

**GLENORCHY PLANNING AUTHORITY
ATTACHMENTS
MONDAY, 14 JULY 2025**



TABLE OF CONTENTS:

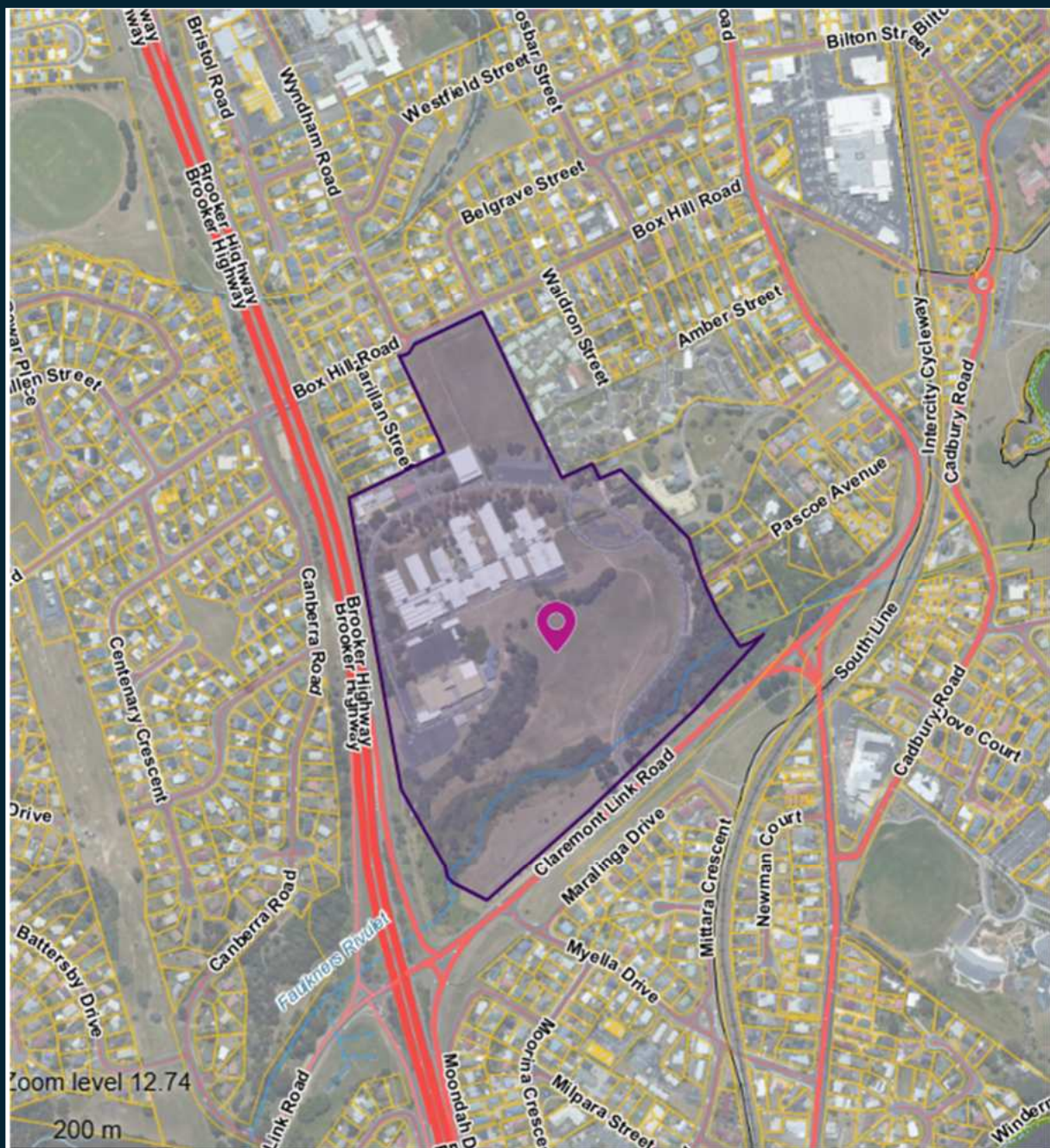
PLANNING

**5. PROPOSED USE AND DEVELOPMENT – NEW BUILDING FOR SPORT AND RECREATION
– 61 CLAREMONT LINK ROAD, CLAREMONT**

1: GPA Attachment 1 – Site plan, advertised plans and TasWater referral.....	2
2: GPA Attachment 2 - Referral officer reports.....	41

GPA – Attachment 1

Site Plan, advertised plans, and TasWater Referral



Location Plan: 61 Claremont Link Road, Claremont

GENERAL PLAN GENERAL NOTES

GENERAL SITE DEMOLITION WORKS

SITE & SERVICES LEGEND

REFER TO CIVIL SERVICES DRAWINGS FOR DETAILS)

	EXISTING TITLE BOUNDARY
	NEW SUBDIVISION LINE TBC
	EXISTING LIGHT POLE
	EXISTING UNDERGROUND ELECTRICITY LINE
	EXISTING SEWER LINE
	EXISTING STORMWATER LINE
	EXISTING WATER LINE
	EXISTING STORMWATER MANHOLE
	EXISTING STORMWATER GRADED PIT
	EXISTING SEWER MANHOLE
	EXISTING TREE COVERAGE OUTLINE
	PROPOSED SEWER LINE
	PROPOSED STORMWATER LINE
	PROPOSED STORMWATER SIDE ENTRY PIT
	PROPOSED WATER LINE
	PROPOSED FIRE HYDRANT LINE
	PROPOSED NBN LINE
	PROPOSED ELECTRICAL LINE
F.H.	PROPOSED FIRE HYDRANT
F.H.B.	PROPOSED FIRE HYDRANT BOOSTER
B.S	BENCH SEAT
	PROPOSED LIGHT POLE
EXTENT OF NEW BITUMEN CARPARK AND DRIVEWAY	
PROPOSED LANDSCAPING - GRASS SEED	
CRUSHED GRAVEL	
EV	EV PARKING BAY
EV	FUTURE EV PARKING BAY
D.T.B	DESIGNATED TURNING BAY
RIGHT OF WAY	
PROPOSED PARK & RIDE CLAREMONT	
EXTENT OF PROPOSED RETAINING WALL	
1:1 BATTERING OF THE TERRAIN NATURE BATTER DOES NOT EXCEED 1000mm TO ENSURE DRAINAGE LEVEL.	



FLOOR PLAN GENERAL NOTES



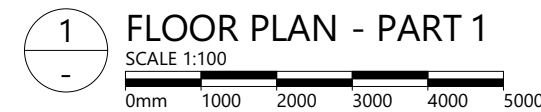
A10-DA01

E) ©COPYRIGHT THESE DRAWINGS AND THE DESIGNS ARE THE PROPERTY OF ARTAS ARCHITECTS PTY LTD AND MUST NOT BE USED, RETAINED OR COPIED WITHOUT WRITTEN PERMISSION FROM ARTAS ARCHITECTS PTY LTD (A.B.N. 37 651 028 090)

ARTAS
ARCHITECTS

FLOOR PLAN GENERAL NOTES	
COL.	STRUCTURAL COLUMN
B.S.	BENCHSEAT
H.W.C.	HOT WATER CYLINDER
FIP	FIRE ISOLATED PANEL
C.P.	COMMUNICATIONS PANEL
DSB	DISTRIBUTION SWITCH BOARD
MSB	MAIN SWITCH BOARD
D.P.	DOWNPIPE
SUB.	SUBSTITUTE BENCH

COL.	STRUCTURAL COLUMN
B.S.	BENCHSEAT
H.W.C.	HOT WATER CYLINDER
FIP	FIRE ISOLATED PANEL
C.P.	COMMUNICATIONS PANEL
DSB	DISTRIBUTION SWITCH BOARD
MSB	MAIN SWITCH BOARD
D.P	DOWNPIPE
SUB.	SUBSTITUTE BENCH

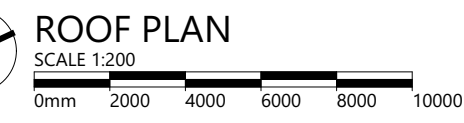


©COPYRIGHT THESE DRAWINGS AND THE DESIGNS ARE THE PROPERTY OF ARTAS ARCHITECTS PTY LTD AND MUST NOT BE REUSED, RETAINED OR COPIED WITHOUT WRITTEN PERMISSION FROM ARTAS ARCHITECTS PTY LTD (A.B.N. 37 651 028 090)

ROOF PLAN GENERAL NOTES

-  STAMMIT LONGSPAN ROOF PROFILE.
COLORBOND WHITEHAVEN FINISH.
-  STRUCTURUX 360mm NAILSTRIP ROOF PROFILE.
UNCOTEC LUX WEATHERED IRON FINISH
-  R.FRC.01 - RIDGE FLASHING. FINISH TO MATCH
ADJOINING ROOF SURFACE
-  R.FAP.01 - APRON FLASHING. FINISH TO
MATCH ADJOINING ROOF SURFACE
-  R.FBC.01 - BARGE CAPPING. FINISH TO MATCH
ADJOINING ROOF SURFACE
-  MECHANICAL ITEMS - ALL MECHANICAL ITEMS
TO MATCH THE FINISH OF THE ROOF THEY
ARE ATTACHED TO.

- STRAMMIT LONGSPAN ROOF PROFILE.
COLORBOND WHITEHAVEN FINISH.
- STRUKTUR 360mm NAILSTRIPE ROOF PROFILE.
UNCUT LUX WEATHERED IRON FINISH.
- R.FRC.01 - RIDGE FLASHING. FINISH TO MATCH
ADJOINING ROOF SURFACE.
- R.FAP.01 - APRON FLASHING. FINISH TO
MATCH ADJOINING ROOF SURFACE.
- R.FBC.01 - BARGE CAPPING. FINISH TO MATCH
ADJOINING ROOF SURFACE.
- MECHANICAL ITEMS - ALL MECHANICAL ITEMS
TO MATCH THE FINISH OF THE ROOF THEY
ARE ATTACHED TO.



APPROVAL

244008

SHEET SIZE: A1 (LANDSCAPE)

©COPYRIGHT THESE DRAWINGS AND THE DESIGNS ARE THE PROPERTY OF ARTAS ARCHITECTS PTY LTD AND MUST NOT BE USED, RETAINED OR COPIED WITHOUT WRITTEN PERMISSION FROM ARTAS ARCHITECTS PTY LTD. (A.B.N. 37 651 028 090)

ARTAS
ARCHITECTS

Architectural elevation drawing of a building facade. The drawing shows a long, low-profile building with a flat roof. The facade is primarily composed of steel cladding and steel roller shutters. Key features include:

- Roof:** STEEL ROOF SHEETING, STRAMMIT LONGSPAN ROOF PROFILE, COLORBOND WHITEHAVEN FINISH. 360mm STRUCTURAL NAILSTRIP PROFILE STEEL CLADDING, COLORBOND GALACTIC FINISH WITH LRV OF 72%.
- Cladding:** 1200mm STEEL CLADDING WITH UNICOTE LUX WEATHERED IRON FINISH. STEEL ROOF SHEETING, 360mm STRUCTURAL NAILSTRIP PROFILE STEEL ROOFING, UNICOTE LUX WEATHERED IRON FINISH.
- Doors:** STEEL FRAMED SOLID CORE STEEL CLAD DOOR, FINISH TO MATCH ADJACENT WALL. EXTERNAL DOUBLE DOOR WITH FIXED GLAZING PANEL, FINISH TO MATCH ADJOINING WALL COLOUR.
- Vents:** HURRICANE H700 VENT, HURRICANE H400 VENT, HURRICANE H900 VENTS.
- Other Features:** PVC DOWNPIPE, PAINT FINISH TO MATCH ADJACENT WALL. VENTILATED LOUVRES, FINISH TO MATCH NAILSTRIP CLADDING. ROOF COWL. LEAVES GUTTER - LVSIGHT SQUARELINE GUTTER PROFILE IN CUSTOM UNICOTE LUX WEATHERED IRON FINISH.
- Dimensions and Levels:**
 - 29,268 SPORTS HALL ROOF LINE
 - 23,400 TOP OF PARAPET
 - 22,320 MAIN BUILDING ROOF LINE
 - 20,700 CEILING LINE
 - 18,000 FLOOR LEVEL
- Landscaping:** SEEDED GRASS LANDSCAPING.
- Structural Elements:** BLOCKWORK, CONCRETE BLOCK RETAINING WALL, N.G.L. (Natural Ground Level).

Architectural elevation drawing of the Glenorchy Sports Centre. The drawing shows a long, low building with a brown cladding and a grey roof. It features several windows, doors, and roof vents. The building is set on a sloping site with green landscaping. Key features include:

- HURRICANE H900 VENTS
- EAVES GUTTER - LYSAGHT SQUARELINE GUTTER PROFILE IN COLORBOND WHITEHAVEN FINISH.
- STRUCTUUR 360mm NAILSTRIP ROOF PROFILE. UNICOTE LUX WEATHERED IRON FINISH.
- VELUX SKYLIGHT
- VENTILATED LOUVRES. FINISH TO MATCH NAILSTRIP CLADDING.
- SEEDED GRASS LANDSCAPING
- 1000mm PROPRIETARY ROLL TOP FENCE TO TOP OF RETAINING WALL AS A SAFETY BARRIER WHERE THE DROP TO GROUND IS OVER 1000mm. GALVANISED FINISH.
- 300mm CONCRETE BLOCK RETAINING WALL
- FIXED GLAZING WITH 1200mm MULLIONS TO MATCH CLADDING PROFILE SEAMS
- BENCHSEAT
- EXTERNAL DOUBLE DOOR WITH FIXED GLAZING PANEL FINISH TO MATCH ADJOINING WALL COLOUR
- CONCRETE FOOTPATH
- GLENORCHY SPORTS CENTRE SIGN, ILLUMINATED.

The drawing includes a section cut showing the internal structure and a level schedule on the right side:

- SPORTS HALL ROOF LINE: 29.268
- TOP OF PARAPET: 23.400
- MAIN BUILDING ROOF LINE: 22.320
- CEILING LINE: 20.700
- FLOOR LEVEL: 18.000
- N.G.L. (Natural Ground Level)

©COPYRIGHT THESE DRAWINGS AND THE DESIGNS ARE THE PROPERTY OF ARTAS ARCHITECTS PTY LTD AND MUST NOT BE USED, RETAINED OR COPIED WITHOUT WRITTEN PERMISSION FROM ARTAS ARCHITECTS PTY LTD. (A.B.N. 37 651 028 090)

Architectural elevation drawing of a building facade, showing a long, low structure with a gabled roof and a series of vertical cladding elements. The drawing includes detailed annotations for materials, finishes, and structural details, as well as level markers on the left and right sides.

Annotations and Details:

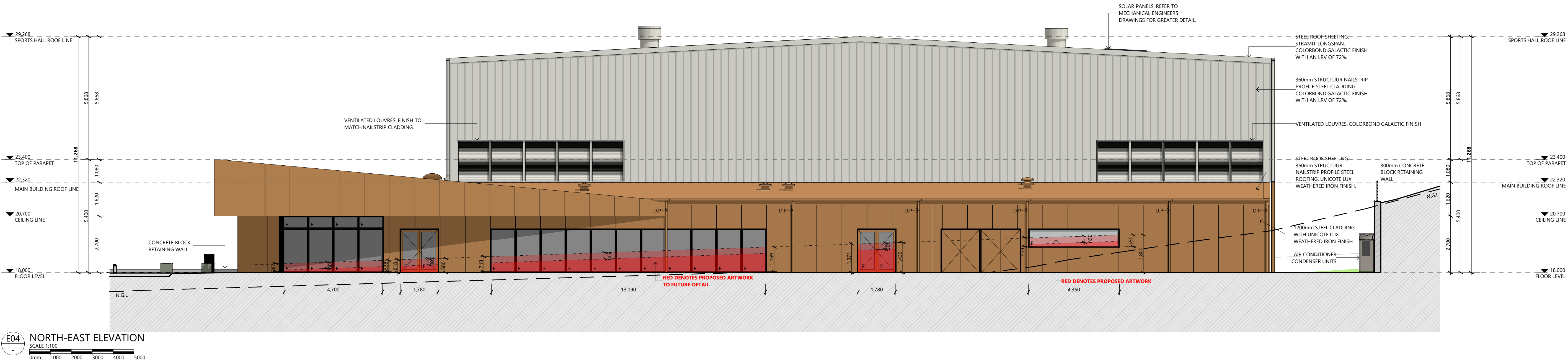
- Roofing:** STEEL ROOF SHEETING: STRAMIT LONGSPAN, COLORBOND GALACTIC FINISH.
- Ventilation:** HURRICANE H900 MECHANICAL VENT, COLORBOND GALACTIC PAINT FINISH; HURRICANE H700 MECHANICAL VENT, COLORBOND PAINT FINISH; VENTILATED LOUVRES. FINISH TO MATCH NAILSTRIP CLADDING.
- Cladding:** 360mm STRUCTUUR NAILSTRIP PROFILE STEEL CLADDING, COLORBOND GALACTIC FINISH WITH A LRV OF 72%; 1200mm STEEL CLADDING WITH UNICOTE LUX WEATHERED IRON FINISH.
- Structural/Other:** CONCRETE BLOCK RETAINING WALL; CRUSHED GRAVEL IS LAID AT THE BACK OF THE BUILDING TO HELP WITH WATER DRAINAGE AND RUN OFF FROM THE SLOPING TERRAIN ABOVE; BLOCKWORK.

