



DEVELOPMENT APPLICATION

PDPLANPMTD-2023/041164

PROPOSAL: Change of use to Emergency Services and Proposed Aircraft Hangar (Re-advertised)

LOCATION: 45 Cherokee Drive, Cambridge

RELEVANT PLANNING SCHEME: Tasmanian Planning Scheme - Clarence

ADVERTISING EXPIRY DATE: 11 April 2024

The relevant plans and documents can be inspected at the Council offices, 38 Bligh Street, Rosny Park, during normal office hours until 11 April 2024. In addition to legislative requirements, plans and documents can also be viewed at www.ccc.tas.gov.au during these times.

Any person may make representations about the application to the Chief Executive Officer, by writing to PO Box 96, Rosny Park, 7018 or by electronic mail to clarence@ccc.tas.gov.au. Representations must be received by Council on or before 11 April 2024.

To enable Council to contact you if necessary, would you please also include a day time contact number in any correspondence you may forward.

Any personal information submitted is covered by Council's privacy policy, available at www.ccc.tas.gov.au or at the Council offices.

Clarence City Council



APPLICATION FOR DEVELOPMENT / USE OR SUBDIVISION

The personal information on this form is required by Council for the development of land under the Land Use Planning and Approvals Act 1993. We will only use your personal information for this and other related purposes. If this information is not provided, we may not be able to deal with this matter. You may access and/or amend your personal information at any time. How we use this information is explained in our **Privacy Policy**, which is available at www.ccc.tas.gov.au or at Council offices.

Proposal:

Air Kennedy Aircraft Hangar

Location:

Address 45 Cherokee Drive
Suburb/Town ...Cambridge, TAS..... Postcode7170.....

Current Owners/s:

Applicant:

Personal Information Removed

Tax Invoice for application fees to be in the name of: (if different from applicant)

Estimated cost of development

\$ 1,300,000.00

Is the property on the Tasmanian Heritage Register?

Yes

No

(if yes, we recommend you discuss your proposal with Heritage Tasmania prior to lodgement as exemptions may apply which may save you time on your proposal)

If you had pre-application discussions with a Council Officer, please give their name

Rachel Mansfield

Current Use of Site: Vacant

Does the proposal involve land administered or owned by the Crown or Council?

Yes

No

Declaration:

- *I have read the Certificate of Title and Schedule of Easements for the land and am satisfied that this application is not prevented by any restrictions, easements or covenants.*
- *I authorise the provision of a copy of any documents relating to this application to any person for the purposes of assessment or public consultation. I agree to arrange for the permission of the copyright owner of any part of this application to be obtained. I have arranged permission for Council's representatives to enter the land to assess this application*
- *I declare that, in accordance with Section 52 of the Land Use Planning and Approvals Act 1993, that I have notified the owner of the intention to make this application. Where the subject property is owned or controlled by Council or the Crown, their signed consent is attached. Where the application is submitted under Section 43A, the owner's consent is attached.*
- *I declare that the information in this declaration is true and correct.*

Acknowledgement:

- *I acknowledge that the documentation submitted in support of my application will become a public record held by Council and may be reproduced by Council in both electronic and hard copy format in order to facilitate the assessment process; for display purposes during public consultation; and to fulfil its statutory obligations. I further acknowledge that following determination of my application, Council will store documentation relating to my application in electronic format only.*

Applicant's Signature:

Signature.......... Date..... 19/12/23

PLEASE REFER TO THE DEVELOPMENT/USE AND SUBDIVISION CHECKLIST ON THE FOLLOWING PAGES TO DETERMINE WHAT DOCUMENTATION MUST BE SUBMITTED WITH YOUR APPLICATION.

Documentation required:

1. **MANDATORY DOCUMENTATION**

This information is required for the application to be valid. An application lodged without these items is unable to proceed.

- Details of the location of the proposed use or development.
- A copy of the current Certificate of Title, Sealed Plan, Plan or Diagram and Schedule of Easements and other restrictions for each parcel of land on which the use or development is proposed.
- Full description of the proposed use or development.
- Description of the proposed operation.
May include where appropriate: staff/student/customer numbers; operating hours; truck movements; and loading/unloading requirements; waste generation and disposal; equipment used; pollution, including noise, fumes, smoke or vibration and mitigation/management measures.
- Declaration the owner has been notified if the applicant is not the owner.
- Crown or Council consent (if publically-owned land).
- Any reports, plans or other information required by the relevant zone or code.
- Fees prescribed by the Council.

Application fees (please phone 03 6217 9550 to determine what fees apply). An invoice will be emailed upon lodgement.

2. **ADDITIONAL DOCUMENTATION**

In addition to the mandatory information required above, Council may, to enable it to consider an application, request further information it considers necessary to ensure that the proposed use or development will comply with any relevant standards and purpose statements in the zone, codes or specific area plan, applicable to the use or development.

- Site analysis plan and site plan**, including where relevant:
 - *Existing and proposed use(s) on site.*
 - *Boundaries and dimensions of the site.*
 - *Topography, including contours showing AHD levels and major site features.*
 - *Natural drainage lines, watercourses and wetlands on or adjacent to the site.*
 - *Soil type.*
 - *Vegetation types and distribution, and trees and vegetation to be removed.*
 - *Location and capacity of any existing services or easements on/to the site.*
 - *Existing pedestrian and vehicle access to the site.*
 - *Location of existing and proposed buildings on the site.*
 - *Location of existing adjoining properties, adjacent buildings and their uses.*
 - *Any natural hazards that may affect use or development on the site.*
 - *Proposed roads, driveways, car parking areas and footpaths within the site.*
 - *Any proposed open space, communal space, or facilities on the site.*
 - *Main utility service connection points and easements.*
 - *Proposed subdivision lot boundaries.*

- Where it is proposed to erect buildings, **detailed plans** with dimensions at a scale of 1:100 or 1:200 showing:
 - *Internal layout of each building on the site.*
 - *Private open space for each dwelling.*
 - *External storage spaces.*
 - *Car parking space location and layout.*
 - *Major elevations of every building to be erected.*
 - *Shadow diagrams of the proposed buildings and adjacent structures demonstrating the extent of shading of adjacent private open spaces and external windows of buildings on adjacent sites.*
 - *Relationship of the elevations to natural ground level, showing any proposed cut or fill.*
 - *Materials and colours to be used on rooves and external walls.*
- Where it is proposed to erect buildings, a plan of the proposed **landscaping** showing:
 - *Planting concepts.*
 - *Paving materials and drainage treatments and lighting for vehicle areas and footpaths.*
 - *Plantings proposed for screening from adjacent sites or public places.*
- Any additional reports, plans or other information required by the relevant zone or code.

This list is not comprehensive for all possible situations. If you require further information about what may be required as part of your application documentation, please contact Council's Planning Officers on (03) 6217 9550 who will be pleased to assist.

OWNER AIRPORT INDUSTRIAL PTY LTD

FOLIO REFERENCE C.T.181813/100

GRANTEE PART OF 1654 ACRES GTD TO ROBERT PITCAIRN AND THOMAS YOUNG

PLAN OF SURVEY

BY SURVEYOR ANDREW STEPHEN BIRCH
ROGERSON AND BIRCH SURVEYORS
UNIT 1 - 2 KENNEDY DRIVE, CAMBRIDGE PARK
PH 6248-5898 MOB. 0419-594-966

CITY OF CLARENCE

SCALE 1: 3000 LENGTHS IN METRES

REGISTERED NUMBER

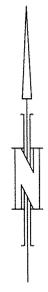
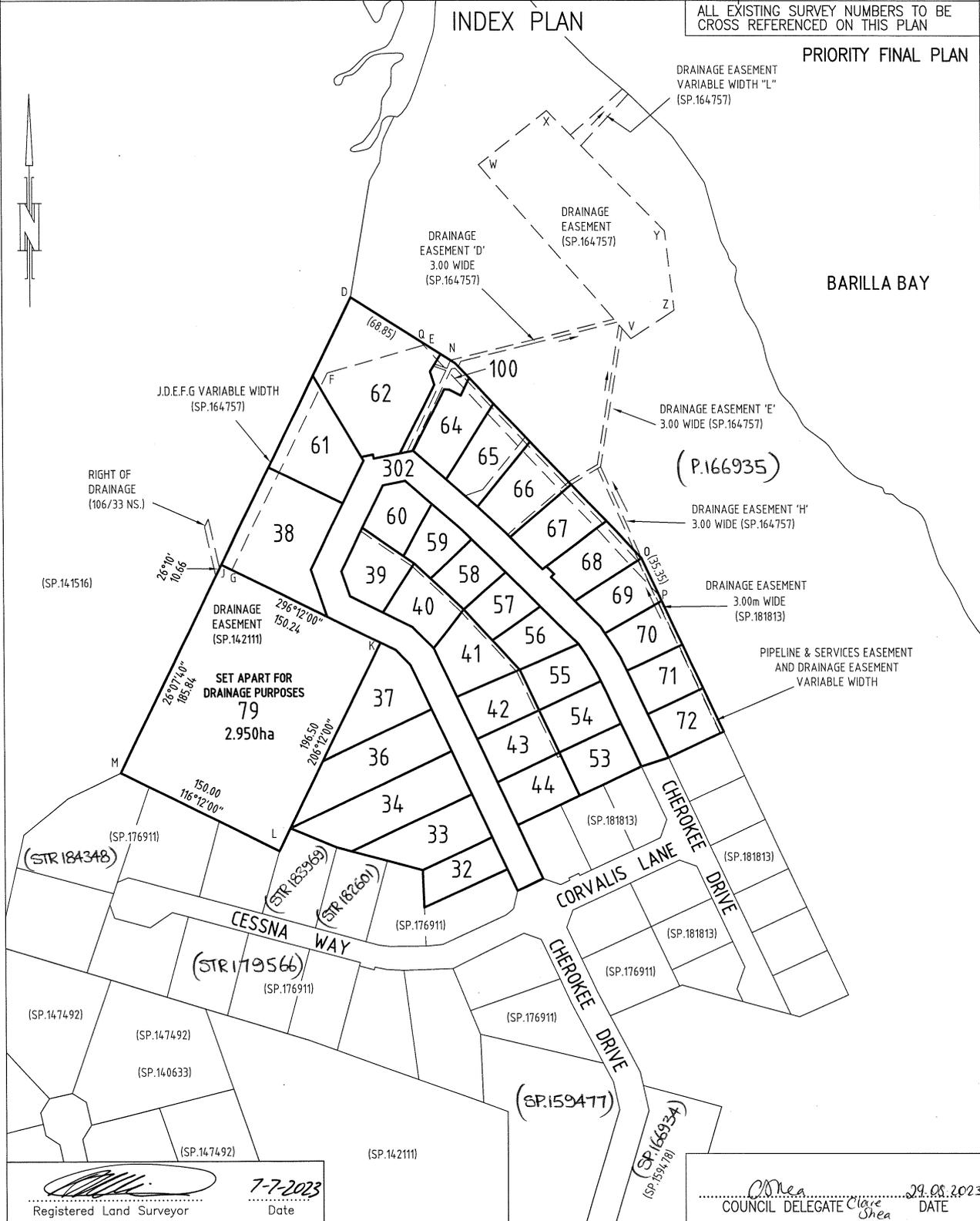
SP185543

APPROVED EFFECTIVE FROM - 6 SEP 2023

Andrew Birch
Recorder of Titles

ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

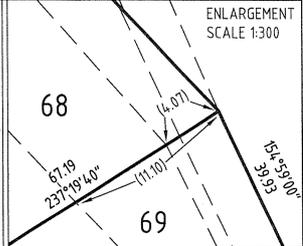
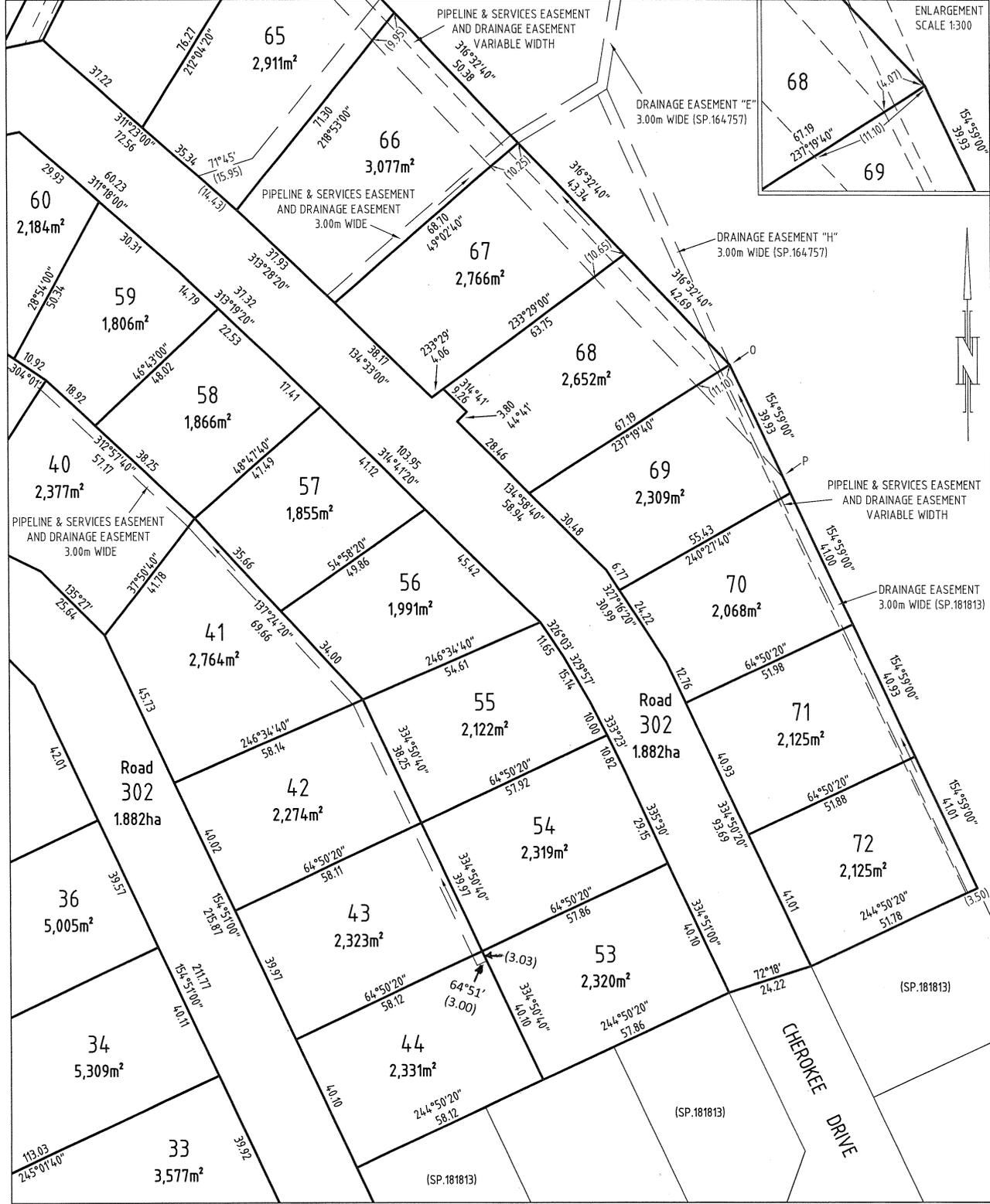
PRIORITY FINAL PLAN

