERTY DEVELOPMENTS

0 1 2 3 4 5m
0 0.5 1.0 1.5 2.0 2.5m
H1:100
V1:50

ADDRESS: 271 MAIN ROAD
AUSTINS FERRY

CLIENT: SJM PROPERTY DEVELOPMENTS

SHEET: SEWER LONG SECTION - SHEET 1

SCALE: AS INDICATED | TOTAL SHEETS: 28 | SIZE: A1

PROJECT No: 21 E 116 - 1 | SHEET: C404 | REV: F

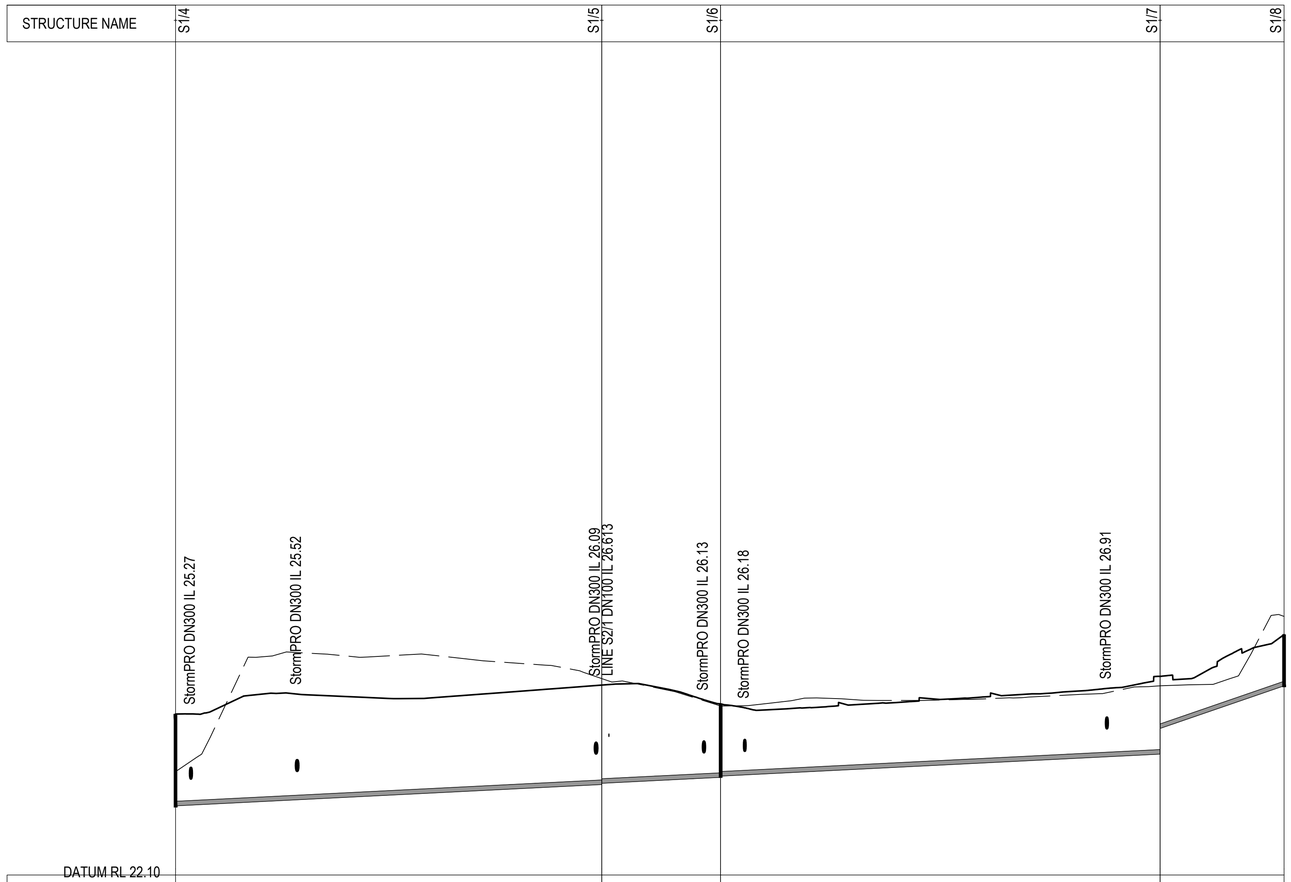
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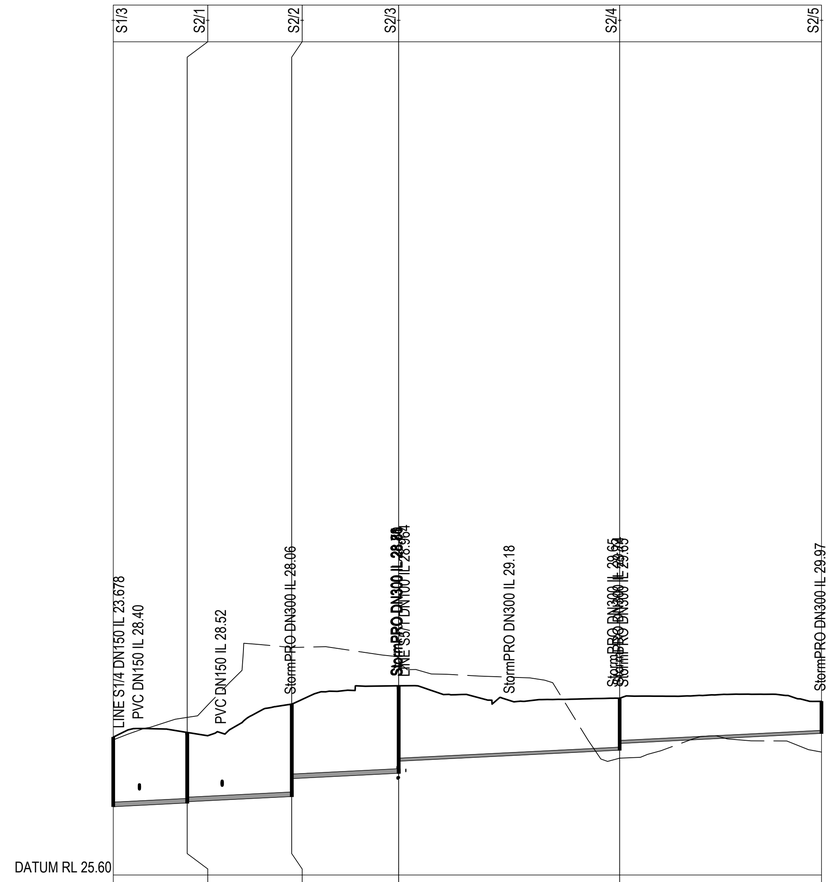
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GRADE %	1.00%			1.00%		1.00%		6.87%	
PIPE SIZE / MATERIAL	DN150 PVC			DN150 PVC		DN150 PVC		DN150 PVC	
DEPTH TO INVERT	3.00	3.25		3.21	2.40	2.36	2.54	1.70	1.67
INVERT LEVEL	24.358	25.054		25.094	25.288	25.330	26.047	26.884	28.275
FINISHED SURFACE	27.36	28.30		27.69		28.58		29.95	
EXISTING SURFACE	25.47	28.51		27.62		28.28		30.54	
CHAINAGE	112.11	181.69		201.10		272.83		293.07	
	69.58m			19.40m		71.74m		20.23m	

SEWER LONGITUNDINAL SECTION FOR LINE S1
SCALES: HORIZONTAL 1:500 VERTICAL 1:100



GRADE %	1.00%		1.00%		1.00%		1.00%		1.00%	
PIPE SIZE / MATERIAL	DN150 PVC		DN150 PVC		DN150 PVC		DN100 PVC		DN100 PVC	
DEPTH TO INVERT	2.27	2.30	2.26	3.02	2.43	2.86	2.46	1.69	1.48	1.05
INVERT LEVEL	27.831	27.952	27.992		28.163	28.747	28.922	29.315	29.676	29.894	30.223
FINISHED SURFACE	30.10	30.25	31.18		31.78		31.37		31.27	
EXISTING SURFACE	30.02	30.75	33.03		32.62		29.42		29.62	
CHAINAGE	0.00	12.08	29.14		46.60		82.66		115.61	
	12.08m		17.07m		17.45m		36.07m		32.95m	

SEWER LONGITUNDINAL SECTION FOR LINE S2
SCALES: HORIZONTAL 1:500 VERTICAL 1:100

REV	ISSUE	DATE	APPROVAL
			DRAWN: NM
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F	PLANNING RFI RESPONSE	12/06/2025	VERIFIED: MG

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PROJECT: SJM PROPERTY DEVELOPMENTS

0 1 2 3 4 5m
0 0.5 1.0 1.5 2.0 2.5m
H1:100
V1:50

ADDRESS: 271 MAIN ROAD
AUSTINS FERRY

CLIENT: SJM PROPERTY DEVELOPMENTS

SHEET: SEWER LONG SECTION - SHEET 2

SCALE: AS INDICATED | TOTAL SHEETS: 28 | SIZE: A1

PROJECT No: 21 E 116 - 1 | SHEET: C405 | REV: F

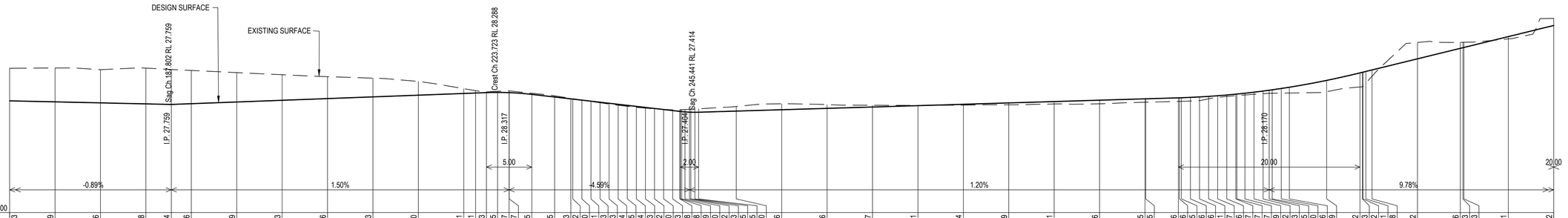
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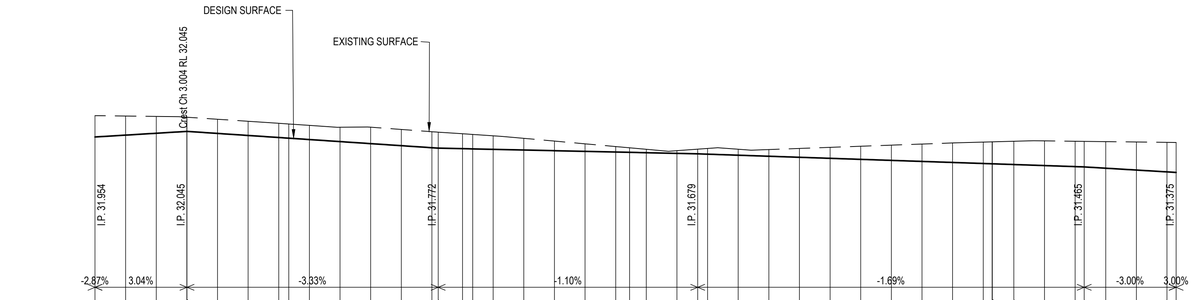
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R.L. 23.00

| | | |

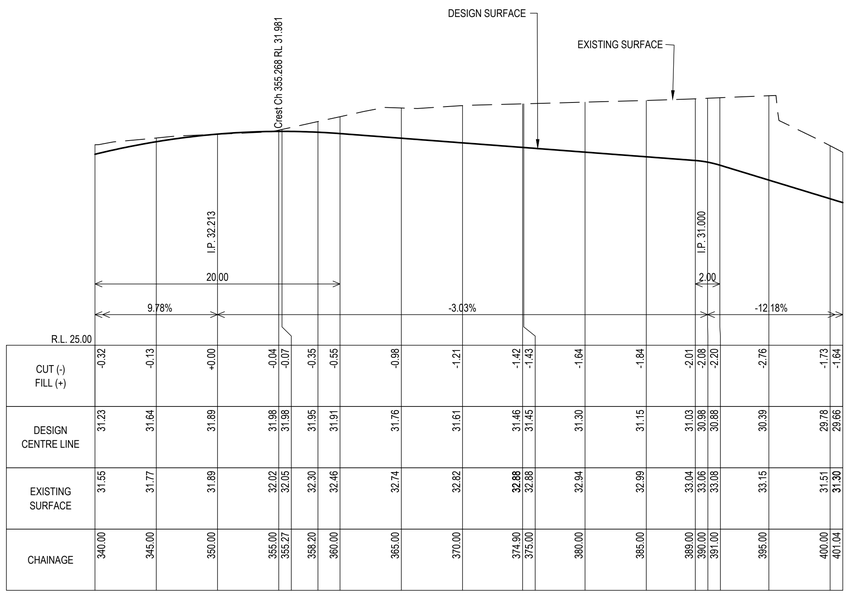


R.L. 29.00

CHAINAGE	0.00	1.00	2.00	3.00	3.00	4.00	5.00	6.00	6.33	7.00	8.00	9.00	10.00	11.00	11.21	12.00	12.33	13.00	14.00	15.00	16.00	17.00	17.45	18.00	19.00	19.68	20.00	21.00	22.00	23.00	24.00	25.00	26.00	27.00	28.00	29.00	29.29	29.30	30.00	31.00	32.00	32.30	33.00	34.00	35.00	35.30
EXISTING SURFACE	32.30	32.30	32.29	32.28	32.28	32.24	32.21	32.18	32.17	32.14	32.11	32.11	32.08	32.04	32.03	32.01	32.00	31.97	31.93	31.89	31.84	31.80	31.78	31.75	31.73	31.75	31.77	31.75	31.75	31.77	31.78	31.80	31.82	31.84	31.86	31.87	31.87	31.87	31.88	31.89	31.68	31.68	31.88	31.87	31.87	31.86
DESIGN CENTRE LINE	31.95	31.98	32.01	32.04	32.04	32.01	31.98	31.95	31.93	31.91	31.88	31.85	31.81	31.78	31.77	31.76	31.76	31.75	31.74	31.73	31.72	31.71	31.70	31.70	31.69	31.68	31.67	31.66	31.64	31.62	31.61	31.59	31.57	31.55	31.54	31.52	31.52	31.52	31.50	31.49	31.47	31.47	31.44	31.41	31.38	31.38
CUT (-) FILL (+)	-0.35	-0.32	-0.28	-0.24	-0.24	-0.23	-0.23	-0.23	-0.24	-0.23	-0.23	-0.26	-0.27	-0.26	-0.26	-0.25	-0.24	-0.22	-0.19	-0.16	-0.12	-0.09	-0.08	-0.05	-0.04	-0.07	-0.10	-0.09	-0.11	-0.15	-0.17	-0.21	-0.25	-0.29	-0.32	-0.35	-0.35	-0.35	-0.38	-0.40	-0.41	-0.41	-0.44	-0.46	-0.49	-0.48

From 0.000m To 35.297m Scales: H 1:100 V 1:50

LOOP TO CENTRAL CL



R.L. 25.00

CHAINAGE	340.00	345.00	350.00	355.00	355.27	358.20	360.00	365.00	370.00	374.90	375.00	380.00	385.00	389.00	390.00	391.00	395.00	400.00	401.04
EXISTING SURFACE	31.55	31.77	31.89	32.02	32.05	32.30	32.46	32.74	32.82	32.88	32.88	32.94	32.99	33.04	33.06	33.08	33.15	31.51	31.30
DESIGN CENTRE LINE	31.23	31.64	31.89	31.98	31.98	31.95	31.91	31.76	31.61	31.46	31.45	31.30	31.15	31.03	30.98	30.88	30.39	29.78	29.66
CUT (-) FILL (+)	-0.32	-0.13	+0.00	-0.04	-0.07	-0.35	-0.55	-0.98	-1.21	-1.42	-1.43	-1.64	-1.84	-2.01	-2.08	-2.20	-2.76	-1.73	-1.64

From 340.000m To 401.037m Scales: H 1:250 V 1:100

MAIN ENTRY AND LOOP CL

SECTIONS 02

SCALE 1:100 (A1)

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PROJECT: SJM PROPERTY DEVELOPMENTS

ADDRESS: 271 MAIN ROAD
AUSTINS FERRY

CLIENT: SJM PROPERTY DEVELOPMENTS

0 1 2 3 4 5m
0 0.5 1.0 1.5 2.0 2.5m
H1:100
V1:50

SHEET: LONG SECTIONS - SHEET 2

SCALE: AS INDICATED

TOTAL SHEETS: 28

SIZE: A1

PROJECT No: 21 E 116 - 1

SHEET: C407

REV: F

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ATTACHMENT 3

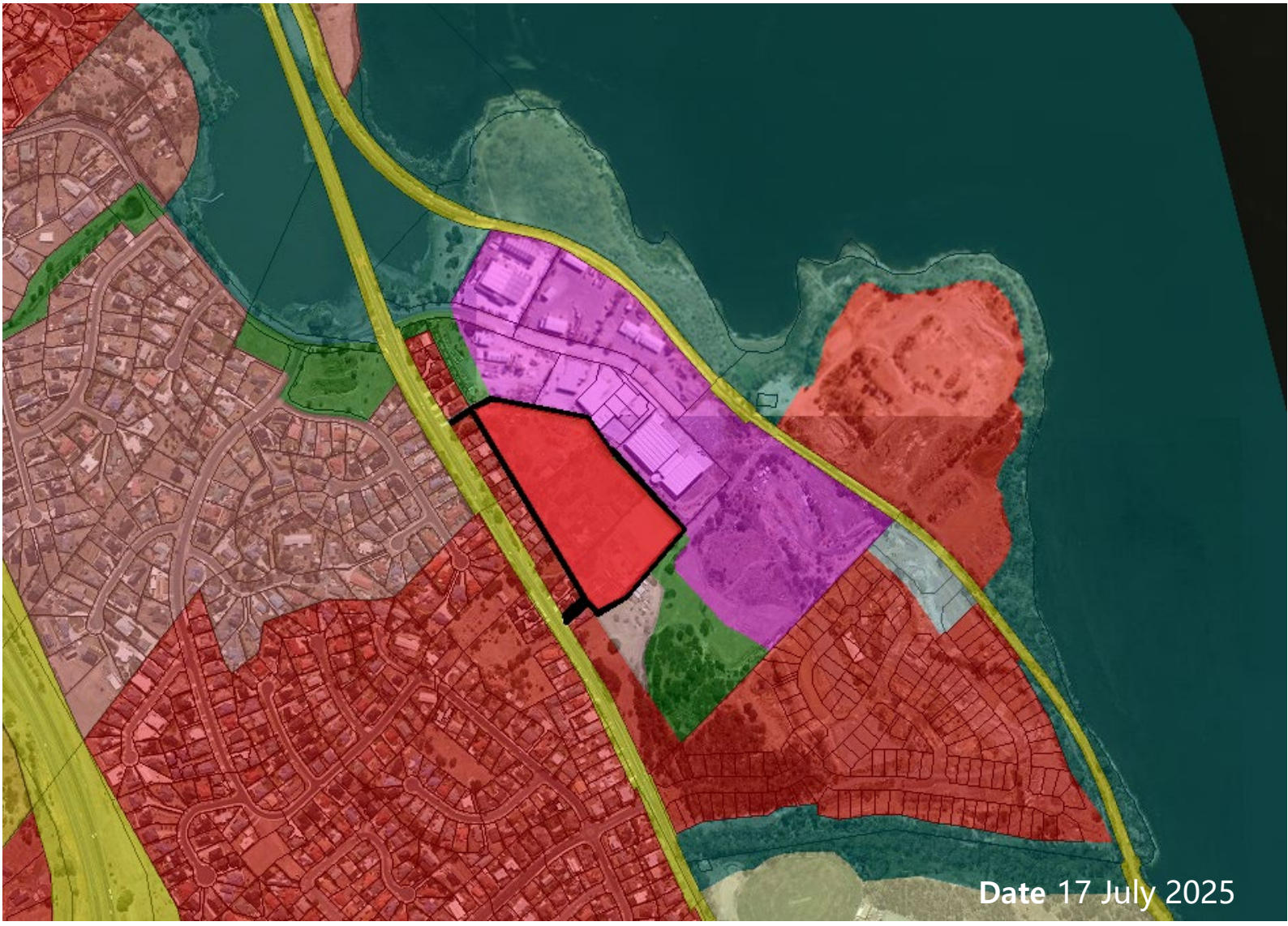
APPLICATION DOCUMENTS

AllUrbanPlanning PTY LTD

Planning Report

263, 271 and 293 Main Road, Austins Ferry

Section 40T Combined Planning Scheme Amendment and Application for Multiple Dwellings



Date 17 July 2025

19 Mawhera Ave, Sandy Bay Tasmania 7005 **Call** 0400 109 582
Email frazer@allurbanplanning.com.au **allurbanplanning.com.au**

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Executive Summary

The proposal is for a combined planning scheme amendment and application for a planning permit for multiple dwellings pursuant to Section 40T of the *Land Use Planning and Approvals Act 1993* (the Act). The proposal affects three separate titles at 263, 271 and 293 Main Road, Austins Ferry and the *Tasmanian Planning Scheme - Glenorchy Local Provisions Schedule* (Planning Scheme).

This proposal follows a previous application PLS43A-21-03 to amend the planning scheme. The TPC refused this proposal 3 February 2023. The Commission's key findings in support of a rezoning were that:

- The existing Rural Living Zone A is not an ideal zone for the site and that the application of this zone in this location is not consistent with Guideline No.1 or the regional land use strategy
- The site meets some of the applicable standards for the application of the General Residential Zone under Guideline No.1.
- The land is connected to the surrounding municipal infrastructure and road network.
- General Residential zoning would support a diversity of housing choices in an area that is primarily characterised by single detached dwellings.
- The land is located within the Urban Growth Boundary (UGB) and can be connected to municipal services.
- The proposal was consistent with the Settlement and Residential Development and Physical Infrastructure policies of the regional strategy. It also would allow residential development at suburban densities adjacent existing local road infrastructure and therefore aligns with the Land Use and Transport Integration policy.
- The Panel considered the requirements under Section 32(4) of the Act for when a SAP can be applied and was satisfied (para 8-9) that the land has particular qualities, associated with the proximity to the adjoining industrial land, that require unique provisions to address residential amenity, potential land use conflict and fettering of industrial land in addition to the provisions of the State Planning Provisions (SPPs).
- The 55dbA is a suitable threshold for the application of the SAP area on the basis that most residents are likely to experience moderate to severe annoyance above this level.

TPC's concerns

The TPC had the following concerns that ultimately lead to refusal of the proposal:

- the site is constrained due to its proximity to the existing Whitestone Drive light industrial area, and that the industrial activity in this location has potential to adversely impact residential amenity.
- intensifying residential activity on the subject site has the potential to further fetter the industrial activity at Whitestone Drive, placing the onus on the industrial operators to

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demonstrate how it meets the off site requirements under the Tasmanian Planning Scheme-Glenorchy.

- The provisions of the previous draft SAP did not satisfactorily address the potential intensification of the land use conflicts from the future use and development facilitated by the draft amendment. Further, that the intensification of the land use conflict will further fetter the industrial land use at Whitestone Drive and may hinder the industrial operators' ability to intensify their existing commercial operations on Whitestone Drive.
- The Commission was concerned about the quality of future residential amenity on the subject site. In particular, the external living environment, and its capacity to meet heathy living standards.
- The Commission accepted the evidence that the internal rooms can be designed to accommodate healthy living environments via technical design standards. However, the Commission was not persuaded or convinced that future residents will enjoy a reasonable level of amenity in their private open space areas, or be able to open windows without experiencing noise annoyance.
- The Commission accepted that noise emissions were likely to be the most significant source of conflict between industrial and sensitive uses and that this is the primary purpose of the SAP. However, the draft SAP did not address other elements of potential conflict including dust, odour, traffic and pedestrian movement, which are relevant in context of the General Residential Zone and the allowable dwelling density. These are all elements that the Commission considered could be appropriately managed by suitable attenuation, mitigation treatments and sound strategic planning in the broader context.
- The Commission was not satisfied that the strategic function, zoning pattern, connections and permissible activities of the wider area has not been adequately considered. This includes the future potential use and development and desired zoning of Council owned land at 261 Main Road, and how the draft amendment may impact adjoining land and existing uses.
- Having regard to the above the Commission was not persuaded that the draft amendment represented fair and orderly planning.

This revised proposal

This proposal has been prepared to address the above issues with the aim to convert underutilised Rural Living land to General Residential and allow efficient infill residential use and development of the land within an established area in a manner that will not lead to unacceptable land use conflict.

This revised proposal is accompanied by an Environmental Noise Assessment, Air Quality Assessment and an Obtrusive Light impact Assessment. The relevant findings and considerations for the proposed amendment are summarised as follows:

Environmental Noise Assessment:

- Following updated noise monitoring in April 2025, predicted noise contours of emissions from the Light Industrial zoned land during the day 55dBA, night 45 dBA and L_{amax} of 60 dBA are shown in Figures 1-3 below:

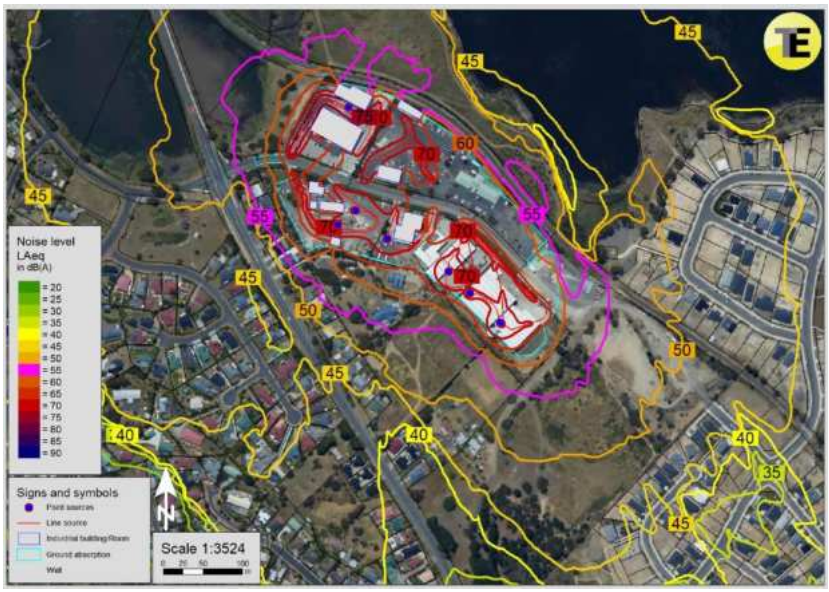


Figure 1 -Predicted noise contours, day (55dBA) (Source: Figure 5-5 Environmental Noise Assessment, Tarkarri Engineering, April 2025)

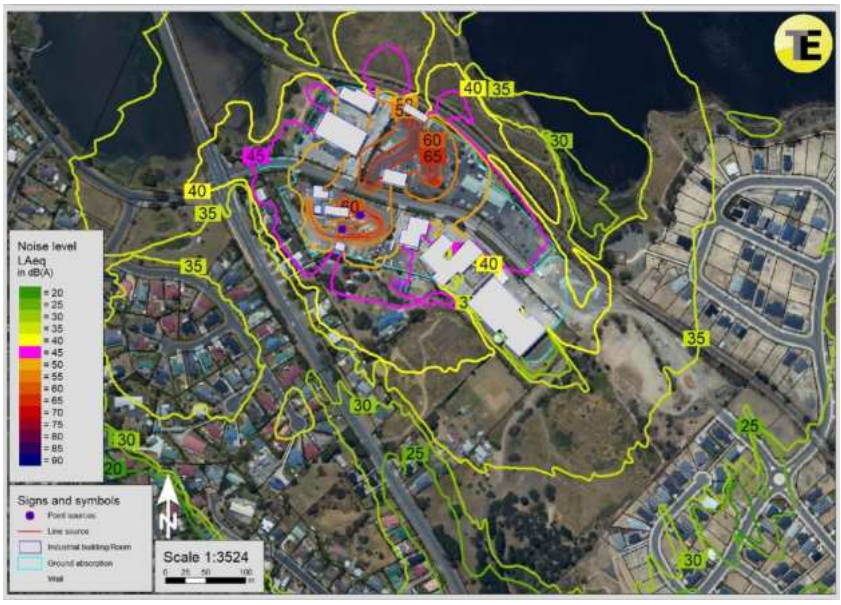


Figure 2 - Predicted noise contours, night (45dBA) (Source: Figure 5-6 Environmental Noise Assessment, Tarkarri Engineering, April 2025)



Figure 3 -Predicted noise contours, night, Lamax 60dBA (Source: Figure 5-7 Environmental Noise Assessment, Tarkarri Engineering, April 2025)

- The above indicates that noise levels in excess of the criteria levels of LAeq,10min 55 dBA and 45 dBA occur on the land proposed for rezoning and mitigation is required to minimise the potential for unreasonable loss of amenity for any potential noise sensitive development (i.e. residential dwelling) on the rezoned land. Maximum noise levels in excess of 60 dBA are not predicted on the land at 271 and 263 Main Rd during the night period. Levels in excess of 60 dBA are predicted on 293 Main Rd.
- To allow residential development across the entire area of land at 271 and 263 Main Rd a barrier fence is proposed along the shared boundary between 271 and 293 Main Rd (along approx. 85 m of the boundary from the north corner of 271 Main Rd and along the boundary between the Light Industrial Zone and 271 and 263 Main Rd.



Figure 4 - Noise attenuation fence extent, 271 and 263 Austins Ferry Rd (Source: Figure 6-1 Environmental Noise Assessment, Tarkarri Engineering, July 2025)

- Should no residential development of 271 Main Rd occur and only 263 Main Rd is developed then an alternative fence along the boundary of 263 Main Rd and the Light Industrial Zone and a 30 m long fence along the boundary between 271 and 263 Main Rd would be required.



Figure 5 - Noise attenuation fence extent, 263 Austins Ferry Rd. (Source: Figure 6-2 Environmental Noise Assessment, Tarkarri Engineering, July 2025)

- The RL height of the top of the proposed boundary fences are shown in Figures 4 and 5 above. The construction of the proposed fence is discussed in Section 6.1 of the Tarkarri assessment.

- For any double storey dwelling constructed on 271 and 263 Main Rd where predicted noise levels are above LAeq,10min 55 dBA (see Figure 1), second storey deck and balcony spaces should be kept to the south and west only and assessment of the proposed construction by an acoustic engineer would be required to ensure internal noise levels are maintained in accordance with those recommended in AS/NZS 2107:2016 Acoustics -Recommended design sound levels and reverberation times for building interiors. Depending on the construction, room layout and room volumes this may involve all or some of the following:
    - upgraded glazing elements;
    - increased plasterboard and/or external cladding density and thickness and;
    - additional insulation elements.
- It is not considered practical to mitigate impacts for the entirety of 293 Main Road. Rather it is proposed that the construction of habitable buildings within the 55dBA contour on that land be prohibited.

Relevant considerations for the proposed rezoning

The Attenuation Code (Clause C9.5.2) applies to the consideration of proposed sensitive uses located within the attenuation area of activities listed under Tables C9.1 and C9.2 of the Code. This existing mechanism within the planning scheme ensures that new sensitive uses do not interfere with, or constrain, the operations of the listed activities.

However, the Attenuation Code does not consider potential impacts from other light industrial activities that are not listed in Tables C9.1 or C9.2—such as the Downer and AWC contractors' yards. As such, and in light of the findings of the noise assessment and the earlier conclusions of the Panel, it is considered necessary to mitigate potential noise impacts on the proposed General Residential zoned land from these unlisted light industrial uses through the application of a SAP.

It is proposed that the SAP incorporate provisions to the following effect:

- **Acoustic Barrier Requirement:** An acoustic barrier fence must be constructed along the boundaries shown in Figures 4 and 5 for any sensitive use on 263 and 271 Main Road located within the 55 dBA noise contour (Figure 1). The top of the barrier is to be constructed to at least the Reduced Level (RL) shown in Figure 4 (and a minimum of 2.1m above existing ground level).
- **Alternative Fence Configuration:** If only 263 Main Road is developed for residential purposes and 271 Main Road remains undeveloped, an alternative barrier is to be installed along the boundary of 263 Main Road with the Light Industrial Zone, and a 30-metre-long fence is to be installed along the shared boundary between 263 and 271 Main Road, as shown in Figure 5 (and a minimum of 2.1m above existing ground level).
- **Construction Standards:** All barrier fencing is to be constructed in accordance with the specifications in Section 6.1 of the Tarkarri Engineering Environmental Noise Assessment.
- **Discretionary Consideration – Floor Levels Above RL 28.5 AHD:** Any sensitive use proposed with a finished floor level above RL 28.5 AHD on 263 or 271 Main Road, where predicted noise

levels exceed LAeq,10min 55 dBA (see Figure 5-5), will require discretionary assessment under the SAP. This will necessitate a report by an acoustic engineer demonstrating that internal noise levels within habitable rooms will comply with AS/NZS 2107:2016 Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors.

- **Discretionary Consideration – Elevated Private Open Space:** Any private open space associated with a sensitive use located within the 55 dBA contour and having a finished surface level above RL 28.5 AHD will also require discretionary assessment. An acoustic report must confirm that a reasonable level of amenity will be achieved for future residents in these areas.
- **Prohibition on New Habitable Buildings – 293 Main Road:** No new habitable buildings associated with a sensitive use are to be constructed within the 55 dBA contour on 293 Main Road. The only exception is for alterations or extensions to an existing sensitive use building, provided the gross floor area does not increase by more than 50% or 100m², whichever is greater, from the floor area at the effective date of the SAP.[1]

Air Quality Assessment:

- The most significant potential source of dust emissions from the Light Industrial zone is vehicle entrainment of materials from tyre interaction with surfaces. Other activities with the potential to generate dust are largely contained within building structures (i.e. cutting and grinding) negating high concentration dust emissions. Across the entire Light Industrial area all yard areas where vehicle movements occur are sealed with concreate or bitumen. This provides the optimal control of dust emission from vehicle movements and as such the risk of excessive dust emissions is low.
- Odour generating activities are largely not present across the Light Industrial area and high odour producing uses (i.e. waste processing and handling of biological materials) are largely not permitted under this zoning. Metal fabrication (at 1 Whitestone Drive, Granton) can produce some odour when cutting, grinding and welding, however, this is conducted at reasonable distance from the land proposed for rezoning and is largely conducted internally where containment of the odour is provided. The risk of excessive odour emissions is low.
- The obligations of the Light Industrial activities located along Whitestone Dr, Granton, under the Environment Protection Policy (Air Quality) 2004 are not changed by the rezoning of the Land from Rural Living to General Residential. This coupled with the low risk of significant emissions from the Light Industrial zone (including consideration of cumulative effects within the air shed) as outlined above informs a very low risk of unreasonable amenity loss on the Land from air emission from the Light Industrial zone. As such the rezoning of the Land shouldn't constrain the operation of existing and potential activities within the Light Industrial zone.

[1] These areas are consistent with the exemption for alterations or extensions to an existing building used for a sensitive use under Clause C9.4.1 (b) of the Attenuation Code.

Relevant considerations for the proposed rezoning

The risk of excessive dust or odour emissions from the Light Industrial zone to the proposed General Residential land is low and it is not considered necessary for the planning scheme to include any specific measures to manage the potential for harmful dust or dour emissions.

Obtrusive Light Impact Assessment:

- The maximum direct vertical illuminance of 0.31 lux measured up to height of 2.0m is significantly below the 2.0 lux threshold specified as per Environmental Zone A3Accordingly, the spill light caused in the form of vertical illuminance on the resident boundary is considered compliant, with minimal risk of obtrusive effects on future residential development.
- Some improvements could be made to the lighting arrangements of some properties within the Light industrial Zone to reduce light spill to the surrounding environment. However, those changes are not necessary to support the proposed rezoning.

Relevant consideration for the proposed zoning:

Given that the light levels at the boundary of the proposed General Residential land with the Light Industrial Zone are well below the 2.0 lux threshold it is not considered necessary for the planning scheme to include any specific mitigation measures to manage the potential for harmful light emissions.

Strategic direction – Council's land at 261 Main Road

The proposal follows further technical investigations and strategic review by Council of its land at 261 Main Road. While Council has not made a formal resolution at the time of this report it is understood that these investigations support the future likely use and development of its land at 261 for a combination of residential and public open space and that an expansion of the light industrial zone is unlikely.

It is also understood that further investigations are being carried out before Council officers prepare any specific rezoning or potential land disposal recommendations for consideration. Any rezoning would be contingent on a land disposal process in accordance with Council's *Disposal of Council Land Policy 2023* and would require a separate application to amended the planning scheme.

1. Introduction

All Urban Planning Pty Ltd has been engaged by the owner of 271 Main Road, Valhal Properties Tasmania Pty Ltd to prepare a combined application pursuant to Section 40T of the Act relating to 263, 271 and 293 Main Road, Austins Ferry. The application is made with the consent of the owners of 263 and 293 Main Road (Appendix A).

The purpose of the proposal is to rezone the land to General Residential to allow infill development for efficient residential use.

This revised proposal has been prepared to address the Commission's issues of concern in relation to the previous application for a planning scheme amendment PLS43A-21-03 and includes a revised SAP that prohibits new habitable buildings within the extent of the SAP boundary over 293 Main Road. The proposal is supported by additional technical assessment in relation to noise, air and light emissions. The proposal also follows strategic investigations and direction from Council confirming that it is not intended that the existing light industrial estate will be extended and that subject to land at 261 Main Road may be suitable for for residential and public open space subject to further local area structure planning. The strategic direction for Council's land and any potential future rezoning or structure planning would be subject to a decision on whether Council disposes of any part of the site, in accordance with statutory land disposal processes.

The Council may initiate and certify the proposed amendment to the Scheme if it is satisfied that it is consistent with the LPS criteria set out under Section 34(2) of the Act.

Accordingly to support this Amendment, this assessment has been prepared to:

- Provide the rationale for the proposed amendment
- Detail the site and the surrounding uses
- Provide a full description of the proposed planning scheme amendments
- Provide a submission in support of application of unique provisions under Section 32(4) of the Act
- Demonstrate that the application will further the objectives set out in Schedule 1 of the Act
- Demonstrate that the proposal is in accordance with the State Policies
- Demonstrate that the proposal is as far as practical consistent with the Southern Tasmania Regional Land Use Strategy (STRLUS) and any common provisions
- Consider the Council's strategic plan prepared under section 66 of the Local Government Act
- Demonstrate that the proposal will not impact on the safety requirements of the Gas Safety Act 2019
- Finally, that a permit should be issued for the intended multiple dwelling use and development once the proposed planning scheme amendment is in place.

There are no relevant Tasmanian Planning Policies at the time of this application.

1.1 Title Information & Owners Consent

The proposed planning scheme amendment request relates to the following land:

Address	Title	Area	Owner
263 Main Road	154966/4	1.04ha	Kar Blar Wah, Hser La Wee, Law Eh Paw
271 Main Road	19088/3	1.47ha	Valhal Properties Tasmania Pty Ltd

293 Main Road	161440/2	1.16ha	Sally Maree Woolley and Phillip John Marsh

The application is accompanied by owner's consent for each property in Appendix A.

1.2 The proposal

The proposal is for a combined planning scheme amendment as outlined in Section 3 below and application for a planning permit for multiple dwellings pursuant to Section 40T of the *Land Use Planning and Approvals Act.*

1.3 Statutory References

The proposal relates to the *Glenorchy Local Provisions Schedule* of the *Tasmanian Planning Scheme* (Planning Scheme). The Planning Authority is the Glenorchy City Council.

2. Existing Planning Controls

2.1 Zoning

The proposal relates to a small area of Rural Living and Open Space zoning at Austins Ferry between a row of residential properties on Main Road and a light industrial of Whitestone Drive to the north and east. The existing zoning is shown in Figure 6 below.

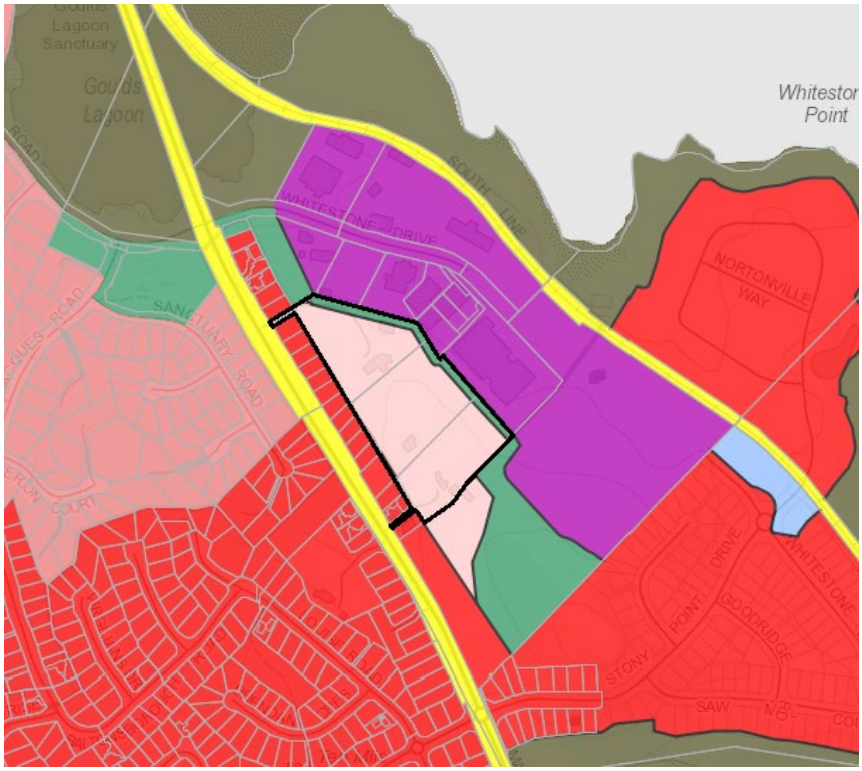


Figure 6 - Existing Zoning (Source: theList)

Rural Living and General Residential Zoning

The existing Rural Living Zone A applies to an area of approximately 3.5ha across the three subject titles. The access strips of Nos. 263 and 293 to Main Road are included within the Rural Living Zone. No. 271 includes an area of General Residential zoning over an area of approximately 1350m^2 along the 36m wide Main Road frontage of the site to the depth of the adjacent strip of General Residential zoned properties.