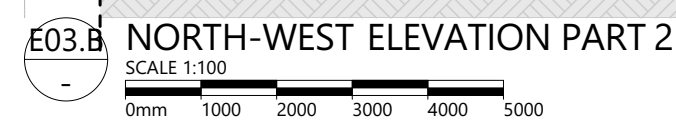
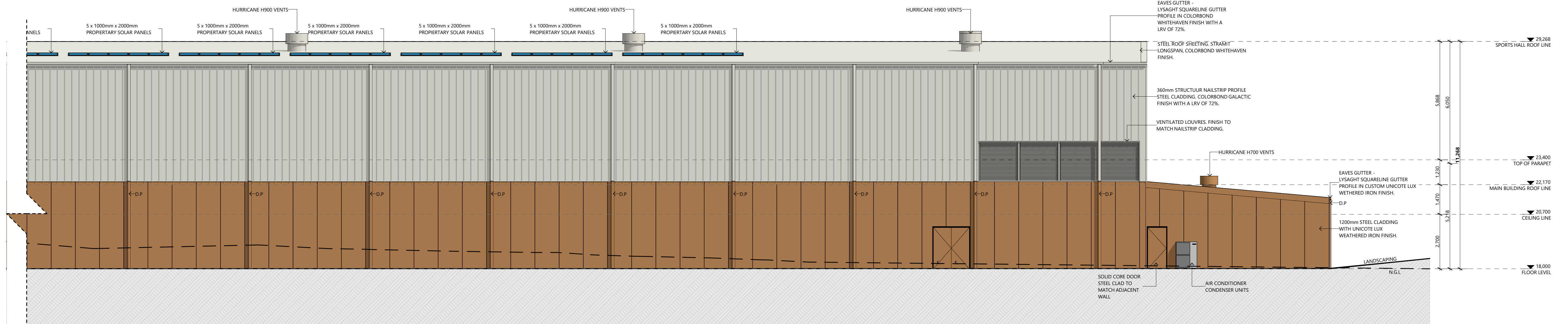
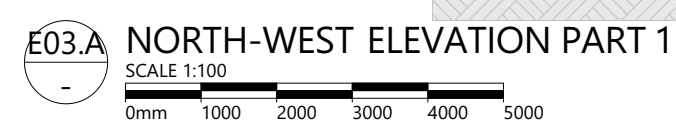
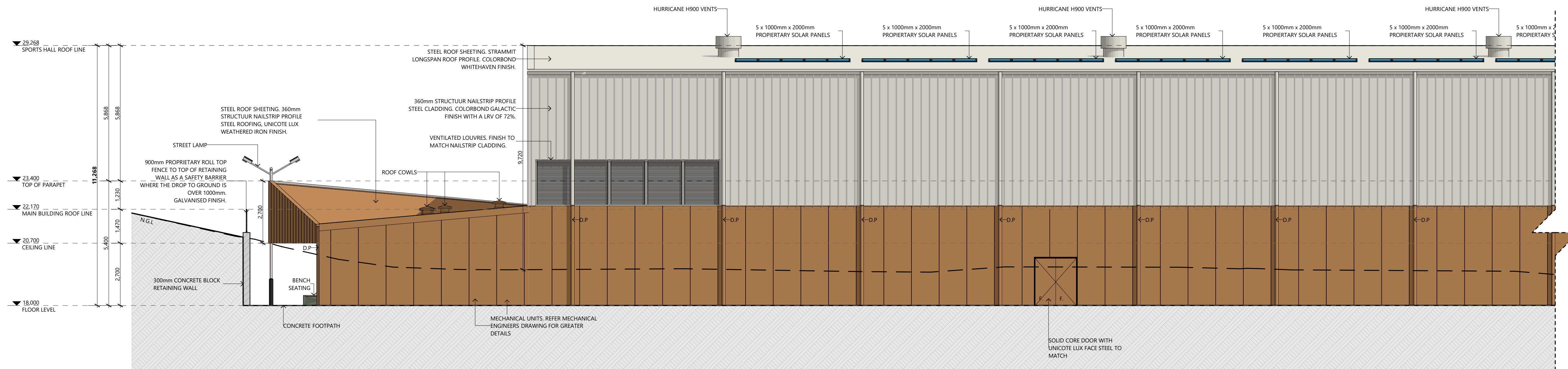
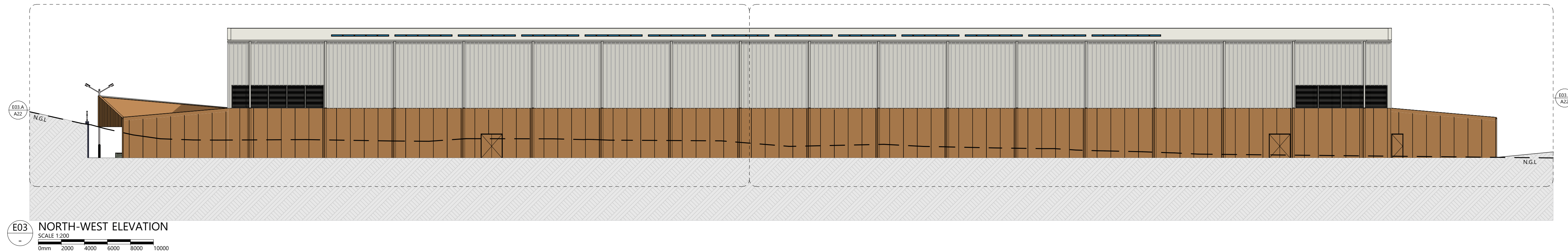
Level Markers (Left Side):

- 29,268 SPORTS HALL ROOF LINE
- 23,400 TOP OF PARAPET
- 22,320 MAIN BUILDING ROOF LINE
- 20,700 CEILING LINE
- 18,000 FLOOR LEVEL

Level Markers (Right Side):

- 29,268 SPORTS HALL ROOF LINE
- 23,400 TOP OF PARAPET
- 22,320 MAIN BUILDING ROOF LINE
- 20,700 CEILING LINE
- 18,000 FLOOR LEVEL



[illegible]

GLENORCHY SPORTS CENTRE

DEPARTMENT OF STATE GROWTH

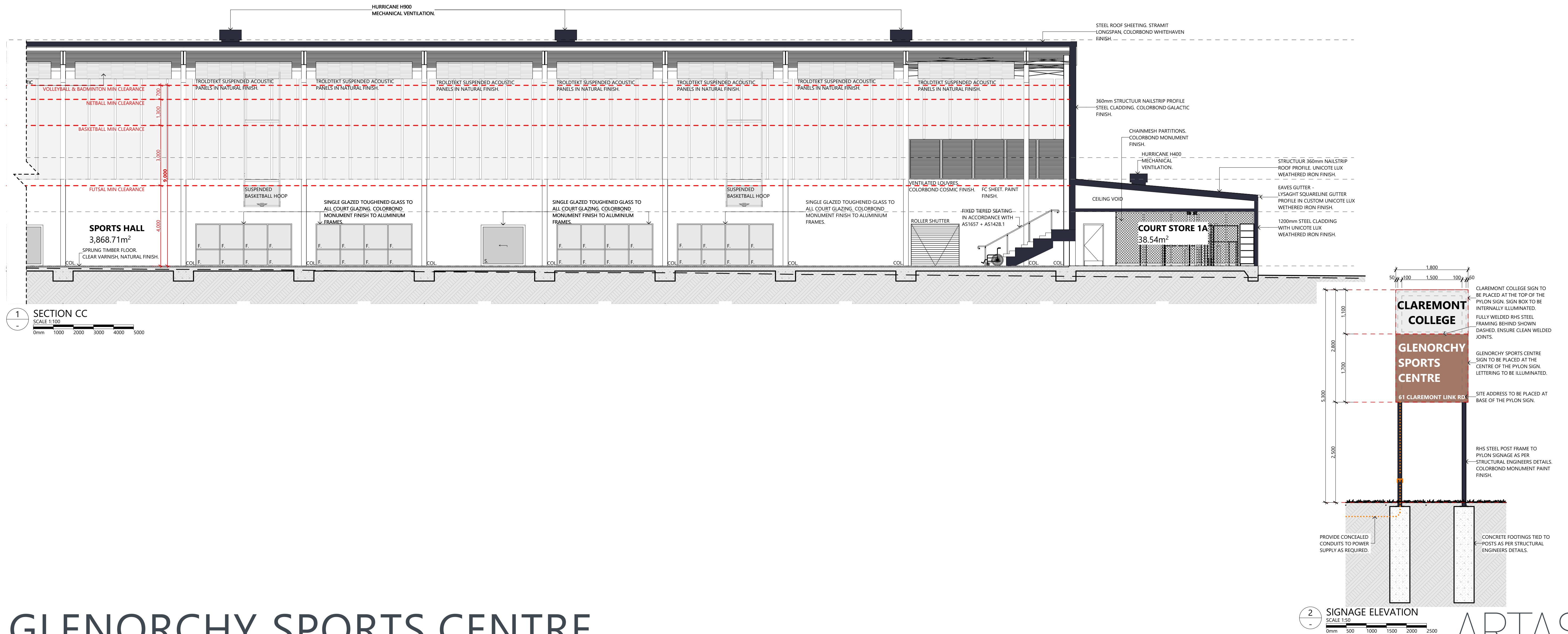
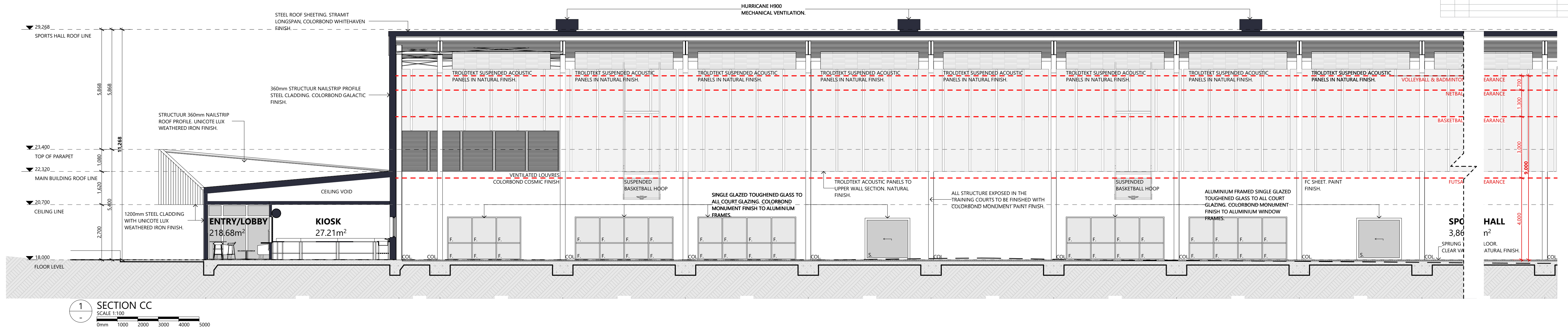
SKETCH CONCEPT
CONTROLLED DOCUMENT DO NOT COPY

ARTAS
ARCHITECTS

APPROVAL
244008
SHEET SIZE: A1 (LANDSCAPE)

A22-DA01

©COPYRIGHT THESE DRAWINGS AND THE DESIGNS ARE THE PROPERTY OF ARTAS ARCHITECTS PTY LTD AND MUST NOT BE USED, RETAINED OR COPIED WITHOUT WRITTEN PERMISSION FROM ARTAS ARCHITECTS PTY LTD (A.B.N. 37 651 028 090)

[illegible]

GLENORCHY SPORTS CENTRE

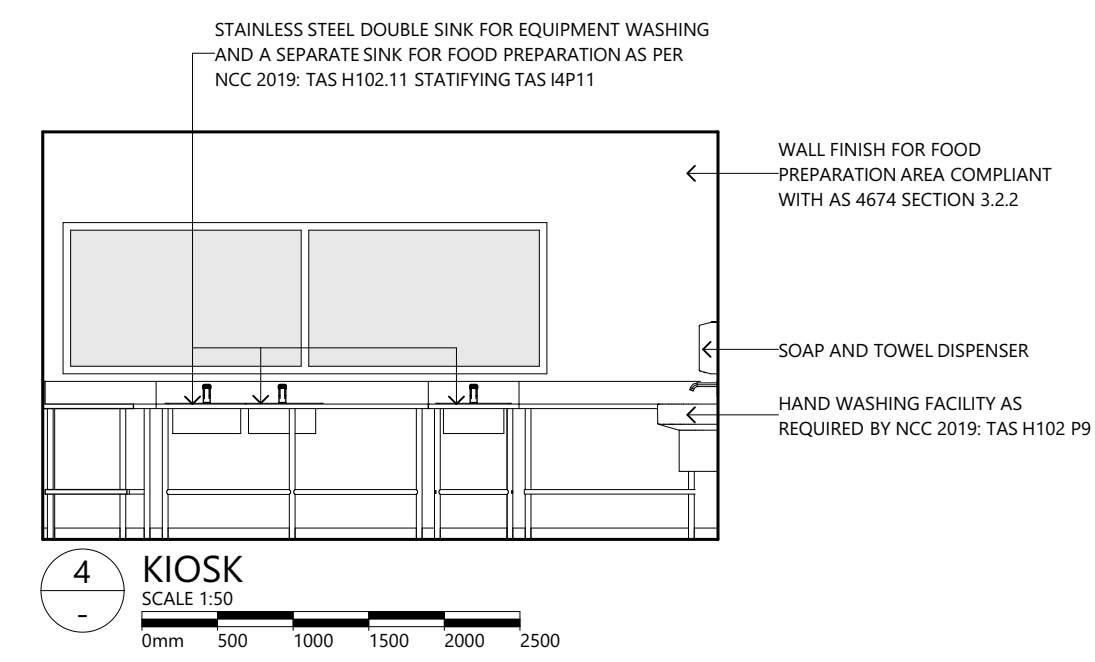
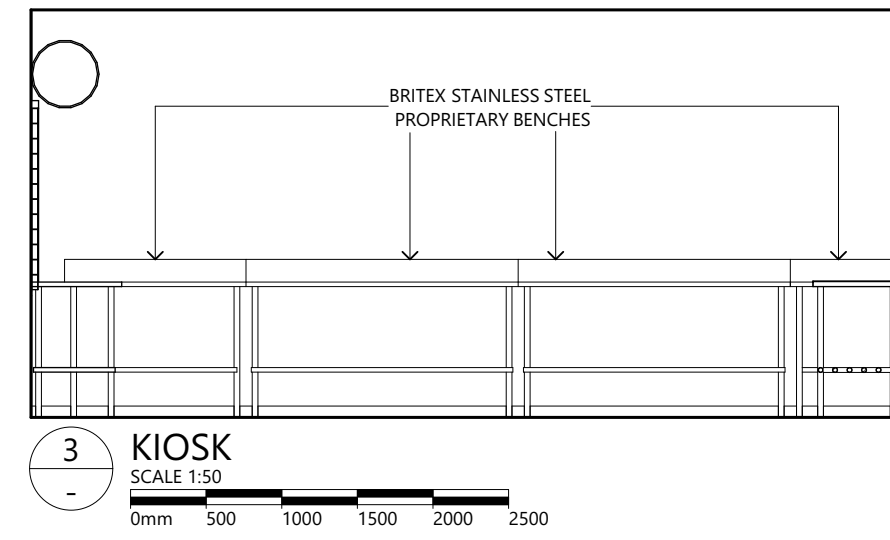
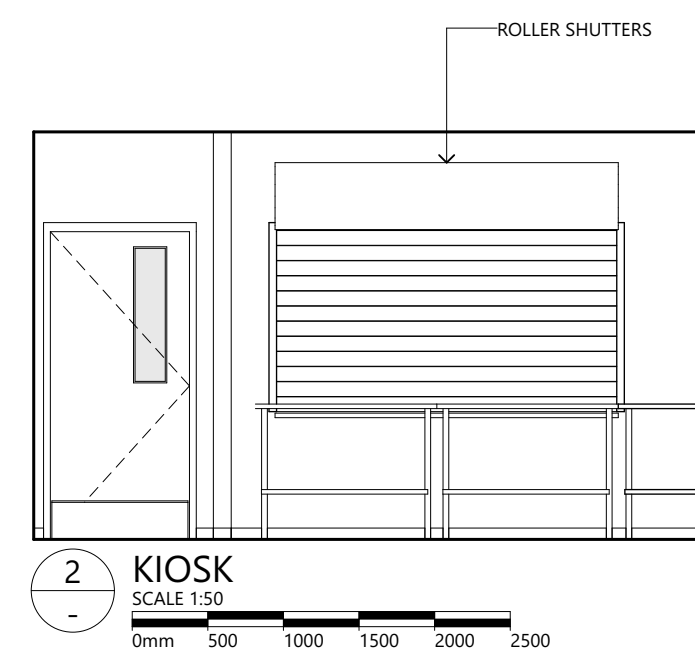
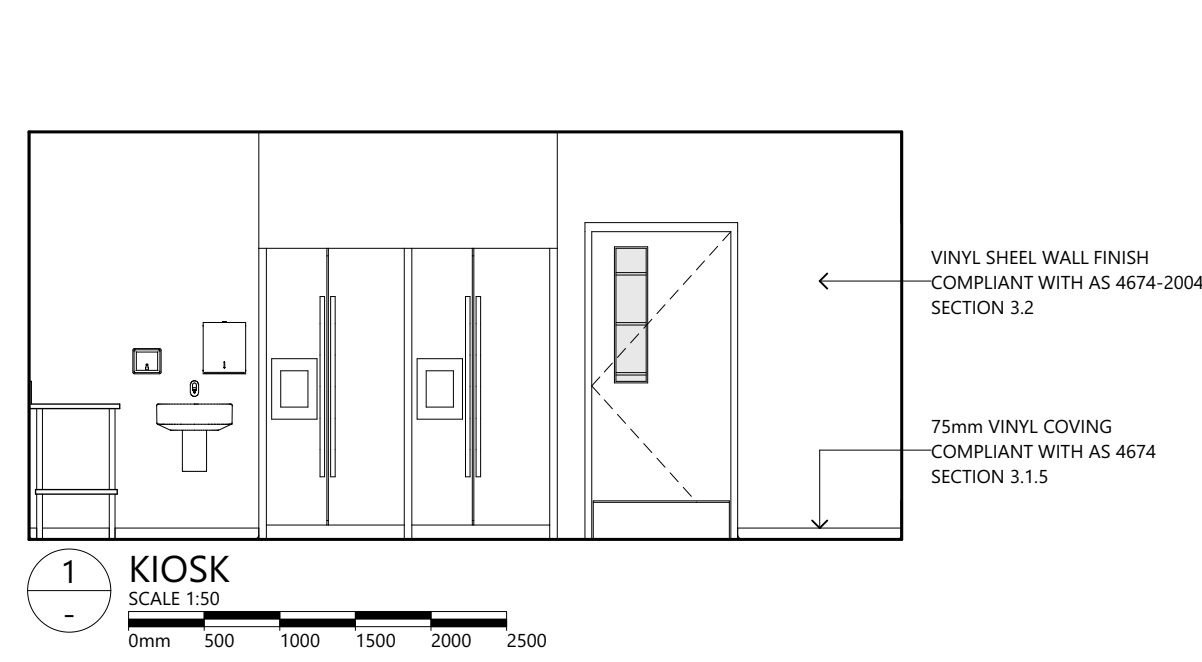
DEPARTMENT OF STATE GROWTH

APPROVAL
244008
SHEET SIZE: A1 (LANDSCAPE)