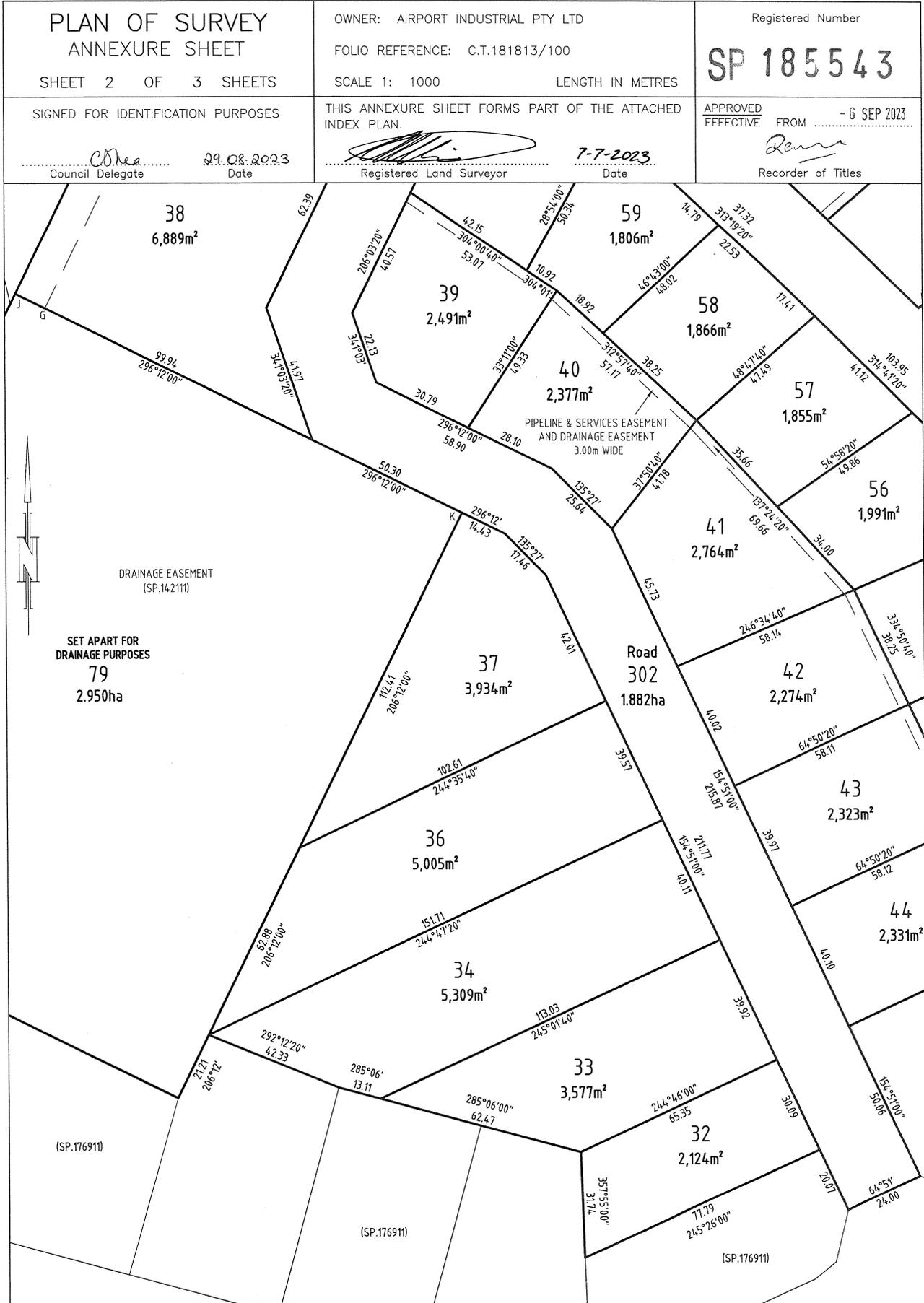


Andrew Birch
Registered Land Surveyor
7-7-2023
Date

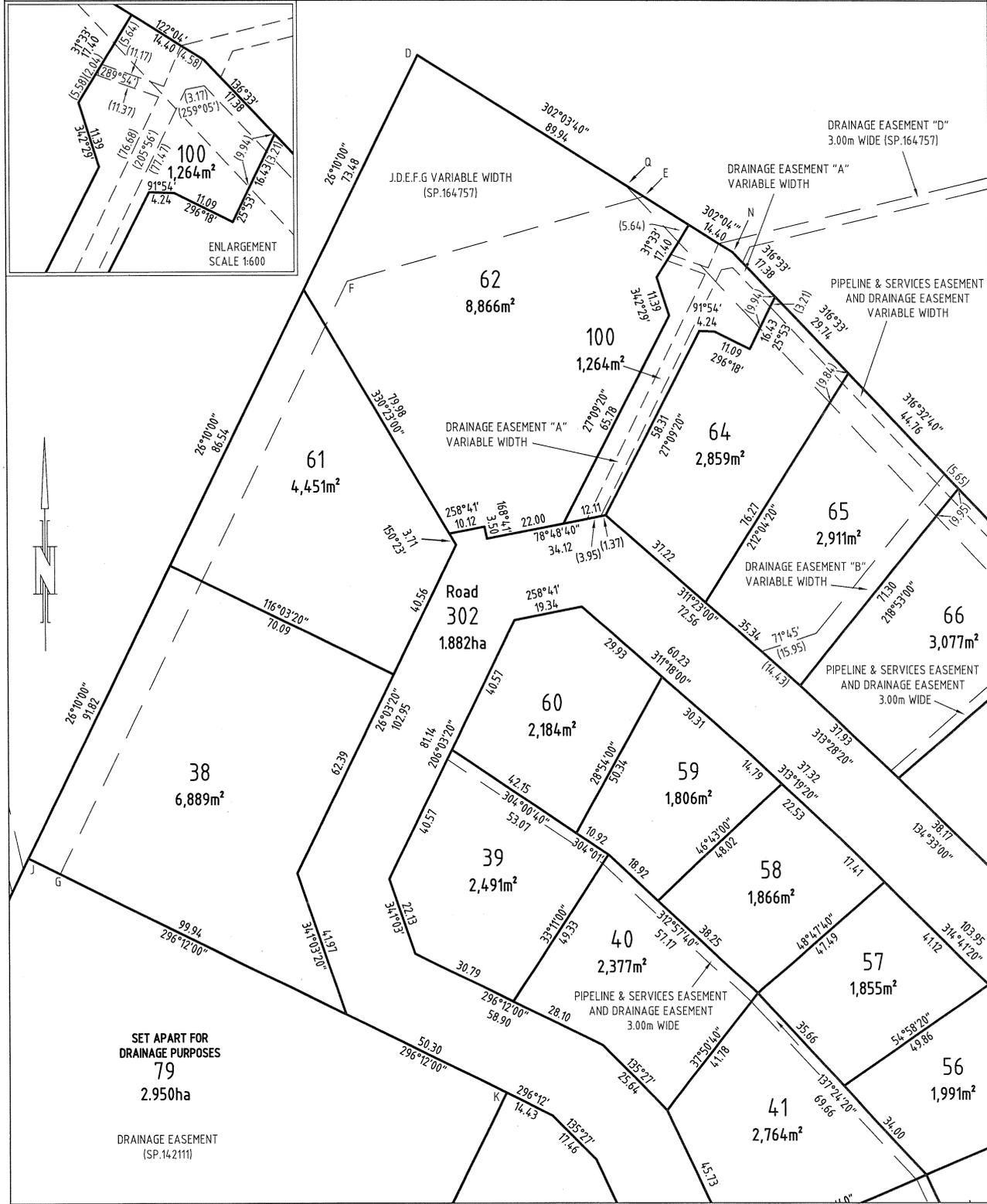
Clare Shea
COUNCIL DELEGATE
29.08.2023
DATE

<p>PLAN OF SURVEY ANNEXURE SHEET</p> <p>SHEET 1 OF 3 SHEETS</p>	<p>OWNER: AIRPORT INDUSTRIAL PTY LTD</p> <p>FOLIO REFERENCE: C.T.181813/100</p> <p>SCALE 1: 1000 LENGTH IN METRES</p>	<p>Registered Number</p> <p>SP 185543</p>
<p>SIGNED FOR IDENTIFICATION PURPOSES</p> <p><i>C. Mea</i> 29.08.2023 Council Delegate Date</p>	<p>THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED INDEX PLAN.</p>  <p>7-7-2023 Registered Land Surveyor Date</p>	<p>APPROVED EFFECTIVE FROM - 6 SEP 2023</p>  <p>Recorder of Titles</p>





<p>PLAN OF SURVEY ANNEXURE SHEET</p> <p>SHEET 3 OF 3 SHEETS</p>	<p>OWNER: AIRPORT INDUSTRIAL PTY LTD</p> <p>FOLIO REFERENCE: C.T.181813/100</p> <p>SCALE 1: 1000 LENGTH IN METRES</p>	<p>Registered Number</p> <p>SP 185543</p>
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SEARCH OF TORRENS TITLE

VOLUME 185543	FOLIO 70
EDITION 2	DATE OF ISSUE 29-Nov-2023

SEARCH DATE : 19-Dec-2023

SEARCH TIME : 11.15 AM

DESCRIPTION OF LAND

City of CLARENCE
 Lot 70 on Sealed Plan 185543
 Derivation : Part of 1654 Acres Gtd. to Robert Pitcairn and
 Thomas Young
 Prior CT 181813/100

SCHEDULE 1

N158613 TRANSFER to ANDREW GERARD KENNEDY and KAREN JOY
 KENNEDY Registered 29-Nov-2023 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
 SP185543 EASEMENTS in Schedule of Easements
 SP185543 COVENANTS in Schedule of Easements
 SP185543 FENCING PROVISION in Schedule of Easements
 SP164757, SP176911 & SP181813 COVENANTS in Schedule of
 Easements
 SP164757, SP176911 & SP181813 FENCING PROVISION in Schedule of
 Easements
 C686912 AGREEMENT pursuant to Section 71 of the Land Use
 Planning and Approvals Act 1993 Registered
 02-Dec-2005 at noon
 E368200 MORTGAGE to National Australia Bank Limited
 Registered 29-Nov-2023 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Andrew Gifford

From: Sam Merlo <smerlo@hobartairport.com.au>
Sent: Friday, 15 December 2023 3:05 PM
To: Andrew Gifford
Cc: Saxon Fisher; Andrew Cilia
Subject: RE: 5637_Kennedy Air_45 Cherokee Drive.

Hi Andrew,

We have received your application for 45 Cherokee Drive Cambridge, a development that may be considered a Controlled Activity as stated Airports (Protection of Airspace) Regulations. Hobart Airport as the aerodrome operator has completed the initial assessment of this application as required in the Regulations.

Based on the information supplied and maximum height of 16.435m AHD, it does NOT appear that this proposal is classed as a controlled activity, as defined in the Regulations.

Hobart Airport does not object to this proposal regarding the maximum height, approval from Airspace Protection and Airport Safeguarding is not required for this development.

Controlled activities are also defined as any activities causing intrusions into the protected airspace through glare from artificial light or reflected sunlight, air turbulence from stacks or vents, smoke, dust, steam or other gases or particulate matter. Details will need to be provided to Hobart Airport for consideration if this proposal may subject the protected airspace around Hobart Airport to one or more of these items.

Please note that further to the above, any structures used in the construction process, such as cranes, may in fact be controlled activities and require separate approval under the Regulations.

Due to the location being in close proximity to Cambridge Aerodrome, they should be consulted about this development.

Any further questions, please do not hesitate to give us a call.

Kind regards,

Sam Merlo

Operations Compliance Coordinator

P: 0407 378 662 **E:** smerlo@hobartairport.com.au

6 Hinkler Rd | Cambridge, Tas | 7170 www.hobartairport.com.au



Connecting Communities

From: Andrew Gifford <andrew@bisonent.com.au>
Sent: Friday, December 15, 2023 2:36 PM
To: Sam Merlo <smerlo@hobartairport.com.au>
Subject: 5637_Kennedy Air_45 Cherokee Drive.

****External****

Hello Sam.

SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 185543

PAGE 1 OF 6 PAGES

EASEMENTS AND PROFITS

Each lot on the plan is together with:

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits a prendre described hereunder.

Each lot on the plan is subject to:

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

EASEMENTS

Lots 39 to 44 (inclusive) (“the Lot”) are subject to a PIPELINE AND SERVICES EASEMENT (as defined herein) in gross in favour of TasWater over the land marked **PIPELINE & SERVICES EASEMENT AND DRAINAGE EASEMENT 3.00m WIDE** shown on the Plan (“the Easement Land”).

Lots 39 to 44 (inclusive) on the Plan are subject to a Drainage Easement (as defined) in gross in favour of the Clarence City Council over the land marked **PIPELINE & SERVICES EASEMENT AND DRAINAGE EASEMENT 3.00m WIDE** on the Plan.

Lots 64 to 72 (inclusive) (“the Lot”) are subject to a PIPELINE AND SERVICES EASEMENT (as defined herein) in gross in favour of TasWater over the land marked **PIPELINE & SERVICES EASEMENT AND DRAINAGE EASEMENT VARIABLE WIDTH** shown on the Plan (“the Easement Land”).

Lots 64 to 72 (inclusive) on the Plan (“the Lot”) are subject to a Drainage Easement (as defined) in gross in favour of the Clarence City Council over the land marked **PIPELINE & SERVICES EASEMENT AND DRAINAGE EASEMENT VARIABLE WIDTH** shown on the Plan (“the Easement Land”).

Lot 100 on the Plan is subject to a Drainage Easement (as defined) in gross in favour of the Clarence City Council over the land marked **DRAINAGE EASEMENT “A” VARIABLE WIDTH** on the Plan.

Lot 66 (“the Lot”) is subject to a PIPELINE AND SERVICES EASEMENT (as defined herein) in gross in favour of TasWater over the land marked **PIPELINE & SERVICES EASEMENT AND DRAINAGE EASEMENT 3.00m WIDE** shown on the Plan (“the Easement Land”).

Lot 66 on the Plan is subject to a Drainage Easement (as defined) in gross in favour of the Clarence City Council over the land marked **PIPELINE & SERVICES EASEMENT AND DRAINAGE EASEMENT 3.00m WIDE** on the Plan.

Lot 65 on the Plan is subject to a Drainage Easement (as defined) in gross in favour of the Clarence City Council over the land marked **DRAINAGE EASEMENT “B” VARIABLE WIDTH** on the Plan.

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: Airport Industrial Pty Ltd FOLIO REF: CT 181813-100 SOLICITOR & REFERENCE: Page Seager (DAS 120166)	PLAN SEALED BY: Clarence City Council DATE: 29 th August 2023 REF NO. SD-2008/95 Council Delegate <i>C. Shea</i>
NOTE: The Council Delegate must sign the Certificate for the purposes of identification.	

<p>ANNEXURE TO SCHEDULE OF EASEMENTS</p> <p>PAGE 2 OF 6 PAGES</p>	<p>Registered Number</p> <p>SP 185543</p>
<p>SUBDIVIDER: Airport Industrial Pty Ltd</p> <p>FOLIO REFERENCE: CT 181813-100</p>	

Lots 68 to 72 (inclusive) on the Plan are subject to a Drainage Easement (as defined) in gross in favour of the Clarence City Council over the land marked **DRAINAGE EASEMENT 3.00m WIDE (SP.181813)** on the Plan.

Each lot on the Plan is together with the right to construct and maintain upon the piece of land marked Right of Drainage on P159487 a drain for the purpose of draining storm and surface water from the said lots and also the right at all times hereafter to enter into and upon the said land for the purpose of cleansing and repairing the said drain and as shown on the Plan as **RIGHT OF DRAINAGE (106/33 NS.)**.

Each lot on the Plan is together with a right of drainage over the land marked **DRAINAGE EASEMENT 'D' 3.00 WIDE (SP.164757)** on the Plan.

Each lot on the Plan is together with a right of drainage over the land marked **DRAINAGE EASEMENT 'E' 3.00 WIDE (SP.164757)** on the Plan.

Each lot on the Plan is together with a right of drainage over the land marked **DRAINAGE EASEMENT 'H' 3.00 WIDE (SP.164757)** on the Plan.

Each lot on the Plan is together with a right of drainage over the land marked **DRAINAGE EASEMENT VARIABLE WIDTH "L" (SP.164757)** on the Plan.

Each lot on the Plan is together with a right of drainage over the **DRAINAGE EASEMENT (SP.164757) "VWXYZ"** on the Plan.