Adjacent to the south of 263 Main Road is Council owned land at No. 261 (CT52246/1) which is a split zoned title of 8.4ha including General Residential zoning along the Main Road frontage, approximately 6000m^2 of Rural Living zoning and a balance of Open Space and Light Industrial zoning to the north east.

There are large areas of General Residential zoning on the opposite side of Main Road to the west and around recent residential subdivision and development at Stony Point Road to the south east.

Open Space Zoning

Each of the three titles has a 10m strip of Open Space zoning along the north eastern boundary with the Light Industrial Zone. This strip of zoning corresponds with as steep embankment between the elevated areas of the subject titles and the lower land of the Light Industrial Zoning to the north. Site observation and pre-lodgement discussions with Council officers confirm that the Open Space zoned strip is not suitable for construction of a walkway due to the steep topography. It seems likely that the 10m buffer may have been an attempt to create some sort of attenuation buffer between the residential and industrial zones. However, a 10m distance would not provide an effective attenuation benefit. It is considered that this Open Space zoning over the private land does not provide a useful purpose.

Light Industrial Zoning

The existing light industrial precinct of Whitestone Drive is zoned Light Industrial.

The Purpose of this Zone under Clause 18.1 of the State Planning Provisions ***(emphasis added)*** is:

> *18.1.1 To provide for manufacturing, processing, repair, storage and distribution of goods and materials* ***where off site impacts are minimal or can be managed to minimise conflict with, or unreasonable loss of amenity to, any other uses****.*
>
> *18.1.2 To provide for use or development that supports and does not adversely impact on industrial activity*

There is a clear purpose (18.1.1) to minimise offsite impacts from uses in the zone and to protect the reasonable amenity of nearby sensitive uses.

The Use Standards of the Light Industrial Zone include the following standards to ensure that new applications for use do not have an unreasonable impact on the amenity on land within a residential zone.

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18.3.1 All uses

Objective:	That uses do not cause an unreasonable loss of amenity to residential zones.
Acceptable Solutions	**Performance Criteria**
A1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.	**P1** Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to: (a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions.
A2 External lighting for a use, excluding Natural and Cultural Values Management or Passive Recreation, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must: (a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and (b) if for security lighting, be baffled so that direct light does not extend into the adjoining property in those zones.	**P2** External lighting for a use, excluding Natural and Cultural Values Management or Passive Recreation, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to: (a) the level of illumination and duration of lighting; and (b) the distance to habitable rooms of an adjacent dwelling.

A3	P3
Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.	Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to: (a) the time and duration of commercial vehicle movements; (b) the number and frequency of commercial vehicle movements; (c) the size of commercial vehicles involved; (d) manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise; (e) any noise mitigation measures between the vehicle movement areas and the residential area; and (f) potential conflicts with other traffic.

The existing planning scheme therefore includes provisions that apply to any new use or change to existing use within the Light Industrial Zone to demonstrate that they will not have an unreasonable impact on the residential amenity of the Rural Living zoned areas of the subject land. These provisions do not apply to the operation of existing uses within the Light Industrial Zone or to the strip of Open Space zoned land.

It is noted that the Commission in its consideration of the previous proposal was concerned that without adequate mitigation through a SAP the proposal would lead to the intensification of the land use conflict which would further fetter the industrial land use at Whitestone Drive and may hinder the industrial operators' ability to intensify their existing commercial operations on Whitestone Drive.

The noise emissions from existing uses within the adjacent light industrial precinct and the potential for environmental harm from existing uses are discussed in section 2.4 below and the accompanying noise assessment.

The accompanying air and light assessments confirm that there are no existing harmful light, dust or odour emissions from the Light Industrial zoned land to the adjacent residential land. It is therefore considered that the application of Clauses 18.3.1 A1/P1, A2/P2 and A3/P3 will sufficiently manage the potential for any future harmful noise and light emissions from the light industrial uses.

The proposed SAP provisions are necessary to ensure that the proposed General Residential zoned land near the Light Industrial Zone includes sufficient provisions to ensure that the increased number of residents can enjoy a reasonable level of residential amenity and will not constrain the operation of the existing or future light industrial uses allowable in that zone.

2.2 Code Overlays

The site is free from planning scheme mapped Code overlays other than a small area (approximately 100m^2) of Medium Landslide Hazard (yellow) that straddles the boundary of 293 Main Road with 6 Whitestone Drive and some mapped Flood-prone areas (light blue hatching) predominantly on the lower level areas of 293 Main Road.



Figure 7 - Existing Planning Scheme Overlay (Source: theList)

2.3 The Attenuation Code

The Attenuation Code applies to both activities listed under Table C9.1 or C9.2 with the potential to cause emissions and to proposals for a sensitive use outside the Light Industrial Zone within the attenuation areas of such uses.

The Attenuation Code includes the following standards;

- Clause C.9.5.1 – to ensure that an activity with potential to cause emissions is located so that it does not cause an unreasonable impact on an existing sensitive use; and
- Clause C.9.5.2 – to ensure that a sensitive use located within an attenuation area does not interfere with or constrain the operation of an existing activity listed in Tables C9.1 or C9.2.

C9.5.1 Activities with potential to cause emissions

Objective:	That an activity with potential to cause emissions is located so that it does not cause an unreasonable impact on an existing sensitive use.

Acceptable Solutions	**Performance Criteria**
A1 The attenuation area of an activity listed in Tables C9.1 or C9.2 must not include: (a) a site used for a sensitive use which is existing; (b) a site that has a planning permit for a sensitive use; or (c) land within the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone A, Rural Living Zone B, Village Zone or Urban Mixed Use Zone.	**P1** An activity listed in Tables C9.1 or C9.2 must not cause: (a) an unreasonable loss of amenity or unreasonable impacts on health and safety of a sensitive use which is existing, or has a planning permit; or (b) unreasonable impacts on land within the relevant attenuation area that is in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone A, Rural Living Zone B, Village Zone or Urban Mixed Use Zone, having regard to: (i) operational characteristics of the activity; (ii) scale and intensity of the activity; (iii) degree of hazard or pollution that may be emitted from the activity; (iv) hours of operation of the activity; (v) nature of likely emissions such as noise, odour, gases, dust, particulates, radiation, vibrations or waste; (vi) existing emissions such as noise, odour, gases, dust, particulates, radiation, vibrations or waste; and (vii) measures to eliminate, mitigate or manage emissions from the activity.

C9.5.2 Sensitive use within an attenuation area

Objective:	That sensitive use located within an attenuation area does not interfere with or constrain the operation of an existing activity listed in Tables C9.1 or C9.2.

Acceptable Solutions	**Performance Criteria**
A1 No Acceptable Solution.	**P1** Sensitive use within an attenuation area, must not interfere with or constrain an existing activity listed in Tables C9.1 or C9.2, having regard to: (a) the nature of the activity with potential to cause emissions including: (i) operational characteristics of the activity; (ii) scale and intensity of the activity; and (iii) degree of hazard or pollution that may be emitted from the activity; (b) the nature of the sensitive use; (c) the extent of encroachment by the sensitive use into the attenuation area; (d) measures in the design, layout and construction of the development for the sensitive use to eliminate, mitigate or manage effects of emissions of the activity; (e) any advice from the Director, Environment Protection Authority; and (f) any advice from the Director of Mines.

These provisions do not consider emissions from unlisted light industrial activities.

The SAP will consider the impacts of other existing uses that are not listed under Tables C9.1 or C9.2 of the Attenuation Code such as from the existing Downer and Andrew Walters Construction civil engineering contractors yards, both of which have the potential to generate significant operational noise.

2.4 Surrounding Land Uses

There is an existing dwelling on each of the three titles. The lower area of 293 to the north includes an existing shed of approximately 320m^2 sited close with the boundary with the Light Industrial zone.

The surrounding uses that are pertinent to the proposed amendment are considered in the accompanying noise and air assessments prepared by Takarri Engineering. Businesses in the Light Industrial Zone consist of suppliers to the housing industry: Steeline, LouvreTec and Hammer Aluminium where indoor cutting and grinding is expected, Temperature Solutions Tasmania which appears to be a refrigerated freight company where truck movements are expected, civil construction services: Andrew Walter Constructions and Downer EDI where infrequent heavy vehicle and forklift

movements are expected and Zirco Data, a data custodial company where no significant noise emissions are expected.

An aerial view showing the subject land and surrounding uses is provided in Figure 8 below.



Figure 8 - Existing surrounding uses (Source: Environmental Noise Assessment, Takarri Engineering, April 2025)

The existing planning permits from uses in the adjacent Light Industrial Zone are discussed in the noise assessment in included in Appendix B to this report.

Of these existing uses the following businesses are considered listed Metal fabrication activities with the potential to cause emissions under Table C9.1 of the Attenuation Code:

- Steeline - 1 Whitestone Drive – Metal fabrication – Attenuation distance 500m – emissions such as noise and particles
- LouvreTec Unit 3, 10 Whitestone Drive- Metal fabrication – Attenuation distance 500m - – emissions such as noise and particles
- Hammer Aluminium – 8a Whitestone Drive - Metal fabrication – Attenuation distance 500m - – emissions such as noise and particles

The Attenuation areas for these existing activities are mapped in Figure 9 below.

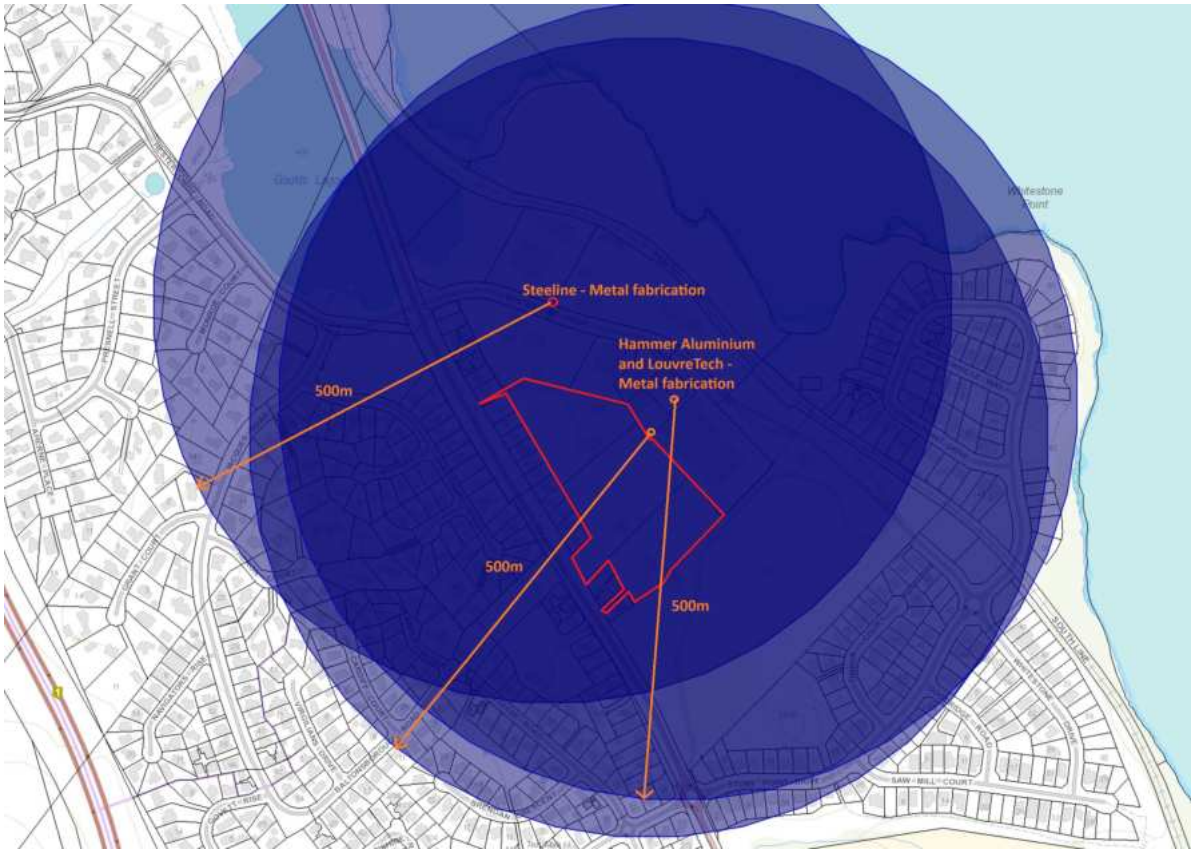


Figure 9 – Attenuation areas of existing activities listed under Table C9.1 of the Attenuation Code (Source: annotated plan from theList)

2.5 Access

Each of the three lots have frontage and direct access to Main Road.

2.6 Flora and Fauna

TasVeg data from theList identifies the site as Urban Land (FUR).



Figure 10 - TasVeg mapping for the site (Source: theList)

2.7 Sewer, Water and Stormwater Services

The land can connect to existing reticulated water, sewer and stormwater services at the Main Road frontage as shown in the accompanying multiple dwelling proposal.

3. Amendment Glenorchy Planning Scheme

3.1 Proposed planning scheme amendment

The planning scheme amendment is provided in Appendix C and includes two parts:

1. Apply the General Residential Zone to 263 Main Road (CT 154966/4), 271 Main Road (CT19088/3) and 293 Main Road Austins Ferry as shown in Figure 11 below.
2. Insert a new Specific Area Plan *GLE-S15.0 Ten Mile Ridge Specific Area Plan.*

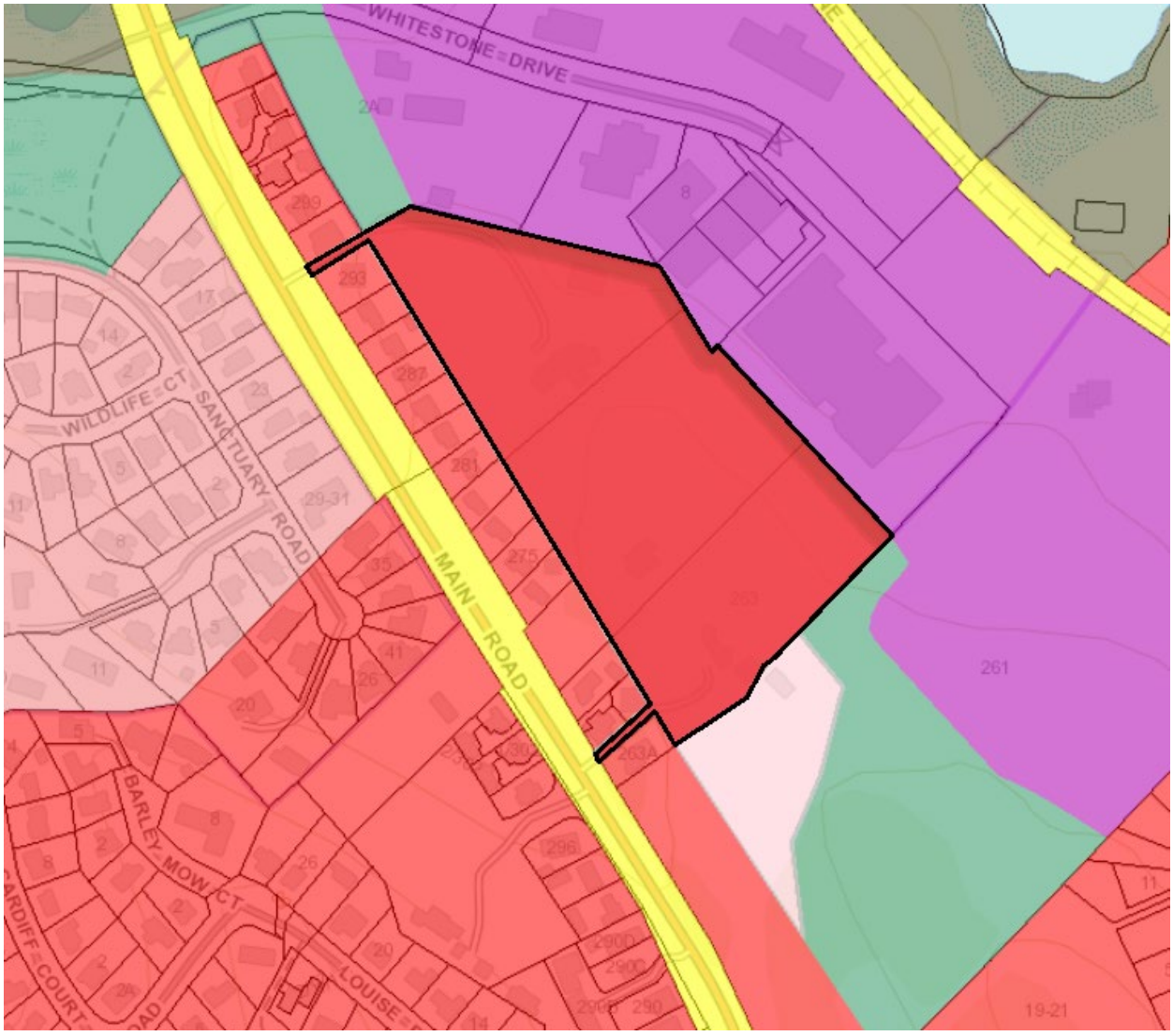


Figure 11 - Proposed Rezoning to General Residential

Purpose and Scope of the SAP

The proposed Ten Mile Ridge SAP provides a site-specific planning framework that complements the provisions of the Attenuation Code. The Attenuation Code considers potential impacts of harmful emissions from listed activities in Tables C9.1 and C9.2, including light, dust, odour, and noise.

However, the SAP has a narrower focus—it deals only with noise emissions. This is because the supporting Obtrusive Light Assessment and Air Quality/Odour Assessment confirm that other potentially harmful emissions (light, dust, and odour) are unlikely to adversely affect the proposed residential uses on the subject land.

The purpose of the SAP is therefore to:

- Ensure that future residential development is appropriately designed to mitigate potential noise impacts from existing uses in the Light Industrial Zone (particularly those not listed in the Attenuation Code); and
- Ensure that new residential uses do not unreasonably constrain ongoing or future industrial activity due to increased residential sensitivity to noise.

Need for the SAP

While the Attenuation Code provides a mechanism to manage land use conflict, its application is limited to listed activities. It does not address the potential for emissions, particularly noise, from other light industrial uses that are not subject to the Code but are still capable of generating adverse impacts. This includes uses within the Whitestone Drive industrial estate.

Without the SAP, the rezoning of land to General Residential could lead to:

- Increased sensitivity to noise emissions from unlisted industrial uses; and
- The potential for land use conflict that could constrain the future development or expansion of industrial activities in the surrounding Light Industrial Zone.

Strategic Role of the SAP

The draft SAP:

- Applies only to the residential land (263, 271, and 293 Main Road);
- Introduces site-specific controls to manage noise impacts, based on findings of the supporting Environmental Noise Assessment;
- Complements the Attenuation Code's broader emission provisions;
- Does not impose any controls on uses within the Light Industrial Zone itself.

In doing so, the SAP provides a practical and targeted response to the specific land use interface issues at this location. It supports the coexistence of increased residential density with nearby light industrial activity, while protecting the long-term viability of the Whitestone Drive employment precinct.

4. Strategy

4.1 Southern Tasmanian Regional Land Use Strategy

The Southern Tasmanian Regional Land Use Strategy (STRLUS) addresses the relevant issues in regard to the need for new residential growth and infill across the region. It is supported by Background Papers on "Dwelling Yield Analysis" and "Providing for Housing Needs".

The Dwelling Yield Analysis investigated the potential dwelling yields of existing residentially zoned land for the Greater Hobart area. The Demographic Change Advisory Council and the Residential Advisory Council of Australia indicated that over the next 25 years, an additional 30,000 houses will be

required in the Greater Hobart area due to population growth. This analysis provided an indication of the capacity of the existing zoned areas to meet the required additional dwellings.

The STRLUS identifies the site as within an area of existing Urban Zoning within the Urban Growth Boundary (as indicated by the blue line) on Map 10 below.

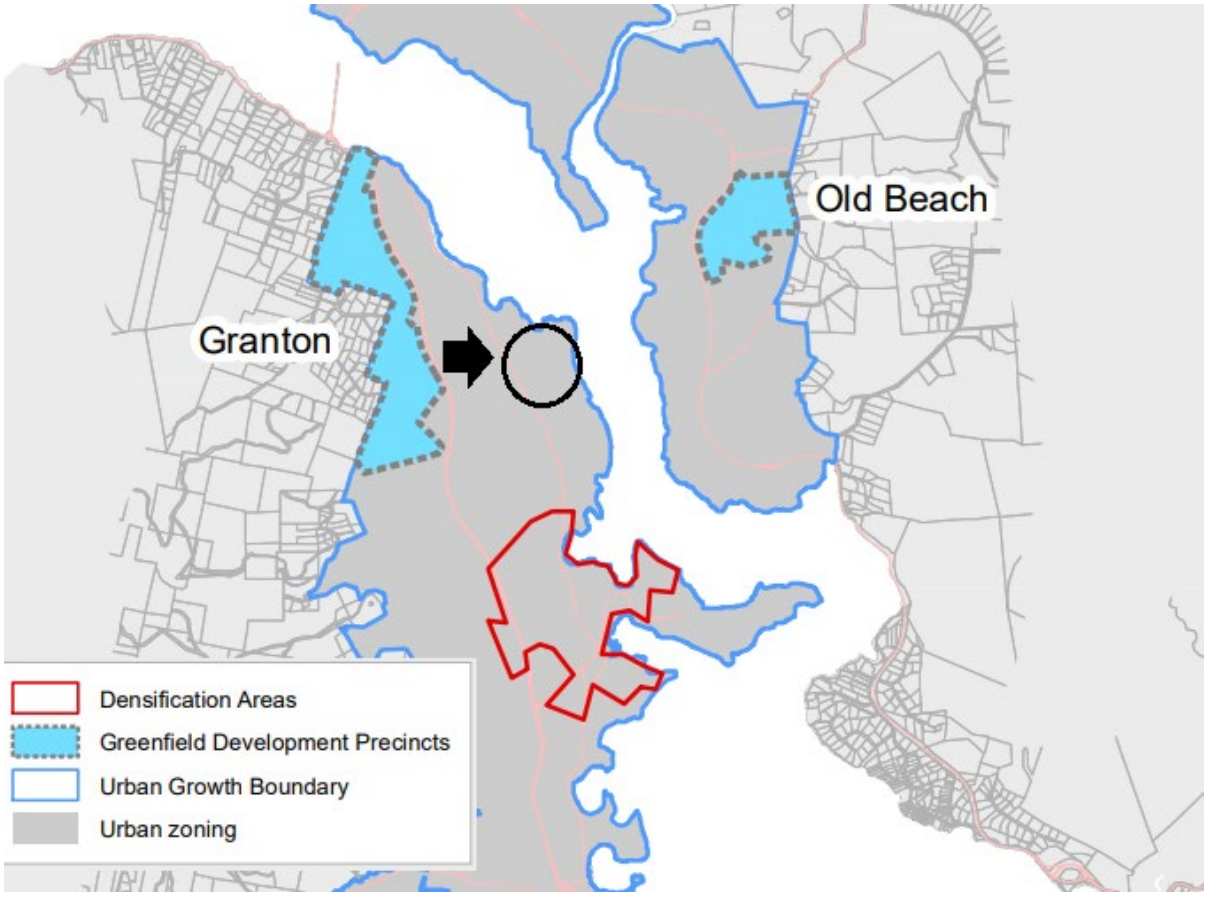


Figure 12 Annotated excerpt from Map 10 The Residential Strategy for Greater Hobart – Residential Development Area, Southern Tasmania Regional Land Use Strategy

The STRLUS includes a range of policies to manage residential growth for Greater Hobart through 50% infill development and 50% greenfield development to ensure that land is released and developed to make best use of available infrastructure and at efficient densities.

Section 19 of the STRLUS, *Settlement and Residential Development* provides the rationale for the Regional Policies. It states that the location, form, type and density of residential development is a significant land use planning issue as it is a key element in:

- *the extent of urban development;*
- *the economic and environmental sustainability of our overall urban form;*
- *travel behaviour and the demands upon the transport system;*
- *the location and capacity of the physical infrastructure;*

- *demand for social services and infrastructure;*
- *impacts upon the natural environment and its values;*
- *managing for, mitigating or adapting to natural hazards and risks;*
- *the capacity to accommodate a growing and ageing population; and importantly; and*
- *the resilience of the community to climate change.*

For the reasons set out below, the subject land is suitable for residential use and development with respect to all these matters.

Regional Policies for Settlement and Residential Development

The Regional Policies for Settlement and Residential Development are set out in Section 19.7 of the STRLUS. Having regard to all the circumstances, the proposal is considered to further these Regional Policies as discussed below.

SRD 1.5 Ensure land zoned residential is developed at a minimum of 15 dwellings per hectare (net density).

Comment:

The proposal is to rezone approximately 3.5ha of land to the General Residential Zone. Under SRD 1.5 this land should be able to be developed for 53 dwellings.

The accompanying multiple dwelling proposal for the 1.5ha site at 271 Main Road demonstrates that the land can accommodate approximately 42 dwellings. This is well above the 15 dwelling per ha minimum target.

The remaining land at 263 (approximately 1ha) if developed to the permitted General Residential Zone density of 1 dwelling per 325m^2 site area would be 30 dwellings.

Although the application of the SAP over a large extent of 293 Main Road would prohibit habitable dwellings in the northern portion of that property, there would be a balance site area of approximately 1500m^2 clear of the SAP constraints that would be suitable for additional multiple dwellings (nominally 4 dwellings at the permitted density of 1 per 325m^2). The area of 293 within the SAP boundary could still be used for non habitable buildings (outbuildings) such as garages or sheds as well as other open space areas in association with allowable uses in the General Residential Zone.

Having regard to the above the extent of the proposed General Residential land will be able to be developed to a net density of at least 53 dwellings and therefore satisfy the 15 dwelling per hectare minimum for this 3.5ha of land under SRD 1.5. The proposal is considered consistent with this Policy.

SRD 2 Manage residential growth for Greater Hobart on a whole of settlement basis and in a manner that balances the needs for greater sustainability, housing choice and affordability.

Comment:

The subject land is a logical site for residential growth for Greater Hobart. It is located in an area of existing residential use, within 2km of the commercial and community services of Claremont and can be connected to reticulated services. It is suitable for multiple dwelling development as demonstrated in the accompanying multiple dwelling proposal for 271 Main Road and will support a diversity of housing choice in an area that is primarily characterised by single detached dwellings. Subject to future applications for a planning permit the balance land at 263 and 293 could also be developed for a range of other multiple dwelling typologies.

The proposal is considered consistent with this Policy.

SRD 2.1 Ensure residential growth for Greater Hobart occurs through 50% infill development and 50% greenfield development.

Comment

The proposal will contribute to the 50% infill target and is considered to support this Policy.

SRD 2.2 Manage greenfield growth through an Urban Growth Boundary, which sets a 20 year supply limit with associated growth limits on dormitory suburbs.

Comment:

SRD 2.2 has a focus to limit greenfield development with the objective to contain residential development and prevent urban sprawl.

This infill proposal within 2km of central Claremont and is in an area that is characterised by residential and light industrial urban development.

The proposal for General Residential zoning for multiple dwelling development on existing residential land meets the definition of Infill Development meaning:

Development within existing urban areas through:

a. Small scale subdivision or unit development on existing residential lots; or

b. Redevelopment of brownfield or greyfield sites.

May involve increases in density.

The proposed conversion of the existing residential property from Rural Living to General Residential zoning to allow an increase of density of development is consistent with this Policy.

SRD 2.4 Recognise that the Urban Growth Boundary includes vacant land suitable for land release as greenfield development through residential rezoning as well as land suitable for other urban purposes including commercial, industrial, public parks, sporting and recreational facilities, hospitals, schools, major infrastructure, etc

Comment

The proposed residential proposal does not conflict with this Policy.

SRD 2.5 Implement a Residential Land Release Program that follows a land release hierarchy planning processes as follows: 1. Strategy (greenfield targets within urban growth boundary); 2. Conceptual Sequencing Plan; 3. Precinct Structure Plans (for each Greenfield Development Precinct); 4. Subdivision Permit; and 5. Use and Development Permit

Comment

The proposal represents a modest area of land that can connect to existing reticulated services. It is Infill rather than Greenfield Development and does not warrant special consideration for sequencing or structure planning. The proposal is accompanied by a multiple dwelling proposal for one of the three lots (271 Main Road) demonstrating orderly development through a Use and Development Permit.

The proposal does not conflict with this Policy.

SRD 2.7 Distribute residential infill growth across the existing urban areas for the 25 year planning period as follows: Glenorchy LGA 40% (5300 dwellings) Hobart LGA 25% (3312 dwellings) Clarence LGA 15% (1987 dwelling) Brighton LGA 15% (1987 dwellings) Kingborough LGA 5% (662 dwellings)

Comment

The subject site, being close to central Claremont and within an existing residential area provides a good opportunity for infill development towards the 5300 dwelling target for Glenorchy over the 25 year period between 2010 and 2035. The proposal is considered to contribute to furthering the above Policy.

SRD 2.8 Aim for the residential zone in planning schemes to encompass a 10 to 15 year supply of greenfield residential land when calculated on a whole of settlement basis for Greater Hobart.

Comment

As discussed above, the proposed densification of existing residential sites within the Rural Living Zone and adjacent to existing General residential Zoned Land is infill rather than greenfield development. It is not considered to conflict with this Policy.

SRD 2.9 Encourage a greater mix of residential dwelling types across the area with a particular focus on dwelling types that will provide for demographic change including an ageing population.

Comment

The site is suitable for multiple dwelling development suited to the aging population and would therefore further the attainment of this Policy.

SRD 2.10 Investigate the redevelopment to higher densities potential of rural residential areas close to the main urban extent of Greater Hobart.

Comment

In line with SRD 2.10, the subject area is considered to be more appropriately zoned for general residential densities (rather than rural living densities) given it is; surrounded by residential development at suburban densities, can be connected to reticulated services and is adjacent to existing road infrastructure, is largely free from hazards, and contains no significant natural values.

SRD 2.11 Increase the supply of affordable housing.

Comment

The proposal will support densification and utilisation of existing road and reticulated services which will lower the cost of development of the land and support affordable housing outcomes consistent with this Policy.

Regional Policies for Recreation and Open Space

The Regional Policies for Recreation and Open Space are set out in Section 10.5 of the STRLUS. Having regard to all the circumstances, the proposal is considered to further these Regional Policies as discussed below.

ROS 1 Plan for an integrated open space and recreation system that responds to existing and emerging needs in the community and contributes to social inclusion, community connectivity, community health and well being, amenity, environmental sustainability and the economy.

Comment:

Discussions with council officers have confirmed that the existing open space zoned area of the subject land is not integral to Council's existing or planned open space network. The topographical constraints of this area of land mean that it is not suitable for the construction of through site walking or open space linkages.

Regional Policies for Industrial Land

The Regional Policies for Industrial Land are included under Section 17.5 of the STRLUS and include:

IA 1 Identify, protect and manage the supply of well-sited industrial land that will meet regional need across the 5, 15 and 30 year horizons.

Comment:

Whitestone Drive is a modest light industrial estate in the regional context. The draft amendment seeks to ensure the ongoing viability of the light industrial uses by ensuring that new residential uses

are appropriately sited and designed to ensure a reasonable level of residential amenity without imposing additional constraints on the operation of existing and future light industrial uses.

IA 2 Protect and manage existing strategically located export orientated industries.

IA 2.1 Identify significant industrial sites through zoning and ensure that other industrial uses not related to its existing function do not diminish is strategic importance.

Comment:

The Whitestone Drive industrial area does include strategically located export related industries and this Regional Policy is not affected by the proposal.

Physical infrastructure

The previous proposal was referred to TasNetworks and TasWater, who indicated no objection to the rezoning (noting that TasWater Is likely to require some upgrades to its physical infrastructure to facilitate the residential redevelopment of 271 Main Road).

Land Use and Transport Integration

The draft amendment will facilitate residential development at suburban densities adjacent to existing local road infrastructure.

Industrial Land Strategy

Neither the regional strategy nor the Southern Tasmania Industrial Strategy 2013 specifically identify the Whitestone Drive light industrial area. Subsequent to the Commission's consideration of the previous proposal Council has done a high level review of the future strategic direction of its land at 261 Main Road and advise that:

- It is not intended that the existing light industrial land will be extended or connect through to the residential area and eastern end of Whitestone Drive
- 261 Main Road is likely to be developed for additional residential and public open space areas subject to a future local area structure planning exercise.

The strategic direction for Council's land and any potential future rezoning or structure planning would be subject to a decision on whether Council disposes of any part of the site, in accordance with statutory land disposal processes.

State Planning Provisions

For the reasons set out above the proposal is considered consistent with the following Zone Application Guidelines for the General Residential Zone for the Local Provisions Schedules under the Tasmanian Planning Scheme[2].

General Residential Zone

GRZ 1 The General Residential Zone should be applied to the main urban residential areas within each municipal area which:

(a) are not targeted for higher densities (see Inner Residential Zone); and

(b) are connected, or intended to be connected, to a reticulated water supply service and a reticulated sewerage system.

GRZ 2 The General Residential Zone may be applied to green-field, brown-field or grey-field areas that have been identified for future urban residential use and development if:

(a) within the General Residential Zone in an interim planning scheme;

(b) within an equivalent zone under a section 29 planning scheme; or

(c) ***justified in accordance with the relevant regional land use strategy****, or supported by more detailed local strategic analysis consistent with the relevant regional land use strategy and endorsed by the relevant council; and*

(d) ***is currently connected, or the intention is for the future lots to be connected, to a reticulated water supply service and a reticulated sewerage system,***

GRZ 3 The General Residential Zone should not be applied to land that is highly constrained by hazards, natural values (i.e. threatened vegetation communities) or other impediments to developing the land consistent with the zone purpose of the General Residential Zone, except where those issues have been taken into account and appropriate management put into place during the rezoning process*.*

The underlined statements GRZ 2 and GRZ 3 are particularly relevant to the circumstances of this proposal. For the reasons discussed above in relation to the STRLUS the proposed densification of residential use and development on these well-located sites with the Urban Growth Boundary and with appropriate mitigation as proposed in the new SAP is considered consistent with these guidelines.

4.2 Glenorchy City Council Strategic Plan 2023-32

The Glenorchy City Council Strategic Plan identifies the Council values, goals, objectives and strategies that Council is going to follow to give effect to the community's vision for Glenorchy until 2032.

The proposed modest residential infill proposal does not conflict with the Purpose for the Strategic Plan for a Council that is welcoming, represents the community and provides services to make

[2] Guideline No.1 Local Provisions Schedule (LPS) zone and code application, TPC October 2017.

Glenorchy a better place every day. There are no specific goals, objectives or actions of this Strategic Plan that are relevant to the proposal.

5. Land Use Planning and Approvals Act 1993

Before making a decision whether to initiate and/or certify a draft amendment, the planning authority must consider whether the application is consistent with Section 38 of the Act which requires the Planning Authority to be satisfied that the proposal meets the following LPS criteria under Section 34(2) of the Act:

(a) contains all the provisions that the SPPs specify must be contained in an LPS; and

(b) is in accordance with section 32 ; and

(c) furthers the objectives set out in Schedule 1 ; and

(d) is consistent with each State policy; and

(da) satisfies the relevant criteria in relation to the TPPs; and

(e) as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates; and

(f) has regard to the strategic plan, prepared under section 66 of the Local Government Act 1993 , that applies in relation to the land to which the relevant planning instrument relates; and

(g) as far as practicable, is consistent with and co-ordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates; and

(h) has regard to the safety requirements set out in the standards prescribed under the Gas Safety Act 2019 .

The proposal is considered consistent with these requirements below.

5.1 Section 32(4)

Section 32(4) of the Act sets out the circumstances where a SAP can be considered. It provides that:

An LPS may only include a provision referred to in subsection (3) in relation to an area of land if –

(a) a use or development to which the provision relates is of significant social, economic or environmental benefit to the State, a region or a municipal area; or

***(b) the area of land has particular environmental, economic, social or spatial qualities that require provisions, that are unique to the area of land, to apply to the land** in substitution for, **or in addition to**, or modification of, **the provisions of the SPPs**.*

The TPC's Information Sheet 1-2024 clarifies that in considering subsection (b), a draft amendment must identify and demonstrate:

- The particular qualities of the land (environmental, economic, social, or spatial);
- Why these qualities necessitate unique provisions; and
- How the proposed SAP modifies or supplements the State Planning Provisions (SPPs) to respond appropriately to those qualities

In this case, reliance is placed on Section 32(4)(b).

Council and the TPC have previously recognised that the land has particular spatial and land use interface qualities, notably its proximity to the Whitestone Drive Light Industrial Zone, that warrant a departure from the standard application of the SPPs. As acknowledged by the Panel in its earlier decision (at paragraphs 8–9), these qualities justify the application of unique provisions to manage potential land use conflict between existing industrial activities and future residential uses.

The proposed SAP responds to these unique qualities by:

- Introducing provisions specific to the subject land to mitigate noise impacts from nearby industrial uses, including those not listed under the Attenuation Code (e.g. Downer and Andrew Walter Construction contractor yards);
- Addressing the gap in the SPPs, where the Attenuation Code only requires consideration of sensitive uses in relation to emissions from listed activities, and does not capture potential conflicts with industrial uses that are not listed under the Tables of the Attenuation Code;
- Ensuring that increased residential density facilitated by the proposed rezoning to General Residential does not result in reverse amenity impacts that could fetter the long-term operation or expansion of the industrial precinct.

Furthermore, the SAP has been deliberately confined in scope to address only noise emissions, in response to expert assessments which confirm that other potential emissions—such as light, dust, and odour—are unlikely to present a risk to residential amenity. This confirms that the provisions are tailored and proportionate, consistent with the TPC's expectation that SAPs should contain only those provisions necessary to address the identified land qualities.

In summary, the proposed SAP satisfies Section 32(4)(b) by responding to the distinct land use interface challenges of this location through targeted, site-specific provisions that supplement the SPPs. These provisions are necessary to manage land use compatibility and support the orderly development of both residential and industrial land within the municipality.

5.2 Land Use Conflicts

The subject land is zoned for residential use and development under the existing Rural Living Zoning. The provisions of the Light Industrial Zone also seek to limit offsite impacts that could cause environmental harm to nearby uses.

The topography of the land between the Light Industrial and proposed General Residential Zone rises steeply such that the land at 271 and 263 is substantially elevated above the Light Industrial Zone. The southern part of 293 also sits on top of a steep embankment and is topographically separate from Light Industrial zoned land. This topography, will assist to buffer between the sites.

With the inclusion of the proposed revised SAP incorporating the following measures as recommended in the accompanying noise assessment the proposed rezoning is considered to avoid the potential for land use conflict as far as practical:

- A SAP area consistent with the 55dBA contour shown in Figure 1
- Requirements for acoustic barrier fencing in accordance with Figures 4 and 5 and to the standard outlined in Section 6.1 of the Noise Assessment.
- Makes two storey buildings (a floor height greater than RL 28.5 AHD) within the 55dBA contour on 263 and 271 discretionary subject to the recommendations in Section 6.2 of the Noise Assessment
- Includes a revised SAP that prohibits new habitable buildings within the extent of the 55dBA contour shown in Figure 1 over 293 Main Road

5.3 Impact of the Amendment on the Region as an Entity

The proposed rezoning is consistent with the relevant land use strategies in that it will avoid urban sprawl, make efficient use of existing infrastructure and will support an identified demand for well-located and serviced residential infill land.

The site is conveniently located to existing physical and community infrastructure of Austins Ferry and Claremont and will avoid significant vegetation clearance. For the reasons set out throughout this report it is appropriate in environmental, economic and social terms and is highly consistent with the STRLUS.

Subject to the inclusion of the proposed revised SAP provisions it is considered that the proposal will provide for pleasant residential living experiences with convenient access to social, economic and recreational services of the Glenorchy Municipal Area.

5.4 State Policies

The following State Policies are made under the State Policies and Projects Act 1993:

- State Policy on the Protection of Agricultural Land 2009;
- State Policy on Water Quality Management 1997; and
- Tasmanian State Coastal Policy 1996.

The National Environmental Protection Measures are automatically adopted as State Policies under the State Policies and Projects Act 1993.

- State Policy on the Protection of Agricultural Land 2009;
- State Policy on Water Quality Management 1997;
- Tasmanian State Coastal Policy 1996; and
- The National Environmental Protection Measures (NEPMS).

The following section examines the State Policies as they apply to this amendment.

5.4.1 State Policy on the Protection of Agricultural Land 2009

The purpose of the State Policy on the Protection of Agricultural Land 2009 is:

> *"to conserve and protect agricultural land so that it remains available for the sustainable development of agriculture, recognising the particular importance of prime agricultural land".*

Comment

The subject land does not relate to agricultural land and the proposal does not conflict with this Policy.

5.4.2 State Coastal Policy 1996

The State Coastal Policy 1996 is created under the State Policies and Projects Act 1993.