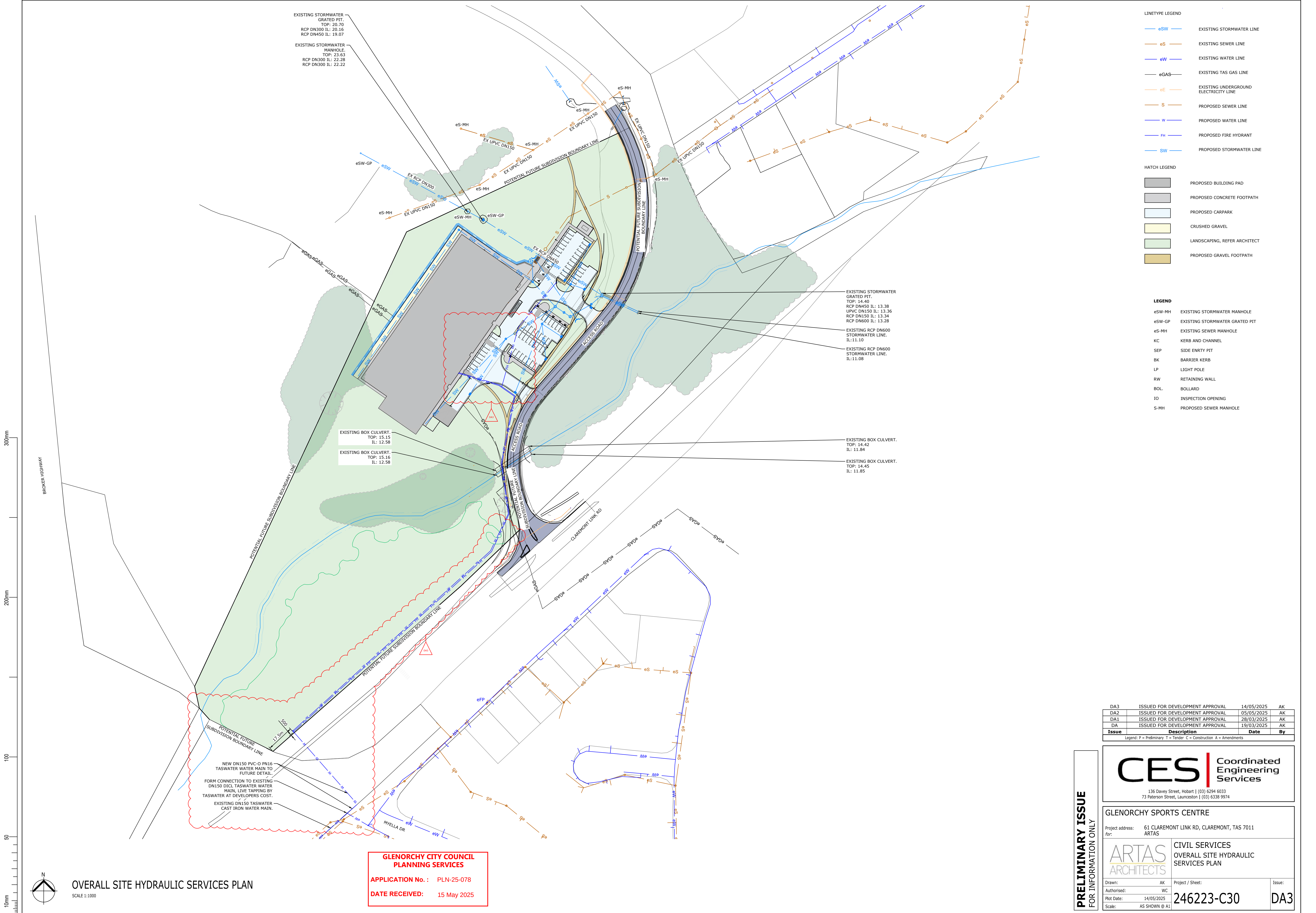
A25-DA01

©COPYRIGHT THESE DRAWINGS AND THE DESIGNS ARE THE PROPERTY OF ARTAS ARCHITECTS PTY LTD AND MUST NOT BE REPRODUCED, RETAINED OR COPIED WITHOUT WRITTEN PERMISSION FROM ARTAS ARCHITECTS PTY LTD. (A.B.N. 37 651 038 000)

ARTAS
ARCHITECTS

[illegible]

GLENORCHY SPORTS CENTRE
DEPARTMENT OF STATE GROWTH



- LINETYPE LEGEND
- eSW EXISTING STORMWATER LINE
 - eS EXISTING SEWER LINE
 - eW EXISTING WATER LINE
 - eGAS EXISTING TAS GAS LINE
 - eE EXISTING UNDERGROUND ELECTRICITY LINE
 - S PROPOSED SEWER LINE
 - W PROPOSED WATER LINE
 - FH PROPOSED FIRE HYDRANT
 - SW PROPOSED STORMWATER LINE

- HATCH LEGEND
- PROPOSED BUILDING PAD
 - PROPOSED CONCRETE FOOTPATH
 - PROPOSED CARPARK
 - CRUSHED GRAVEL
 - LANDSCAPING, REFER ARCHITECT
 - PROPOSED GRAVEL FOOTPATH

- LEGEND
- eSW-MH EXISTING STORMWATER MANHOLE
 - eSW-GP EXISTING STORMWATER GRATED PIT
 - eS-MH EXISTING SEWER MANHOLE
 - KC KERB AND CHANNEL
 - SEP SIDE ENTRY PIT
 - BK BARRIER KERB
 - LP LIGHT POLE
 - RW RETAINING WALL
 - BOL BOLLARD
 - IO INSPECTION OPENING
 - S-MH PROPOSED SEWER MANHOLE

DA3	ISSUED FOR DEVELOPMENT APPROVAL	14/05/2025	AK
DA2	ISSUED FOR DEVELOPMENT APPROVAL	05/05/2025	AK
DA1	ISSUED FOR DEVELOPMENT APPROVAL	28/03/2025	AK
DA	ISSUED FOR DEVELOPMENT APPROVAL	19/03/2025	AK
Issue	Description	Date	By

Legend: P = Preliminary T = Tender C = Construction A = Amendments

CES Coordinated Engineering Services

136 Davey Street, Hobart | (03) 6294 6033
73 Paterson Street, Launceston | (03) 6338 9974

GLENORCHY SPORTS CENTRE

Project address: 61 CLAREMONT LINK RD, CLAREMONT, TAS 7011
for: ARTAS

ARTAS ARCHITECTS

CIVIL SERVICES
OVERALL SITE HYDRAULIC SERVICES PLAN

Drawn: AK
Authorised: WC
Plot Date: 14/05/2025
Scale: AS SHOWN @ A1

Project / Sheet:
246223-C30

Issue:
DA3

PRELIMINARY ISSUE
FOR INFORMATION ONLY

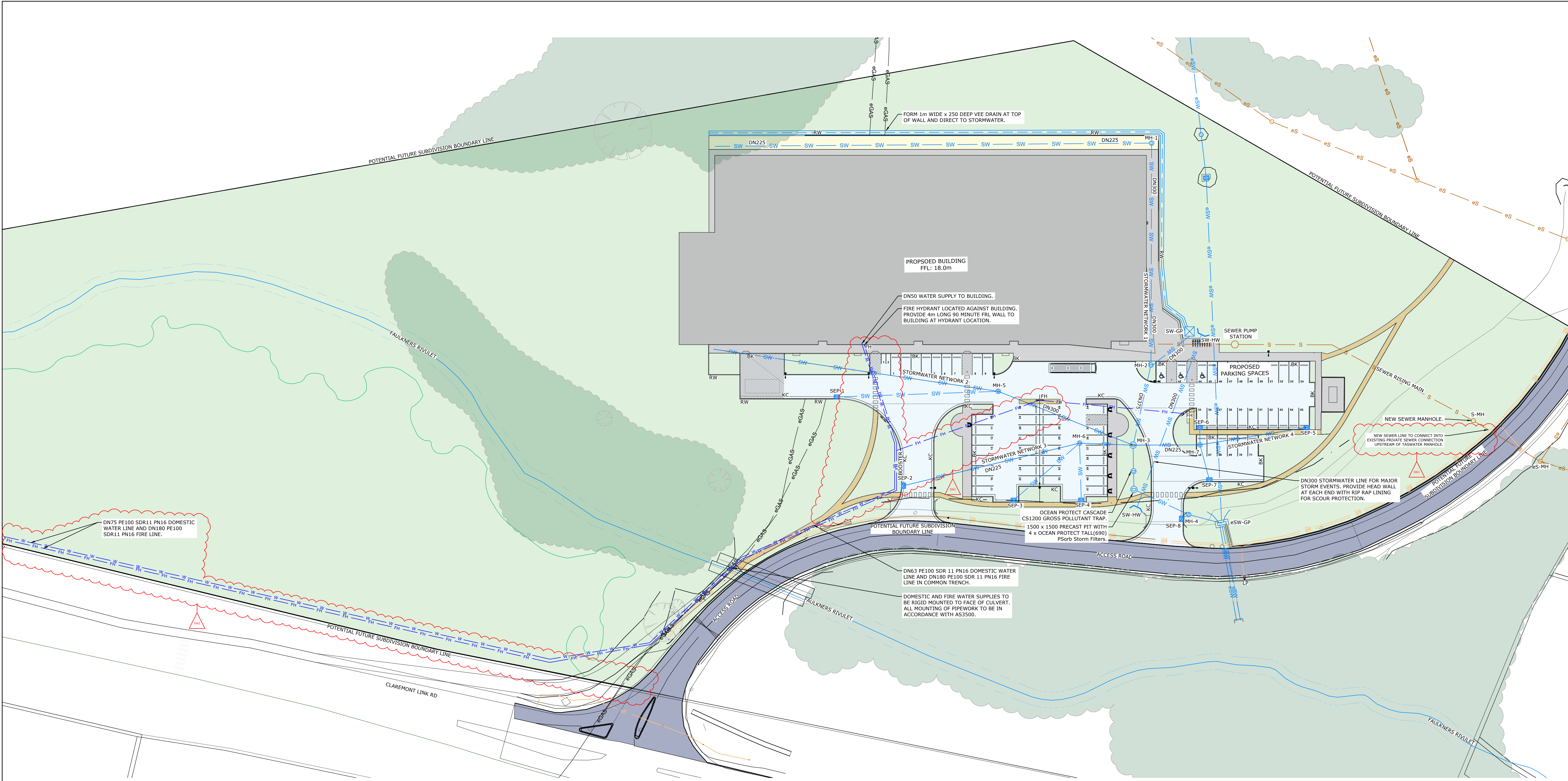
OVERALL SITE HYDRAULIC SERVICES PLAN

SCALE 1:1000

**GLENORCHY CITY COUNCIL
PLANNING SERVICES**

APPLICATION No. : PLN-25-078

DATE RECEIVED: 15 May 2025



300mm
200mm
100
50
10mm

- LINE TYPE LEGEND**
- eSW EXISTING STORMWATER LINE
 - eS EXISTING SEWER LINE
 - eW EXISTING WATER LINE
 - eGAS EXISTING TAS GAS LINE
 - eE EXISTING UNDERGROUND ELECTRICITY LINE
 - S PROPOSED SEWER LINE
 - W PROPOSED WATER LINE
 - FH PROPOSED FIRE HYDRANT
 - SW PROPOSED STORMWATER LINE

- HATCH LEGEND**
- PROPOSED BUILDING PAD
 - PROPOSED CONCRETE FOOTPATH
 - PROPOSED CARPARK
 - CRUSHED GRAVEL
 - LANDSCAPING, REFER ARCHITECT
 - PROPOSED GRAVEL FOOTPATH

- LEGEND**
- eSW-MH EXISTING STORMWATER MANHOLE
 - eSW-GP EXISTING STORMWATER GRATED PIT
 - eS-MH EXISTING SEWER MANHOLE
 - KC KERB AND CHANNEL
 - SEP SIDE ENRTY PIT
 - BK BARRIER KERB
 - LP LIGHT POLE
 - RW RETAINING WALL
 - BOL. BOLLARD
 - IO INSPECTION OPENING
 - S-MH PROPOSED SEWER MANHOLE
 - SW-GP PROPOSED STORMWATER GRATED PIT
 - SW-HW PROPOSED STORMWATER HEADWALL

**GLENORCHY CITY COUNCIL
PLANNING SERVICES**

APPLICATION No. : PLN-25-078

DATE RECEIVED: 15 May 2025



SITE HYDRAULIC SERVICES PLAN
SCALE 1:500

DA3	ISSUED FOR DEVELOPMENT APPROVAL	14/05/2025	AK
DA2	ISSUED FOR DEVELOPMENT APPROVAL	05/05/2025	AK
DA1	ISSUED FOR DEVELOPMENT APPROVAL	28/03/2025	AK
DA	ISSUED FOR DEVELOPMENT APPROVAL	19/03/2025	AK
Issue	Description	Date	By
Legend: P = Preliminary T = Tender C = Construction A = Amendments			



**Coordinated
Engineering
Services**

136 Davey Street, Hobart | (03) 6294 6033
73 Paterson Street, Launceston | (03) 6338 9974

GLENORCHY SPORTS CENTRE			
Project address: 61 CLAREMONT LINK RD, CLAREMONT, TAS 7011		for: ARTAS	
		CIVIL SERVICES SITE HYDRAULIC SERVICES PLAN	
Drawn: AK	Project / Sheet:	Issue:	
Authorised: WC	246223-C31		DA3
Plot Date: 14/05/2025			
Scale: AS SHOWN @ A1			

PRELIMINARY ISSUE
FOR INFORMATION ONLY





DA2	ISSUED FOR DEVELOPMENT APPROVAL	05/05/2025	AK
DA1	ISSUED FOR DEVELOPMENT APPROVAL	28/03/2025	AK
DA	ISSUED FOR DEVELOPMENT APPROVAL	19/03/2025	AK
Issue	Description	Date	By

Legend: P = Preliminary T = Tender C = Construction A = Amendments

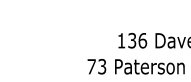


CES

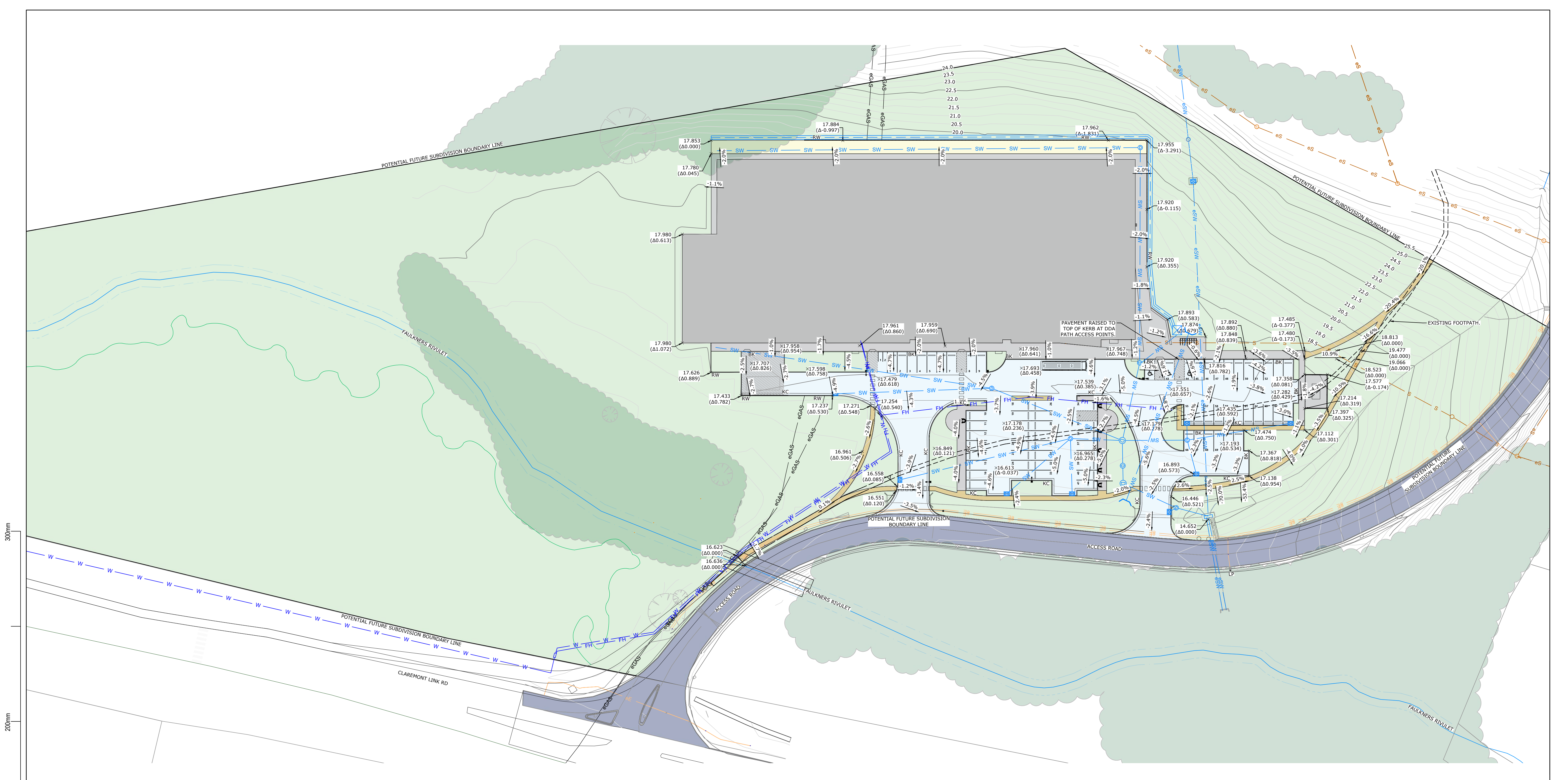
**Coordinated
Engineering
Services**

136 Davey Street, Hobart | (03) 6294 6033
73 Paterson Street, Launceston | (03) 6338 9974

GLENORCHY SPORTS CENTRE

Project address: for:	61 CLAREMONT LINK RD, CLAREMONT, TAS 7011 ARTAS		
	CIVIL SERVICES OVERALL PROPOSED SITE PLAN		
Drawn: AK Authorised: WC Plot Date: 05/05/2025 Scale: AS SHOWN @ A1	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 5px;"> Project / Sheet: 246223-C20 </td> <td style="width: 50%; padding: 5px;"> Issue: DA2 </td> </tr> </table>	Project / Sheet: 246223-C20	Issue: DA2
Project / Sheet: 246223-C20	Issue: DA2		

PRELIMINARY ISSUE
FOR INFORMATION ONLY



- LINETYPE LEGEND**

 - eSW EXISTING STORMWATER LINE
 - eS EXISTING SEWER LINE
 - eW EXISTING WATER LINE
 - eGAS EXISTING TAS GAS LINE
 - eE EXISTING UNDERGROUND ELECTRICITY LINE
 - S PROPOSED SEWER LINE
 - W PROPOSED WATER LINE
 - FH PROPOSED FIRE HYDRANT
 - SW PROPOSED STORMWATER LINE
- HATCH LEGEND**

 - PROPOSED BUILDING PAD
 - PROPOSED CONCRETE FOOTPATH
 - PROPOSED CARPARK
 - CRUSHED GRAVEL
 - LANDSCAPING, REFER ARCHITECT
 - PROPOSED GRAVEL FOOTPATH
- LEGEND**

