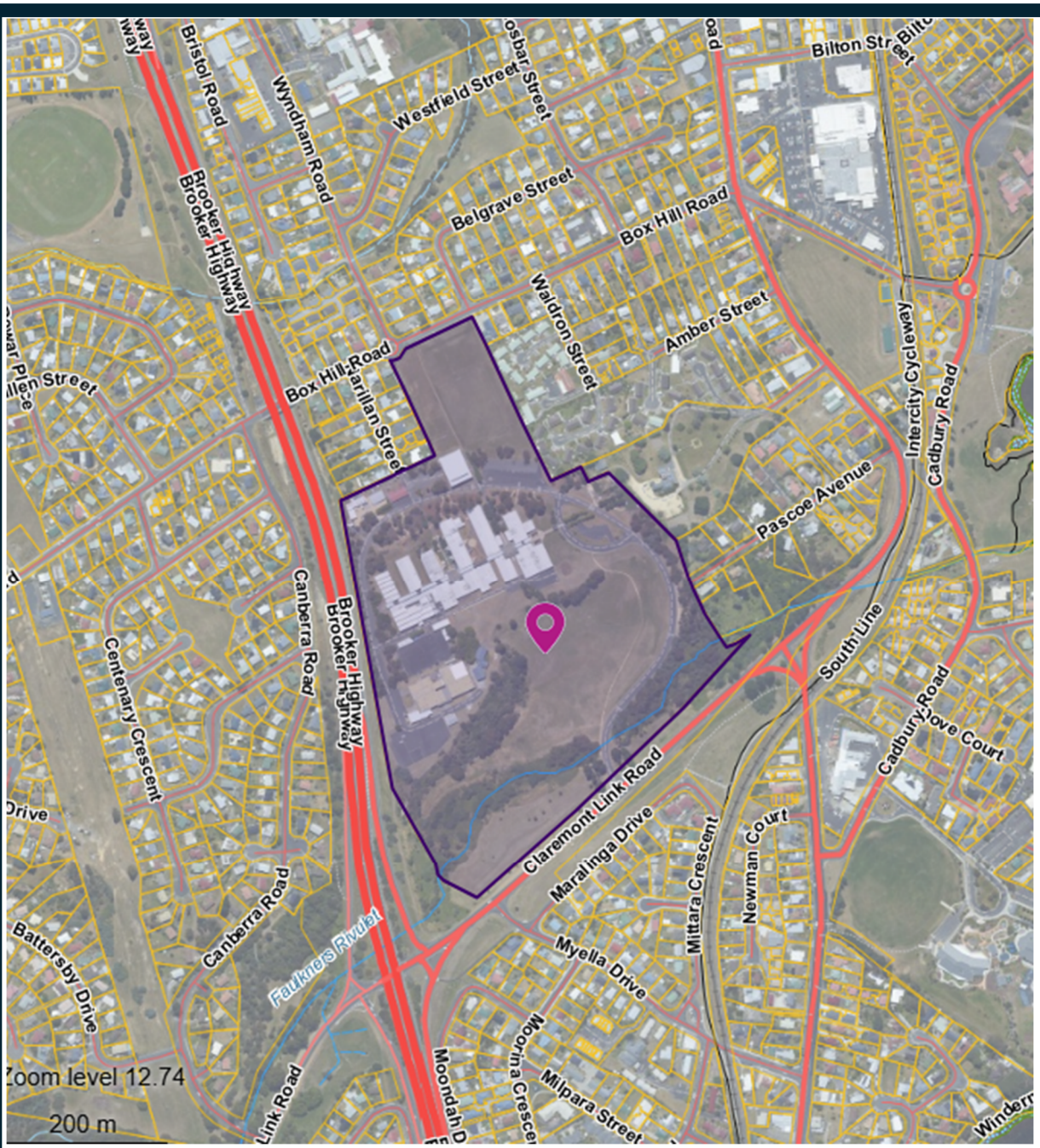
GLENORCHY PLANNING AUTHORITY
ATTACHMENTS
MONDAY, 14 JULY 2025

TABLE OF CONTENTS:

PLANNING

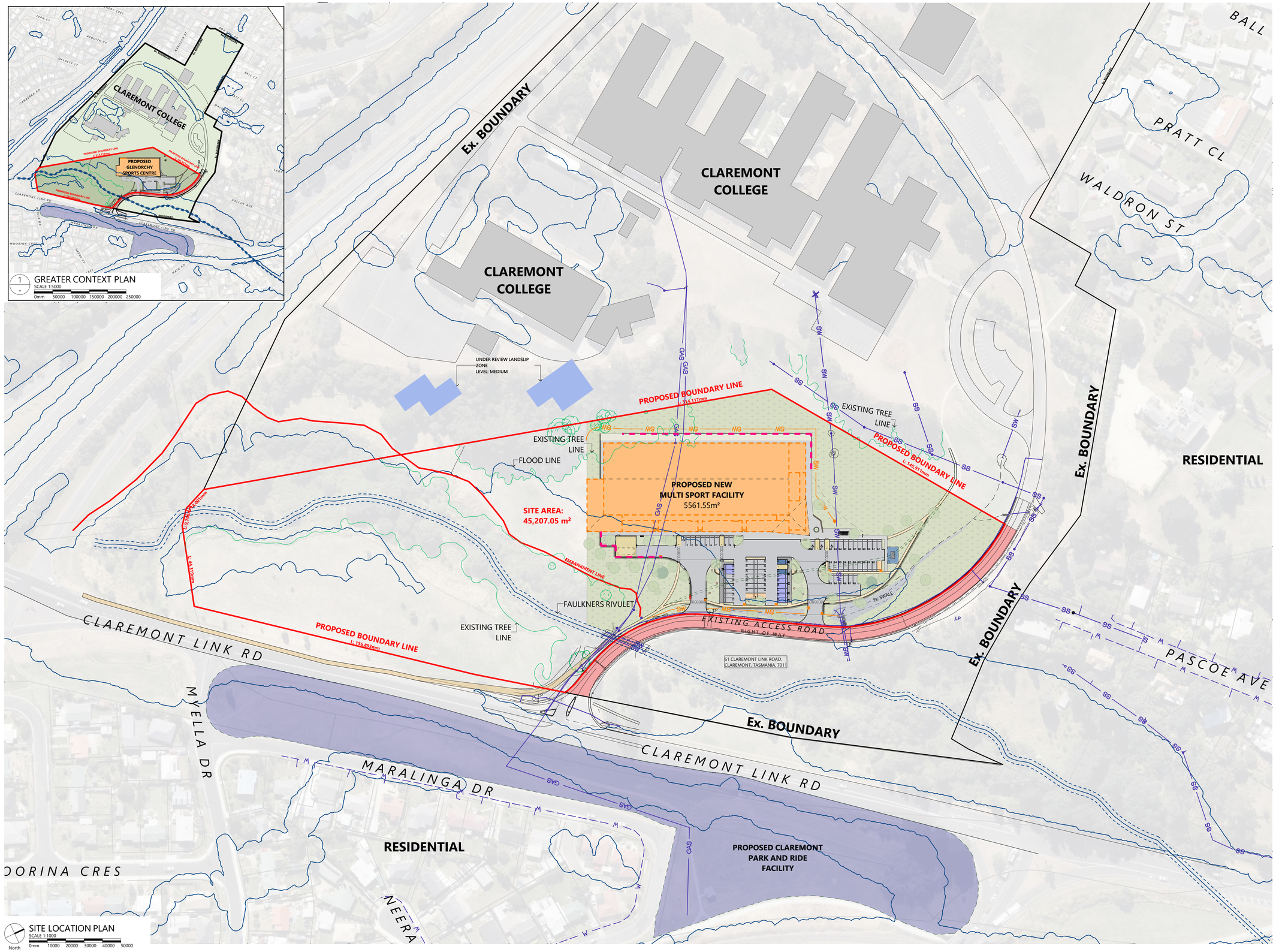
GPA – Attachment 1

Site Plan, advertised plans, and TasWater Referral



Location Plan: 61 Claremont Link Road, Claremont

1 GREATER CONTEXT PLAN
SCALE 15000
0mm 50000 100000 150000 200000 250000



SITE LOCATION PLAN
SCALE 1:1000
North
0mm 10000 20000 30000 40000 50000

REVISION					
RevID	ChID	Description	Date	Int.	App
DA01	1	ISSUED FOR DEVELOPMENT APPLICATION	27/01/2025	RC	IK

SITE PLAN GENERAL NOTES

GENERAL SITE DEMOLITION WORKS

SITE & SERVICES LEGEND

(REFER TO CIVIL SERVICES DRAWINGS FOR DETAILS)

- EXISTING TITLE BOUNDARY
- NEW SUBDIVISION LINE TBC
- LP — EXISTING LIGHT POLE
- EXISTING UNDERGROUND ELECTRICITY LINE
- SS — EXISTING SEWER LINE
- SW — EXISTING STORMWATER LINE
- W — EXISTING WATER LINE
- eSW-MH — EXISTING STORMWATER MANHOLE
- eSW-GP — EXISTING STORMWATER GRATED PIT
- eSS-MH — EXISTING SEWER MANHOLE
- EXISTING TREE COVERAGE OUTLINE
- SS — PROPOSED SEWER LINE
- SW — PROPOSED STORMWATER LINE
- SW-SEP — PROPOSED STORMWATER SIDE ENTRY PIT
- W — PROPOSED WATER LINE
- FH — PROPOSED FIRE HYDRANT LINE
- DATA — PROPOSED NBN LINE
- E — 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 ENSURE BATTER DOES NOT EXCEED 1000mm TO NATURAL GROUND LEVEL.
- EXISTING ROCK
- PROPOSED RELOCATED ROCK
- PROPOSED TREE

NOTE: THERE IS ONLY ONE GAS LINE RUNNING THROUGH THE PROPOSED SITE, HOWEVER TWO SURVEYS SHOWED DIFFERENT PIPELINE LOCATIONS. BOTH POTENTIAL LOCATIONS HAVE BEEN DOCUMENTED ON THIS DRAWING.

GLENORCHY SPORTS CENTRE

DEPARTMENT OF STATE GROWTH

APPROVAL
244008
SHEET SIZE: A1 (LANDSCAPE)

A00-DA01

ARTAS ARCHITECTS

UNDER REVIEW
LANDSLIP ZONE
LEVEL: MEDIUM

TREE REMOVAL REQUIRED WHERE Ex. TREE LINE MEETS THE BUILDING AREA OR REQUIRED CONSTRUCTION ZONE. EXTENT OF REMOVAL TO BE KEPT AT A MINIMUM. MAKE GOOD AS REQUIRED.

SITE AREA:
45,207.05 m²

PROPOSED BOUNDARY LINE
L: 814.117mm

PROPOSED BOUNDARY LINE
L: 145.911mm

FLOOD LINE

EMBANKMENT LINE

Ex. NATIVE CREEK VEGETATION

FAULKNERS RIVULET

Ex. TREE LINE

Ex.TREE LINE

Ex. GAS LINE TO BE CAPPED AND DECOMISSIONED.

EXISTING GAS PIPE LINE

EXISTING STORMWATER PIPELINE

EXISTING SEWER PIPELINE

Ex. STORMWATER PIPELINE

Ex. SEWER PIPELINE

18,542 TO BOUNDARY

32,086 TO BOUNDARY

106,404 TO BOUNDARY

18,662 TO BOUNDARY

47,543 TO BOUNDARY

900mm PROPRIETARY ROLL TOP FENCE TO TOP OF RETAINING WALL AS A SAFETY BARRIER WHERE THE DROP TO GROUND LEVEL IS OVER 1000mm. GLAVANISED FINISH.

SWALE/CUT OFF DRAIN

PROPOSED NEW RETAINING WALL

CRUSHED GRAVEL

1:500 PATH

1° FALL

76 SOLAR PANELS - 34Kw SOLAR ARRAY
2000 D X 1000 W PANELS

ROOF CENTRE LINE - RL 29.268

PROPOSED NEW MULTI SPORT FACILITY
5561.55m²
18,000

WALL OUTLINES SHOWN DASHED.

ROOF - RL 22.420

ROOF - RL 23.450

ENTRY 18,000

1° FALL - NEW FOOTPATH

2m WIDE ELECTRICAL EASEMENT CONNECTING THE SUBSTATION KIOSK TO THE GRID.

9m X 6m SUBSTATION EASEMENT ZONE. 1850mm ROLL TOP FENCE TO EASEMENT PERIMETER. GALVANISED FINISH.

NEW SUBSTATION KIOSK IN ACCORDANCE WITH TAS NETWORKS REQUIREMENTS. 4000mm W x 2100mm D

LANDSCAPING GRASS SEED

BIKE STORAGE WITH PROPRIETARY DEMOUNTABLE CANOPY. ENSURE INSTALLATION IS CLEAR OF STORMWATER LINE.

NEW FOOTPATH 17,980

NEW FOOTPATH 17,389

BUS DROP OFF / PICK UP

MOTORBIKE PARKING

LOADING BAY

Ex. FLOOD HAZARD OVERLAY BOUNDARY

PROPOSED PARKING

FUTURE EV

DIRECT PEDESTRIAN ACCESS TO CLAREMONT COLLEGE

ENTRY 16,040

Ex. ROCK WALL

GLENORCHY SPORTS CENTRE ENTRY SIGN

EXISTING ACCESS ROAD
RIGHT OF WAY

EXIT 15,570

Ex. ROCKS TO BE RELOCATED AS PART OF LANDSCAPING.

ACTIVE TRANSPORT ROUTE TO CLAREMONT COLLEGE

LINE OF Ex. FOOTPATH

Ex. SWALE

Ex. TURNSTYLE ENTRY GATE

Ex. ENTRY GATE

GLENORCHY SPORTS CENTRE ROAD SIGN

50.000 MIN OFFSET FROM RESIDENTIAL AREA

Ex. BOUNDARY

Ex. BOUNDARY

SITE PLAN
SCALE 1:500
0mm 5000 10000 15000 20000 25000
North

GLENORCHY SPORTS CENTRE

DEPARTMENT OF STATE GROWTH

SKETCH CONCEPT
CONTROLLED DOCUMENT DO NOT COPY

ARTAS ARCHITECTS

APPROVAL
244008
SHEET SIZE: A1 (LANDSCAPE)

A01-DA01

REVISION

RevID	ChID	Description	Date	Int.	App
DA01	1	ISSUED FOR DEVELOPMENT APPLICATION	27/03/2025	RC	IK

SITE 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
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- EXISTING WATER LINE
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- EXISTING STORMWATER GRATED PIT
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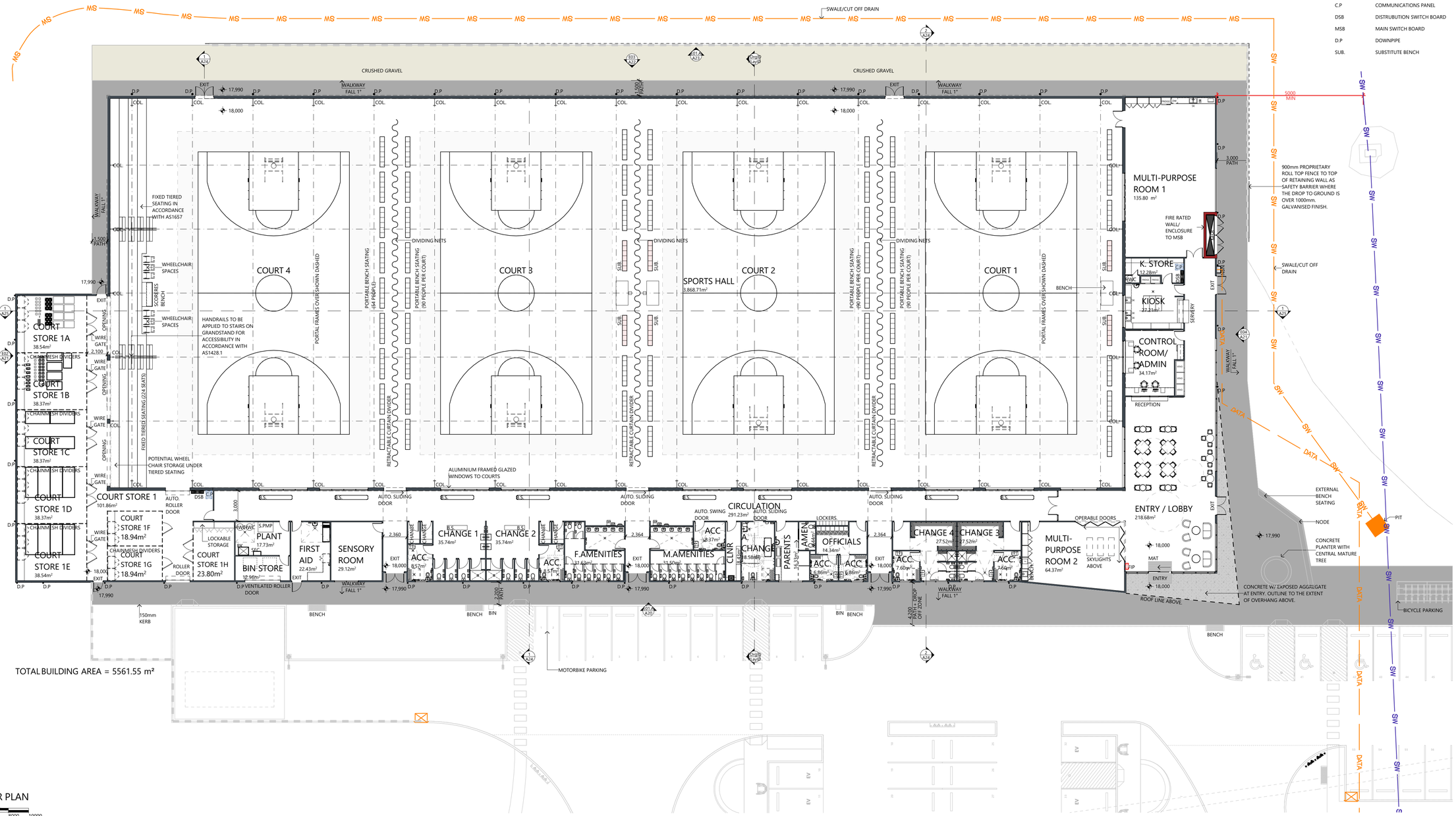
FLOOR PLAN GENERAL NOTES

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



TOTAL BUILDING AREA = 5561.55 m²

GROUND FLOOR PLAN
SCALE 1:200
North
0mm 2000 4000 6000 8000 10000

GLENORCHY SPORTS CENTRE

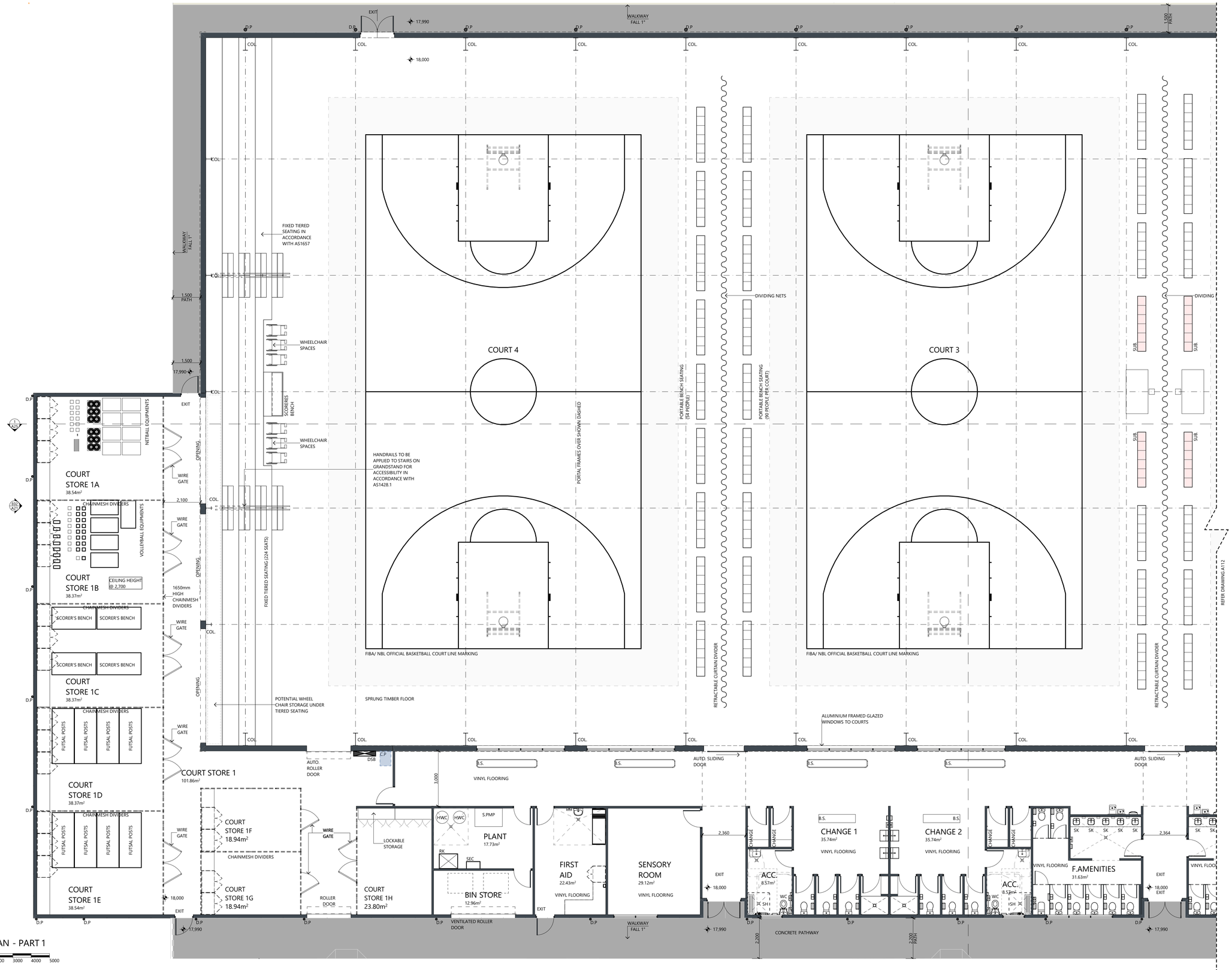
DEPARTMENT OF STATE GROWTH

SKETCH CONCEPT
CONTROLLED DOCUMENT DO NOT COPY

ARTAS ARCHITECTS

APPROVAL
244008
SHEET SIZE: A1 (LANDSCAPE)

A10-DA01



1 FLOOR PLAN - PART 1
SCALE 1:100
0mm 1000 2000 3000 4000 5000

GLENORCHY SPORTS CENTRE

DEPARTMENT OF STATE GROWTH

REVISION					
RevID	ChID	Description	Date	Int.	App
DA01	1	ISSUED FOR DEVELOPMENT APPLICATION	27/01/2025	RC	IK

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	DISTRUBUTION SWITCH BOARD
MSB	MAIN SWITCH BOARD
D.P	DOWNPIPE
SUB.	SUBSTITUTE BENCH

APPROVAL
244008
SHEET SIZE: A1 (LANDSCAPE)

A11-DA01

ARTAS ARCHITECTS

REVISION					
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DA01	1	ISSUED FOR DEVELOPMENT APPLICATION	27/01/2025	RC	IK

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	DISTRUBUTION SWITCH BOARD
MSB	MAIN SWITCH BOARD
D.P	DOWNPIPE
SUB.	SUBSTITUTE BENCH

SPORTS HALL
3,868.71m²

COURT 2

COURT 1

DIVIDING NETS

PORTABLE BENCH SEATING (90 PEOPLE PER COURT)

PORTABLE BENCH SEATING (90 PEOPLE PER COURT)

PORTAL FRAMES OVER SHOWN DASHED

BENCH

RETRACTABLE CURTAIN DIVIDER

FIBA/ NBL OFFICIAL BASKETBALL COURT LINE MARKING

FIBA/ NBL OFFICIAL BASKETBALL COURT LINE MARKING

SPRUNG TIMBER FLOOR

REFER DRAWING A111

MULTI-PURPOSE ROOM 1
135.80 m²
CARPET TILES

K. STORE
12.28m²
VINYL FLOORING

KIOSK
27.21m²
VINYL FLOORING

SERVERY

CONTROL ROOM/ ADMIN
34.17m²
CARPET TILES

RECEPTION

FRIDGE

FIRE RATED WALL/ ENCLOSURE TO MSB

MSB

EXIT

ENTRY / LOBBY
218.68m²
CARPET TILES

OPERABLE DOORS

AUTO. SLIDING DOOR

VINYL FLOORING

CIRCULATION
291.23m²

AUTO. SWING DOOR

AUTO. SLIDING DOOR

LOCKERS.