Comment

The State Coastal Policy applies as the site is located within 1km from the coast. The proposal however relates to existing urban land within an established settlement and does not conflict with this Policy.

5.4.3 State Policy on Water Quality Management 1997

The State Policy on Water Quality Management is concerned with achieving *'sustainable management of Tasmania's surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development in accordance with the objectives of Tasmania's Resource management and Planning System'.*

Comment:

The proposed zoning will avoid riparian areas and allow for suitable stormwater treatment to be incorporated in future development as required by the planning scheme. Such measures will ensure the long term quality of stormwater runoff is efficiently managed to protect water quality.

The proposal does not conflict with this Policy.

5.5 National Environment Protection Measures

The National Environmental Protection Measures relate to:

- Ambient air quality;
- Ambient marine, estuarine and fresh water quality;
- The protection of amenity in relation to noise;
- General guidelines for assessment of site contamination;
- Environmental impacts associated with hazardous wastes; and
- The re-use and recycling of used materials.

Comment:

Matters or Noise are discussed throughout this assessment and the accompanying noise, air and lighting reports.

It is considered that the proposal will not conflict with any of the NEPMs including those for water quality, air quality and noise in particular.

5.6 Southern Tasmania Regional Land Use Strategy

As set out through the strategic considerations above in Section 3, the proposal is considered as far as practical consistent with the STRLUS in that it represents infill development of existing urban land zoned Rural Living, includes appropriate measures to manage the potential for land use conflict

between sensitive residential use and the Light Industrial Zone and will further the objectives for urban consolidation.

5.7 Gas Pipelines Act 2000

Pursuant to Section 34(2)h) of the Act Council is to have regard to the safety requirements set out in the standards prescribed under the Gas Safety Act 2019.

There is no gas infrastructure in the vicinity of this site and the proposal is therefore does not conflict with any requirement.

5.8 Schedule 1 of the Land Use Planning & Approvals Act 1993

Section 34(2)(c) of the Act requires that the Council to be satisfied that the proposed amendment seeks to further the objectives set out in Schedule 1. The objectives in Schedule 1 and their relevance to this amendment are addressed below.

5.8.1 Schedule 1 Part 1

(a) To promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity;

Comment

The amendment promotes the objectives for sustainable development of land through allowing for the efficient use of underutilised urban land for medium density residential use and development.

(b) To provide for the fair, orderly and sustainable use and development of air, land and water;

Comment

The proposal is considered to further this objective for fair and orderly development in that it will allow the densification of existing residential sites adjacent to existing areas of General Residential Zoning. It can connect to existing reticulated services, will not impact on natural values and is not subject to significant hazards.

The revised proposal has specifically been prepared to address the Commission's previous concerns regarding the potential for land use conflict with the existing light industrial estate at Whitestone Drive.

(c) To encourage public involvement in resource management and planning;

Comment

The strategic planning process for the STRLUS involved extensive opportunities for public involvement. Further opportunity for public input will be available through the notification of the amendment.

This revised proposal has been prepared with regard to the concerns raised by representors in relation to the previous proposal and following consultation with the neighbouring owners and operators of Steeline and AWC in the Whitestone Industrial estate.

(d) To facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c) above.

Comment

As stated above, the proposal represents consolidated urban development in a manner that provides for increased services and enhanced liveability. It will facilitate economic development outcomes and subject to the proposed revised SAP will avoid unnecessary fettering on the operation of the existing and future businesses in the Whitestone Drive industrial estate.

(e) To promote sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.

Comment

The proposal will not affect the attainment of this objective.

5.8.2 Schedule1 Part 2

(a) To require sound strategic planning and co-ordinated action by state and local Government;

Comment

As demonstrated throughout this assessment the proposal represents sound strategic planning in that it will encourage efficient use of unconstrained and serviced land and is supported by the draft SAP provisions that will ensure that a pleasant living environment can be maintained for existing and future residents without fettering the operation of the adjacent Light Industrial zoned land. It is considered consistent with this Objective.

(b) To establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land;

Comment

As set out throughout this assessment the proposal furthers the objectives to assist the intended residential infill under the Planning Scheme.

(c) To ensure the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land;

Comment

The site is modified urban land and will avoid significant impacts on the environment.

(d) To require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional, and municipal levels;

Comment

As discussed above the proposal furthers strategic planning policies for urban consolidation and is consistent with this Objective.

(e) To provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals;

Comment

The proposal does not conflict with this objective.

(f) To secure a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania;

Comment

Subject to mitigation measures required by the draft SAP the proposal will assist in the provision of a diversity of housing stock within close proximity to surrounding services. It furthers this objective.

(g) To conserve those buildings, areas or other places which are of scientific, aesthetics, architectural or historical interest, or otherwise of special cultural value;

Comment

There are no listed historic or cultural values on or near the site.

(h) To protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community;

Comment

A concept servicing plan for multiple dwelling development of the land is provided in the accompanying multiple dwelling proposal. The proposal will further this Objective in that it will encourage the efficient use of both existing services and community facilities of Claremont and the Glenorchy municipal area in general. It is noted that TasNewtorks and TasWater did not object to the previous proposal.

(i) To provide a planning framework which fully considers land capability;

Comment

The site is suitable for the proposed future multiple dwelling use and development.

5.9 Conclusion

The proposal will facilitate densification of three existing Rural Living zoned sites within the existing urban area of Austins Ferry.

As set out above the proposal is considered to further objectives for urban consolidation through the development of serviced and relatively unconstrained land adjacent to existing residential and light industrial areas. The revised SAP has been prepared to ensure adequate mitigation measures are in place to avoid noise impacts from the adjacent Light Industrial Zone.

The proposal is considered to satisfy the LPS criteria under Section 34(2) of the Act as well as the circumstance for a the application of a SAP under Section 32(4).

6. Application for a Planning Permit

The following section provides an assessment of the proposed multiple dwellings against the provisions of the Planning Scheme that would apply as a result of the proposed amendment.

6.1 The Proposal

The proposal is for 42 multiple dwellings on 271 Main Road as shown on the accompanying plans.

6.2 General Residential Zone

Use

The proposed multiple dwellings are permitted in the General Residential Zone under the Use Table 8.2.

There are no applicable Use Standards for the proposed residential use.

Development Standards for Dwellings (8.4)

Residential density for multiple dwellings (8.4.1)

The proposal for 42 dwellings on the 1.437ha site equates to a dwelling density of 1 dwelling per 342m^2 and complies with the permitted standard of not less than 325m^2 under Clause 8.4.1(A1).

Setbacks and building envelope for all dwellings (8.4.2)

Objective:

The siting and scale of dwellings:

(a) provides reasonably consistent separation between dwellings and their frontage within a street;

(b) provides consistency in the apparent scale, bulk, massing and proportion of dwellings;

(c) provides separation between dwellings on adjoining properties to allow reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and

(d) provides reasonable access to sunlight for existing solar energy installations.

Development Standard	***Assessment***
A1 *Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:* *(a) if the frontage is a primary frontage, not less than 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site;* *(b) if the frontage is not a primary frontage, not less than 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site;* *(c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than*	A1 is satisfied if any of the options set out in parts a)- e) are met. In this case all buildings are setback at least 4.5m (4.695m – Unit 1 and rubbish enclosure 4.5m) from the Main Road frontage and A1a) is therefore satisfied.

the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; *(d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level; or* *(e) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.*	
A2 *A garage or carport for a dwelling must have a setback from a primary frontage of not less than:* *(a) 5.5m, or alternatively 1m behind the building line;* *(b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or* *(c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.*	Complies. The proposal does not involve a garage facing the primary frontage.
A3 *A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:* *(a) be contained within a building envelope (refer to Figures 10.1, 10.2 and 10.3) determined by:* *(i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and* *(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 8.5m above existing ground level; and* *(b) only have a setback of less than 1.5m from a side or rear boundary if the dwelling:*	Other than the required acoustic fence along the NE, NW and SE boundaries the proposal complies with A3. It is noted in particular that: • Units 14-19 are setback at least 9m from the rear boundary and therefore greater than the required 4.5m rear setback • Other than Units 14 and 42 all dwellings are a minimum of 1.5m from the side boundary. The small section of Unit 42 close to the southern side boundary complies with A3bii) (less than 9m section of wall). Unit 14 has a 9m long wall within 1.5m (1.2m) of the north western side boundary and is contained within the permitted building envelope and therefore complies with A3(b)ii). • the two storey dwellings Units 37-41 are setback 3m from the south eastern side boundary and are contained within the permitted envelope

(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or *(ii) does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser).*	• all other dwellings are well setback from the title boundaries and are less than 8.5m high above NGL as shown by the maximum height dimensions on the elevations. The acoustic fences sited on the boundaries and longer than 9m are to be assessed under P3.
P3 *The siting and scale of a dwelling must:* *(a) not cause an unreasonable loss of amenity to adjoining properties, having regard to:* *(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;* *(ii) overshadowing the private open space of a dwelling on an adjoining property;* *(iii) overshadowing of an adjoining vacant property; or* *(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property;* *(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and* *(c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on:* *(i) an adjoining property; or* *(ii) another dwelling on the same site.*	Given that the proposed buildings comply with A3 it considered appropriate to have regard to this in the assessment of the proposal under P3. The proposed acoustic fence along the NE, NW and SE boundaries is not considered to cause an unreasonable loss of amenity to adjoining properties and to satisfy P3: - the fencing that aligns the boundary with the Light Industrial Zone will not impact the private open space of a dwelling on an adjoining property. - given the proposed 9.5m – 10m setback of the proposed Units 14-19 from this fence and the rising land to the west that will elevate dwellings above the ground level at the boundary line. - the proposed setback along with the rising land will be sufficient to prevent unreasonable overshadowing to habitable rooms of the dwellings (U14-19). See the attached shadow diagrams that confirm that the POS of Unit 14 will receive direct sunlight to at least 50% of its POS between 10am and 3pm, 21 June. - the 30m long fence along the SE boundary of 271 Main Road will not have a tangible impact on the amenity of the large site at 263 that is occupied by a single dwelling; - there are no relevant vacant adjacent sites; - the proposed boundary fence (although slightly higher than an exempt boundary fence is consistent with the established pattern of residential fencing along side and rear boundaries; and

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	- The accompanying shadow diagrams show no shadowing to 293 (295) Main Road between 9am and 3pm on 21 June. There are also are no relevant solar energy installations that would be impacted by the proposed development.

Site Coverage and private open space for all dwellings (8.4.3)

Objective:

That dwellings are compatible with the amenity and character of the area and provide:

(a) for outdoor recreation and the operational needs of the residents;

(b) opportunities for the planting of gardens and landscaping; and

(c) private open space that is conveniently located and has access to sunlight.

Development Standard	***Assessment***
A1 *Dwellings must have:* *(a) a site coverage of not more than 50% (excluding eaves up to 0.6m wide); and* *(b) for multiple dwellings, a total area of private open space of not less than 60m2 associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer).*	The proposal complies with A1 in that: a) the site cover is less than 50% (24.6%) b) each dwelling will have a private open space area of at least 60m^2 (see table on drawing 02
A2 *A dwelling must have private open space that:* *(a) is in one location and is not less than:* *(i) 24m2; or* *(ii) 12m2, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer);* *(b) has a minimum horizontal dimension of not less than:* *(i) 4m; or*	The proposal complies with A2 in that: a) each dwelling has a private open space area of at least 24m^2 b) has a private open space area with a minimum dimension of 4m c) has a gradient that is not steeper than 1 in 10.

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(ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); *(c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and* *(d) has a gradient not steeper than 1 in 10.*	

Sunlight to private open space of multiple dwellings (8.4.4)

Objective:

That the separation between multiple dwellings provides reasonable opportunity for sunlight to private open space for dwellings on the same site.

Development Standard	***Assessment***
A1 *A multiple dwelling, that is to the north of the private open space of another dwelling on the same site, required to satisfy A2 or P2 of clause 10.4.3, must satisfy (a) or (b), unless excluded by (c):* *(a) the multiple dwelling is contained within a line projecting (see Figure 10.4):* *(i) at a distance of 3m from the northern edge of the private open space; and* *(ii) vertically to a height of 3m above existing ground level and then at an angle of 45 degrees from the horizontal;* *(b) the multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00am and 3.00pm on 21st June; and* *(c) this Acceptable Solution excludes that part of a multiple dwelling consisting of:* *(i) an outbuilding with a building height not more than 2.4m; or* *(ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling.*	The proposal complies with A1b) in that the accompanying shadow diagrams show that each multiple dwelling will receive at least 3hrs sunlight to 50% of the POS required to satisfy A2/P2 of Clause 10.4.3 (the 24m^2 area with a minimum dimension of 4m). The POS of each dwelling is shown in green on the shadow diagrams.

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Width of openings for garages and carports for all dwellings (8.4.5)

Development Standard	***Assessment***
A1 *A garage or carport for a dwelling within 12m of a primary frontage, whether the garage or carport is free-standing or part of the dwelling, must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).*	Unit 1 has a garage that is within 12m of the frontage. However this garage door however is considerably less than 6m or half the width of the frontage.

Privacy for all dwellings (8.4.6)

Objective:

To provide a reasonable opportunity for privacy for dwellings.

Development Standard	***Assessment***
A1 *A balcony, deck, roof terrace, parking space, or carport for a dwelling (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above existing ground level must have a permanently fixed screen to a height of not less than 1.7m above the finished surface or floor level, with a uniform transparency of not more than 25%, along the sides facing a:* *(a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 3m from the side boundary;* *(b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4m from the rear boundary; and* *(c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m:* *(i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or*	The proposal complies in that: a) There are no elevated decks, balconies or parking spaces within 3m of a side boundary, b) No elevated decks, balconies or parking spaces within 4m of the rear boundary c) Any elevated balconies are either 6m from a glazed window or door of other dwellings on the site and other areas of private open space or include a screen or fixed obscure glazing to 1.7m above the finished surface level.

(ii) from a balcony, deck, roof terrace or the private open space of the other dwelling on the same site.	
A2 *A window or glazed door to a habitable room of a dwelling, that has a floor level more than 1m above existing ground level, must satisfy (a), unless it satisfies (b):* *(a) the window or glazed door:* *(i) is to have a setback of not less than 3m from a side boundary;* *(ii) is to have a setback of not less than 4m from a rear boundary;* *(iii) if the dwelling is a multiple dwelling, is to be not less than 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and* *(iv) if the dwelling is a multiple dwelling, is to be not less than 6m from the private open space of another dwelling on the same site.* *(b) the window or glazed door:* *(i) is to be offset, in the horizontal plane, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling;* *(ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of not less than 1.7m above the floor level; or* *(iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of not less than 1.7m above floor level, with a uniform transparency of not more than 25%.*	The proposal complies with A2 in that all windows or glazed doors that have a floor level more than 1m above existing ground level either: a) Have a setback of 3m from a side boundary, 4m from the rear boundary and 6m from a window or glazed door to a habitable room or private open space of another dwelling on the site, or b) Is offset in the horizontal plane at least 1.5m from the edge of a window or glazed door to a habitable room, has a sill height of at least 1.7m or includes fixed obscure glazing or a screen to a height of at least 1.7m. These measures could be confirmed as a condition on the planning permit.
A3 *A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to*	The proposal complies with A3 in that the windows, glazed doors to habitable rooms of each dwelling are either: a) setback 2.5m; or

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a habitable room of a multiple dwelling by a horizontal distance of not less than: *(a) 2.5m; or* *(b) 1m if:* *(i) it is separated by a screen of not less than 1.7m in height; or* *(ii) the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level.*	b) 1m with a sill height not less than 1.7m in height or fixed obscure glazing to a height of 1.7m These measures could also be confirmed as a condition on the planning permit.

Frontage fences for all dwellings (8.4.7)

The proposal includes a 1m high masonry front fence which is exempt under Table 5.6 of the planning scheme.

Waste storage for multiple dwellings (8.4.8)

Objective:

To provide for the storage of waste and recycling bins for multiple dwellings.

Development Standard	***Assessment***
A1 *A multiple dwelling must have a storage area, for waste and recycling bins, that is not less than 1.5m2 per dwelling and is within one of the following locations:* *(a) an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or* *(b) a common storage area with an impervious surface that:* *(i) has a setback of not less than 4.5m from a frontage;* *(ii) is not less than 5.5m from any dwelling; and* *(iii) is screened from the frontage and any dwelling by a wall to a height not less than 1.2m above the finished surface level of the storage area.*	The proposal includes a communal waste storage area adjacent to the front boundary and complies with A1(b).

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6.3 Specific Area Plan

GLE-S15.6 Use Standards

GLE-S16.6.1 Use Standards for Sensitive Use

This sub-clause is in addition to the provisions of the General Residential Zone – Clause 8.3 Use Standards and C9.0 Attenuation Code - Clause C9.5.2 Sensitive use within an attenuation area.

Objective:

To prevent sensitive uses from interfering with or constraining activities that generate noise emissions in the Light Industrial Zone at Whitestone Drive, Granton.

Acceptable Solution	***Performance Criteria***
A1 Sensitive use on land in Precinct 1 or Precinct 2 must include an acoustic fence: (a) constructed as a continuous mass barrier using a panel system; (b) capable of achieving a sound transmission loss of not less than 20 dB at frequencies from the 125 Hz 1/1-octave band and above; (c) built to the height specified in Figure GLE-S15.1 along the boundary or boundaries of the site as shown; and (d) with a minimum height of 2.1 metres above existing ground level.	**P1** A sensitive use on land in Precinct 1 or Precinct 2 must be sited and designed to avoid interfering with, or constraining, activities in the Light Industrial Zone at Whitestone Drive, Granton, having regard to: (a) the siting, layout, construction and acoustic treatment of habitable rooms and private open space to eliminate or mitigate noise and maintain a reasonable level of residential amenity; (b) the type, intensity and frequency of existing or likely noise emissions from industrial activities; (c) the separation distance between the sensitive use and noise sources; (d) the site and surrounding topography; and (e) recommendations of an acoustic report prepared by a suitably qualified person.
Assessment: The proposal for dwellings (a sensitive use) within Precinct 2 includes a continuous acoustic fence that aligns the boundaries of the site as shown in Figure GLE S15.1 to the heights specified in that figure and a minimum of 2.1m above existing ground level. As discussed in the Appendix of the noise report the fence will achieve the required construction. The proposal complies with A1.	

GLE-S15.7 Development Standards

GLE-S15.7.1 Development for Sensitive Use

This sub-clause is in addition to Clause 8.4 – Development Standards for Dwellings in the General Residential Zone.

Objective:

That development for sensitive uses does not interfere with, or constrain, the operation of activities that have potential to cause noise emissions on land in the Light Industrial Zone at Whitestone Drive, Granton.

Acceptable Solution	***Performance Criteria***
A1 *Habitable rooms for a sensitive use must have a finished floor level at or below RL 28.5 AHD.*	**P1** *Sensitive use with a finished floor level above RL 28.5 AHD must be sited and designed to achieve a reasonable level of residential amenity and avoid unreasonably interfering with, or constraining, activities on land in the Light Industrial Zone at Whitestone Drive, Granton, having regard to:* *(a) the siting, layout and construction of habitable rooms to minimise exposure to environmental noise;* *(b) the type, intensity and frequency of existing or likely noise emissions from activities in the Light Industrial Zone;* *(c) the effectiveness of acoustic treatments incorporated into the design;* *(d) the relationship between the finished floor level and the predicted noise levels identified in a noise assessment prepared by a suitably qualified person;* *(e) the recommendations of an environmental noise report prepared by a suitably qualified person.*
Assessment: Units 12,13,14,15,16, 24 and 25 within the boundary of the SAP are all single storey and have a finished floor level below 28.5m AHD. These dwellings comply with A1. The proposed two storey dwellings 17,18 and 19 however each have a first floor FFL greater than RL 28.5 AHD and are to be assessed under P2. In this case the proposal is assessed to satisfy P2 in that the accompanying noise report confirms that the proposed dwellings will achieve and maintain a reasonable level of residential amenity and will not interfere with or constrain the existing use and development of land within the Light Industrial Zone.	
A2	**P2**

Private open space areas for a sensitive use in Precinct 1 or Precinct 2 must not have a finished surface level above RL 28.5 AHD.	*Private open space for a sensitive use with a finished surface level above RL 28.5 AHD must be located and designed to achieve a reasonable level of residential amenity and avoid unreasonably interfering with, or constraining, activities on land in the Light Industrial Zone at Whitestone Drive, Granton, having regard to:* *(a) the siting, layout, orientation and screening of private open space to reduce exposure to environmental noise;* *(b) the type, intensity and frequency of existing or likely noise emissions from activities in the Light Industrial Zone;* *(c) the proximity of the private open space to noise sources;* *(d) any acoustic barriers or other physical measures proposed to mitigate noise impacts;* *(e) the recommendations of an environmental noise assessment prepared by a suitably qualified person.*
Assessment: The proposal includes units 17 and 18 with decks with a finished surface level above RL 28.5. The appendix of the accompanying noise report confirms that the proposed decks will provide a reasonably level of amenity and satisfy P2.	

7. Planning Scheme Codes

7.1 Parking and Sustainable Transport Code

The accompanying Traffic Impact Assessment provides the necessary assessment to demonstrate compliance with this Code.

7.2 Road and Railway Assets Code

The accompanying Traffic Impact Assessment provides the necessary assessment to demonstrate compliance with this Code.

7.3 Attenuation Code

As discussed in Section 2.4 above, the following three existing *Metal fabrication* activities with the potential to cause emissions under Table C9.1 of the Attenuation Code are located near the site within Whitestone Drive:

- Steeline - 1 Whitestone Drive – Metal fabrication

- LouvreTec Unit 3, 10 Whitestone Drive- Metal fabrication
- Hammer Aluminium – 8a Whitestone Drive - Metal fabrication

These activities all apply a 500m attenuation distance under the Attenuation Code as shown in Figure 9. Clause C9.5.2 therefore applies to the proposed sensitive residential use and is assessed as follows:

C9.5.2 Sensitive use within an attenuation area

Objective:

That sensitive use located within an attenuation area does not interfere with or constrain the operation of an existing activity listed in Tables C9.1 or C9.2.

Acceptable Solution	***Performance Criteria***
A1 *No Acceptable Solution.*	*P1* *Sensitive use within an attenuation area, must not interfere with or constrain an existing activity listed in Tables C9.1 or C9.2, having regard to:* *(a) the nature of the activity with potential to cause emissions including:* *(i) operational characteristics of the activity;* *(ii) scale and intensity of the activity; and* *(iii) degree of hazard or pollution that may be emitted from the activity;* *(b) the nature of the sensitive use;* *(c) the extent of encroachment by the sensitive use into the attenuation area;* *(d) measures in the design, layout and construction of the development for the sensitive use to eliminate, mitigate or manage effects of emissions of the activity;* *(e) any advice from the Director, Environment Protection Authority; and* *(f) any advice from the Director of Mines.*
Assessment: Having regard to the accompanying Takarri report, providing Units 17, 18 and 19 are conditioned to meet the recommendations of the acoustic report the proposal is also considered to satisfy C9.5.2 P1 for Sensitive use within an attenuation area in that:	

- the proposal has been designed with an acoustic fence along the common boundary and with second storey sound attenuating construction as recommended in the Environmental Noise Assessment;
- The accompanying Environmental Noise Assessment confirms that a proposal that complies with these criteria is unlikely to constrain the operation of existing activities listed in Tables C9.1 and C9.2 of the code; and
- As discussed in the Obtrusive Light Assessment and Air and Odour Assessment there are not considered to be any other potential amenity impacts such as light, air or dust emissions that would impact the proposed sensitive residential uses.

7.4 Flood Prone Areas Hazard Code

The proposal is supported by a detailed engineering design and stormwater management report that demonstrates that the site can be appropriately managed to ensure a tolerable risk.

7.5 Landslip Hazard Code

The proposal does not involve use or development within a Landslide Hazard Area and this Code does not apply.

7.6 Potentially Contaminated Land Code

The land is not known to have been used for a potentially contaminating activity and adjoining land within the Light Industrial Zone at Unit 3/ 10 and 12 Whitestone Drive are not known to have been used for any potentially contaminated activity as listed in Table C14.2 of the Code.

8. Conclusion

Assuming the proposed Planning Scheme amendment is approved, the proposed multiple dwelling development would comply with the relevant zone and code provisions of the Planning Scheme as well as the new Specific Area Plan and a permit should be issued.

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Appendix A

Certificates of Title and Owner Consents

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Appendix B

Existing Planning Permits for Light Industrial Uses

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Appendix C

Proposed Planning Scheme Amendment

AllUrbanPlanning PTY LTD

18 July 2025

Angela Dionysopoulos & Darshini Bangaru Hyde
Glenorchy City Council
PO Box 103
GLENORCHY 7010

Dear Angela and Darshini,

Response to Further Information Request – PLAM-24/02 – Rezoning and Staged Development Application at 263, 271 & 293 Main Road, Austins Ferry

Thank you for your time to discuss and your letter dated 3 July 2025 requesting further information for the above application. We now provide the following responses and updated documentation.

1. PLANNING SCHEME AMENDMENT

1.1 Emissions other than noise – Lighting and Air Quality

- The Air Quality Assessment by Tarkarri Engineering has been finalised and now supersedes the previous draft.
- Section 8 of the updated Lighting Audit by Techlume confirms that the site complies with AS 4282:2023 without requiring mitigation on adjoining land. No reliance is placed on off-site measures; therefore, no change to the SAP is proposed.

1.2 Noise Emissions – Outdoor Areas and Windows

- The updated Environmental Noise Assessment (Tarkarri, 16 July 2025) now includes detailed analysis of outdoor amenity and openable windows in section 6.2.
- The SAP has been revised to incorporate updated controls based on the revised noise report, including clarifications that the acoustic fence is to be 2.1m high or comply with the specified RL heights whichever is greater (see note at the top of page 26 of the noise report).
- The required acoustic fences do not extend beyond the extent of the 55 dBA contour and SAP extent.

1.5 RL 28.5 AHD Relationship

- Clarification has been added to the updated noise assessment demonstrating how the RL28.5 AHD benchmark aligns with predicted noise contours under worst-case night-time conditions. (see Section 6 of the noise report)

1.6 Fence Heights – Clarification and SAP Update

- The revised noise report clarifies that fence heights are relative to AHD (RL).
- The noise report confirms that the acoustic fences should be a minimum of 2.1m high (above existing ground level) even if this exceeds the specified top RLs in Figures 6.1 and 6.2.

- The Acceptable Solution of the SAP has been updated to reflect this 2.1m minimum height in addition to the specified RLs.

- The appendix to the noise report confirms that the proposed fence provides the required noise mitigation.

1.8 SAP Figure

The SAP has been updated with a new Figure GLE-S15.1, identifying Precincts 1, 2 and 3, the acoustic fencing layout and heights.

The final figure may require Council's assistance to ensure it matches the TPC drafting conventions and other SAP plans in the LPS prior to final approval by the TPC.

2.4 SAP Drafting

- The Performance Criteria under GLE-S14.7.1 and GLE-S14.8.1 have been redrafted to reflect a structure consistent with TPC guidance.
- Minor editorial updates have been made including singular/plural wording conventions and the addition of a heading for the Use Standard.

3. PLANNING PERMIT – USE AND DEVELOPMENT

3.1.1 Demolition of 271 Main Road

Please see the attached completion certificate confirming the authorised demolition of the previous dwelling on 271 Main Road.

3.1.2b – Pump Station and Application Form

- The drawing referencing the Hestercombe Road Pump Station has been removed.
- The application form has been updated to remove reference to 400 Main Road, Granton.

3.1.3c – Unit 3 Garage Plan

The lower level garage plan for Unit 3 is now included in the revised architectural drawing set (Drawing 27 of 143).

3.2.1 – SAP Assessment (Environmental Health)

- The updated SAP and site plan reflect the revised fence and SAP boundaries.
- The architectural drawings have been updated to confirm that the floor level of Unit 12 as 28.45 AHD and now compliant with the acceptable solution of 28.5 AHD under GLE-S15.7.1.
- Decks for Units 17 and 18 above RL 28.5 are also confirmed to comply (Appendix to the noise report).

3.2.2 – C9.0 Attenuation Code

With the Air Quality and Noise reports now finalised, this item is resolved.

3.3.1 & 3.3.2 – Stormwater and Engineering

- The updated stormwater report includes:
- Conceptual design of the stormwater network.
- Details of the OSD solution (Hume StormTrap system) as per Aldanmark plans and MUSIC modelling
- A full maintenance schedule for OSD and WSUD devices is included
- Civil plans have been updated to show long-sections and crossfalls across footpaths and crossovers

Thank you both for your careful review and constructive guidance with this proposal. With this updated set of documentation, I believe all issues are now resolved to the extent that Council can now proceed with its assessment.

I would be pleased to discuss any details as necessary

Yours sincerely,



Frazer Read
Principal
All Urban Planning Pty Ltd

SJM Property Developments

Austins Ferry land rezoning environmental noise assessment



Report No. 7048a_AC_R

TARKARRI ENGINEERING PTY LTD
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July 2025

Tarkarri Engineering

Air Quality • Acoustics • Environment • Vibration

Document Set ID: 3540390
Version: 1, Version Date: 02/10/2025

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Revision History

Revision No.	Date Issued	Reason/Comments
0	16/o7/2025	Initial release

Distribution

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Keywords

dBA – *Decibels A-weighted.*

A-weighting – *Weighting of the audible frequencies reflective of the response of the human ear to noise.*

$L_{Aeq,T}$ – *Equivalent continuous A-weighted sound pressure level over a given time (T).*

$L_{A90,T}$ – *A-weighted sound pressure level exceeded for 90 % of a given time period (T), typically known as the background.*

$L_{A10,T}$ – *A-weighted sound pressure level exceeded for 10 % of a given time period (T).*

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References

[1] SoundPLAN Acoustic modelling software - Braunstein & Berndt GmbH.

[3] CONCAWE The oil companies' international study group for conservation of clean air and water – Europe (est. 1963) report 4/81.

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1 Introduction

Tarkarri Engineering was commissioned by SJM Property Developments (SJM) to undertake an environmental noise assessment for the proposed rezoning of existing Rural Living land adjacent to the Light Industrial land on Whitestone Dr, Granton. This follows a proposal for 42 multiple dwellings at 271 Main Rd, Austins Ferry which would require the rezoning 271 Main Rd and adjacent Rural Living zoned land at 263 and 293 Main Rd to General Residential (293, 271 and 263 are known hence forth in this report as the Land).

Relevant sections of the *Tasmanian Planning Scheme* (TPS) are provided below that pertain to the potential for the rezoning to interfere or constrain Light Industrial uses as follows:

- Table 18.2 provides a list of permitted uses on the Light Industrial land.
- Section 18.3.1 relates to the potential for activities in the Light Industrial zone to cause unreasonable loss of amenity in residential zones.
- Section C.9.5.2 relates to sensitive uses (i.e. residential) within attenuation areas for specific listed activities in the TPS potentially interfering with or constraining Light Industrial uses.

18.2 Use Table

Permitted	
Emergency Services	
Equipment and Machinery Sales and Hire	
Manufacturing and Processing	
Port and Shipping	
Recycling and Waste Disposal	If for a container refund facility.
Research and Development	
Service Industry	
Storage	
Transport Depot and Distribution	
Vehicle Fuel Sales and Service	

18.3.1 All uses

Objective:	That uses do not cause an unreasonable loss of amenity to residential zones.
Acceptable Solutions	**Performance Criteria**
A1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.	**P1** Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to: (a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions.

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A3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must be within the hours of: (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.	**P3** Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone, or Rural Living Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to: (a) the time and duration of commercial vehicle movements; (b) the number and frequency of commercial vehicle movements; (c) the size of commercial vehicles involved; (d) manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise; (e) any noise mitigation measures between the vehicle movement areas and the residential area; and (f) potential conflicts with other traffic.

C9.5.2 Sensitive use within an attenuation area

Objective:	That sensitive use located within an attenuation area does not interfere with or constrain the operation of an existing activity listed in Tables C9.1 or C9.2.
Acceptable Solutions	**Performance Criteria**
A1 No Acceptable Solution.	**P1** Sensitive use within an attenuation area, must not interfere with or constrain an existing activity listed in Tables C9.1 or C9.2, having regard to: (a) the nature of the activity with potential to cause emissions including: (i) operational characteristics of the activity; (ii) scale and intensity of the activity; and (iii) degree of hazard or pollution that may be emitted from the activity; (b) the nature of the sensitive use; (c) the extent of encroachment by the sensitive use into the attenuation area; (d) measures in the design, layout and construction of the development for the sensitive use to eliminate, mitigate or manage effects of emissions of the activity; (e) any advice from the Director, Environment Protection Authority; and (f) any advice from the Director of Mines.

The Land falls within the attenuation area of a number of activities, both existing and potential within the Light Industrial area, that are and would be permitted and have the potential to generate noise emissions. Given this potential air emissions from the Light Industrial area and the risk of unreasonable amenity loss on the Land if rezoned General Residential is addressed here.

NB: This report is an amalgamation of past reports (see Tarkarri Engineering reports 5551_AC_R_R9 and 5695_AC_R) and updated ambient noise data and noise mitigation recommendations.

1.1 Legislative context

The *Environment Protection Policy (Noise) 2009* (Noise EPP) (made under section 96K of the *Environmental Management and Pollution Control Act 1994*) is a framework for noise management in Tasmania through the setting out of objectives and principles for noise control with human health as a value to be protected.

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The environmental values identified in the Noise EPP are the qualities of the acoustic environment that are conducive to:

- the wellbeing of the community or a part of the community, including its social and economic amenity; or
- the wellbeing of an individual, including the individual's –
  - health; and
  - opportunity to work and study and to have sleep, relaxation and conversation without unreasonable interference from noise.

The Noise EPP also states that 'It can be assumed that the environmental values ….will be protected for the majority of the human population where the acoustic environment indicator levels are not exceeded, and there are no individual sources of noise with dominant or intrusive characteristics.' The acoustic environment indicator levels are designed to '… provide a reference for considering the condition of the acoustic environment and the effectiveness of noise control measures and strategies' and are listed at the rear of the policy.

2 Site description

Land parcels at 263, 271 and 293 Main Rd, Austins Ferry, are under consideration for rezoning (the Land). The Land is adjacent to General and Low Density Residential land to the west. There is Light Industrial zoned land along Whitestone Dr to the north-east with a strip of Open Space zone providing separation

Businesses in the Light Industrial Zone consist of; suppliers to the housing industry including Steeline, LouvreTec and Hammer Aluminium where indoor cutting and grinding is expected; Temperature Solutions Tasmania which appears to be a refrigerated freight company where truck movements are expected; civil construction services: Andrew Walter Constructions AWC) and Downer EDI where infrequent heavy vehicle and forklift movements are expected; and Zirco Data, a data custodial company where no significant noise emissions are expected. An aerial view showing the proposed block and surrounding uses is given in **Figure 2.1.** with the site of the proposed multiple dwelling use (271 Main Rd) highlighted.

NB: Andrew Walter Constructions (AWC) also use warehouse space adjacent to Temperature solutions Tasmania and Hammer Aluminium

Figure 2-1 presents an aerial view with the site boundary of the Land marked in yellow. Figure 2-2 shows the same aerial view with an overlay of the TPS zones.

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Figure 2-1: Aerial view of the Land (in yellow) and surrounds.

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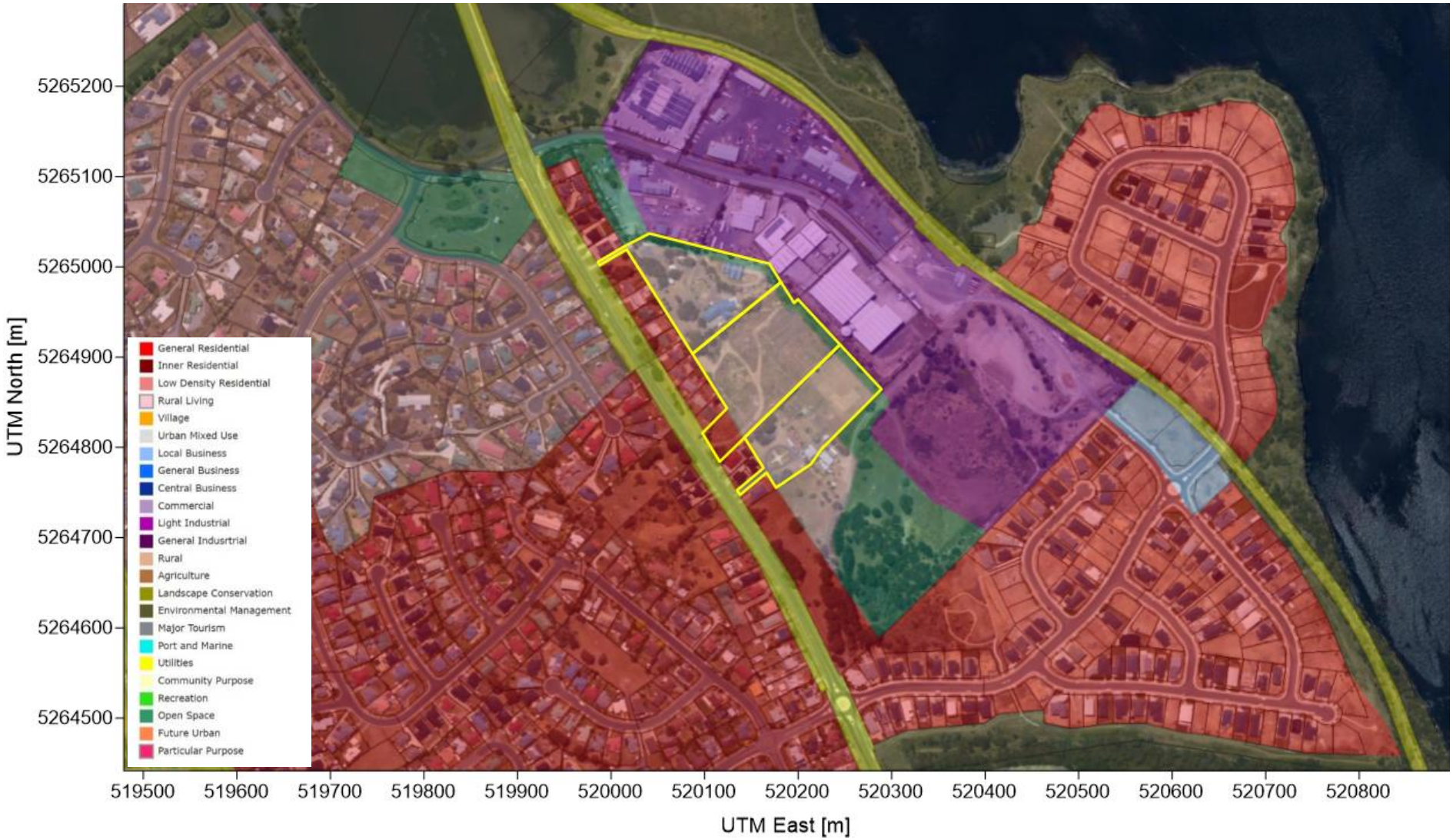


Figure 2-2: Aerial view of the Land (land boundary in yellow) and surrounds with TPS zone overlay.

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2.1 Existing noise conditions

2.1.1 AWC

Three permits for the AWC site provide conditions in relation to noise emissions from operations on the land and these are provided below with the year and planning application number also provided.

2007

PLN-07-04606

> 11. Noise emissions from the land must be such that when sound pressure level measurements have been adjusted in accordance with the relevant standards, the noise levels from the activity, and any activities carried out in accordance with any permit associated with the land, must not exceed a time average A-weighted sound pressure level of:
>
> (a) 52 dB(A) between the hours of 0700 to 1800 hours Mondays to Saturdays;
>
> (b) 45 dB(A) between the hours of 1800 to 2200 Mondays to Fridays;
>
> (c) 45 dB(A) between the hours of 1800 to 1900 Saturdays
>
> (d) 45 dB(A) between the hours of 1000 to 1800 Sunday and Statewide public holidays;
>
> when measured at any domestic premises in other ownership. Noise level measurements must be taken in the presence of ambient noise normally existent in the area.
>
> The time interval over which the noise level is to be determined must be 10 minutes.
>
> Where the combined level of noise from the activity, any activities carried out in accordance with any other permit associated with the land and the normal ambient noise exceeds the noise level stated in part (a) of this condition, this condition will not be considered to be breached unless the noise emissions from the activity are audible and exceed the ambient noise levels by at least 5 dB(A).
>
> All methods of measurement must be in accordance with Australian Standards and best practice.

2011

Application: PLN-11-121

> 7. An activity carried out in accordance with a permit associated with the land, must not exceed an equivalent continuous A-weighted sound pressure level as measured over 15 minutes (LAeq15min) of:
>
> - 45dB(A) between the hours of 7am to 6pm;
> - 40dB(A) between the hours of 6pm to 10pm;
> - 35dB(A) between the hours of 10pm to 7am;
>
> when measured in a habitable room of a residential premise in other ownership. Further recommended design sound levels are specified in AS2107:2000 – Table 1.

2013

PLN-13-044

Condition 9 in the planning permit is as above for application PLN-11-121.

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2.1.2 Downer EDI

No noise conditions are provided in the planning permit for the Downer EDI site. However, A noise impact assessment conducted by Vipac Engineers and Scientists in 2014 (document no. 4725-01) utilised the indicator levels provided in the Tasmanian *Environment Protection Policy(Noise) 2009* with the night period assessed against a L_{Aeq} of 45 dBA.

3 Existing noise levels

Logging of ambient environmental noise levles was conducte at the north east corner of 271 Austins Ferry Rd, approx MGA coords. 520174, 5264974. The follwing data was logged between 4 and 14 April 2025:

- 10-minute, A-weighted equivelent copntinuous sound pressure levels (L_{eq}), minimum and maximum levels and L_1, L_5, L_{10}, L_{50}, L90 and L99 stisitic levels.