 - eSW-MH EXISTING STORMWATER MANHOLE
 - eSW-GP EXISTING STORMWATER GRATED PIT
 - eS-MH EXISTING SEWER MANHOLE
 - KC KERB AND CHANNEL
 - SEP SIDE ENTRY PIT
 - BK BARRIER KERB
 - LP LIGHT POLE
 - RW RETAINING WALL
 - BOL. BOLLARD
 - IO INSPECTION OPENING
 - S-MH PROPOSED SEWER MANHOLE
 - SW-GP PROPOSED STORMWATER GRATED PIT
 - SW-HW PROPOSED STORMWATER HEADWALL

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No.: PLN-25-078
DATE RECEIVED: 6 May 2025

CIVIL WORKS PLAN
SCALE 1:500

DA2	ISSUED FOR DEVELOPMENT APPROVAL	05/05/2025	AK
DA1	ISSUED FOR DEVELOPMENT APPROVAL	28/03/2025	AK
DA	ISSUED FOR DEVELOPMENT APPROVAL	19/03/2025	AK
Issue	Description	Date	By
Legend: P = Preliminary T = Tender C = Construction A = Amendments			

CES

Coordinated Engineering Services

136 Davey Street, Hobart | (03) 6294 6033
73 Paterson Street, Launceston | (03) 6338 9974

GLENORCHY SPORTS CENTRE			
Project address: 61 CLAREMONT LINK RD, CLAREMONT, TAS 7011			
for: ARTAS			
ARTAS ARCHITECTS		CIVIL SERVICES CIVIL WORKS PLAN	
Drawn: AK	Project / Sheet:	246223-C22	
Authorised: WC			
Plot Date: 05/05/2025			
Scale: AS SHOWN @ A1			DA2

PRELIMINARY ISSUE
FOR INFORMATION ONLY

300mm
200mm
100
50
10mm

CARPARK-ACCESS ROAD CROSS SECTIONS

Datum: 15.000				
PROPOSED LEVELS				
EXISTING LEVELS				
LEVEL DIFFERENCE				
OFFSETS				

Chainage 00.000

Datum: 15.000				
PROPOSED LEVELS				
EXISTING LEVELS				
LEVEL DIFFERENCE				
OFFSETS				

Chainage 20.000

Datum: 15.000				
PROPOSED LEVELS				
EXISTING LEVELS				
LEVEL DIFFERENCE				
OFFSETS				

Chainage 20.000

Datum: 15.000				
PROPOSED LEVELS				
EXISTING LEVELS				
LEVEL DIFFERENCE				
OFFSETS				

Chainage 40.000

Datum: 15.000				
PROPOSED LEVELS				
EXISTING LEVELS				
LEVEL DIFFERENCE				
OFFSETS				

Chainage 60.000

Datum: 10.000				
PROPOSED LEVELS				
EXISTING LEVELS				
LEVEL DIFFERENCE				
OFFSETS				

Chainage 80.000

Datum: 15.000				
PROPOSED LEVELS				
EXISTING LEVELS				
LEVEL DIFFERENCE				
OFFSETS				

Chainage 100.000

Datum: 15.000				
PROPOSED LEVELS				
EXISTING LEVELS				
LEVEL DIFFERENCE				
OFFSETS				

Chainage 120.000

Datum: 10.000				
PROPOSED LEVELS				
EXISTING LEVELS				
LEVEL DIFFERENCE				
OFFSETS				

CARPARK NORTHEAST CROSS SECTIONS

Datum: 15.000				
PROPOSED LEVELS				
EXISTING LEVELS				
LEVEL DIFFERENCE				
OFFSETS				

Chainage 00.000

Datum: 15.000				
PROPOSED LEVELS				
EXISTING LEVELS				
LEVEL DIFFERENCE				
OFFSETS				

Chainage 10.000

Datum: 15.000				
PROPOSED LEVELS				
EXISTING LEVELS				
LEVEL DIFFERENCE				
OFFSETS				

Chainage 20.000

Datum: 15.000				
PROPOSED LEVELS				
EXISTING LEVELS				
LEVEL DIFFERENCE				
OFFSETS				

Chainage 30.000

Datum: 15.000				
PROPOSED LEVELS				
EXISTING LEVELS				
LEVEL DIFFERENCE				
OFFSETS				

Chainage 40.000

Datum: 15.000				
PROPOSED LEVELS				
EXISTING LEVELS				
LEVEL DIFFERENCE				
OFFSETS				

Chainage 20.000

DA2	ISSUED FOR DEVELOPMENT APPROVAL	05/05/2025	AK
DA1	ISSUED FOR DEVELOPMENT APPROVAL	28/03/2025	AK
DA	ISSUED FOR DEVELOPMENT APPROVAL	19/03/2025	AK
Issue	Description	Date	By
Legend: P = Preliminary T = Tender C = Construction A = Amendments			



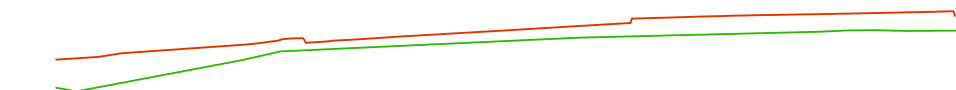
GLENORCHY SPORTS CENTRE		
Project address: 61 CLAREMONT LINK RD, CLAREMONT, TAS 7011		
for: ARTAS		
ARTAS ARCHITECTS		CIVIL SERVICES CARPARK CROSS SCETIONS
Drawn: AK	Project / Sheet:	Issue:
Authorised: WC	246223-C24	
Plot Date: 05/05/2025		
Scale: AS SHOWN @ A1		
		DA2

PRELIMINARY ISSUE
FOR INFORMATION ONLY

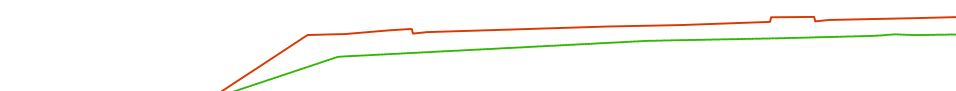
CARPARK CROSS SECTIONS

SCALE 1:250

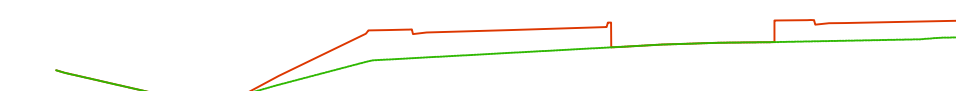
GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No.: PLN-25-078
DATE RECEIVED: 6 May 2025



Chainage 20.000



Chainage 10.000



Chainage 00.000

CARPARK SOUTH 1 CROSS SECTIONS

CARPARK CROSS SECTIONS

SCALE 1:250

**GLENORCHY CITY COUNCIL
PLANNING SERVICES**

APPLICATION No. : PLN-25-078

DATE RECEIVED: 6 May 2025

Chainage 20.000

Chainage 10.000

Chainage 00.000

CARPARK SOUTH 2 CROSS SECTIONS

DA2	ISSUED FOR DEVELOPMENT APPROVAL	05/05/2025	AK
DA1	ISSUED FOR DEVELOPMENT APPROVAL	28/03/2025	AK
DA	ISSUED FOR DEVELOPMENT APPROVAL	19/03/2025	AK
Issue	Description	Date	By
Legend: P = Preliminary T = Tender C = Construction A = Amendments			

 Coordinated Engineering Services		
136 Davey Street, Hobart (03) 6294 6033 73 Paterson Street, Launceston (03) 6338 9974		
GLENORCHY SPORTS CENTRE		
Project address: 61 CLAREMONT LINK RD, CLAREMONT, TAS 7011 for: ARTAS		
 CIVIL SERVICES CARPARK CROSS SCETIONS		
Drawn: AK Authorised: WC Plot Date: 05/05/2025 Scale: AS SHOWN @ A1	Project / Sheet: 246223-C25	Issue: DA2

PRELIMINARY ISSUE
FOR INFORMATION ONLY



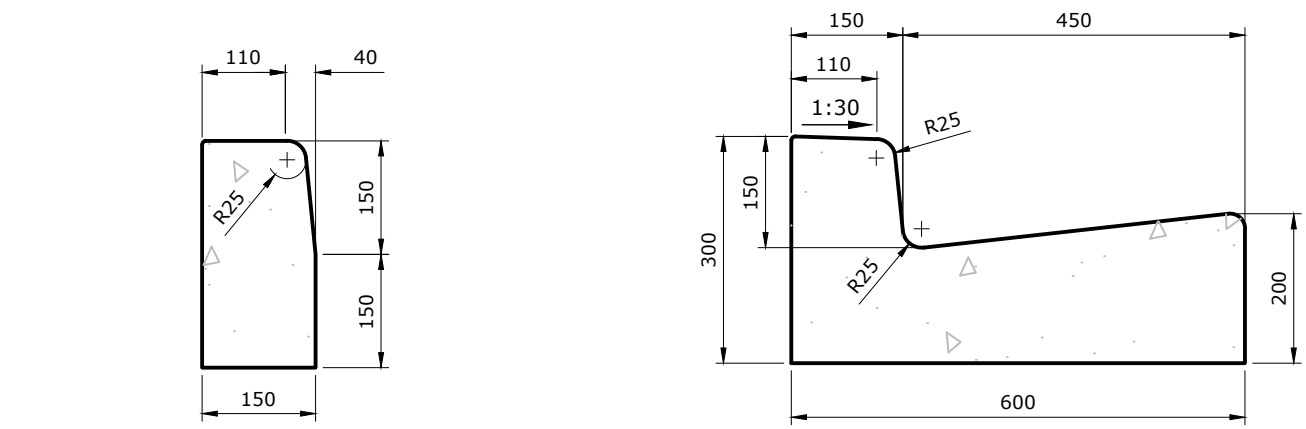


LEGEND	
eSW-MH	EXISTING STORMWATER MANHOLE
eSW-GP	EXISTING STORMWATER GRATED PIT
eS-MH	EXISTING SEWER MANHOLE
KC	KERB AND CHANNEL
SEP	SIDE ENRTY PIT
BK	BARRIER KERB
LP	LIGHT POLE
RW	RETAINING WALL
BOL.	BOLLARD
IO	INSPECTION OPENING
S-MH	PROPOSED SEWER MANHOLE
SW-GP	PROPOSED STORMWATER GRATED PIT
SW-HW	PROPOSED STORMWATER HEADWALL

SCALE 1:500

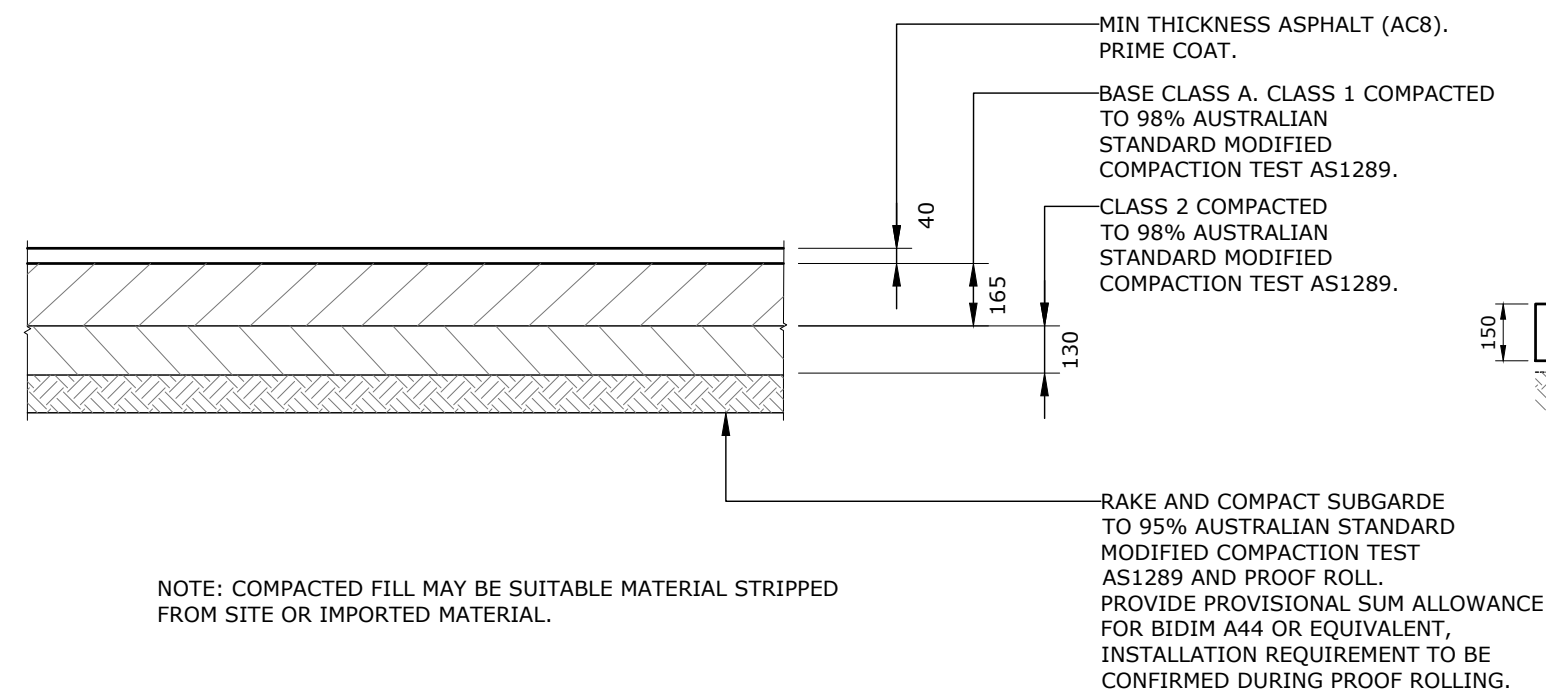
GLENORCHY SPORTS CENTRE		
Project address: 61 CLAREMONT LINK RD, CLAREMONT, TAS 7011 for: ARTAS		
	CIVIL SERVICES SITE HYDRAULIC SERVICES PLAN	
	Drawn: AK Authorised: WC Plot Date: 05/05/2025 Scale: AS SHOWN @ A1	Project / Sheet: 246223-C31

PRELIMINARY ISSUE
FOR INFORMATION ONLY

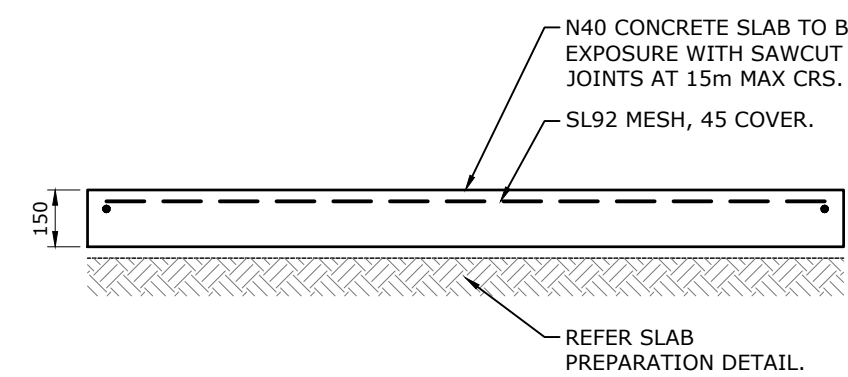


01 TYPE BK (BARRIER)
SCALE 1:10

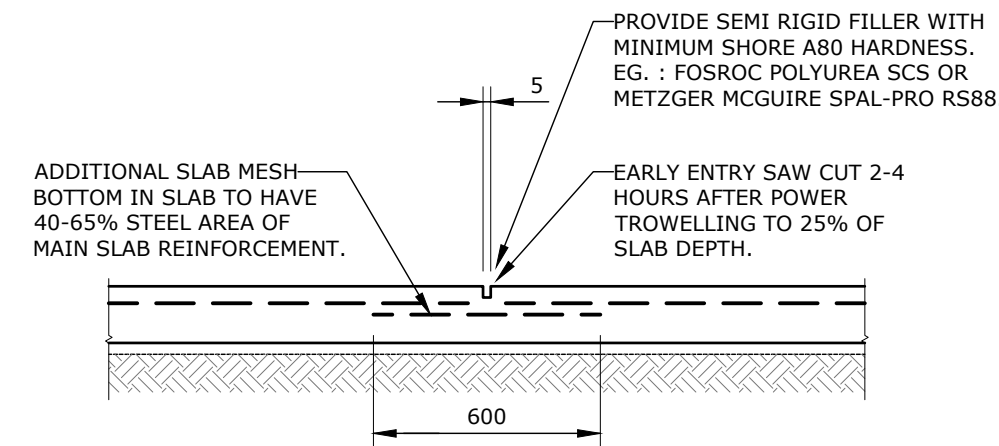
02 TYPE KC (KERB AND CHANNEL)
SCALE 1:10