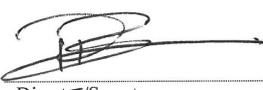
Lot 79 on the Plan is subject to a right of drainage appurtenant to Lot 2 on Sealed Plan 142111 over the land marked **DRAINAGE EASEMENT (SP.142111) "JKLM"** on the Plan.

COVENANTS

The owners of each lot on the Plan covenant with the Vendor (Airport Industrial Pty Ltd (ACN 159 442 234)) and the owners for the time being of every other lot shown on the Plan to the intent that the burden of this covenant may run with and bind the covenantors' lot and every part thereof and that the benefit thereof may be annexed to and devolve with each and every part of every other lot shown on the Plan to observe the following stipulations:-

- 1) Not to develop any such lot for any use which is inconsistent with airport activity and which results in the attraction of birds or vermin.
- 2) Not to permit the external surfaces of any building or structure to be finished with external materials other than non-glare external colours and finishes.
- 3) Not to permit any external lighting for any development on any of the lots unless it is shielded to prevent upward illuminations,

The owners of lots 62, 64, 65, 66, 67, 68, 69 and 100 on the Plan covenant with the Vendor (Airport Industrial Pty Ltd (ACN 159 442 234)) and the owners for the time being of every other lot shown on the Plan to the intent that the



 Director Director/Secretary

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

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<p>ANNEXURE TO SCHEDULE OF EASEMENTS</p> <p>PAGE 3 OF 6 PAGES</p>	<p>Registered Number</p> <p>SP 185543</p>
<p>SUBDIVIDER: Airport Industrial Pty Ltd</p> <p>FOLIO REFERENCE: CT 181813-100</p>	

burden of this covenant may run with and bind the covenantors' lot and every part thereof and that the benefit thereof may be annexed to and devolve with each and every part of every other lot shown on the Plan to observe the following stipulations:-

- 1) Not to erect or cause to ~~the~~^{be} erected or place any building or structure which exceeds a height of 8 metres above natural ground level within the area marked "NOPQ" on the Plan.

The owners of lots 38, 61 and 62 on the Plan covenant with the Vendor (Airport Industrial Pty Ltd (ACN 159 442 234)) and the owners for the time being of every other lot shown on the Plan to the intent that the burden of this covenant may run with and bind the covenantors' lot and every part thereof and that the benefit thereof may be annexed to and devolve with each and every part of every other lot shown on the Plan to observe the following stipulations:-

- 1) Not to develop any part of their lot within the area marked "J.D.E.F.G VARIABLE WIDTH (SP.164757)" on the Plan other than by way of driveway and services access and landscaping.

FENCING PROVISION

In respect of the Lots shown on the plan the Vendor (Airport Industrial Pty Ltd (ACN 159 442 234)) shall not be required to fence.

DEFINITIONS

In this Schedule of Easements, the following terms have the meanings ascribed to them below:

Drainage Easement means a right of drainage (including the right of construction of drains) for Clarence City Council with which the right shall be capable of enjoyment for the purpose of carrying away stormwater and other surplus water from any land over or under the land herein indicated as the land over which the right is to subsist, and through all sewers and drains which may hereafter be made or passing under, through, and along the last-mentioned land and the right for Clarence City Council and its employees, agents and contractors from time to time and at all times hereafter if it or they should think fit to enter into and upon the last-mentioned land and to inspect, repair, cleanse, and amend any such sewer or drain without doing unnecessary damage to the said land.

"Pipeline and Services Easement" is defined as follows:-

FIRSTLY, THE FULL AND FREE RIGHT AND LIBERTY for TasWater and its employees, contractors, agents and all other persons duly authorised by it, at all times to:

- (1) enter and remain upon the Easement Land with or without machinery, vehicles, plant and equipment;
- (2) investigate, take soil, rock and other samples, survey, open and break up and excavate the Easement Land for any purpose or activity that TasWater is authorised to do or undertake;



Director



Director/Secretary

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<p>ANNEXURE TO SCHEDULE OF EASEMENTS</p> <p>PAGE 4 OF 6 PAGES</p>	<p>Registered Number</p> <p>SP 185543</p>
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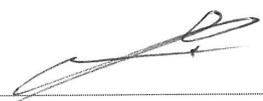
- (3) install, retain, operate, modify, relocate, maintain, inspect, cleanse, repair, remove and replace the Infrastructure;
- (4) run and pass sewage, water and electricity through and along the Infrastructure;
- (5) do all works reasonably required in connection with such activities or as may be authorised or required by any law:
 - (a) without doing unnecessary damage to the Easement Land; and
 - (b) leaving the Easement Land in a clean and tidy condition;
- (6) if the Easement Land is not directly accessible from a highway, then for the purpose of undertaking any of the preceding activities TasWater may with or without employees, contractors, agents and any other persons authorised by it, and with or without machinery, vehicles, plant and equipment enter the Lot from the highway at any vehicle entry and cross the Lot to the Easement Land; and
- (7) use the Easement Land as a right of carriageway for the purpose of undertaking any of the preceding purposes on other land, TasWater reinstating any damage that it causes in doing so to any boundary fence of the Lot.

SECONDLY, the benefit of a covenant in gross for TasWater with the registered proprietor/s of the Easement Land and their successors and assigns not to erect any building, or place any structures, objects, vegetation, or remove any thing that supports, protects or covers any Infrastructure on or in the Easement Land, without the prior written consent of TasWater to the intent that the burden of the covenant may run with and bind the servient land and every part thereof and that the benefit thereof may be annexed to the easement herein described.

Interpretation:

“**Infrastructure**” means infrastructure owned or for which TasWater is responsible and includes but is not limited to:

- (a) sewer pipes and water pipes and associated valves;
- (b) telemetry and monitoring devices;
- (c) inspection and access pits;
- (d) electricity assets and other conducting media (excluding telemetry and monitoring devices);
- (e) markers or signs indicating the location of the Easement Land or any other Infrastructure or any warnings or restrictions with respect to the Easement Land or any other Infrastructure;
- (f) anything reasonably required to support, protect or cover any other Infrastructure;



 Director



 Director/Secretary

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<p>ANNEXURE TO SCHEDULE OF EASEMENTS</p> <p>PAGE 5 OF 6 PAGES</p>	<p>Registered Number</p> <p>SP 185543</p>
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- (g) any other infrastructure whether of a similar nature or not to the preceding which is reasonably required for the piping of sewage or water, or the running of electricity, through the Easement Land or monitoring or managing that activity; and
- (h) where the context permits, any part of the Infrastructure.

“**TasWater**” means Tasmanian Water & Sewerage Corporation Pty Ltd (ACN 162 220 653), its successors and assigns.



Director

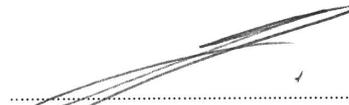


Director/Secretary

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ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 6 OF 10 PAGES	Registered Number SP 185543
SUBDIVIDER: Airport Industrial Pty Ltd FOLIO REFERENCE: CT 181813-100	

EXECUTED by **AIRPORT INDUSTRIAL PTY LTD**)
 (ACN 159 442 234) as registered proprietor of the land)
 comprised in Folio of the Register Volume 181813)
 Folio 100 pursuant to section 127 of the *Corporations Act*)
 2001 (Cth) by:)



.....
 Director Signature

RONALD AULBEN BROOKS

Director Full Name (print)



.....

Director/Secretary Signature

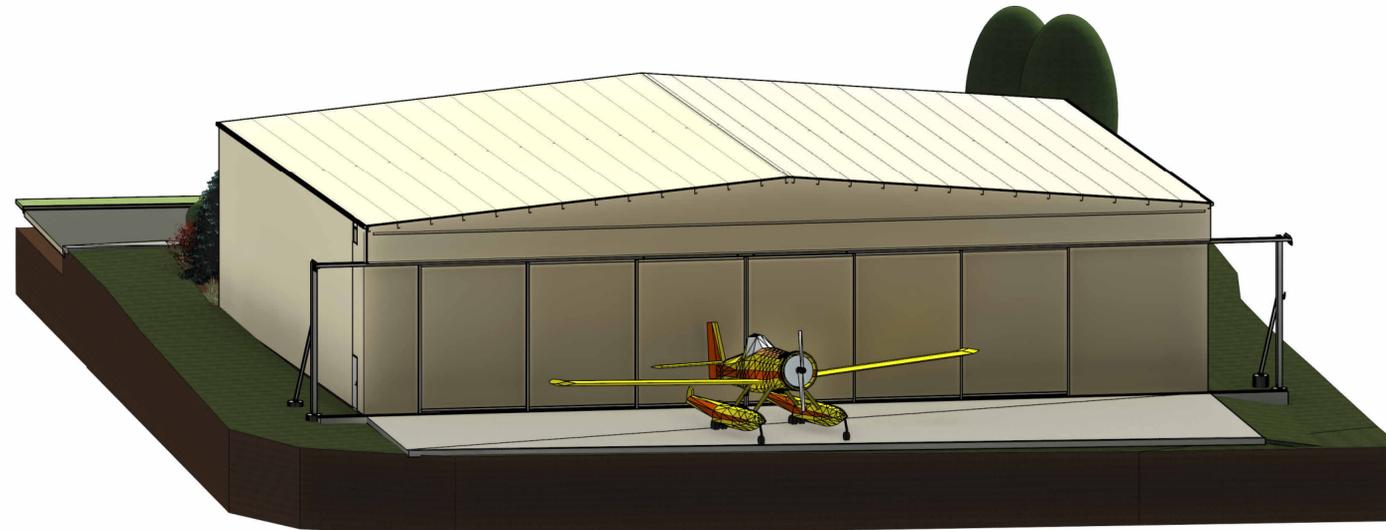
PAUL ROBERT BROOKS

Director/Secretary Full Name (print)

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing. D



DESIGNERS IMPRESSION



DESIGNERS IMPRESSION

PLANNING SCHEME DATA

LOCAL AUTHORITY:	CLARENCE CITY COUNCIL
LAND TITLE REFERENCE:	SP 185543 FOLIO 70
PROPERTY IDENTIFICATION (PID):	9093655
PLANNING ZONE:	18.0 LIGHT INDUSTRIAL
PLANNING CODES / SAP'S	OVERLAY
SAFEGUARDING OF AIRPORTS	AIRPORT NOISE EXPOSURE AREA
FLOOD PRONE HAZARD AREA	AIRPORT OBSTACLE LIMITATION FLOOD-PRONE AREAS

CONSTRUCTION DATA

NCC BUILDING CLASSIFICATION:	7
DESIGN WIND SPEED:	N3 (TBC)
SOIL CLASSIFICATION:	H1
CLIMATE ZONE:	7
BUSHFIRE ATTACK LEVEL:	?
ALPINE AREA (900M ABOVE AHD):	N/A
CORROSION ENVIRONMENT:	C3
OTHER KNOWN SITE HAZARDS:	NO

AREA ANALYSIS

AREA NAME	SIZE
SITE AREA:	2068m ²
BUILDING FOOTPRINT	1032m ²
HANGAR (NET):	924m ²
OFFICE	108m ² (INC. TOILETS)

CONSULTANTS & AUTHORITIES

THE FOLLOWING REPORTS, DOCUMENTS AND APPROVALS FORM THE OVERALL SCOPE OF WORK TO CONSTRUCT THIS PROJECT. THEY MUST BE READ IN CONJUNCTION WITH THE ARCHITECTURAL DRAWINGS LISTED BELOW.

DOCUMENT / REPORT	CONSULTANT / AUTHORITY	DOCUMENT ID
ARCHITECTURAL DESIGN	BISON CONSTRUCTIONS	dd5627
SITE CLASSIFICATION	ENVIROTECH	
FLOOD PRONE ASSESSMENT	ENVIROTECH	
LAND SURVEY	SURVEY PLUS	
STRUCTURAL ENGINEERING	TBC	
ENERGY REPORT	TBC	

ARCHITECTURAL DRAWING INDEX

SHEET	SHEET NAME	CURRENT REVISION
A.01	COVER SHEET	0
A.02	GENERAL NOTES	0
A.04	SET OUT PLAN	0
A.05	INTERNAL PLUMBING	
A.06	L1 FLOOR PLAN	0
A.07	ELEVATIONS 1	0
A.08		
A.09		
A.10		

GENERAL DRAWING SET NOTES

GENERAL NOTES FOR ALL SHEETS

- ALL CONSTRUCTION WORKS MUST BE IN ACCORDANCE WITH THE FOLLOWING PUBLICATIONS:
- BUILDING ACT 2016,
 - BUILDING REGULATIONS 2016,
 - NATIONAL CONSTRUCTION CODE (VOLUMES 1-3),
 - RELEVANT AUSTRALIAN STANDARDS,
 - WORK HEALTH & SAFETY ACT 2012,
 - PLANNING APPROVAL FOR THIS PROJECT,
 - BUILDING APPROVAL FOR THIS PROJECT,
 - GENERAL NOTES SHEET OF THIS DRAWING SET.

DO NOT SCALE OFF THESE DRAWINGS. USE FIGURED DIMENSIONS INSTEAD. IF THERE ARE INSUFFICIENT MEASUREMENTS OR INFORMATION SHOWN ON THE DRAWINGS, CONTACT THE BUILDING DESIGNER FOR CLARIFICATION.

CHECK ALL DIMENSIONS ON SITE PRIOR TO SET OUT OR FABRICATION OF COMPONENTS / MATERIALS. CONTACT THE BUILDING DESIGNER IF THERE ARE DISCREPANCIES.

THESE DRAWINGS MUST BE READ IN CONJUNCTION WITH ALL SHEETS AND CONSULTANTS REPORTS LISTED ON THIS SHEET.

ALL DIMENSIONS SHOWN ARE MILLIMETERS UNLESS OTHERWISE NOTED.

THESE DRAWINGS ARE COLOUR CODED, THEREFORE MUST BE PRINTED IN COLOUR. IF NOT, DO NOT USE.

COLOUR SCHEME AND FIXTURE SELECTIONS SHOWN IN THIS PLAN SET TO BE CHECKED WITH THE CLIENT / OWNER PRIOR TO ORDERING MATERIALS.

BUILDER TO ENSURE A FULLY WORKING SITE SAFETY MANAGEMENT PLAN HAS BEEN ADOPTED TO MANAGE SAFETY, ENVIRONMENTAL, AND QUALITY ASSURANCE ON THE CONSTRUCTION SITE FOR THE DURATION OF THIS PROJECT.

0	INITIAL ISSUE	AG	18/08/23
revision:	description:	drawn:	date:



client/owner:
KENNEDY AIR
project address:
45 CHEROKEE DRIVE, CAMBRIDGE, TAS 7170

project name:
PROPOSED HANGAR & OFFICE
project No:
5637

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drafter: AG

designer:
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CBOS licence #:

A.01 / 8
revision No: 0
sheet size: A2

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1. BUILDING ACT

THE FOLLOWING KEY PUBLICATIONS ARE CRUCIAL TO ACHIEVING COMPLIANCE FOR CONSTRUCTION WORKS IN TASMANIA.

1.1 BUILDING ACT and BUILDING REGULATIONS

ALL WORKS ASSOCIATED WITH THIS PROJECT MUST BE IN ACCORDANCE WITH THE BUILDING ACT 2016 AND BUILDING REGULATIONS 2016. THESE ACTS / REGULATIONS MANAGE THE CONSTRUCTION, MAINTENANCE AND DEMOLITION OF BUILDINGS AND OTHER BUILDING AND PLUMBING MATTERS WITHIN TASMANIA.

IT IS RECOMMENDED THAT PERSONNEL INVOLVED WITH THIS PROJECT HAVE READY ACCESS TO THE BUILDING ACT 2016 AND THE BUILDING REGULATIONS 2016. IT IS AVAILABLE ONLINE FOR FREE. GO TO <https://www.cbos.tas.gov.au/topics/resources-tools/legislation>

2. NATIONAL CONSTRUCTION CODE VOLUME 1

BUILDING WORKS ASSOCIATED WITH THIS PROJECT MUST BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE 2022 VOLUME ONE. AND THE AUSTRALIAN / NEW ZEALAND STANDARDS REFERENCED FOR CLASS 2 - 9 BUILDINGS.