The following instrumentation was used:

- Environmental noise logger Larson Davis LxT s/n 6274.
- Acoustic Calibrator CA250 s/n 2706.

The instrument was field calibrated prior to use and a wind sock was used on the microphone.

Figures 3-1 presents an aerial view with the measurement location marked. Figure 3-2 provides a photograph of the instrument at the measurement position while Figure 3-3 presents a time series graph of the following noise measurement statistics:

- **$L_{Aeq,10min}$**
- **$L_{A90,10min}$**
- **$L_{A10,10min}$**

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Figure 3-1: Aerial view with the ambient noise measurement location marked.

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Figure 3-2: Photograph of the SLM at the measurement location, view to the north (by Tarkarri Engineering).

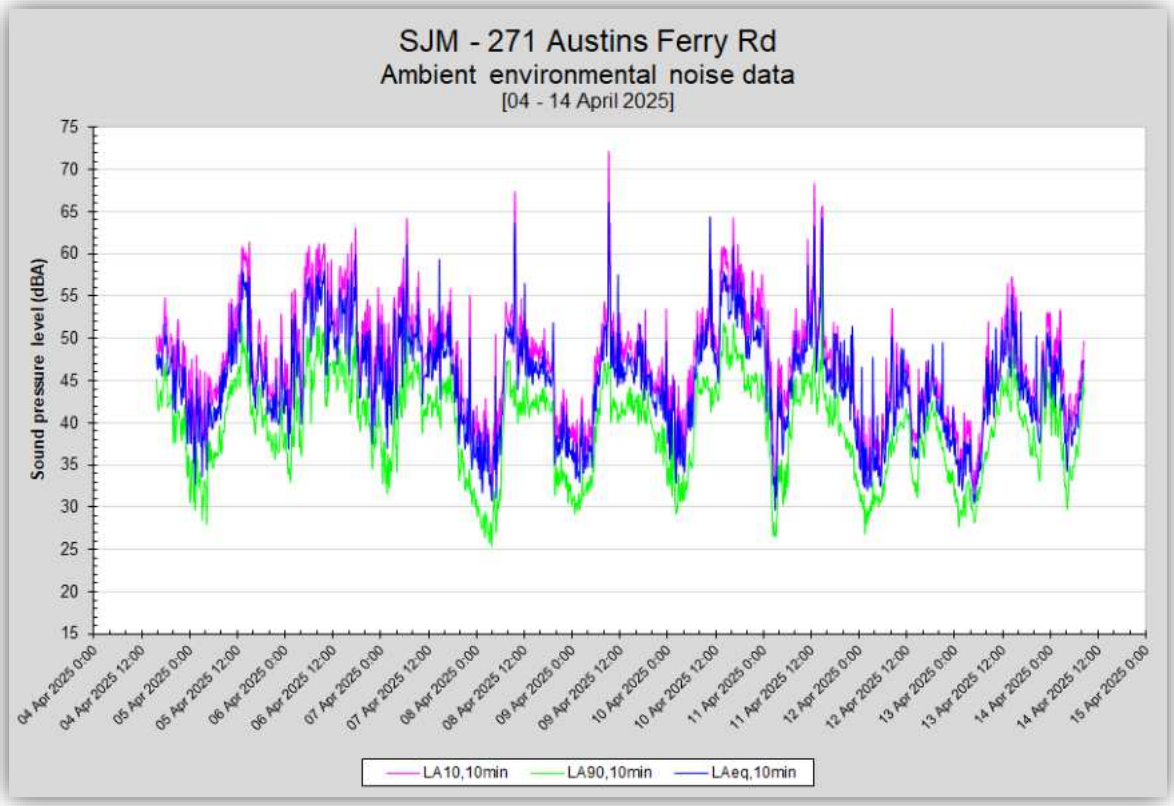


Figure 3-3: Time series of ambient noise statistics.

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The noise environment was generally controlled by traffic on the Austins Ferry Rd and vehicle activity in the Light Industrial Area. Table 3-1 presents a summary of the noise statistic level ranges from the measurement data presented above.

NB: Day is defined as 0700 – 1900 hrs while night is defined as 1900 to 0700 hrs.

Noise statistic level ranges (dBA)				
Period	$L_{Aeq,10min}$	$L_{A10,10min}$	$L_{A90,10min}$	$L_{Amax,10min}$
Day	36 - 66	38 - 72	31 - 62	-
Night	30 - 61	32 - 64	25 - 51	39 - 83

Table 3-1: Summary noise level percentiles.

4 Assessment criteria

The potential for unreasonable loss of amenity is assessed against indicator levels provided in the Tasmanian *Environment Protection Policy(Noise) 2009* and ambient noise levels presented above. Those relevant to this assessment are provided below

Table 1 – Acoustic environment indicator levels

Specific environment	Critical health effect(s)	L_{Aeq} [dB(A)]	Time base [hours]	L_{Amax}fast [dB]
Outdoor living area	Serious annoyance, daytime and evening	55	16	-
	Moderate annoyance, daytime and evening	50	16	-
Dwelling, indoors	Speech intelligibility & moderate annoyance, daytime & evening	35	16	-
Inside bedrooms	Sleep disturbance, night-time	30	8	45
Outside bedrooms	Sleep disturbance, window open (outdoor values)	45	8	60

From the above and the ambient noise levels measured the following noise level criteria are utilised here for assessment purposes with levels below these criteria are considered to protect environmental values and therefore amenity:

Monday to Saturday: (0700 – 1900 hrs), **Sunday and Public Holidays** (0800 to 1900 hrs):

- 55 dBA $L_{Aeq,10min}$

Outside of the above hours:

- 45 dBA $L_{Aeq,10min}$
- 60 dBA L_{Amax}

Noise levels below the L_{Aeq} criterion level above are not expected to create serious annoyance. A 10-minute time interval for the L_{Aeq} is selected as this is more conservative that the 16-hour interval stipulated in the table. The existing noise levels in the area cover a range that encompasses the above criterion levels while the night criteria are in accordance with existing permit levels for the night period as outlined in section 2.1.

5 Potential future noise levels

SoundPLAN[1] software was used for carrying out detailed noise emission spectra and contour modelling of potential operations from permitted uses in the Light Industrial area. This program allows the use of the CONCAWE[2] calculation methods for modelling atmospheric

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attenuation/amplification of noise. Parameters influencing sound propagation and attenuation include:

- Source type (point, line, plane).
- Relative source and receiver height.
- Topography and barriers.
- Industrial buildings as sources and/or barriers.
- Ground and air absorption.
- Distance attenuation.
- Atmospheric conditions (Pasquill stability, temperature, humidity and vector wind speed).
- Reflecting surfaces.
- Source directivity.

As all propagation and attenuation parameters are frequency dependent, all input source data has been based on 1/3-octave band sound power spectra.

Geo-referenced topographic data was based 1 m contouring of LiDAR data of the area.

All source and geodata is referenced to the Map Grid of Australia (MGA).

5.1 Model input data

The primary sources identified from the Light Industrial area were mobile equipment and input sound power (SWL) spectra were taken from Tarkarri Engineering library data for typical mobile equipment that were observed at existing operations. Table 5-1 and 5-2 present overall SWLs, equipment details and 1/1-octave band SWL spectra.

Overall sound power levels (dBA)		
Source	SWL	Comment
Forklift	96	Tarkarri Engineering SWL library data. L_{Aeq} for continuous operation in a 10-minute period
Articulated dump truck	104	

NB: Vehicle operation scaled to time of operation in a 10-minute period assuming a vehicle speed of 10 km/h.

Table 5-1: Overall sound power levels and data source information.

1/1-octave band sound power levels spectra (dBA)										
Source	Frequency (Hz)									Total
	31.5	63	125	250	500	1k	2k	4k	8k	
Forklift	48	60	75	77	85	91	92	86	75	**96**
Articulated dump truck	55	85	93	92	99	100	96	89	79	**104**

Table 5-2: 1/1-octave band sound power level spectra.

5.2 Atmospheric conditions

SoundPLAN[1] allows the use of CONCAWE[2] prediction algorithms to model the attenuation /amplification of noise in the environment. In this study the following propagation condition was considered:

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- **CONCAWE worst case propagation (wcw)**: CONCAWE models atmospheric attenuation using Pasquill stability indices in combination with vector wind speed and direction to determine appropriate frequency dependent attenuation/amplification This condition considers all receiver points to be downwind with a Pasquill stability class F and a vector wind speed of 2 m/s. Under these conditions noise contours will typically represent the highest predicted noise levels at any location.

NB: A relative humidity of 70 %, air pressure of 1013.3 mbar and temperature of 10 °C was modelled.

5.3 Model views

Figure 5-1 presents a model plan view for day operations with the location of the sources listed in Tables 5-1 and 5-2 marked. The number and frequency of movements within each Light Industrial operation was determined from satellite imagery. At 10 and 12 Whitestone Drive, Austins Ferry, operations analogous to those at 4 and 6 Whitestone Drive (i.e. AWC operations) were modelled, including no buildings present on the land, to represent potential future permitted operations. Figure 5-2 presents a model plan view for night operations with the location of the sources listed in Tables 5-1 and 5-2 marked. Only noise sources from the AWC and Downer sites are modelled (sites with current permits to operate at night). Existing buildings present at 6, 8, 10 and 12 Whitestone Dr, Granton, were also included in the model as barrier structures Figure 5-3 presents a wire-frame model view from the south for day operations while Figure 5-4 presents the same for night operations.

NB: In the Figures below continuous operation refers to constant back-and-forth movement over the vehicle path in a 10-minute period as could be expected with a forklift. By default, vehicles are modelled with a single pass, i.e. entering and leaving the business once in a 10-minute period as would be typical for transport trucks.

NB: For the night period maximum noise levels from each source are represented in the model as the vehicle sound power concentrated at the most adverse (i.e. typically closest) point in a path to the nearest receiver and scaled from measured L_{Amax} data.

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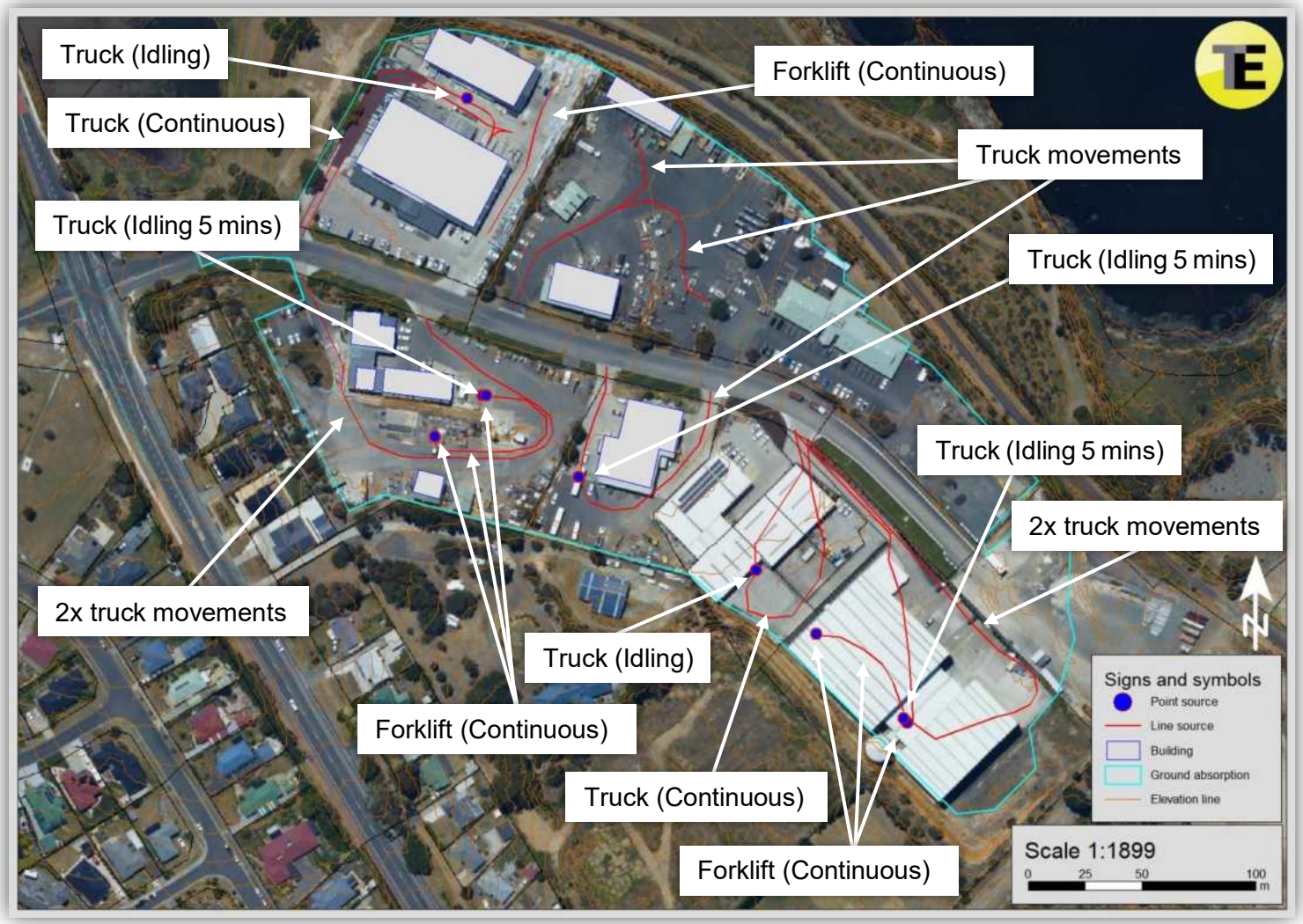


Figure 5-1: Model plan view.

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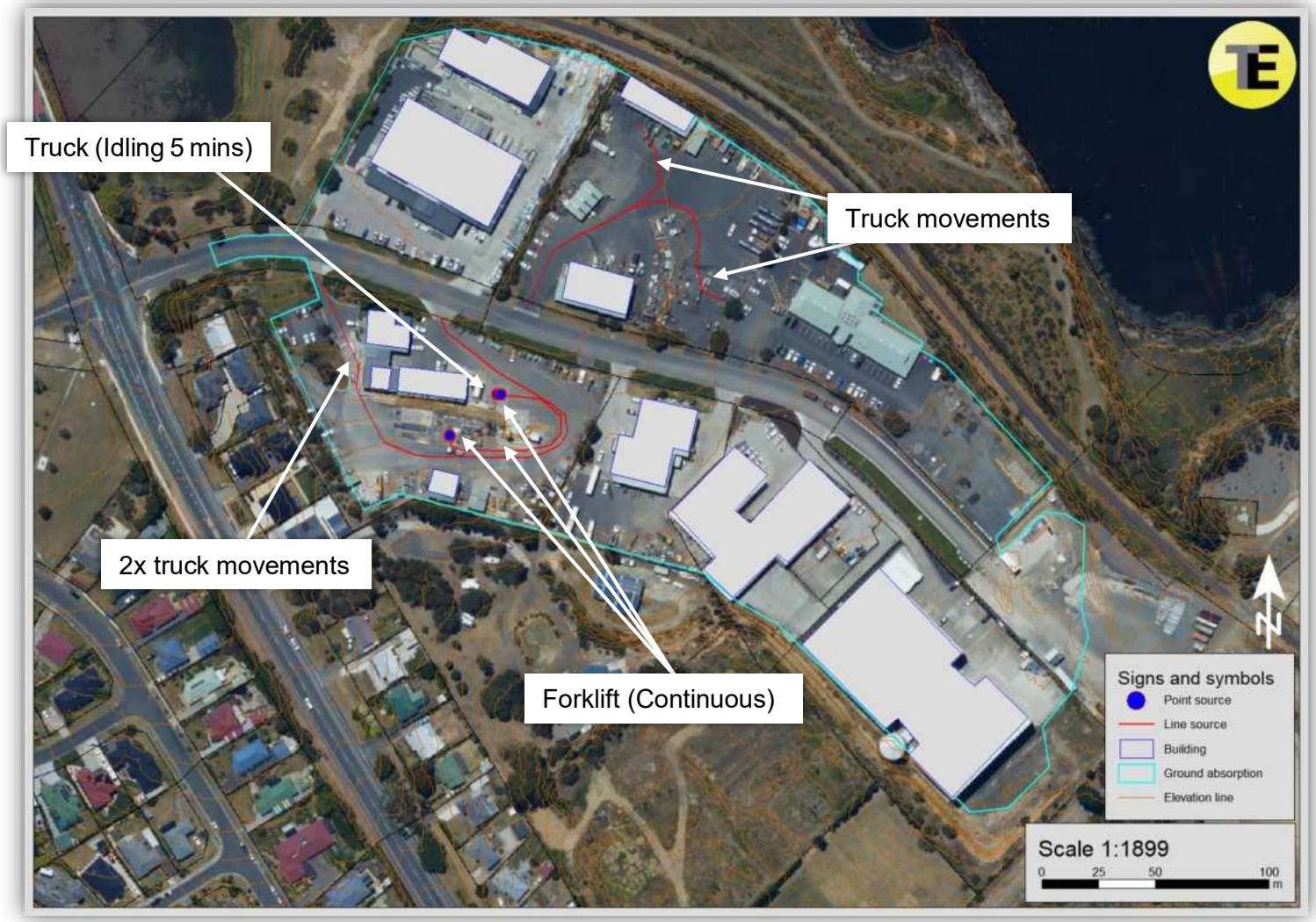


Figure 5-2: Model plan view, night.

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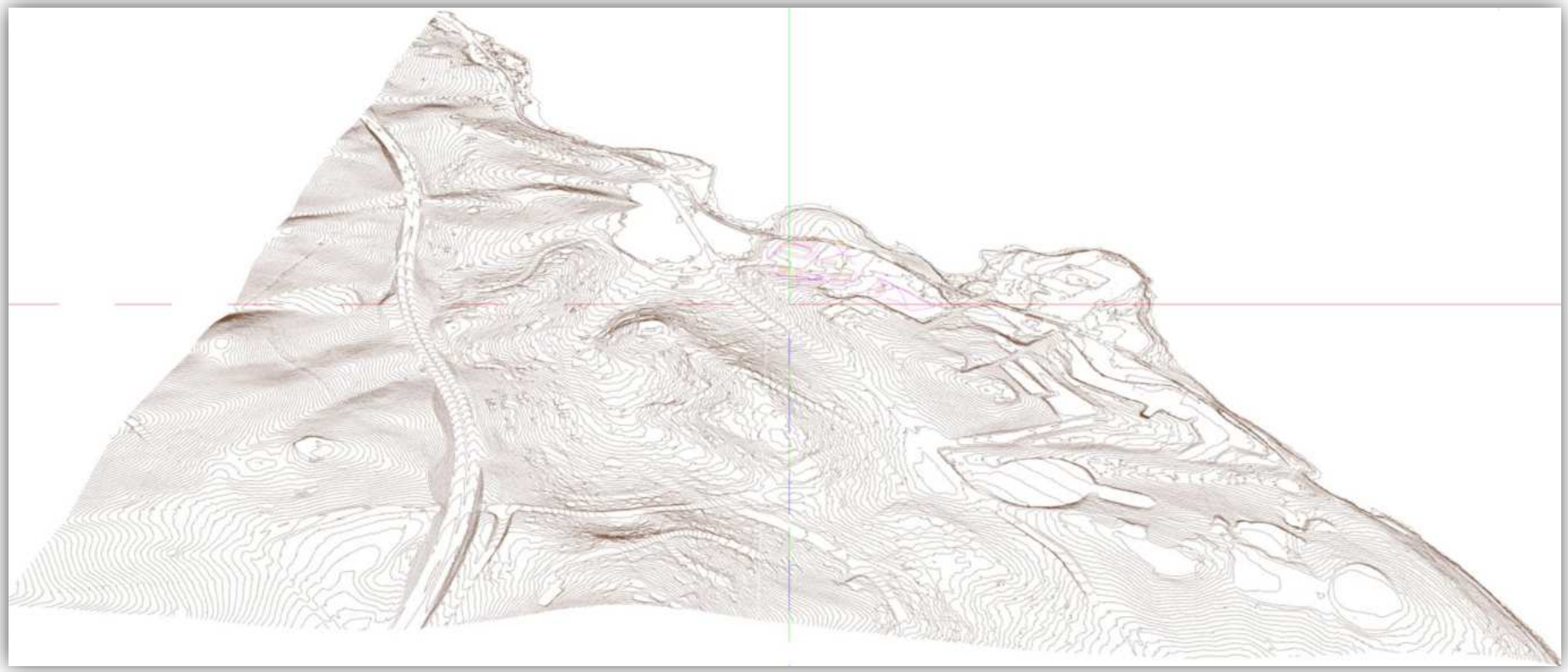


Figure 5-3: Model wire-frame view from the south.

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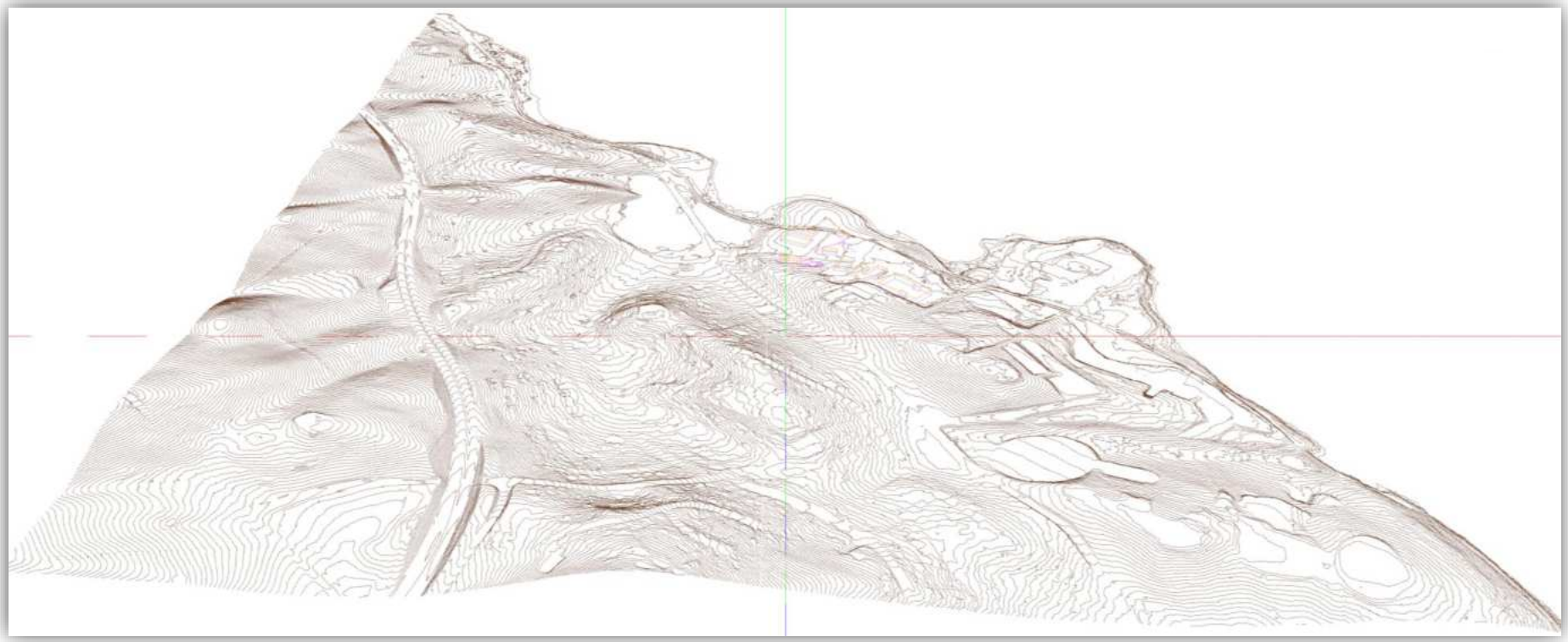


Figure 5-4: Model wire-frame view from the south, night.

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5.4 Modelling results and discussion

Predicted $L_{Aeq,10min}$ noise contours projected onto aerial photographic coverage are provided in Figures 5-5 and 5-6 below for the day and night model scenarios outlined above. The criteria levels of 55 dBA (day) and 45 dBA (night) are highlighted in magenta on each figure. Figure 5-7 presents L_{Amax} noise contours for the night period with the criterion level of 60 dBA highlighted in magenta.

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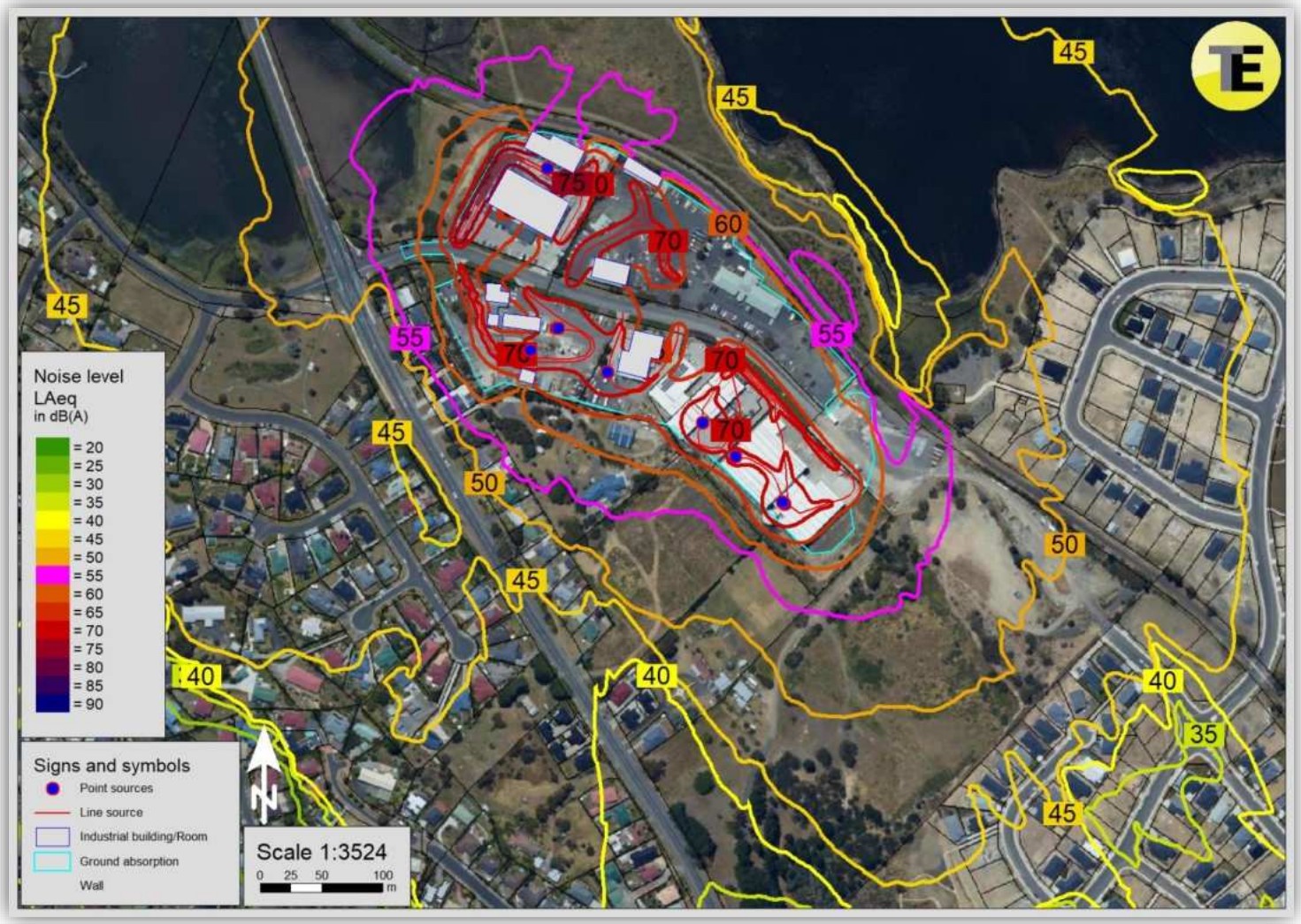


Figure 5-5: Predicted noise contours, day.

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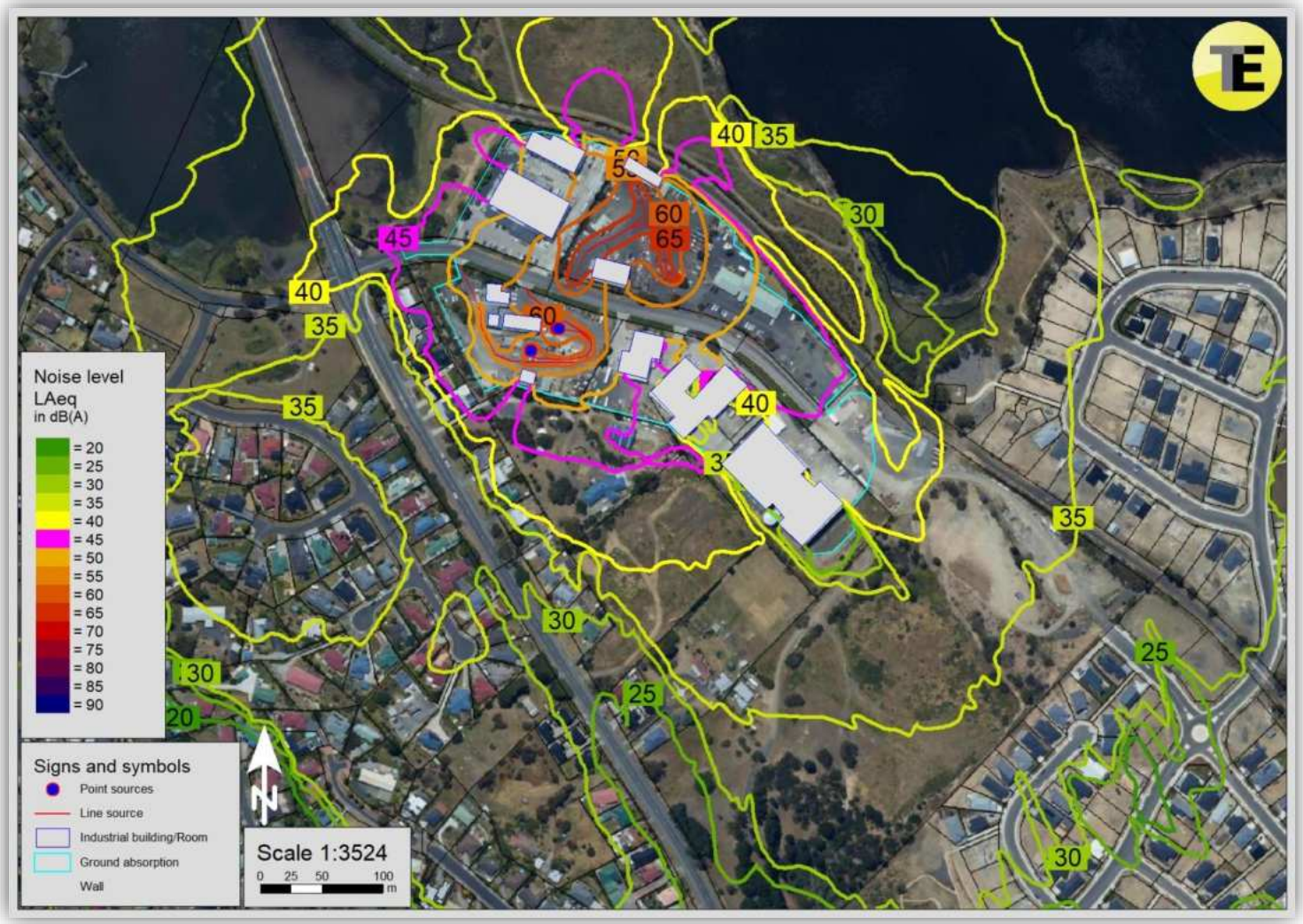


Figure 5-6: Predicted noise contours, night.

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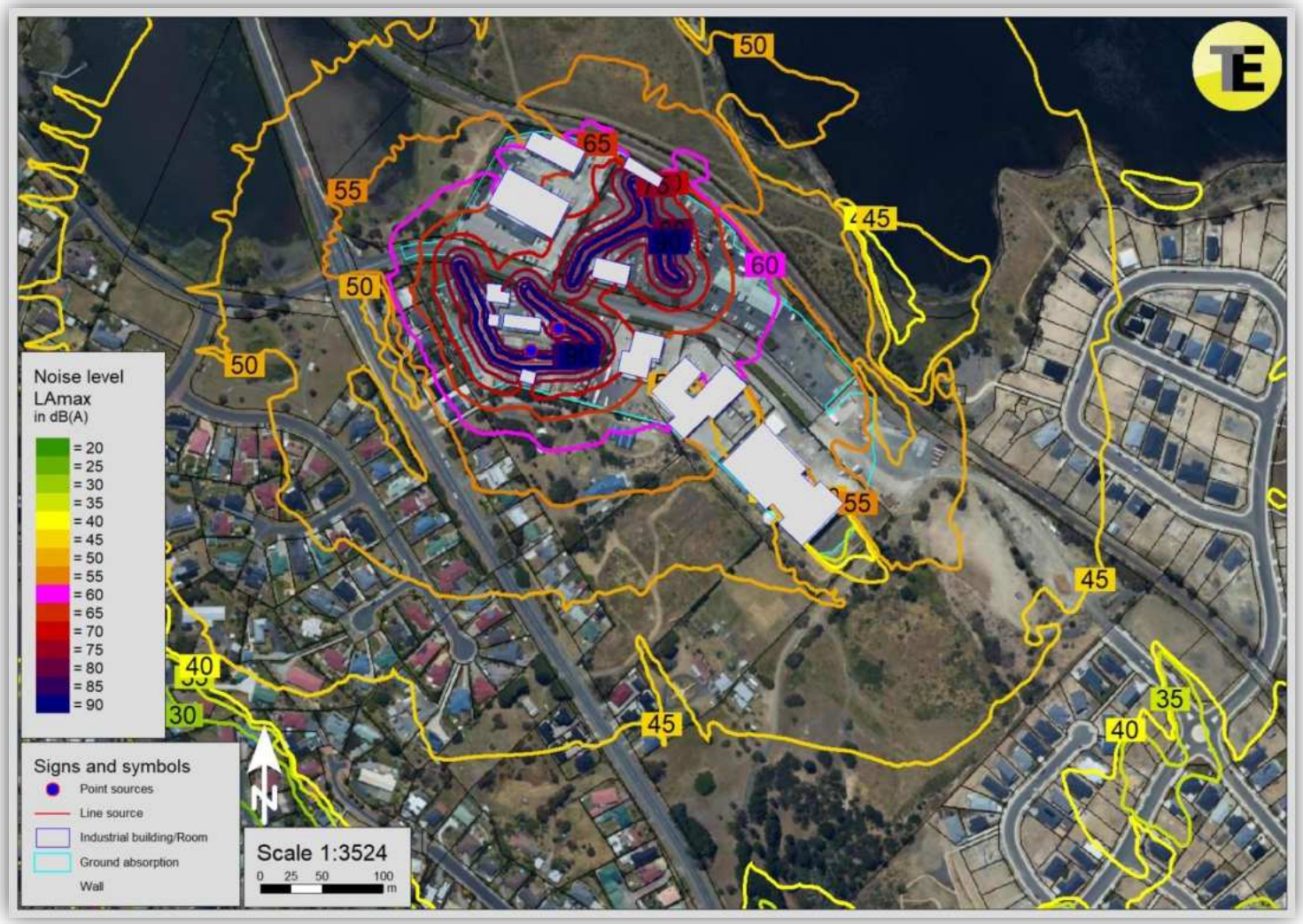


Figure 5-7: Predicted noise contours, night, L_{Amax}.

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The above indicates that noise levels in excess of the criteria levels of $L_{Aeq,10min}$ 55 dBA and 45 dBA occur on the land proposed for rezoning and mitigation is required to minimise the potential for unreasonable loss of amenity for any potential noise sensitive development (i.e. residential dwelling) on the rezoned land. Maximum noise levels in excess of 60 dBA are not predicted on the land at 271 and 263 Main Rd during the night period. Levels in excess of 60 dBA are predicted on 293 Main Rd.

5.4.1 Additional noise sources

The modelling results detailed above addresses vehicle activity in the Light Industrial zone (considered the most significant noise sources that do and could operate in the zone). However, a fabrication business is located at 1 Whitestone Drive, Granton (i.e. Steeline). Fabrication activities have the potential to generate high maximum noise levels from impacts and cutting and grinding operations.

Tarkarri Engineering would expect noise levels from such activity to not exceed 55 dBA L_{Amax}. This assumes distance attenuation from sources with L_{Amax} sound power levels up to 110 dBA and barrier effects. The metal fabrication activity is between approx. 180 m (nearest boundary to 293 Main Rd) and 250 m (nearest boundary to 271 Main Rd) from the land designated for rezoning. At this level and unreasonable loss of amenity would be unlikely from the existing activity. Given this, the rezoning and subsequent use of the land at 293, 271 and 263 Main Rd for residential purposes would be highly unlikely to constrain this existing use. Tarkarri Engineering also notes that during observed noise measurements (see section 3 of this report for details) fabrication activity wasn't audible.

6 Mitigation recommendations

To address noise from the Light Industrial Zone exceeding L_{Aeq} 55 dBA and 45 dBA over sections of the land in question barrier fencing to provide attenuation is proposed to protect the amenity for outdoor spaces (during the day) and indoor spaces both during the day and night.

NB: A 7 m high barrier wall along the boundary of the Light Industrial Zone and 293 Main Rd, Austins Ferry, was modelled for efficacy purposes only. This control isn't considered a realistic control measure due to issues of constructability and overshadowing. Rather a prohibition for habitable buildings for sensitive uses within the area where $L_{Aeq,10min}$ 55 dBA is exceeded on 293 Main Rd is proposed for the rezoning (noting this also covers the area where predicted night noise levels exceed $L_{Aeq,10min}$ 45 dBA and L_{Amax} 60 dBA on 293 Main Rd).

To allow residential development across the entire area of land at 271 and 263 Main Rd a barrier fence is proposed along the shared boundary between 271 and 293 Main Rd (along approx. 85 m of the boundary from the north corner of 271 Main Rd and along the boundary between the Light Industrial Zone and 271 and 263 Main Rd.

Should no residential development of 271 Main Rd occur and only 263 Main Rd is developed then an alternative fence along the boundary of 263 Main Rd and the Light Industrial Zone and a 30 m long fence along the boundary between 271 and 263 Main Rd would be required.

Figures 6-1 and 6-2 present plan views from the noise model with fence sections designated by fence top RL (AHD) for the two options outlined above. Section lengths for each fence top RL along the NW boundaries between 293 and 271 Main Rd and 271 and 263 Main Rd are also designated.

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NB: To minimise the potential for discrepancies in the ground model used for noise modelling and real-world ground heights impacting the efficacy of the barrier fence, a minimum fence height of 2.1 m should be implemented, even if this exceeds the fence top RLs specified here.



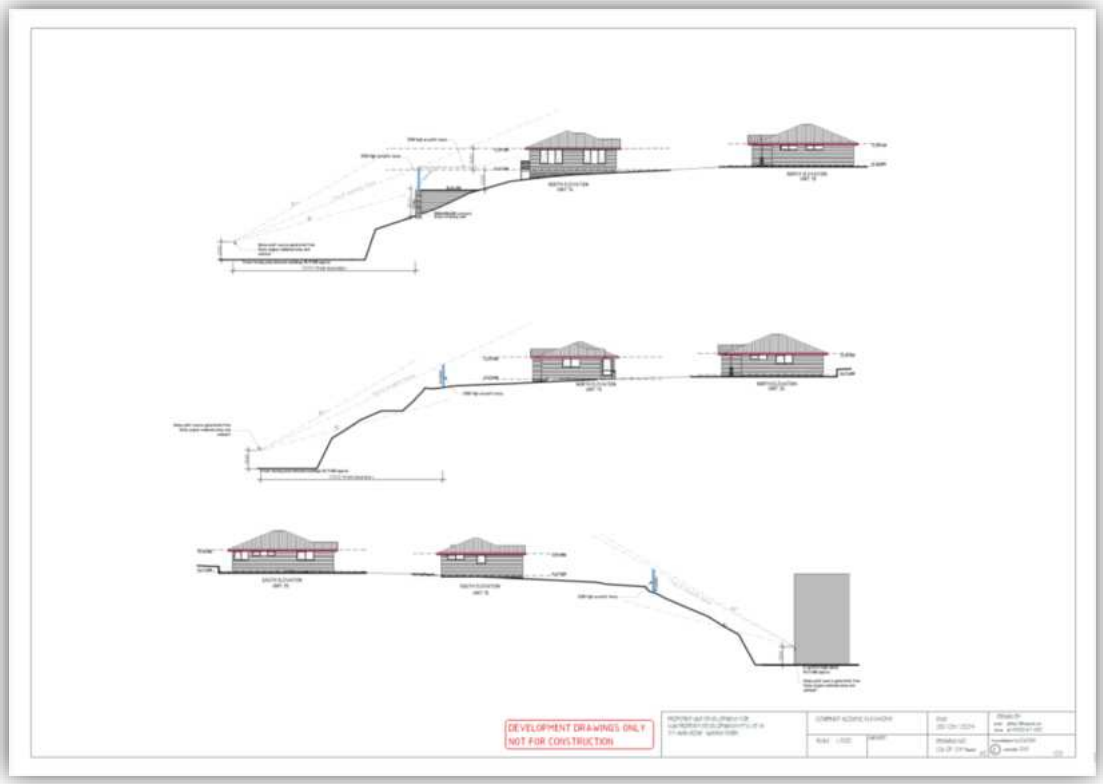
Figure 6-1: Noise attenuation fence extent, 271 and 263 Austins Ferry Rd.