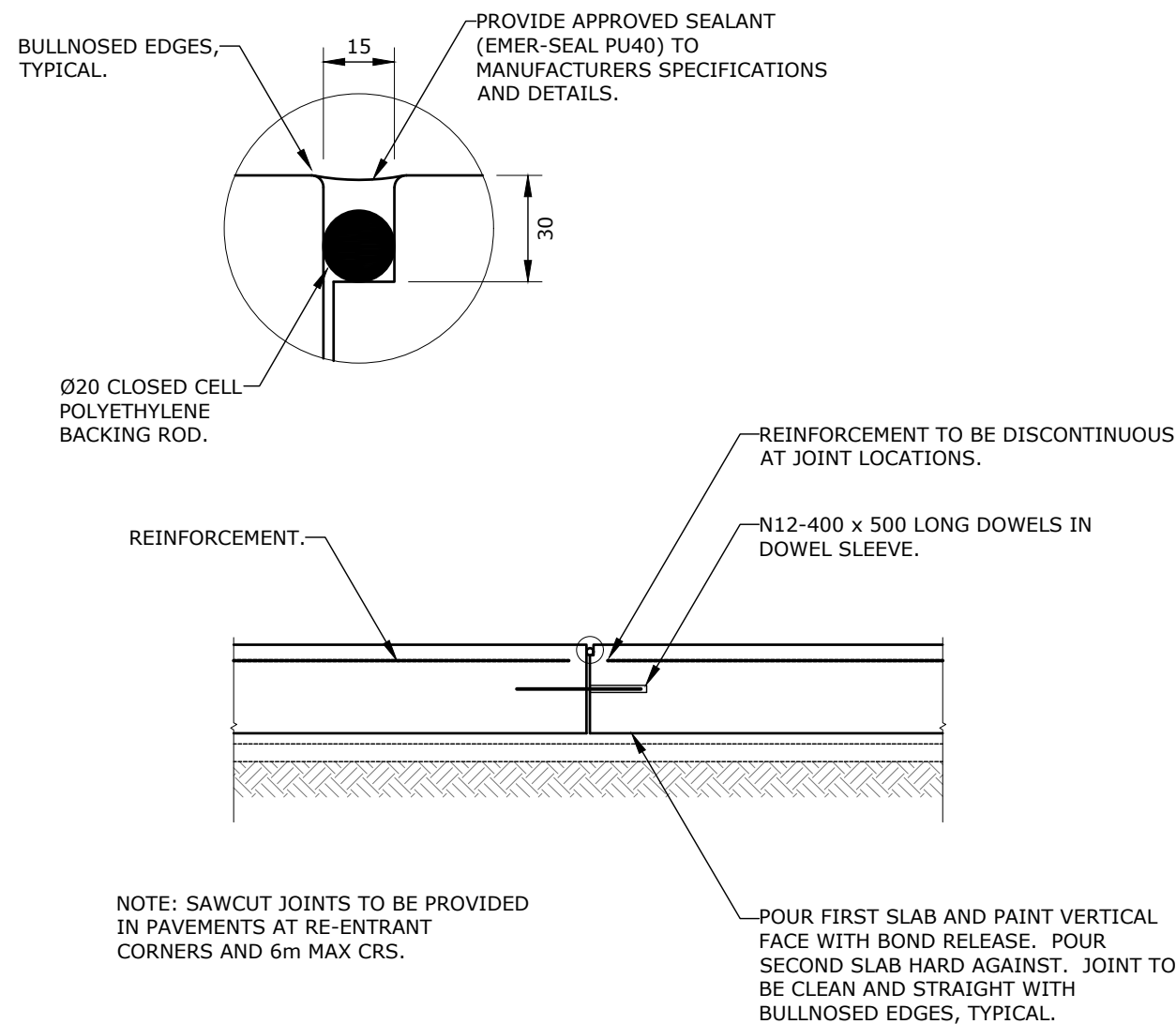
03 TYPICAL PAVEMENT DETAIL - ASPHALT
SCALE 1:20



04 CONCRETE PAVEMENT DETAIL
SCALE 1:20

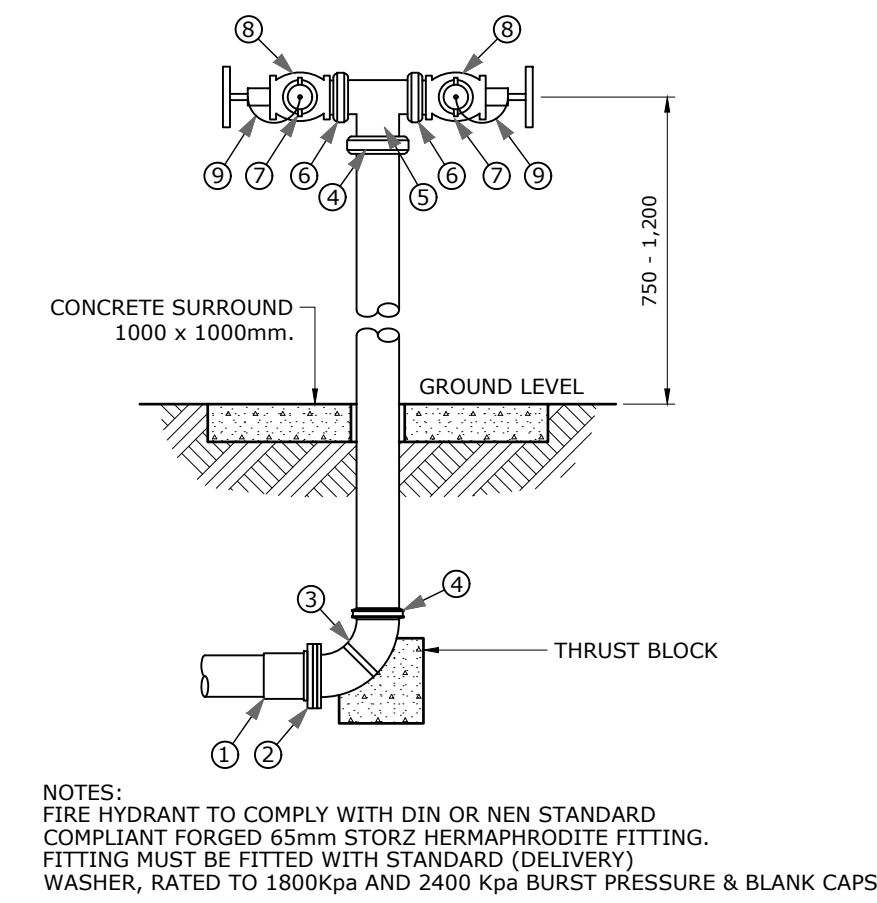


05 CONCRETE PAVEMENT SAWCUT JOINT
SCALE 1:20

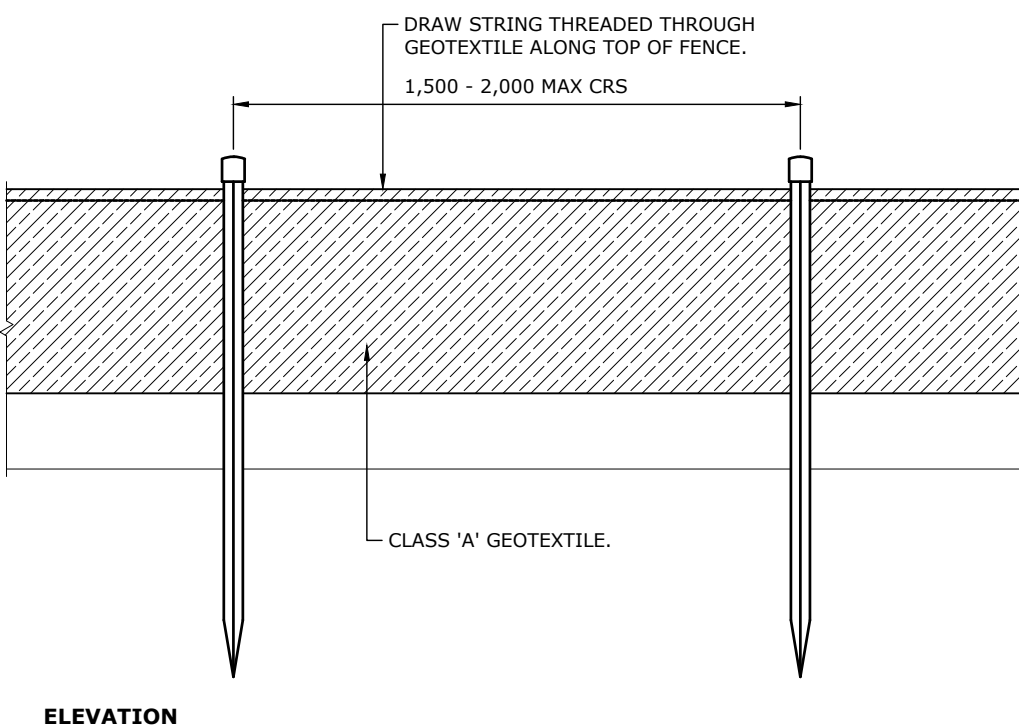


06 CONCRETE PAVEMENT CONSTRUCTION JOINT DETAIL
SCALE 1:20

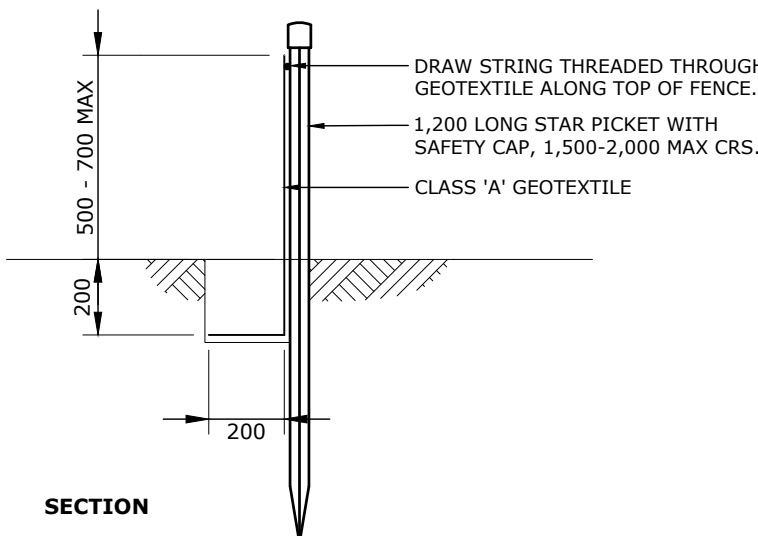
EQUIPMENT SCHEDULE (PER UNIT)		
ITEM	DESCRIPTION	QTY
1	CAP.P16 DN100 FLANGED SPIGOT WITH TABLE"E"SLIP ON FLANGE	3
2	VICTAULIC STYLE 741 DN100 TABLE "E"FLANGE ADAPTOR	1
3	VICTAULIC GROOVED DN100 LONG RADIUS ELBOW (GAL)	1
4	VICTAULIC STYLE 005 DN100 FIRELOCK RIGID COUPLING	2
5	BULL HEAD TEE 100/80 - DIXON FWG-BHT888114	1
6	VICTAULIC STYLE 80NB RIGID COUPLING	2
7	65mm STORZ HERMAPHRODITE FITTING	2
8	65mm AS2419.2 COMPLIANT GATE VALVE	1
9	BLANK CAP AND CHAIN	2



09 FIRE HYDRANT DETAIL
SCALE 1:20

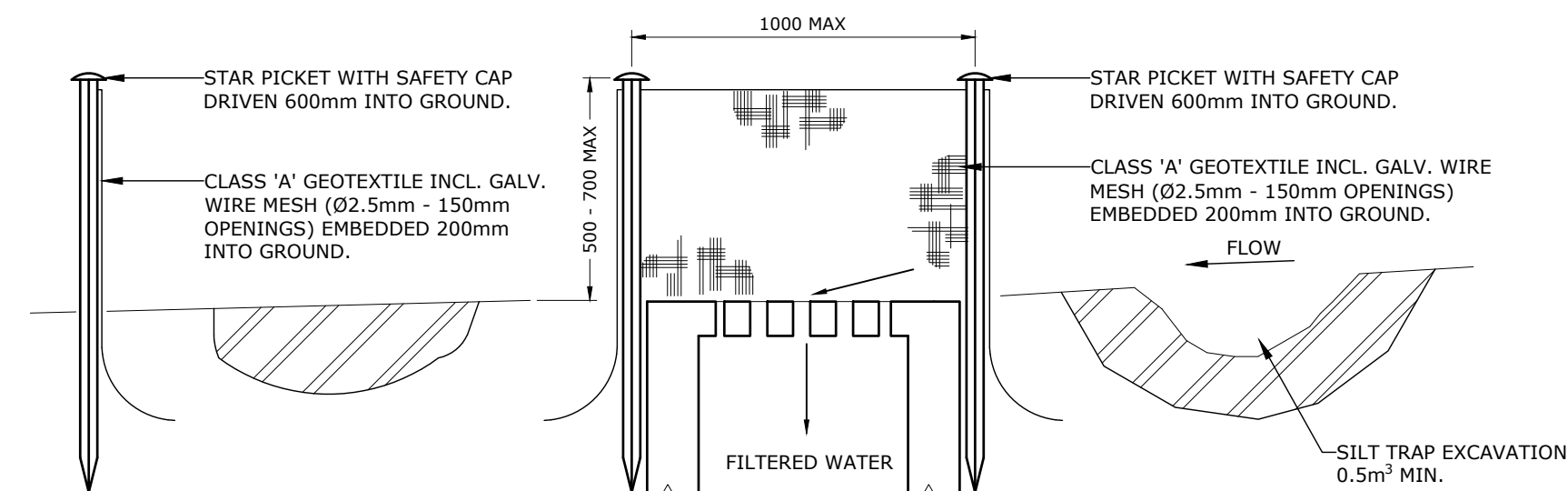


ELEVATION



SECTION

11 TYPICAL SILT FENCE DETAIL
SCALE 1:20



12 GRATED PIT SILT FENCE DETAIL
SCALE 1:20

NOTES:
TRENCH DEPTH (D = NOM DIAMETER)
CONCRETE PIPES = D + 600
UPVC PIPES = D + 200
DCL PIPES = OD + 300
PIPE OVERLAY
WATER MAINS = 150mm MINIMUM
SEWER & STORM WATER = 300 MINIMUM
COMPACTION OF BEDDING, HAUNCHING & OVERLAY
REFER TO AS 1289-5.5
CONCRETE PIPES = MIN. DENSITY INDEX = 60% (85% STD. COMPACTION)
UPVC/PPE PIPES = DENSITY INDEX = 70% (95% STD. COMPACTION)
DCL PIPES = DENSITY INDEX = 65% (90% STD. COMPACTION)

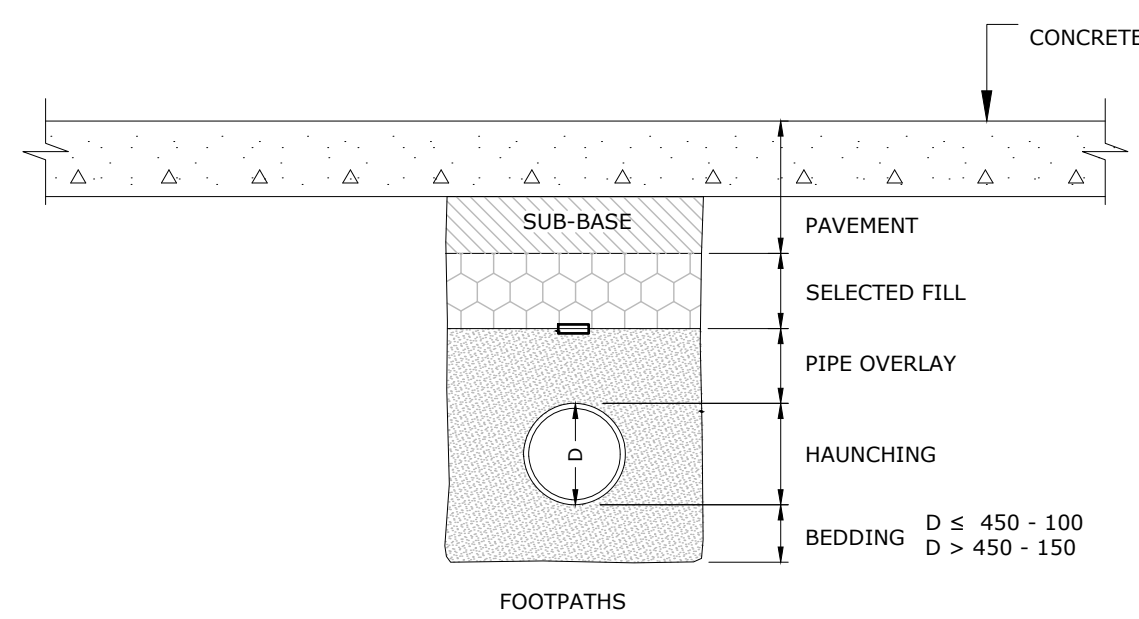
BEDDING, HAUNCHING AND OVERLAY MATERIAL
BEDDING, HAUNCHING AND PIPE OVERLAY MATERIAL SHALL CONTAIN NO DELETERIOUS MATERIAL OR CLAY LUMPS AND SHALL COMPLY WITH THE FOLLOWING GRADINGS:

FOR UPVC AND DUCTILE IRON PIPES	
SIEVE APERTURE (mm)	% PASSING (BY MASS)
TO AS 1152	
6.7	100
2.36	70-100
0.6	20-90
0.3	8-50
0.15	0-20
0.075	0-10

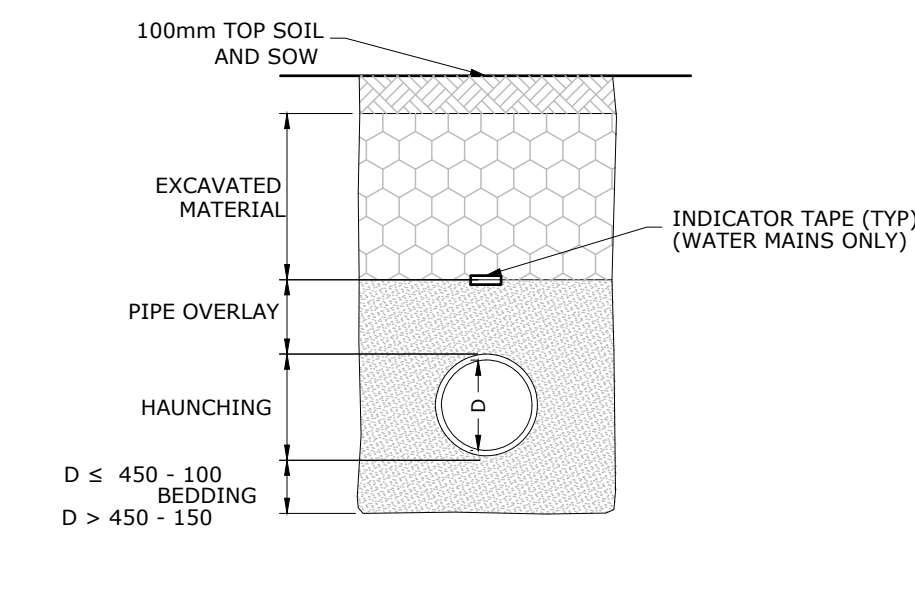
FOR CONCRETE PIPES	
SIEVE APERTURE (mm)	% PASSING (BY MASS)
TO AS 1152	
19	100
2.36	50-100
0.6	20-90
0.3	10-60
0.15	0-25
0.075	