COMPLIANCE WITH THIS CODE WILL SET THE MINIMUM STANDARD FOR THE FOLLOWING DEEMED TO SATISFY PROVISIONS:

SECTION B STRUCTURAL PROVISIONS

PART B1

DEEMED TO SATISFY PROVISIONS: TO PART B1D1. RESISTANCE TO ACTIONS: TO PART B1D2. DETERMINATION OF INDIVIDUAL ACTIONS: TO PART B1D3. DETERMINATION OF STRUCTURAL RESISTANCE OF MATERIALS AND FORMS OF CONSTRUCTION: TO PART B1D4. STRUCTURAL SOFTWARE: TO PART B1D5. CONSTRUCTION OF BUILDINGS IN FLOOD HAZARD AREAS: TO PART B1D6.

SECTION C FIRE RESISTANCE

PART C1 FIRE RESISTANCE

STRUCTURAL STABILITY DURING A FIRE: TO PART C1P1. SPREAD OF FIRE: TO PART C1P2. SPREAD OF FIRE AND SMOKE IN HEALTH AND RESIDENTIAL CARE BUILDINGS: TO PART C1P3. SAFE CONDITIONS FOR EVACUATION: TO PART C1P4. BEHAVIOUR OF CONCRETE EXTERNAL WALLS IN A FIRE: TO PART C1P5. FIRE PROTECTION OF SERVICE EQUIPMENT: TO PART C1P6. FIRE PROTECTION OF EMERGENCY EQUIPMENT: TO PART C1P7. FIRE PROTECTION OF OPENINGS AND PENETRATIONS: TO PART C1P8. FIRE BRIGADE ACCESS: TO PART C1P9.

VERIFICATION METHODS

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PART C2 RESISTANCE AND STABILITY

DEEMED-TO-SATISFY PROVISIONS: TO PART C2D1. TYPE OF CONSTRUCTION REQUIRED: TO PART C2D2. CALCULATION OF RISE IN STOREYS: TO PART C2D3. BUILDINGS OF MULTIPLE CLASSIFICATION: TO PART C2D4. MIXED TYPES OF CONSTRUCTION: TO PART C2D5. TWO STOREY CLASS 2, 3 OR 9C BUILDINGS: TO PART C2D6. CLASS 4 PARTS OF BUILDINGS: TO PART C2D7. OPEN SPECTATOR STANDS AND INDOOR SPORTS STADIUMS: TO PART C2D8. LIGHTWEIGHT CONSTRUCTION: TO PART C2D9. NON-COMBUSTIBLE BUILDING ELEMENTS: TO PART C2D10. FIRE HAZARD PROPERTIES: TO PART C2D11. PERFORMANCE OF EXTERNAL WALLS IN FIRE: TO PART C2D12. FIRE-PROTECTED TIMBER CONCRESSION: TO PART C2D13. ANCILLARY ELEMENTS: TO PART C2D14. FIXING OF BONDED LAMINATED CLADDING PANELS: TO PART C2D15.

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PART C4 PROTECTION OF OPENINGS

DEEMED-TO-SATISFY PROVISIONS: TO PART C4D1. APPLICATION OF PART: TO PART C4D2. PROTECTION OF OPENINGS IN EXTERNAL WALLS: TO PART C4D3. SEPARATION OF EXTERNAL WALLS AND ASSOCIATED OPENINGS IN DIFFERENT FIRE COMPARTMENTS: TO PART C4D4. ACCEPTABLE METHODS OF PROTECTION: TO PART C4D5. DOORWAYS IN FIRE WALLS: TO PART C4D6. SLIDING FIRE DOORS: TO PART C4D7. PROTECTION OF DOORWAYS IN HORIZONTAL EXITS: TO PART C4D8. OPENINGS IN FIRE-ISOLATED EXITS: TO PART C4D9. SERVICE PENETRATIONS IN FIRE-ISOLATED EXITS: TO PART C4D10. OPENINGS IN FIRE-ISOLATED LIFT SHAFTS: TO PART C4D11. BOUNDING CONSTRUCTION: CLASS 2 AND 3 BUILDINGS AND CLASS 4 PARTS: TO PART C4D12.

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SECTION D ACCESS & EGRESS

PART D1 ACCESS & EGRESS

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PART D2 PROVISION FOR ESCAPE

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PART D3 CONSTRUCTIONS OF EXITS

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PART D4 ACCESS FOR PEOPLE WITH A DISABILITY

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DEEMED-TO-SATISFY PROVISIONS: TO PART G4D1. APPLICATION OF PART: TO PART G4D2. EXTERNAL DOORS: TO PART G4D3. EMERGENCY LIGHTING: TO PART G4D4. EXTERNAL TRAFFICABLE STRUCTURES: TO PART G4D5. CLEAR SPACE AROUND BUILDINGS: TO PART G4D6. FIRE-FIGHTING SERVICES AND EQUIPMENT: TO PART G4D7. FIRE ORDERS: TO PART G4D8.

PART G5 CONSTRUCTION IN BUSHFIRE PRONE AREAS

DEEMED-TO-SATISFY PROVISIONS: TO PART G5D1. APPLICATION OF PART: TO PART G5D2. PROTECTION - RESIDENTIAL BUILDINGS: TO PART G5D3. PROTECTION - CERTAIN CLASS 9 BUILDINGS: TO PART G5D4. DEEMED-TO-SATISFY PROVISIONS: TO PART G6D1. APPLICATION OF PART: TO PART G6D1. FIRE HAZARD PROPERTIES: TO PART G6D2. FIRE SEPARATION: TO PART G6D3. PROVISION FOR ESCAPE: TO PART G6D4. CONSTRUCTION OF EXITS: TO PART G6D5. FIRE FIGHTING EQUIPMENT: TO PART G6D6. LIFT INSTALLATIONS: TO PART G6D7. VISIBILITY IN AN EMERGENCY, EXIT SIGNS AND WARNING SYSTEMS: TO PART G6D8. LIGHT AND VENTILATION: TO PART G6D9. FIRE ORDERS: TO PART G6D10.

PART G7 LIVABLE HOUSING DESIGN

DEEMED-TO-SATISFY PROVISIONS: TO PART G7D2. LIVABLE HOUSING DESIGN: TO PART G7D2.

SECTION I SPECIAL USE BUILDINGS

GENERAL NOTES PROVIDED IF REQUIRED FOR THIS SECTION.

SECTION J ENERGY EFFICIENCY

PART J1 ENERGY EFFICIENCY PERFORMANCE REQUIREMENTS

ENERGY USE: TO PART J1P1. THERMAL PERFORMANCE OF A SOLE-OCCUPANCY UNIT OF A CLASS 2 BUILDING OR A CLASS 4 PART OF A BUILDING: TO PART J1P2. ENERGY USAGE OF A SOLE-OCCUPANCY UNIT OF A CLASS 2 BUILDING OR A CLASS 4 PART OF A BUILDING: TO PART J1P3. RENEWABLE ENERGY AND ELECTRIC VEHICLE CHARGING: TO PART J1P4.

PART J2 ENERGY EFFICIENCY

DEEMED-TO-SATISFY PROVISIONS: TO PART J2D1. APPLICATION OF SECTION J: TO PART J2D2.

PART J3 ELEMENTAL PROVISIONS FOR A SOLE-OCCUPANCY UNIT OF A CLASS 2 BUILDING OR A CLASS 4 PART OF A BUILDING

DEEMED-TO-SATISFY PROVISIONS: TO PART J3D1. APPLICATION OF PART: TO PART J3D2. REDUCING HEATING AND COOLING LOADS OF A SOLE-OCCUPANCY UNIT OF A CLASS 2 BUILDING OR A CLASS 4 PART OF A BUILDING USING HOME ENERGY RATING SOFTWARE: TO PART J3D3. CEILING FANS IN A SOLE-OCCUPANCY UNIT OF A CLASS 2 BUILDING OR A CLASS 4 PART OF A BUILDING: TO PART J3D4. ROOF THERMAL BREAKS OF A SOLE-OCCUPANCY UNIT OF A CLASS 2 BUILDING OR A CLASS 4 PART OF A BUILDING: TO PART J3D5. WALL THERMAL BREAKS OF A SOLE-OCCUPANCY UNIT OF A CLASS 2 BUILDING OR A CLASS 4 PART OF A BUILDING: TO PART J3D6. ROOFS AND CEILINGS OF A SOLE-OCCUPANCY UNIT OF A CLASS 2 BUILDING OR A CLASS 4 PART OF A BUILDING: TO PART J3D7. EXTERNAL WALLS OF A SOLE-OCCUPANCY UNIT OF A CLASS 2 BUILDING OR A CLASS 4 PART OF A BUILDING: TO PART J3D8. WALL-GLAZING CONSTRUCTION OF A SOLE-OCCUPANCY UNIT OF A CLASS 2 BUILDING OR A CLASS 4 PART OF A BUILDING: TO PART J3D9. FLOORS OF A SOLE-OCCUPANCY UNIT OF A CLASS 2 BUILDING OR A CLASS 4 PART OF A BUILDING: TO PART J3D10. EXTERNAL WINTER GLAZING OF A SOLE-OCCUPANCY UNIT OF A CLASS 2 BUILDING OR A CLASS 4 PART OF A BUILDING: TO PART J3D11. EXTERNAL SUMMER GLAZING OF A SOLE-OCCUPANCY UNIT OF A CLASS 2 BUILDING OR A CLASS 4 PART OF A BUILDING: TO PART J3D12. SHADING OF A SOLE-OCCUPANCY UNIT OF A CLASS 2 BUILDING OR A CLASS 4 PART OF A BUILDING: TO PART J3D13. NET EQUIVALENT ENERGY USAGE OF A SOLE-OCCUPANCY UNIT OF A CLASS 2 BUILDING OR A CLASS 4 PART OF A BUILDING: TO PART J3D14. NET EQUIVALENT ENERGY USAGE FOR A SOLE-OCCUPANCY UNIT OF A CLASS 2 BUILDING OR A CLASS 4 PART OF A BUILDING - HOME ENERGY RATING SOFTWARE: TO PART J3D15.

PART J4 BUILDING FABRIC

DEEMED-TO-SATISFY PROVISIONS: TO PART J4D1. APPLICATION OF PART: TO PART J4D2. THERMAL CONSTRUCTION - GENERAL: TO PART J4D3. ROOF AND CEILING CONSTRUCTION: TO PART J4D4. ROOF LIGHTS: TO PART J4D5. WALLS AND GLAZING: TO PART J4D6. FLOORS: TO PART J4D7.

PART J5 BUILDING SEALING

DEEMED-TO-SATISFY PROVISIONS: TO PART J5D1. APPLICATION OF PART: TO PART J5D2. CHIMNEYS AND FLUES: TO PART J5D3. ROOF LIGHTS: TO PART J5D4. WINDOWS AND DOORS: TO PART J5D5. EXHAUST FANS: TO PART J5D6. CONSTRUCTION OF CEILINGS, WALLS AND FLOORS: TO PART J5D7. EVAPORATIVE COOLERS: TO PART J5D8.

PART J6 AIR-CONDITIONING AND VENTILATION

DEEMED-TO-SATISFY PROVISIONS: TO PART J6D1. APPLICATION OF PART: TO PART J6D2. AIR-CONDITIONING SYSTEM CONTROL: TO PART J6D3. MECHANICAL VENTILATION SYSTEM CONTROL: TO PART J6D4. FANS AND DUCT SYSTEMS: TO PART J6D5. DUCTWORK INSULATION: TO PART J6D6. DUCTWORK SEALING: TO PART J6D7. PUMP SYSTEMS: TO PART J6D8. PIPEWORK INSULATION: TO PART J6D9. SPACE HEATING: TO PART J6D10. REFRIGERANT CHILLERS: TO PART J6D11. UNITARY AIR-CONDITIONING EQUIPMENT: TO PART J6D12. HEAT REJECTION EQUIPMENT: TO PART J6D13.

PART J7 ARTIFICIAL LIGHTING AND POWER

DEEMED-TO-SATISFY PROVISIONS: TO PART J7D1. APPLICATION OF PART: TO PART J7D2. ARTIFICIAL LIGHTING: TO PART J7D3. INTERIOR ARTIFICIAL LIGHTING AND POWER CONTROL: TO PART J7D4. INTERIOR DECORATIVE AND DISPLAY LIGHTING: TO PART J7D5. EXTERIOR ARTIFICIAL LIGHTING: TO PART J7D6. BOILING WATER AND CHILLED WATER STORAGE UNITS: TO PART J7D7. LIFTS: TO PART J7D8. ESCALATORS AND MOVING WALKWAYS: TO PART J7D9.

PART J8 HEATED WATER SUPPLY AND SWIMMING POOL AND SPA POOL PLANT

DEEMED-TO-SATISFY PROVISIONS: TO PART J8D1. HEATED WATER SUPPLY: TO PART J8D2. SWIMMING POOL HEATING AND PUMPING: TO PART J8D3. SPA POOL HEATING AND PUMPING: TO PART J8D4.

PART J9 ENERGY MONITORING AND ON-SITE DISTRIBUTED ENERGY RESOURCES

DEEMED-TO-SATISFY PROVISIONS: TO PART J9D1. APPLICATION OF PART FACILITIES FOR ENERGY MONITORING FACILITIES FOR ELECTRIC VEHICLE CHARGING EQUIPMENT

FACILITIES FOR SOLAR PHOTOVOLTAIC AND BATTERY SYSTEMS

3. NATIONAL CONSTRUCTION CODE VOLUME 3

PLUMBING WORKS ASSOCIATED WITH THIS PROJECT MUST BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODE 2022 VOLUME THREE. SPECIFIC TASMANIAN PROVISIONS WITHIN SCHEDULE 9, AND THE AUSTRALIAN / NEW ZEALAND STANDARDS REFERENCED.

COMPLIANCE WITH THIS CODE WILL SET THE MINIMUM STANDARD FOR THE FOLLOWING DEEMED TO SATISFY PROVISIONS:

3.1 NATIONAL CONSTRUCTION CODE VOLUME

OVERSEENING REQUIREMENTS: TO SECTION A WATER SERVICES: TO SECTION B SANITARY PLUMBING AND DRAINAGE SYSTEMS: TO SECTION C EXCESSIVE NOISE: TO SECTION D FACILITIES: TO SECTION E

IT IS RECOMMENDED THAT PERSONNEL INVOLVED WITH THIS PROJECT HAVE READY ACCESS TO THE NCC VOLUME 3. IT IS AVAILABLE ONLINE FOR FREE. GO TO <https://ncc.abcb.gov.au>

4. AUSTRALIAN / NEW ZEALAND STANDARDS

THE THREE NATIONAL CONSTRUCTION CODE VOLUMES REFER TO RELEVANT AUSTRALIAN / NEW ZEALAND STANDARDS (AS/NZS) THROUGHOUT. AS/NZS ARE PUBLISHED DOCUMENTS SETTING OUT SPECIFICATIONS AND PROCEDURES DESIGNED TO ENSURE PRODUCTS, SERVICES AND SYSTEMS ARE SAFE, RELIABLE AND CONSISTENTLY PERFORM THE WAY THEY ARE INTENDED TO. THEY ESTABLISH A MINIMUM SET OF REQUIREMENTS WHICH DEFINE QUALITY AND SAFETY CRITERIA. STRICT COMPLIANCE TO ANY AS/NZS REFERENCED WITHIN THE NCC MUST BE ADHERED TO.