AMENITIES

ACC 8.37m²

CLNR 8.43m²

A. CHANGE 18.58m²

VINYL FLOORING

PARENTS 16.39m²

AMEN 4.44m²

OFFICIALS 14.34m²

VINYL FLOORING

ACC. 6.66m²

ACC. 6.66m²

2.364

EXIT

CHANGE 4 27.52m²

CHANGE 3 27.52m²

VINYL FLOORING

ACC. 7.60m²

ACC. 7.60m²

MULTI-PURPOSE ROOM 2
64.37m²
CARPET TILES

SKYLIGHTS ABOVE

MAT

ENTRY

WALKWAY FALL 1°

ROOF LINE ABOVE

CONCRETE W/ EXPOSED AGGREGATE AT ENTRY. OUTLINE TO THE EXTENT OF OVERHANG ABOVE.

EXTERNAL BENCH SEATING

NODE

CONCRETE PLANTER WITH CENTRAL MATURE TREE

SWALE/CUT OFF DRAIN

900mm PROPRIETARY ROLL TOP FENCE TO TOP OF RETAINING WALL AS SAFETY BARRIER WHERE THE DROP TO GROUND IS OVER 1000mm. GALVANISED FINISH.

5000 MIN

3,000 PATH

SW

DATA

17,990

18,000

1 FLOOR PLAN - PART 2
SCALE 1:100
0mm 1000 2000 3000 4000 5000

GLENORCHY SPORTS CENTRE

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APPROVAL
244008
SHEET SIZE: A1 (LANDSCAPE)

A12-DA01

ARTAS ARCHITECTS

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DA01	1	ISSUED FOR DEVELOPMENT APPLICATION	27/01/2025	RC	IK

ROOF PLAN GENERAL NOTES

STRAMMIT LONGSPAN ROOF PROFILE. COLORBOND WHITEHAVEN FINISH.

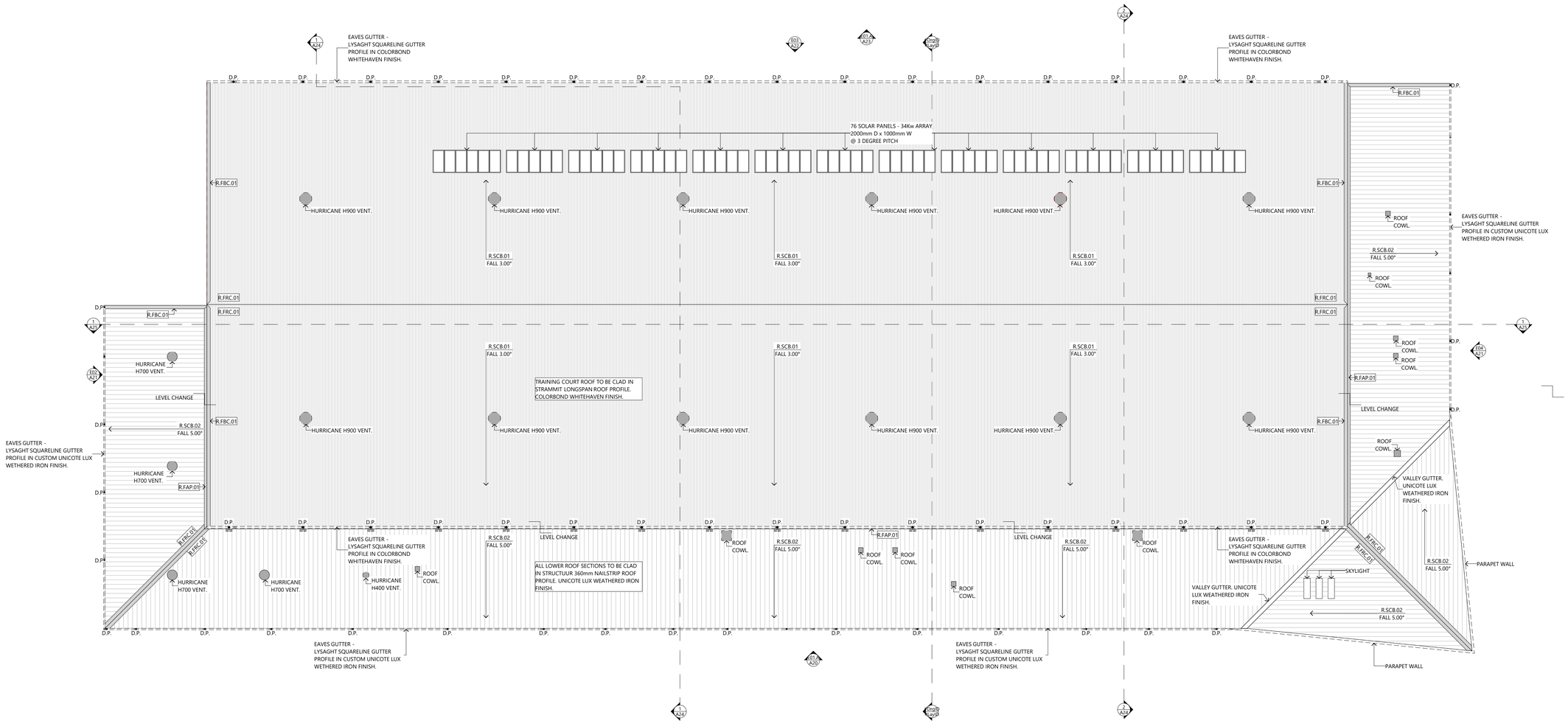
STRUCTUUR 360mm NAILSTRIP ROOF PROFILE. UNICOTE LUX WEATHERED IRON FINISH .

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.



ROOF PLAN
SCALE 1:200
North
0mm 2000 4000 6000 8000 10000

GLENORCHY SPORTS CENTRE

DEPARTMENT OF STATE GROWTH

APPROVAL
244008
SHEET SIZE: A1 (LANDSCAPE)

A13-DA01

ARTAS ARCHITECTS

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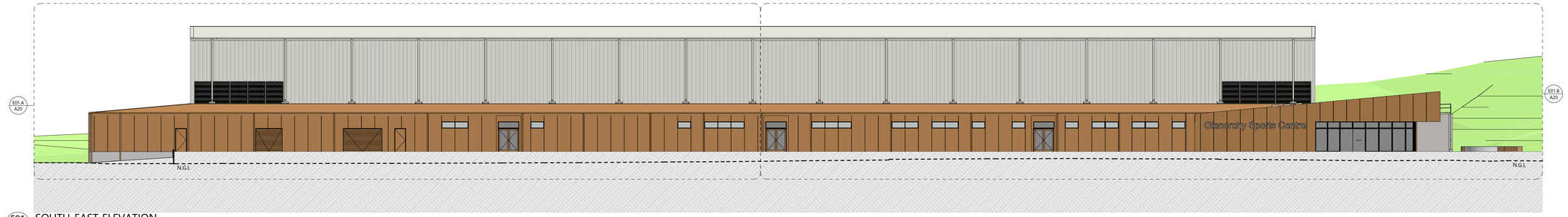
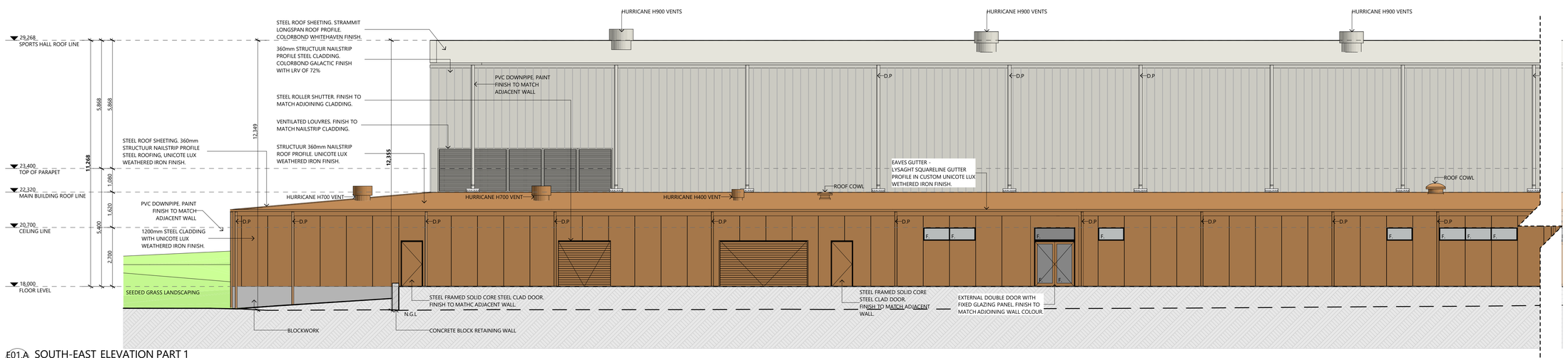


E01 SOUTH-EAST ELEVATION
SCALE 1:200
0mm 2000 4000 6000 8000 10000



E01.A SOUTH-EAST ELEVATION PART 1
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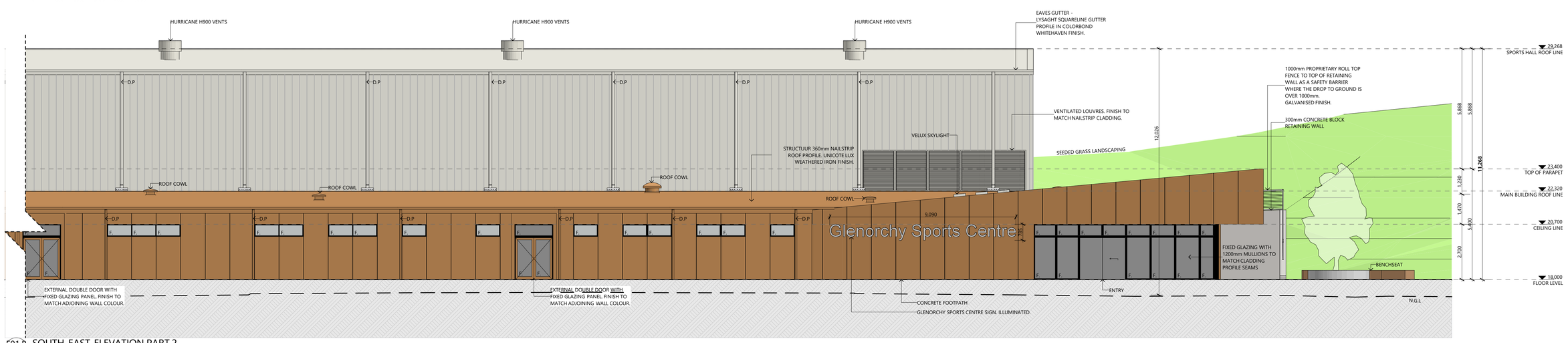

E01.B SOUTH-EAST ELEVATION PART 2
SCALE 1:100
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GLENORCHY SPORTS CENTRE

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APPROVAL
244008
SHEET SIZE: A1 (LANDSCAPE)

A20-DA01

ARTAS ARCHITECTS

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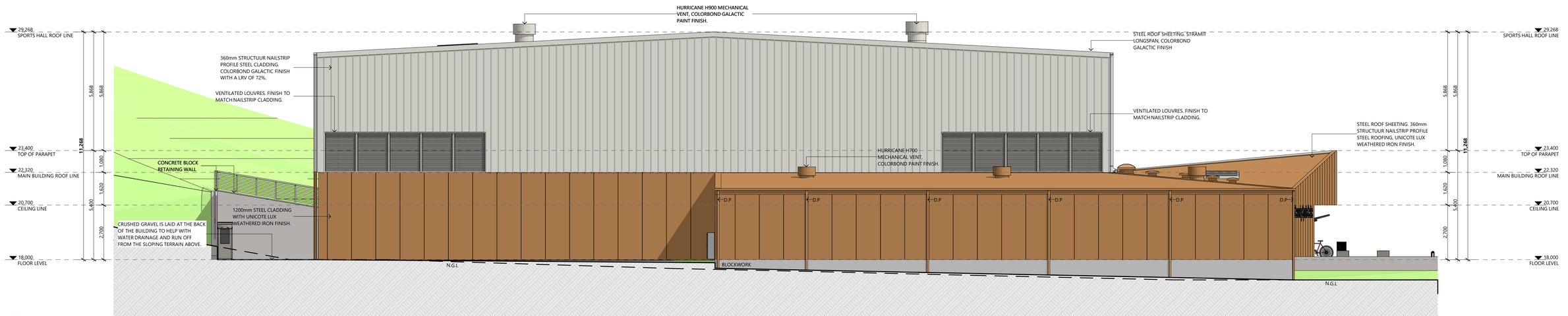

E02 – SOUTH-WEST ELEVATION
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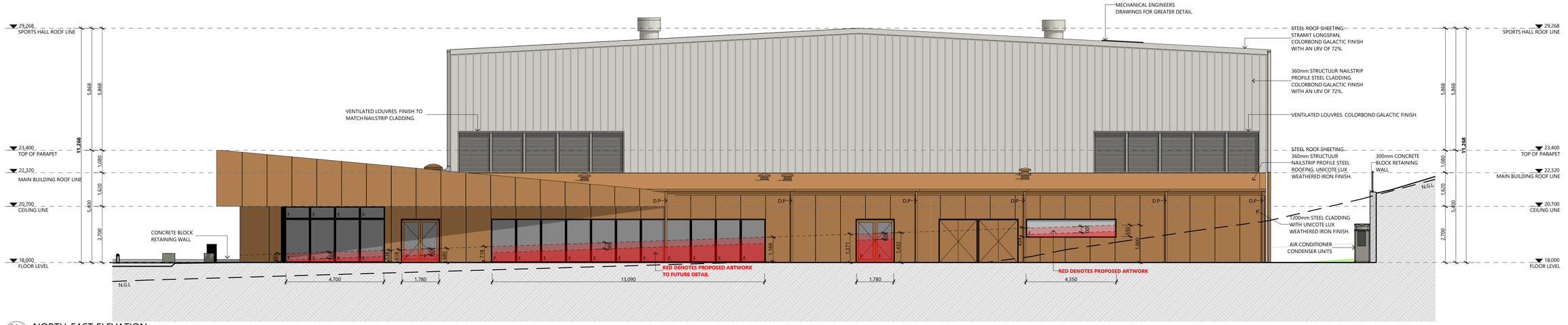

E04 – NORTH-EAST ELEVATION
SCALE 1:100
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GLENORCHY SPORTS CENTRE

DEPARTMENT OF STATE GROWTH

SKETCH CONCEPT

CONTROLLED DOCUMENT DO NOT COPY

ARTAS ARCHITECTS

APPROVAL
244008
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A21-DA01

REVISION					
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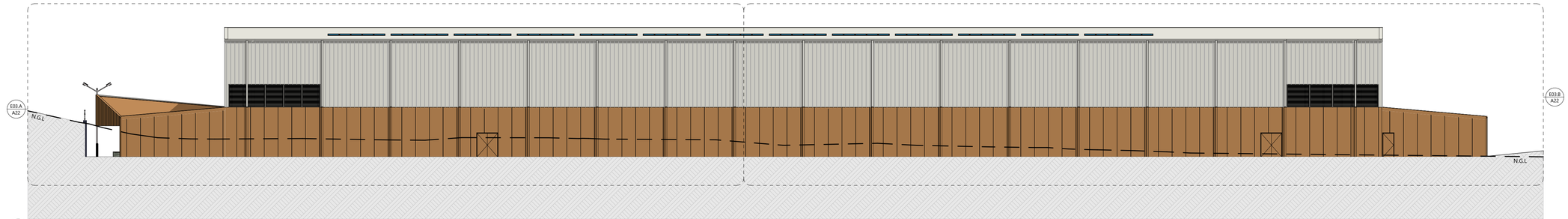

E03 NORTH-WEST ELEVATION
SCALE 1:200
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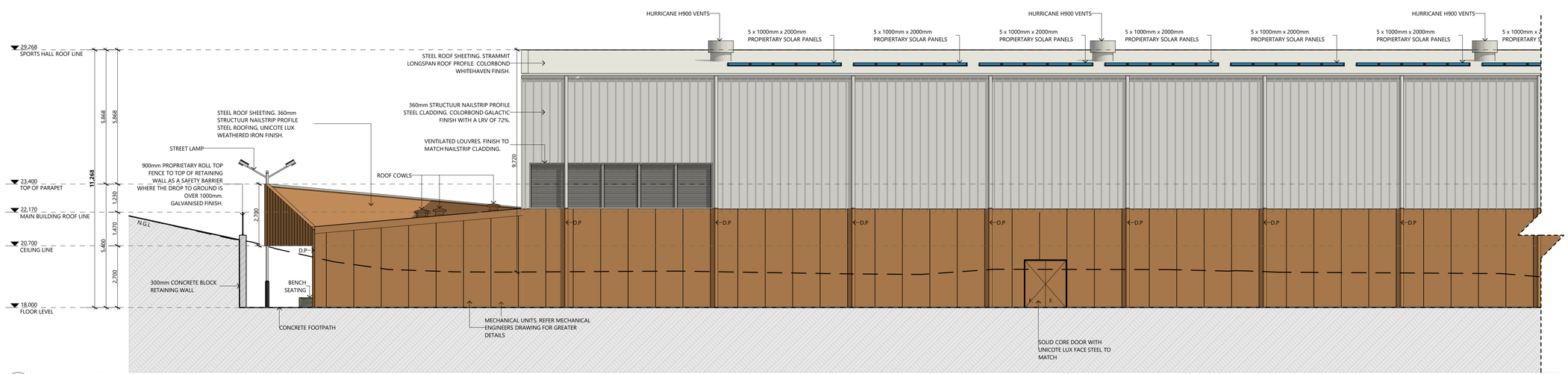

E03.A NORTH-WEST ELEVATION PART 1
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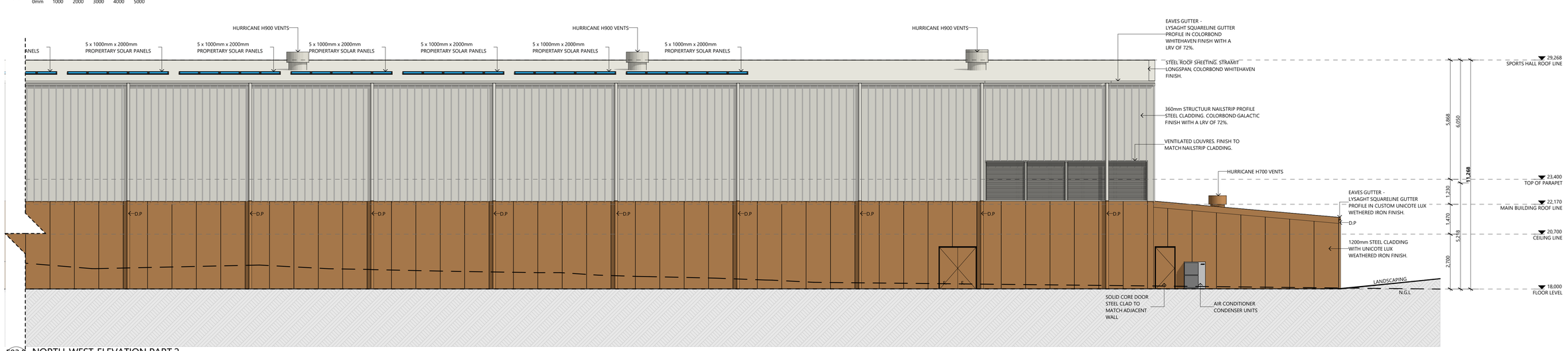

E03.B NORTH-WEST ELEVATION PART 2
SCALE 1:100
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GLENORCHY SPORTS CENTRE

DEPARTMENT OF STATE GROWTH

SKETCH CONCEPT

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ARTAS ARCHITECTS

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A22-DA01

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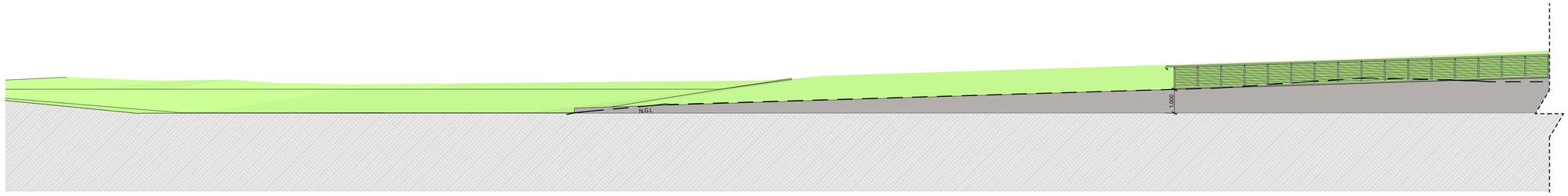
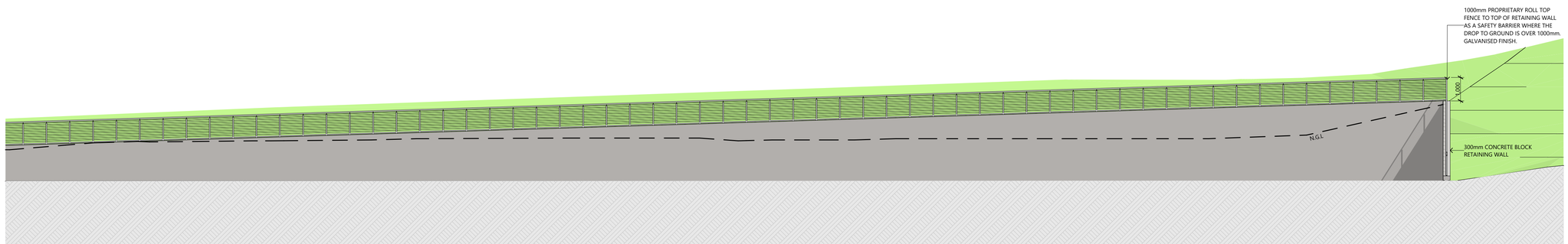


E01.A – RETAINING WALL NORTH ELEVATION

SCALE 1:100

0mm 1000 2000 3000 4000 5000



E01.B – RETAINING WALL NORTH ELEVATION

SCALE 1:100

0mm 1000 2000 3000 4000 5000

GLENORCHY SPORTS CENTRE

DEPARTMENT OF STATE GROWTH

APPROVAL

244008

SHEET SIZE: A1 (LANDSCAPE)

A23-DA01

ARTAS ARCHITECTS

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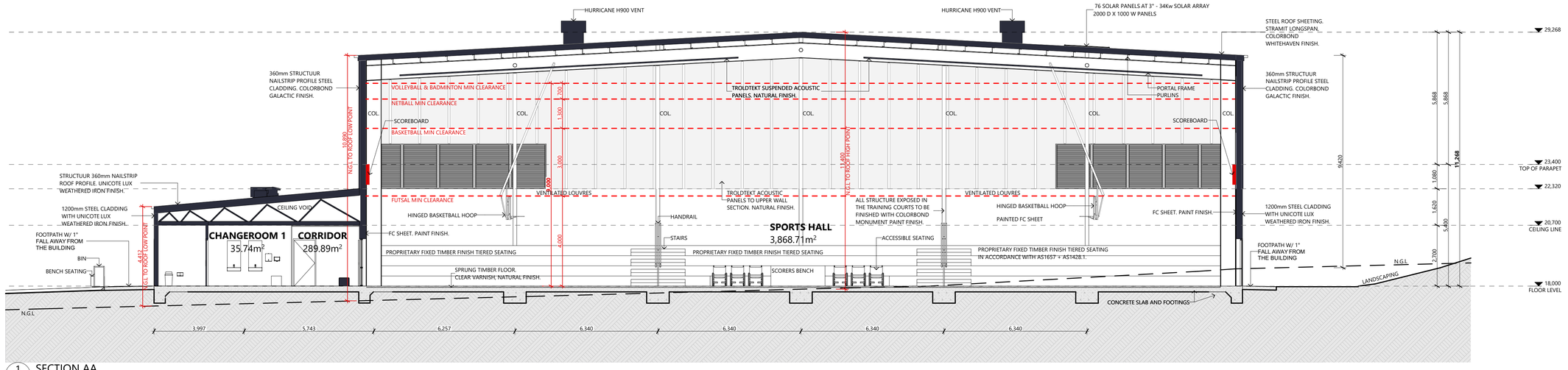