Figure 6-2: Noise attenuation fence extent, 263 Austins Ferry Rd.

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Elevations showing the efficacy of the fence in relation to typical mobile equipment noise source locations in the Light Industrial area are provided. This illustrates the loss of line of sight between the sources and first storey building facades, thus providing the desired barrier attenuation of potential noise emissions. This was used to determine the RL 28.5 AHD habitable floor level acceptable solution threshold in GLE-S15.7.1.

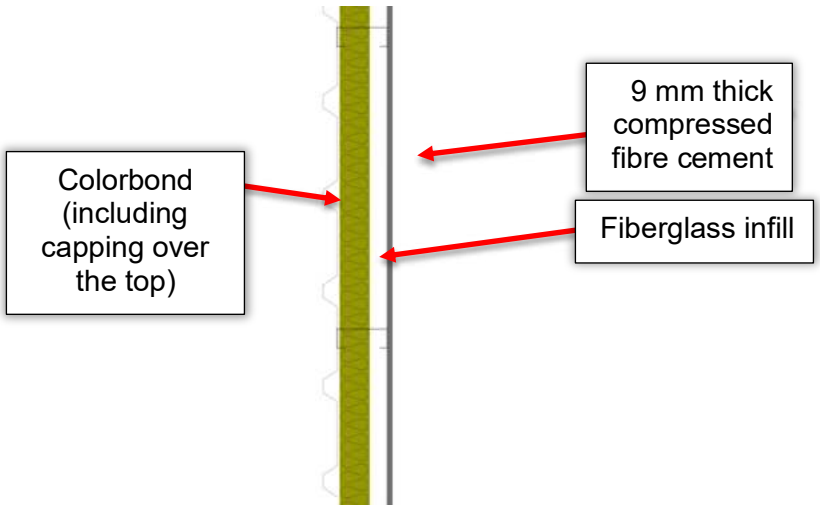


6.1 Construction recommendations

Construction recommendations relating to the fence systems modelled are provided below:

- The fence modelled here would need to be constructed from a panel system that provides a contiguous mass barrier with a sound transmission loss performance of 20 dB or more at frequencies from the 125 Hz 1/1-octave band and above. This allows for adequate transmission loss through the wall and fence to realise the modelled diffraction loss over the barriers. A Construction as shown below in horizontal section would provide this performance.

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- For any double storey dwelling constructed on 271 and 263 Main Rd where predicted noise levels are above $L_{Aeq,10min}$ 55 dBA (see Figure 5-5), second storey deck and balcony spaces should be kept to the south and west only and assessment of the proposed construction by an acoustic engineer would be required to ensure internal noise levels are maintained in accordance with those recommended in *AS/NZS 2107:2016 Acoustics - Recommended design sound levels and reverberation times for building interiors*. Depending on the construction, room layout and room volumes this may involve all or some of the following:
    - upgraded glazing elements;
    - increased plasterboard and/or external cladding density and thickness and;
    - additional insulation elements.

6.2 Noise contours

Figures 6-3 and 6-5 predicted $L_{Aeq,10min}$ noise contours projected onto aerial photographic coverage with the two fence extents in place (marked in green). The day criterion level of 55 dBA is highlighted in magenta on Figures 6-3 and 6-4 and the night criterion of 45 dBA is highlighted in magenta on Figure 6-5. Noise contours during the night with the fence extent providing mitigation for 263 Main Rd only isn't provided as the 45 dBA contours doesn't extend onto the land at 263 Main Rd under the night modelling scenario.

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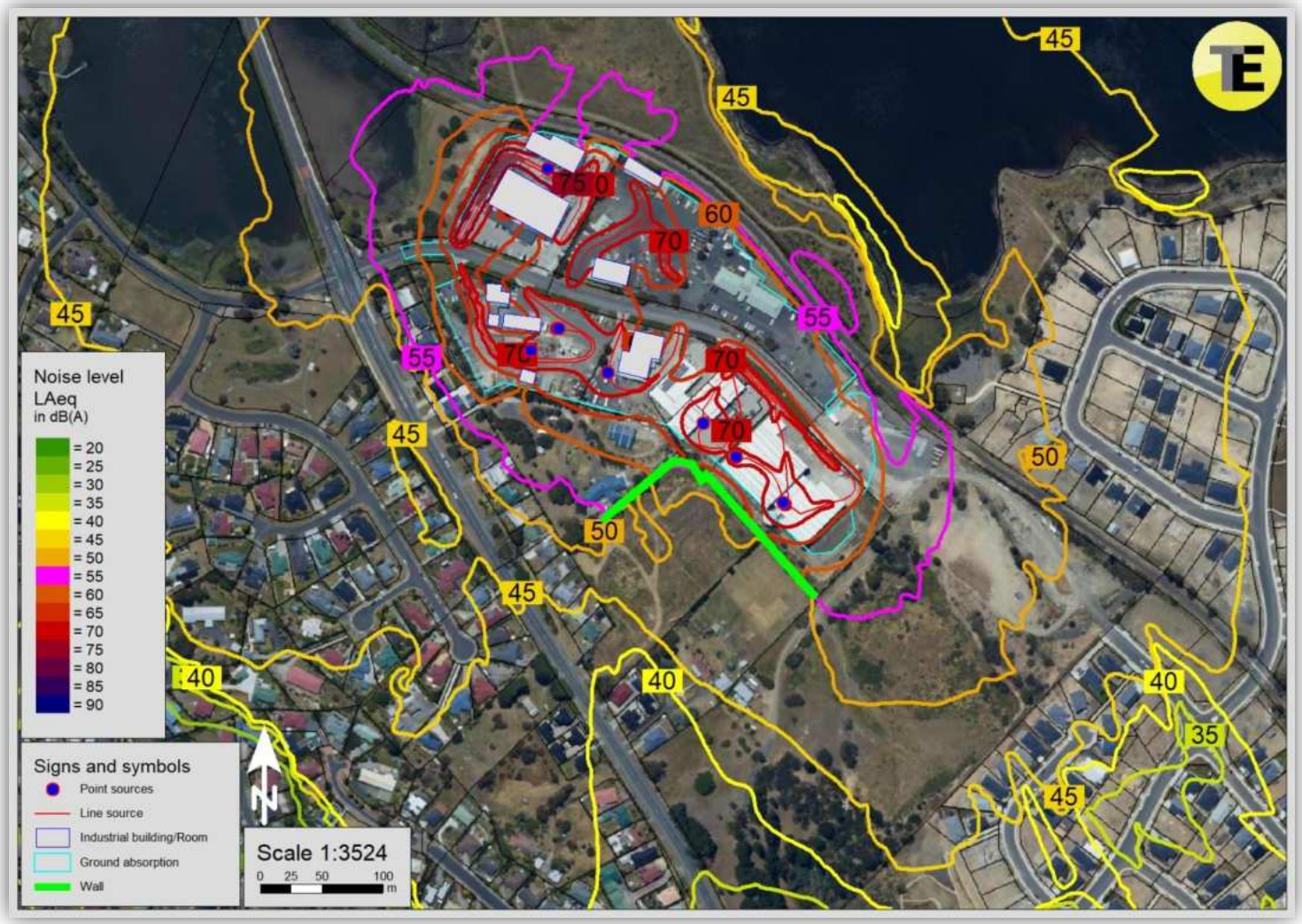


Figure 6-3: Predicted noise contours with noise attenuation fence, 271 and 263 Austins Ferry Rd.

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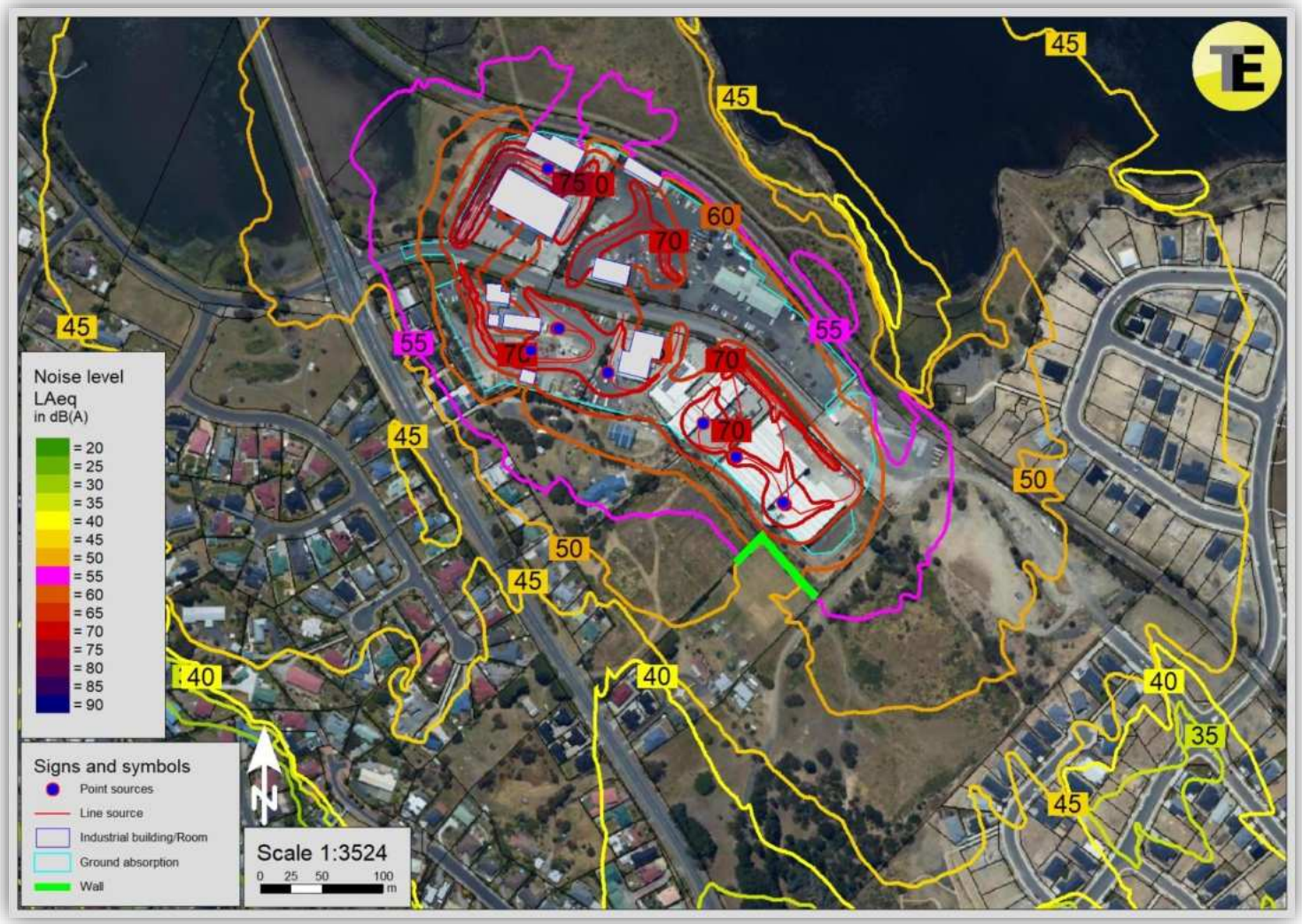


Figure 6-4: Predicted noise contours with noise attenuation fence, 263 Austins Ferry Rd.

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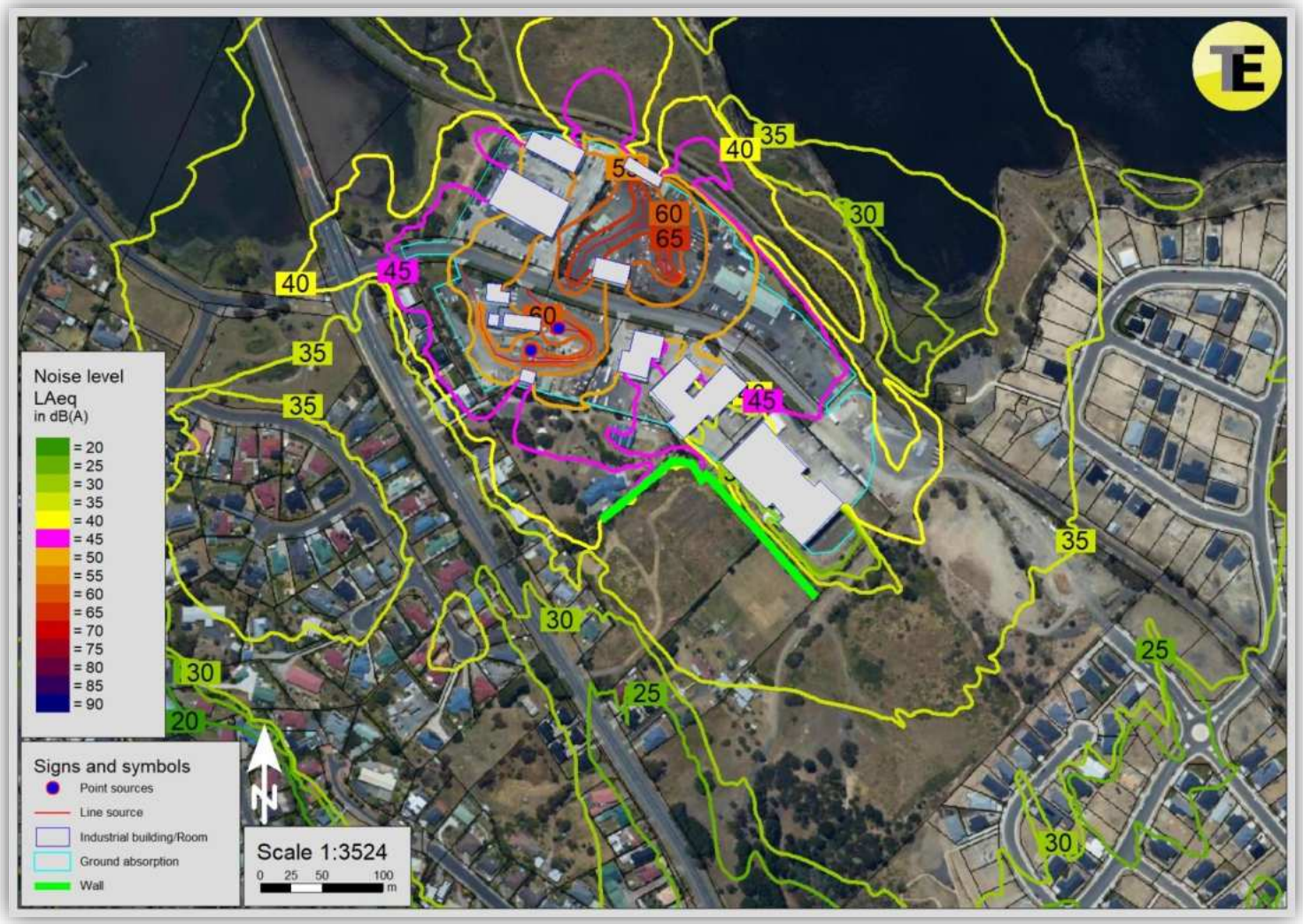


Figure 6-5: Predicted noise contours with noise attenuation fence, night, 271 and 263 Austins Ferry Rd.

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With regard to private open spaces the barrier fence reduces external noise levels across properties at 271 and 263 Main Rd to below L_{Aeq} 55 dBA and for the majority of the area below 50 dBA. While levels above 50 dBA have the potential to generate moderate annoyance as defined under the Tasmanian *Environment Protection Policy (Noise) 2009* this is on a 16-hour basis. The modelling provided is for a very conservative scenario (i.e. full noise generation simultaneously across also light industrial sites, likely to be a rare occurrence) in a 10-minute period. For moderate annoyance to be generated this level of noise generation would need to be maintained from 0700 to 2200 hrs and existing planning permits wouldn't allow this to occur into the evening as existing sensitive uses would be impacted. Given this and existing noise levels in the area the 55 dBA criterion was considered a reasonable level for assessing outdoor amenity rather than 50 dBA. Additionally, new structures across the properties would provide additional local shielding to outdoor spaces that is not realised in the model (the model algorithms are not capable of fully addressing this) further reducing noise levels in outdoor spaces.

With regard to open windows, with windows open a building facade will generally provide 10 to 15 dB attenuation rather than 20 to 25 dB that is provided by a standard building envelope without openings. Given the predicted noise levels across the properties at 271 and 263 Main Rd, as shown above, internal noise levels in spaces with open windows would be in the order of L_{Aeq} 30 – 40 dBA during the day and 20 – 30 dBA at night from noise generated in the Light Industrial area. This is in the acceptable range of design sound levels under Australian Standard *AS/NZS 2107:2016*. The ranges relevant to the internal spaces considered are provided below from the standard.

Item	Type of occupancy/activity	Design sound level ($L_{Aeq,t}$) range	Design reverberation time (T) range, s
7	RESIDENTIAL BUILDINGS (see Note 5 and Clause 5.2)		
	Houses and apartments in suburban areas or near minor roads—		
	Apartment common areas (e.g. foyer, lift lobby)	45 to 50	—
	Living areas	30 to 40	
	Sleeping areas (night time)	30 to 35	
	Work areas	35 to 40	—

7 Appendix

The specified fence design, including construction details and fence heights, detailed in this report provides the required noise mitigation to satisfy the requirements of the Acceptable Solution A1 of GLE-S15.6.

The proposed unit development for 271 Main Rd includes three two-storey units (units 17 to 19) that are impacted by the mitigation requirements outlined in section 6 of this report. Tarkarri Engineering has reviewed the development drawings for these three units focusing on the second storeys and provides upgrade recommendations with a view to maintaining internal noise levels within the design ranges provided in *AS/NZS 2107:2016*. The ranges relevant to the internal spaces considered are provided below from the standard.

Item	Type of occupancy/activity	Design sound level ($L_{Aeq,t}$) range	Design reverberation time (T) range, s
7	RESIDENTIAL BUILDINGS (see Note 5 and Clause 5.2)		
	Houses and apartments in suburban areas or near minor roads—		
	Apartment common areas (e.g. foyer, lift lobby)	45 to 50	—
	Living areas	30 to 40	
	Sleeping areas (night time)	30 to 35	
	Work areas	35 to 40	—

Glazing

For second storey glazing elements in the northern, southern, and eastern facades upgrade

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glazing to a minimum Rw 37 + Ctr -5. A system such as the following would provide this performance:

Exterior Glazing: 6.38 mm Laminated Glass

Thermal Gap: 12 mm Insulated Argon Gas Gap

Interior Glazing: 4 mm Toughened Glass

Walls

Upgrade the plasterboard internal lining on the second storey external walls to 13 mmm Fyrchek plasterboard or equivalent (with a surface mass of 10.5 kg/m^2) mounted to a resilient rail.

Roof/ceiling

For utility and living spaces (dining / living / kitchen) on the second storey upgrade the plasterboard ceiling to 13 mmm Fyrchek plasterboard or equivalent (with a surface mass of 10.5 kg/m^2) mounted to a resilient rail. For bedrooms and walk in robes X2 layers of 13 mmm Fyrchek plasterboard or equivalent (each layer with a surface mass of 10.5 kg/m^2) mounted to a resilient rail would be required.

The exterior decks for Units 17 and 18 are both above FL 28.5, however, are located such that they allow compliance with the Performance Criteria P2 under GLE-S15.7.1.

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SJM Property Developments

Austins Ferry land rezoning air quality assessment



Report No. 7048b_AQ_R

TARKARRI ENGINEERING PTY LTD
PO Box 506
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July 2025

Tarkarri Engineering

Air Quality • Acoustics • Environment • Vibration

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SJM PROPERTY DEVELOPMENTS
AUSTINS FERRY LAND REZONING
AIR QUALITY ASSESSMENT

Report No.
7048b_AQ_R
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Revision History

Revision No.	Date Issued	Reason/Comments
0	16/07/2025	Initial release

Distribution

Copy No._____	Revision No.	Location
1	0	Project/Client File
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Keywords

particulate matter (PM) - *Particle matter suspended in the air.*
PM_{10} - *Particulate matter 10 micrometres or less in aerodynamic diameter.*
$PM_{2.5}$ - *Particulate matter 2.5 micrometres or less in aerodynamic diameter.*
Entrainment - *The process of making something part of a flow of something and carrying it along.*
Odour - *A smell or scent, often unpleasant, caused by volatile chemical compounds. A general term for the olfactory perception of a substance.*
Odour Unit (OU) - *A measure of odour concentration, typically determined by the number of dilutions required for a panel of human assessors to detect the odour at a threshold level.*

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1 Introduction

Tarkarri Engineering was commissioned by SJM Property Developments (SJM) to undertake an air quality assessment for the proposed rezoning of existing Rural Living land adjacent to the Light Industrial land on Whitestone Dr, Granton. This follows a proposal for 42 multiple dwellings at 271 Main Rd, Austins Ferry which would require the rezoning 271 Main Rd and adjacent Rural Living zoned land at 263 and 293 Main Rd to General Residential (293, 271 and 263 are known hence forth in this report as the Land).

Relevant sections of the *Tasmanian Planning Scheme* (TPS) are provided below that pertain to the potential for the rezoning to interfere or constrain Light Industrial uses as follows:

- Table 18.2 provides a list of permitted uses on the Light Industrial land.
- Section C.9.5.2 relates to sensitive uses (i.e. residential) within attenuation areas for specific listed activities specified in the TPS potentially interfering with or constraining Light Industrial uses.

18.2 Use Table

Permitted	
Emergency Services	
Equipment and Machinery Sales and Hire	
Manufacturing and Processing	
Port and Shipping	
Recycling and Waste Disposal	If for a container refund facility.
Research and Development	
Service Industry	
Storage	
Transport Depot and Distribution	
Vehicle Fuel Sales and Service	

C9.5.2 Sensitive use within an attenuation area

Objective:	That sensitive use located within an attenuation area does not interfere with or constrain the operation of an existing activity listed in Tables C9.1 or C9.2.
Acceptable Solutions	**Performance Criteria**
A1 No Acceptable Solution.	**P1** Sensitive use within an attenuation area, must not interfere with or constrain an existing activity listed in Tables C9.1 or C9.2, having regard to: (a) the nature of the activity with potential to cause emissions including: (i) operational characteristics of the activity; (ii) scale and intensity of the activity; and (iii) degree of hazard or pollution that may be emitted from the activity; (b) the nature of the sensitive use; (c) the extent of encroachment by the sensitive use into the attenuation area; (d) measures in the design, layout and construction of the development for the sensitive use to eliminate, mitigate or manage effects of emissions of the activity; (e) any advice from the Director, Environment Protection Authority; and (f) any advice from the Director of Mines.

The Land falls within the attenuation area of a number of activities, both existing and potential within the Light Industrial area, that are and would be permitted and have the potential to generate air emissions. The potential air emissions, specifically dust and odour, from the Light Industrial zone and risk of unreasonable amenity loss on the Land if rezoned General Residential is addressed here.

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1.1 Legislative context

The *Environment Protection Policy (Air Quality) 2004* (Air Quality EPP), made under section 96K of the *Environmental Management and Pollution Control Act 1994* (EMPCA), provides a framework for the management and regulation of point and diffuse sources of emissions to air for pollutants with the potential to cause environmental harm. The policy protects environmental values, with values to be protected under this policy as follows:

- the life, health and well-being of humans at present and in the future;
- the life, health and well-being of other forms of life, including the present and future health, wellbeing and integrity of ecosystems and ecological processes;
- visual amenity; and
- the useful life and aesthetic appearance of buildings, structures, property and materials.

The Air Quality EPP outlines the following in relation to the management of point and diffuse air emission sources.

Managing and setting regulatory controls for unavoidable emissions

11. (1) Regulation of unavoidable emissions of pollutants to the atmosphere from point sources of air pollution should be consistent with the following principles –

(a) Accepted modern technology should be applied to reduce emissions to the greatest extent practicable. Guidelines on in-stack concentrations that would normally be expected to be achievable using accepted modern technology are specified in Schedule 1 and should be used by regulatory authorities as default values unless a case is made that alternative values more appropriately represent accepted modern technology in the circumstances.

(b) To retain a reserve capacity for airsheds, no activity at a point source of air pollution should be permitted to emit a pollutant in a manner or quantity that, allowing for other reasonable emissions to the relevant airshed, would prejudice compliance with the Air NEPM.

(c) Notwithstanding sub-clause (1)(b) regulatory authorities may determine not to require a reserve capacity if –

(i) emissions from the activity conform to accepted modern technology; or

(ii) it is highly unlikely that there will be additional sources of emissions of the pollutant to the airshed; or

(iii) this would prevent a proposal that is clearly in the public interest from proceeding.

(d) When modelled in accordance with the requirements of this Policy, emissions of a pollutant should not cause design criteria for that pollutant, as specified in Schedule 2, to be exceeded at or beyond the boundary of the land on which the industrial activity is located and should regulate the relevant activity in accordance with the concentrations so determined.

(f) If it is not possible with the application of best practice environmental management to comply with design criteria determined in accordance with (d) and (e) above at the boundary of the land on which the point source of pollution is located, the regulatory authority may permit the emission of the pollutants if it is satisfied that the emission will not –

(i) put at risk the health of any person beyond the boundary of the land on which the point source of the pollution is located;

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(ii) allow the pollutant(s) to unreasonably interfere with the enjoyment of the environment by any person living or working beyond the boundary of the land on which the point source of the pollutant(s) is located; or

(iii) otherwise cause serious or material environmental harm; or

(iv) be exceeded outside commissioning, start-up or shutdown periods provided the regulatory authority has specified the conditions under which the excess emissions from such events are permitted; and there is an ongoing commitment to a program of pollution reduction to reach compliance with (d) or (e) as soon as reasonably practical.

(2) In determining the most appropriate manner in which to manage and treat potential atmospheric pollutants, regulatory authorities and responsible persons should have regard to the net environmental impacts of management options.

Management of diffuse sources of air pollution

16. (1) Regulatory authorities should manage and regulate diffuse sources of air pollution that have the potential to cause material or serious environmental harm or an environmental nuisance in such a manner as will protect the environmental values identified in this Policy.

(2) Diffuse sources of air pollution should be managed using best practice environmental management so as to:

(a) minimise emissions; and

(b) manage those emissions that are unavoidable in a manner that minimises impacts on health, safety or amenity.

(3) Diffuse sources of air pollution should be managed in accordance with any relevant guidelines published, adopted or endorsed by the Board for the purposes of this clause.

(4) Diffuse sources of air pollution must be managed in accordance with any regulations made under the Act.

Relevant criteria for air constituent of concern for this assessment with the potential to generate environmental harm / nuisance and result in unreasonable amenity loss are taken from the Air Quality EPP and subsequent EPA Board Statement from January 2022, *Update to Air Pollutant Design Criteria used in the Environmental Impact Assessment Process*. Concentrations are reported for gas volumes at 25°C and 1 atmosphere. For TSP and dust deposition criteria are taken from the NSW Environment Protection Authority (EPA).

NB: Theses are provided for informative purposes only.

Particulate matter

In the atmosphere, particles range in size from 0.1 to 50 µm. Health impacts relate to the extent to which they can penetrate the respiratory tract. Particles with an aerodynamic diameter greater than 10 µm, are generally screened out in the upper respiratory tract by adhering to mucus in the nose, mouth, pharynx and larger bronchi and are removed by either swallowing or expectorating. Very fine particles, in particular those less than 2.5 µm, can be deposited in the pulmonary region. It is these particles that are of greatest concern to health.

PM_{10}

Averaging period	Maximum concentration
1 day	50 µg/m^3
1 year	25 µg/m^3

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$PM_{2.5}$

Averaging period	Maximum concentration
1 day	25 µg/m^3
	20 µg/m^3 *
1 year	8 µg/m^3
	7 µg/m^3 *

* 2025 goal from National Environment Protection (Ambient Air Quality) Measure.

TSP

Total Suspended Particulate Matter (TSP), NSW EPA criteria.

Averaging period	Maximum concentration
1 year	90 µg/m^3

Deposition

Deposition of insoluble solids, NSW EPA criteria

Maximum rate	Maximum increase
4 g/m^2/month	2 g/m^2/month

Odour

Under Part 4 - MANAGING POINT SOURCES OF AIR CONTAMINANTS of the Air Quality EPP the following applies to odour:

Odour

13. (1) If a regulatory authority is satisfied that an odour from an activity is causing or is likely to cause an environmental nuisance or environmental harm, the authority should require that the odour emission from the source not exceed the odour criteria specified in Schedule 3, at or beyond the boundary of the land on which the source is located.

(2) If the activity that is the source of the odour is being carried out at the time that this Policy is made, the time frame for compliance with sub-clause (1) should be determined on a case-specific basis having regard to:

(a) the environmental impact associated with the pollutant being emitted;

(b) the economic cost of upgrading and the capacity of the relevant activity to support this cost; and

(c) the practicability of reducing emissions.

Under schedule three of the Air Quality EPP odour criteria are stipulated and are presented below. The relevant criterion for this study is provided in row two of the table.

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Table 1 – Odour criteria

Column 1	Column 2	Column 3	Column 4
	Criterion	**Averaging Period**	**Percentile**
Known pollutant(s)	See Schedule 2	See Schedule 2	99.9[a]
Unknown mixture	2 odour units[1.a]	1 hour	99.5[b]

1 "Odour unit" has the same meaning as in Australian Standard AS/NZS 4323.3 *Stationary source emissions – Determination of odour concentration by dynamic olfactometry*.

a Modelled 99.9 percentile concentration at or beyond the boundary of a facility (whichever is higher) in cases where local high-quality meteorological and emissions data are available. In cases where such data are not available, the 100 percentile concentration modelled at or beyond the boundary of a facility applies.

b Modelled 99.5 percentile concentration at or beyond the boundary of a facility (whichever is higher) in cases where local high-quality meteorological and emissions data are available. In cases where such data are not available, the 100 percentile concentration modelled at or beyond the boundary of a facility applies.

2 Site description

Land parcels at 263, 271 and 293 Main Rd, Austins Ferry, are under consideration for rezoning (the Land). The Land is adjacent to General and Low Density Residential land to the west. There is Light Industrial zoned land along Whitestone Dr to the north-east with a strip of Open Space zone providing separation.

Businesses in the Light Industrial Zone consist of; suppliers to the housing industry including Steeline, LouvreTec and Hammer Aluminium where indoor cutting and grinding is expected; Temperature Solutions Tasmania which appears to be a refrigerated freight company where truck movements are expected; civil construction services: Andrew Walter Constructions and Downer EDI where infrequent heavy vehicle and forklift movements are expected; and Zirco Data, a data custodial company where no significant noise emissions are expected.

NB: Andrew Walter Constructions (AWC) also use warehouse space adjacent to Temperature solutions Tasmania and Hammer Aluminium

Figure 2-1 presents an aerial view with the site boundary of the Land marked in yellow. Figure 2-2 shows the same aerial view with an overlay of the TPS zones.

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Figure 2-1: Aerial view of the Land (in yellow) and surrounds.

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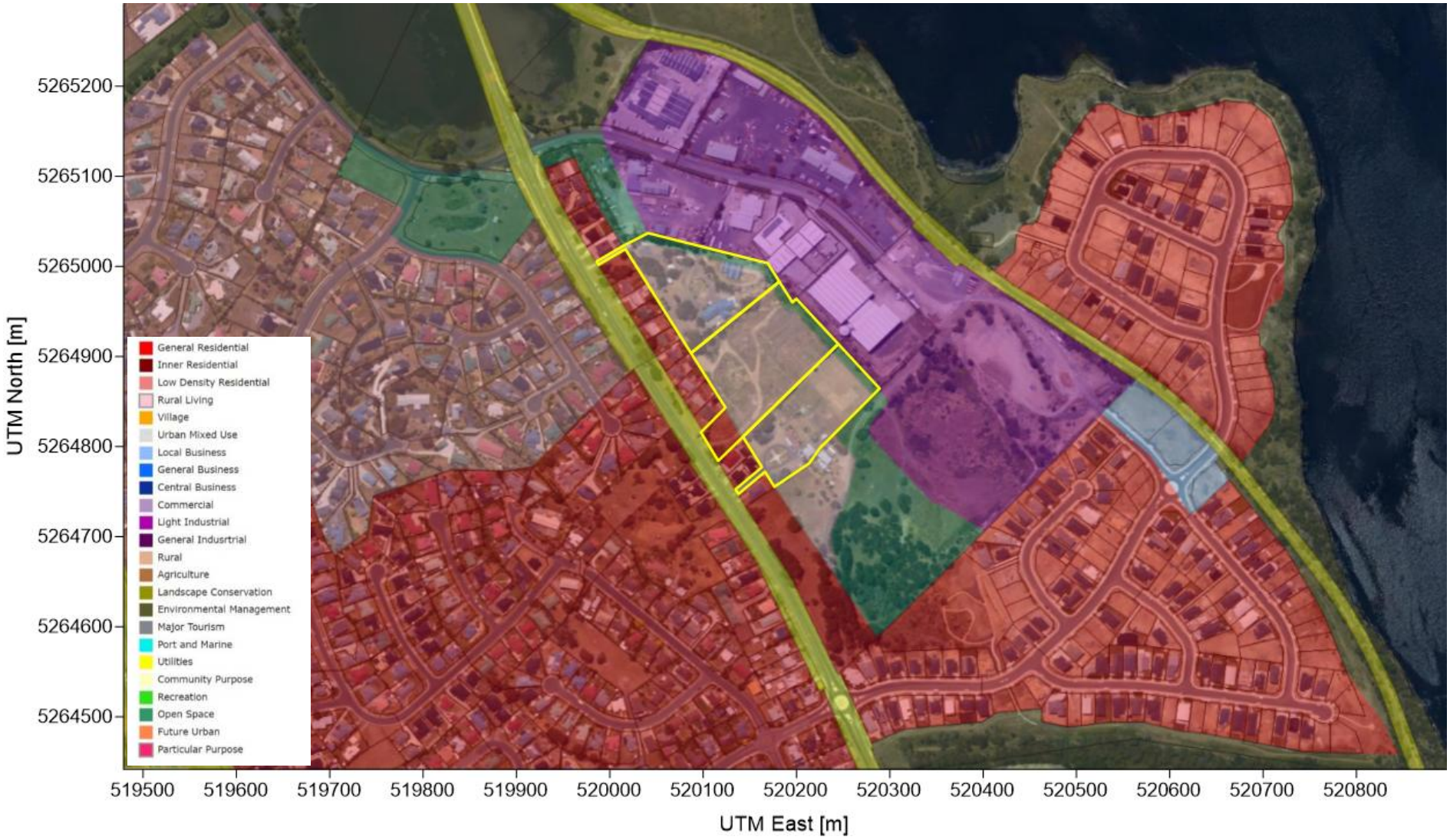


Figure 2-2: Aerial view of the Land (land boundary in yellow) and surrounds with TPS zone overlay.

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3 Existing air quality and meteorology

3.1 Air quality

The Tasmanian EPA provides indicative particle concentration data from its network of air quality monitoring stations. Known as BLANkET the nearest stations to the Land are at Glenorchy and Hobart(New Town) approx. 8 km and 11 Km to the south south-east.

Figure 3-1 presents an aerial view with the location of the CTO site and the Glenorchy and Hobart BLANkET stations marked. Figure 3-2 presents annual plots of indicative PM_{10} and $PM_{2.5}$ 24-hr average concentrations for the 2024 year at the Glenorchy and Hobart BLANkET stations.

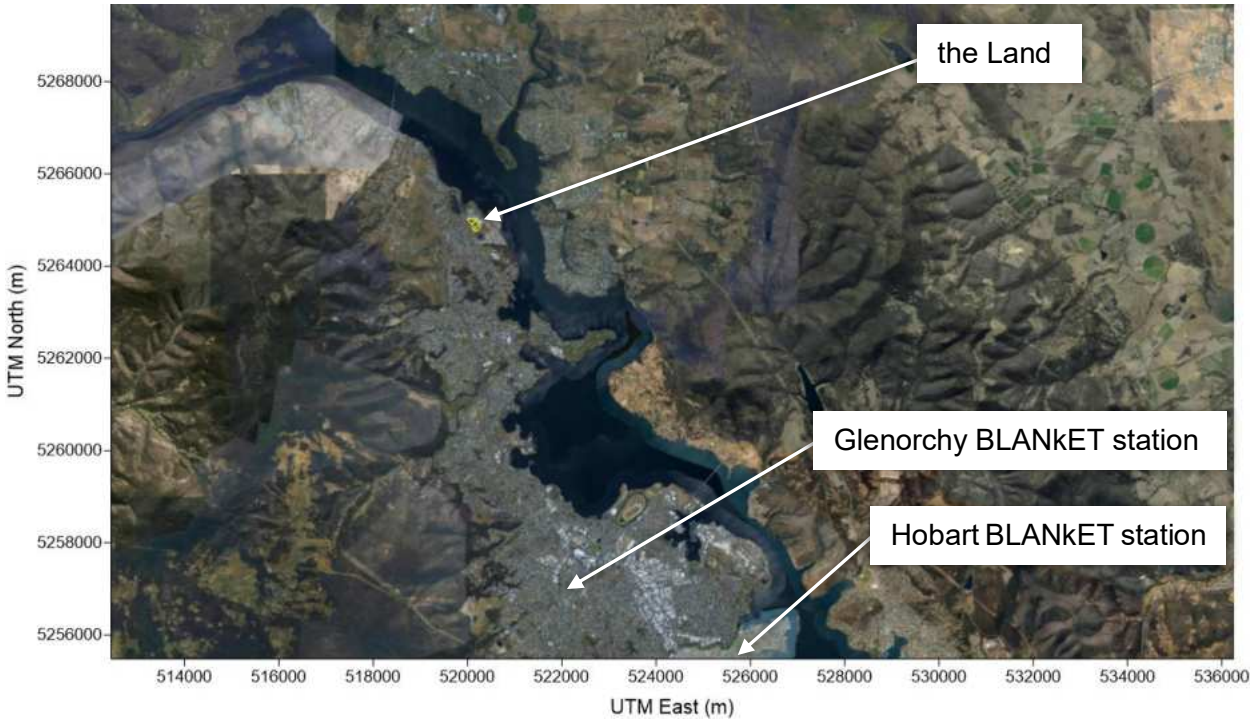


Figure 3-1: Aerial view showing the location of the Glenorchy and Hobart BLANkET stations and the Land.

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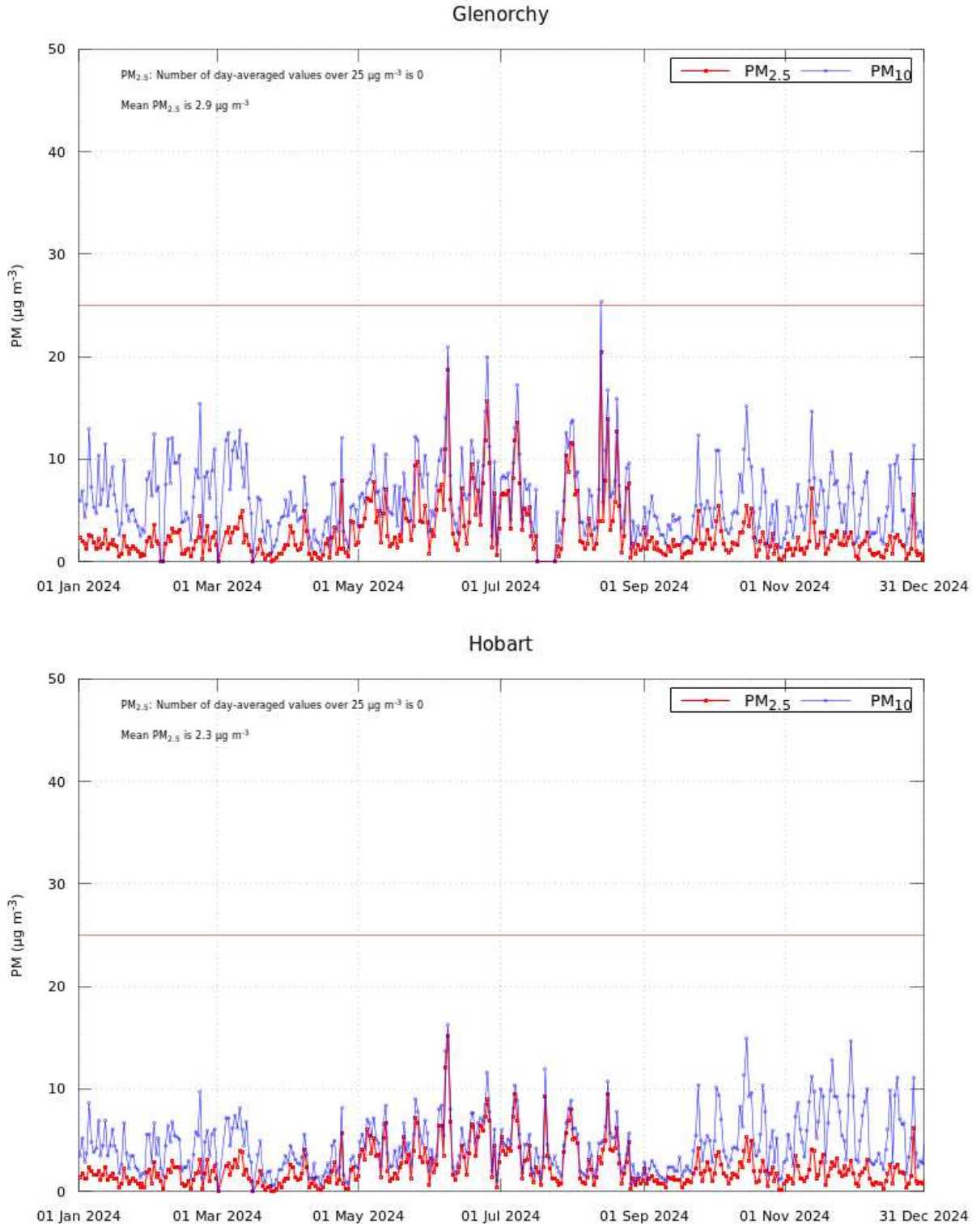


Figure 3-2: 2024 annual plot of 24 Hr average PM_{10} and $PM_{2.5}$ concentrations at the Glenorchy and Hobart BLANkET stations.