IT IS RECOMMENDED THAT PERSONNEL INVOLVED WITH THIS PROJECT HAVE READY ACCESS TO THE SA GLOBAL WHICH IS STANDARDS AUSTRALIA'S ONLINE SHOP. GO TO <https://infostore.saiglobal.com/en-us/>

5. STANDARDS AND TOLERANCES

THE GUIDE TO STANDARDS AND TOLERANCES IS A REFERENCE FOR ACCEPTABLE STANDARDS OF WORKMANSHIP IN RESIDENTIAL BUILDING CONSTRUCTION. IT IS INTENDED TO ADDRESS AREAS THAT ARE NOT PRESCRIBED UNDER LEGISLATION OR UNDER A RESIDENTIAL BUILDING CONTRACT.

IT IS RECOMMENDED THAT THIS DOCUMENT TO BE USED AS A GUIDE FOR TECHNICAL STANDARDS AND INDUSTRY TOLERANCES THAT DESCRIBE (OR REFER TO) WHAT IS CONSIDERED AN ACCEPTABLE STANDARD OF FINISHED WORKMANSHIP. AN ONLINE VERSION OF THIS DOCUMENT IS AVAILABLE. GO TO: <https://www.cbos.tas.gov.au>

6. WORK HEALTH & SAFETY (WHS)

EVERYONE AT A WORKPLACE IS RESPONSIBLE FOR COMPLYING WITH OCCUPATIONAL HEALTH AND SAFETY LEGISLATION. THE RESPONSIBLE PERSON HAS PRIMARY CONTROL OVER THE WORKPLACE AND THEREFORE THE GREATEST WHS RESPONSIBILITY. THE BUILDER OR OWNER BUILDER MANAGING THE PROJECT AND ORGANISING THE RELEVANT SUB-CONTRACTORS IS THE ACCEPTABLE PERSON AND MUST MAKE SURE THAT THEY, THEIR EMPLOYEES, AND SUB-CONTRACTORS COMPLY

CAR MANOEUVRE LEGEND

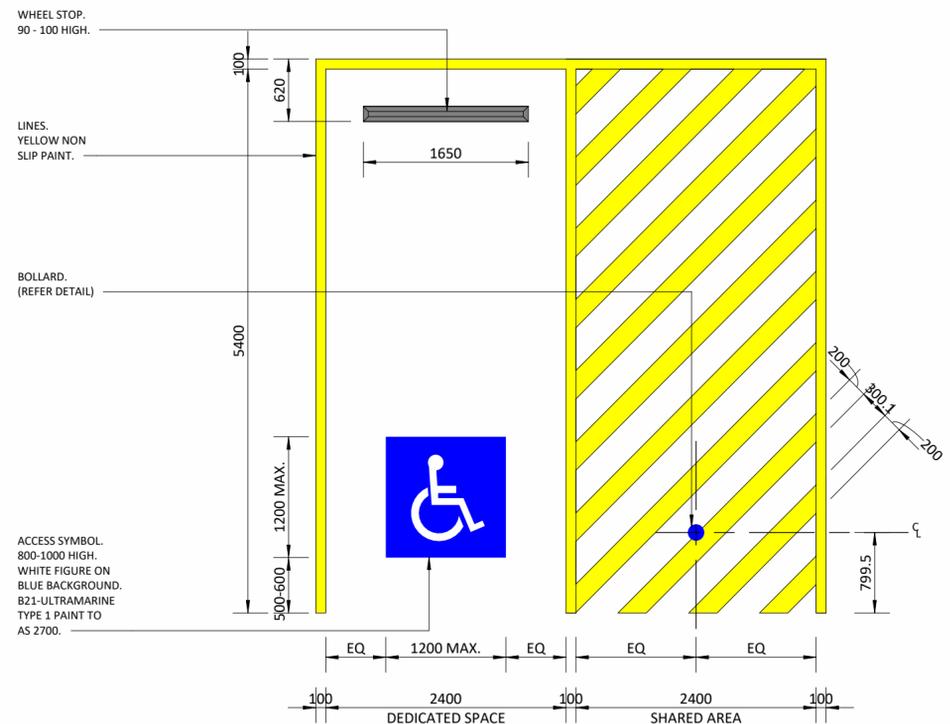
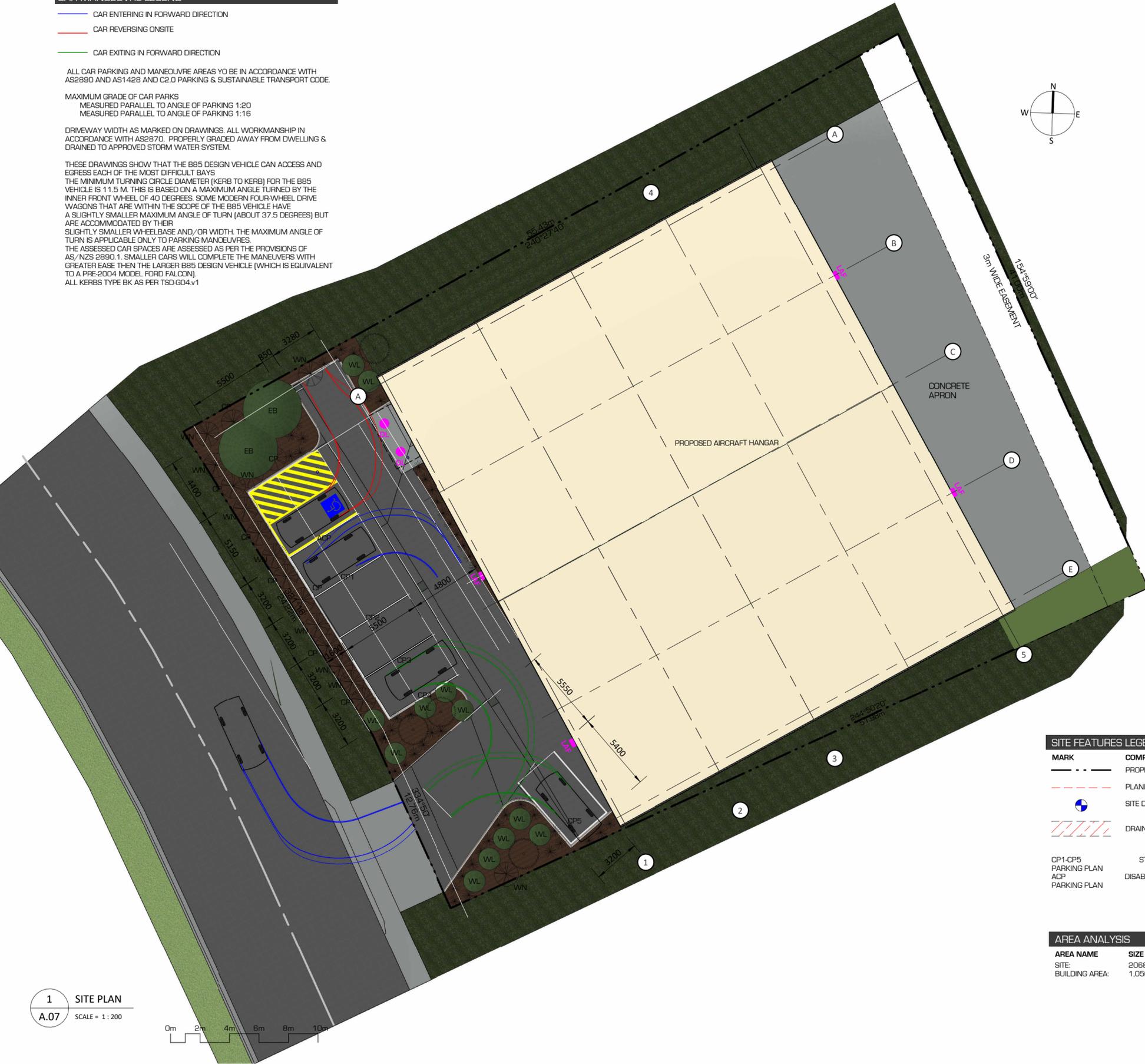
- CAR ENTERING IN FORWARD DIRECTION
- CAR REVERSING ONSITE
- CAR EXITING IN FORWARD DIRECTION

ALL CAR PARKING AND MANOEUVRE AREAS TO BE IN ACCORDANCE WITH AS2890 AND AS1428 AND C2.0 PARKING & SUSTAINABLE TRANSPORT CODE.

MAXIMUM GRADE OF CAR PARKS
MEASURED PARALLEL TO ANGLE OF PARKING 1:20
MEASURED PARALLEL TO ANGLE OF PARKING 1:16

DRIVEWAY WIDTH AS MARKED ON DRAWINGS. ALL WORKMANSHIP IN ACCORDANCE WITH AS2870. PROPERLY GRADED AWAY FROM DWELLING & DRAINED TO APPROVED STORM WATER SYSTEM.

THESE DRAWINGS SHOW THAT THE B85 DESIGN VEHICLE CAN ACCESS AND EGRESS EACH OF THE MOST DIFFICULT BAYS. THE MINIMUM TURNING CIRCLE DIAMETER (KERB TO KERB) FOR THE B85 VEHICLE IS 11.5 M. THIS IS BASED ON A MAXIMUM ANGLE TURNED BY THE INNER FRONT WHEEL OF 40 DEGREES. SOME MODERN FOUR-WHEEL DRIVE WAGONS THAT ARE WITHIN THE SCOPE OF THE B85 VEHICLE HAVE A SLIGHTLY SMALLER MAXIMUM ANGLE OF TURN (ABOUT 37.5 DEGREES) BUT ARE ACCOMMODATED BY THEIR SLIGHTLY SMALLER WHEELBASE AND/OR WIDTH. THE MAXIMUM ANGLE OF TURN IS APPLICABLE ONLY TO PARKING MANOEUVRES. THE ASSESSED CAR SPACES ARE ASSESSED AS PER THE PROVISIONS OF AS/NZS 2890.1. SMALLER CARS WILL COMPLETE THE MANOEUVRES WITH GREATER EASE THAN THE LARGER B85 DESIGN VEHICLE (WHICH IS EQUIVALENT TO A PRE-2004 MODEL FORD FALCON). ALL KERBS TYPE BK AS PER TSD-G04.v1



2 DISABLED CAR PARK DETAIL
SCALE = 1 : 50

LANDSCAPING & LIGHTING LEGEND

SYMBOL	COPY	DESCRIPTION
WL	WESTRINGA LONGFOLIA	FAST GROWING WELL ROUNDED FLOWERING NATIVE, 3m HIGH x 1.5m WIDE.
EB	EUCALYPTUS BARBERI	FAST GROWING, TASMANIAN NATIVE 8m HIGH x 4m WIDE
DL	DIANELLA REVOLUTA	NATIVE, 0.5m HIGH x 0.9m WIDE. FLOWERING, FAST GROWING, FLAX LILY
CP	CALLISTEMON PALLIDUS	TASMANIAN NATIVE, FAST FLOWERING SHRUB, 3.0m HIGH x 2.0m WIDE
WN	WESTRINGA NARINGA	NATIVE, FLOWERING, FAST GROWING DENSE EVERGREEN 2m HIGH x 1.5m WIDE
AS	ACMENIA SMITHII	NATIVE, FLOWERING FAST GROWING, COLUMNAR 5m HIGH x 2m WIDE
LAF	FLOODLIGHT	LENNOX 48W ASYMMETRIC FLOODLIGHT. MOUNTED AT 3m HEIGHT. FITTED WITH SENSOR AND Baffle SO THAT DIRECT LIGHT DOES NOT EXTEND ONTO THE ADJOINING PROPERTIES.
DL	DOWNLIGHT	BLACK 13W LED IP44 DOWNLIGHT

ALL LIGHTING TO BE IN ACCORDANCE WITH AS/NZS-1158.3:1:2005, LIGHTING FOR ROADS AND PUBLIC SPACES PART 3.1:PEDESTRIAN AREA (CATEGORY P) LIGHTING PERFORMANCE AND DESIGN REQUIREMENTS.

SITE NOTES

1. CIVIL DETAILS, DRAINAGE DETAILS AND LEVELS ARE DIAGRAMMATIC ONLY. REFER TO PDA PLAN 51412MMV DRAWINGS SET WHICH TAKES PRECEDENCE.
2. LANDSCAPING SHOWN IS DIAGRAMMATIC ONLY. REFER TO THE APPROVED D.A. FOR DETAILS.
3. ALL PLUMBING AND DRAINAGE WORK TO BE IN ACCORDANCE WITH THE AS 3500 SUITE OF STANDARDS.

SITE FEATURES LEGEND

MARK	COMPONENT	DESCRIPTION
---	PROPERTY BOUNDARY	
- - -	PLANNING SETBACK (ENVELOPE)	
⊙	SITE DATUM	
///	DRAINAGE EASEMENT	
CP1-CP5	STANDARD CAR PARK	REFER CAR PARKING PLAN
CP6	DISABLED (ACCESS) CAR PARK	REFER CAR PARKING PLAN

AREA ANALYSIS

AREA NAME	SIZE
SITE:	2068m ²
BUILDING AREA:	1,050m ²

1 SITE PLAN
A.07 SCALE = 1 : 200



client/owner:
KENNEDY AIR
project address:
45 CHEROKEE DRIVE, CAMBRIDGE, TAS 7170

project name:
PROPOSED HANGAR & OFFICE
project No:
5637

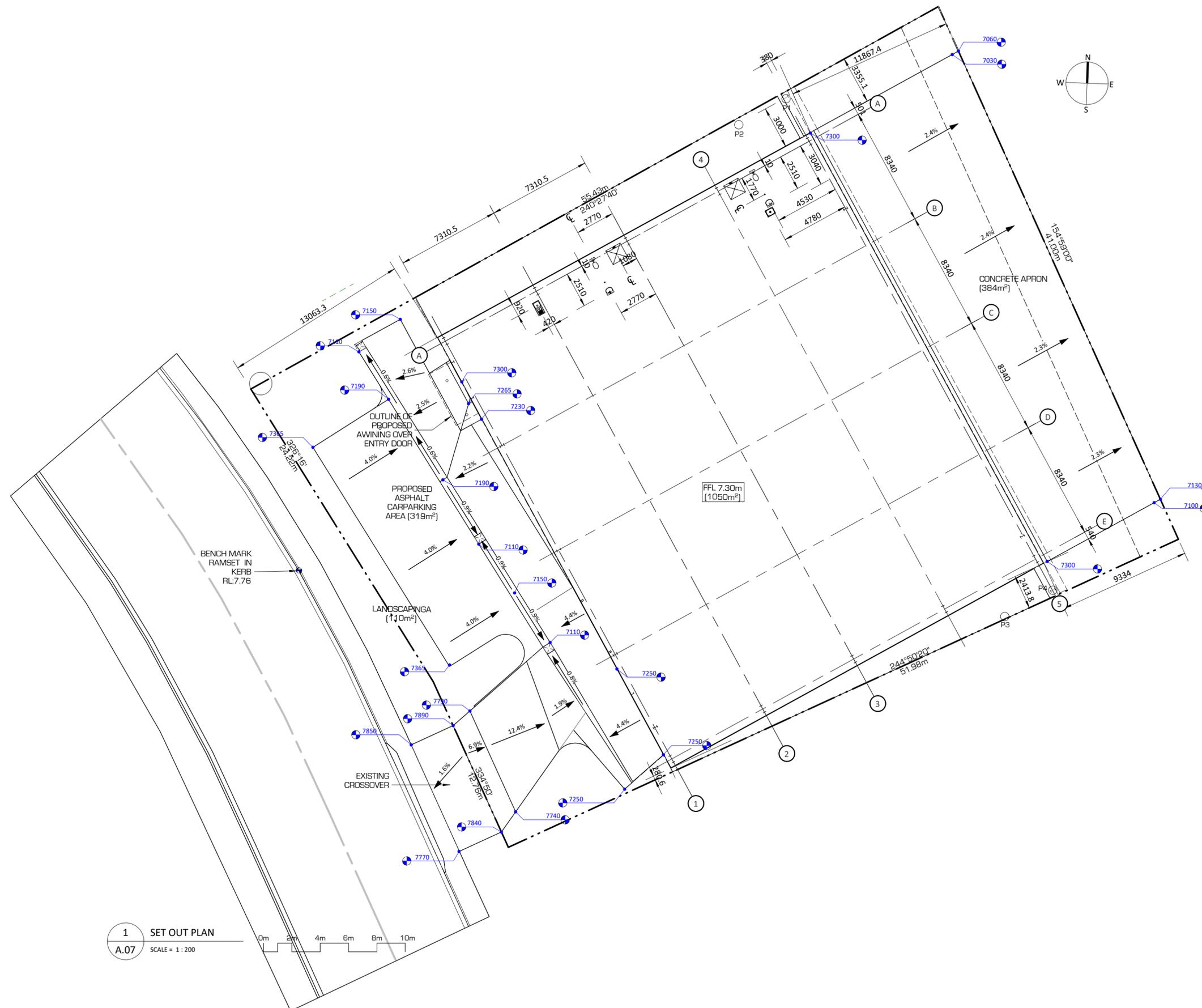
sheet name:
SITE
initial issue date:
28-02-24
issued for:
DEVELOPMENT APPLICATION
approved: AG
drafter: AG

designer:
Bison Constructions
CBOS licence #:
A.03 / 8
revision No:
0
sheet size:
A2