1 SECTION AA
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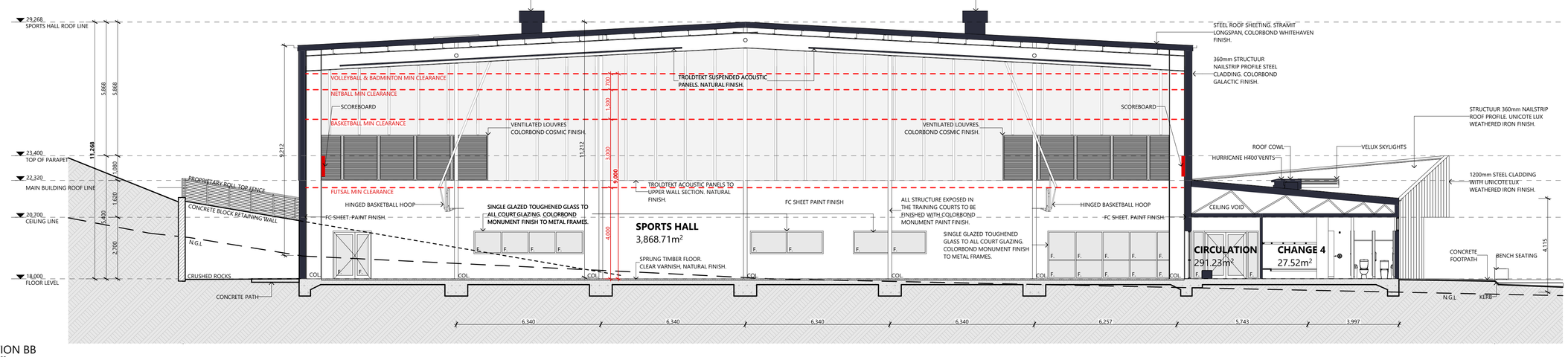

2 SECTION BB
SCALE 1:100
0mm 1000 2000 3000 4000 5000

GLENORCHY SPORTS CENTRE

DEPARTMENT OF STATE GROWTH

APPROVAL
244008
SHEET SIZE: A1 (LANDSCAPE)

A24-DA01

ARTAS ARCHITECTS

Document Set ID: 3505893
Version: 1, Version Date: 02/07/2025

REVISION					
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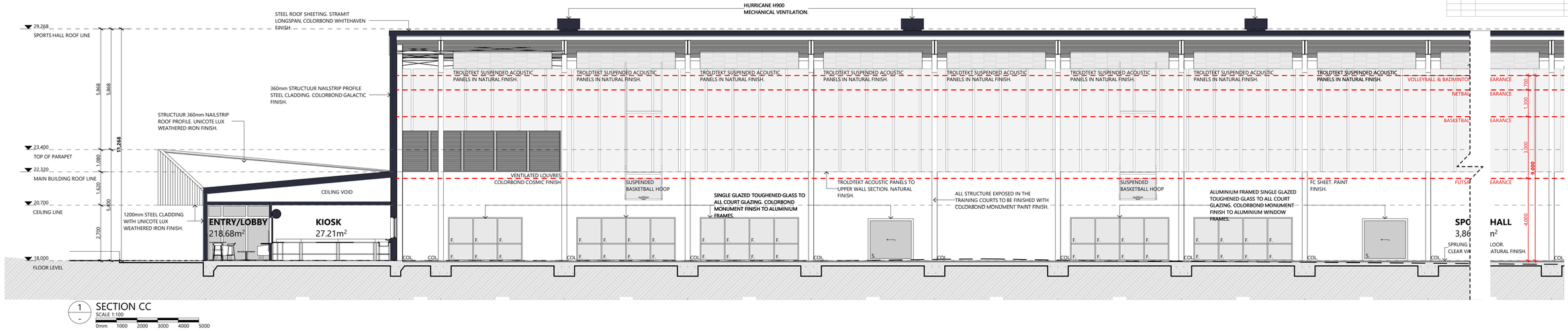
DA01	1	ISSUED FOR DEVELOPMENT APPLICATION	27/03/2025	RC	IK



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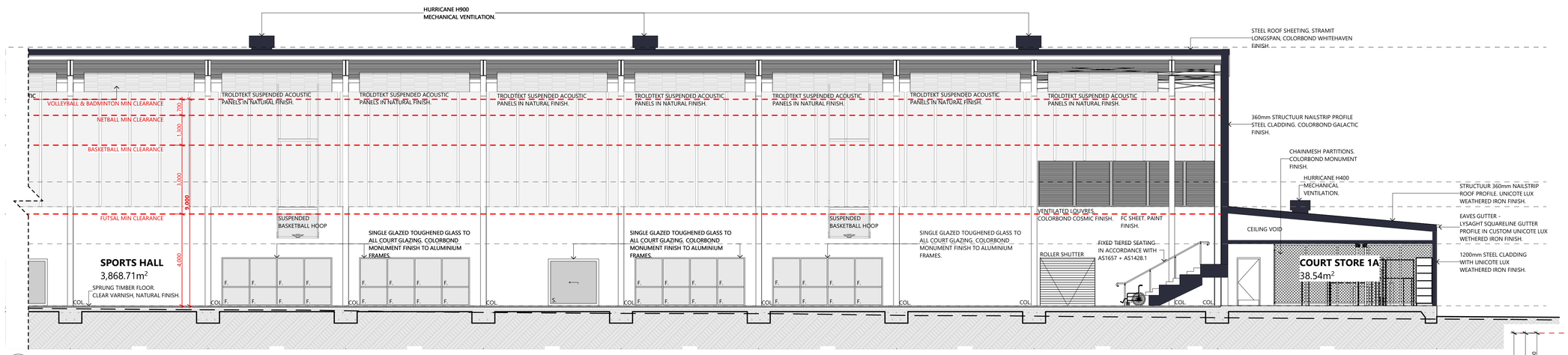

1 – SECTION CC
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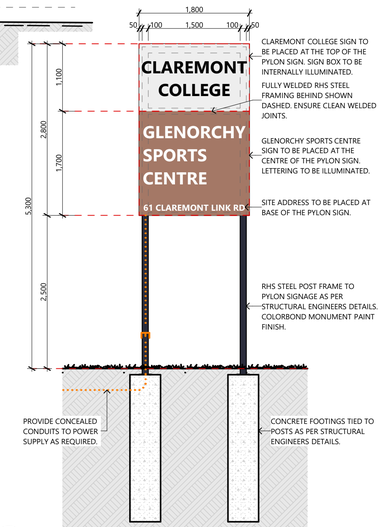


2 – SIGNAGE ELEVATION
SCALE 1:50
0mm 500 1000 1500 2000 2500

GLENORCHY SPORTS CENTRE

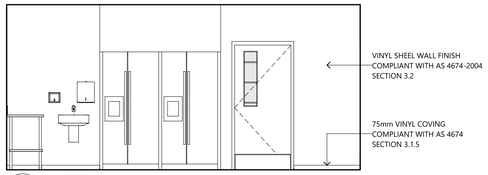
DEPARTMENT OF STATE GROWTH

APPROVAL
244008
SHEET SIZE: A1 (LANDSCAPE)

A25-DA01

ARTAS ARCHITECTS

Document Set ID: 3505893
Version: 1, Version Date: 02/07/2025



1 – KIOSK
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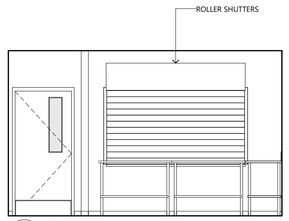

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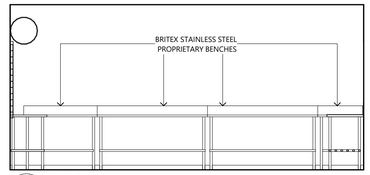

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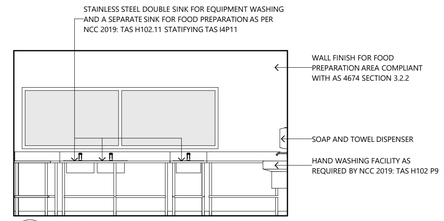

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REVISION

RevID	ChID	Description	Date	Int.	App
DA01	1	ISSUED FOR DEVELOPMENT APPLICATION	27/01/2025	RC	IK

GLENORCHY SPORTS CENTRE

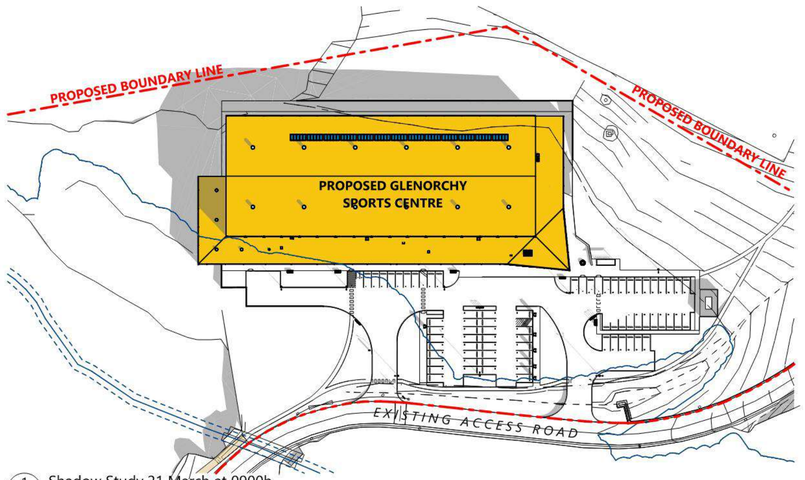
DEPARTMENT OF STATE GROWTH

APPROVAL
244008
SHEET SIZE: A1 (LANDSCAPE)

A26-DA01

ARTAS ARCHITECTS

REVISION					
RevID	ChID	Description	Date	Int.	App
DA01	1	ISSUED FOR DEVELOPMENT APPLICATION	27/01/2025	RC	IE



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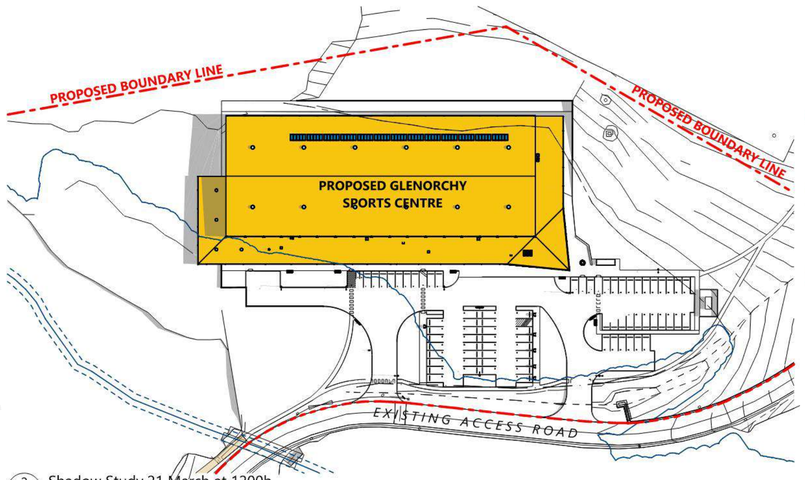

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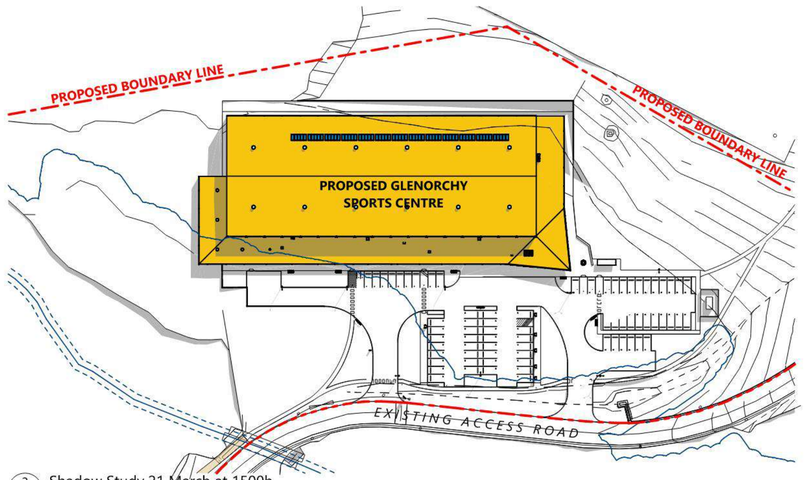

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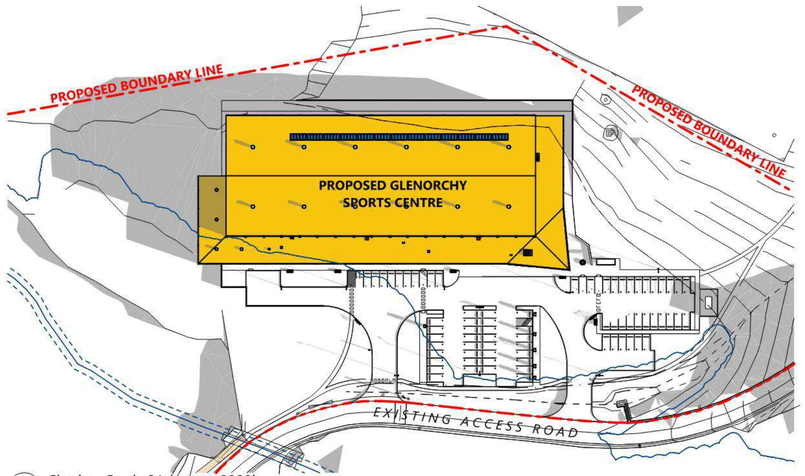

4 – Shadow Study 21 June at 0900h
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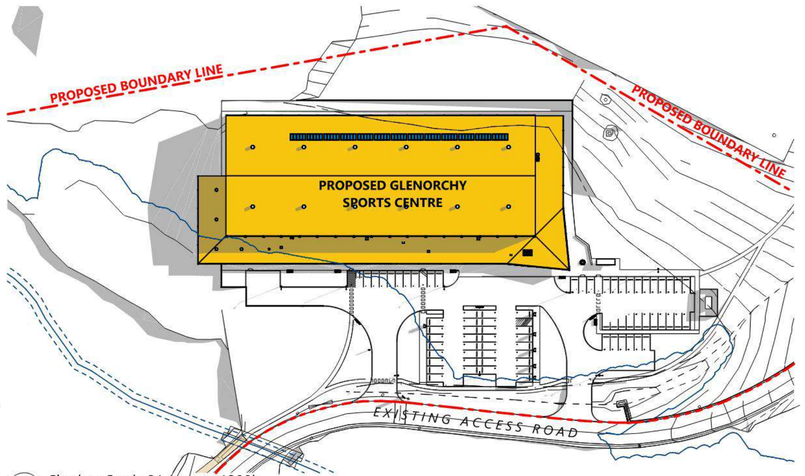

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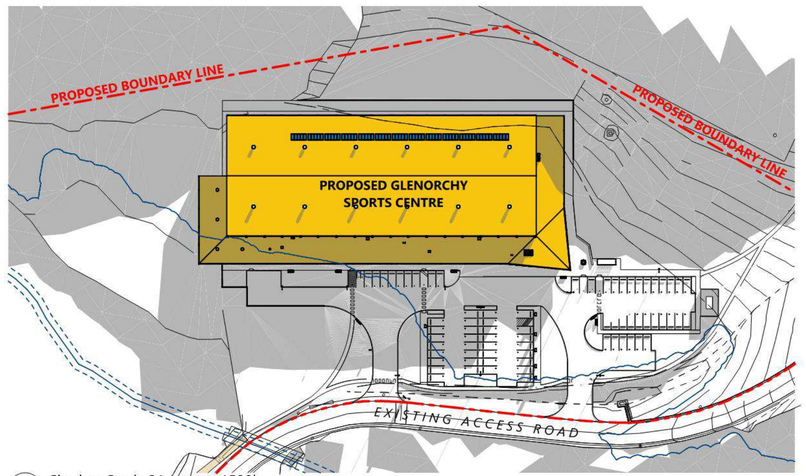

6 – Shadow Study 21 June at 1500h
SCALE 1:1000
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N

GLENORCHY SPORTS CENTRE

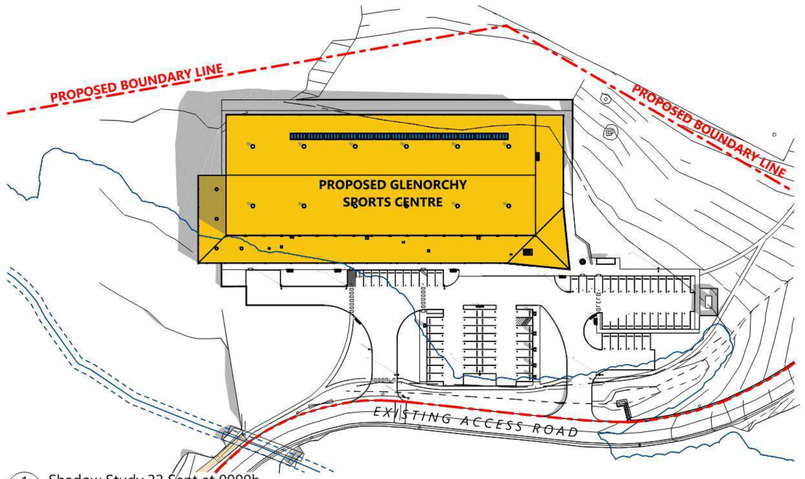
DEPARTMENT OF STATE GROWTH

APPROVAL
244008
SHEET SIZE: A1 (LANDSCAPE)

A40-DA01

ARTAS ARCHITECTS

REVISION					
RevID	ChID	Description	Date	Int.	App
DA01	1	ISSUED FOR DEVELOPMENT APPLICATION	27/01/2025	RC	IK



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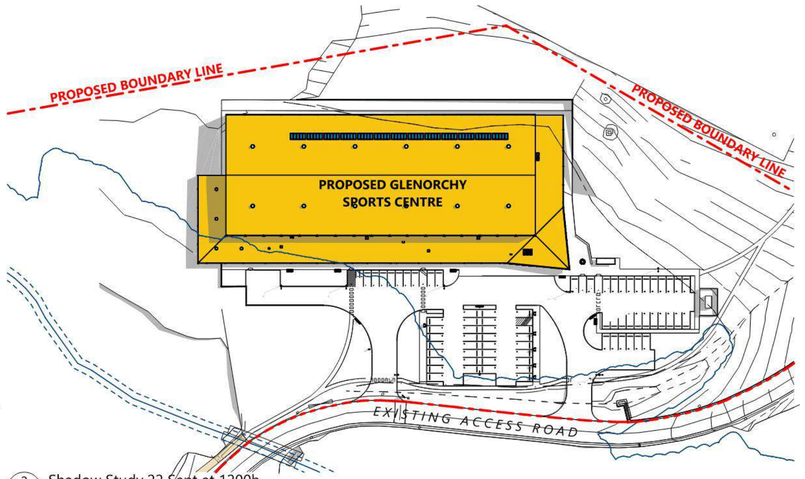

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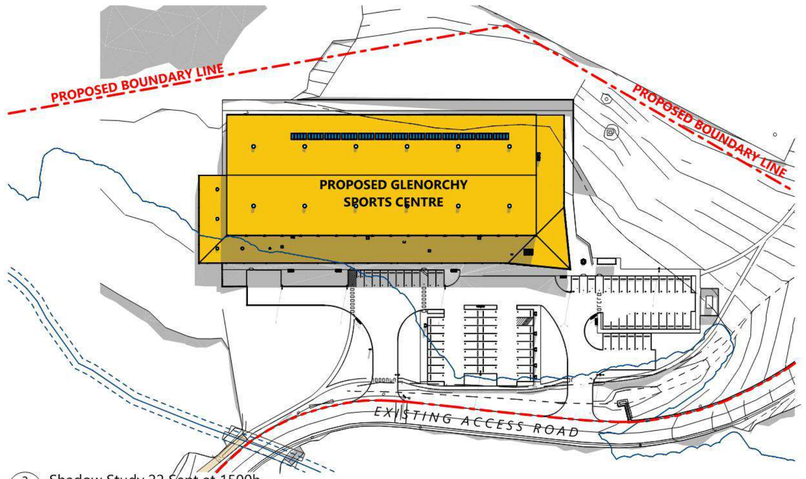

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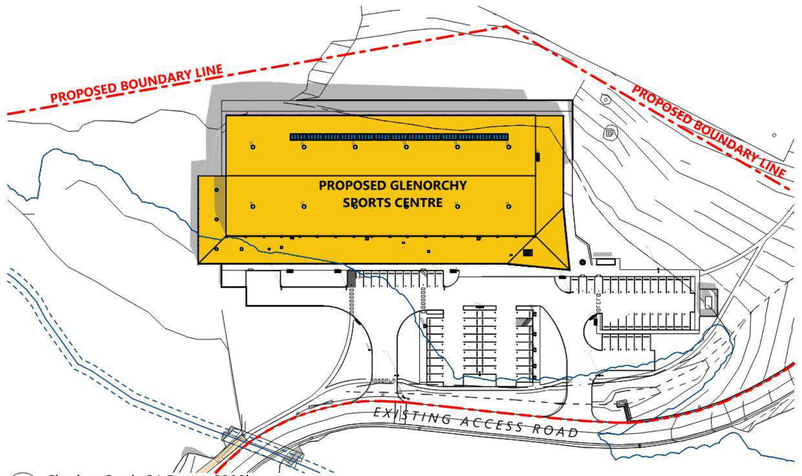

4 – Shadow Study 21 Dec at 0900h
SCALE 1:1000
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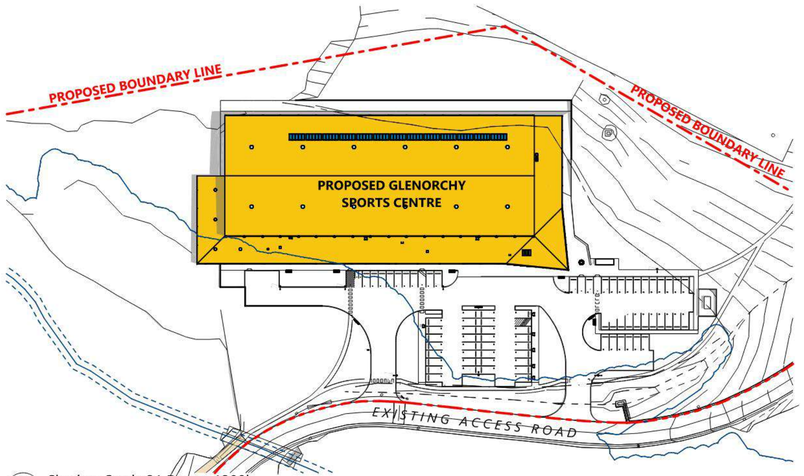

5 – Shadow Study 21 Dec at 1200h
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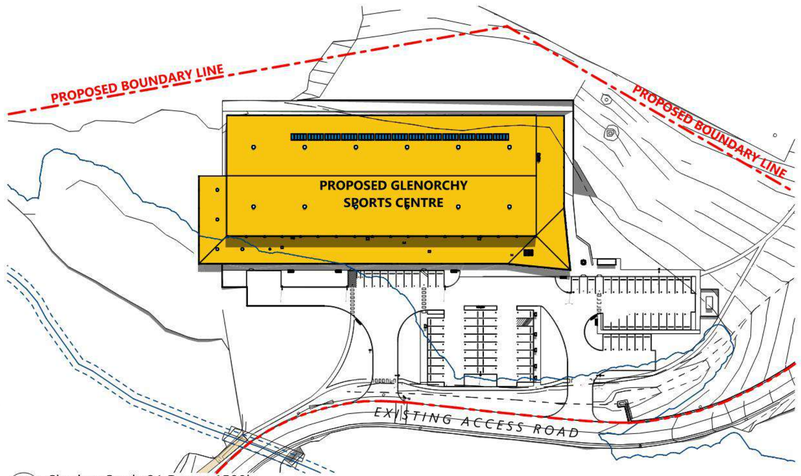

6 – Shadow Study 21 Dec at 1500h
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N