The indicative concentrations presented are low through Spring and Summer indicating that the local air shed isn't overloaded with particulate matter during these seasons. During Late Autumn and particularly in Winter levels increase, likely the result of wood heater usage.

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3.2 Meteorology

NB: Please note the use of letter designations for wind directions in the following subsections.

The nearest representative Bureau of Meteorology (BoM) weather station is located at Hobart (Ellerslie Road) (Station number 094029), approx. 15 km SSE of the Land.

Figure 3-3 provides an aerial view showing the location of the Hobart BoM station and the Land.

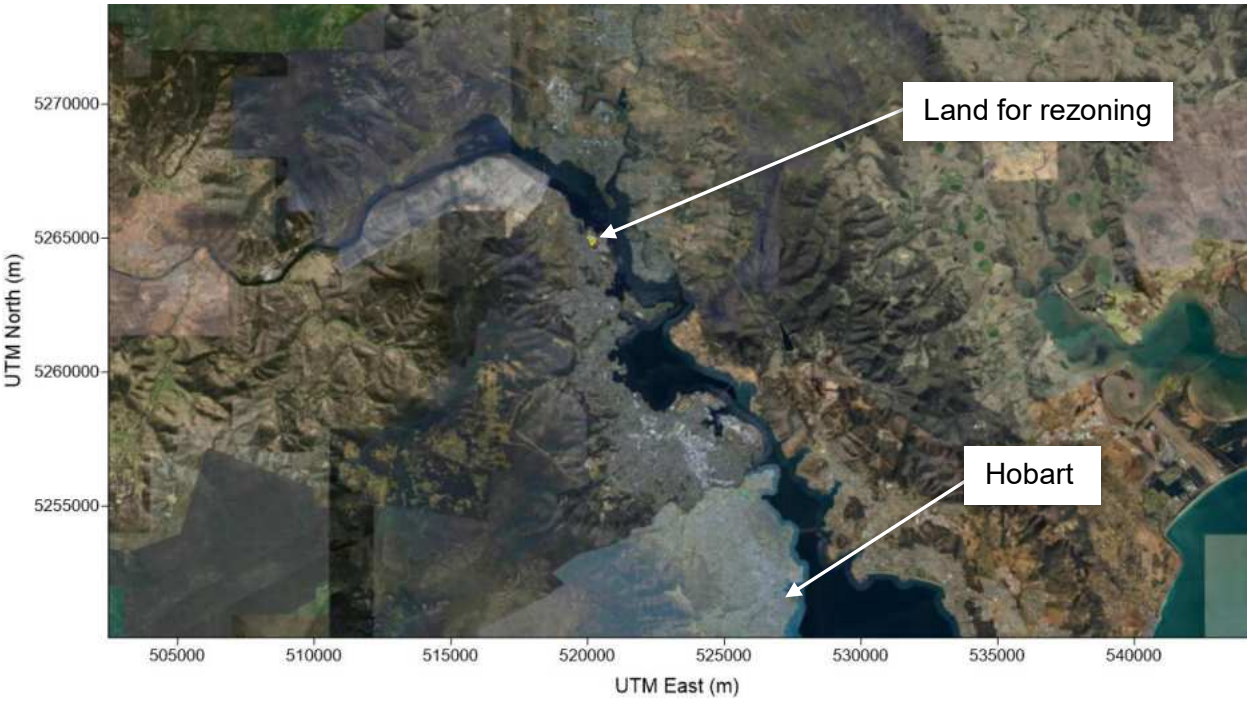


Figure 3-3: Aerial view showing the location of Hobart BoM station and the Land.

Long term weather data was obtained from the BoM weather station at Hobart (1892 – present) and presented in Table 3-1. The mean temperature range is between 5 and 22 °C with the coldest month being July and the hottest months being January and February. The rainfall in the region is highest in Spring and lowest in late Summer. The mean annual rainfall is approx. 611 mm.

Climate stats – HOBART									
Month	Mean temp (°C)		Rainfall (mm)	9 a.m. conditions			3 p.m. conditions		
	Max.	Min.		Temp (°C)	RH (%)	Wind speed (km/h)	Temp (°C)	RH (%)	Wind speed (km/h)
Jan	21.8	12.0	46.6	16.6	60	13.5	19.5	54	19.0
Feb	21.8	12.1	39.0	16.4	64	12.0	19.7	55	17.7
Mar	20.2	11.0	44.3	14.7	67	12.3	18.3	56	16.2
Apr	17.4	9.0	49.6	12.4	71	12.7	15.8	59	14.5
May	14.6	7.0	47.4	9.7	76	11.8	13.2	63	12.6
Jun	12.1	5.2	53.9	7.4	79	11.4	10.8	67	12.2
Jul	11.8	4.6	51.4	6.9	78	12.1	10.6	65	13.2
Aug	13.1	5.2	54.0	8.1	73	12.6	11.9	60	14.5
Sep	15.2	6.5	52.8	10.5	66	14.8	13.5	56	17.0

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Oct	17.0	7.8	62.2	12.5	63	15.0	15.1	56	18.0
Nov	18.8	9.4	54.1	14.2	60	14.2	16.5	56	18.9
Dec	20.4	10.9	56.2	15.8	60	13.8	18.1	56	19.1
Annual	17.0	8.4	611.4	12.1	68	13.0	15.2	58	16.1

Table 3-1: Long term climate statistics, BoM weather station HOBART: 094029.

Figure 3-4 presents average 9 am and 3 pm wind roses for Hobart from the BoM weather station.

The 9 am BoM wind rose shows strong NW and N wind signals with lesser signals from the W , SW and S.

The 3 pm BoM wind rose shows generally stronger 3 pm winds than those at 9 am. Again the NW and N signals are significant while a strong SE signal is also present. W, SW, S and E signals are more prominent than at 9 am.

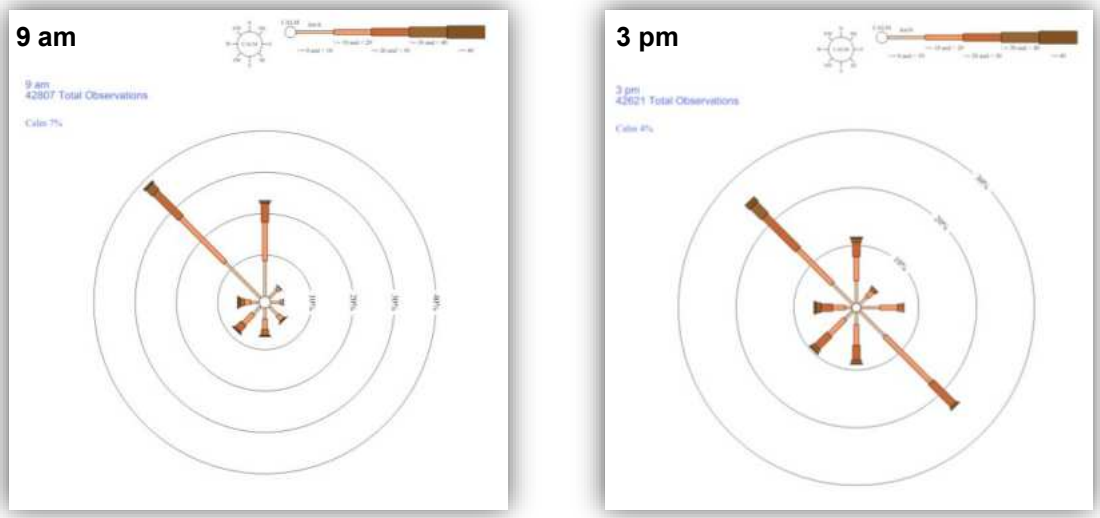


Figure 3-4: 9 am and 3 pm wind roses for Hobart.

Figure 3-5 presents annual and seasonal wind roses for the Hobart BoM station from data obtained through American National Oceanic and Atmospheric Administration (NOAA) Integrated Surface Database. The NW and SE wind signals are evident in the plots with the NW signal heightened in Summer and SE signal most prevalent in Winter.

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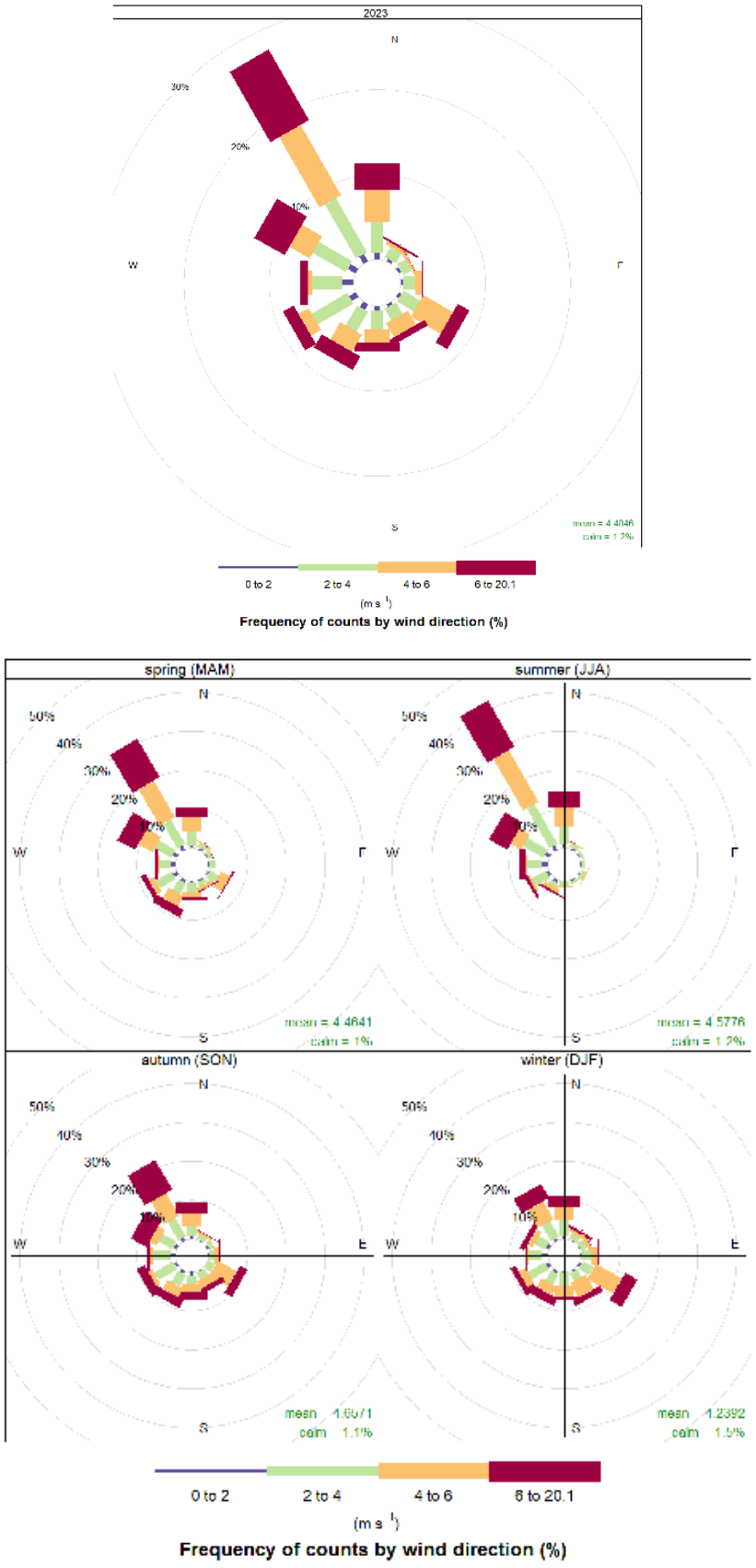


Figure 3-5: Annual and seasonal wind roses for Hobart.

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The above indicates that the Summer months under higher temperatures and lower rainfall are the highest risk with regard to particulate emission generation while afternoon winds are typically stronger. More stable and less dispersive conditions and generally calmer wind conditions are more prevalent in Winter.

3.2.1 Climate change

The Department of State Growth: Renewables, Climate and Future Industries Tasmania provides projected changes to Tasmania's climate by 2100 as follows based on low and high emission projections from the United Nations Intergovernmental Panel on Climate Change (IPCC):

Temperature

- Average temperatures will continue to rise. Tasmanian temperatures are projected to rise by about 2.9° C under the high emissions scenario, and about 1.6° C under the low emissions scenario.
- Temperature increases in Tasmania are less than the projected global average temperature rise, due to the moderating influence of the Southern Ocean.

Rainfall

- There is no significant projected change to total statewide annual rainfall.
- However, significant changes are projected in the regional and seasonal pattern of rainfall across the State:
    - The West Coast is projected to experience a significant increase in rainfall in winter; and a significant decrease in rainfall in summer after 2050.
    - The central plateau district is projected to experience a steady decrease in rainfall in every season out to 2100.
    - The North-East Coast is projected to experience a steady increase in autumn and summer rainfall.
- Significant increase in pan evaporation.

Wind

- Increase in average wind speed across the State.

Extreme events

- Increased frequency and intensity of storm events.
- Increased instances of coastal erosion and coastal inundation.
- Longer fire seasons and more days at the highest range of fire danger.
- More hot summer days and more heatwaves.
- Drought in some parts of the State.
- River flooding in some catchments.

The above indicates that there is potential for higher temperatures and lower rainfall in Summer, increased wind speeds and increased risk of heatwave and drought as climate change progresses.

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4 Potential air emission sources

The sources of air emissions within the Light Industrial zone are outlined below:

Dust

The most significant potential source of dust emissions from the Light Industrial zone is vehicle entrainment of materials from tyre interaction with surfaces. Other activities with the potential to generate dust are largely contained within building structures (i.e. cutting and grinding) negating high concentration dust emissions. Across the entire Light Industrial area all yard areas where vehicle movements occur are sealed with concreate or bitumen. This provides the optimal control of dust emission from vehicle movements and as such the risk of excessive dust emissions is low.

NB: A batching plant is present at 4 Whitestone Dr, Granton, however, this would be a wet process where dust is controlled. The site operator is obligated to ensure that spills are cleaned up to minimise the risk of dust generation when the material dries out, given the proximity of existing General Residential housing along Main Rd, Austins Ferry, that bound the property to the west and the existing Rural Living zoning of the Land.

NB: Vehicle exhaust emissions are not expected to be a significant contributor to air quality locally with relatively low volumes of vehicle movements within the Light Industrial zone.

Odour

Odour generating activities are largely not present across the Light Industrial area and high odour producing uses (i.e. waste processing and handling of biological materials) are largely not permitted under this zoning. Metal fabrication (at 1 Whitestone Drive, Granton) can produce some odour when cutting, grinding and welding, however, this is conducted at reasonable distance from the land proposed for rezoning and is largely conducted internally where containment of the odour is provided. Again the risk of excessive odour emissions is low.

5 Conclusions

Generally, the protection of environmental value and maintenance of amenity is maintained through regulatory authorities requiring that air emissions from a site not exceed criteria levels (including consideration of cumulative effects) outlined in the Air Quality EPP at or beyond the boundary of the land on which the activity is located. For diffuse sources of air pollution (such as dust emission from vehicle movements) best practice environmental management is stipulated under policy that will:

- minimise emissions; and
- manage those emissions that are unavoidable in a manner that minimises impacts on health, safety or amenity.

The obligations of the Light Industrial activities located along Whitestone Dr, Granton, under the policy are not changed by the rezoning of the Land from Rural Living to General Residential. This coupled with the low risk of significant emissions from the Light Industrial zone (including consideration of cumulative effects within the air shed) as outlined above informs a very low risk of unreasonable amenity loss on the Land from air emission from the Light Industrial zone. As such the rezoning of the Land shouldn't constrain the operation of existing and potential activities within the Light Industrial zone.

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STORMWATER REPORT

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250603 SR 21E116 - 1 REV A

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Document Set ID: 3540390
Version: 1, Version Date: 02/10/2025

PROJECT INFORMATION

DOCUMENT TITLE	Stormwater Report – 23E90 – 1 Rev A
PROJECT LOCATION	271 Main Road, Austins Ferry
CLIENT ORGANISATION	SJM Property Developments
CLIENT REFERENCE	SJM Property Developments
CLIENT CONTACT/S	Sam Morse
ALDANMARK REFERENCE	23E90 - 1
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REVISION	DATE	REVISION DETAILS	PREPARED	VERIFIED	APPROVED
A	12/06/2025	Development Approval	GR	NM	NM
B	08/07/2025	Maintenance Schedule OSD specification	DW	DE	DE

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PROJECT SUMMARY

Aldanmark Engineers were engaged by SJM Property Developments to prepare a stormwater report and engineering plans for a proposed strata development at 271 Main Road, Austins Ferry. The site has a current Planning RFI that has been considered in the design philosophy.

The future engineering design will incorporate a suitable detention system to reduce the post development outflows below pre-development outflows aligning with the Stormwater conditions outlined in the PLAM-24/02 and the volumes and outflows in this report.

A Drains IL-CL model was created to analyze the existing and proposed development runoff quantities.

TABLE 1: FLOW SUMMARY

AEP DESIGN STORM	PRE-DEVELOPMENT FLOW (L/S)	POST-DEVELOPMENT FLOW (MITIGATED) (L/S)	RL OF DETENTION SYSTEM OSD INVERT: - m OSD OBVERT: - m	FREEBOARD IN DETENTION SYSTEM (mm)
5%	90	85	N/A	N/A

The post development flows are equal or less than the pre - development 5% AEP flows, hence, achieving the requirements under the Glenorchy City's Council planning RFI PLAM-24/02 dated 07/03/2025.

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1. INTRODUCTION

Aldanmark have been engaged to provide a stormwater report for the proposed development at 271 Main Road, Austins Ferry.

The development must comply with the stormwater quantity requirements of the Glenorchy City Councils Planning Permit PLAM-24/02 dated 07 March 2025, and the Glenorchy City Councils Stormwater Management Policy:

- Stormwater runoff from the site will be no greater than pre-existing runoff for a 5% AEP rainfall event (Section 6)
- The stormwater system must incorporate water sensitive urban design principles for the treatment and disposal of stormwater (Section 5).
- Overland flow paths through the site will have capacity to convey a 1% AEP rainfall event

This report aims to demonstrate that the development at 271 Main Road, Austins Ferry complies with the above stormwater quality and quantity requirements.

2. SITE OVERVIEW

The site is currently undeveloped with little vegetation present as shown in Figure 1 below. The existing site does not have a current stormwater discharge point.

41 residential units are proposed to be constructed on the subject site, as well as new concrete driveway and parking areas. The increase in impervious area within the site is expected to increase the quantity of site stormwater runoff beyond the current site outflows.



FIGURE 1: LOCALITY PLAN

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3. CATCHMENT MODEL

DRAINS software was utilised to calculate the site runoff and to determine the size of the site's stormwater conveyance and detention infrastructure.

The Initial Loss / Continuing Loss (IL-CL) loss model was applied within DRAINS. The parameters for the loss model were retrieved from the ARR Data Hub website (https://data.arr-software.org/).

3.1 DESIGN RAINFALL DEPTHS

Rainfall depths for the model were retrieved from the Bureau of Meteorology website (http://www.bom.gov.au/water/designRainfalls/revised-ifd/). Temporal patterns, pre-burst rainfall depths and rural losses were sourced from the ARR Data Hub website. For the post – development scenario, the climate change factors have been applied to the below values.

It is to be noted that all post-development scenarios allow for climate change factors

Shared Socio-economic Pathway (SSP) Scenario = 4.5, Target Horizon (Design Year) = 2100

TABLE 2: IFD DESIGN RAINFALL DEPTHS

Duration (minutes)	5% AEP (mm/hr)	2% AEP (mm/hr)	1% AEP (mm/hr)
1	135	165	190
5	83.1	100	114
10	62.4	76.8	88.9
20	43.3	53.3	61.6
25	38	46.6	53.7
30	34.1	41.6	47.8
45	26.6	32	36.5
60	22.2	26.6	30
90	17.3	20.5	22.9
120	14.6	17.1	19.1

3.2 STORM LOSSES

Rural initial and continuing losses were sourced from the ARR Data Hub website. Impervious area losses have been set as per advice in ARR 2019 Book 5 Chapter 3 Section 3.5.3.1.2. Table 3.3 shows the storm losses assumed in the DRAINS model.

TABLE 3: ASSUMED STORM LOSSES (ARR)

	Without Climate Change	With Climate Change
Impervious Area Initial Losses (mm)	1	1
Impervious Area Continuing Losses (mm/hr)	0	0
Pervious Area Initial Losses (mm)	27	29.7
Pervious Area Continuing Losses (mm/hr)	3.8	4.636

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3.3 SITE CATCHMENTS

The site catchments assumed for the initial loss – continuous loss calculations were determined from the architectural site plan prepared by Building Designers Australia dated November 2021. Table 4 below outlines the proportions of the effective impervious area (EIA), remaining impervious area (RIA) and pervious area (PA). Both the pre-development & post-development catchments were simulated as a single homogenous catchment.

Times of concentration for all catchments were determined within DRAINS using the kinematic wave equation.

TABLE 4: SITE CATCHMENT BREAKDOWN

CATCHMENT	AREA (m^2)	AREA (ha)	EIA (%)	RIA (%)	PA (%)
Pre-development	14,691	1.4691	0	0	90
Post -development	14,691	1.4691	68	0	32

3.4 PROPOSED DEVELOPMENT PEAK OUTFLOWS

3.4.1 5% AEP PEAK OUTFLOWS

TABLE 5: UNMITIGATED SITE RUNOFF

5% AEP	SITE RUNOFF (L/S)	CRITICAL 5% AEP STORM DURATION (MINS)
Site Discharge		
Pre-development	90	120
Post-development (Unmitigated)	321	5

4. DETENTION MODEL RESULTS

4.1 ONSITE DETENTION

The results from the DRAINS Analysis model show that the post-development site runoff 271 Main Road, Austins Ferry is increased by 231 L/s over pre-existing runoff quantities for a 5% AEP storm event as shown in Table 5. Refer to Appendix 7 for box and whisker plots of pre & post development outflows.

An on-site detention system comprising 10 units of Hume Stormtrap Standard type 1 SingleTrap tanks (1.5m H x 4.0m L x 2.35m W) is proposed to reduce the post-development site outflow below pre-development quantities.

4.1.1 PEAK FLOWS

The results of the model show that a detention system with a 140m3 or 140,000L capacity fitted with an orifice of 200mm is required to reduce the post – development outflow below the pre – development outflow.

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4.2 ONSITE DETENTION OUTFLOW

TABLE 6: DETENTION MODEL SUMMARY - 5% AEP

5 % AEP	SITE RUNOFF (L/S)	CRITICAL STORM DURATION (MINS)
Site Discharge		
Pre-development	90	120
Post-development (Unmitigated)	321	5
Post-development with OSD	85	45

5. STORMWATER QUALITY MODEL

5.1 STORMWATER QUALITY MODEL

In accordance with the Glenorchy Council Stormwater Management Policy, the proposed development must incorporate water sensitive urban design principles.

Aldanmark Engineers have collaborated with Ocean Protect and a Model for Urban Stormwater Improvement Conceptualisation (MUSIC) was used to model the site and the effectiveness of various treatment devices to achieve the stormwater quality targets outlined in the State Stormwater Strategy (2010) of:

- An 80% reduction in the average load of total suspended solids (TSS)
- An 45% reduction in the average annual load of total phosphorous (TP)
- An 45% reduction in the average annual load of total nitrogen (TN)

Proprietary devices by OceanProtect have been utilized to meet the water quality targets. The propriety devices include:

- 5x OceanGuards with 200µm mesh bags (OG-200).
- A Jellyfish JF1200-2-1 (1375) 460mm Head.

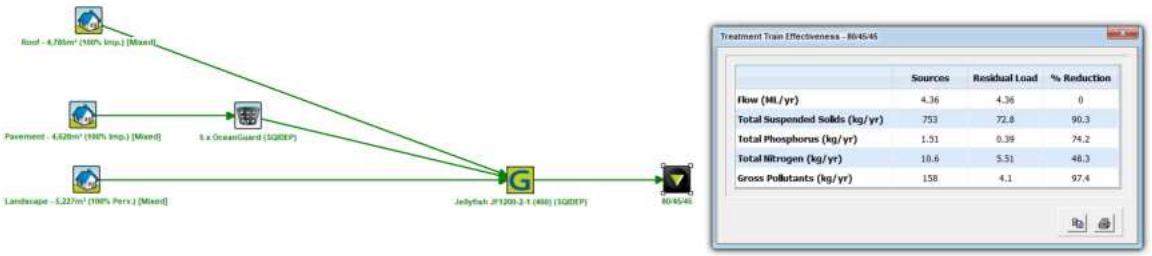


FIGURE 2: MODEL FOR URBAN STORMWATER IMPROVEMENT CONCEPTUALISATION OUTPUT

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6. MAINTENANCE

The recommended maintenance schedule for the on stormwater treatment devices specified in this report are outlined in Table 1.

The manufacturer's maintenance requirements for the stormwater treatment devices that are installed will form part of the project's Plumbing Maintenance Schedule.

TABLE 1: MAINTENANCE FOR OCEAN PROTECT DEVICES

OCEANGUARDS	FREQUENCY
MINOR SERVICE Filter bat inspection and evaluation Removal of capture pollutants Disposal of material	1 – 6 times annually
MAJOR SERVICE Filter bag replacement Support frame rectification	As required
JELLYFISH	**FREQUENCY**
VISUAL INSPECTION Removal of larger gross pollutants Minimal rectification works as needed	Every 6 months
MINOR SERVICE Evaluation of cartridges Removal of accumulated sediment Wash down of JellyFish cartridge.	Every 12 Months
MAJOR SERVICE Replacement of JellyFish cartridge media	As required
UNDERGROUND DETNETION TANK	**FREQUENCY**
MINOR SERVICE Visual inspection inside each tank, ensure sludge zone does not exceed orifice height	1 – 4 times annually
MAJOR SERVICE Vacuum truck silt and sediment removal Check functionality of parts during visual inspection replace as required	As required

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7. CONCLUSION

This report has demonstrated that the proposed development at 271 Main Road, Austins Ferry complies with the stormwater quantity conditions of Glenorchy City Council's planning permit.

Note:

- No assessment has been undertaken of Council's stormwater infrastructure and its capacity.
- This report assumes the Council stormwater main has capacity for the pre-development peak discharge.
- It is the responsibility of Council to assess their infrastructure and determine the impact (if any) of altered inflows into their stormwater network.

Please contact me at grigoli@aldanmark.com.au if you require any additional information.

Yours faithfully,



Giancarlo Rigoli
Graduate Civil / Structural Engineer

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8. APPENDIX A – BOX AND WHISKER PLOTS

8.1 PRE DEVELOPMENT

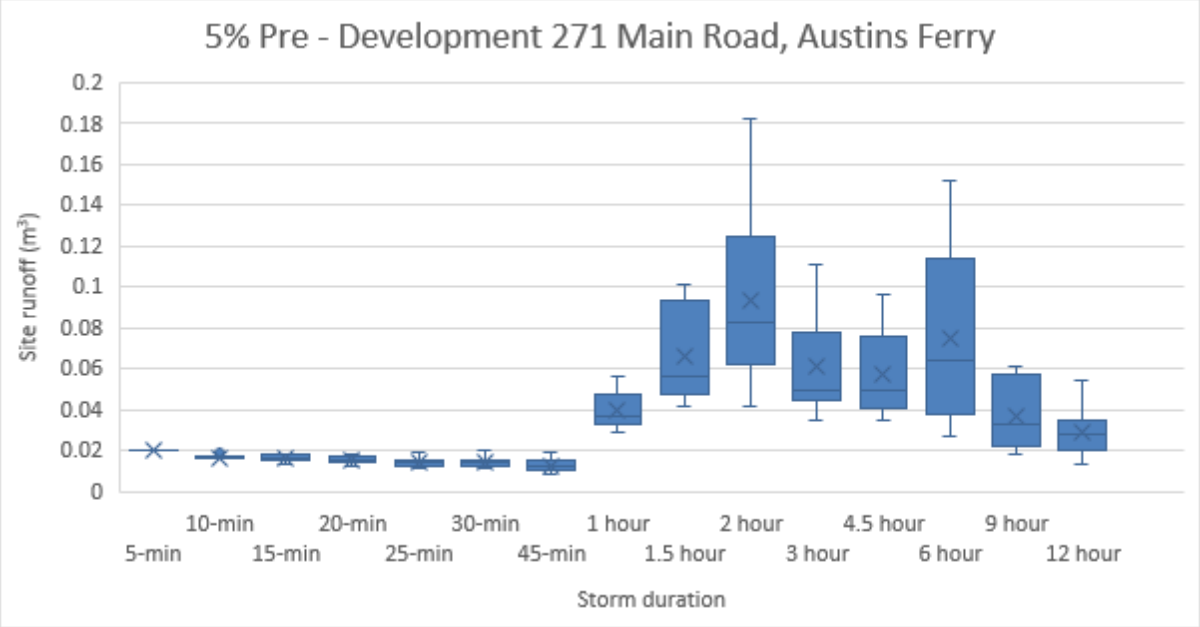


FIGURE 3: 5% AEP PRE-DEVELOPMENT OUTFLOW

8.2 POST DEVELOPMENT

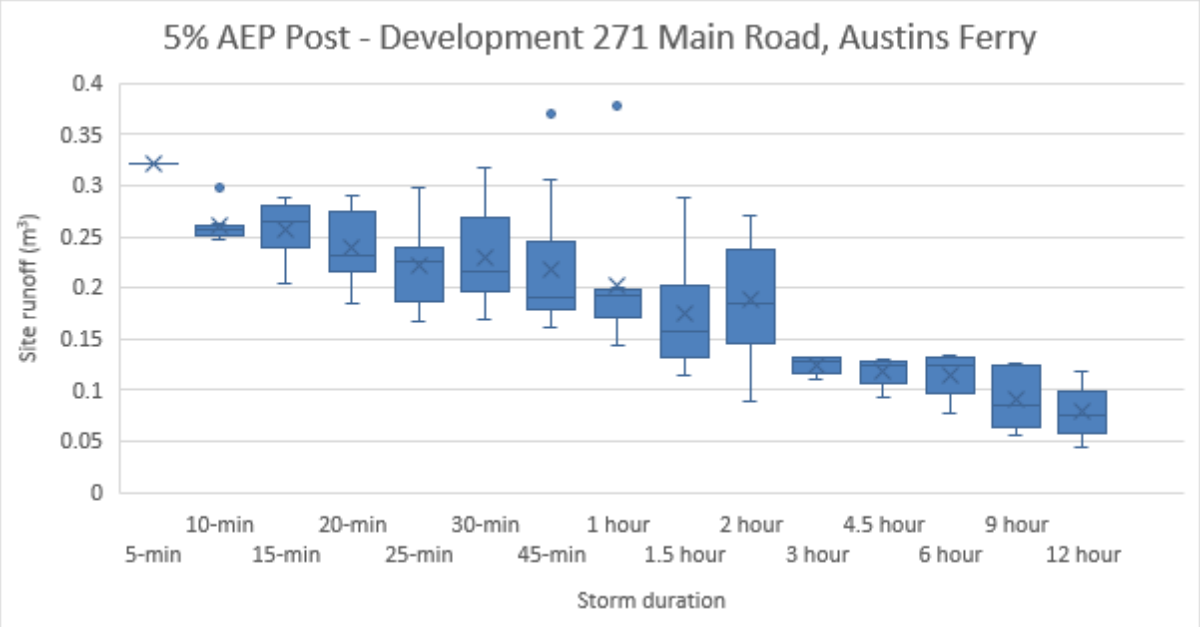


FIGURE 4: 5% AEP POST-DEVELOPMENT OUTFLOW (UNMITIGATED)

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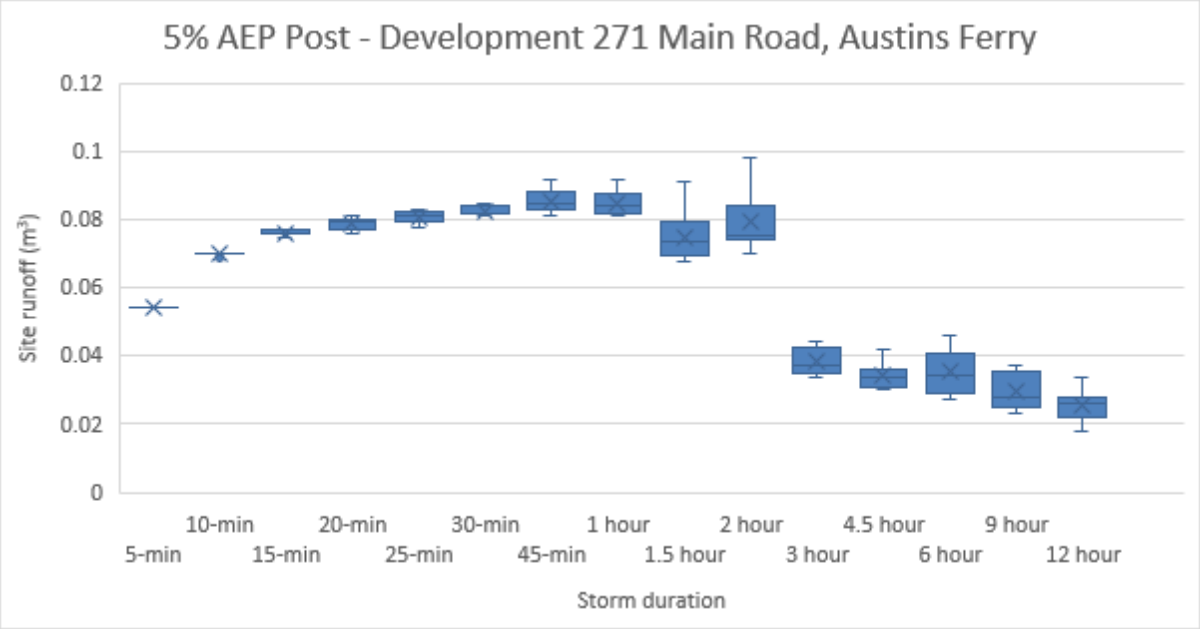
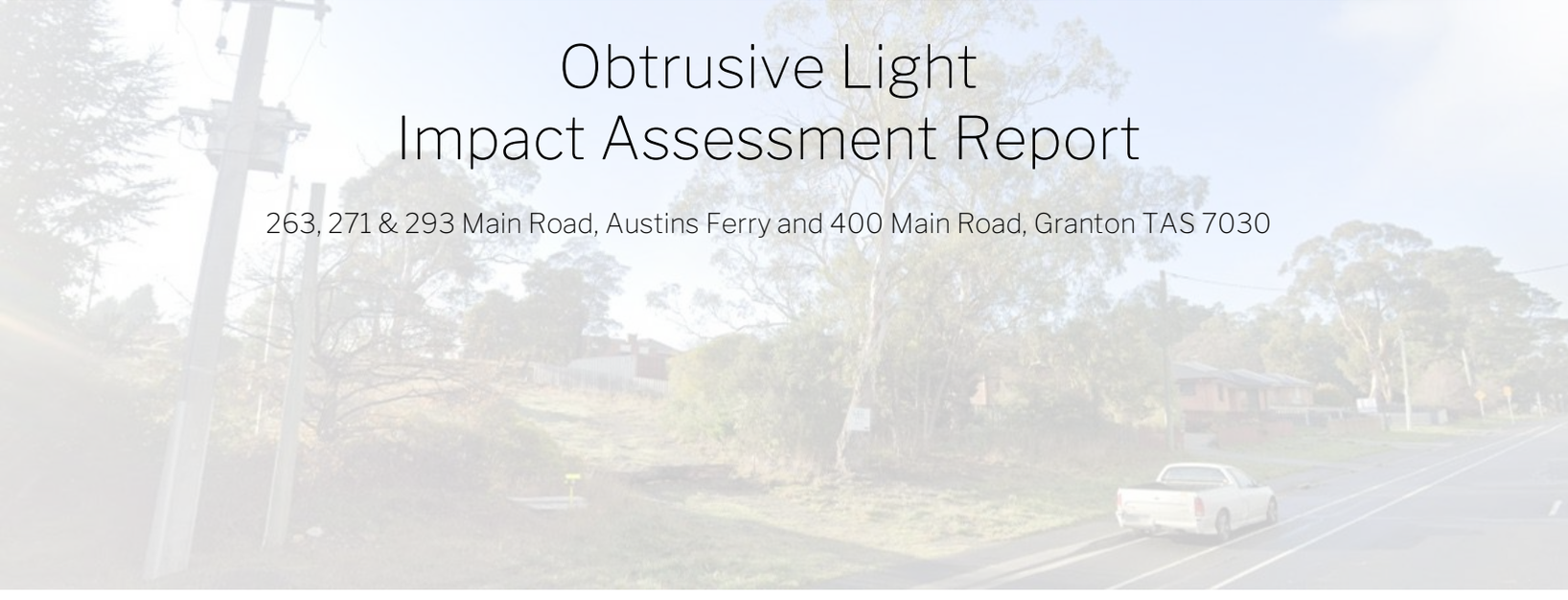


FIGURE 5: 5% AEP POST-DEVELOPMENT OUTFLOW (MITIGATED)

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TECHLUME
AUSTRALIA



Obtrusive Light Impact Assessment Report

263, 271 & 293 Main Road, Austins Ferry and 400 Main Road, Granton TAS 7030

Prepared For: SJM Property Developments

Prepared By: Jared Grace

Site Attended: Thursday 24th April 2025 (7:30pm – 9:50pm)

Report completed: 7th May 2025

Document Set ID: 3540390
Version: 1, Version Date: 02/10/2025

1. Introduction

This analysis responds to Council's request for further information concerning potential obtrusive lighting impacts from the adjoining Light Industrial Zone at Whitestone Drive. The aim is to assess ambient lighting conditions, evaluate potential impacts under AS 4282:2023, and recommend mitigation measures where appropriate to protect future residential amenities.

This Obtrusive Light Analysis has been prepared in response to a request from the Council for additional information regarding the proposed rezoning and development of the properties located at 263, 271 and 293 Main Road, Austins Ferry, and 400 Main Road, Granton TAS 7030.

The purpose of this report is to:

- Identify and assess existing external lighting sources within the adjacent industrial zone
- Measure current ambient light levels along the boundary of the subject sites
- Assess potential light spill in accordance with AS 4282:2023 – Control of the Obtrusive Effects of Outdoor Lighting
- Provide recommendations for mitigation measures where necessary to minimise impacts on residential amenity

This assessment is based on site inspection observations, measured lux readings, and review against relevant Australian Standards.

Wherever an inference is made with respect to conformance / assessment with Obtrusive Lighting, the same is mentioned as **"Observation"** in the report.

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2. Australian Standards

This assessment references the Australian Standard AS 4282:2023 – Control of the Obtrusive Effects of Outdoor Lighting.

The Standard provides guidelines for the design, assessment, and limitation of outdoor lighting to minimise obtrusive effects on residential areas and other sensitive land uses.

Compliance with AS 4282:2023 has been considered in relation to:

- Vertical illuminance (light spill) onto residential boundaries
- Effect on the night sky (Sky Glow)
- Management of glare and direct line-of-sight impacts
- Background ambient light conditions (applicable environmental zone)

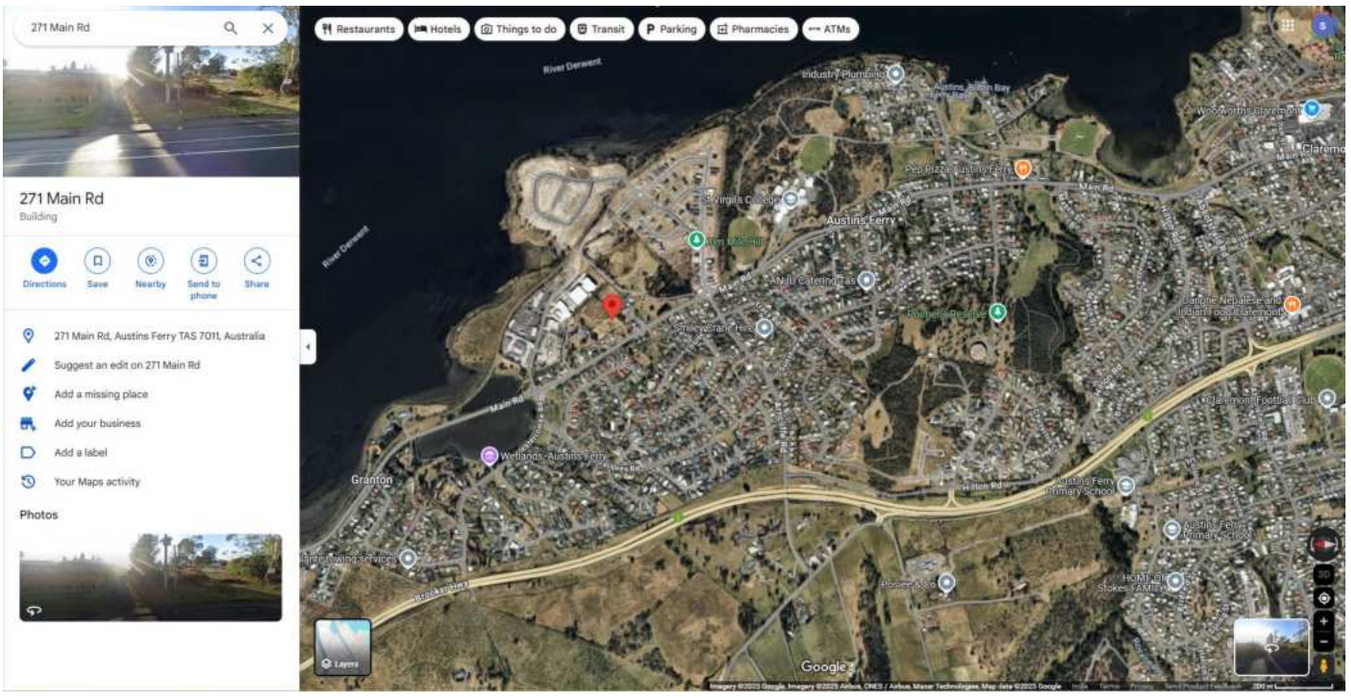
AS 4282:2023 mentions different limits of obtrusive lighting onto residential properties depending on five distinct environmental zones defined in the standard, which are as follows:

Table 3.1 — Environmental zones

Environmental zones	Ambient light conditions	Descriptions/ Examples
A0	Intrinsically dark	UNESCO Starlight Reserve. IDA: Dark Sky Parks, Reserves or Sanctuaries Major optical observatories Other accreditations for dark sky places for example astrotourism, heritage value, astronomical importance, wildlife/ecosystem protection Lighting for safe access may be required
A1	Dark	Relatively uninhabited rural areas (including terrestrial, marine, aquatic and coastal areas) Generally roadways without streetlighting through rural areas
A2	Low district brightness	Sparsely inhabited rural and semi-rural areas Generally roadways without streetlighting through suburban, rural or semi-rural areas other than intersections
A3	Medium district brightness	Suburban areas in towns and cities Generally roadways with streetlighting through suburban, rural or semi-rural areas
A4	High district brightness	Town and city centres and other commercial areas Residential areas abutting commercial areas Industrial and Port areas Transport Interchanges
TV	High district brightness	Vicinity of major sport and event stadiums during TV broadcasts
NOTE Zones A0 and A1 would normally have a minimum area of 50 ha.(0.5 km^2). There may be smaller environmentally sensitive areas.		