0	INITIAL ISSUE	AG	18/08/23
revision:	description:	drawn:	date:

SITE SET OUT NOTES

1. BUILDER TO CHECK LEVELS AND DIMENSIONS TO VERIFY THE NOMINATED HEIGHT AND PLACEMENT OF THE BUILDING IS IN ACCORDANCE WITH THE NCC. IF IN DOUBT, DISCUSS WITH THE BUILDING DESIGNER.
2. REFER TO THE ENGINEERS DRAWINGS FOR FOOTING, SLAB AND REBATE DETAILS.
3. ALL SET OUT DIMENSIONS SHOWN ON THIS DRAWING ARE TOP OF SLAB. THE BRICK REBATE HAS BEEN OMITTED FOR CLARITY.
4. SHOWER STEPDOWN TO NCC VOL 2 PART 10.2.14



1 SET OUT PLAN
A.07 SCALE = 1 : 200

0	INITIAL ISSUE	AG	18/08/23
revision:	description:	drawn:	date:



client/owner:
KENNEDY AIR

project address:
45 CHEROKEE DRIVE, CAMBRIDGE, TAS 7170

project name:
PROPOSED HANGAR & OFFICE

project No:
5637

initial issue date:
28-02-24

sheet name:
SET OUT PLAN

issued for:
DEVELOPMENT APPLICATION

approved: **AG**
drafter: **AG**

designer:
Bison Constructions

CBOS licence #:

A.04 / 8

revision No: **0**
sheet size: **A2**

Head Office: 34835 Tasman Highway Scottsdale Tas 7260

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PLUMBING LEGEND		
MARK	COMPONENT	MODEL / DESCRIPTION
GENERAL		
B	BASIN	
BTH	BATH	
CWM	CLOTHES WASHING MACHINE	
DWM	DISH WASHING MACHINE	
S	SINK WITH AIR REMITTANCE VALVE	
SHR	SHOWER	
TR(L)	LAUNDRY TROUGH	
WC	WATER CLOSET	
DP	DOWNPIPE	
GB	GAS BOTTLE (45KG)	
GP	GRATED PIT WITH TRASH BASKET	
ID	INSPECTION OPENING	
ORG	OVERFLOW RELIEF GULLY (RIM LEVEL 150 BELOW FFL)	
VP	VENT PIPE TO AIR	
T	BRASS BIB TAP	

PLUMBING NOTES

ALL SEWER PIPES TO BE MIN. 100 DIA. UPVC, CLASS SH UNLESS OTHERWISE NOTED.

NO OPENINGS INTO BUILDINGS OR DRAINS ARE PERMITTED WITHIN 1000mm OF A GAS CYLINDER IN THE HORIZONTAL PLAN. MINIMUM CLEARANCE BETWEEN A WINDOW SILL AND THE GAS CYLINDER TO BE 500mm IN THE VERTICAL.

ALL SEWER AND STORM WATER PIPE PENETRATIONS THROUGH STRIP FOOTINGS SHALL HAVE 20mm THICK CLOSED CELL POLYETHYLENE LAGGING AROUND PIPE FOR ENTIRE PENETRATION.

DRAINS ATTACHED TO OR EMERGING FROM THE BUILDING SHALL INCORPORATE FLEXIBLE JOINTS IMMEDIATELY OUTSIDE THE PIER OR STRIP FOOTING AND COMMENCING WITHIN 1m OF THE BUILDING PERIMETER TO ACCOMMODATE A TOTAL RANGE OF MOVEMENT IN ANY DIRECTION OF 50mm. IF GROUND CONDITIONS AT THE TIME OF CONSTRUCTION ARE MODERATELY MOIST, THEN PIPES SHALL BE SET AT THE MIDPOINT OF THEIR RANGE ALLOWING FOR 20mm MOVEMENT IN ANY DIRECTION.

WATER PIPES IN THE SLAB SHALL BE INSTALLED IN A CONDUIT SO THAT IF THE PIPE LEAKS IT WILL BE NOTICED OUTSIDE OF THE SLAB.

ALL DRAWINGS MUST ONLY BE DISTRIBUTED IN FULL COLOUR. gbd ACCEPTS NO LIABILITY ARISING FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.

ALL DIAMETERS SPECIFIED ARE INTERNAL DIAMETERS. A PRIVATE CONTRACTOR WILL NEED TO BE ENGAGED TO LOCATE TELECOM INFRASTRUCTURE BEFORE COMMENCEMENT OF WORKS.

ALL GAS FITTING WORK TO BE CARRIED OUT BY A LICENSED GAS FITTER IN ACCORDANCE WITH AS/ NZS-5601.1

ALL PLUMBING FIXTURES TO BE CONNECTED TO HOUSE LOT CONNECTION POINT BY LICENSED PLUMBER IN ACCORDANCE WITH COUNCIL & TasWater REQUIREMENTS & IN ACCORDANCE WITH AS-3500.

PLUMBER TO CHECK AND CONFIRM ALL LEVELS TO ENSURE ADEQUATE FALLS AND CONNECTIONS TO BOTH SEWER AND STORMWATER CONNECTION POINTS AND MAINS.

PROVIDE AN OVERFLOW RELIEF GULLY WITH TAP OVER. INVERT LEVEL TO BE MIN. 150mm BELOW LOWEST FIXTURE.

ALL DOWNPIPES TO BE MIN. Ø100mm. PIPE (UNO). ALL STORMWATER DRAINAGE PIPES TO BE MIN. Ø150mm UPVC (UNO).

BACK FILL ALL TRENCHES BENEATH VEHICLE PAVEMENT & SLAB ON GRADE FULL DEPTH WITH 20mm COMPACTED FCR.

PROVIDE I.O. AT EACH CHANGE OF DIRECTION, INTERSECTION, EXIT FROM BUILDING & EVERY 18m MAX.

T.V.M.S. TO BE SET AT 35°C FOR DOMESTIC USE. WHERE WATER AND GAS SUPPLY PIPING IS ABOVE GROUND AND EXPOSED, IT SHALL BE METAL.

MINIMUM DISTANCE BETWEEN ALL H.C.D. PIPES & UNDERGROUND CABLES TO BE 600mm.
MINIMUM DISTANCE BETWEEN ALL H.C.D. PIPES & WATER SUPPLY PIPES TO BE 300mm.
300mm COVER TO ALL SEWER PIPES (OR USE APPROVED CAST IRON PIPE)

ALL DISTANCES & LEVELS TO BE CONFIRMED ON SITE BY SURVEYOR BEFORE CONSTRUCTION.

ALL SERVICES TO BE LOCATED ON SITE BY CONTRACTORS PRIOR TO COMMENCEMENT OF WORK.

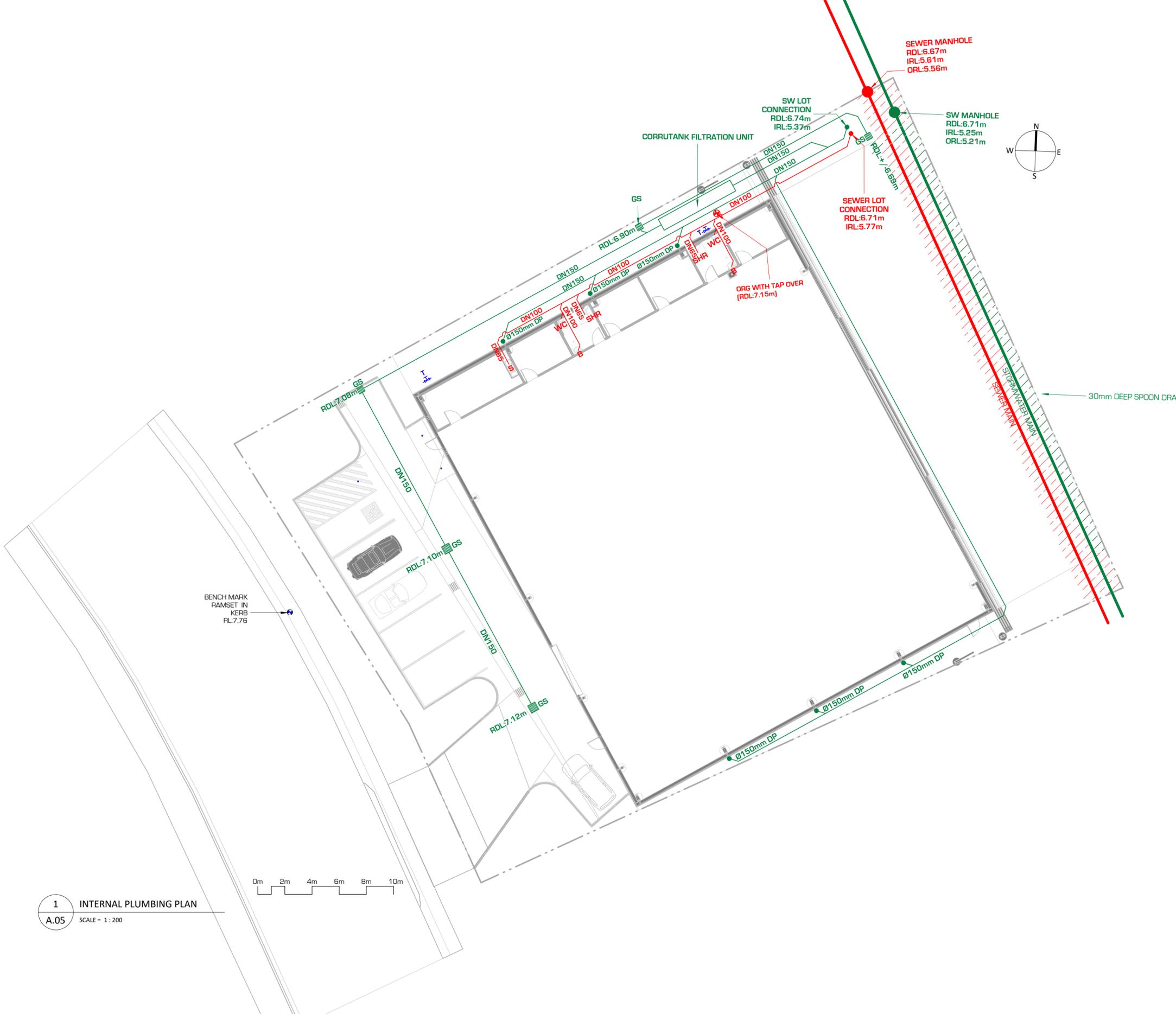
NOTIFY COUNCIL AUTHORITIES & STRUCTURAL ENGINEER IF ANY VARIATION IN BUILDING SETOUT OCCUR.

ALL WORKS TO COMPLY WITH THE REQUIREMENTS OF THE NATIONAL PLUMBING AND DRAINAGE CODE AS3500.

ALL WORKS TO BE CARRIED OUT AND CERTIFIED BY LICENSED TRADESPERSONS ONLY.

ALL GAS FITTING WORK TO BE CARRIED OUT BY A LICENSED GAS FITTER IN ACCORDANCE WITH AS/ NZS-5601.1

ALL SEWER PIPES TO BE MIN. 100 DIA. UPVC, CLASS SH UNLESS OTHERWISE NOTED.



1 INTERNAL PLUMBING PLAN
A.05 SCALE = 1 : 200

revision:	description:	drawn:	date:
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client/owner:
KENNEDY AIR

project address:
45 CHEROKEE DRIVE, CAMBRIDGE, TAS 7170

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A.05 / 8

revision No: sheet size:
A2

FLOOR PLAN FIXTURES LEGEND

MARK	COMPONENT	MODEL / DESCRIPTION
GENERAL		
SHLV	SHELVING	
TV	TELEVISION	
CW	CASEWORK - REFER JOINERY PLAN	
HPC	HEATPUMP CONDENSOR (EXTERNAL UNIT)	
AHU	AIR HANDLING UNIT (HEATPUMP INTERNAL UNIT)	
COL	COLUMN (REFER ENGINEERS)	
HWC	250L HEAT PUMP HOT WATER CYLINDER	
SL	SKYLIGHT	
EWT	WATER TAP	
LIN	LINEN CUPBOARD	
BRM	BROOM CUPBOARD	
CAP	CEILING ACCESS PANEL	

SA	SMOKE ALARM	
DP	DOWN PIPE	ø150 PVC
MSB	MAIN SWITCH BOARD	
SMSB	SUB MAIN SWITCH BOARD	
(D?)	DOOR SYMBOL	REFER DOOR SCHEDULE
(W?)	WINDOW SYMBOL	REFER WINDOW SCHEDULE
(WT?)	WALL SYMBOL	REFER WALL SCHEDULE
(A/B/C/D)	VIEW ICON	ROOM VIEW DIRECTION

KITCHEN [KITCH]

SNK	SINK
HP	HOTPLATES
OVN	OVEN
RH	RANGE HOOD
REF	REFRIGERATOR
FRZ	FREEZER
DW	DISH WASHER
MW	MICROWAVE OVEN

LAUNDRY [L'DRY]

TR	TROUGH
WM	WASHING MACHINE
DR	CLOTHES DRYER

BATHROOMS & TOILETS

WC	WATER CLOSET PAN
HB	HANDBASIN
HB(V)	HANDBASIN INC. VANITY
MLH	FAN, LIGHT, HEATER UNIT
SHR	SHOWER
BTH	BATH
TPH	TOILET PAPER HOLDER
R	S/S RAILINGS TO AS1428.1 (REFER DETAILS)
FW	FLOOR WASTE