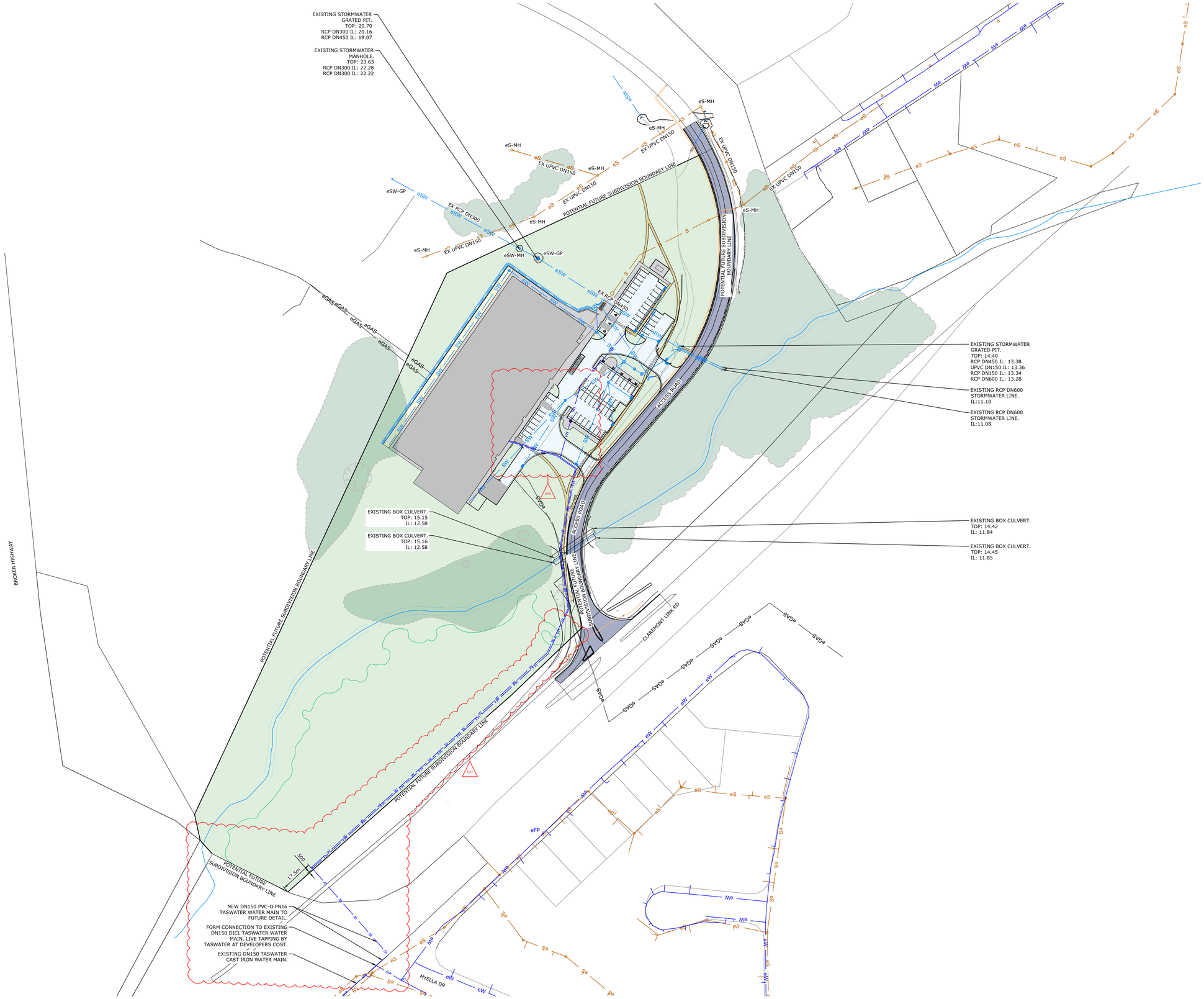
GLENORCHY SPORTS CENTRE

DEPARTMENT OF STATE GROWTH

APPROVAL
244008
SHEET SIZE: A1 (LANDSCAPE)

A41-DA01

ARTAS ARCHITECTS



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 ENRTY PIT
BK	BARRIER KERB
LP	LIGHT POLE
RW	RETAINING WALL
BOL.	BOLLARD
IO	INSPECTION OPENING
S-MH	PROPOSED SEWER MANHOLE

N

OVERALL SITE HYDRAULIC SERVICES PLAN

SCALE 1:1000

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-078

DATE RECEIVED: 15 May 2025

Issue	Description	Date	By
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

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

PRELIMINARY ISSUE
FOR INFORMATION ONLY

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

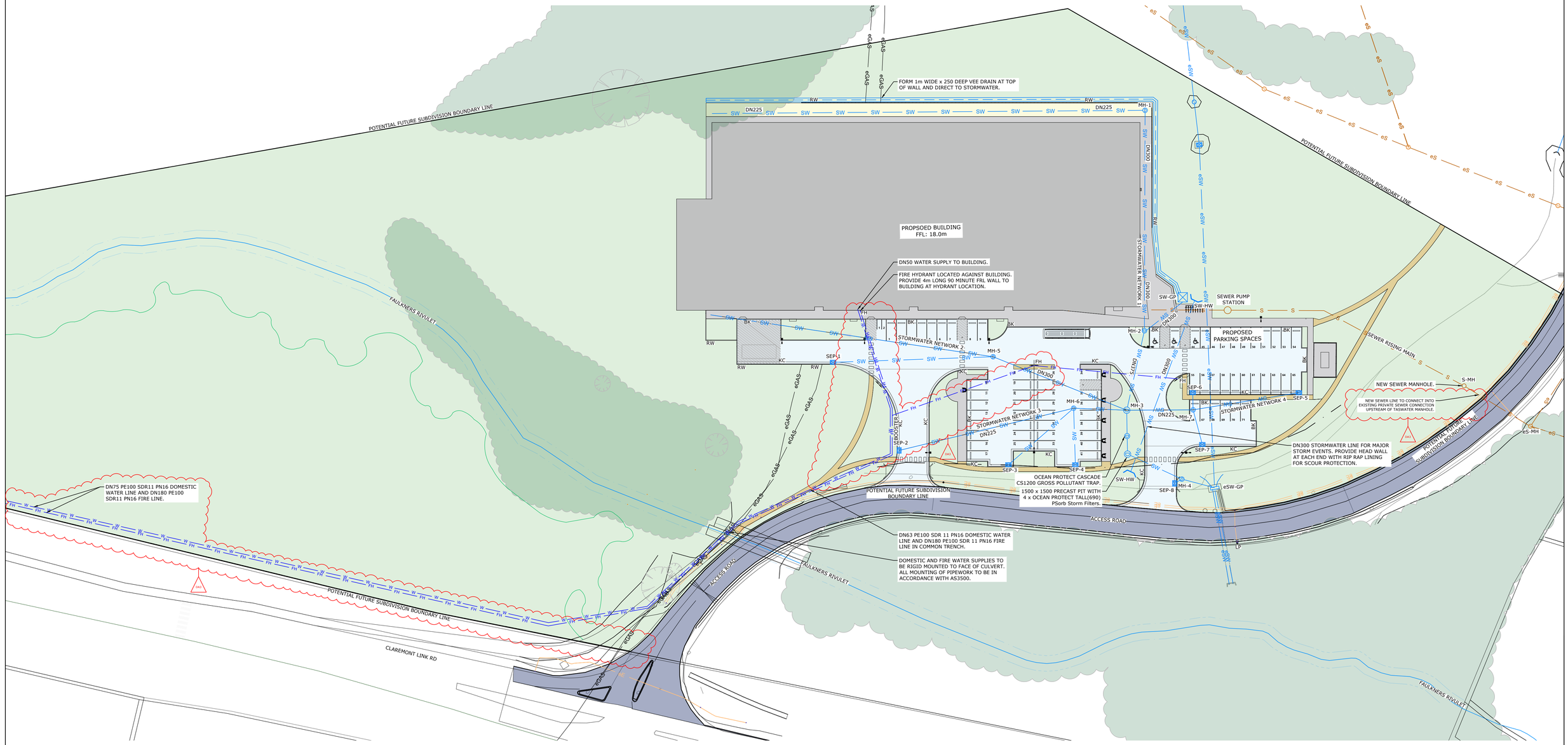
GLENORCHY SPORTS CENTRE

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

ARTAS ARCHITECTS

CIVIL SERVICES
OVERALL SITE HYDRAULIC SERVICES PLAN

Drawn:	AK	Project / Sheet:	Issue:
Authorised:	WC		
Plot Date:	14/05/2025	246223-C30	DA3
Scale:	AS SHOWN @ A1		



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 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

Issue	Description	Date	By
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

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

PRELIMINARY ISSUE
FOR INFORMATION ONLY

CES Coordinated Engineering Services
136 Davey Street, Hobart | (03) 6294 6033
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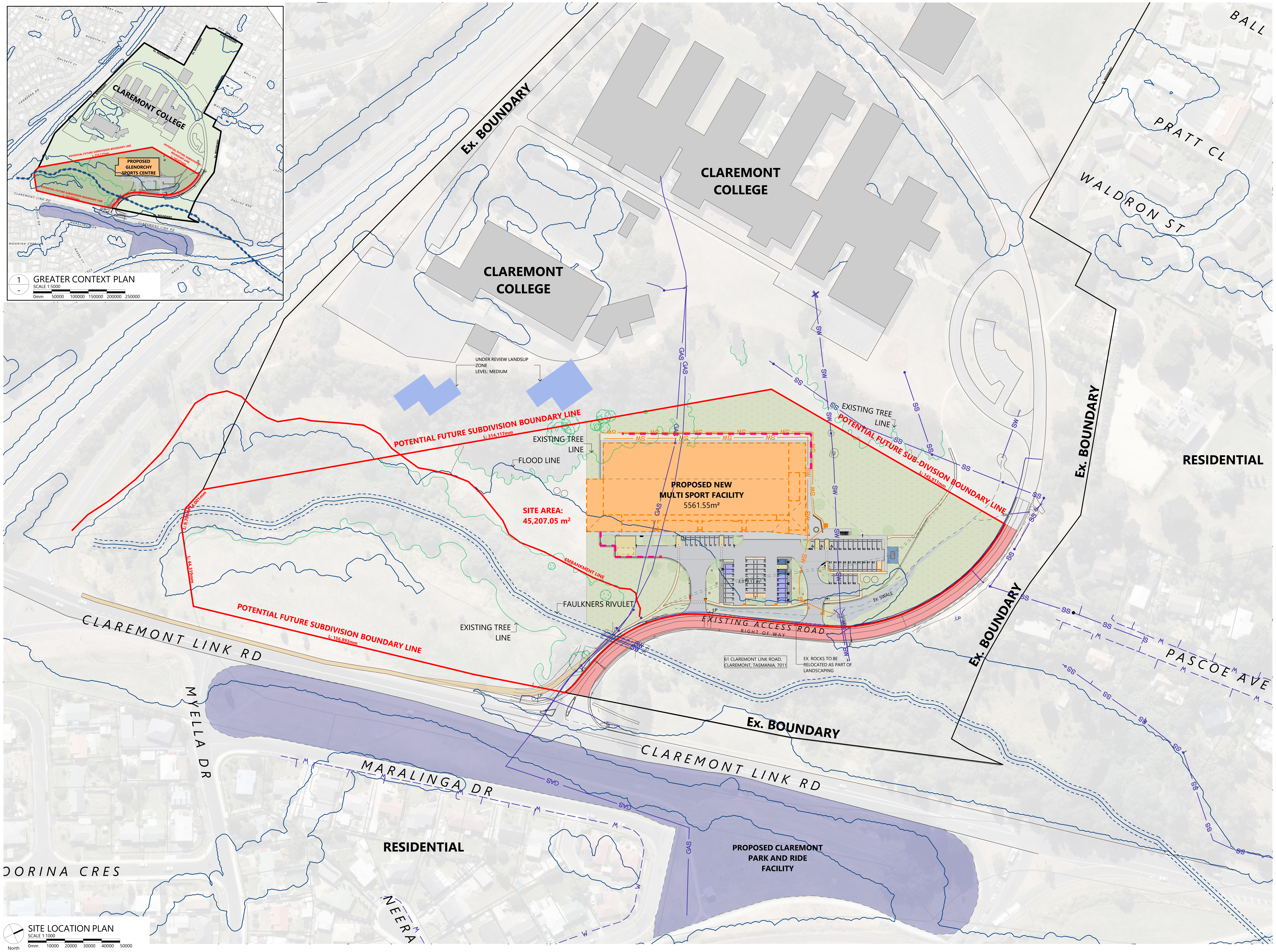
GLENORCHY SPORTS CENTRE

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

ARTAS ARCHITECTS

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		



REVISION					
RevID	ChID	Description	Date	Int.	App
DA01	1	ISSUED FOR DEVELOPMENT APPLICATION	27/03/2025	RC	IK
DA02	2	ISSUED FOR DEVELOPMENT APPLICATION	2/05/2025	RC	TC

SITE PLAN GENERAL NOTES

GENERAL SITE DEMOLITION WORKS

SITE & SERVICES LEGEND

(REFER TO CIVIL SERVICES DRAWINGS FOR DETAILS)

- EXISTING TITLE BOUNDARY
- NEW SUBDIVISION LINE TBC
- LP — EXISTING LIGHT POLE
- U — EXISTING UNDERGROUND ELECTRICITY LINE
- SS — EXISTING SEWER LINE
- SW — EXISTING STORMWATER LINE
- W — EXISTING WATER LINE
- eSW-MH — EXISTING STORMWATER MANHOLE
- eSW-GP — EXISTING STORMWATER GRATED PIT
- eSS-MH — EXISTING SEWER MANHOLE
- EXISTING TREE COVERAGE OUTLINE
- SS — PROPOSED SEWER LINE
- SW — PROPOSED STORMWATER LINE
- SW-SEP — PROPOSED STORMWATER SIDE ENTRY PIT
- W — PROPOSED WATER LINE
- FH — PROPOSED FIRE HYDRANT LINE
- DATA — PROPOSED NBN LINE
- E — 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 ENSURE BATTER DOES NOT EXCEED 1000mm TO NATURAL GROUND LEVEL.
- EXISTING ROCK
- PROPOSED RELOCATED ROCK
- PROPOSED TREE

NOTE: THERE IS ONLY ONE GAS LINE RUNNING THROUGH THE PROPOSED SITE, HOWEVER TWO SURVEYS SHOWED DIFFERENT PIPELINE LOCATIONS. BOTH POTENTIAL LOCATIONS HAVE BEEN DOCUMENTED ON THIS DRAWING.

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

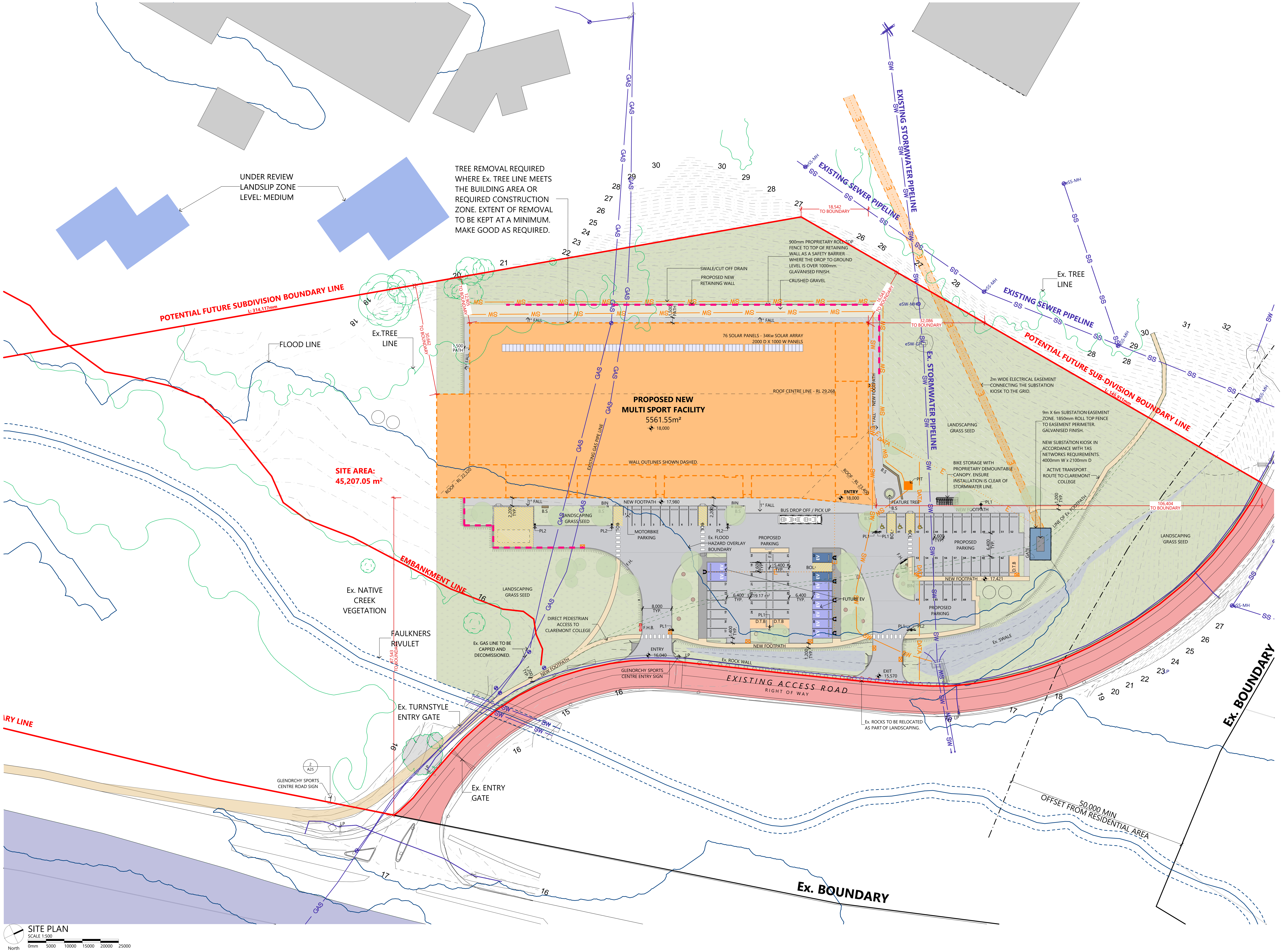
GLENORCHY SPORTS CENTRE

DEPARTMENT OF STATE GROWTH

244008
SHEET SIZE: A1 (LANDSCAPE)

A00-DA02

ARTAS ARCHITECTS



SITE PLAN
SCALE 1:500

R E V I S I O N					
RevID	ChID	Description	Date	Int.	App
DA01	1	ISSUED FOR DEVELOPMENT APPLICATION	27/03/2025	RC	IK
DA02	2	ISSUED FOR DEVELOPMENT APPLICATION	2/05/2025	RC	TC

SITE PLAN GENERAL NOTES

- GENERAL SITE DEMOLITION WORKS

SITE & SERVICES LEGEND

(REFER TO CIVIL SERVICES DRAWINGS FOR DETAILS)

- EXISTING TITLE BOUNDARY
- NEW SUBDIVISION LINE TBC
- LP — EXISTING LIGHT POLE
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- SW — EXISTING STORMWATER LINE
- W — EXISTING WATER LINE
- eSW-MH — EXISTING STORMWATER MANHOLE
- eSW-GP — EXISTING STORMWATER GRATED PIT
- eSS-MH — EXISTING SEWER MANHOLE
- EXISTING TREE COVERAGE OUTLINE
- SS — PROPOSED SEWER LINE
- SW — PROPOSED STORMWATER LINE
- SW-SEP — PROPOSED STORMWATER SIDE ENTRY PIT
- W — PROPOSED WATER LINE
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- E — PROPOSED ELECTRICAL LINE
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GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-25-078
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GLENORCHY SPORTS CENTRE

DEPARTMENT OF STATE GROWTH

244008
SHEET SIZE: A1 (LANDSCAPE)

A01-DA02

ARTAS ARCHITECTS

Document Set ID: 3505893
Version: 1, Version Date: 02/07/2025

GENERAL

1. TENDERER SHALL MAKE THEMSELVES AWARE OF THE LOCAL COUNCIL AND AUSTROADS STANDARDS FOR ALL CIVIL WORKS. TENDERERS SHALL MAKE ALL NECESSARY ALLOWANCES FOR WORKS TO BE CARRIED OUT IN ACCORDANCE WITH STANDARDS WITHIN THE TENDER PRICE.

2. THE CONTRACTOR IS TO NOTIFY ALL RELEVANT STATUTORY AUTHORITIES PRIOR TO COMMENCEMENT OF CONSTRUCTION WORKS ON SITE FOR THE POSSIBLE LOCATION OF ANY EXISTING SERVICES NOT SHOWN ON THESE PLANS. THE SUPERINTENDENT SHALL BE NOTIFIED OF ANY SERVICES THAT ARE NOT SHOWN IN THE DOCUMENTATION. ALL EXISTING SERVICES ARE TO BE PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO EXISTING SERVICES IS TO BE MADE GOOD AT THE CONTRACTORS EXPENSE.

3. THESE DRAWINGS AND SPECIFICATIONS HAVE BEEN PREPARED FOR COUNCIL APPROVAL AND TENDERING PURPOSES ONLY THEY ARE NOT TO BE USED FOR CONSTRUCTION. A CONSTRUCTION SET WILL BE ISSUED PRIOR TO COMMENCEMENT OF CONSTRUCTION.

4. COMMON TRENCHING; THE FOLLOWING CLEARANCE DISTANCES (BARREL TO BARREL) MUST BE MAINTAINED FROM EXISTING OR PROPOSED SERVICES, FOR ALL COMMON TRENCHING:
HORIZONTAL:
- 300mm ALONG A LENGTH GREATER THAN 2m
- 500mm MINIMUM FROM ANY MAIN GREATER THAN Ø200mm
-150mm MINIMUM ALONG LENGTH LESS THAN 2m

VERTICALLY:
- 150mm MINIMUM
- 300mm MINIMUM FROM ANY MAIN GREATER THAN Ø200mm

ELECTRICAL CABLES SHALL BE MINIMUM DISTANCE OF 400mm OF WHICH 300mm SHOULD BE IN NATURAL AND UNDISTURBED MATERIAL.

5. LOCAL ENERGY SUPPLIER TRENCHING; THE CONTRACTOR IS TO ALLOW FOR EXCAVATION AND BACKFILLING FOR ALL INSTALLATION OF LOCAL ENERGY SUPPLIER CABLES. WHERE REQUIRED CONTRACTOR IS TO LIAISE WITH ENERGY SUPPLIER FOR THE EXTENT OF CABLE TRENCHING.

6. TELECOMMUNICATION TRENCHING; THE CONTRACTOR IS TO ALLOW FOR EXCAVATION AND BACKFILLING FOR ALL INSTALLATION OF LOCAL TELECOMMUNICATION SUPPLIER CABLES. WHERE REQUIRED CONTRACTOR IS TO LIAISE WITH LOCAL TELECOMMUNICATION SUPPLIER FOR THE EXTENT OF CABLE TRENCHING.

7. EXISTING SERVICES ARE TO BE LOCATED PRIOR TO COMMENCING DEMOLITION OR SITE WORKS. THE CONTRACTOR IS TO ARRANGE AND PAY FOR THE ON SITE MARKING AND CONFIRMATION OF DEPTH OF SERVICE AND LOCATION FOR ALL UNDERGROUND SERVICES INCLUDING LOCAL TELECOMMUNICATION, ENERGY, WATER AUTHORITY AND COUNCIL SERVICES (i.e. STORMWATER) IN THE AREA OF NEW WORKS. LOCATION TO BE CONFIRMED USING CABLE LOCATORS AND HAND DIGGING METHODS. PRIOR TO ANY WORK ON SITE, ANY CLASHES WITH DESIGNED SERVICES ON FOLLOWING DRAWINGS ARE TO BE REPORTED TO DESIGN ENGINEER FOR DIRECTION.

8. COUNCIL AND AUTHORITIES APPROVALS; ALL WORKS ARE TO BE IN ACCORDANCE WITH APPROVAL FROM WATER AUTHORITY (CERTIFICATE OF CONSENT) AND LOCAL COUNCIL (DEVELOPMENT APPLICATION).

9. THE CONTRACTOR IS TO ALLOW FOR TEMPORARY WORKS SUCH AS DIVERSION MAINS OF EQUAL CAPACITY TO EXISTING AND PUMPED SYSTEMS AS REQUIRED TO ALLOW NEW WORKS OR MODIFICATION TO EXISTING BE CARRIED OUT WITH MINIMAL INTERRUPTION TO SITE WATER RETICULATION AND DRAINAGE SERVICES.

10. WHERE EXISTING SERVICES ARE LOCATED WITHIN 600mm OF NEW BUILDING WORKS THEY SHALL BE DIVERTED AND RELAID TO ENGINEERS SITE DIRECTION.

11. DISRUPTION TO EXISTING SERVICES; THE CONTRACTOR SHALL ORGANISE SEQUENCE OF WORKS TO ENSURE MINIMUM DISRUPTION TO EXISTING ACTIVE SERVICES. ANY INTERRUPTIONS ARE TO BE APPROVED BY THE PRINCIPAL.

PAVEMENT SPECIFICATION

THE PAVEMENT WORKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING DEPARTMENT OF STATE GROWTH SPECIFICATIONS:
SECTION 204 - EARTHWORKS - AUG 2016
SECTION 304 - UNBOUND FLEXIBLE PAVEMENT CONSTRUCTION - AUG 2016
SECTION 304 - PREPARATION OF GRANULAR PAVEMENTS FOR BITUMINOUS SURFACING - AUG 2016
SECTION 407 - DENSE GRADED ASPHALT - FEB 2022
SECTION 408 - SPRAYED BITUMINOUS SURFACINGS - DEC 2020
ALL THE DEPARTMENT OF STATE GROWTH SPECIFICATIONS REFERENCED IN THESE SECTIONS.