Observation: Based on the above criteria, the residential development site, as shown in Google Maps image below falls under Environmental Zone A3 – Medium District Brightness.

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Further, the assessment of conformance as per the relevant Environmental Zone A3 is done as per the limits defined in the following table:

Table 3.2 — Light technical parameter limits

Zones	Maximum vertical illuminance ($E_{v)\ lux}$		Threshold increment (TI)		Upward Light Ratio
	Non-curfew	Curfew	Maximum TI %	Default Adaptation level (L_{ad}) cd/m²	Maximum ULR_S or ULR_L
A0	0[a]	0.0	N/A	N/A	0.00
A1	2	0.1	20	0.1	0.00
A2	5	1	20	0.2[b]	0.01
A3	10	2	20	1	0.02
A4	25	5	20	5	0.03
TV	N/A	N/A	20	10	0.08

a For A0, E_v shall be as close to zero as practicable without impacting safety considerations.

b For an internally illuminated sign in a A2 zone, $L_{ad} \leq 0.25$ cd/m²

Observation: As the lights in the industrial zone remain switched on even after curfew hours (generally 11 pm to 6 am), the upper limit for acceptable illuminance level for the site in question is 2 lux.

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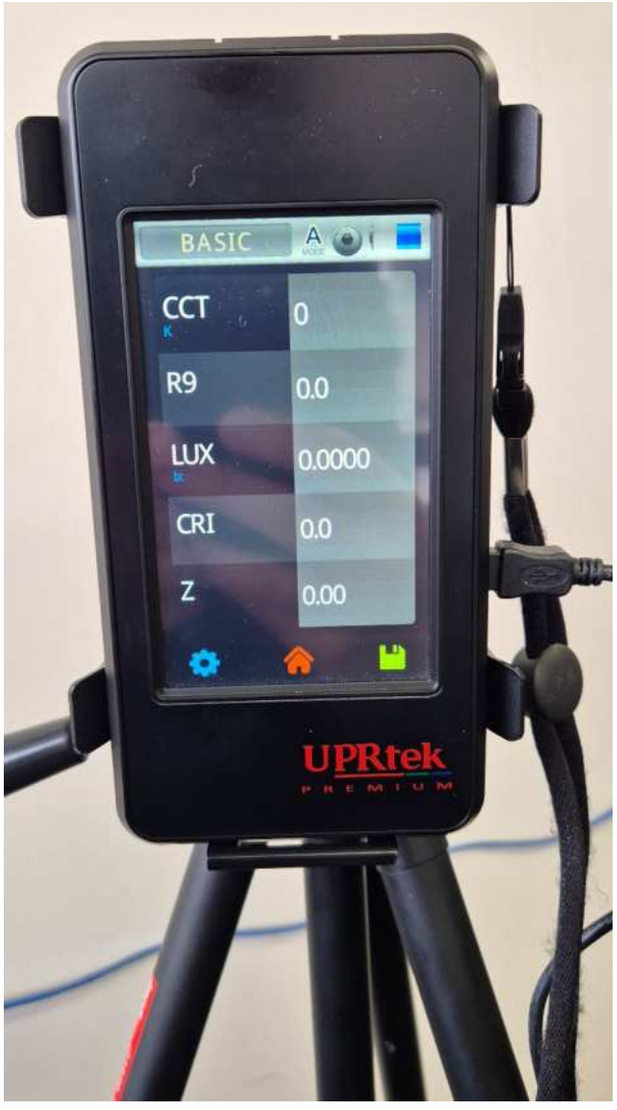
Following assessment parameters are beyond the scope of this report due to reasons mentioned as below:

- Luminous Intensity – non-availability of photometric data of existing luminaires and non-availability of luminance meter.
- Threshold Increment – not applicable
- Upward light ratio – non-availability of photometric data of existing luminaires

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3. Assessment Equipment

Hand-Held Spectrometer/ Lux Meter: UPR Tek MK350S
Last Calibrated: Jan-24





HK CALIBRATION TECHNOLOGIES PTY LTD

HK Calibration Technologies Pty Ltd
ACN: 152 274 014 ABN: 84 152 274 014
Postal Address: PO Box 4489, North Rocks, 2151 NSW Australia
T: 1300 309 881 F: 1300 886 178
Email: info@hkcalibrations.com.au
Web: www.hkcalibrations.com.au

CALIBRATION CERTIFICATE
REPORT NO.: 181163-1

DATE OF CALIBRATION	: 05/02/2025	LOCATION	: CALIBRATION LAB
RECOMMENDED DUE DATE	: 05/02/2026	ENVIRONMENT	: TEMPERATURE: 23.0 ± 2°C HUMIDITY: 45% ± 10% RH

CUSTOMER	: DECROLUX		
ADDRESS	: 11A EAST GODERICH ST DELORAINE TAS 7304		
INSTRUMENT DETAIL	: INSTRUMENT NAME	:	SPECTROMETER
	MANUFACTURER	:	UPRTEK
	MODEL	:	MK3505
	SERIAL NUMBER	:	HS22CACF0013
	ASSET NUMBER	:	NOT FOUND
	TYPE	:	DIGITAL
	RANGE	:	-
CALIBRATION PROCEDURE	: HKC SOP 11-30-V3 (ASTM E2297-04(2010))		
REFERENCE NATA TRACEABLE STANDARD USED	: LIGHT METER ASSET:HKC241 SERIAL NO: 83014514 NATA REPORT NO.:LL25302 CAL DATE : 30/07/2024 CAL DUE : 30/07/2025		

RESULT

Reading of Master	Reading of U.U.T.	Correction	Acceptance Criteria (±)	PASS/FAIL
SEE PAGE2	SEE PAGE2	SEE PAGE2	SEE PAGE2	-

CONCLUSION
THIS INSTRUMENT WAS FOUND PASS AND TO BE FUNCTIONING AS INDICATED BY OUR FINDINGS WITHIN THIS REPORT.
NO ADJUSTMENTS AND REPAIRS WERE REQUIRED.

AUTHORISED BY MEL TEC | TECHNICIAN'S SIGNATURE | 05/02/2025 DATE OF ISSUE

Note:The tests, calibrations, and measurements detailed in this document align with Australian/national standards. The reference standard used in the calibration is traceable to the Australian national standard via a NATA certified lab.
The applicable measurement uncertainties are calculated in accordance with the method described in the ISO Guide to the Expression of Uncertainty in Measurement, with confidence level of 95% using a coverage factor k=2.
Our calibration warranty extends for a period of 90 days. However, any damage resulting from customer mishandling or courier handling will void the warranty, unless there is evidence showing that the fault originated from calibration process as shown within this report.
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Page 1

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Camera – Samsung Galaxy Phone S24

While all efforts have been made to avoid human error by correct orientation & placement of light meter, measurements are subject to errors & uncertainties arising out of equipment accuracy, linearity, cosine response, spectral response calibration & light meter resolution.

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4. Site Map

Lux readings were taken along the marked red line, which was identified as the site boundary that has the highest potential to be affected by obtrusive lighting from industrial zone.

The Red circle indicates the location of the area floodlight that is non-compliant to ULOR. Further details on page x.



Appendix E of AS 4282:2023 provides guidance for Field Measurements to assess compliance of existing installations in cases where no photometric data of existing luminaires is available to calculate light technical parameters using lighting design software. Measurements done on site aim to follow these guidelines within practical limitations on site.

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a) Ambient Light Levels (Background Readings)

Ambient light measurements were recorded at four locations along the Main Road boundary at night to establish the existing light environment prior to any new development.

Measurement Point	Lux Level
1	0.0261
2	0.0589
3	0.0207
4	0.0235

Observation: The existing ambient light levels, from all direct & indirect sources of light including moonlight but not including light from industrial zone, are insignificant / very low, hence no adjustment to the light measurements recorded on site boundary are deemed necessary while assessing compliance to obtrusive limits.

b) Light Spill Measurements Along Boundary

Vertical Illuminance measurements were done at approx. 5m intervals horizontally along the boundary line at heights of 1.0m, 1.5, & 2.0m above ground level as shown in the table below:

Individual vertical illuminance (lux) readings (sampled points along boundary):

2.0m	0.24	0.27	0.31	0.28	0.25	0.17	0.17	0.17	0.14	0.17	0.11	0.09	0.08	0.11	0.11	0.07	0.11	0.04
1.5m	0.27	0.27	0.31	0.30	0.25	0.22	0.15	0.17	0.18	0.13	0.09	0.08	0.08	0.06	0.05	0.02	0.02	0.03
1.0m	0.21	0.23	0.24	0.25	0.22	0.2	0.15	0.14	0.16	0.09	0.09	0.03	0.02	0.02	0.03	0.02	0.02	0.02

Summary	Min	Max	Average
Lux Levels	0.02	0.31	0.17

Observation: Vertical Illuminance values remain generally low, with maximum of 0.31 lux which is well within the allowed limit of 2 lux as per A3 Non-Curfew L1 levels. Installation of the 2.5m high fence along the boundary also helps block excess light onto residential properties.

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6. Existing Light Sources

External lighting sources observed within the Light Industrial Zone included:

- Building-mounted security floodlights.
    - 1/ 10 Whitestone Dr (Sign Nation Hobart)
    - 12 Whitestone Dr (ZircoDATA)
- Pole-mounted area lighting.
    - 3 Whitestone Dr (Downer Edi Works)
- Minimal illuminated signage.

Observations:

1. Lighting generally appeared directed internally within the industrial properties, with limited outward spill towards the subject sites. Hence there is little to no impact of direct illumination onto residential properties from the industrial zone.

2. There appears to be significant upward waste light beyond the permissible 2% limit for A3 Environmental Zone from multiple luminaires across the industrial zone. This does not affect the residential dwellings directly, but would fail the assessment of AS 4282 on Upward Waste Light for the industrial zone itself & is therefore a source of light pollution into the night sky.

3. One light pole having 3-4 floodlights at 3 Whitesone Dr, has high intensity lights tilted up too high, which are recommended to be changed or tilted downwards to prevent excess luminance / perceived brightness for residents.

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7. General Images taken Onsite

General view of Whitestone Drive industrial lighting at night.
Please Note: Photos from Camera accentuate lighting more than what the natural eye observes.



Facing North 1



Facing North 2

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Facing East 1

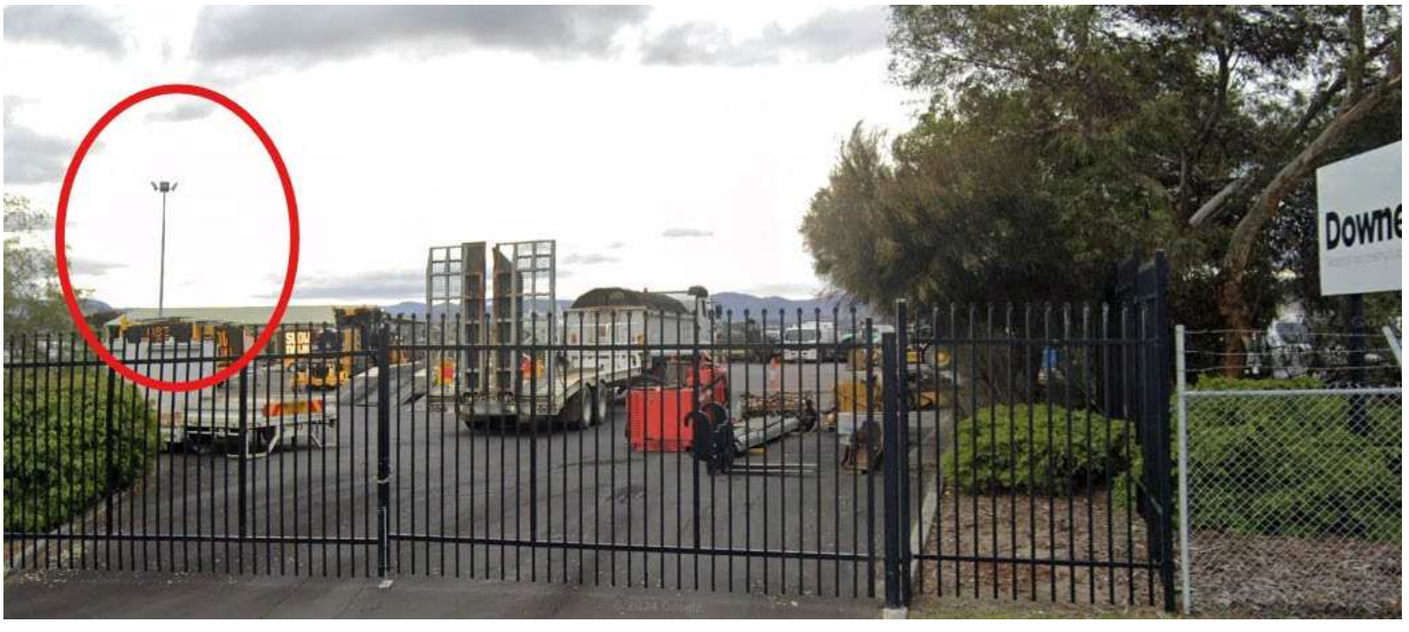


Facing North East 1

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Close-up of existing floodlight recommended for upgrade





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Boundary fence and adjacent light as viewed onsite

Please Note: Photos from Camera accentuate lighting more than what the natural eye observes. Camera Flash was used on the boundary fence photos.





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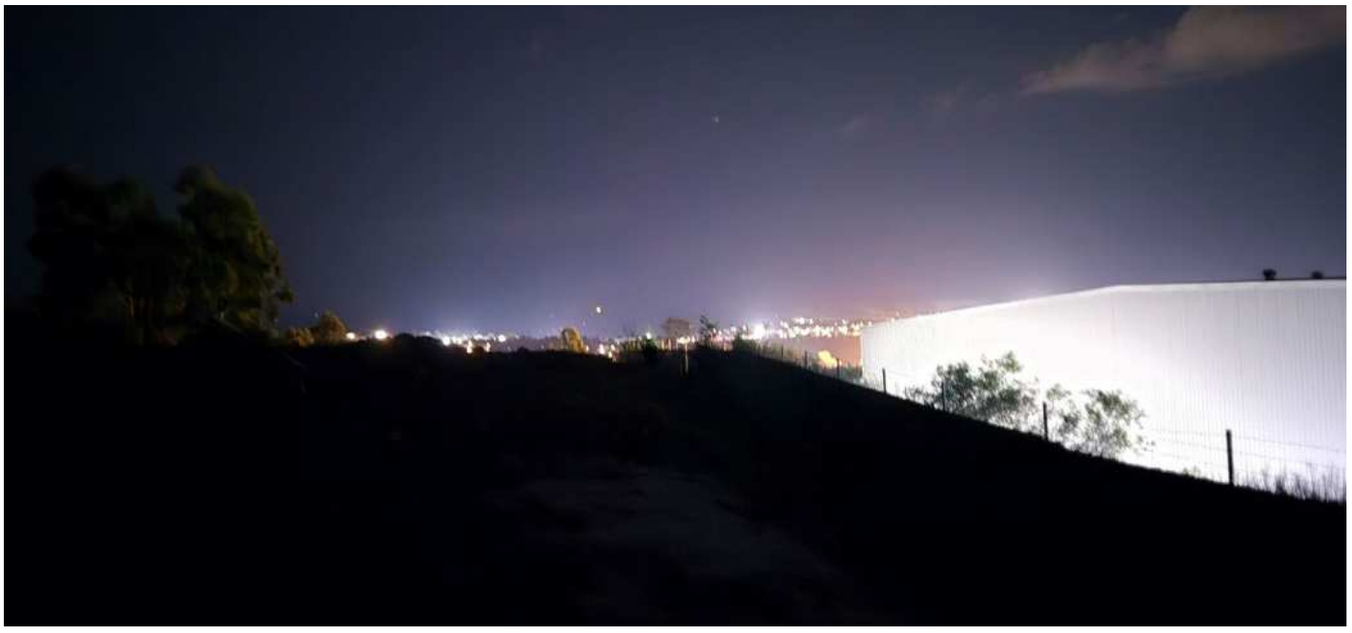






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General ambient lighting condition along Main Road boundary





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8. Conclusion and Recommendations

Compliance with AS 4282:2023

- The maximum direct vertical illuminance of 0.31 lux measured up to height of 2.0m is significantly below the 2.0 lux threshold specified as per Environmental Zone A3Accordingly, the spill light caused in the form of vertical illuminance on the resident boundary is considered compliant, with minimal risk of obtrusive effects on future residential development.

- Although the exact amount of upward waste light cannot be determined due to lack of photometric data, general observation is that there is significant upward waste light originating from the light industrial zone which is beyond the permissible limit of 2% uplight as per Environmental Zone A3. Accordingly, the spill light caused in the form of upward waste light (Sky Glow) is considered non-compliant for the light industrial zone itself. However, as per AS 4282, each site has to be considered individually, hence, the Residential Zone has to be assessed for upward waste light from the light sources within itself which are yet to be installed.

- Compliance with maximum allowable luminance from the existing luminaires is not measured due to non-availability of photometric data of existing lights and non-availability of luminance meter to measure the same on site.

- Compliance check with threshold increment is not applicable for this site as there are no roads within the residential zone which are going to be impacted by the lights from the industrial zone.

Additional Note added 09.07.2025: In summary, the site is compliant without any changes being made. The recommendations below are made for further improvements, but not to achieve compliance.

Recommendations

a) In order to prevent excessive night sky pollution, it is recommended that all lights within the industrial zone be changed to full cut-off type luminaires with low upward tilts such that the overall upward waste light ratio doesn't cross the 2% threshold. Use of ADSA approved or equivalent fittings is encouraged. (Refer https://www.australasiandarkskyalliance.org/)

b) One pole having 3-4 floodlights located at 3 Whitesone Dr (Downer Edi Works), as identified in the report above, is recommended to be changed or tilted downwards (max. upward tilt 20°).

In order to cause minimal impact to flora & fauna while maintaining operational / night time work and security access to the light industrial zone, it is recommended to use LED luminaires having correlated colour temperature (CCT) of 4000K or less. The above recommendations will further minimize the impact of obtrusive lighting onto any future residential developments around the light industrial zone and improve the amenity of the suburb.

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9. Closing Statement

This report has been prepared by Techlume in good faith based on observations, measurements, and analysis conducted at the time of site inspection. The findings are intended to inform the planning process and assist in mitigating potential obtrusive lighting impacts for the proposed residential development.

Any significant changes to site lighting, development layout, or surrounding uses may require reassessment.

Disclaimer - This report is based on conditions observed at the time of inspection. While care has been taken to ensure accuracy, Techlume accepts no liability for decisions made based on this report outside the scope of its original intent.

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Version: 1, Version Date: 02/10/2025

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Document Set ID: 3540390
Version: 1, Version Date: 02/10/2025



RESIDENTIAL UNIT DEVELOPMENT AT 271 MAIN ROAD, AUSTINS FERRY

TRAFFIC IMPACT ASSESSMENT

Hubble Traffic

Update December 2021 to comply with new planning scheme, 14 visitor parking spaces, and new waste collection arrangement.

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Version: 1, Version Date: 16/12/2024

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1. Introduction

Hubble Traffic has been engaged by SJM Property Developments (developer) to prepare an independent Traffic Impact Assessment, to consider the traffic and parking impacts of 42 units at 271 Main Road (development site), Austins Ferry.

This assessment considers the current traffic flow along Main Road, the impact of additional vehicle movements generated by the development site, and the internal parking and traffic arrangement.

This assessment report was issued in July 2021, and has been updated in November 2021 to comply with the new State-wide planning scheme. This assessment report has also been updated to reflect changes in the design, in respect to curve widening being incorporated on the tight horizontal curves to enable opposing vehicles to pass. Pedestrian pathways widened to a minimum of one metre wide and separated by a 140mm high concrete kerb.

This report has been prepared to satisfy the requirements of Austroads, Guide to Traffic Management Part 12: Traffic Impacts of Developments, 2019. This assessment has referred to the following information and resources:

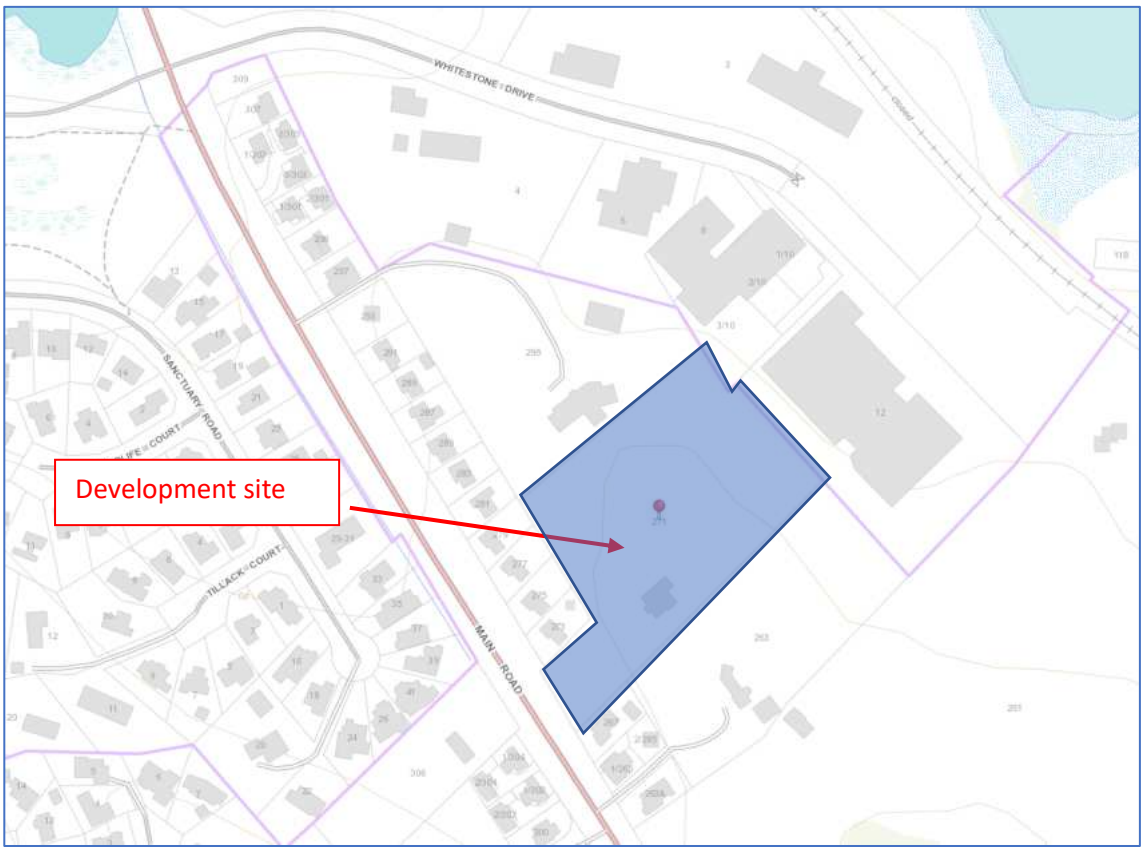
- Glenorchy City Council Planning Scheme (State-wide planning scheme)
- Road Traffic Authority NSW (RTA) Guide to Traffic Generating Developments
- Australian Standards AS2890 parts 1, 2 and 6
- Austroads series of Traffic Management and Road Design
    - Part 4: Intersection and crossings, General
    - Part 4a: Unsignalised and Signalised Intersections
    - Part 12: Traffic Impacts of Development
- Autoturn Online vehicle turning software
- Google Earth imagery

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2. Site Description

The development site is located on the eastern side of Main Road, approximately 380 metres south of Whitestone Drive. The parcel of land is surrounded by other properties, with access to Main Road.

Diagram 2.0 – Extract from the LIST land information database



The property is currently occupied by a single dwelling, with an existing access to the Main Road.

Photograph 2.0 – Existing property access



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3. Development proposal

The developer has indicated the following:

- the existing dwelling will be demolished,
- the development will consist of 42 standalone residential units,
- 35 of the units will be served by a main internal loop roadway, that will accommodate two-way vehicle movements, while the other seven units will be served by a short cul-de-sac roadway,
- waste collection for the development site will be managed by the council contractor,
- the majority of the units will be three bedrooms, with the remainder of the units being two bedrooms,
- all units will be supported with two dedicated parking spaces, and
- 14 visitor parking spaces will be provided within the development site.

Diagram 3.0 Proposed layout



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4. Trip generation by this development

A trip in this report is defined as a one way vehicular movement from one point to another, excluding the return journey. Therefore, a return trip to and from a land use is counted as two trips.

To determine the number of trips likely to be generated by this development, reference has been taken from the RTA Guide to Traffic Generating Developments, section 3.3 residential housing.

The RTA Guide recommends for medium density residential flat building:

- For units up to two bedrooms
  - Daily vehicle trips between 4 and 5 per unit
  - Weekday peak hour trips between 0.4 and 0.5 per unit

- For larger units with three or more bedrooms
  - Daily vehicle trips between 5 and 6.5 per unit
  - Weekday peak hour trips between 0.5 and 0.65 per unit

Table 4.0 – Expected number of trips

Number of bedrooms	Number of units	RTA trip generation rate	Expected daily trips	Expected weekday peak hour trips
Two	5	4 to 5 daily trips 0.4 to 0.5 weekday peak hour trips	25	3
Three	37	5 to 6.5 daily trips 0.5 to 0.65 weekday peak hour trips	240	24
Total			**265**	**27**

The development is expected to generate 265 daily trips, which includes 27 trips during the peak hour periods. Passenger cars associated with residential living is expected to be the principal type of vehicle generated from the development site.

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5. Existing road network and traffic conditions

5.1 Main Road characteristics

Main Road runs in a south to north orientation and extends from Glenorchy to Granton. Within the surrounding road network, the road operates as an arterial road, which is the second highest road classification in the road hierarchy, just below highways.

Generally arterial roads have priority over side intersecting streets unless a minor collector road, or substantial development, justifies a roundabout or traffic signal control. Limiting the number of intersection controls along the main route provides for the most efficient traffic flow, and it is preferable for new developments to be managed by a give way control, where traffic entering must give way.

Main Road is of an urban road standard, sealed bitumen road surface with kerb and gutter, concrete footpaths, and street lighting. The road width is sufficient to support one traffic lane in each direction, with marked parking and bicycle lanes operating along both sides.

Outside of the development site the road alignment is straight, with a seven percent grade, and a vertical crest located to the southern side.

5.2 Speed limit

The Main Road is a local government road managed by the Glenorchy City Council, and the route is posted with 60 km/h speed limit signs.

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5.3 Operating speed outside of the development site

A hand held speed survey was conducted on vehicles approaching in a northerly direction, due to the vertical crest situated south of the development site limiting site distance. Only the speed of vehicles with a headway gap of more than five seconds was collected to represent free flowing traffic conditions.

The collected vehicle speeds are shown in table 5.3; from 100 vehicle samples the average speed is calculated at 59 km/h, with the 85th percentile speed calculated at 65 km/h.

Table 5.3 – Collected northbound vehicle speeds

Recorded speed from northbound vehicles travelling pass the development site									
66	61	68	56	58	53	79	60	59	72
62	58	66	65	50	58	64	54	64	56
54	62	66	62	60	54	61	60	51	61
60	60	56	62	60	53	58	64	58	59
61	62	58	68	58	63	65	55	59	57
68	62	62	58	71	61	59	61	59	55
58	65	52	72	60	72	55	51	65	59
59	63	62	58	64	51	58	59	52	56
55	59	57	65	55	51	60	57	55	53
55	57	60	40	59	52	53	57	49	58

5.4 Sight distance

Based on the calculated 85th percentile speed for northbound vehicles of 65 km/h, the Safe Intersection Sight Distance (SISD) based on Austroads Guide to Road Design is 127 metres.

The available sight distance for a vehicle leaving the development site was measured on-site, the driver eye height being 1.1 metres above the road surface, with the approaching vehicle being 1.2 metres high. For a driver leaving the access the available sight distance to the south is expected to be 175 metres, and to the north in-excess of 200 metres.

Photograph 5.4A – View for driver leaving the development site looking left



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Photograph 5.4B – View for driver leaving the development site looking right



5.5 Traffic flow

To understand the traffic flow along Main Road, a peak hour traffic survey was conducted on Tuesday 1 June 2021, between 7:30am and 9am and 4pm to 5:30pm.

During the morning period, the peak hour flow occurred between 7:45am and 8:45am and during this period 137 vehicles were recorded travelling north, with 266 travelling south.

The heaviest peak hour in the evening was 4pm to 5pm, where 395 vehicles were recorded travelling north, with 187 vehicles travelling south.

Of the total vehicles recorded, 64 vehicles were either a heavy vehicle or a bus, and these vehicle types represent 4.6 percent of the vehicles recorded.

Table 5.4 – Traffic survey results

Time	Northbound	Southbound
7:30am to 7:45am	15	67
7:45am to 8:00am	27	77
8:00am to 8:15am	31	60
8:15am to 8:30am	36	73
8:30am to 8:45am	43	56
8:45am to 9:00am	37	29
Total	**189**	**362**

Time	Northbound	Southbound
4:00pm to 4:15pm	114	49
4:15pm to 4:30pm	99	59
4:30pm to 4:45pm	88	44
4:45pm to 5:00pm	94	35
5:00pm to 5:15pm	85	40
5:15pm to 5:30pm	82	45
Total	**562**	**272**

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5.6 Reported road crashes

The Department of State Growth maintains a database of reported road crashes. A check of this database found three crashes reported along Main Road within 250 metres either side of the development access, in the last five years.

- August 2017 – Property damage crash involving a vehicle losing control on the carriageway.
- April 2019 – Property damage crash, a rear end involving a vehicle rolling back on the carriageway.
- May 2019 – minor injury from a rear-end crash.

All the crashes are likely to be driver error, no evidence that the road infrastructure contributed to any of the crashes. Overall, there is no indication that motorists are experiencing any difficulty in negotiating this section of Main Road.

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7. Traffic Impact generated by additional vehicle movements

As estimated in section 4 of this assessment, the 42 units are expected to generate 265 daily vehicle trips, with 27 of these trips likely to occur in each of the peak hour periods.

7.1 Lane capacity and level of service for Main Road

In evaluating the impact of additional vehicle movements on Main Road, it is important to understand the Level of Service (LOS) drivers are currently receiving. The RTA Guide provides guidance on the LOS for urban roads based on peak hour directional traffic flow.

Table 6.1A – Extract from RTA Guide for level of service for urban roads

Table 4.4
Urban road peak hour flows per direction

Level of Service	One Lane (veh/hr)	Two Lanes (veh/hr)
A	200	900
B	380	1400
C	600	1800
D	900	2200
E	1400	2800

Based on the current peak hour traffic flows, drivers travelling along Main Road are receiving an acceptable LOS, with current peak hour flows detailed in table 6.1B. For three of the four peak hour periods the traffic flow is operating at LOS of A or B, while during the evening peak northbound drivers are receiving LOS of C.

LOS is a qualitative assessment of the traffic flow, with LOS A being the top level, with drivers virtually unaffected by the presence of other vehicles in the traffic stream. LOS C represents stable traffic flow, where drivers are restricted to some extent in their freedom to select their desired speed, but the traffic flow is efficient. In peak hour periods LOS of D and higher is considered acceptable.

The impact of additional vehicle movements along Main Road generated by the development is not expected to cause any adverse deterioration in the LOS, as detailed in the middle columns in table 6.1B. The only change is expected to occur in the evening period for the southbound direction, where the LOS changes from A to B.

Even incremental traffic growth of two percent for ten years is not expected to cause any adverse deterioration in the level of service, as detail in the last columns in table 6.1B.

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Table 6.1B – Comparison of lane capacity and level of service

Peak period	Direction	Current vehicle movements		Additional vehicle movements		Adjusted for 2% annual traffic growth for 10 years	
		Vehicles/hr	LOS	Vehicles/hr	LOS	Vehicles/hr	Los
AM	NB	137	A	163	A	189	A
	SB	266	B	292	B	344	B
PM	NB	395	C	421	C	489	C
	SB	187	A	213	B	247	B

7.2 Traffic impact of the development access

The simplest method to evaluate the impact of vehicles entering and leaving Main Road, is to use SIDRA traffic modelling software. A traffic model of the access has been developed with the current peak hour traffic flows, and the expected additional peak hour vehicle movements generated by the development site.

For assessment purposes, in the morning peak all 27 vehicle movements have been assigned to leave the development site, with 27 vehicles arriving back in the evening peak. The traffic distribution has been assigned with 80 percent of vehicles heading towards Glenorchy, and 20 percent towards Granton.

The traffic modelling indicates that traffic entering and leaving the Main Road will not adversely impact other motorist, as they are expected to receive the highest level of traffic efficiency at LOS A. In the morning peak motorists leaving the development site are not expected to incur any notable delays.

In the evening peak traffic modelling has indicated there are sufficient gaps in the southbound traffic stream, to enable motorists turning right into the development to do so without queuing or experiencing a delay; no adverse impact to the northbound traffic flow is expected.

Traffic modelling indicates that a right turn treatment on Main Road is not necessary, as queuing outside of the development site is not expected.

Table 6.2 – Traffic modelling with development traffic

Peak period	Movement	Veh/hr	DOS	Average delay	LOS	95th ile queue	Queue length
AM	Overall	458	0.145	0.5 sec	A	0.1	0.6m
	Traffic exiting	27	0.023	6.6 sec	A	0.1	0.6m
PM	Overall	636	0.223	0.4 sec	A	0.2	1.3m
	Right turn In	22	0.223	6.3 sec	A	0.2	1.3m

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7.3 Traffic impact based on future traffic growth on Main Road

The Main Road traffic flows have been adjusted for future growth by the rate of two percent incremental growth for ten years. Modelling of the new traffic flows (table 7.3) shows no deterioration in the level of service, and drivers will continue to receive the highest level of service for a give way control.

Table 7.3 – Traffic modelling with development traffic and ten years incremental traffic growth 2%

Peak period	Movement	Veh/hr	DOS	Average delay	LOS	95th ile queue	Queue length
AM	Overall	458	0.145	0.5 sec	A	0.1	0.6m
	Traffic exiting	27	0.023	6.6 sec	A	0.1	0.6m
PM	Overall	636	0.223	0.4 sec	A	0.2	1.3m
	Right turn In	22	0.313	6.8 sec	A	0.2	1.6m

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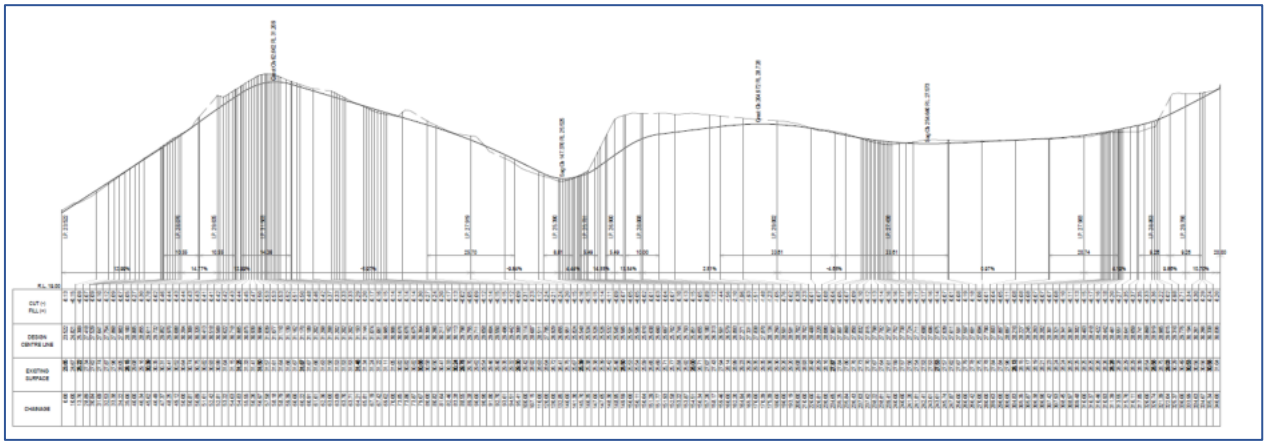
8. Proposed access and internal layout

All 42 units will be served by a single access onto Main Road, located on the eastern side. The main internal roadway will be a minimum of six metres wide to accommodate two-way traffic movements, the loop arrangement will serve 37 of the units, while the other seven units will be served by a single lane cul-de-sac.

8.1 Vertical gradients of the internal roadway

There is a variety of vertical gradients to match the existing land contours and minimise extensive earthworks. The longitudinal profile of the internal loop roadway is provided in diagram 8.1, while a summary of the vertical and horizontal alignment is detailed in table 8.1.

Diagram 8.1 – Proposed longitudinal vertical profile of the main loop roadway



Within the natural land contours, a vertical crest is located 62 metres from the property boundary. In reaching this crest, the gradient changes four times, with the maximum gradient being 14.32% for 17 metres, and prior to the crest the gradient reduces to 8.38%. On the down side of the crest the gradient falls from 3.25% to 9.84%, before reaching a sag curve. After this sag curve the gradient increase to 4.44% for ten metres, increasing to 14.55%, before flattening to 0.97%. After this, the gradients are under 10.7%.

The design ensures the change in gradient complies with the AS 2890, being less than 12.5% for a crest curve and less than 15% for a sag curve, to prevent vehicles from scraping or bottoming. The gradients and change in grades have been summarised in table 8.1, as the above diagram is difficult to read.

For the first three metres of the access the grade is 5%, this is to transition to the verge and footpath.

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Table 8.1 – Summary of vertical and horizontal alignment

Chainage (approx.)	Vertical grades	Change in grade	Horizontal alignment
0 to 3 metres	+5%		Transitional grade
3 to 20 metres	+14.32 %	9.32%	Straight
20 - 35 metres	+9.95%	4.37%	Sweeping curve
35-50 metres	+13.71%	3.76%	Straight
50 to 60 metres	+8.38%	5.33%	90 degrees turn
60 to 94 metres	-3.25%	11.63%	Slight reverse curve, vertical crest
94 to 121 metres	-4.99%	1.74%	Straight
121 to 145 metres	-9.84%	4.85%	Straight
145 to 155 metres	+4.44%	14.28%	90 degrees turn, vertical sag
155 to 162 metres	+14.55%	10.11%	Straight
162 to 170 metres	+13.54%	1.99%	Straight
170 to 210 metres	+2.51%	11.03%	Straight
210 to 247 metres	-4.65%	7.16%	90 degree turn
247 to 300 metres	+0.97%	5.62%	Straight
300 to 330 metres	+4.19%	5.16%	90 degree turn
330 to 350 metres	+10.7%	6.51%	Straight
350 to 370 metres	+3.72%	6.98%	Straight

8.2 On-site parking spaces

The planning scheme specifies on-site parking for developments; for residential dwellings or units with two or more bedrooms two parking spaces are required, with one visitor space per four units.

The development is providing two on-site parking spaces dedicated to each unit, with 14 visitor parking spaces spread throughout the development.

All parking spaces will be a minimum of 2.6 metres wide and 5.4 metres long, with at least 6.4 metres of manoeuvring area behind each space.

All car parking spaces are expected to be located on gradient that is less than five percent.

8.3 Manoeuvrability into and out of the car parking spaces.

All the car parking spaces are expected to be ninety degrees to the internal roadway, and there will be a minimum of 6.4 metres of manoeuvring space behind each of the parking spaces, to ensure vehicles can easily manoeuvre into and out of the spaces.

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8.4 Passing bays

The main internal loop roadway is expected to be a minimum of six metres wide, providing two-way vehicle movements, ensuring vehicles can move in a forward direction.