FLOOR FINISHES

CPT	CARPET
TILE	TILES
TIM	TIMBER
VP	VINYL PLANKS
CONC	NATURAL CONCRETE
CONC(P)	POLISHED CONCRETE
EPOXY	EPOXY

FIRE FIGHTING, ACCESS & EGRESS

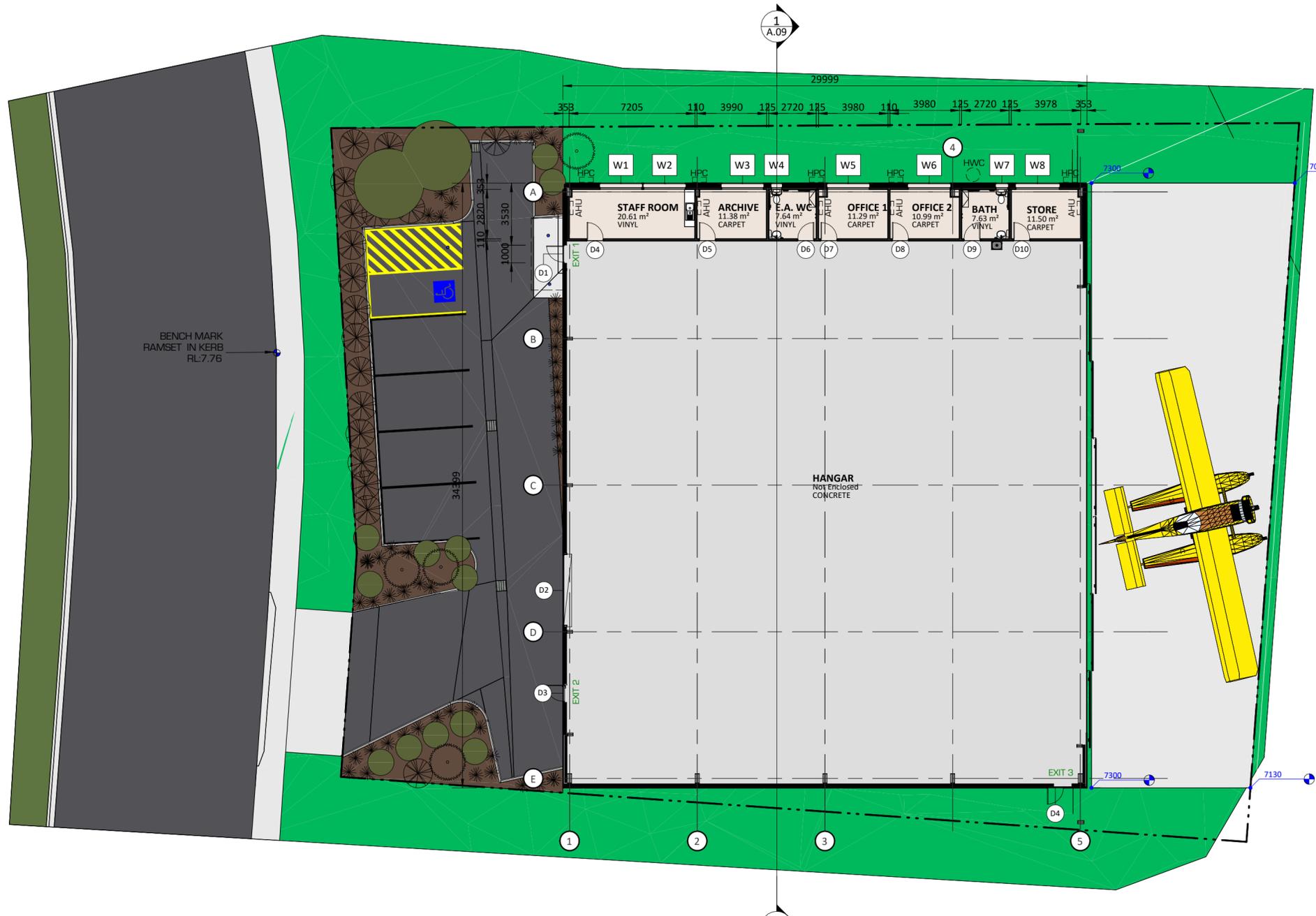
EMERGENCY EXIT SIGN	EMERGENCY EXIT SIGN
EXIT 1	EXIT SIGN EXTERNAL DOOR
EXIT 2	DIRECTIONAL EXIT INTERNAL DOOR
FHR	36m FIRE HOSE REEL INSTALLED WITHIN 4m OF EXIT TO NCC VOL 1 SECTION E1.4.
FE	ABE PORTABLE FIRE EXTINGUISHER TO NCC VOL 1 SECTION E1.6.
TGSI	TACTILE GROUND SURFACE INDICATOR LUMINANCE CONTRAST OF 30%

FLOOR PLAN NOTES

1. FOR THE EASE OF SETOUT, ALL SHOWN DIMENSIONS DO NOT INCLUDE PLASTER BOARD OR LIGHT WEIGHT CLADDING.

AREA ANALYSIS - FLOOR PLAN

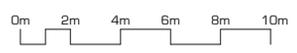
L1 FLOOR AREA: 1,050m²



GLAZING SCHEDULE

NO.	DESCRIPTION (LOOKING FROM OUTSIDE)	DIMENSIONS		FRAME		CONSTRUCTION	SHGC	U-VALUE
		HEIGHT	WIDTH	TYPE	FINISH			
1	AWNING	600	2400	ALUMINIUM	CLASSIC CREAM	Double Glazed_TND_002-14 or similar	0.42	4.2
2	AWNING	600	2400	ALUMINIUM	CLASSIC CREAM	Double Glazed_TND_002-14 or similar	0.42	4.2
3	AWNING	600	2400	ALUMINIUM	CLASSIC CREAM	Double Glazed_TND_002-14 or similar	0.42	4.2
4	AWNING	600	600	ALUMINIUM	CLASSIC CREAM	Double Glazed_TND_002_14 or similar	0.42	4.2
5	AWNING	600	2400	ALUMINIUM	CLASSIC CREAM	Double Glazed_TND_002-14 or similar	0.42	4.2
6	AWNING	600	2400	ALUMINIUM	CLASSIC CREAM	Double Glazed_TND_002-14 or similar	0.42	4.2
7	AWNING	600	690	ALUMINIUM	CLASSIC CREAM	Double Glazed_TND_002_14 or similar	0.42	4.2
8	AWNING	600	2490	ALUMINIUM	CLASSIC CREAM	Double Glazed_TND_002-14 or similar	0.42	4.2

1 L1 FLOOR PLAN
A.07 SCALE = 1 : 200



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revision:	description:	drawn:	date:



client/owner:
KENNEDY AIR
project address:
45 CHEROKEE DRIVE, CAMBRIDGE, TAS 7170

project name:
PROPOSED HANGAR & OFFICE
project No:
5637

sheet name:
L1 FLOOR PLAN
issued for:
DEVELOPMENT APPLICATION

designer:
Bison Constructions
CBOS licence #:

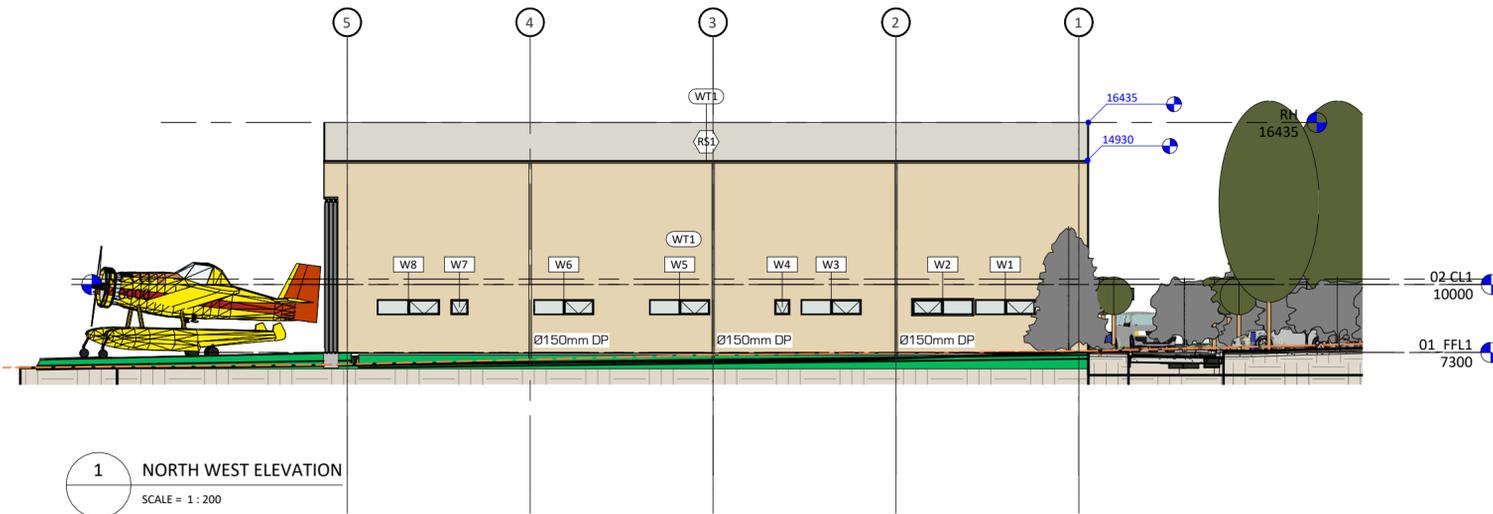
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revision No: 0 sheet size: A2

Head Office: 34835 Tasman Highway Scottsdale Tas 7260

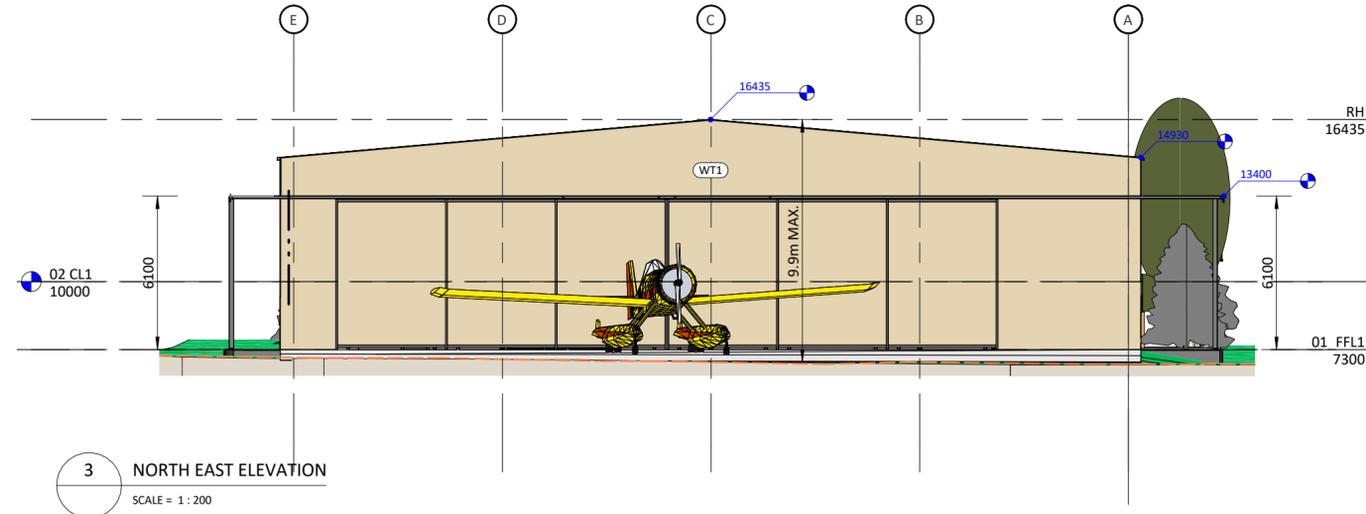
P 03 6352 4449 | E build@bisonent.com.au | W bisonconstructions.com.au | ABN: 39 618 278 265

ELEVATIONS LEGEND

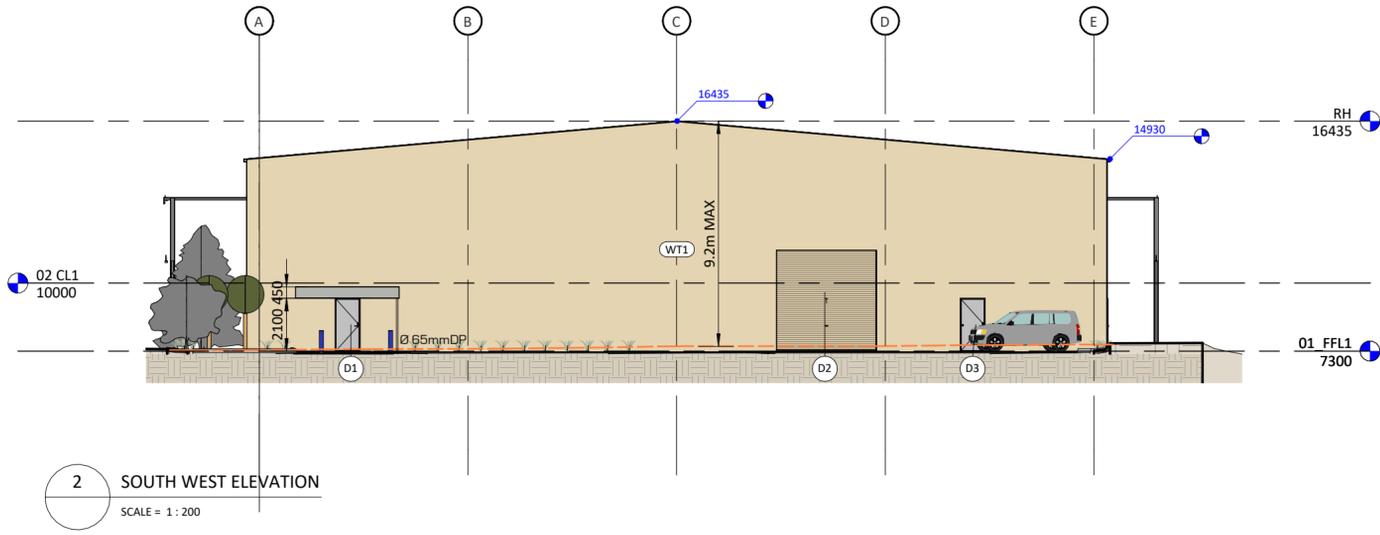
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(DP)	DOOR SYMBOL	REFER DOOR SCHEDULE
(W?)	WINDOW SYMBOL	REFER WINDOW SCHEDULE
(WT1)	WALL SYMBOL	0.42 BMT C.BOND CLASSIC CREAM TRIMDEK
(RS1)	ROOF SHEETING	0.42 BMT COLORBOND SHALE GREY TRIMDEK
EGL	EXISTING GROUND LEVEL	
FGL	FINISHED GROUND LEVEL	
DP	DOWN PIPE	ø150 PVC
INV[E]	EXTERNAL HEAT PUMP UNIT	
EWT	EXTERNAL WATER TAP	



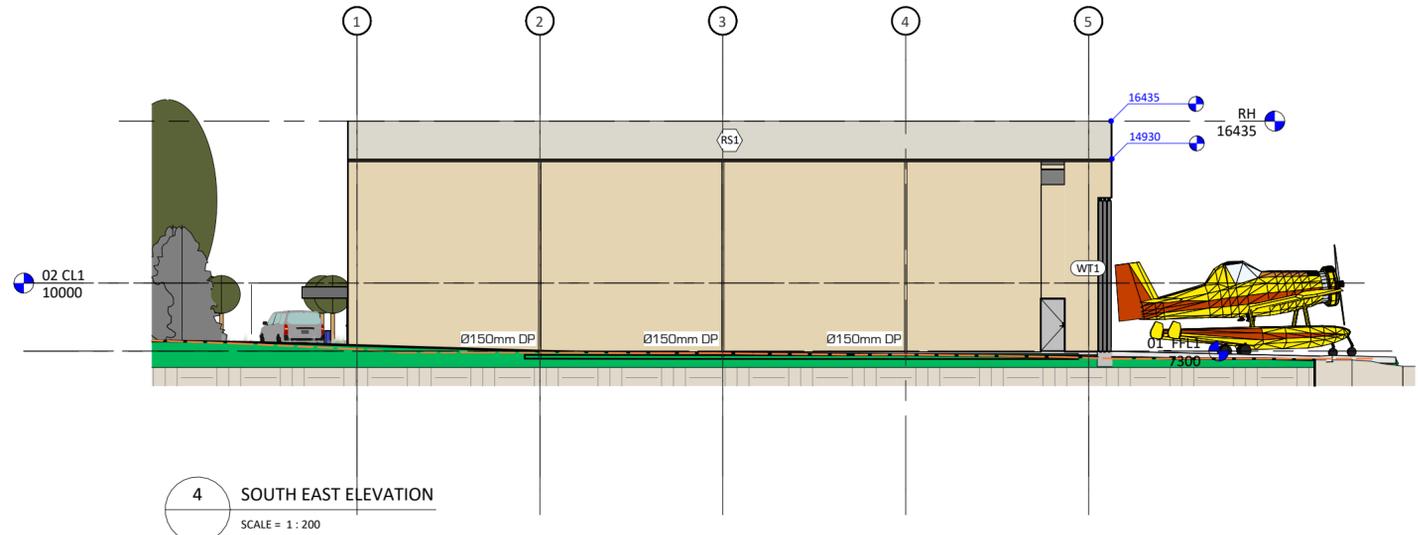
1 NORTH WEST ELEVATION
SCALE = 1 : 200



3 NORTH EAST ELEVATION
SCALE = 1 : 200



2 SOUTH WEST ELEVATION
SCALE = 1 : 200



4 SOUTH EAST ELEVATION
SCALE = 1 : 200



0	INITIAL ISSUE	AG	18/08/23
revision:	description:	drawn:	date:



client/owner:
KENNEDY AIR
project address:
45 CHEROKEE DRIVE, CAMBRIDGE, TAS 7170

project name:
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project No:
5637

sheet name:
ELEVATIONS 1
issued for:
DEVELOPMENT APPLICATION

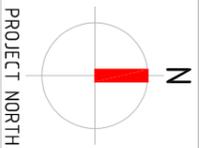
designer:
Bison Constructions
approved: AD
drafted: AD

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revision No: 0
sheet size: A2

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VOL. 185543, FOLIO 70
PID 9093655
AREA 2068m²
18.0 LIGHT INDUSTRIAL



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ANDREW KENNEDY
KENNEDY AIR - AIRCRAFT HANGAR
45 CHEROKEE DRIVE, CAMBRIDGE, TAS 7170
DESIGN DEVELOPMENT
19 FEBRUARY 2024
DWG # d6537

B 1
ISSUE OF 1



Request for further information_PPDPLANPMTD-2023/041164 - Planning Permit Discretionary - 45
Cherokee Drive, Cambridge

Property

45 Cherokee Drive, Cambridge, TAS 7112

PID 9093655

Lot#70, Vol 185543

Kennedy Air

<https://www.kennedyair.com.au>

Zoning

18.0 Light Industrial, Clarence Local Provisions Schedule

18.1 Zone Purpose

The purpose of the Light Industrial Zone is:

18.1.1 To provide for manufacturing, processing, repair, storage and distribution of goods and materials where off site impacts are minimal or can be managed to minimise conflict with, or unreasonable loss of amenity to, any other uses.