CONCRETE FINISHES

CONCRETE SHALL BE FINISHED IN ACCORDANCE WITH THE FOLLOWING UNLESS OTHERWISE NOTED:
GENERAL CONCRETE
- FORMED SURFACES THAT WILL BE VISIBLE ONCE THE WORKS ARE COMPLETE - CLASS 3 TO AS3610.1-2018 TABLE 3.2.3.
- FORMED SURFACES THAT WILL BE BURIED AND WILL NOT BE VISIBLE ONCE THE WORKS ARE COMPLETE - CLASS 4 TO AS3610.1-2018 TABLE 3.2.3.
- UNFORMED SURFACES THAT WILL BE VISIBLE ONCE THE WORKS ARE COMPLETE - BURNISHED STEEL TROWEL TO NATSPEC CLASS A TOLERANCE.
- UNFORMED SURFACES THAT WILL BE BURIED AND WILL NOT VISIBLE ONCE THE WORKS ARE COMPLETE - BURNISHED STEEL TROWEL TO NATSPEC CLASS A TOLERANCE.
- UNFORMED SURFACES THAT WILL BE TRAFFICABLE AND VISIBLE ONCE THE WORKS ARE COMPLETE - BURNISHED STEEL TROWEL TO NATSPEC CLASS A TOLERANCE THEN BROOMED TO FORM A NON-SLIP FINISH.
- UNFORMED SURFACES FOR KERBS AND VEE DRAINS - STEEL TROWEL TO LGAT STANDARDS.

EARTHWORKS

1. GENERAL EARTHWORKS, MATERIAL AND WORKMANSHIP SHALL COMPLY WITH THESE DRAWINGS AND THE CURRENT EDITION OF THE S.A.A. CODE FOR EARTHWORKS AS3798 TOGETHER WITH ANY CODES, STANDARDS OR REGULATIONS REFERRED TO THEREIN. A COPY OF AS3798 SHALL BE RETAINED ON SITE AT ALL TIMES.

2. THE CONTRACTOR IS TO ENGAGE AN APPROVED GEOTECHNICAL ENGINEER TO CARRY OUT LEVEL 3 TESTING OF ALL EARTHWORKS TO AS3798, INCLUDING:
- SUBGRADE
- FILLS
- PAVEMENTS
- BACKFILLING OF SERVICE TRENCHES

CERTIFICATION OF THESE ELEMENTS IS TO BE PROVIDED PROGRESSIVELY AND PRIOR TO PRACTICAL COMPLETION.

3. AREAS OF FILL; REMOVE TOPSOIL AND ORGANIC MATERIAL, PROOF ROLL SUBGRADE IN ACCORDANCE WITH AS1289 TO:
- 98% STANDARD DRY DENSITY UNDER BUILDING
- 100% STANDARD DRY DENSITY UNDER ROADS AND CARPARKS
- REMOVE ANY SOFT SPOTS AND AND COMPACT WITH 2% OF OPTIMUM MOISTURE CONTENT TO STANDARD DRY DENSITY AS STATED ABOVE.

ROADWORKS/PAVEMENT/FOOTPATHS/TURF

1. ALL WORKS ARE TO BE CARRIED OUT TO THE LOCAL COUNCIL AND AUSTROADS STANDARDS. ANY DEPARTURES FROM THESE STANDARDS REQUIRES PRIOR APPROVAL OF SUPERINTENDENT AND THE LOCAL COUNCIL WORKS SUPERVISOR.

2. INSPECTIONS; THE CONTRACTOR IS RESPONSIBLE FOR ORGANISING THE FOLLOWING INSPECTIONS WITH SUPERINTENDENT. MINIMUM 48 HOURS NOTICE IS REQUIRED TO BE GIVEN TO THE SUPERINTENDENT PRIOR TO INSPECTION.
- SUBGRADE PREPARATION.
- SUB-BASE FOR ROADS, CARPARKS AND KERBS.
- BASE COURSE.
- FINAL TRIM PRIOR TO PLACING KERBS.
- FINAL TRIM PRIOR TO SEALING.

3. TESTING; THE CONTRACTOR IS RESPONSIBLE FOR ORGANISING AND PAYING ALL COSTS ASSOCIATED WITH TESTING IN ACCORDANCE WITH D.I.E.R. SPEC G4 COMPACTION ASSESSMENT.

4. HOTMIX; ALL HOTMIX IS TO BE BLACK IN COLOUR AND IS TO MEET AND BE PLACED IN ACCORDANCE WITH D.I.E.R. R5S-DENSE GRADED ASPHALT.

5. KERBS; ALL KERBS ARE TO BE AS SHOWN ON DRAWINGS AND BE IN ACCORDANCE WITH LGAT STANDARDS.

6. ROAD RESERVE WORKS; ALL WORKS IN (OR REQUIRING OCCUPATION) IN THE ROAD RESERVE MUST BE UNDERTAKEN BY CONTRACTORS REGISTERED WITH THE LOCAL COUNCIL (REGISTERED CONTRACTOR)

STORMWATER

1. ALL WORKS ARE TO BE CARRIED OUT TO THE LOCAL COUNCIL AND D.I.E.R. STANDARDS. ANY DEPARTURES FROM THESE STANDARDS REQUIRES PRIOR APPROVAL OF SUPERINTENDENT AND THE LOCAL COUNCIL WORKS SUPERVISOR. ALL STORMWATER PLUMBING AND DRAINAGE IS TO COMPLY WITH AS3500.3-2003.

2. TESTING; ALL DRAINAGE WORKS SHALL BE SUBJECTED TO TESTS PRESCRIBED BY THE AUTHORITIES HAVING JURISDICTION OVER VARIOUS SERVICES. ANY SECTION FAILING SUCH TESTS SHALL BE REMOVED AND PROPERLY INSTALLED AT THE CONTRACTORS EXPENSE.

3. MANHOLES ARE TO BE 1050 I.D. PRECAST CONCRETE INSTALLED TO LOCAL COUNCIL STANDARDS. ALL MANHOLES IN TRAFFICKED AREAS ARE TO BE FITTED WITH HEAVY DUTY GATIC COVERS AND SURROUNDS.

4. SIDE ENTRY PITS;
- PIT INVERT DEPTHS VARY, REFER SITE PLAN.
- BENCH OUT IN A NEAT AND TIDY MANNER TO ENGINEERS APPROVAL.
- GRATED PIT - GULLY HINGED OR OTHER TYPE APPROVED.
- CONCRETE KERB LINTEL - STEEL KERB LINTEL AND 1200 LONG GALV. BAR
- INSTALL STEP RUNG IF REQUIRED BY DEPTH.

5. AS INSTALLED DRAWINGS; THE CONTRACTOR IS RESPONSIBLE FOR PRODUCING "AS INSTALLED" DRAWINGS TO THE STANDARD REQUIRED BY THE LOCAL COUNCIL. THE DRAWINGS SHALL BE CERTIFIED AS BEING CORRECT BY EITHER A CHARTERED CIVIL ENGINEER OR A REGISTERED SURVEYOR. THIS SERVICE CAN BE PROVIDED BY CES, HOWEVER THE CONTRACTOR WILL BE CHARGED FOR THIS SERVICE, CONTRACTORS SHALL ALLOW FOR THIS WHEN PRICING.

6. INSPECTIONS; THE CONTRACTOR IS RESPONSIBLE FOR ORGANISING THE FOLLOWING INSPECTIONS WITH THE SUPERINTENDENT. MINIMUM OF 48 HOURS NOTICE IS REQUIRED TO BE GIVEN TO THE SUPERINTENDENT PRIOR TO THE INSPECTION.
- PIPEWORK BEDDING.
- INSTALLED PIPE PRIOR TO BACKFILLING.
- BACKFILLING.

WATER RETICULATION

1. ALL WATER RETICULATION WORKS TO COMPLY WITH WSA 02-2011-3.1 MRWA EDITION VERSION 2 AND WATER SERVICES ASSOCIATION OF AUSTRALIA STANDARDS. ANY DEPARTURES FROM THESE STANDARDS REQUIRES THE PRIOR (NRM) APPROVAL OF THE SUPERINTENDENT AND LOCAL WATER AUTHORITY WORKS SUPERVISOR.

2. TESTING; ALL WATER RETICULATION WORKS SHALL BE SUBJECTED TO TESTS PRESCRIBED BY THE AUTHORITIES HAVING JURISDICTION OVER VARIOUS SERVICES. ANY SECTION FAILING SUCH TESTS SHALL BE REMOVED AND PROPERLY INSTALLED AT THE CONTRACTORS EXPENSE.

3. FIRE HYDRANTS ARE TO BE AS SHOWN ON DRAWINGS. THE CONTRACTOR IS TO ALLOW TO PLACE STANDARD MARKERS AS REQUIRED BY THE LOCAL AUTHORITY.

4. TRENCHES AND BACKFILLING; ALL TRENCHES ARE TO BE EXCAVATED AND BACKFILLED IN ACCORDANCE WITH DRAWINGS AND LOCAL WATER AUTHORITY STANDARDS.

5. THRUST AND ANCHOR BLOCKS ARE TO BE PROVIDED AT BENDS, VALVES, HYDRANTS AND LINE ENDS IN ACCORDANCE WIT THE LOCAL WATER AUTHORITY STANDARDS.

6. INSPECTIONS; THE CONTRACTOR IS RESPONSIBLE FOR ORGANISING THE FOLLOWING INSPECTIONS WITH THE SUPERINTENDENT. MINIMUM OF 48 HOURS NOTICE IS REQUIRED TO BE GIVEN TO THE SUPERINTENDENT PRIOR TO THE INSPECTION.
- PIPEWORK BEDDING.
- INSTALLED PIPE PRIOR TO BACKFILLING.
- BACKFILLING.

7. PIPE CLEANING; THE CONTRACTOR IS TO ALLOW TO CLEANSE WATER MAINS BY FLUSHING WITH SODIUM HYPOCHLORIDE AS DIRECTED BY LOCAL AUTHORITY.

8. AS INSTALLED DRAWINGS; THE CONTRACTOR IS RESPONSIBLE FOR PRODUCING "AS INSTALLED" DRAWINGS TO THE STANDARD REQUIRED BY THE LOCAL WATER AUTHORITY. THE DRAWINGS SHALL BE CERTIFIED AS BEING CORRECT BY EITHER A CHARTERED CIVIL ENGINEER OR A REGISTERED SURVEYOR. THIS SERVICE CAN BE PROVIDED BY CES, HOWEVER THE CONTRACTOR WILL BE CHARGED FOR THIS SERVICE, CONTRACTORS SHALL ALLOW FOR THIS IN THEIR PRICING.

9. WATER CONNECTIONS; UNLESS OTHERWISE STATED WATER CONNECTIONS ARE TO BE 20mm AND INSTALLED AS PER THE LOCAL WATER AUTHORITY REQUIREMENTS AND AS3500.1-2003 STANDARDS.

SOIL AND WATER MANAGEMENT

1. ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH 'SOIL & WATER MANAGEMENT ON BUILDING & CONSTRUCTION SITES' GUIDELINES AVAILABLE FROM NORTHERN RESOURCE MANAGEMENT (NRM).

2. SOIL EROSION CONTROL IN ACCORDANCE WITH NRM GUIDELINES, CONTRACTORS TO ALLOW TO:
-LIMIT DISTURBANCE WHEN EXCAVATING BY PRESERVING VEGETATION WHEREVER POSSIBLE.
-DIVERT UPSLOPE WATER WHERE PRACTICAL.
-INSTALL SEDIMENT FENCES DOWN SLOPE OF ALL DISTURBED LANDS TO FILTER LARGE PARTICLES PRIOR TO STORMWATER SYSTEM.
-WASH EQUIPMENT IN DESIGNATED AREA THAT DOES NOT DRAIN INTO STORM WATER SYSTEM.
-PLACE ON-SITE STOCK PILES AWAY FROM ON-SITE DRAINAGE AND UP SLOPE FROM SEDIMENT FENCES.
-LEAVE & MAINTAIN VEGETATED FOOT PATH.
-STORE ALL HARD WASTE & LITTER IN A DESIGNATED AREA THAT WILL PREVENT IT FROM BEING BLOWN AWAY AND WASHED INTO STORMWATER SYSTEM.
-RESTRICT VEHICLE MOVEMENT TO STABALISED ACCESS.

3.CONTRACTORS ARE TO COMPLETE ALL WORK IS IN ACCORDANCE WITH NRM SOIL AND WATER MANAGEMENT ON BUILDING AND CONSTRUCTION SITE USING THE FOLLOWING FACT SHEETS:
-FACT SHEET 1: SOIL & WATER MANAGEMENT ON LARGE BUILDING & CONSTRUCTION SITES.
-FACT SHEET 2: SOIL & WATER MANAGEMENT ON STANDARD BUILDING & CONSTRUCTION SITES.
-FACT SHEET 3: SOIL & WATER MANAGEMENT PLANS.
-FACT SHEET 4: DISPERSIVE SOILS - HIGH RISK OF TUNNEL EROSION.
-FACT SHEET 5: MINIMISE SOIL DISTURBANCE.
-FACT SHEET 6: PRESERVE VEGETATION.
-FACT SHEET 7: DIVERT UP-SLOPE WATER,
-FACT SHEET 8: EROSION CONTROL MATS & BLANKETS.
-FACT SHEET 9: PROTECT SERVICE TRENCHES & STOCK PILES.
-FACT SHEET 10: EARLY ROOF DRAINAGE CONNECTION.
-FACT SHEET 11: SCOUR PROTECTION - STORM WATER PIPE OUTFALLS & CHECK DAMS.
-FACT SHEET 12: STABILISED SITE ACCESS.
-FACT SHEET 13: WHEEL WASH.
-FACT SHEET 14: SEDIMENT FENCES AND FIBRE ROLLS.
-FACT SHEET 15: PROTECTION OF STORM WATER PITS.
-FACT SHEET 16: MANAGE CONCRETE BRICK & TILE CUTTING.
-FACT SHEET 17: SEDIMENT BASINS
-FACT SHEET 18: DUST CONTROL.
-FACT SHEET 19: SITE RE-VEGETATION.

CONSTRUCTION SPECIFIC WORKS - PLUMBING

1. DUE TO THE AGE REQUIREMENTS OF BUILDING AND REQUIREMENTS OF NEW BUILDING WORKS TO COMPLY WITH RELEVANT AUSTRALIAN STANDARDS, BUILDING CODES OF AUSTRALIA, LOCAL AUTHORITY (COUNCIL AND WATER / SEWER) AND STATE FIRE SERVICE REQUIREMENTS. CONTRACTORS TO COMPLETE ALL NECESSARY CHECKS AND ASSESSMENTS LISTED BELOW TO ENSURE THE BUILDING WORKS ARE READY FOR CERTIFICATE OF OCCUPANCY AND CERTIFICATE OF COMPLETION.

2. ON SITE TESTING IS TO BE CARRIED OUT DURING ESTABLISHMENT AND PRIOR TO COMMENCEMENT OF NEW WORKS. PROVIDE LATENT CONDITIONS REPORT TO ENGINEER FOR PRICING. THIS REPORT IS TO IDENTIFY INFRASTRUCTURE UPGRADED WORKS AT FRONT END OF THE PROJECT.

3. NO VARIATION WILL BE PAID FOR LATENT PLUMBING CONDITIONS THAT HAVE NOT BEEN IDENTIFIED DURING ON SITE TESTING AND LATENT CONDITIONS REPORT.

4. THESE WORKS ARE TO BE INCLUDED IN CONTRACTORS TENDER AS AGREED WITH SUPERINTENDENT.

5. LOCATE EXISTING SERVICES WITH CABLE LOCATORS, POT HOLING, SUCTION TRUCK, DIGGING AND UNDERGROUND CCTV CAMERA INSPECTION.

6. COMPLIANCE WORKS; CONTRACTORS ARE TO COMPLETE THE FOLLOWING WORKS:
- FLOW TEST ALL INTERNAL AND EXTERNAL FIRE HYDRANTS FOR COMPLIANCE WITH AS2419.1-2005. NOTIFY RESULTS TO ENGINEER FOR APPROVAL.
- FLOW TEST ALL FIRE HOSE REEL FOR COMPLIANCE WITH AS1851.9-2005. NOTIFY RESULTS TO ENGINEER FOR APPROVAL.
- UPGRADE FIRE HOSE REEL AND HYDRANTS TO ACHIEVE COMPLIANCE WITH THESE DRAWINGS, OCCUPANCY AND COMPLETION.
- PRESSURE TEST AND DIE TEST EXISTING SEWER SYSTEM PRIOR TO COMMENCING WORKS AND CHECK FOR LEAKS OR DEFECTS. MAKE GOOD DEFECTIVE AREAS AND PROVIDE CERTIFIED RESULTS TO ENGINEER FOR APPROVAL AS PART OF LATENT CONDITIONS REPORT PREPARED AT FRONT END OF PROJECT. RE-TEST AFTER COMPLETION OF WORKS AND PROVIDE RESULTS PRIOR TO HAND OVER.

GRAVITY SEWER

1. ALL GRAVITY SEWER WORKS TO COMPLY WITH WSA 02-2014-3.1 MRWA EDITION VERSION 2 AND WATER SERVICES ASSOCIATION OF AUSTRALIA STANDARDS. ANY DEPARTURES FROM THESE STANDARDS REQUIRES THE PRIOR (NRM) APPROVAL OF THE SUPERINTENDENT AND LOCAL SEWER AUTHORITY WORKS SUPERVISOR.
2. TESTING; ALL GRAVITY SEWER WORKS SHALL BE SUBJECTED TO TESTS PRESCRIBED BY THE AUTHORITIES HAVING JURISDICTION OVER VARIOUS SERVICES. ANY SECTION FAILING SUCH TESTS SHALL BE REMOVED AND PROPERLY INSTALLED AT THE CONTRACTORS EXPENSE.
3. MANHOLES ARE TO BE 1050 I.D. PRECAST CONCRETE INSTALLED TO LOCAL SEWER AUTHORITY
STANDARDS. ALL MANHOLES IN TRAFFICKED AREAS ARE TO BE FITTED WITH HEAVY DUTY GAS TIGHT GATIC COVERS AND SURROUNDS.
4. TRENCHES AND BACKFILLING; ALL TRENCHES ARE TO BE EXCAVATED AND BACKFILLED IN ACCORDANCE WITH DRAWINGS AND LOCAL SEWER AUTHORITY STANDARDS.
5. INSPECTIONS; THE CONTRACTOR IS RESPONSIBLE FOR ORGANISING THE FOLLOWING INSPECTIONS WITH THE SUPERINTENDENT. MINIMUM OF 48 HOURS NOTICE IS REQUIRED TO BE GIVEN TO THE SUPERINTENDENT PRIOR TO THE INSPECTION.
- PIPEWORK BEDDING.
- INSTALLED PIPE PRIOR TO BACKFILLING.
- BACKFILLING.

6. AS INSTALLED DRAWINGS; THE CONTRACTOR IS RESPONSIBLE FOR PRODUCING "AS INSTALLED" DRAWINGS TO THE STANDARD REQUIRED BY THE LOCAL WATER AUTHORITY. THE DRAWINGS SHALL BE CERTIFIED AS BEING CORRECT BY EITHER A CHARTERED CIVIL ENGINEER OR A REGISTERED SURVEYOR. THIS SERVICE CAN BE PROVIDED BY CES, HOWEVER THE CONTRACTOR WILL BE CHARGED FOR THIS SERVICE, CONTRACTORS SHALL ALLOW FOR THIS IN THEIR PRICING.
7. SEWER CONNECTIONS; UNLESS OTHERWISE STATED SEWER CONNECTIONS ARE TO BE 100mm AND INSTALLED AS PER THE LOCAL SEWER AUTHORITY REQUIREMENTS AND AS3500.2 STANDARDS.
8. UNLESS NOTED OTHERWISE JOINTS ARE TO BE SOLVENT CEMENTED IN ACCORDANCE WITH
AS3500.2 AND LOCAL SEWER AUTHORITY STANDARDS.

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

Issue	Description	Date	By
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

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

PRELIMINARY ISSUE
FOR INFORMATION ONLY

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

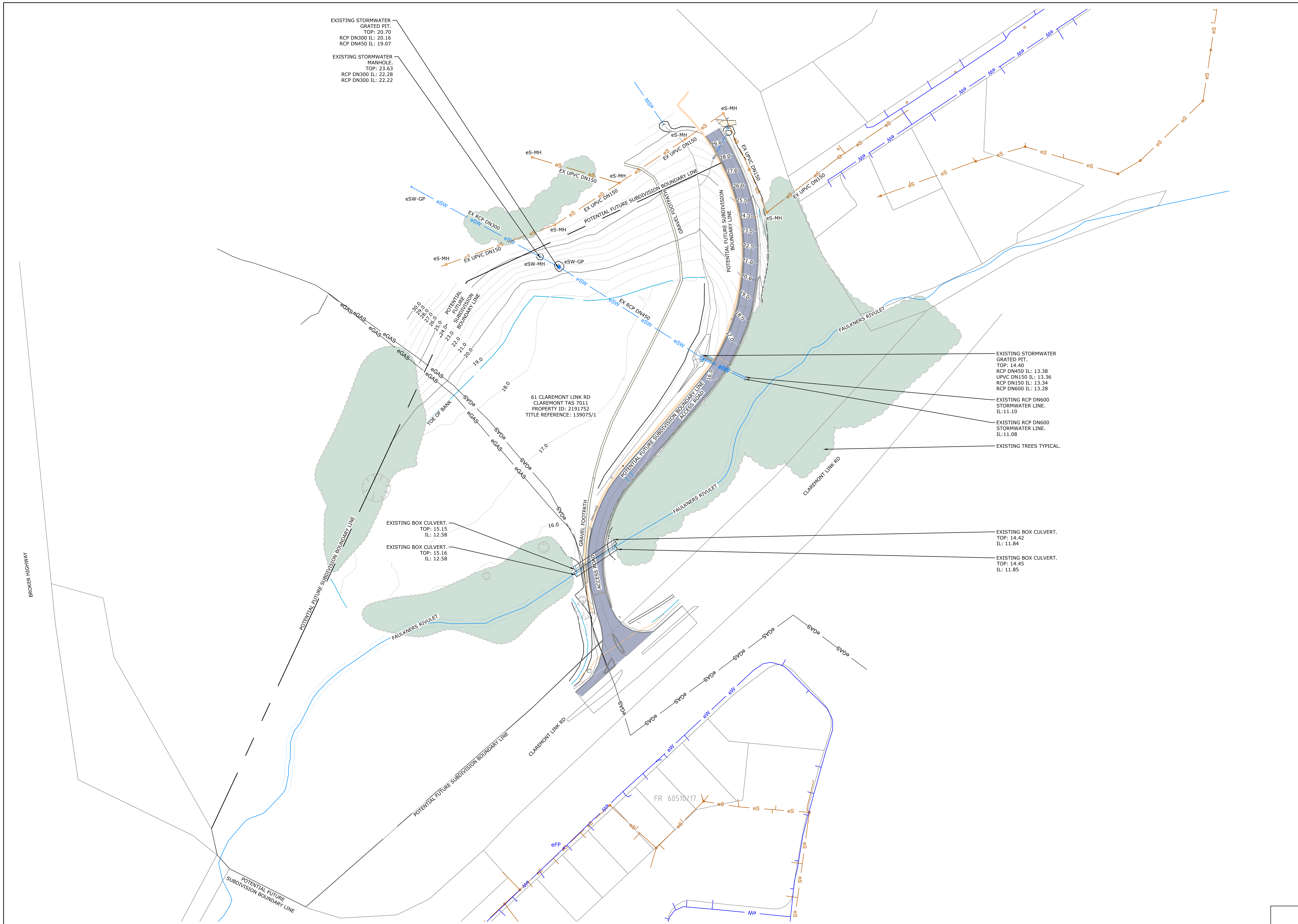
GLENORCHY SPORTS CENTRE

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

ARTAS ARCHITECTS

CIVIL SERVICES
CIVIL NOTES

Drawn:	AK	Project / Sheet:	Issue:
Authorised:	WC	246223-C00	DA2
Plot Date:	05/05/2025		
Scale:	AS SHOWN @ A1		



LINETYPE LEGEND

eSW	EXISTING STORMWATER LINE
eS	EXISTING SEWER LINE
eW	EXISTING WATER LINE
eGAS	EXISTING TAS GAS LINE
eE	EXISTING UNDERGROUND ELECTRICITY LINE