ALL MATERIAL SHALL BE PLACED AND PLACED TO THE SATISFACTION OF THE SUPERINTENDENT.
DATE RECEIVED: 6 May 2025

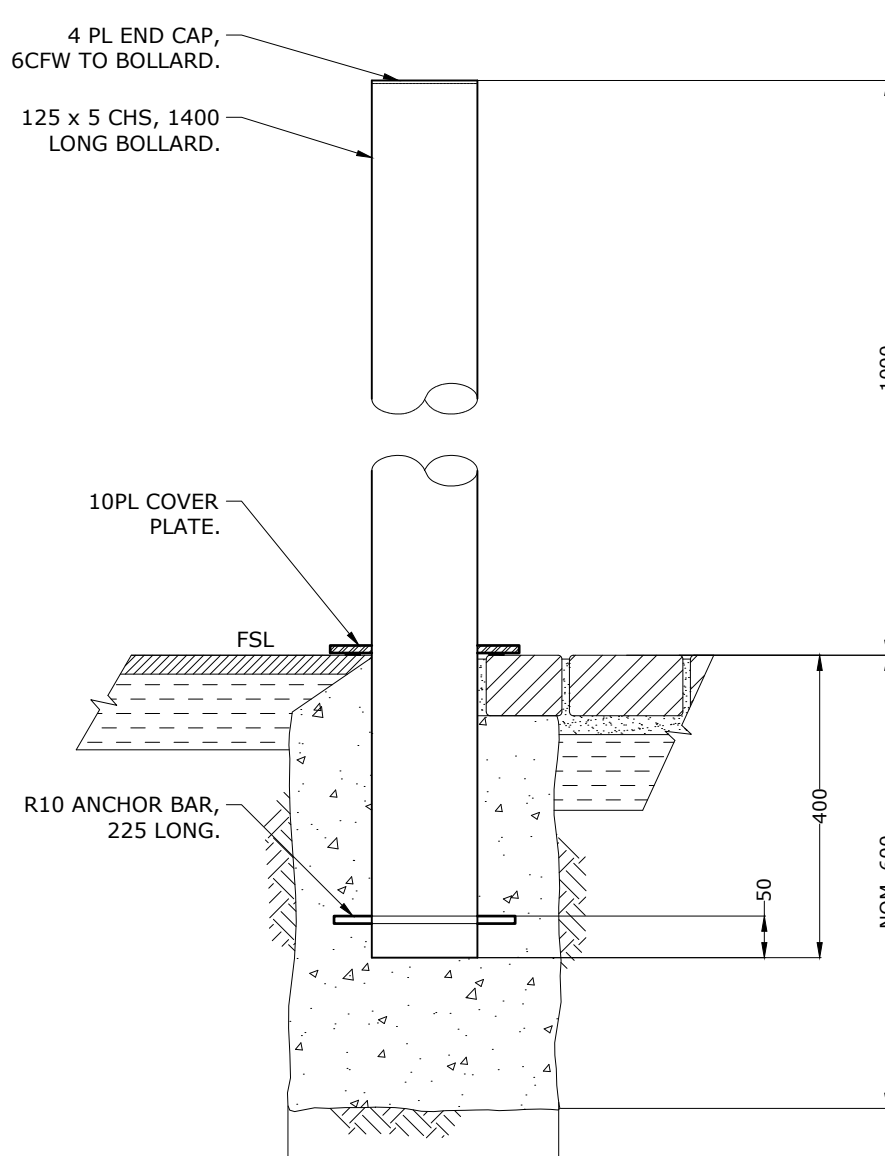
07 TRENCHING DETAILS
SCALE 1:10



TRENCH DETAIL - (TRAFFICABLE)



TRENCH DETAIL - (NON-TRAFFICABLE)



08 BOLLARD DETAIL
SCALE 1:10

DA2	ISSUED FOR DEVELOPMENT APPROVAL	05/05/2025	AK
DA1	ISSUED FOR DEVELOPMENT APPROVAL	28/03/2025	AK
DA	ISSUED FOR DEVELOPMENT APPROVAL	19/03/2025	AK
Issue	Description	Date	By

Legend: P = Preliminary T = Tender C = Construction A = Amendments

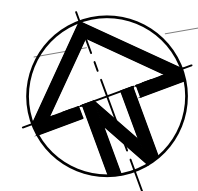
CES Coordinated Engineering Services
136 Davey Street, Hobart | (03) 6294 6033
73 Paterson Street, Launceston | (03) 6338 9974

GLENORCHY SPORTS CENTRE
Project address: 61 CLAREMONT LINK RD, CLAREMONT, TAS 7011
for: ARTAS

ARTAS ARCHITECTS CIVIL SERVICES
CIVIL DETAILS

Drawn: AK	Project / Sheet:	Issue:
Authorised: WC		
Plot Date: 05/05/2025	246223-C40	DA2
Scale: AS SHOWN @ A1		

PRELIMINARY ISSUE
FOR INFORMATION ONLY



NE

SITE AREA:
45,207.05 m²

PROPOSED NEW
MULTI SPORT FACILITY
5550m² (approx.)

EXISTING GAS PIPE LINE

eSW-MH

eSW-GP

EX. STORMWATER PIPELINE

EXISTING SEWER PIPELINE

PROPOSED BOUNDARY LINE

eSS-MH

FIP

EMBANKMENT LINE

Ex. NATIVE
CREEK
VEGETATION

FAULKNERS RIVULET

PICNIC
NODE

Ex. SWALE

EXISTING TURNSTYLE
ENTRY GATE

EXISTING ACCESS ROAD

LP

GENERAL NOTES

- EXTERNAL TYPE LUMINAIRE BODIES ARE THE SAME FOR ALL FITTING TYPES. BUT THE LENS OPTICS LIGHT DISTRIBUTION DIFFERS. IT IS ESSENTIAL THAT THERE IS NO SUBSTITUTION BETWEEN ANY LUMINAIRE TYPE COORDINATED WITH THE LAYOUT.
- INSTALL LUMINAIRE MOUNTING BRACKETS AND POLE FOOTINGS AS PER MANUFACTURES RECOMMENDATIONS AND STRUCTURAL DRAWING DETAIL.
- CARPARK LIGHTING TO BE CONTROLLED FROM PE CELL WITH TIME CLOCK OVERRIDE CONTROLS. ALLOW TO SET TIME CLOCK TO TURN LIGHTS OFF AS DIRECTED BY COUNCIL REPRESENTATIVE.
- PIT LOCATIONS ARE INDICATIVE ONLY. ALL DOW TO INSTALL PITS WITHIN 2.5m OF LOCATION SHOWN. CONTRACTOR SHALL LOCATE PITS WITHIN GARDEN/LANDSCAPING WHERE POSSIBLE. WHERE PITS MUST BE INSTALLED PITS AND PATHS OR ROADWAYS THE CONTRACTOR MUST ENSURE THE PITS, SUPPORTS AND LIDS PROVIDE MEET EXPECTED TRAFFIC LOADINGS. ALL PIT LIDS WITHIN PATHS OR ROADS SURFACE MUST BE FINISHED TO MATCH THE SURROUND SURFACE MATERIAL.
- COORDINATE NEW ALL IN GROUND SERVICES.

LIGHTING DESIGN PARAMETERS

- EXTERNAL LIGHTING HAS BEEN DESIGNED AND CERTIFIED FOR THE FOLLOWING AUSTRALIAN STANDARDS.
- AS158 3.1-2020 - LIGHTING SUBCATEGORY PC2 (PCD FOR DISABLED PARKING) FOR CAR SPACES.
 - AS158 3.1-2020 - LIGHTING SUBCATEGORY PP3 FOR TEMP ROADWAY
 - AS158 3.1-2020 - LIGHTING SUBCATEGORY PP3 FOR PUBLIC PATHS

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Min/Avg	Min/Max	Max/Avg
Building Perimeter Eh	Illuminance	Lux	14.74	57.1	3.3	N.A.	N.A.	4.04
Carpark Eh	Illuminance	Lux	15.60	56.4	4.2	N.A.	N.A.	3.62
Carpark Ev1	Illuminance	Lux	N.A.	17.2	3.2	N.A.	N.A.	N.A.
Carpark Ev2	Illuminance	Lux	N.A.	17.7	2.3	N.A.	N.A.	N.A.
Carpark Ev3	Illuminance	Lux	N.A.	13.0	2.3	N.A.	N.A.	N.A.
Carpark Ev4	Illuminance	Lux	N.A.	26.8	7.5	N.A.	N.A.	N.A.
Carpark Ev5	Illuminance	Lux	N.A.	15.5	1.1	N.A.	N.A.	N.A.
Carpark Ev6	Illuminance	Lux	N.A.	26.1	6.2	N.A.	N.A.	N.A.
Court 1 Eh	Illuminance	Lux	540.42	603.9	444.4	0.82	0.74	N.A.
Court 2 Eh	Illuminance	Lux	536.16	609.4	443.8	0.83	0.73	N.A.
Court 3 Eh	Illuminance	Lux	535.49	608.6	443.6	0.83	0.73	N.A.
Court 4 Eh	Illuminance	Lux	526.49	600.9	432.6	0.82	0.72	N.A.
Court Access Area Eh	Illuminance	Lux	370.68	561.5	122.4	0.33	N.A.	N.A.
DDA	Illuminance	Lux	29.45	56.4	17.3	0.59	0.31	1.92
PCX1	Illuminance	Lux	26.20	30.6	20.2	0.77	0.66	1.17
PCX2	Illuminance	Lux	33.92	50.3	21.6	0.64	0.43	1.48

LIGHTING SCHEDULE

Type	Manufacturer	Description	Image	Product Cat No.	LAMP(s)			IP Rating	Control Gear	Mounting Details
					Type	Lamp Wattage (W)	Colour Temp			
PL1	Advanced Lighting Technologies	Pole mounted area light, FW Optics on 8m Pole, Black		HOLOPHANE DENVER +6.1m Pole DPL 1 LA123 FW	LED	87	3000K	65	Fixed	Pole
PL2	Advanced Lighting Technologies	Pole mounted area light, SY Optics on 8m Pole		HOLOPHANE DENVER +6.1m Pole DPL 1 LA123 SY	LED	87	3000K	65	Fixed	Pole
EW1	Advanced Lighting Technologies	Wall mounted area light, NR OPTIC @ 7000 AFFL		DENVER ID WALL DWL 1 LA043 NR W025	LED	25	3000K	65	Fixed	WALL SURFACE
EW2	Advanced Lighting Technologies	Wall mounted area light, AY OPTIC @ 3000 AFFL		DENVER ID WALL DWL 1 LA043 AY	LED	25	3000K	65	Fixed	WALL SURFACE

DRAWING CHECK		CO-ORDINATION CHECK		CLIENT	
SIGNATURE	DATE	SIGNATURE	DATE		
DRAWN TJK	05.03.25	MECH			
DESIGNED		ELECT			
DRAWING		HYDRAULIC			
REV	DESCRIPTION	CHK	DATE	PROJECT	
A	ISSUED FOR BUILDING APPROVAL	TJK	AM		
		CHK	HE		
		PL	05.03.25	1300 35 7363 covathinking.com	
		DATE		ACN 117 492 814	

DRAWING CHECK		CO-ORDINATION CHECK		CLIENT	
SIGNATURE	DATE	SIGNATURE	DATE		
DRAWN TJK	05.03.25	MECH			
DESIGNED		ELECT			
DRAWING		HYDRAULIC			
REV	DESCRIPTION	CHK	DATE	PROJECT	
A	ISSUED FOR BUILDING APPROVAL	TJK	AM		
		CHK	HE		
		PL	05.03.25	1300 35 7363 covathinking.com	
		DATE		ACN 117 492 814	

GLENORCHY SPORTS CENTRE		ELECTRICAL SERVICES	
SITE PLAN - LIGHTING LAYOUT		5512.021-E100	
STATUS BUILDING APPROVAL		SCALE @ NTS	
DRAWING No.		5512.021-E100	
REVISION		A	

DO NOT SCALE THIS DRAWING. Use only dimensions shown. All dimensions should be checked on site. Drawing to be read in conjunction with the associated notes and specifications. Drawing to be read in conjunction with all other services, architectural and structural. These designs, drawings and specifications are copyright and must not be altered, reproduced or copied whole or in any part without the written permission of COVA THINKING Pty Ltd. All rights reserved.

Submission to Planning Authority Notice

Application details

Council Planning Permit No. PLN-25-078
Council notice date 15/04/2025
TasWater Reference No. TWDA 2025/00392-GCC
Date of response 26/05/2025
TasWater Contact/Trade Waste Al Cole/Simon Josey
Phone No. 0439605108/0460024536

Response issued to

Council name GLENORCHY CITY COUNCIL
Contact details gccmail@gcc.tas.gov.au
Development details
Address 61 CLAREMONT LINK RD, CLAREMONT
Property ID (PID) 2191752
Description of development Indoor Sport and Recreation Facility

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Issue date
CES	C30, C31	DA3	14/05/2025

Conditions

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

CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connections and sewerage system and connections to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.

Advice: TasWater will not accept direct fire boosting from the network unless it can be demonstrated that the periodic testing of the system will not have a significant negative effect on our network and the minimum service requirements of other customers serviced by the network. To this end break tanks may be required with the rate of flow into the break tank controlled so that peak flows to fill the tank do not also cause negative effect on the network.

2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.

3. Prior to commencing construction/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

4. Prior to applying for a Certificate for Certifiable Works/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.
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/or 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.
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 completed generally as shown on, and in accordance with, the plans listed in the schedule of drawings/documents, and 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.

Upon TasWater issuing a Certificate of Practical Completion, the newly constructed infrastructure is deemed to have transferred 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". TasWater will release any security held for the defect's 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.
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.

TRADE WASTE

17. Prior to use of the development the applicant or landowner as the case may be, must make application to TasWater pursuant to section 56ZL of the Water and Sewerage Industry Act 2008 (Tas) and TasWater must grant that application in respect of the proposed discharge of trade waste to TasWater's sewerage infrastructure from the site.

DEVELOPER CHARGES

18. 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 \$21,084.00 to TasWater for water infrastructure for 12.00 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.
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 \$31,626.00 to TasWater for sewerage infrastructure for 18.00 additional Equivalent Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.

DEVELOPMENT ASSESSMENT FEES

20. The applicant or landowner as the case may be, must pay a development assessment fee of \$775.39 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.

The payment is required within 30 days of the issue of an invoice by TasWater.

Advice

General

For information on TasWater development standards, please visit

<https://www.taswater.com.au/building-and-development/technical-standards>

For application forms please visit

<https://www.taswater.com.au/building-and-development/development-application-form>

Developer Charges

For information on Developer Charges please visit the following webpage –

<https://www.taswater.com.au/building-and-development/developer-charges>

Water Submetering

TasWater's Sub-Metering Policy does not permit TasWater sub-meters to be installed for new developments. Please ensure plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) reflect this. For clarity, TasWater does not object to private sub-metering arrangements. Further information is available on our website (www.taswater.com.au) within our Sub-Metering Policy and Water Metering Guidelines.

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

- a. A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater.
- b. TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit <https://www.taswater.com.au/building-and-development/service-locations> for a list of companies.
- c. Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

Trade Waste

Trade Waste Application Requirement

The applicant must submit a valid Trade Waste Application and apply for a Trade Waste Agreement or Consent at the earliest stage of the Development Application process.

Assessment Process

The Trade Waste Application will be assessed separately from the Development Services Development Application (DA) process. The assessment will:

- Determine whether the proposed trade waste activity is permissible;
- Identify any limitations on the volume and quality of trade waste discharge that may be permitted;
- Specify the trade waste requirements relevant to the applicant's proposed development;
- Provide the applicant with information about trade waste management that may impact the nature, feasibility, and cost of the proposed development.

No Guarantee of Approval

Submission of a Trade Waste Application does not guarantee the issuance of a Trade Waste Agreement or Consent.

Risk of Proceeding Without Approval

The applicant is strongly advised not to proceed past the Development Application stage without having submitted a Trade Waste Application and obtained a Trade Waste Agreement or Consent. Proceeding without the requisite approvals shall be done at the applicant's own risk. The application forms are available at www.taswater.com.au/Customers/Liquid-Trade-Waste/Commercial.

Declaration

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

GPA – Attachment 2
Referral officer reports

DEVELOPMENT APPLICATIONS

DEVELOPMENT ENGINEER REFERRAL

DA No.	PLN-25-078	Date Referred	15/04/2025
Planner	Helen Ayers	To Be Returned By	22/04/2025
Development Engineer	Bree Narksut	Date Returned	11/06/2025
Property File No.	2191752	Discretionary Permitted	Discretionary

Details of Application	Applicant	All Urban Planning
	Business Contact Name	
	Contact Email	Frazer@allurbanplanning.com.au
	Address of Development	61 Claremont Link Road Claremont
	Proposal in Detail	New Building for Sport and Recreation

Comments

The development application seeks an approval for the new sport centre to be located over the surplus land at Claremont College, 61 Claremont Link Road. The works include new multi-user facility, change rooms and amenities for users, reception and office space, multi-purpose/meeting/event spaces, car parking for 68 spaces including 3 DDA spaces and 2 EV spaces and a provision for up to 10 EV spaces in the future, bicycle storage, loading and drop off zone and to reroute a shared pathway for active transport.

Runoff is proposed to be drained via existing Stormwater system with water sensitive urban design (WSUD) for quality treatment before discharge to the outlet. The General Manager's consent to interfere with stormwater infrastructure can be granted. The document is available in ECM.

Due to the traffic generation associated with and the size and scope of the proposal, a Traffic Impact Assessment (TIA), dated 29 April 2025 by Pitt&Sherry has been submitted. The TIA evaluates the traffic impact of the proposal, assesses the performance criteria, and provides justification for compliance. The TIA and proposal have been referred to Council's Transport Engineer for review, comments, and any necessary conditions. For a more detailed assessment of parking demand and traffic generation, please refer to the Traffic Engineer referral document.

C2.0 Parking and Sustainable Transport Code

The development complies with the Code and is considered that the site is capable of being developed and the local traffic conditions are not expected to be significantly affected.

The requirement under the C2.5.1 and table C2.1, A1 requires 50 car parking spaces for the proposed sport and recreation use to comply with the acceptable solution. The applicant proposes to provide 68 car parking spaces including 3 DDA compliant spaces. Therefore, A1 is met.

There is no requirement for bicycle spaces however the proposal includes a class 3 bicycle storage facilities and bicycle racks for 8-10 bicycles. Additionally, 2 motorcycle spaces are proposed – A1, C2.5.3 is met.

The turning swept path is provided demonstrate compliance to the standard. The layout of parking area complies with the standard AS2890.1:2004. The turning swept path is provided demonstrate compliance to the standard. The surface treatment of the driveway is proposed to be concrete. Sight distance at access and line of sight for pedestrians meet the standard requirements. Surface runoff is proposed to be captured and directed to the Council's stormwater system.

Loading bay is provided to standard requirements and can comply with the acceptable solutions.

Pedestrian accessways ranging from 1.0 to 1.5 metres in width are proposed throughout the car parking area surrounding the building, which complies with Council's requirements. However, pedestrian pathways are not provided for those spaces within the central row, and therefore the proposal does not fully comply with the acceptable solution. However, it is common in developments of this nature for pedestrian movement to be accommodated within shared accessways and driveways. Given the nature of the proposed use, as well as the provision of adequate sightlines and manoeuvring space, the design is considered to provide a safe environment for pedestrians and satisfies the relevant performance criteria.

C3.0 Road and Railway Assets Code

The site has existing access road to Claremont Link Road with two accesses to the existing access road proposed. No new access to public road is proposed – and therefore the acceptable solution, A1.2 is met.