Seven internal units will be served by a single lane cul-de-sac and not by the main internal loop roadway. Passing bays of six metres wide and six metres long with tapers, will be provided at regular intervals (less than 30 metres), enabling opposing vehicles to pass and continue to travel in a forward driving direction.

Diagram 8.4 – Passing bays



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8.5 Turnaround areas

The central road runs in an east to west orientation, and with the access only servicing five residential units, the turnaround areas at each end have been designed to accommodate a B99 vehicle, as large vehicles are not expected. Any large vehicle (such as an 8.8m service vehicle) can drive into the cul-de-sac to service all the units, and reverse to leave by using the Tee-road junction.

Diagram 8.5 – Vehicle swept path of B99 vehicles using the turnaround areas.



8.6 Pedestrian facilities

Pedestrian pathways will be provided adjacent to the main loop roadway, at a minimum of one metre wide. A 140mm high concrete kerb will provide adequate separation between pedestrians and vehicles, and provide a suitable level of safety for pedestrians. These pathways will connect the units with Main Road and promote walking as a viable transport mode.

The development site is located on a public bus route, with bus stops located within 400 metres, making public transport a viable transport mode.

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8.7 Waste collection

The developer has advised that waste collection will be managed by the council contractor, with the waste collection area located within the development site, southern side of the access adjacent to the Main Road.

The waste collection vehicle will reverse a short distance into a designated waste collection space from the Main Road, and this reversing manoeuvre is not expected to cause any adverse safety or traffic efficiency impact; as the frequency of this manoeuvre is low (once per week); the slope of the access is of suitable gradient for the vehicle type; there is sufficient carriageway width; there is adequate sight lines between a reversing vehicle and other motorists; and pedestrians are provided with a separated pathway.

The waste collection vehicle will be able to leave the development site is a forward-driving direction.

Diagram 8.7 – Swept path of a reversing SRV into a designate the waste collection space



8.8 Internal roadway surface and drainage of surface water

The developer has advised the internal roadway, pedestrian pathways and car parking spaces will be a hard wearing concrete surface. Appropriate kerbing and drainage pits will be provided to ensure surface water can be collected and managed.

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8.9 Access onto and off the Main Road

The development access onto the Main Road will be designed to accommodate an 8.8 metre long service vehicle, to enter and leave the development site without encroaching over the Main Road centreline.

8.10 Sight distance for drivers leaving the development site

As demonstrated in section 5.4 of this assessment, the available sight distance for drivers leaving the development site will exceed the Safe Intersection Sight Distance, for the prevailing operating speed of approaching vehicles. Drivers will be able to enter and leave the development site in a safe manner, without adversely impacting Main Road users.

8.11 Curve widening on the horizontal curves

The design incorporates appropriate curve widening on the horizontal curves to enable opposing vehicles to pass with adequate clearance. With two-way traffic movement accommodated on the curves, the sight lines are considered appropriate for the low operating speeds.

Diagram 8.11 – Curve widening to facilitate two-way vehicle movements



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8.12 Emergency vehicle access

It is important that emergency vehicles, such as ambulance and fire brigade vehicles can access each of the units. According to Tasmania Fire Service, their newest heavy pump vehicle has the following vehicle dimensions; overall length 8570mm; wheelbase 4550mm; rear overhang 2550; width 2500mm and height 3250mm.

These vehicle dimensions replicate an 8.8 metre long service vehicle. With the service vehicle having a slightly longer wheel base of 5000mm, the fire brigade vehicle is expected to have better manoeuvring capabilities.

As demonstrated in section 8.7 of this assessment, an 8.8 metre long service vehicle can negotiate the main loop roadway. For the units in the cul-de-sac diagram 8.11 demonstrates an 8.8 metre service vehicle can enter, with the vehicle needing to reverse out using the Tee-Road junction.

Diagram 8.11 – Swept path of an 8.8m service vehicle, replicating a fire emergency vehicle



8.13 Operating speed through the development

The internal loop access incorporates 90 degree bends, these bends assist with moderating vehicle speeds, and operating speeds greater than 30 km/h is not expected.

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8.14 Sight distance at internal junctions

Drivers at the terminating leg of the T-junction will need to give way to approaching vehicles, a driver looking right should have 45 metres of available sight distance in both directions, having consideration to both vertical and horizontal alignments.

Due to road characteristics of the internal loop roadway, operating speeds of approaching vehicles to this T-junction should be around 30 km/h. The corresponding Safe Intersection Sight Distance for operating speed of 30 km/h is 42 metres, based on observation time of three seconds and driver reaction time of 1.5 seconds and vertical grade of five percent.

The stopping sight distance for approaching vehicles travelling at 30 km/h is 22.5 metres and 30 metres for vehicles approaching at 40 km/h.

Diagram of available sight distance

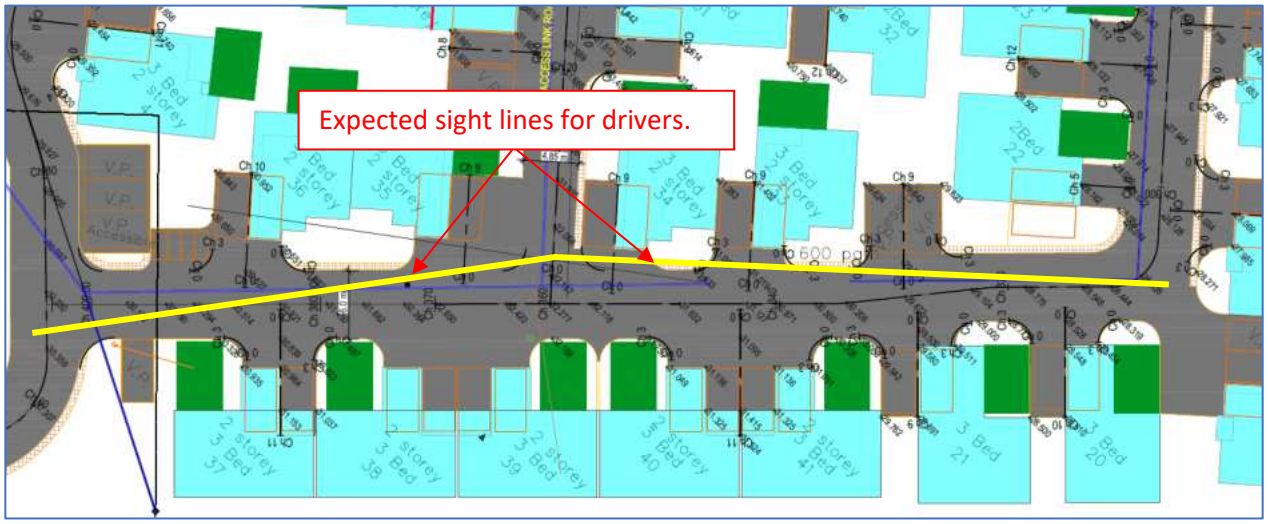


For drivers leaving the cul-de-sac is expected to have available sight distance of 60 metres to vehicle approaching on the right and 45 metres to vehicles approaching on the left, having

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consideration to both vertical and horizontal alignments. Vehicles approaching on the left must negotiate a left of right hand ninety degree turn, which moderates their operating speeds.

Diagram of available sight distance



At both internal junctions drivers are expected to have available sight distance that meets the Safe Intersection Sight Distance for the prevailing operating speed of approaching vehicles.

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9. Planning scheme

9.1 Parking and Access Code

C2.5.1 Car parking numbers

Under the new state-wide planning scheme table C2.1 Parking Space Requirements, a residential unit with two or more bedrooms require two parking spaces per unit, plus one visitor parking space per four units.

This development will provide two dedicated car parking spaces for each unit, and 14 visitor parking spaces spread throughout the development site. This number of car parking spaces complies with the acceptable solution and ensures there is no overflow parking outside of the development site.

C2.5.2 Bicycle parking numbers

Residential units do not require bicycle parking facilities.

C2.5.3 Motorcycle parking numbers

The need for motorcycle parking spaces is not required for a residential unit development, and they can occupy a standard car parking space.

C2.5.4 Loading bays

A dedicated loading bay is not necessary for a residential unit development.

C2.5.6 Development standards for the parking areas

C2.6.1 Construction of parking area.	The internal access ways, manoeuvring and parking spaces will be constructed from an all-weather hard wearing concrete surface, and be supported with appropriate gradient and kerbing to collect and distribute surface water into a suitable drainage system.
C2.6.1 Design and layout of parking areas.	All parking spaces will be a minimum of 2.6 metres wide, 5.4 metres long, supported with 6.4 metre wide parking aisle to facilitate easy manoeuvring into and out of the spaces, and comply with the planning scheme table 2.3. Visitor parking spaces will be delineated with line markings and provided with wheel stops. The access and circulating roadway will have a minimum width of 5.5 metres, with appropriate curve widening to accommodate two-way traffic movements.
C2.6.3 Number of accesses for vehicles	The development will improve an existing access to Main Road, to provide for two-way traffic movements, to facilitate safe and efficient movement into and out of the site.
C2.6.4 Lighting of parking areas within the General Business	To provide safety for the users and minimise opportunities for crime or anti-social behaviour, the access way, and parking areas will be lit with

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Zone and Central Business Zone.	suitable lighting that complies with the relevant standard, and meet the acceptable solution under the planning scheme.
C2.6.5 Pedestrian access.	The development includes one metre wide concrete pathways, that will be separated from the vehicle access ways by 140mm high kerbing, and this kerbing is expected to provide adequate separation. The locations where pedestrians will require to cross the access ways will be line marked with a pedestrian crossing, supplemented with appropriate traffic signage.
C2.6.6 Loading bays.	No dedicated loading bay is required for this use.
C2.6.7 Bicycle parking and storage facilities.	No dedicated bicycle parking facilities is required for this use.
C2.6.8 Siting of parking and turning areas.	The parking spaces are being designed to sit behind the building line, and not expected to cause adverse visual impact on the streetscape. There will be sufficient turning area, to allow for vehicles except the waste collection vehicle, to enter and leave the development in a forward-driving direction.

C2.6.2 Design and layout of parking areas

The access, circulating carriageway has been designed to allow for residential vehicles to enter and leave the development site in a forward-driving direction. The waste collection vehicle will need to reverse into the site from the Main Road, this manoeuvre must be considered under the performance criteria P1, and the following information is provided to demonstrate this manoeuvre is not expected to cause any adverse safety, amenity, or traffic efficiency impact.

Performance criteria	**Assessment**
All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe, and efficient parking, having regard to:	
a) The characteristics of the site;	The development is for residential units, and the communal waste collection area has been allocated within the development site, located on the southern side of the access adjacent to the Main Road. This location eliminates the need for the waste collection vehicle to circulate around the internal carriageway passing all the residential units.
b) The proposed slope, dimensions, and layout;	The communal waste collection area will include a parking space that is sufficient in size to accommodate an 8.8 metre rigid vehicle to parallel park adjacent to the collection bins. The vehicle will park clear of the access, reducing any adverse impact to traffic efficiency. The access slope adjacent to the collection area is expected to have a maximum gradient of 14.32 percent, this gradient is not expected to cause any issues for a single rigid vehicle (SRV), as AS2890 part 2: Off-street commercial vehicles standard indicates a SRV can negotiate grades up to 15.5 percent (table 3.2).
c) Useability in all weather conditions;	The access will be an all-weather concrete surface and be useable under all weather conditions.
d) Vehicle and pedestrian traffic safety;	The waste collection vehicle is expected to approach the development access from a northerly direction, pass the development access, reverse into the development site a short distance (less than 18 metres from the property boundary) only when

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	there are no pedestrians using the eastern footpath, along Main Road. The alignment of the Main Road at this point is straight and the driver will have an excellent view of any pedestrian activity. The development is providing a pedestrian pathway separated from the carriageway to eliminate any conflict between the reversing vehicle and pedestrians within the development site. There will be adequate sight lines within the development site between a reversing-in vehicle and other road users, who is expected to be travelling at a low speed less than 30 km/h due to the characteristics of the internal layout. No adverse safety impact is expected for pedestrians or other road users.
e) The nature and use of the development;	Residential unit development.
f) The expected number and type of vehicles;	The only vehicle that is expected to reverse into the development site is the waste collection vehicle, which is equivalent to an 8.8 metre long single rigid vehicle. This manoeuvre is expected to occur once a week.
g) The likely use of the parking areas by persons with a disability;	Not applicable.
h) The nature of traffic in the surrounding area;	The development access is expected to generate 265 daily vehicles with 27 of these movements expected in each of the two peak periods. This represents on-average one vehicle using the access every 2.2 minutes, indicating the traffic impact to other users is expected to be low. The traffic impact to the Main Road is also expected to be low, with this traffic manoeuvre expected to occur once a week.
i) The proposed means of parking delineation; and	The parking space adjacent to the collection bins will be clearly delineated with appropriate pavement markings to prevent other vehicles from using this space.
j) The provisions of AS2890 parts 1 and 2.	The design of the waste collection area is compliant with the relevant sections of AS2890 standard.

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9.2 C3 Traffic Generation

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

The property has an existing access to the Main Road, with the increase in vehicle movements generated by the development expected to exceed ten vehicle movements per day, this development must be considered under the performance criteria. The following information demonstrates the development can operate safety without adversely impacting other road users.

Performance criteria	**Assessment**
Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:	
k) Any increase in traffic caused by the use;	The development is expected to generate 265 daily vehicle movements, with 27 of these expected to occur within each of the two peak hour periods.
l) The nature of the traffic generated by the use;	The development is for residential units, and majority of the vehicle movements will be passenger cars associated with residential living. This type of vehicle is compatible with vehicles currently using Main Road and is not expected to cause an adverse impact to other road users.
m) The nature of road;	Main Road is a local council road and within the surrounding road network, the road functions as a collector road, and this assessment found there is sufficient traffic capacity to absorb the additional vehicle movements generated by the development.
n) The speed limit and traffic flow of the road;	Main Road is posted with a 60 km/h speed limit in recognition of its collector road function. This assessment found Main Road is currently operating at an acceptable level of service, with peak hour traffic flows operating between level of service A to C, which indicates there is spare traffic capacity. The development site will intersect the Main Road at ninety degrees and the access will be designed to accommodate the vehicle swept path of an 8.8 metre long service delivery vehicle. Vehicles leaving the development site will give way to Main Road users, and available sight distance will exceed the Safe Intersection Sight Distance, with drivers expected to enter and leave in a safe manner, without interrupting Main Road users. Traffic modelling of the access indicates drivers will receive the highest level of service for a give way control, and Main Road users are not expected to be adversely impacted by vehicles entering and leaving the access.
o) Any alternative access to a road;	The existing access is the most practical method to provide access to the development site.
p) The need for the use;	There is a high community need for additional housing, this development will increase the number of residential units, infill housing in establish urban areas, make use of the existing infrastructure and community facilities.
q) Any traffic impact assessment; and	This independent Traffic Impact Assessment found no reason for this development not to proceed.

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r)	Any advice received from the rail or road authority.	Aware of none.

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10. Conclusion

From a traffic engineering and road safety perspective, additional vehicle movements generated by this development is not expected to create any adverse safety or traffic impact, as:

- the amount of traffic expected to be generated during the peak hour periods is reasonably low, there is sufficient capacity within the Main Road to absorb the extra vehicle movements, without adversely impacting other users,
- traffic modelling of the access found drivers leaving the development site should incur minor delays and no queues are expected,
- traffic modelling also found sufficient gaps in the southbound traffic stream, that drivers turning right into the development site are not expected to be delayed, or queued, or cause any adverse impact to northbound users and a right turn treatment is not warranted,
- drivers will have available sight distance in both direction that exceeds the Safe Intersection Sight Distance, and will be able to enter and leave Main Road in a safe and efficient manner,
- the main internal loop access will provide for two-way traffic movements, the gradients are reasonably gentle and not expected to create any adverse impact to vehicle movements,
- the internal layout has been designed to accommodate an 8.8 metre long service vehicle, and is expected to be sufficient for an emergency service vehicle, to gain safe and efficient access to all of the units,
- waste collection will be managed by the council contractor, and is not expected to cause any adverse safety, amenity, or traffic efficiency impact,
- there will be a sufficient number of car parking spaces, including visitor parking, to meet the reasonable demand generated by the units, and no parking overflow is expected to occur outside of the development site,
- pedestrians moving through the development will be provide with dedicated pathways to promote walking as an alternative transport mode, and the site is located adjacent to a public transport route.

This traffic impact assessment found no reason for this development not to proceed.

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From:	Halton, Harold
To:	Olivia Halton
Subject:	Fwd: 271 Main Road, Austins Ferry
Date:	Wednesday, 9 June 2021 3:14:01 PM
Attachments:	image001.png image006.png image007.png image008.png image009.png image010.png Site Plan draft 6.pdf

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Hello Olivia,

I have reviewed the attached site plan and can confirm that the access / layout is satisfactory for our side load collection trucks to provide the required Glenorchy City Council - kerbside waste collection services.

Please note; A Deed of Release / Indemnity Form would need to be signed off by the Body Corporate prior to our trucks entering the complex.

Regards

Harold Halton | **Manager, Commercial Services - Southern Region** | **Veolia Australia and New Zealand**
A: TAS State Office / Waste and Industrial Services | 95 Kennedy Drive | Cambridge | TAS | 7170
P: 03 6244 0024 | M: 0419 374 380 | E: harold.halton@veolia.com



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---------- Forwarded message ---------
From: **Olivia Halton** <admin@sjmpd.com.au>
Date: Wed, 9 Jun 2021 at 13:20
Subject: 271 Main Road, Austins Ferry
To: harold.halton@veolia.com <harold.halton@veolia.com>

Hi Harold,

Please review the attached plan in relation to servicing the proposed new development at 271 Main Road, Austins Ferry.

Please confirm this design is satisfactory for your curb side collection trucks for access and servicing.

Thank you.

Kind regards,

Olivia Halton

0437 813 644

1/37 Ascot Drive, Huntingfield 7055

SJM Logo

Construction that inspires

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ATTACHMENT 4

DRAFT PERMIT AND TASWATER RECOMMENDED CONDITIONS

GLENORCHY PLANNING AUTHORITY

P L A N N I N G P E R M I T

TASMANIAN PLANNING SCHEME - GLENORCHY

Application No:	**PLAM-24/02**
Applicant:	**SJM Property Development**
Proposed Use/development:	**Demolition of existing dwelling and construction of 42 Multiple Dwellings and associated infrastructure works**
Address:	**271 and 273 Main Road, Austins Ferry and the adjacent road reservation**

This permit allows the use/development of the land, subject to the conditions set out below.

This permit will lapse if the use/development is not substantially commenced within 2 years of the permit date, unless the Planning Authority has granted an extension of the permit.

Please Note: This is NOT a Building Permit.

THIS PERMIT IS NOT EFFECTIVE UNLESS AND UNTIL APPROVED BY THE TASMANIAN PLANNING COMMISSION.

CONDITIONS

Planning

1. Use and development must be substantially in accordance with combined planning scheme and planning permit application No PLAM-24/02 and the endorsed documents except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater and set out in the attached Submission to Planning Authority Notice, reference No TWDA 2025/00145-GCC, dated 19 September 2025, form part of this permit.
3. The development must occur in the stages set out in the endorsed staging plan.
4. Acoustic fencing must be constructed along the boundaries as shown in Figure GLE-S15.1 of GLE-S15.0 Ten Mile Ridge Specific Area Plan prior to the issue of Occupancy Permits for any of the dwellings. The fencing must be constructed as a continuous mass barrier using a panel system, to the lengths and heights specified in Figure GLE-S15.1.
5. Privacy screening must be installed to the decks associated with Units 7 and 32 as shown on the endorsed plans prior to the issue of the Occupancy Permits for these units. The

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screening must be permanently fixed to a height of not less than 1.7 metres above the finished surface or floor level and must have a uniform transparency of no more than 25%.

6. Privacy treatment measures shown on the endorsed plans, including obscure glazing, sill heights of 1.7m above the finished surface or floor level, and fixed external screening to a height of 1.7m and uniform transparency of not more than 25%, must be installed prior to the issue of the Occupancy Permits for the relevant units. The privacy treatment measures must be maintained for each dwelling for the duration of the use.

7. Privacy treatment measures such as obscure glazing, sill heights of 1.7m above the finished surface or floor level, or fixed external screening to a height of 1.7m and uniform transparency of not more than 25%, to the satisfaction of Council's Lead Statutory Planner, must be installed prior to the issue of the Occupancy Permits for the following windows:

    - Unit 4 – W7 (Bedroom 3)
    - Units 22–25 – W6 (Kitchen windows)
    - Unit 31 – W6 (Bedroom 1), and
    - Unit 33-34 – W7 (Ground Floor Bedroom).

    The privacy treatment measures must be maintained for each dwelling for the duration of the use.

8. Internal fencing must be installed in accordance with the endorsed Landscape Plan for each dwelling, and completed prior to the issue of the Occupancy Permit for that dwelling under the relevant stage of development.

9. Fencing within 4.5 metres of the front boundary, including any fencing along the side boundaries within this area, must not exceed the heights shown on the endorsed Landscape Plan.

10. The waste storage area must be constructed as shown in endorsed plans prior to the issue of the Occupancy Permit for any of the dwellings and be:

    a) Setback at least 4.5m from the front boundary;

    b) Setback more than 5.5m from any dwelling; and

    c) Screened from the front boundary and any dwelling by a wall to a height not less than 1.2m above the finished surface level of the storage area.

Engineering

General

11. Prior to the issuing of a Building Approval for each stage or the commencement of works on site, including demolition (whichever occurs first), submit an Erosion and Sediment Control (ESC) plan detailing proposed sediment and erosion control measures to the satisfaction of Council's Development Engineer.

    The approved control measures must be installed prior to any disturbance of soil or construction activity such as concrete cutting, demolition and must be regularly inspected and maintained during the construction and demolition period to prevent soil and other materials entering the local stormwater system, roadways, or adjoining properties.

The approved control measures must remain in place until such time as all construction activity likely to generate sediment has been completed or all disturbed areas have been stabilised using vegetation and/or restored or sealed to the satisfaction of the Council.

The approved Erosion and Sediment Control plan (ESC) forms part of this permit and must be complied with.

Advice: For further information please refer to Erosion and Sediment Control (ESC) Fact Sheets published by the Department of Primary Industries, Parks, Waters and Environment. These are available from Council or online at www.derwentestuary.org.au/stormwater/

12. The loading and unloading of goods from vehicles, including building materials and equipment, must only be carried out on the land.

13. The property owner is to ensure that Council's Road Assets and Infrastructure are protected during the demolition and building process. The owner is to ensure that damage to road assets, footpaths, kerb and channel, drainage pits, nature strips and other services is kept to a minimum and any damaged assets are reinstated. Should damages occur, the repair costs associated with such damages are the responsibility of the property owner. If reinstatement works are not undertaken promptly or to Council's satisfaction, Council may elect to reinstate or rectify any defects and recover the expenses reasonably incurred in doing so from the property owner.

14. No civil works related to or associated with the use or development approved by this permit are to occur on or external to the site unless these works are in accordance with engineering drawings that have been approved by Council's Development Engineer. Changes to the design and/or location of civil works will require the submission of amended engineering drawings prepared by a licensed civil engineer for approval by Council's Engineer.

15. Provide written certification from a licensed civil engineer certifying that all civil works have been completed in accordance with the engineering drawings approved by Council's Development Engineer and to the applicable Australian Standards prior to the commencement of the use or within 20 days of completion of the works whichever occurs sooner

16. Arrange a compliance inspection with Council of the civil works that have been approved by Council's Development Engineer prior to the commencement of the use or within 20 days of completion of the works whichever occurs sooner. Note that a minimum of five (5) business days notice must be given to Council for a compliance inspection.

17. A detailed estimate for the works must be provided and payment of the engineering drawing approval fee must be made prior to the issue of approved engineering drawings for condition endorsement or the issuing of the building approval (whichever occurs first). Under Council Schedule of fees and charges 2025/2026, the engineering drawings approval fee is $265 per dwelling unit. This amount is subject to annual adjustment in accordance with the Council Fees and Charges Register. Construction must not commence until the approved engineering plans have been issued.

18. The applicant must pay Council the amount of $275.30 to complete the measure up and record 'as constructed' data for all assets to be taken over by council prior to the completion. This amount is subject to annual adjustment with the Council Fees and Charges Register.

19. The as-constructed drawing prepared by a suitably qualified person must be submitted to Council and approved by Council's Development Engineer prior to the issuing of a Completion Certificate under the Building Act 2016 and the final sign off.

Traffic and parking

20. Parking and driveway must be installed and completed in the following order:

    a) Stage 1: provide two (2) car parking spaces each for unit 1 to unit 8 and unit 42, six (6) visitor car parking spaces and the temporary turning area at the end of the driveway.

    b) Stage 2: provide two (2) car parking spaces each for unit 9 to unit 20, two (2) car parking spaces each for unit 22 to unit 25, four (4) visitor car parking spaces and the temporary turning area at the end of the driveway.

    c) Stage 3: provide two (2) car parking spaces each for unit 21 and unit 26 to unit 41 and four (4) visitor car parking spaces.

    Prior to the occupancy of the dwellings in each stage, parking and driveway areas and associated drainage works must be provided and approved by Council's Development engineer.

21. The design and construction of the parking, access and turning areas must generally comply with the *Australian Standard, Parking facilities, Part 1: Off-Street Car parking, AS 2890.1 – 2004*, to the satisfaction of the Council's Development Engineer. Drawings showing the driveway details must be in accordance with the Australian Standard and submitted with the Building Application for approval by Council's Development Engineer prior to the commencement of works on site at each stage. The proposed driveway and parking must comply with the following-:

    a) Be constructed to a sealed finish and the finished gradient must not exceed the maximum gradient of 20%.

    b) A total of ninety-eight (98) clearly marked car parking spaces must be provided. Each dwelling must be provided with 2 car parking spaces.

    c) Of the proposed number of car parking spaces, fourteen (14) visitor parking spaces must be provided, clearly line-marked and always kept available for these purposes.

    d) Vertical alignment must include transition curves (or straight sections) at all grade changes greater than 12.5%.

    e) A 1-metre-wide pedestrian path must be provided, signed and line-marked at points of crossing.

    f) All runoff from paved and driveway areas must be discharged into Council's stormwater system.

    g) Parking areas must be provided with adequate lightings in accordance with the standard requirements.

    h) For the relevant units, the garages openings must be in accordance with the vehicle turning drawing no. 15 of 143 dated 11/07/2025 drawn by G. Tilley.

    i) The gradient of any parking areas must not exceed 5% and

    j) Minimum carriageway width is to be no less than 5.5 metres.

    To comply with the above requirements, the developer must submit engineering drawings demonstrating compliance with the requirements to the satisfaction of Council's Development Engineer prior to the issuing of the Building Permit. All works required by this condition must be installed prior to the occupancy of the dwellings for each stage.

22. A 6m wide vehicle crossing must be constructed in accordance with the Tasmanian standard drawing TSD-R09-v3, TSD-R11-v3 and TSD-R14-v3 between the kerb and the property boundary and completed to the satisfaction of Council's Development Engineer

prior to the occupancy. The detail design must be submitted and approved prior to the issuing of a Building Permit Approval for stage 1. The developer must contact Council's Development Engineers to arrange an inspection of the driveway formwork prior to the pouring of any concrete. A minimum of 48 hours' notice is required.

Prior to the commencement of any work within the road reservation by a private contractor, the contractor must obtain a Road Opening Permit from the Council's Compliance Officer. This permit shall include items such as hours of work, road safety, reinstatement, soil and water management, etc. The Road Opening Permit Application Form is available via Council's website https://www.gcc.tas.gov.au/council/documents-and-publications/forms/

23. Barrier compliant with the *Australian Standard AS 1170.1* must be installed to prevent vehicles running off the edge of a carriageway, raised platform or deck where the drop from the edge of the trafficable area to a lower level is 600mm or greater, and wheel stops must be installed for drops between 150mm and 600mm. Barriers must not limit the width of the driveway access or parking and turning areas approved under the permit. All works required by this condition must be installed prior to the occupancy of the dwelling(s).

Hydraulics

24. The development must incorporate both on-site detention (OSD) the nominated Water Sensitive Urban Design (WSUD) element(s) or equivalent, as set out in the Stormwater Management Plan. Detailed design demonstrate compliance to the requirements must be submitted for approval as part of the condition endorsement. Both elements must be installed and completed prior to a Certificate of Occupancy being issued for any of the dwellings.

25. Prior to the commencement of the use or development, detailed design plans for the stormwater connection must be submitted to and approved by Council. These plans must demonstrate compliance with the following requirements:

    a) A new stormwater connection, equivalent to a 3000mm diameter pipe, must be installed from the property boundary to Council's public stormwater system in accordance with the approved plans.

    b) The stormwater connection must be constructed by a suitably qualified person, inspected by Council's Plumbing Surveyor, and completed to the satisfaction of Council. The applicant must notify the relevant Council officer for an inspection prior to backfilling.

    c) Stormwater connections to underground mains must comply with TSD-SW25-v3, TSD-SW26-v3, and TSD-SW27-v3.

    No works must commence until the detailed design plans have been approved by Council. This condition requires further information to be submitted with a Condition Endorsement process.

    Advice: If the stormwater connection works are not left exposed for inspection, Council may require the Applicant to undertake a CCTV inspection at the Applicant's cost. A digital copy of the CCTV inspection video, along with the associated report(s), must be submitted to Council prior to the issuance of any Certificate of Completion.

26. Engineering design drawings must be submitted and approved, prior to the construction or the issue of Building/Pluming Permit, whichever occurs first. The engineering drawings must:

    a) be certified by a qualified and experienced Engineer;

    b) Clearly distinguish between public and private infrastructure;

c) Show any existing connections. Any redundant connections must be sealed by the Council at the owner's expense prior to sealing of the final plan;

d) Show in both plan and long-section the proposed stormwater mains, including but not limited to, connections, flows, velocities, hydraulic grade lines, clearances, cover, gradients, sizing, material, pipe class, adequate working platforms around manholes, easements, and inspection openings;

e) Provide details of the design measures to safely convey overland flows for major rain event;

f) Provide details of the proposed On-site detention device (OSD) including inlet, outlet, orifice control, overflow mechanism and access points for maintenance;

g) Provide details of the proposed Stormwater quality treatment devices including inlet, outlet, orifice control, overflow mechanism/ hi flow bypass and access points and path for maintenance.

h) Public infrastructure be substantially in accordance with the LGAT Standard Drawings and Tasmanian Subdivision Guidelines 2013.

All work required by this condition must be undertaken in accordance with the approved engineered drawings.

27. Prior to the construction or the issue of Building/Pluming Permit, whichever occurs first, submit an updated stormwater report and a relevant DRAINS model result file incorporating following design inputs;

a) Add a pit blockage factor for all grated and sag pits

b) Update and verify the design levels with all model nodes and pit/pipe inverts

c) Verify overland flow routes to ensure the grades are representative of site design.

28. The development must incorporate the On-Site Detention (OSD) as part of the development as presented in the Concept Stormwater Management report by Aldanmark dated 20.08.2025 and Concept Engineering Plans dated 20.18.2025. The onsite detention elements and its associated components must be designed and constructed to the satisfaction of the Council's Senior Civil Engineer and completed prior to the issue of occupancy certificate/ Completion Certificate. Any alternative design of upgrading the downstream public stormwater network in-lieu of OSD will need to be approved by Council's Senior Civil Engineer. This may also trigger an amendment, or a new planning permit and the applicant will require undertaking all necessary modelling works as well as administrative works should a new application or amendment is required.

29. The development must incorporate the Water Sensitive Urban Design (WSUD) as part of the development as presented in the Stormwater report by Aldanmark Engineers; Revision C dated 20.08 2025. The WSUD components must be designed and constructed to the satisfaction of the Council's Senior Civil Engineer and completed prior to the issue of occupancy certificate/ Completion Certificate.

30. Prior to the commencement of the use or development, a new stormwater connection as shown on approved concept engineering plans by Aldanmark, must be installed from the property boundary to Council's public stormwater network. The detailed design of the connection must comply with the LGAT drawing and be submitted for approval prior to the issuing of the building permit or the commencement of works (whichever occurs first). Any existing stormwater connections that are abandoned must be decommissioned and sealed at the owner's expense.

31. The applicant must ensure ongoing compliance with the approved WSUD Maintenance Scheme included in the Stormwater report by Aldanmark dated 20.08.2025.

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32. Stormwater detention must be installed and retained on site as per the GENERAL MANAGER'S CONSENT – S.14 URBAN DRAINAGE ACT 2013 issued on 18 June 2025. Alternative stormwater detention measures may be installed provided equal capacity is retained and the works do not trigger the need for further approvals under the Land Use Planning and Approvals Act 1993.

Environmental Health

33. A Noise Verification Report must be submitted to Council's Senior Environmental Health Officer within:

- four weeks of an Occupancy Permit being issued for any of the units with respect to the acoustic fence, and
- four weeks of the occupancy permit being issued for Units 17, 18 or 19.

The report must assess the noise in the habitable rooms of the second storeys of Units 17, 18 & 19 and the noise received within the acoustic boundary fence.

The report must demonstrate and certify that:

(a) the acoustic fence provides a contiguous mass barrier with a sound transmission loss of 20 dB or more at frequencies from the 125 Hz 1/1-octave band and above; and

(b) second storey habitable room of Units 17, 18 and 19 meet AS2107:2016 –Acoustics - (Recommended Design Sound Levels and Reverberation Times for Building Interiors).

Should further noise mitigation measures be recommended to achieve the stated sound levels (as per Tarkarri Engineering, Environmental Noise Assessment, 16 July 2025) these measures must be installed within eight weeks of the date of the report.

A further noise verification check must be undertaken and submitted to the satisfaction of Council's Senior Environmental Health Officer. Noise mitigation treatments must be shown to be effective.

34. The construction of the acoustic fence as designed and specified by Tarkarri Engineering must be installed prior to the occupation of any of the dwellings at 271 Main Road, Austins Ferry.

35. Second Storey decks and balconies are to be kept to the south and west only and assessment of the construction by an acoustic engineer to ensure internal noise levels in accordance with AS/NZS 2107:2016 Acoustics – Recommended design sound levels and reverberation times for building interiors.

36. For the double storey units (17-19) proposed at 271 Main Road, Austins Ferry the upper level is to meet the requirements within the Environmental Noise Assessment by Tarkarri Engineering, including:

a) Glazing – For the second storey glazing elements in the northern, southern and eastern facades glazing is to be a minimum Rw 37 + Ctr -5. A system such as the following:

(i) Exterior Glazing: 6.38 mm Laminated Glass

(ii) Thermal Gap: 12 mm Insulated Argon Gas Gap

(iii) Interior Glazing: 4 mm Toughened Glass

b) Walls

(i) Upgrade the plasterboard internal lining on the second storey external walls to 13 mm Frycheck plasterboard or equivalent (with a surface mass of 10.5 kg.m2) mounted to a resilient rail.

c) Roof / Ceiling

(i) For utility and living spaces (dining / living / kitchen) on the second storey upgrade the plasterboard ceiling to 13 mm Frycheck plasterboard or equivalent (with a surface mass of 10.5 kg/m2) mounted to a resilient rail. For bedrooms and walk in robes x2 layers of 13 mm Frycheck plasterboard or equivalent (each layer with a surface mass of 10.5 kg/m2) mounted to a resilient rail.

Waste Services

37. The design for the bin enclosure must comply with the following:

a) it must be built on a flat surface with a concrete base/pad and surround of a brick or painted block enclosure or other suitable material to Councils approval.

b) It must have concrete at the entrance to the bin enclosure.

c) There must be no lip on the concrete slab of the bin enclosure.

d) If is recommended the bin enclosure be built as a three bay partitioned enclosure, one bay for each bin type, waste, recycling and FOGO, each bay to house fourteen (14) bins.

e) Each bay must suit fourteen (14) x 240L wheelie bins of size 1100 height x 600mm wide x 800mm deep and must allow for 300mm space in between each bin.

f) Recommended minimum height of the bin enclosure is 1200mm and minimum recommended depth is 930mm.

g) The front of the bin enclosure should face the internal access driveway and be left open throughout the length of the bin enclosure, it may be fenced and/or gated, but must enable wheelie bins to be removed, and returned in a safe and efficient manner.

Prior to occupancy of the dwellings the bin enclosure must be constructed to the satisfaction of Council's Waste Services Co-ordinator.

Advice to Applicant

This advice does not form part of the permit but is provided for the information of the applicant.

Engineering

The designer must ensure that the needs of all providers including TasWater, TasGas, TasNetworks, and Telstra are catered for both in the design and construction of the works. Underground service providers should be contacted for line marking of their services and any requirements or conditions they may have prior to commencing any works on site. Phone 1100, Dial Before You Dig or visit www.dialbeforeyoudig.com.au for information on the location of underground services and cables in relation to the proposed development prior to commencing any works on site.

Waste Services

The proposed multiple dwellings would be eligible for a maximum of forty two (42) x 240L wheelie bins. Fourteen (14) x 240L Waste Bins (Red lids), Fourteen (14) x 240L Recycling Bins (yellow lids), Fourteen (14) x 240L FOGO bins (lime green lids), collected weekly to be shared by all forty two (42) dwellings.

Storage and Collection of Shared Waste, Recycling and FOGO Bins

It is recommended bins are be stored in a three bay partitioned bin enclosure and not taken to individual dwellings. Each bin bay will house one bin type.

The bin enclosure would be built within the property boundary preferably at the entrance of the property allowing a 4.5 metre distance from the entrance to prevent impacting on sight distances for vehicles leaving the site.

It is recommended that no bin enclosure be built closer than a minimum of 5.5 metres to any residence to avoid odour and nuisance issues arising.

There would be a concrete bin collection area built in front of the bin bays for the placement and collection of fourteen x 240L shared wheelie bins for each bin type collection.

Councils Waste Services Contactor will enter the site for the collection of the shared wheelie bins from the concrete collection pad.

A Deed of Release between the Developer and Council must be signed prior to the collection vehicles entering the site.

[signature]

Lyndal Byrne
Coordinator Planning Services [APPROVAL DATE]

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Amended Submission to Planning Authority Notice

Application details

Council Planning Permit No.	PLAM-24/02
Council notice date	18/02/2025
TasWater Reference No.	TWDA 2025/00145-GCC
Date of response	04/03/2025
Amendment date	19/09/2025
TasWater Contact	Phil Papps
Phone No.	0474 931 272

Response issued to

Council name	GLENORCHY CITY COUNCIL
Contact details	gccmail@gcc.tas.gov.au

Development details

Address	271 MAIN RD, AUSTINS FERRY
Property ID (PID)	7657873
Description of development	Planning Scheme amendment and 42 Multiple Dwellings combined planning permit

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Issue date
Greg Tilley	Site Plan / 01	3	11/07/2025
Greg Tilley	Staging Plan / 17	3	11/07/2025
Aldanmark	Civil Plans 21E116-1 Shts C301 - C308	F	12/06/2025

Conditions

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56S(2) TasWater makes the following submission(s):

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1. TasWater does not object to the draft amendment to planning scheme and has no formal comments for the Tasmanian Planning Commission in relation to this matter and does not require to be notified of nor attend any subsequent hearings.

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 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/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

ASSET CREATION & INFRASTRUCTURE WORKS (Sewer Diversion)

4. Prior to applying for a Certificate for Certifiable Work/Engineering Design Approval, 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) / Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.
6. Prior to applying for a Permit to Construct new infrastructure the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction.

   Advice: *Design plans must show proposed easements centrally located over the proposed new sewerage infrastructure and all other services must cross the easement land at 90 degrees (+/- 15 degrees) and not occupy the easement.*
7. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.
8. 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.

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9. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.

10. Prior to the issue of a Certificate of Water and Sewerage Compliance (Building and/or Plumbing) all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.

11. After testing to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.

12. At practical completion of the water and sewerage works and prior to applying to TasWater for a Certificate of Water and Sewerage Compliance (Building and/or Plumbing), the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:

    a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved;
    b. A request for a joint on-site inspection with TasWater's authorised representative must be made;
    c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee;
    d. Work As Constructed drawings and documentation must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.

13. After the Certificate of Practical Completion has been issued, a 12 month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12 month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". The newly constructed infrastructure will be transferred to TasWater upon issue of this certificate and TasWater will release any security held for the defects liability period.

14. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.

15. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.

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16. A construction management plan must be submitted with the application for TasWater Engineering Design Approval. The construction management plan must detail how the new TasWater infrastructure will be constructed while maintaining current levels of services provided by TasWater to the community. The construction plan must also include a risk assessment and contingency plans covering major risks to TasWater during any works. The construction plan must be to the satisfaction of TasWater prior to TasWater's Engineering Design Approval being issued.

EASEMENTS & ENDORSEMENTS

17. Pipeline easements, to TasWater's satisfaction, must be created over any existing or proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions.

18. Prior to the issue of a Certificate of Water & Sewerage Compliance (Building) and or (Plumbing) / Certificate of Practical Completion from TasWater, the applicant must submit a copy of the completed Transfer for the provision of a Pipeline and Services Easement(s) to cover existing/proposed TasWater infrastructure as required by condition 17. All costs and expenses related to the transfer of easement(s) to TasWater are to be paid by the developer.

DEVELOPER CHARGES

19. 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 $54,115.60 to TasWater for water infrastructure for 30.80 additional Equivalent Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.

20. 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 $68,083.75 to TasWater for sewerage infrastructure for 38.75 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.

21. 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

22. The applicant or landowner as the case may be, must pay a development assessment fee of $1,307.93, 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.

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Advice

General

For information on TasWater development standards, please visit
https://www.taswater.com.au/building-and-development/technical-standards
For application forms please visit
https://www.taswater.com.au/building-and-development/development-application-form

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 1 July 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.

Declaration

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

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