LEGEND

eSW-MH	EXISTING STORMWATER MANHOLE
eSW-GP	EXISTING STORMWATER GRATED PIT
eS-MH	EXISTING SEWER MANHOLE

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ARTAS ARCHITECTS

CIVIL SERVICES
EXISTING SURVEY PLAN

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

Project / Sheet: 246223-C10

Issue: DA2

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

N

EXISTING SURVEY PLAN
SCALE 1:1000

300mm 200mm 100 50 10mm 0

Original sheet size A1 (841x594) Plot date: 05/05/2025 246223-17.DWG

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 ENRTY PIT
BK	BARRIER KERB
LP	LIGHT POLE
RW	RETAINING WALL
BOL.	BOLLARD
IO	INSPECTION OPENING
S-MH	PROPOSED SEWER MANHOLE

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OVERALL PROPOSED SITE PLAN

SCALE 1:1000

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CIVIL SERVICES
OVERALL PROPOSED SITE PLAN

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

Project / Sheet: 246223-C20

Issue: DA2

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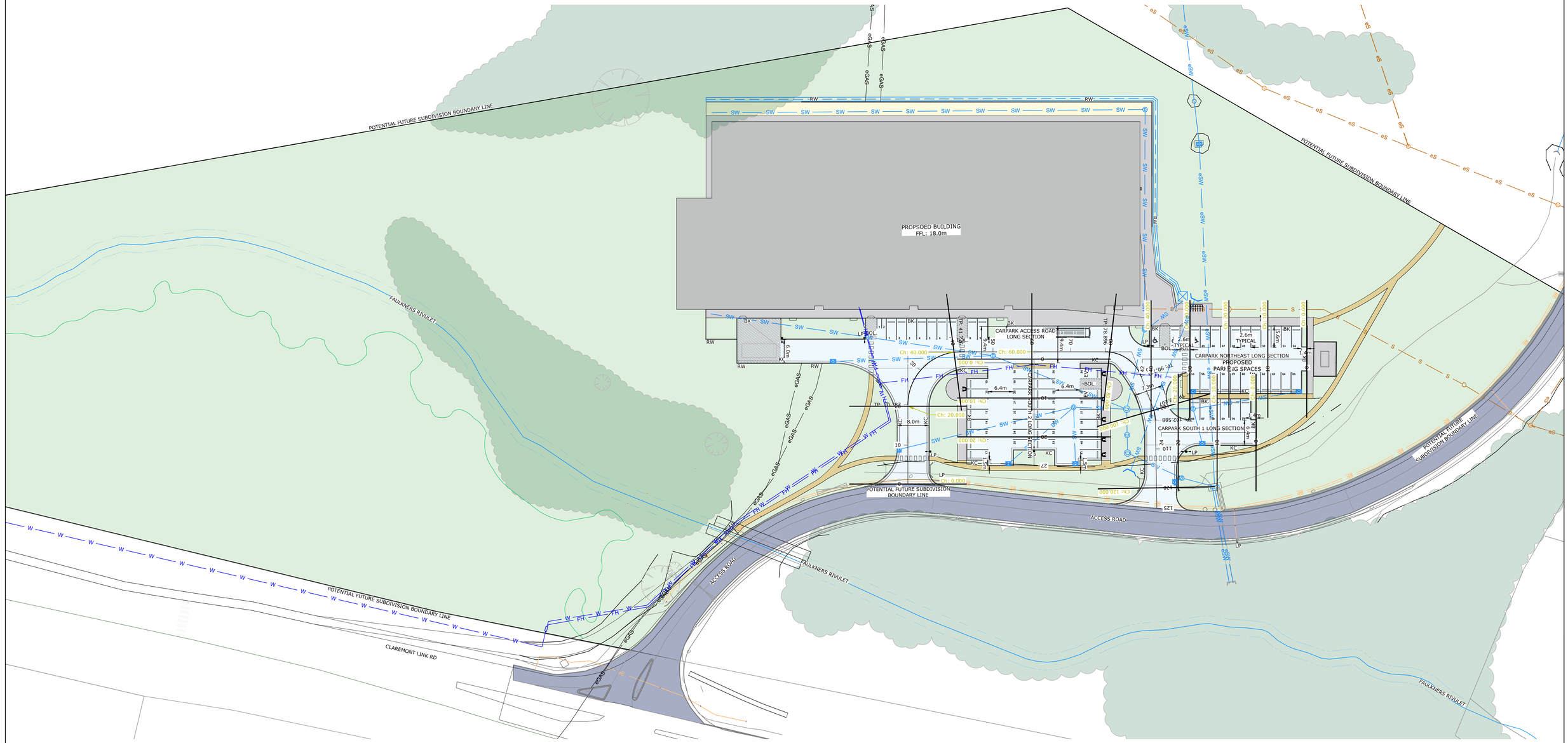
200mm
100
50
10mm
0



LINETYPE LEGEND

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HATCH LEGEND

	PROPOSED BUILDING PAD
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	PROPOSED CARPARK
	CRUSHED GRAVEL
	LANDSCAPING, REFER ARCHITECT
	PROPOSED GRAVEL FOOTPATH

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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

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CIVIL PAVEMENT PLAN

SCALE 1:500

Issue	Description	Date	By
DA2	ISSUED FOR DEVELOPMENT APPROVAL	05/05/2025	AK
DA1	ISSUED FOR DEVELOPMENT APPROVAL	28/03/2025	AK
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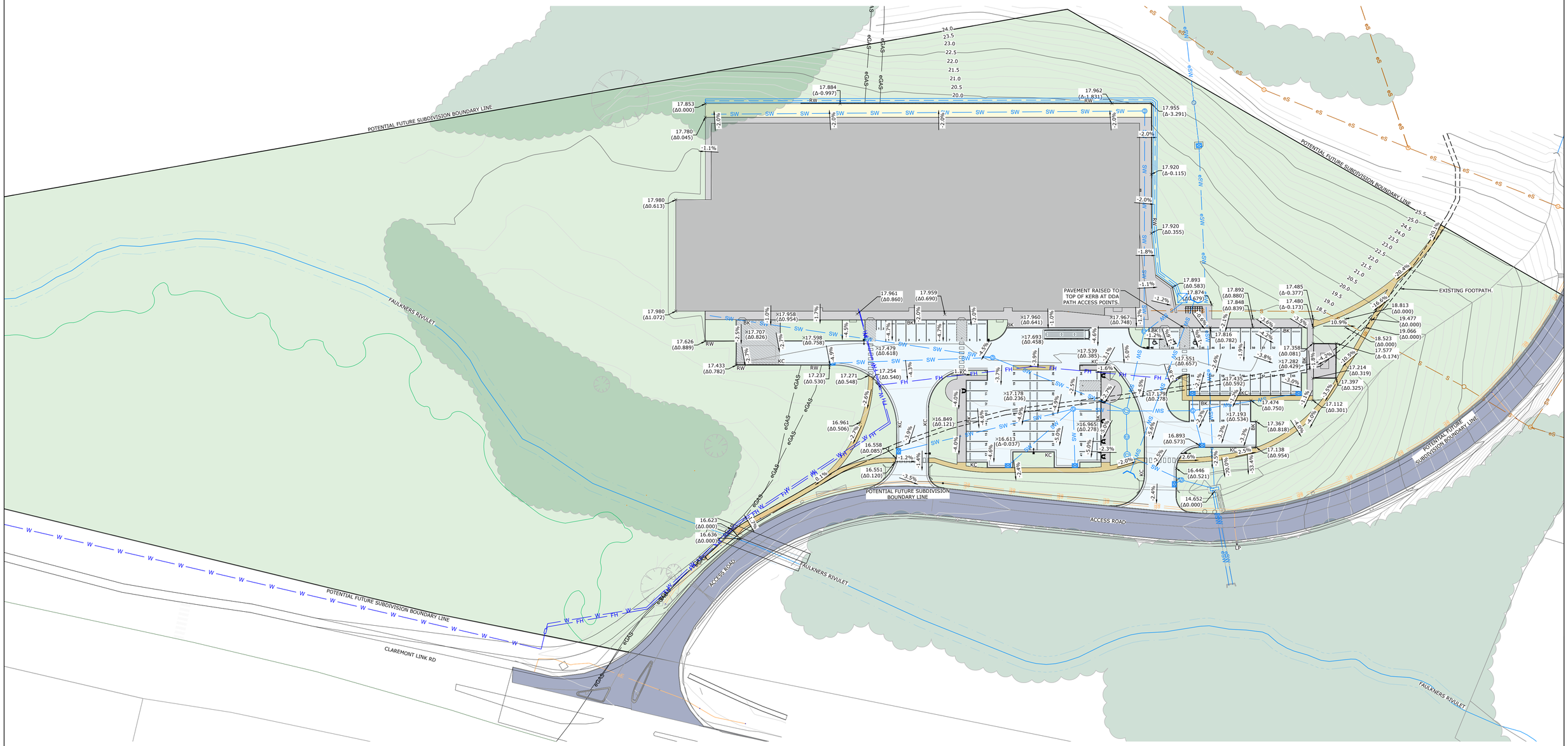
CIVIL SERVICES
CIVIL PAVEMENT PLAN

Drawn:	AK	Project / Sheet:	Issue:
Authorised:	WC	246223-C21	DA2
Plot Date:	05/05/2025		
Scale:	AS SHOWN @ A1		

300mm 200mm 100 50 10mm 0

Original Size A1 (841x594) Plot date: 05/05/2025 246223-17.DWG



LINETYPE LEGEND

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HATCH LEGEND

	PROPOSED BUILDING PAD
	PROPOSED CONCRETE FOOTPATH
	PROPOSED CARPARK
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LEGEND

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GLENORCHY CITY COUNCIL PLANNING SERVICES

APPLICATION No. : PLN-25-078

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CIVIL WORKS PLAN

SCALE 1:500

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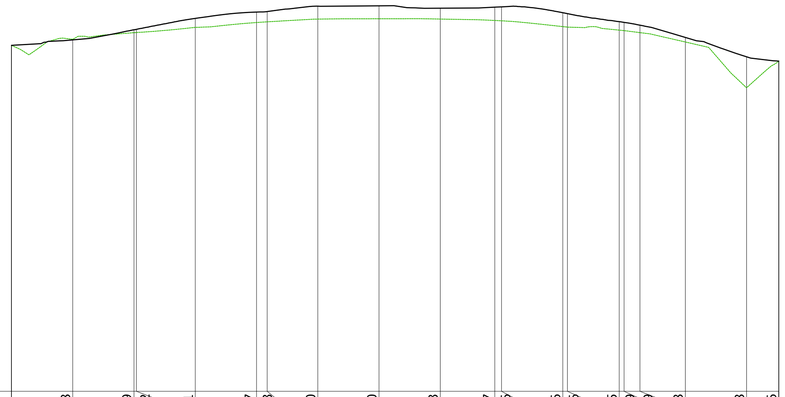
ARTAS ARCHITECTS

CIVIL SERVICES
CIVIL WORKS PLAN

Drawn:	AK	Project / Sheet:	Issue:
Authorised:	WC	246223-C22	DA2
Plot Date:	05/05/2025		
Scale:	AS SHOWN @ A1		



VERT EXAG 1:5
Datum 5.000

DESIGN LEVELS	16.468	16.799	16.812	17.171	17.377	17.393	17.570	17.580	17.503	17.537	17.546	17.356	17.326	17.065	17.039	16.949	16.548	15.918	15.776	
EXISTING LEVELS	16.489	16.704	16.709	16.876	17.035	17.058	17.147	17.158	17.148	17.103	17.091	16.902	16.886	16.787	16.771	16.706	16.400	14.906	15.770	15.770
DEPTH	-0.021	0.095	0.103	0.295	0.342	0.335	0.422	0.422	0.355	0.435	0.455	0.453	0.440	0.278	0.268	0.243	0.148	1.011	0.006	
CHAINAGE	10.000	20.000	20.387	30.000	40.000	41.736	50.000	60.000	70.000	78.896	80.000	90.000	90.754	99.207	100.000	102.588	110.000	120.000	125.256	125.256

CARPARK-ACCESS ROAD LONG SECTION

VERT EXAG 1:5
Datum 10.000

DESIGN LEVELS	17.399	17.546	17.513	17.544
EXISTING LEVELS	16.850	16.881	16.885	16.937
DEPTH	0.549	0.665	0.628	0.607
CHAINAGE	10.000	20.000	30.000	40.000

CARPARK NORTHEAST LONG SECTION

VERT EXAG 1:5
Datum 10.000

DESIGN LEVELS	17.024	16.875
EXISTING LEVELS	16.416	16.522
DEPTH	0.608	0.353
CHAINAGE	10.000	20.000

CARPARK SOUTHEAST LONG SECTION

VERT EXAG 1:5
Datum 10.000

DESIGN LEVELS	17.166	16.683
EXISTING LEVELS	16.926	16.605
DEPTH	0.241	0.079
CHAINAGE	10.000	20.000

CARPARK SOUTH LONG SECTION

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CARPARK LONG SECTIONS

SCALE 1:500

Issue	Description	Date	By
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

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

PRELIMINARY ISSUE
FOR INFORMATION ONLY

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

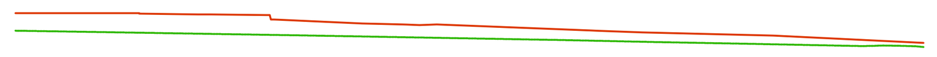
ARTAS ARCHITECTS

CIVIL SERVICES
CARPARK LONG SCETIONS

Drawn: AK
Authorised: WC
Plot Date: 05/05/2025
Scale: AS SHOWN @ A1
Project / Sheet: 246223-C22
Issue: DA2

Original sheet size A1 (841x594) Plot date: 05/05/2025 246223-17.DWG

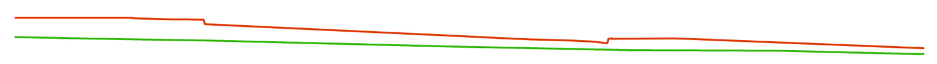
Datum: 15.000



PROPOSED LEVELS	18.000	17.980	17.956	17.783	17.644	17.615	17.622	17.580	17.422	17.358	17.249	17.010
EXISTING LEVELS	17.413	17.347	17.308	17.271	17.214	17.195	17.178	17.158	17.082	17.046	16.962	16.872
LEVEL DIFFERENCE	0.587	0.633	0.647	0.512	0.431	0.420	0.445	0.422	0.339	0.312	0.287	0.138
OFFSETS	-15.000	-10.907	-8.580	-6.326	-3.076	-2.041	-1.075	0.000	4.028	5.705	10.036	15.000

Chainage 60.000

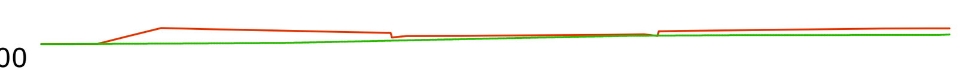
Datum: 15.000



PROPOSED LEVELS	18.000	18.000	17.980	17.947	17.786	17.377	17.343	17.286	17.247	17.194	17.317	16.995
EXISTING LEVELS	17.360	17.302	17.286	17.266	17.249	17.035	17.021	16.995	16.967	16.951	16.924	16.804
LEVEL DIFFERENCE	0.640	0.698	0.694	0.682	0.537	0.342	0.322	0.291	0.279	0.243	0.392	0.191
OFFSETS	-15.000	-12.017	-11.108	-9.832	-8.739	0.000	0.748	2.026	3.409	4.240	6.568	13.771

Chainage 40.000

Datum: 15.000



PROPOSED LEVELS	16.516	16.524	16.749	17.049	17.017	16.957	16.780	16.790	16.799	16.810	16.827	16.839	16.953	17.032	17.036	17.038
EXISTING LEVELS	16.516	16.524	16.528	16.533	16.541	16.558	16.642	16.681	16.704	16.731	16.778	16.795	16.802	16.818	16.820	16.834
LEVEL DIFFERENCE	0.000	0.000	0.221	0.516	0.476	0.399	0.139	0.109	0.095	0.079	0.049	0.045	0.151	0.214	0.217	0.204
OFFSETS	-15.000	-13.141	-12.241	-11.009	-9.687	-6.853	-2.941	-1.120	0.000	1.382	3.705	4.911	6.088	12.770	13.978	13.978

Chainage 20.000

Datum: 15.000

PROPOSED LEVELS	16.467	16.442	16.436	16.354	16.400	16.361	16.290	16.205	16.183	16.159	16.255	16.161	16.126	16.134	16.137	16.134
EXISTING LEVELS	16.431	16.420	16.404	16.365	16.361	16.353	16.290	16.185	16.176	16.162	16.144	16.091	16.030	16.009	15.961	15.926
LEVEL DIFFERENCE	0.037	0.023	0.031	-0.011	0.039	0.008	0.000	0.020	0.007	-0.003	0.111	0.071	0.096	0.126	0.176	0.208
OFFSETS	-15.000	-11.890	-11.058	-8.282	-7.485	-5.818	0.000	4.854	5.859	6.618	7.410	8.659	12.284	13.062	13.867	15.000

Chainage 00.000

CARPARK-ACCESS ROAD CROSS SECTIONS

Datum: 10.000

PROPOSED LEVELS	14.395	14.413	14.507	14.756	14.886	15.313	15.972	15.918	15.887	15.886	15.805	15.996	16.045	16.075	16.112	16.129	16.155	16.154	16.140	16.075
EXISTING LEVELS	14.395	14.413	14.507	14.756	14.886	14.889	14.895	14.906	14.946	14.962	14.975	14.993	15.013	15.035	15.072	15.103	15.126	15.148	15.173	15.288
LEVEL DIFFERENCE	0.000	0.000	0.000	0.000	0.000	0.425	1.077	1.011	0.941	0.924	0.830	1.003	1.032	1.040	1.041	1.025	1.030	1.006	0.968	0.787
OFFSETS	-15.000	-13.783	-13.025	-9.870	-9.040	-7.590	-4.608	0.000	2.304	3.183	3.938	5.047	6.101	6.805	7.998	9.023	9.747	10.484	11.272	15.000

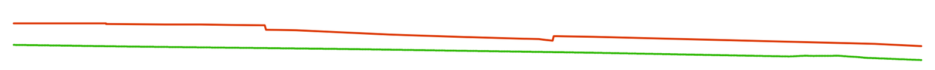
Chainage 120.000

Datum: 15.000

PROPOSED LEVELS	17.432	17.424	17.247	17.381	17.374	17.363	17.181	17.039	16.941	17.060	17.088	17.106	17.133	17.104	17.062	16.915
EXISTING LEVELS	16.771	16.769	16.761	16.759	16.757	16.756	16.763	16.771	16.771	16.771	16.771	16.771	16.722	16.712	16.691	16.678
LEVEL DIFFERENCE	0.661	0.655	0.486	0.622	0.617	0.608	0.418	0.268	0.170	0.289	0.317	0.334	0.410	0.392	0.371	0.237
OFFSETS	-15.000	-13.919	-10.220	-9.151	-8.369	-7.271	-3.820	0.000	2.800	4.457	5.800	6.701	11.507	12.306	13.819	14.821

Chainage 100.000

Datum: 15.000



PROPOSED LEVELS	18.000	17.980	17.963	17.964	17.946	17.786	17.773	17.631	17.546	17.492	17.427	17.553	17.428	17.322	17.249
EXISTING LEVELS	17.288	17.245	17.220	17.207	17.195	17.182	17.171	17.130	17.092	17.064	17.050	17.028	16.932	16.849	16.788
LEVEL DIFFERENCE	0.712	0.735	0.743	0.758	0.751	0.604	0.602	0.501	0.455	0.428	0.378	0.524	0.495	0.473	0.461
OFFSETS	-15.000	-11.945	-9.996	-8.826	-7.821	-6.661	-5.666	-2.566	0.000	1.878	2.810	4.157	9.223	11.485	12.189

Chainage 80.000

Datum: 15.000

PROPOSED LEVELS	17.168	17.226	17.449	17.356	17.392	17.503	17.546	17.579	17.652	17.684	17.859	17.877	17.398	17.366
EXISTING LEVELS	16.591	16.690	16.739	16.766	16.807	16.863	16.881	16.901	16.970	17.023	17.026	17.027	17.032	17.085
LEVEL DIFFERENCE	0.577	0.536	0.710	0.591	0.585	0.640	0.665	0.678	0.682	0.660	0.833	0.850	0.366	0.280
OFFSETS	-15.000	-12.226	-9.718	-8.349	-6.553	-2.192	0.000	1.638	5.467	8.401	9.802	10.750	13.605	15.000

Chainage 20.000

Datum: 15.000

PROPOSED LEVELS	16.597	16.608	16.687	16.721	17.350	17.358	17.260	17.275	17.387	17.399	17.411	17.518	17.582	17.763	17.776	17.682	17.338
EXISTING LEVELS	16.597	16.609	16.687	16.721	16.733	16.741	16.752	16.785	16.851	16.850	16.849	16.944	16.992	17.033	17.034	17.052	17.275
LEVEL DIFFERENCE	0.000	0.000	0.000	0.000	0.617	0.617	0.508	0.490	0.536	0.549	0.562	0.574	0.590	0.730	0.742	0.629	0.064
OFFSETS	-15.000	-14.789	-12.336	-11.279	-10.149	-9.345	-8.349	-6.566	-0.983	0.000	1.014	6.607	8.401	10.029	10.750	11.632	15.000

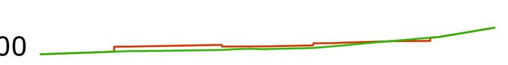
Chainage 10.000

Datum: 15.000

PROPOSED LEVELS	16.949	17.005	17.058	17.112	17.155	17.199	17.235	17.269	17.544	17.651	17.680	17.779	17.927	17.946	17.950
EXISTING LEVELS	16.733	16.767	16.793	16.822	16.854	16.898	16.870	16.870	16.937	16.981	16.998	17.098	17.145	17.205	17.226
LEVEL DIFFERENCE	0.216	0.238	0.265	0.290	0.302	0.301	0.365	0.399	0.607	0.670	0.682	0.681	0.782	0.742	0.723
OFFSETS	-15.000	-13.564	-12.210	-10.659	-9.473	-8.063	-7.031	-6.072	0.000	2.361	3.234	8.401	10.807	13.873	15.000

Chainage 40.000

Datum: 15.000



PROPOSED LEVELS	16.611	17.104	17.116	17.202	17.116	17.127	17.184	17.340	17.470	17.475	17.481	17.780	18.351
EXISTING LEVELS	16.611	16.780	16.817	16.872	16.895	16.951	17.022	17.132	17.505	17.593	17.695	17.780	18.351
LEVEL DIFFERENCE	0.000	0.324	0.300	0.330	0.221	0.177	0.162	0.208	-0.035	-0.118	-0.214	0.000	0.000
OFFSETS	-15.000	-10.149	-8.955	-4.375	-3.012	0.000	3.001	4.337	8.546	9.564	10.750	11.568	15.000

Chainage 00.000

Datum: 15.000

PROPOSED LEVELS	17.078	17.395	17.306	17.406	17.424	17.513	17.627	17.687	17.711	17.870	17.871	17.874
EXISTING LEVELS	16.644	16.768	16.813	16.865	16.871	16.885	16.936	17.012	17.034	17.060	17.181	17.199
LEVEL DIFFERENCE	0.434	0.627	0.493	0.541	0.552	0.628	0.692	0.676	0.677	0.810	0.690	0.675
OFFSETS	-15.000	-10.149	-8.349	-3.357	-2.346	0.000	2.996	6.865	7.937	9.185	14.379	15.000

Chainage 30.000

CARPARK NORTHEAST CROSS SECTIONS

Issue	Description	Date	By
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

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

PRELIMINARY ISSUE
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CES Coordinated Engineering Services
136 Davey Street, Hobart | (03) 6294 6033
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GLENORCHY SPORTS CENTRE

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

ARTAS ARCHITECTS

CIVIL SERVICES
CARPARK CROSS SCETIONS

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

Project / Sheet: 246223-C24

Issue: DA2

CARPARK CROSS SECTIONS

SCALE 1:250

300mm 200mm 100 50 10mm 0

Datum: 10.000

PROPOSED LEVELS	15.903	15.945	15.991	16.115	16.442	16.566	16.459	16.503	16.559	16.650	16.875	17.015	17.110	17.284	17.310	17.342	17.363	17.378	17.390	17.410	17.425	17.447	17.485	17.423	17.360
EXISTING LEVELS	14.971	14.850	14.988	15.135	16.004	16.172	16.211	16.244	16.278	16.346	16.522	16.629	16.669	16.692	16.714	16.743	16.764	16.782	16.805	16.837	16.867	16.868	16.856	16.860	16.862
LEVEL DIFFERENCE	0.932	1.095	1.003	0.980	0.438	0.394	0.248	0.260	0.281	0.304	0.353	0.386	0.441	0.592	0.596	0.599	0.598	0.596	0.585	0.573	0.558	0.578	0.629	0.563	0.499
OFFSETS	-15.000	-14.327	-13.597	-12.821	-8.324	-7.584	-6.743	-6.033	-5.276	-3.817	0.000	2.372	3.991	4.940	5.808	7.003	7.859	8.573	9.526	10.554	11.338	12.365	13.994	14.697	15.000