According to the Traffic Impact Assessment (TIA), the proposed use is expected to generate over 20% vehicle movement per day and therefore not meeting the acceptable solution. The TIA addresses the traffic generation performance criteria, considering factors such as the nature of the use and development, traffic increase, road characteristics, traffic flow, and road network and capacity and etc. It concludes that the surrounding road network can safely accommodate the additional traffic, with no anticipated safety issues or adverse impacts from the proposed development.

Other

C15.0 Landslide Code

There are no landslide issues identified through Council's records that affect the application.

C7.0 Natural Assets Code

No new stormwater connection to waterways or creeks proposed as part of the application, therefore, the acceptable solution, A3, C7.6.1 is met.

C12.0 Flood-Prone Areas Hazard Code

The site is subjected to a flood-prone hazard overlay, a Flood Hazard Report by Flussig Engineers dated 7/2/2025 addressing the performance criteria under C12.5.1 and C12.6.1. is submitted. The report and proposal have been referred to Council's Senior Civil Engineer for review, comments, and any necessary conditions. For a more detailed assessment of flood related matters, please refer to the Hydraulics Engineer referral document.

Standard Conditions

General

1. Prior to the issuing of a Building Approval 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/
2. The loading and unloading of goods from vehicles, including building materials and equipment, must only be carried out on the land.
3. 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.
4. Any damage to Council's assets, including services, footpaths, driveway crossings and nature strips must be promptly reported to and then repaired to the requirements of Council's Development Engineer, at the developer's cost. It must be the developer's responsibility to obtain and submit with the Building Application, a comprehensive photographic record of the condition of the footpaths, driveways and nature strips at the road frontage to the site and adjacent to the site, prior to commencing construction. The photographic record shall be relied upon to establish the extent of damage caused to Council's assets throughout construction. In the event that the developer fails to provide a pre-construction photographic record of the site then any damage to Council assets found on completion of the works shall be deemed to be the responsibility of the developer and shall be repaired at the developer's cost.

5. 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 or the issuing of the building approval. Under Council Schedule of fees and charges 2023/2024, the engineering drawings approval fee is 2.1% of the value of the civil works. 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.
6. The applicant must pay Council the amount of \$291.40 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.

Traffic and parking

7. The design and construction of the parking, access and turning areas must 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. Engineering 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. The proposed driveway and parking must comply with the following:-
 - Be constructed to a sealed finish and the finished gradient shall not exceed the maximum gradient of 25% or 1 in 4.
 - Vertical alignment shall include transition curves (or straight sections) at all grade changes greater than 12.5%.
 - Total of 68 clearly marked car parking spaces (including 3 DDA spaces) must be provided in accordance with the approved plan received by Council and always kept available for these purposes.
 - Wheel stops must be installed and must not limit the width of the parking aisle and turning areas approved under the permit.
 - 2 motorcycle parking spaces to Australian Standard must be provided.
 - All runoff from paved and driveway areas must be discharged into Council's stormwater system.
 - Footpath with minimum width of 1m with appropriate separation must be provided.
 - The gradient of parking areas must not exceed 5% and no more than 3% for DDA spaces
 - Minimum carriageway width is to be no less than 6.0 metres; and
 - Appropriate signage and driveway line-markings must be installed to ensure the safe, efficient and convenient traffic for all users.

To comply with the above requirements, the developer must submit drawings demonstrating compliance with the requirements to the satisfaction of Council's Development Engineer prior to the issuing of the Building Permit and/or the commencement of works (whichever occurs first). All works required by this condition must be installed prior to the commencement of the use.

8. Lighting is to be provided to all car parking and driveways areas in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car parks" of AS/NZ 1158.3.1: 2005. The illumination of the proposed light standards is to be activated prior to the occupancy.
9. 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.
10. Any retaining structure must be design and certified by a suitably qualified Engineer. The form and certification must be submitted to and approved by Council prior to the issuing of a Building Permit.

Hydraulics and engineering

11. Engineering design drawings must be submitted and approved, prior to the construction of issue of Building Permit, whichever occurs first. The engineering drawings must:
 - a) be certified by a qualified and experienced Engineer.
 - b) 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.
 - c) Finish floor levels (FFL) of the habitable areas must align with the recommendations outlined in Table 6 of the Flood Hazard Report FE_24098_02 dated 07/02/2025 by Flussig, which specifies an 18m AHD elevation.
 - d) Provide details of the cutoff drain as recommended in Flussig Flood Hazard Report FE_24098_02 stated 07/02 2025. Drain lining material must be designed to convey flows safely without exposing for erosion. Include Flood Warning Signs and Safe Zone Areas plan as recommended in the FLOOD INUNDATION RISK MANAGEMENT PLAN FE_24098_02 dated 18/02 2025 by Flussig Engineers.
 - e) Be substantially in accordance with the LGAT Standard Drawings and Tasmanian Subdivision Guidelines 2013All work required by this condition must be undertaken in accordance with the approved engineered drawings.
12. The development must incorporate the Water Sensitive Urban Design (WSUD) as part of the development as presented in the stormwater report CES246223-C8-02 dated 05/05/2025 by Coordinated Engineering Services. The WSUD components must be designed and constructed to the satisfaction of the Council's Senior Civil Engineer and completed prior to the completion certificate.
13. The landowner must maintain the Water Sensitive Urban Design infrastructure in accordance with the stormwater report CES246223-C8-02 dated 05/05/2025 by Coordinated Engineering Services. The maintenance schedule forms part of this permit.
14. Stormwater detention must be installed and retained on site as per the GENERAL MANAGER'S CONSENT – S.14 URBAN DRAINAGE ACT 2013 issued on 11 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.

Advice to Applicant:

This advice does not form part of the permit but is provided for the information of the applicant.

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, Before You Dig or visit <https://www.byda.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.

General Managers Consent for Stormwater Management

Any conditions and/or advice as set out in the attached General Manager's Consent for Stormwater Management, reference No. PLN-25-078, dated 11 June 2024, form part of this permit.

APPENDIX

C2.0 Parking and Sustainable Transport Code

Standard	Acceptable Solution	Proposed	Complies?
C2.5 Use Standards			
C2.5.1 Car parking numbers	A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if: (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or	50 spaces are required – 68 spaces proposed.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: $N = A + (C - B)$ N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.		
C2.5.2 Bicycle parking numbers	A1 Bicycle parking spaces must: (a) be provided on the site or within 50m of the site; and (b) be no less than the number specified in Table C2.1.	Not required	NA
C2.5.3 Motorcycle parking numbers	A1	2 spaces required and proposed.	Yes

Standard	Acceptable Solution	Proposed	Complies?
<i>This applies to:</i> <i>Business and Professional Services;</i> <i>Community Meeting and Entertainment;</i> <i>Custodial Facility;</i> <i>Crematoria and Cemeteries;</i> <i>Educational and Occasional Care;</i> <i>Food Services;</i> <i>General Retail and Hire;</i> <i>Hospital Services;</i> <i>Hotel Industry;</i> <i>Pleasure Boat Facility;</i> <i>Residential if for a communal residence, multiple dwellings or hostel use;</i> <i>Sports and Recreation; and</i> <i>Tourist Operation.</i>	The number of on-site motorcycle parking spaces for all uses must: (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.		

Standard	Acceptable Solution	Proposed	Complies?
C2.5.4 Loading bays <i>This applies to:</i> <i>Bulky Goods Sales;</i> <i>General Retail and Hire;</i> <i>Manufacturing and Processing; and</i> <i>Storage.</i>	A1 A loading bay must be provided for uses with a floor area of more than 1000m ² in a single occupancy.	Not required	NA
C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone <i>This applies to:</i> <i>Business and Professional Services;</i> <i>Community Meeting and Entertainment;</i> <i>Educational and Occasional Care;</i> <i>Emergency Services;</i> <i>Food Services;</i>	A1 Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for: (a) Food Services uses up to 100m ² floor area or 30 seats, whichever is the greater; and (b) General Retail and Hire uses up to 100m ² floor area, provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.	Not required	NA

Standard	Acceptable Solution	Proposed	Complies?
General Retail and Hire; Sports and Recreation; and Utilities, if not for minor utilities.			
C2.6 Development Standards for Building Works			
C2.6.1 Construction of parking areas	A1 All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.	Parking and driveway area proposed to be paved surface and surfaced water are to be drained to the stormwater connection.	Yes
C2.6.2 Design and layout of parking areas	A1.1 Parking, access ways, manoeuvring and circulation spaces must either:	Layout and gradients are provided in accordance with the AS2890.1	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(a) comply with the following: (i) have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) comply with <i>Australian Standard AS 2890- Parking facilities, Parts 1-6</i>. A1.2		

Standard	Acceptable Solution	Proposed	Complies?
	Parking spaces provided for use by persons with a disability must satisfy the following: (a) be located as close as practicable to the main entry point to the building; (b) be incorporated into the overall car park design; and (c) be designed and constructed in accordance with <i>Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities</i>. [S35]		
C2.6.3 Number of accesses for vehicles	A1 The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.		Yes
	A2		NA

Standard	Acceptable Solution	Proposed	Complies?
	Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.		
C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone	A1 In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 “Basis of Design” and Clause 3.6 “Car Parks” in <i>Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements</i>.		NA
C2.6.5 Pedestrian access	A1.1 Uses that require 10 or more car parking spaces must: (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:	Pedestrian path provided over the parking area however not for those spaces in the middle row on parking.	No

Standard	Acceptable Solution	Proposed	Complies?
	(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles. A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.		
C2.6.6 Loading bays	A1 The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Offstreet commercial vehicle facilities</i>, for the type of vehicles likely to use the site.		NA

Standard	Acceptable Solution	Proposed	Complies?
	A2 The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with <i>Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities Offstreet commercial vehicle facilities</i>.		
C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone	A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 “Basis of Design” and clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.		NA
	A2 Bicycle parking spaces must: (a) have dimensions not less than: (i) 1.7m in length;		NA

Standard	Acceptable Solution	Proposed	Complies?
	(ii) 1.2m in height; and (iii) 0.7m in width at the handlebars; (b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and (c) include a rail or hoop to lock a bicycle that satisfies <i>Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking</i>.		
C2.6.8 Siting of parking and turning areas	A1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.		NA
	A2 Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must: (a) have no new vehicle accesses, unless an existing access is removed;		NA

Standard	Acceptable Solution	Proposed	Complies?
	(b) retain an active street frontage; and (c) not result in parked cars being visible from public places in the adjacent roads.		
C2.7 Parking Precinct Plan			
C2.7.1 Parking Precinct Plan	A1 Within a parking precinct plan, onsite parking must: (a) not be provided; or (b) not be increased above existing parking numbers.		NA

Footnotes

[S35] Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016.

APPENDIX

C3 Road and Railway Assets Code

Standard	Acceptable Solution	Proposed	Complies?
C3.5 Use Standards			

Standard	Acceptable Solution	Proposed	Complies?
C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing. A1.2 For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority. A1.3 For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority. A1.4 Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:	A1.2 – met, no new vehicle crossing to public road proposed. A1.4 – not met - Vehicular traffic expected to increase over 20%	No

Standard	Acceptable Solution	Proposed	Complies?
	(a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the <i>Roads and Jetties Act 1935</i> in respect to a limited access road. A1.5 Vehicular traffic must be able to enter and leave a major road in a forward direction.		
C3.6 Development Standards for Buildings and Works			
C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area	A1 Unless within a building area on a sealed plan approved under this planning scheme, habitable buildings for a sensitive use within a road or railway attenuation area, must be: (a) within a row of existing habitable buildings for sensitive uses and no closer to the existing or future major road or rail network than the adjoining habitable building; (b) an extension which extends no closer to the existing or future major road or rail network than: (i) the existing habitable building; or (ii) an adjoining habitable building for a sensitive use;		NA

Standard	Acceptable Solution	Proposed	Complies?
	(c) located or designed so that external noise levels are not more than the level in Table C3.2 measured in accordance with Part D of the <i>Noise Measurement Procedures Manual, 2nd edition, July 2008</i> .		
C3.7 Development Standards for Subdivision			
C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area	A1 A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.		NA

DEVELOPMENT APPLICATIONS

TRAFFIC ENGINEER REFERRAL

DA No.:	PLN-25-078	Date Referred:	15/04/2025
Development Engineer:		Date Returned:	22/04/2025
Traffic Engineer:	Emily Burch	Property File No:	2191752
Standard:		Discretionary Permitted	Discretionary

Details of Application:	Applicant's Name:	All Urban Planning
	Business Contact Name:	Frazer Read
	Contact Email:	Frazer@allurbanplanning.com.au
	Address of Development:	61 Claremont Link Road Claremont
	Proposal in Detail:	New Building for Sport and Recreation

Comments:

Introduction

The assessment below is based on the Traffic Impact Assessment (TIA) undertaken by Pitt&Sherry dated 29 April 2025. The TIA addresses the performance criteria C3.5.1 P1 traffic generation at a vehicle crossing, level crossing or new junction due to the increase in traffic and C2.6.5 P1 pedestrian access within the car park.

The proposed sports facility will have four courts to cater predominantly for basketball, netball, futsal and volleyball. The facility will include change rooms, storage, admin office, kiosk and multi-purpose rooms. The car park for the facility will have an entry and exit onto the existing Claremont College access road that connects onto Claremont Link Road. A plan of the development is attached.

The car park will provide 63 car parking spaces, 2 motorcyclists spaces, a bike rack, a bus drop off zone and a loading zone. Of the 63 car parking spaces, three will be three accessible parking spaces and two will be EV charging station with the potential for more. The parking complies with the acceptable solutions in the planning scheme.

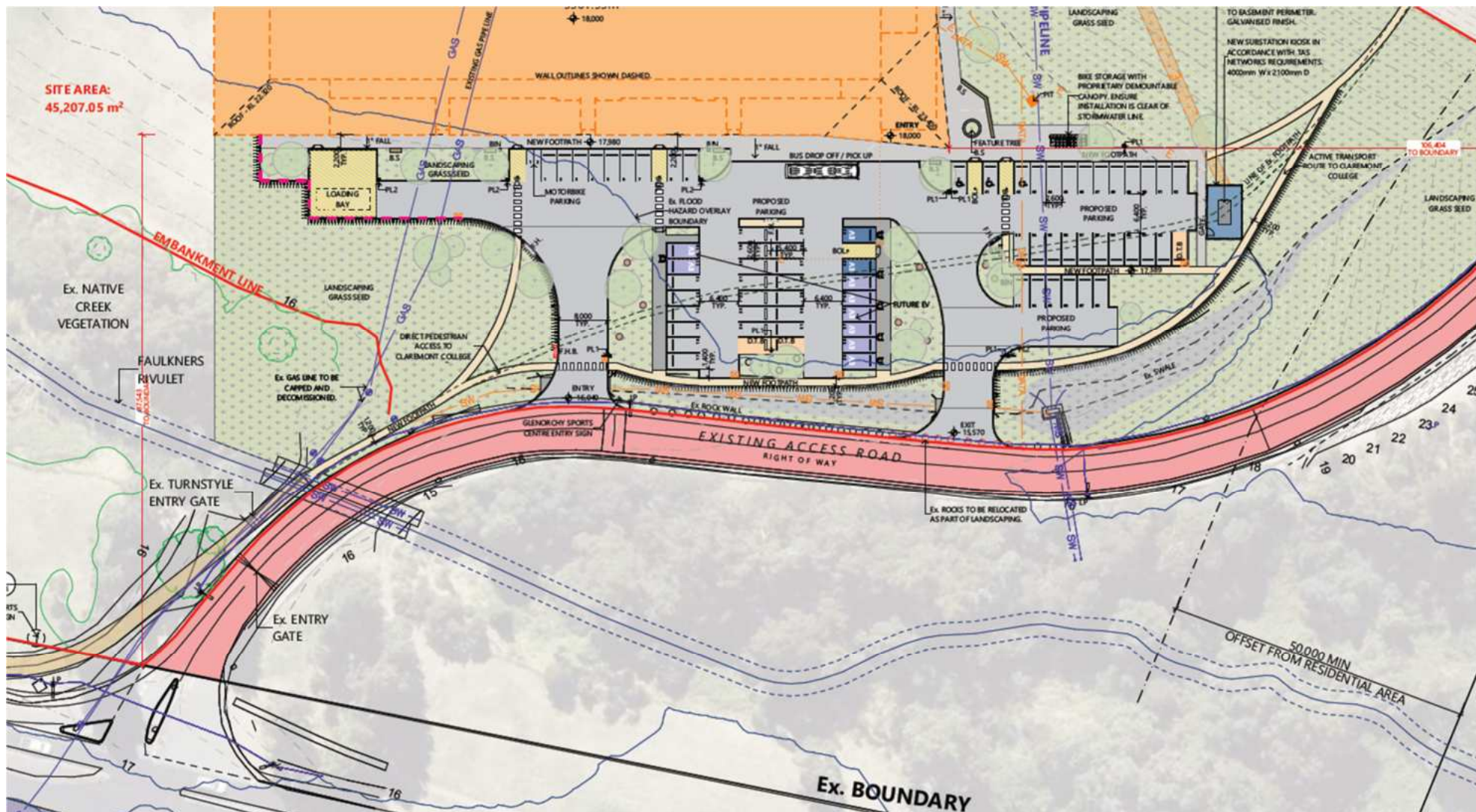


Figure 1 – Proposed Sports Facility

As the proposed sports facility will increase traffic on Claremont College access road by more than 20% or 40 vehicle movements per day (whichever is the greatest), the acceptable solution under C3.5.1 is not met and the TIA has addressed the performance criteria.

Paths for pedestrians will be provided around the car park, apart from a centre row of parking spaces that will have access to the outer pedestrian path within this car park area. As there is no direct pedestrian path within this centre row of parking spaces, it triggers the performance criteria C2.6.5 which is addressed in the TIA.

Traffic Assessment

The TIA undertook traffic surveys to establish the current traffic volumes and the peak hours on Claremont Link Road and the College access road. The surveys showed that the current peak traffic is from 8.15am to 9.15am (morning peak); 2.30pm to 3.30pm (school peak) and 4pm to 5pm (commuter peak).

Claremont Link Road is an arterial road that can carry up to 10,000 vehicles per day. The current traffic volume is approximately 7,000 vehicles per day, with the peak hours being 736 AM peak, 294 PM school peak and 681 PM commuter peak. The peak traffic from the College access road is 174 AM peak, 145 PM school peak and 41 PM commuter peak.

The peak traffic generated for the facility is expected to be in the evening at 6pm outside the peak and a smaller peak with after school competitions. To be conservative, the TIA has considered the scenarios of peak generation occurring concurrently with the school PM peak and commuter PM peak. It is not expected that traffic generated by the proposed centre will coincide with the AM peak.