Chainage 20.000

Datum: 10.000

PROPOSED LEVELS	14.817	14.788	14.392	14.459	14.546	14.699	15.302	15.817	16.844	16.875	16.955	17.017	16.938	17.024	17.123	17.174	17.279	17.436	17.319	17.396	17.439
EXISTING LEVELS	14.817	14.788	14.392	14.459	14.546	14.699	15.004	15.266	15.792	16.136	16.184	16.227	16.274	16.416	16.580	16.671	16.729	16.748	16.772	16.844	16.860
LEVEL DIFFERENCE	0.000	0.000	0.000	0.000	0.000	0.000	0.298	0.552	1.052	0.739	0.771	0.791	0.664	0.608	0.543	0.502	0.550	0.688	0.547	0.552	0.579
OFFSETS	-15.000	-14.827	-14.118	-13.159	-12.290	-9.982	-9.037	-8.252	-6.673	-5.447	-4.507	-3.675	-2.750	0.000	3.200	5.623	8.600	9.410	10.350	13.300	15.000

Chainage 10.000

Datum: 10.000

PROPOSED LEVELS	15.789	15.705	14.899	14.981	15.609	17.120	17.038	17.121	17.217	16.641	16.664	16.701	16.716	17.449	17.348	17.431
EXISTING LEVELS	15.789	15.705	14.899	14.981	15.316	16.144	16.215	16.365	16.539	16.641	16.664	16.701	16.716	16.742	16.756	16.864
LEVEL DIFFERENCE	0.000	0.000	0.000	0.000	0.293	0.976	0.823	0.756	0.677	0.000	0.000	0.000	0.000	0.706	0.592	0.567
OFFSETS	-15.000	-14.714	-11.102	-8.801	-7.624	-4.064	-2.750	0.000	3.200	5.061	5.786	6.946	8.400	9.834	10.550	15.000

Chainage 00.000

CARPARK SOUTH 1 CROSS SECTIONS

Datum: 15.000

PROPOSED LEVELS	16.968	16.937	16.789	16.801	16.780	16.747	16.683	16.671	16.621	16.611	16.626	16.594	16.719	16.717
EXISTING LEVELS	16.621	16.613	16.606	16.594	16.572	16.549	16.605	16.616	16.654	16.643	16.628	16.622	16.616	16.614
LEVEL DIFFERENCE	0.347	0.324	0.182	0.208	0.208	0.198	0.079	0.055	-0.034	-0.032	-0.002	-0.028	0.102	0.103
OFFSETS	-19.650	-18.309	-17.200	-15.084	-11.526	-7.346	0.000	1.413	6.798	11.470	15.759	17.200	18.993	19.650

Chainage 20.000

Datum: 15.000

PROPOSED LEVELS	17.350	17.204	17.231	17.240	17.223	17.166	17.072	17.069	17.073	16.984	17.121	17.117
EXISTING LEVELS	16.925	16.925	16.946	16.943	16.935	16.926	16.903	16.898	16.894	16.872	16.871	16.869
LEVEL DIFFERENCE	0.425	0.279	0.285	0.297	0.288	0.241	0.169	0.170	0.180	0.112	0.250	0.247
OFFSETS	-17.350	-17.200	-12.736	-11.800	-6.074	0.000	10.150	11.691	13.106	17.200	17.903	19.650

Chainage 10.000

Datum: 15.000

PROPOSED LEVELS	17.501	17.494	17.473	17.421	17.422	17.427	17.517	17.508	17.491	17.488	17.393	17.365	17.353	17.311
EXISTING LEVELS	17.061	17.064	17.077	17.100	17.108	17.113	17.124	17.125	17.106	17.099	17.051	17.037	17.028	17.008
LEVEL DIFFERENCE	0.440	0.430	0.396	0.322	0.314	0.314	0.393	0.383	0.385	0.389	0.342	0.327	0.324	0.303
OFFSETS	-19.650	-19.268	-17.827	-12.658	-10.378	-9.106	-6.143	0.000	10.992	11.802	15.900	17.108	17.890	19.650

Chainage 00.000

CARPARK SOUTH 2 CROSS SECTIONS

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

CARPARK CROSS SECTIONS

SCALE 1:250

Issue	Description	Date	By
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

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

PRELIMINARY ISSUE
FOR INFORMATION ONLY

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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
CARPARK CROSS SCETIONS

Drawn: AK
Authorised: WC
Plot Date: 05/05/2025
Scale: AS SHOWN @ A1
Project / Sheet: 246223-C25
Issue: DA2

300mm
200mm
100
50
10mm
0

EXISTING STORMWATER GRATED PIT.
TOP: 20.70
RCP DN300 IL: 20.16
RCP DN450 IL: 19.07

EXISTING STORMWATER MANHOLE.
TOP: 23.63
RCP DN300 IL: 22.28
RCP DN300 IL: 22.22

POTENTIAL FUTURE SUBDIVISION BOUNDARY LINE

EX UPVC DN150

EX RCP DN300

EX RCP DN450

EXISTING STORMWATER GRATED PIT.
TOP: 14.40
RCP DN450 IL: 13.38
UPVC DN150 IL: 13.36
RCP DN150 IL: 13.34
RCP DN600 IL: 13.28

EXISTING RCP DN600 STORMWATER LINE.
IL:11.10

EXISTING RCP DN600 STORMWATER LINE.
IL:11.08

ACCESS ROAD

EXISTING BOX CULVERT.
TOP: 15.15
IL: 12.58

EXISTING BOX CULVERT.
TOP: 15.16
IL: 12.58

EXISTING BOX CULVERT.
TOP: 14.42
IL: 11.84

EXISTING BOX CULVERT.
TOP: 14.45
IL: 11.85

SUBDIVISION BOUNDARY LINE

CLAREMONT LINK RD

POTENTIAL FUTURE SUBDIVISION BOUNDARY LINE

NEW DN150 PVC-O PN16 TASWATER WATER MAIN TO FUTURE DETAIL. WATER MAIN TO SERVICE POTENTIAL FUTURE SUBDIVISION SHOWN AND POTENTIAL FURTHER SUBDIVISION OF LAND.

FORM CONNECTION TO EXISTING DN150 DICL TASWATER WATER MAIN, LIVE TAPPING BY TASWATER AT DEVELOPERS COST.

EXISTING DN150 TASWATER CAST IRON WATER MAIN.

MYELLA DR

FR 60510/17

BROKER HIGHWAY

GLENORCHY CITY COUNCIL PLANNING SERVICES

APPLICATION No.: PLN-25-078

DATE RECEIVED: 6 May 2025

N

OVERALL SITE HYDRAULIC SERVICES PLAN

SCALE 1:1000

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 ENRTY PIT
BK	BARRIER KERB
LP	LIGHT POLE
RW	RETAINING WALL
BOL.	BOLLARD
IO	INSPECTION OPENING
S-MH	PROPOSED SEWER MANHOLE

300mm
200mm
100
50
10mm
0

Issue	Description	Date	By
DA2	ISSUED FOR DEVELOPMENT APPROVAL	05/05/2025	AK
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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	Project / Sheet:	Issue:
Authorised:	WC		
Plot Date:	05/05/2025	246223-C30	DA2
Scale:	AS SHOWN @ A1		

Drawing Size: A1 (841x594) Plot date: 05/05/2025 246223-17.DWG

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 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: 6 May 2025

SITE HYDRAULIC SERVICES PLAN

SCALE 1:500

Issue	Description	Date	By
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

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

PRELIMINARY ISSUE
FOR INFORMATION ONLY

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

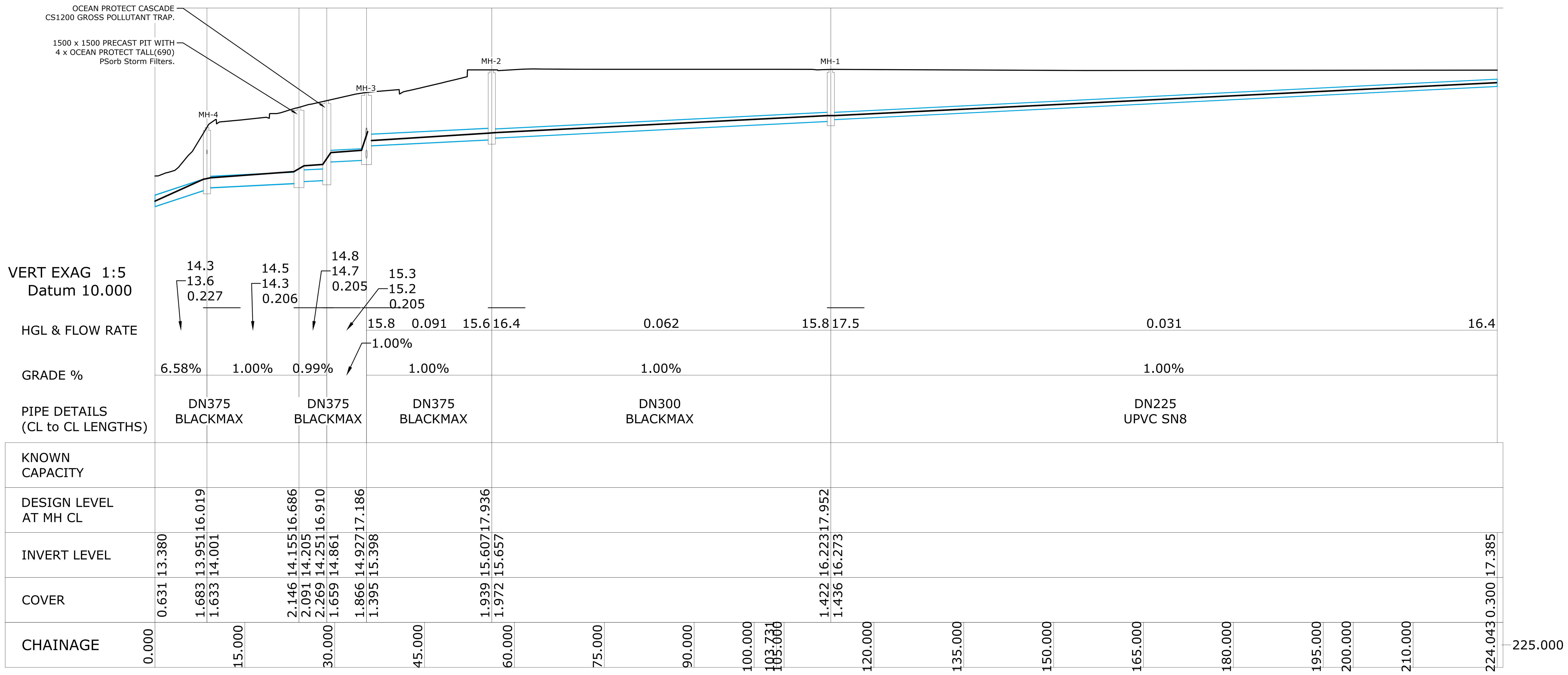
ARTAS ARCHITECTS

CIVIL SERVICES
SITE HYDRAULIC SERVICES PLAN

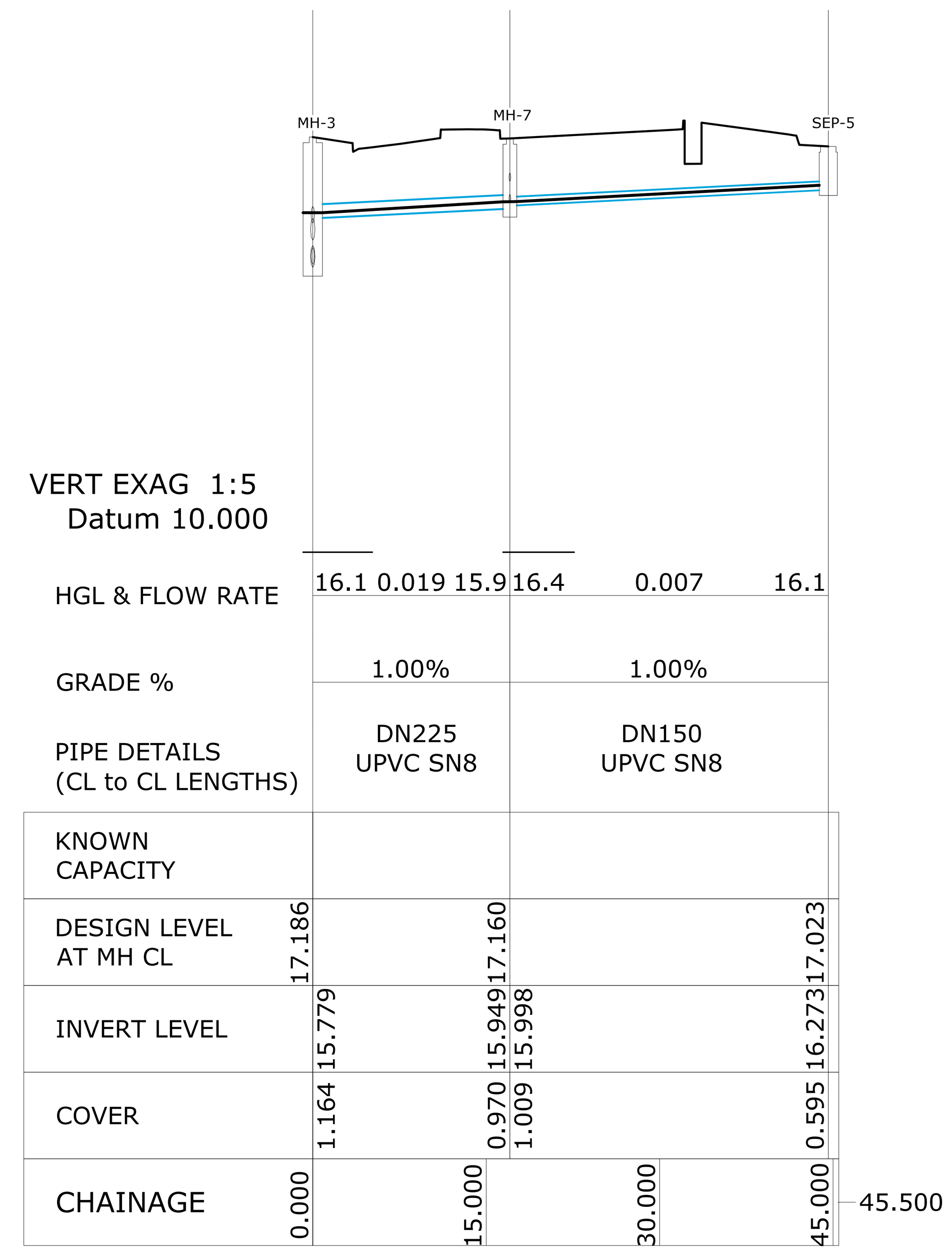
Drawn: AK
Authorised: WC
Plot Date: 05/05/2025
Scale: AS SHOWN @ A1

Project / Sheet: 246223-C31
Issue: DA2

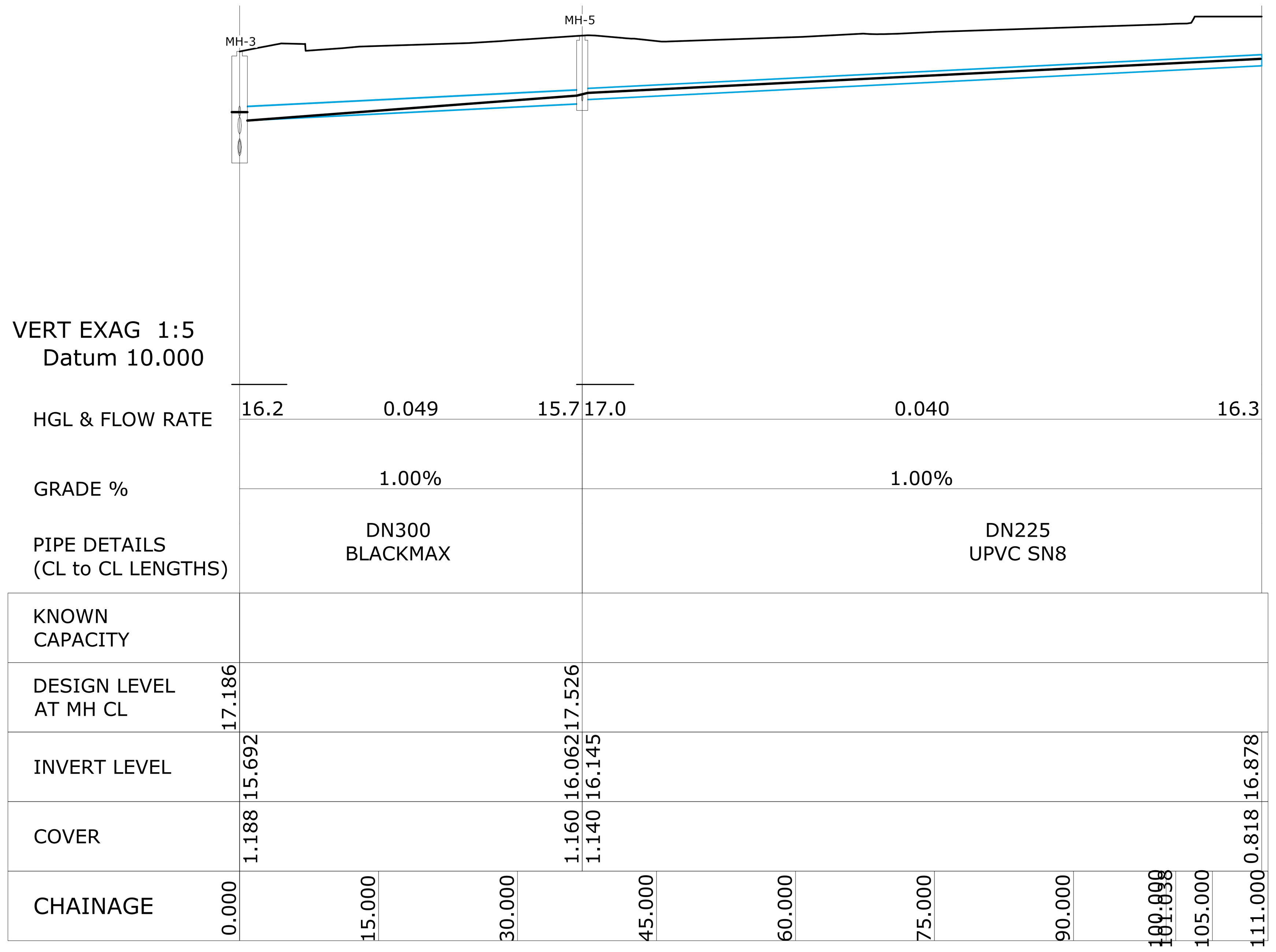
Original Sheet Size A1 (841x594) Plot date: 05/05/2025 246223-17.DWG



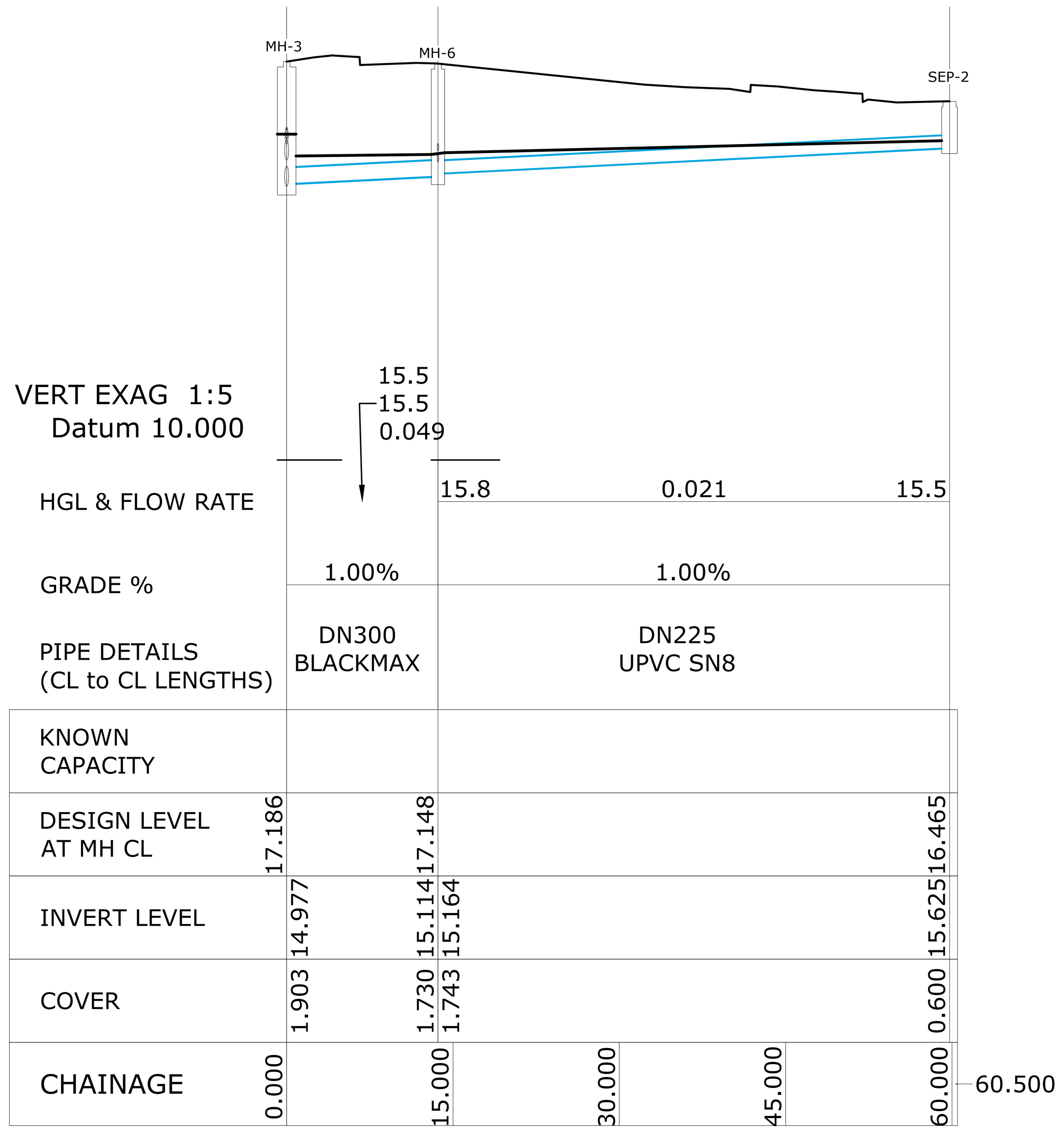
STORMWATER NETWORK 1 LONG SECTION
SCALE 1:500



STORMWATER NETWORK 4 LONG SECTION
SCALE 1:500



STORMWATER NETWORK 2 LONG SECTION
SCALE 1:500



STORMWATER NETWORK 3 LONG SECTION
SCALE 1:500

NOTE:
FLOW RATE MEASURED IN CUBIC METERS PER SECOND.

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

STORMWATER PIPE NETWORK LONG SECTION

Issue	Description	Date	By
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

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

PRELIMINARY ISSUE
FOR INFORMATION ONLY

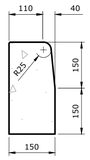
CES Coordinated Engineering Services
136 Davey Street, Hobart | (03) 6294 6033
73 Paterson Street, Launceston | (03) 6338 9974

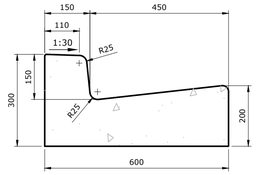
GLENORCHY SPORTS CENTRE
Project address: 61 CLAREMONT LINK RD, CLAREMONT, TAS 7011
for: ARTAS

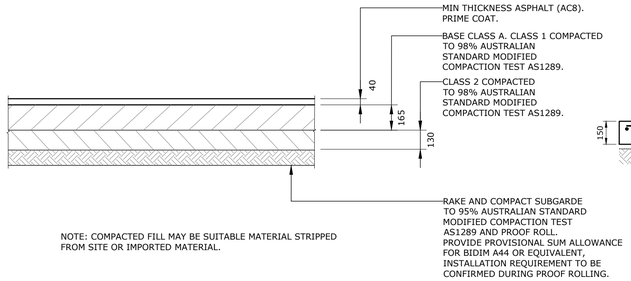
ARTAS ARCHITECTS

CIVIL SERVICES
STORMWATER PIPE NETWORK
LONG SECTION - SHEET 1

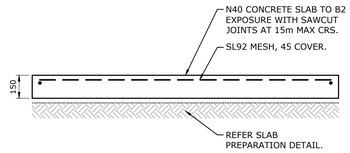
Drawn: AK
Authorised: WC
Plot Date: 05/05/2025
Scale: AS SHOWN @ A1
Project / Sheet: 246223-C32
Issue: DA2

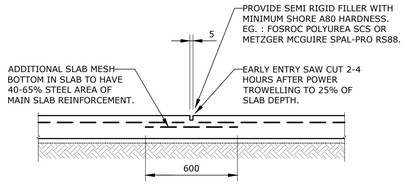






NOTE: COMPACTED FILL MAY BE SUITABLE MATERIAL STRIPPED FROM SITE OR IMPORTED MATERIAL.