The TIA has estimated the peak hour increase in traffic from the proposed sports facility based on a netball game which has the greatest number of players on a court. The traffic generated for the facility during the PM peak hour is assumed in the TIA to equal to twice the capacity of the courts, and the directional split for the PM peak hour is expected to be 50% in / 50% out. It is also anticipated that 10% of trips may arrive by foot or bicycle.

The TIA estimates that the PM peak hour trips generated by the facility is 144 trips (in and out), as outlined in table 1 from the TIA.

Based on the maximum traffic numbers above, the greatest parking requirement for a game would be 80 parks assuming 2 people per car apart from staff and umpires. Assuming 2 people per car is conservative, as 2.5 is often used thus reducing the amount of parking to 64 spaces. The development is proposing 63 car parking spaces which should meet the reasonable needs of the development in which under the planning scheme 50 car parks are required. If car parking does exceed that within the proposed car park, then there is parking available on the access road.

Modelling was undertaken in the TIA of the traffic generated by the sports facility and impact on the junction with Claremont Link Road, now and in 10 years' time. The future traffic modelling included the traffic from another proposed development being the Claremont Park and Ride.

Table 1 – Traffic Generation from the Sports Facility*Table 6: Trip generation - PM peak hour vehicle trips*

	Basis of estimate	People departing	People arriving	People per vehicle	Vehicle trips
Players	7+2 players per team = 18 people per court	72	72	2	72 trips
Spectators	1 spectator per player	72	72	2	72 trips
Coaches	1 per team = 2 per court	8	8	1	16 trips
Umpires	2 per court – typically arrive and leave outside of peak hours	-	-	1	-
Staff	5 staff – typically arrive and leave outside of peak hours	-	-	1	-
Total PM peak vehicle trips					160 trips
Transport modes	90% travel by private car 10% travel by public or active transport				-10%
Total PM peak trips by car					144 trips

The modelling showed that the junction with Clarmont Link Road and the College access road is expected to continue to operate well post-development with minimal queues and delays on all approaches during the school PM peak and the commuter PM peak. The school traffic generates a 15-minute peak from 3pm to 3.15pm which was additionally modelled in the TIA.

The school 15-minute peak showed for this short period of time the que to exit onto Claremont Link Road increased, but it was still within the acceptable range and not unexpected for school traffic. With the development of the Claremont Park and Ride, the junction will become a 4-way junction and a 50m long left turn lane from the College access onto Claremont Link Road will be provided to assist in reducing this queuing. As the delays are only expected to last for a short 15-minute period after school, this is considered acceptable.

The current crash data and traffic modelling was assessed in the TIA, in which it was concluded that the increased traffic generated by the proposed development is not expected to result in any safety or operational issues on the road network.

The TIA is accepted, and it is concluded that the additional traffic should not have an unreasonably impact on the safety or efficiency of the road network. The performance criteria for C3.5.1 P1 is met.

Pedestrians Access Within the Car Park

The sports facility will have pedestrian paths to all parking spaces, except to the centre row of parking spaces within the separate car park between the entry and exit to the site. The pedestrian access from the centre row of parking spaces is across an access aisle, in a low-speed environment with clear visibility along the aisles and the varying desire lines of every pedestrian to their car. Perimeter footpaths are provided around each parking module to connect pedestrian to crossing points, and/or directly to the main sports centre entrance.

The pedestrian access within the car park is considered safe. The TIA is accepted, and it is concluded that the proposed car park layout is safe and provides convenient pedestrian access. The performance criteria for C2.6.5 P1 is met.

CONCLUSION

Based on the TIA, the proposed development is not expected to have any significant detrimental impacts on the surrounding road network in terms of traffic efficiency, parking or road safety. I have no objection to the development on traffic engineering or road safety grounds.

Kind Regards



Emily Burch
Senior Transport Engineer

DEVELOPMENT APPLICATIONS

HYDRAULICS DEPARTMENT REFERRAL

DA No.:	PLN-25-078	Date Referred:	15 April 2025
Development Engineer:		To Be Returned By:	22/04/2025
Hydraulics Engineer:	Dan Egodawatte	Property File No:	2191752
Standard:		Discretionary Permitted	Discretionary

Details of Application:	Applicant's Name:	All Urban Planning
	Business Contact Name:	Frazer Read
	Contact Email:	Frazer@allurbanplanning.com.au
	Address of Development:	61 Claremont Link Road Claremont
	Proposal in Detail:	New Building for Sport and Recreation

Comments

The proposed development includes a sport and recreation building at 61 Claremont Link Road, Claremont.

1. Referenced Documents

- Response to RFI dated 06/05/2025 by All Urban Planning
- Planning Report Glenorchy Sports Centre Claremont College 61 Claremont Link Road revision 1 dated 28/03/2025 by All Urban Planning
- Stormwater report CES246223-C8-02 dated 05/05/2025 by Coordinated Engineering Services
- Flood inundation risk management plan FE_24098_02 dated 18/02/2025 by Flussig Engineers
- Flood hazard report FE_24098_02 dated 07/02/2025 by Flussig Engineers

2. Stormwater Management Policy

a. Stormwater Disposal Method Requirements:

All stormwater generated from the development will drain to stormwater systems by gravity. Therefore, 4 (a) is met.

b. Stormwater Quality Management Requirements:

The stormwater system will incorporate water sensitive urban design principles for the treatment and disposal of stormwater given the new impervious area is greater than 500m². This will include four proprietary PSorb StormFilters installed within a 1500x1500 precast pit, and an Ocean Protect Cascade CS1200 gross pollutant trap is required for tertiary treatment.

Therefore, 5 (b) is met.

c. Stormwater Quantity Management Requirements:

The development is exempt from the Stormwater Quantity Management Requirements due to the extensive land size. Additionally, the post-development site discharge in a 5% AEP storm is less than the existing permissible site discharge.

Therefore, 6(a) is met.

d. Stormwater System Design Requirements:

The major stormwater system and the minor stormwater system have been demonstrated in Stormwater report by CES and flood report by Flussig Engineers.

Therefore 3 (a) and (b) are met.

C12.0 Flood-Prone Areas Hazard Code

Flood Hazard Report has been prepared by Flussig Engineers to address the performance criteria under C12.5.1 Uses within a flood prone area and C12.6.1. Building and works within a flood prone area. Objectives of the above two criteria is to demonstrate whether the proposed development and the use can achieve and maintain a tolerable risk during a 1% AEP flood event with provision for the climate change scenario.

Flood hazard is generally categorised based on the combined impacts of expected flood depths and velocities as per Australian Disaster and Resilient Handbook. Below graphical representation indicates the 6 categories from H1 to H6.

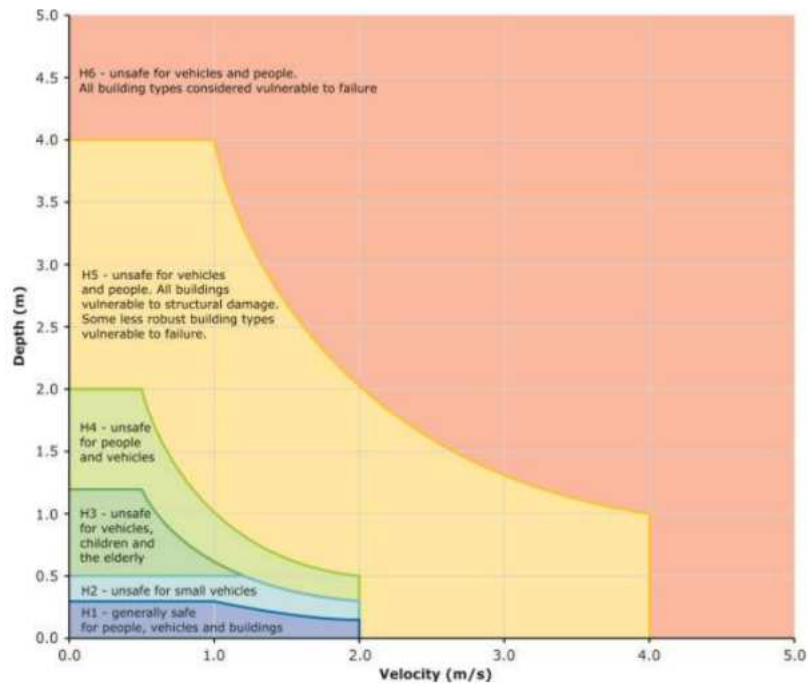


Figure 1 General flood hazard vulnerability curves

Flussig report has identified that the proposed developed of the multi-sport centre at 61 Claremont Link Road is susceptible to a fast moving and deep flood flow, with the surrounding region classified in the range H1-H6 hazard rating in the 1 % AEP + climate change event. This means some areas of the site are considered generally unsafe for people and vehicles.

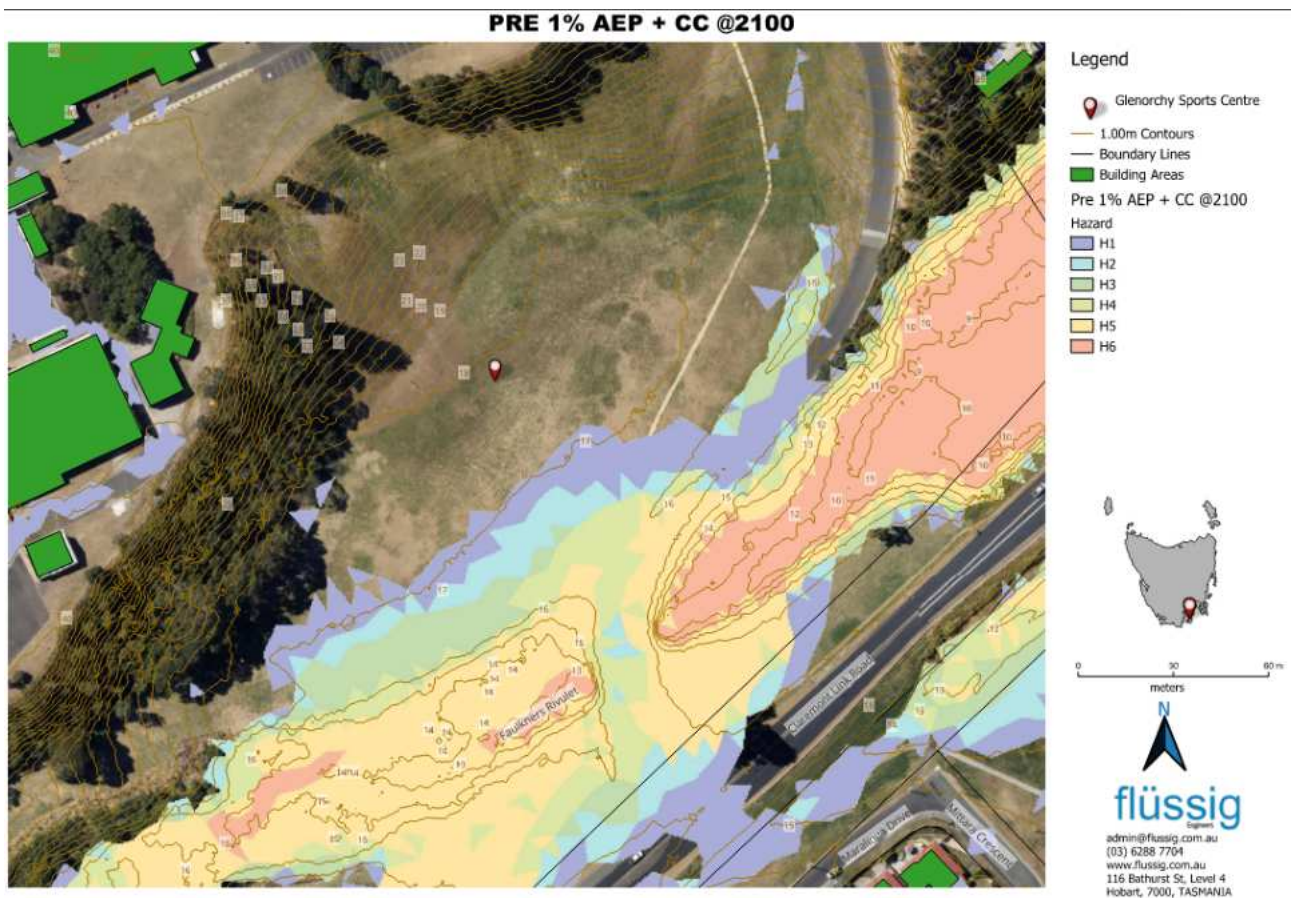


Figure 2 Pre-development Flood Hazard Extents

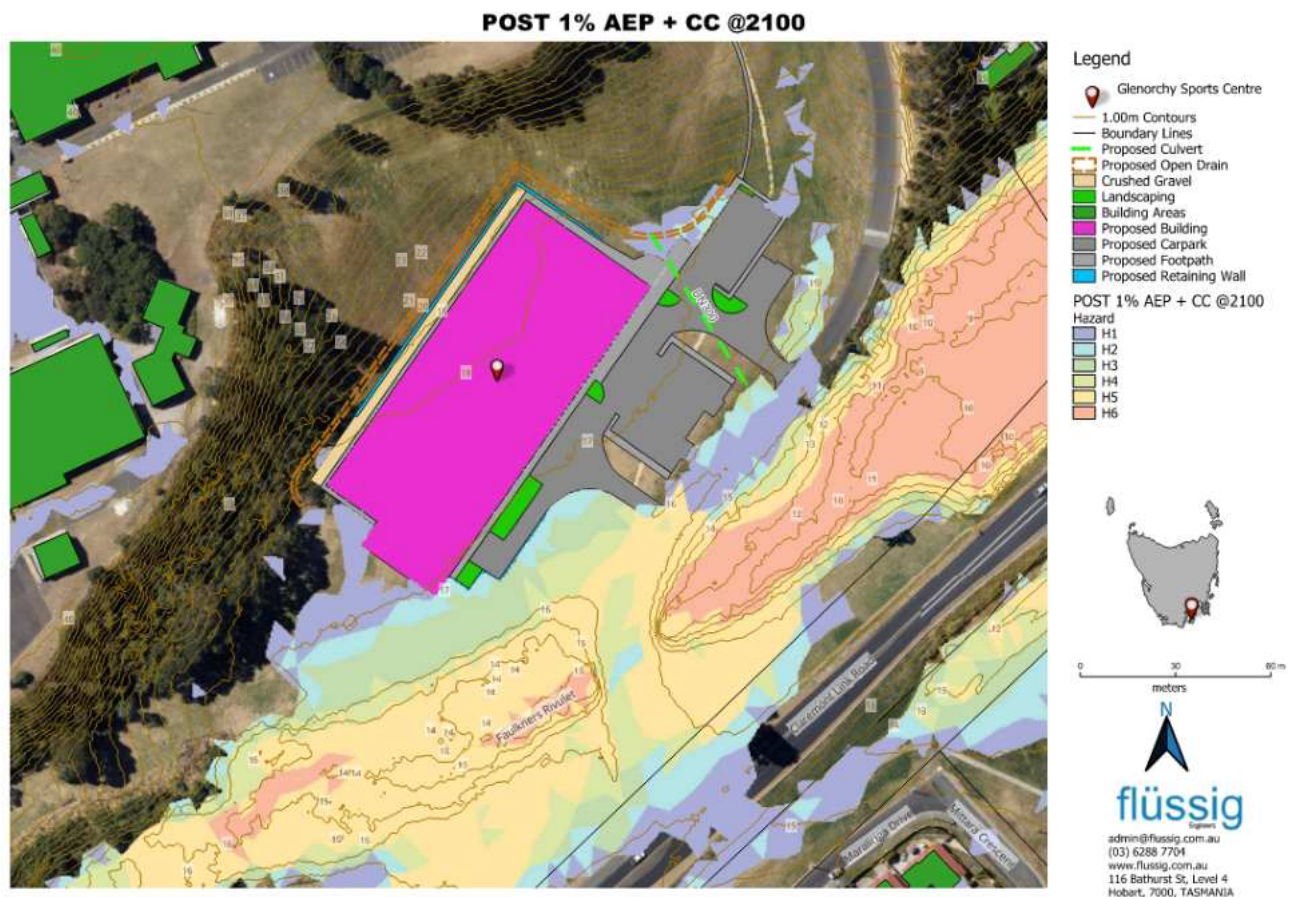


Figure 3 Post Development Flood Hazard Extents

Therefore, Flussig report has provided a range of recommendations including:

- Raising the finished floor levels higher than the 1% AEP flood in accordance with Building regulations;
- Adoption and maintenance of flood management plans to all on-site facility users;
- No additional solid structures be constructed around the property without further flood assessment;
- Construct a new cutoff drain along the western side of the proposed facility, positioned at the top of the proposed retaining wall;
- Install a new DN300 pipe and associated pits to facilitate dewatering of the northern corner of the facility area, or implement any other structures that can achieve similar results; and
- Landscaping around the driveways and carpark areas should consist of stabilised, non-erosive materials.

The Flussig report suggests that the proposed sports facility and associated infrastructure do not displace overland flow onto neighbouring properties. The design effectively addresses potential flood-related risks within the site, supporting its long-term resilience and functionality. The development's infrastructure effectively directs and controls runoff, reducing potential risks associated with increased surface water accumulation and ensuring compliance with local flood management guidelines.

Conclusion

In summary, I have no objections with the proposal from a hydraulics perspective, provided the following conditions are met:

1. Engineering design drawings must be submitted and approved, prior to the construction or issue of Building Permit, whichever occurs first. The engineering drawings must:
 - a) be certified by a qualified and experienced Engineer.
 - b) 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.
 - c) Finish floor levels (FFL) of the habitable areas must align with the recommendations outlined in Table 6 of the Flood Hazard Report FE_24098_02 dated 07/02/2025 by Flussig, which specifies an 18m AHD elevation.
 - d) Provide details of the cutoff drain as recommended in Flussig Flood Hazard Report FE_24098_02 dated 07/02/2025. Drain lining material must be designed to convey flows safely without exposing for erosion. Include Flood Warning Signs and Safe Zone Areas plan as recommended in the FLOOD INUNDATION RISK MANAGEMENT PLAN FE_24098_02 dated 18/02/2025 by Flussig Engineers.
 - e) 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.

2. The new stormwater infrastructure must be constructed prior to the sealing of the final plan / issue of an occupancy certificate.
3. The development must incorporate the Water Sensitive Urban Design (WSUD) as part of the development as presented in the stormwater report CES246223-C8-02 dated 05/05/2025 by Coordinated Engineering Services. The WSUD components must be designed and constructed to the satisfaction of the Council's Senior Civil Engineer and completed prior to the sealing of the Final Plan / issue of a ssCompletion Certificate.
4. The landowner must maintain the Water Sensitive Urban Design infrastructure in accordance with the stormwater report CES246223-C8-02 dated 05/05/2025 by Coordinated Engineering Services. The maintenance schedule forms part of this permit.