NOTE: SAWCUT JOINTS TO BE PROVIDED IN PAVEMENTS AT RE-ENTRANT CORNERS AND 6m MAX CRS.

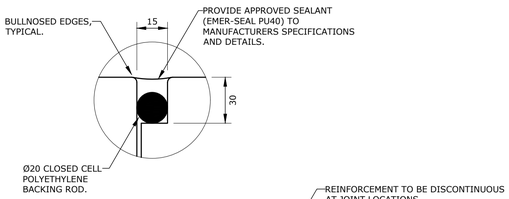
01 TYPE BK (BARRIER)
SCALE 1:10

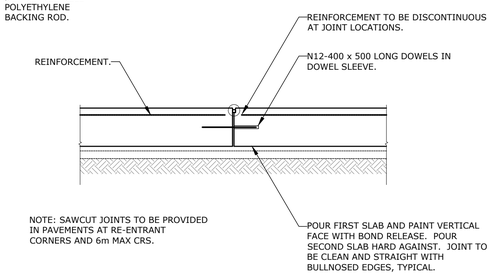
02 TYPE KC (KERB AND CHANNEL)
SCALE 1:10

03 TYPICAL PAVEMENT DETAIL - ASPHALT
SCALE 1:20

04 CONCRETE PAVEMENT DETAIL
SCALE 1:20

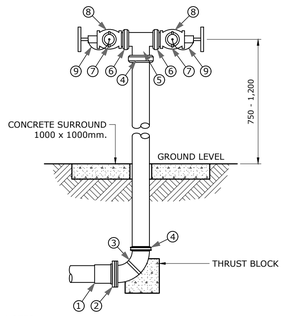
05 CONCRETE PAVEMENT SAWCUT JOINT
SCALE 1:20





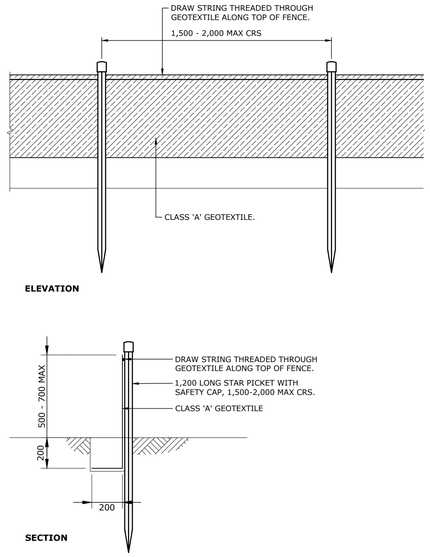
06 CONCRETE PAVEMENT CONSTRUCTION JOINT DETAIL
SCALE 1:20

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-BHT8888114	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

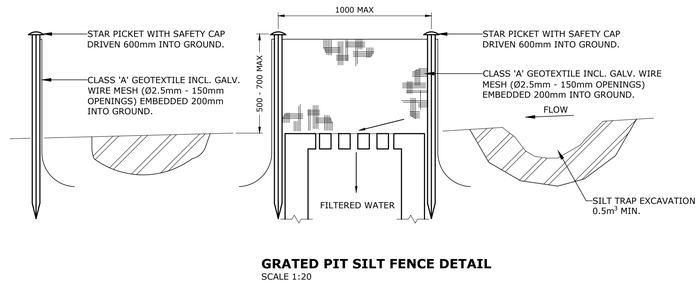


NOTES:
FIRE HYDRANT TO COMPLY WITH DIN OR NEN STANDARD
COMPLIANT FORGED 65mm STORZ HERMAPHRODITE FITTING.
FITTING MUST BE FITTED WITH STANDARD (DELIVERY)
WASHER, RATED TO 1800Kpa AND 2400 Kpa BURST PRESSURE & BLANK CAPS.

09 FIRE HYDRANT DETAIL
SCALE 1:20



11 TYPICAL SILT FENCE DETAIL
SCALE 1:20



GRATED PIT 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
uPCV PIPES = D + 200
DICL 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)
DICL 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
SAND OR CRUSHED ROCK (STONE DUST)

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

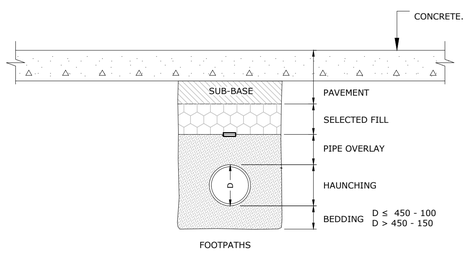
FOR CONCRETE PIPES
CRUSHED ROCK

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

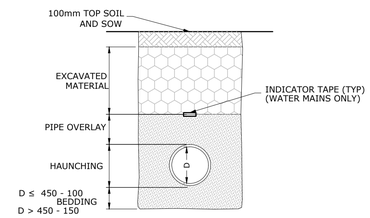
ALL MATERIAL SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH AS 3725 AND TO THE SATISFACTION OF THE SUPERINTENDENT.

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION NO: PLN-25-0178
DATE RECEIVED: 6 May 2025

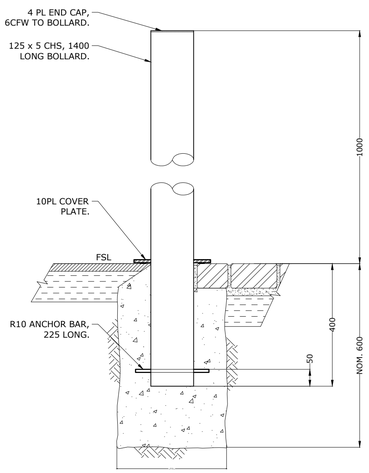
07 TRENCHING DETAILS
SCALE 1:10



TRENCH DETAIL - (TRAFFICABLE)



TRENCH DETAIL- (NON-TRAFFICABLE)



08 BOLLARD DETAIL
SCALE 1:10

Issue	Description	Date	By
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

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

PRELIMINARY ISSUE
FOR INFORMATION ONLY

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	246223-C40	DA2
Plot Date:	05/05/2025		
Scale:	AS SHOWN @ A1		

NE

SITE AREA:
45,207.05 m²

PROPOSED NEW
MULTI SPORT FACILITY
5550m² (approx.)

EXISTING GAS PIPE LINE

Ex. STORMWATER PIPELINE

EXISTING SEWER PIPELINE

PROPOSED BOUNDARY LINE

eSW-MH

eSW-GP

eSS-MH

DSB

MSB

LP

FIP

EMBANKMENT LINE

Ex. NATIVE
CREEK
VEGETATION

FAULKNERS RIVULET

PICNIC
NODE

PICNIC
NODE

LINE OF Ex. FOOTPATH

Ex. SWALE

EXISTING ACCESS ROAD

EXISTING TURNSTYLE
ENTRY GATE

GENERAL NOTES

1. 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.
2. INSTALL LUMINAIRE MOUNTING BRACKETS AND POLE FOOTINGS AS PER MANUFACTURES RECOMMENDATIONS AND STRUCTURAL DRAWING DETAIL.
3. CARPARK LIGHTING TO BE BE CONTROLLED FROM PE CELL WITH TIME CLOCK OVERRIDE CONTROLS. ALLOW TO SET TIME CLOCK TO TURN LIGHTS OFF AS DIRECTED BY COUNCIL REPRESENTATIVE.
4. PIT LOCATIONS ARE INDICATIVE ONLY. ALLOW 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.
5. COORDINATE NEW ALL IN GROUND SERVICES.

LIGHTING DESIGN PARAMETERS

EXTERNAL LIGHTING HAS BEEN DESIGNED AND CERTIFIED FOR THE FOLLOWING AUSTRALIAN STANDARDS.

- AS1158.3.1–2020 – LIGHTING SUBCATEGORY PC2 (PCD FOR DISABLED PARKING) FOR CAR SPACES, AISLES AND CIRCULATION ROADWAYS.
- AS1158.3.1–2020 – LIGHTING SUBCATEGORY PR3 FOR TEMP ROADWAY
- AS1158.3.1–2020 – 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	14.14	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 (Cree)	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 (Cree)	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 (Cree)	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 (Cree)	Wall mounted area light, AY OPTIC @ 3000 AFFL		DENVER ID WALL DWL_1_LA043_AY	LED	25	3000K	65	Fixed	WALL SURFACE

REV	DESCRIPTION	DRN	RE	PL	DATE
A	ISSUED FOR SUILDING APPROVAL	TJK	AM	MJ	05.03.25

DRAWING CHECK	SIGNATURE	DATE
DRAWN	TJK	05.03.25
DESIGNED		
DRAFTING		

CO-ORDINATION CHECK	SIGNATURE	DATE
STRUCT.		
MECH.		
ELECT.		
HYDR./CIVIL		
FIRE/ENV.		

CLIENT: ARTAS ARCHITECTS

COVA Stronger Together
1300 35 7363 covathinking.com
ACN 117 492 814

PROJECT: GLENORCHY SPORTS CENTRE

TITLE: ELECTRICAL SERVICES
SITE PLAN – LIGHTING LAYOUT

4.0 0 4.0 8.0 12.0 — A0

STATUS: BUILDING APPROVAL

SCALE @ A0: NTS — DIMENSIONS IN:

DRAWING No.: 5512.021-E100 — REV: A

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 56ZI 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 in4.
- 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 Sings 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.

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?
This applies to: *Business and Professional Services;* *Community Meeting and Entertainment;* *Custodial Facility;* *Crematoria and Cemeteries;* *Educational and Occasional Care;* *Food Services;* *General Retail and Hire;* *Hospital Services;* *Hotel Industry;* *Pleasure Boat Facility;* ***Residential if for a communal residence, multiple dwellings or hostel use**;* *Sports and Recreation; and* *Tourist Operation.*	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** *This applies to:* *Bulky Goods Sales;* *General Retail and Hire;* *Manufacturing and Processing; and* *Storage.*	**A1** A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.	Not required	NA
C2.5.5 **Number of car parking spaces within the General Residential Zone and Inner Residential Zone** *This applies to:* *Business and Professional Services;* *Community Meeting and Entertainment;* *Educational and Occasional Care;* *Emergency Services;* *Food Services;*	**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 100m² floor area or 30 seats, whichever is the greater; and (b) General Retail and Hire uses up to 100m² 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 *Australian Standard AS 2890 - Parking facilities, Parts 1-6*; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) comply with *Australian Standard AS 2890- Parking facilities, Parts 1-6.* **A1.2**		

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 *Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.* [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 *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*.		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 *Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Offstreet commercial vehicle facilities*, 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 *Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities Offstreet commercial vehicle facilities.*		
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 *Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking*.		
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 *Roads and Jetties Act 1935* in respect to a limited access road. **A1.5** Vehicular traffic must be able to enter and leave a major road in a forward direction.		
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 *Noise Measurement Procedures Manual, 2nd edition, July 2008*.		
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.

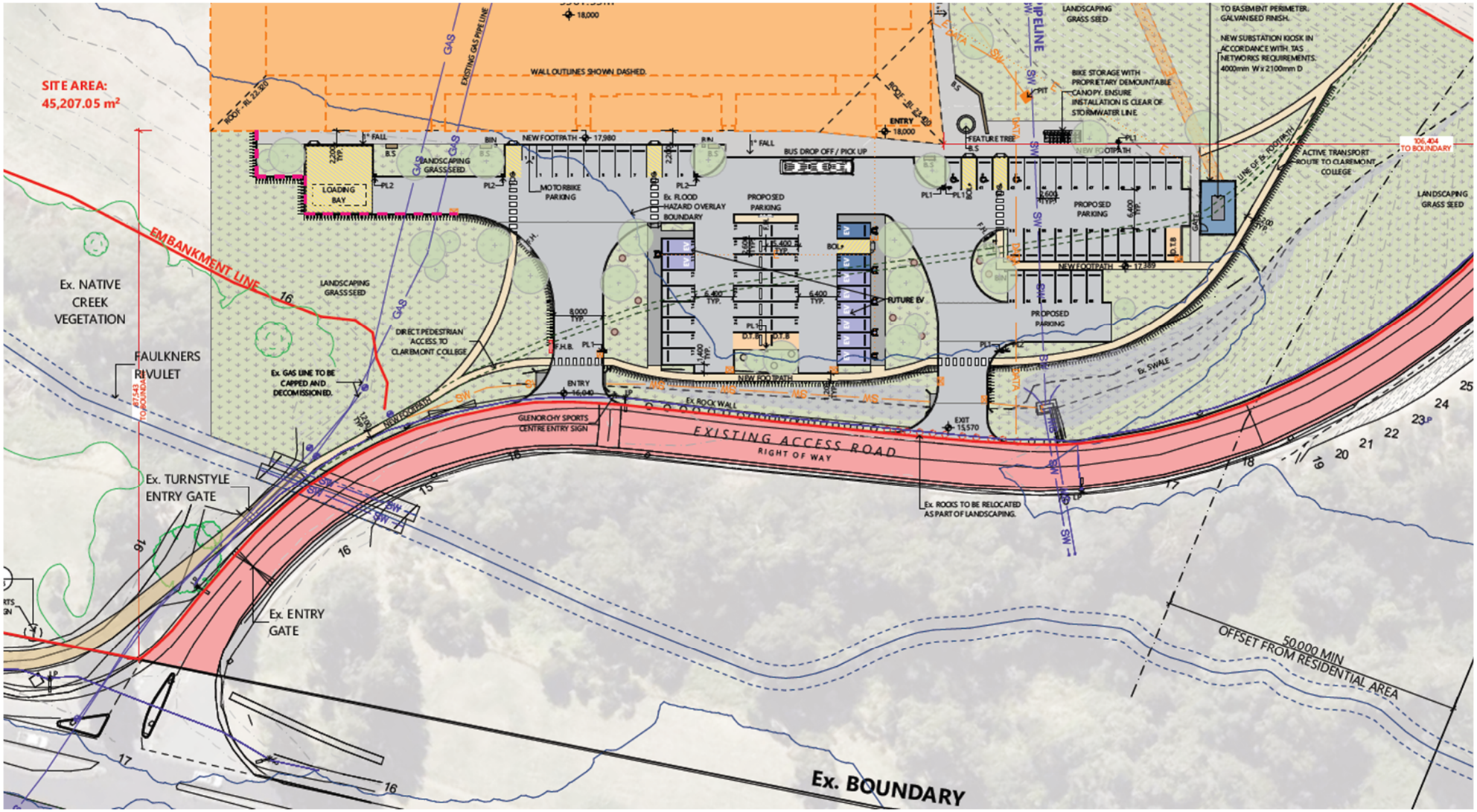


Figure 1 – Proposed Sports Facility

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 met 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 Genetation 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 efficiently 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**

    a. Response to RFI dated 06/05/2025 by All Urban Planning

    b. Planning Report Glenorchy Sports Centre Claremont College 61 Claremont Link Road revision 1 dated 28/03/2025 by All Urban Planning

    c. Stormwater report CES246223-C8-02 dated 05/05/2025 by Coordinated Engineering Services

    d. Flood inundation risk management plan FE_24098_02 dated 18/02/2025 by Flussig Engineers

    e. 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.

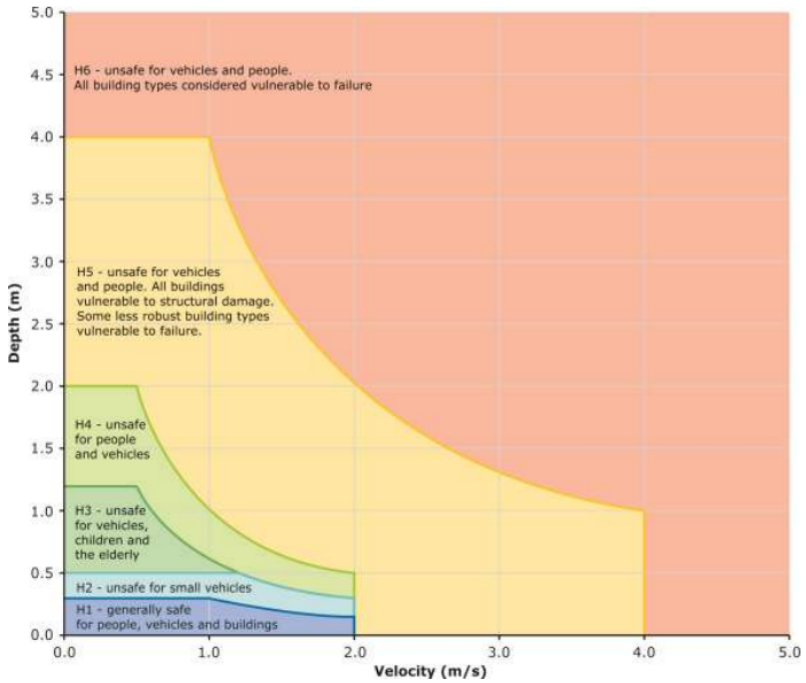


Figure 1 General flood hazard vulnerability curves

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.

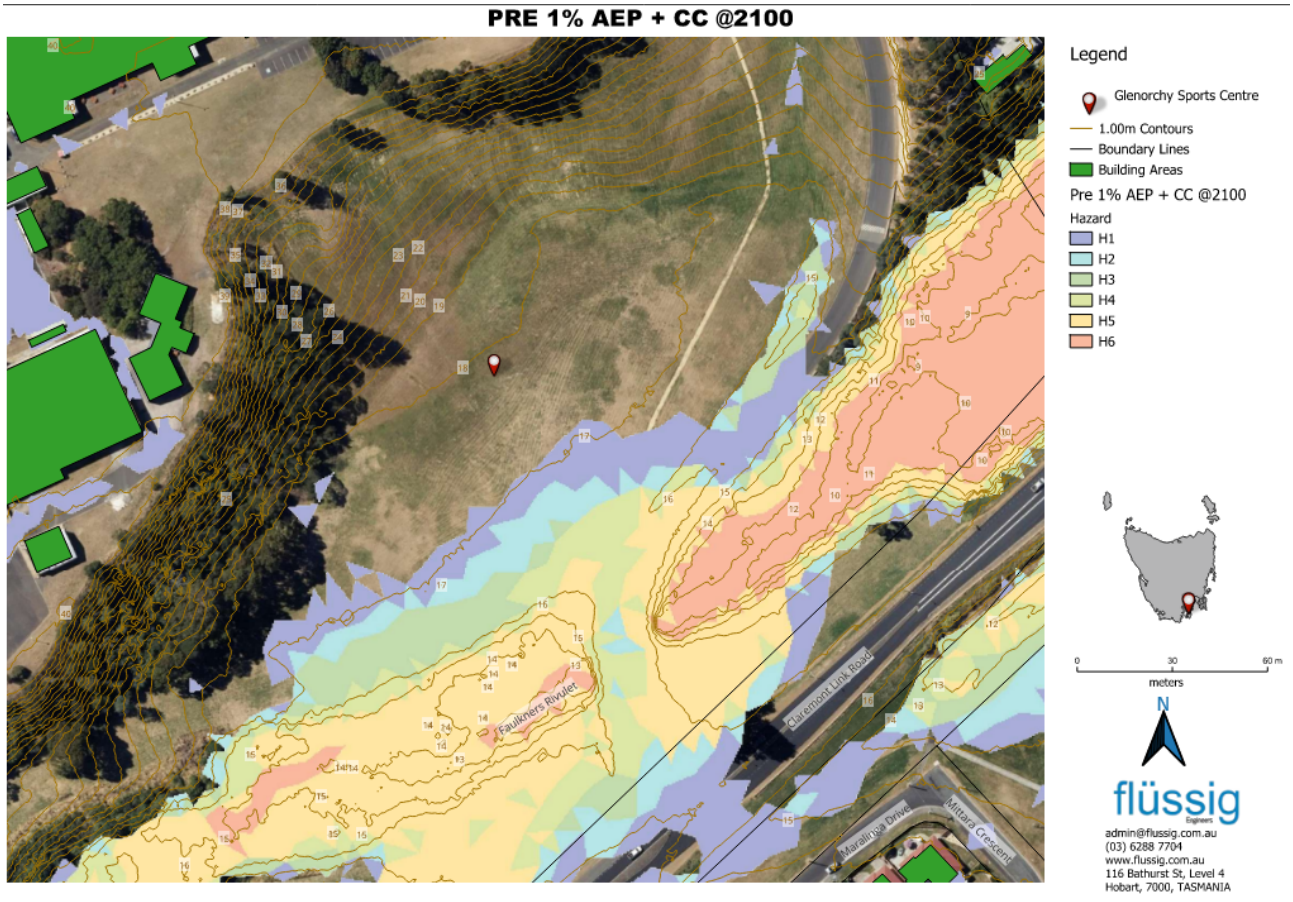


Figure 2 Pre-development Flood Hazard Extents

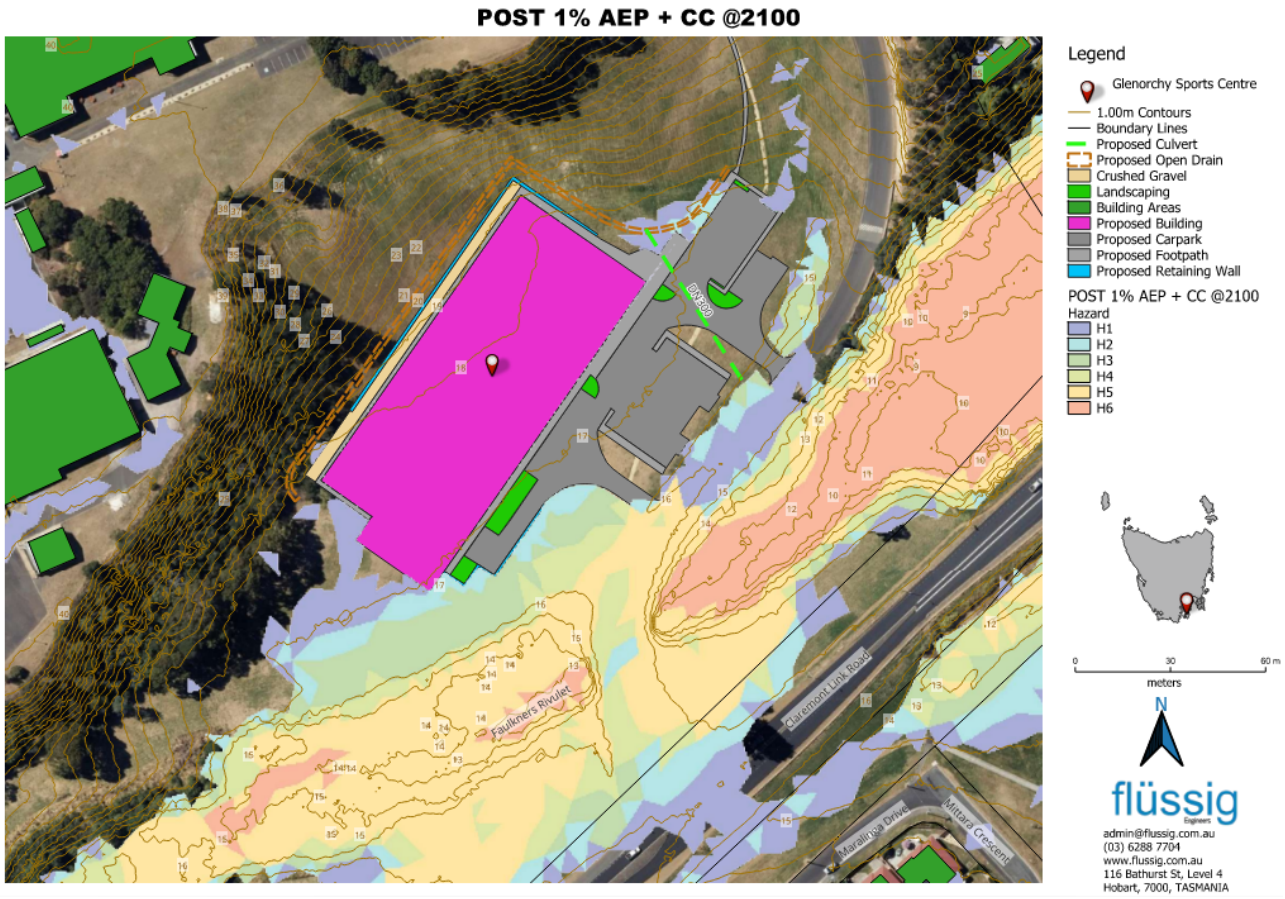


Figure 3 Post Development Flood Hazard Extents

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 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 Sings 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.