18.1.2 To provide for use or development that supports and does not adversely impact on industrial activity.

Overlays

Safeguarding of Airports Code-Airport noise exposure

Safeguarding of Airports Code-Airport obstacle limitation area

Flood-prone areas

18.4.5 Landscaping Objective: That landscaping enhances the amenity and appearance of the streetscape where buildings are setback from the frontage.

Acceptable Solutions A1

If a building is set back from a road, landscaping treatment must be provided along the frontage of the site:

(a) to a depth of not less than 5.5m; or

(b) not less than the frontage of an existing building if it is a lesser distance.

The proposed landscaping frontage setback consists of an initial section of landscaping 5.7m long with a landscape frontage depth of 8.0m which exceeds the 5.5m requirement.

For a duration of 18m the landscaping frontage setback then decreases to a width of 1.6m to allow for onsite carparking.

A landscape island approximately 3m wide with a landscape frontage setback of 6.8m separates the carparking area from the existing 7.8m wide crossover.

The remainder of front boundary (2.1m to 4.8m) consists of a landscape area with a frontage landscape setback of 9.0m, which again exceeds the 5.5m requirement.

Performance Criteria P1

If a building is setback from a road, landscaping treatment must be provided along the frontage of the site, having regard to:

- (a) the width of the setback;
 - (b) the width of the frontage;
 - (c) the topography of the site;
 - (d) existing vegetation on the site;
 - (e) the location, type and growth of the proposed vegetation; and
 - (f) any relevant local area objectives contained within the relevant Local Provisions Schedule.
- (a) The entire frontage of the property is landscaped except for the existing crossover. A relaxation is requested for the section of frontage immediately in front of the carpark. A precedent is set for this frontage landscaping relaxation by several properties in the immediate vicinity.
- 10 Cherokee Drive has a landscape frontage setback of +/- 1.5m.
 - 2 Cessna Way has a Landscape frontage of only 1.2m.
 - 105 Kennedy (Hydro Tasmania) has no Landscaping Buffer along Cherokee Drive.

The proposal has incorporated extra landscaping along either side boundary as well as a vegetated island separating the carparking area and the existing crossover.

- (b) The total width of the road frontage of 45 Cherokee drive is +/-36.9m the total depth of the lot is proportionally small at 51.98m. The required 5.5m landscape frontage setback would result in 204.6m² (including 44.5m² for the crossover) or 9.8% of the property rendered unusable for its intended commercial use. To maximise the commercial viability of the development a relaxation of landscape frontage setback is required. Extra landscaping has been incorporated in areas that will not adversely impact the program of site layout. The propose existing landscape area is 193.2m² (including 44.5m² for the crossover).
- (c) The initially client considered purchasing one of the other larger blocks in the subdivision adjacent to the aerodrome, but these larger blocks were deemed too steep to be transversed by aircraft under power in proximity to structures.
The lot for the proposed aircraft hangar is located between the Cambridge Aerodrome and Cherokee drive which has resulted in a block with a relatively wide road frontage to shallow depth ratio when considered in the context of the total site area of only 2068m² and the special requirements for a safe and efficient operation Air Hangar. The enforcement of a 5.5m Landscape Frontage setback will require the proposed aircraft hangar to be made shallower which will adversely affect it's safe and efficient operational capabilities.
The safe operation of the business also requires the incorporation of a 10m deep concrete apron to allow the outside refuelling of aircraft. The efficient operation of the Hangar is vital for the protection of Tasmanian infrastructure and the lives of both the public and first responders where seconds can be critical.
The required orientation of the hangar relative to the aerodrome dictates the width the Aircraft Hangar to maximise ease of access of aircraft. This functional requirement has left no space for vehicles to manoeuvre or park down the side of the hangar. It would be dangerous and operationally impossible to locate any carparking on the concrete apron between the hangar and the aerodrome.
- (d) The lot is currently sparsely vegetated lacking a complete coverage of grass with parts of the lot still bare earth. There are no trees present to be removed. The proposed landscape plan is aligned with the objective in that it will enhance the amenity and appearance of the streetscape.
- (e) Fast growing, hardy low maintenance natives have been used to ensure the longevity of the landscaping.

Acmenia Smithii is a fast growing, white flowered, columnar native to Australia that will grow to 5m high x 2m wide. Have been strategically placed in the areas of the Landscape buffer with a greater depth to provide vertical punctuation in the landscaping.

Westringa Naringa is a fast growing, flowering dense evergreen, native to Australia, that will grow to 2m high x 1.5m wide. Have been used along the front of the carpark to provide a screen.



Callistemon Pallidus is a fast growing, flowering upright shrub, native to Tasmania that will grow to 2.0m wide & 3.0m high. Has been used along the front of the carpark to provide a textural contrast.

Eucalyptus Barberi is a fast growing, tree endemic to Tasmania that will grow to 8m high and 4m wide. Has been placed in the corner to provide a textural contrast reminiscent of a natural emergent canopy.

Dianella Revoluta is a fast growing, flowering tussock grass, native to Australia that will grow up to 0.5m high x 0.9m wide. Used around the border of the carpark where vehicles may overhang into the landscaping.

- (f) There are no relevant local area objectives contained within the relevant Local Provisions Schedule.



CONSULTANTS

Geotechnical & Environmental Services

FLOOD PRONE AREAS HAZARD ASSESSMENT

PROPOSED AIRCRAFT HANGAR 45 CHEROKEE DRIVE - CAMBRIDGE

Client:	Airport Industrial Pty Ltd
Certificate of Title:	185543/70
Investigation Date:	Wednesday 19th December 2023

Refer to this Report As

Enviro-Tech Consultants Pty. Ltd. 2023. Site Flood Prone Areas Assessment Report for a Proposed Aircraft Hangar, 45 Cherokee Drive - Cambridge. Unpublished report for Airport Industrial Pty Ltd by Enviro-Tech Consultants Pty. Ltd., 12/12/2023

Report Distribution:

This report has been prepared by Enviro-Tech Consultants Pty. Ltd. for the use by parties involved in the proposed residential development of the property named above. It is to be used only to assist in managing any existing or potential inundation hazards relating to the Site and its development.

Permission is hereby given by Enviro-Tech Consultants Pty. Ltd., and the client, for this report to be copied and distributed to interested parties, but only if it is reproduced in colour, and only distributed in full. No responsibility is otherwise taken for the contents.

Limitations of this report

The data displayed within this document has been prepared using open-source scientific documents and data. Envirotech have used this local and regional data to estimate present and future hazards at the Site. The data is by its nature approximate and may contain errors introduced by the data provider(s).

The inundation modelling conducted in this assessment assumes specific Site conditions detailed within this assessment report as per design plans. Modifications to the landscape, not indicated in this report, including construction of retaining walls, soil cut or fill, and water flow obstructions including but not limited to vegetation, fencing, and non-fixed items may result in varied inundation levels and varied water flow movement across the property which are not modelled in this assessment are outside of the scope of this investigation.

1 Introduction

1.1 Background

Enviro-Tech Consultants Pty. Ltd. (Envirotech) were contracted by Charlotte Seymour & Sue Maslin on behalf of Bison Construction to prepare a flood prone areas hazard assessment for a proposed aircraft hangar located at 45 Cherokee Drive, Cambridge. The hangar is proposed for fixed wing water bombers for fighting bushfires during summer.

This report has been written to address planning scheme overlay codes in general accordance with the state-wide planning provisions for Clarence City Council.

This inundation modelling report has been prepared by an environmental and engineering geologist with hydrogeology and hydrology training and experience. Areas of competence include catchment and streamflow models for assessing waterway erosion and inundation.

The proposed development has triggered the following overlay codes which are addressed within this report:

- C 12.0 Flood Prone Areas Code

1.2 Objectives

The objective of the Site investigation is to:

- Use available geographic information system (GIS) data to make interpretations about present Site hydrology, and how the proposed development will be impacted by inundation and where relevant, assessing the development influence on floodwaters entering and existing the land.
- Conduct a risk assessment for the proposed development ensuring relevant performance criteria, building regulations and directors determination are addressed.
- Assess if the proposed development can achieve and maintain a tolerable risk for the intended life of the use or development without requiring any flood protection measures.
- Determine if the building and works will cause or contribute to flood or inundation on the Site, on adjacent land or public infrastructure
- Provide recommendations for managing inundation risk.

1.3 Cadastral Title

The land studied in this report is defined by the title 185543/70

1.4 Site Setting

Floodwater overlays are presented in Map 1 and Map 2. The Site is located on Cherokee Drive next to the Cambridge Aerodrome adjacent to Barilla Bay.

2 Assessment

2.1 Proposed Development

Table 1 summarises the provided design documents from which this assessment is based (Attachment 2). The proposed development comprises a 1000m² aircraft hangar with FFL at 7.3 m AHD. The hangar is proposed for fixed wing water bombers for fighting bushfires during summer.

Table 1 Project Design Drawings

Drafted By	Project Number	Date Generated	Drawings
Bison Constructions	45 CHEROKEE DRIVE, CAMBRIDGE, TAS 7170	12 OCTOBER 2023	DWG II CJS637

2.2 Planning

Planning code overlay mapping is presented in Attachment 1 and planning and building regulations are addressed in Attachment 3.

The Site is located within the Clarence Council mapped 1% Annual Exceedance Probability (AEP) inland flooding hazard area (Map 1 & Map 2). The mapping has triggered Flood Prone Areas Hazard Code, meaning that a more detailed investigation is required to further assess inundation risk associated with the proposed development. The defined floodwater level for the land is to be assessed based on proposed Site works.

Given the proposed development is for emergency services, it is considered critical use and therefore given there are no acceptable solutions, the following performance solutions are addressed:

- C12.5.2 P1 critical, hazardous, or vulnerable use within a flood-prone hazard area
- C12.5.2 P2 critical use within a flood-prone hazard area
- C12.6.1 P1.1 (building and works)
- C12.6.1 P1.2 (building and works)

2.3 Building

According to the Tasmanian Building Regulations 2016, the floor level of each habitable room¹ of the building, being erected, re-erected, or added as part of the work, is to be constructed at least 300 millimetres above the defined flood level for the land.

2.4 Topography

The Site ranges in elevation from approximately 7.8 m AHD through to 6.7 m AHD and is sloping to the northeast.

2.5 Stormflow Analysis

Details of the stormflow analysis assessment are presented in Attachment 4. The following are observed:

- Water flow rates entering the Site from the south have an estimated flow rate of 0.04 m³/s with an estimated average flow velocity of 0.2 m/s.
- The assessment involves modelling 1% AEP stormflow from the south to the north as it passes across the Site. New roadside pavement surfacing, and drainage means that present day floodwater flow rates are projected to have diminished.
- With the very low flow rates, flood waters may be diverted away from the proposed hangar via a concrete pathway constructed on the south side of the hangar. Floodwaters will then flow to the northern side of the Site where flow can be effectively distributed onto the neighbouring Site at a reduced flow velocities compared to the projected present-day flow velocities.

¹ habitable room - means any room of a habitable building other than a room used, or intended to be used, for a bathroom, laundry, toilet, pantry, walk-in wardrobe, corridor, stair, hallway, lobby, clothes drying room, service or utility room, or other space of a specialised nature occupied neither frequently nor for extended periods.

2.6 Floodwater Levels

- It is calculated that the highest floodwater levels adjacent to the building will occur at 7.2 m AHD along the pathway on the southern corner of the hangar.
- It is understood that only non-habitable areas are located on the south end of the proposed hangar and the FFL at 7.3 m AHD will allow for 100 mm floodwater free board (Figure 3). As a precaution, the placement of a row of 200mm high blocks on the inside of the southern wall will ensure a 300 m high hydrostatic barrier above the 1% AEP floodwaters.
- All habitable rooms located on the north side of the proposed hangar will maintain 300 mm floodwater free board (Figure 2) above adjacent floodwaters on the northern side of the hangar.

2.7 Floodwater Management

The following are recommended:

- Stormwater flow entering the Site from the south boundary may be effectively diverted into a smooth 1.0 m wide concrete pathway located to the south side of the hangar.
- Given the laneway starting at 7.2 m AHD and dropping to 7.15 m AHD over 30 m, the gradient is estimated at 0.16 %.
- A smooth concrete apron with a fall of 0.2 % to the east, is proposed on the east side of the proposed hangar where the pathway dissipates floodwater flow. At worst case scenario, the floodwaters will be 50mm deep with a low potential for dispersive soil erosion with flow rates at 0.2 m/s.

2.8 Soil Erosion Management

It is recommended that soil on the neighbouring Site is analysed by a suitably qualified person to assess the risks associated with discharging fresh water into potentially dispersive soils. Envirotech can offer this soil testing service.

There is a possibility that the highly dispersive (Emersion Class 1) soil observed on the Site are also present on the neighbouring Site.

If the soil is proven to be highly dispersive, then it is recommended additional management measures are put in place to mitigate and erosion risks. Management measures may include:

- Excavation and replacement of ~100 mm of soil with non-dispersive clay soils
- Applying gypsum to the soil.

3 Risk Assessment

Qualitative risk evaluation criteria have been created to determine fundamental risks that may occur due to development in areas that are vulnerable to inundation hazards.

This qualitative risk assessment technique is based on AS/NZS ISO 31000:2009 and relies on descriptive or comparative characterisation of consequence, likelihood, and the level of risk comparative (rather than using absolute numerical measures).

A risk consequence/likelihood matrix has been selected which is consistent with AS/NZS ISO 31000:2009 guidelines.

Consequence/likelihood criteria have assisted in determining if any risk management measures are required at the Site to mitigate any potential hazards. Adopted consequence/likelihood criteria are presented in Attachment 5. Performance criteria are presented in Attachment 6.

As habitable rooms are raised 300 mm above the defined flood level for the Site, risks associated with the proposed works are considered low.



Kris J Taylor BSc (Hons) | Environmental & Engineering Geologist

Director

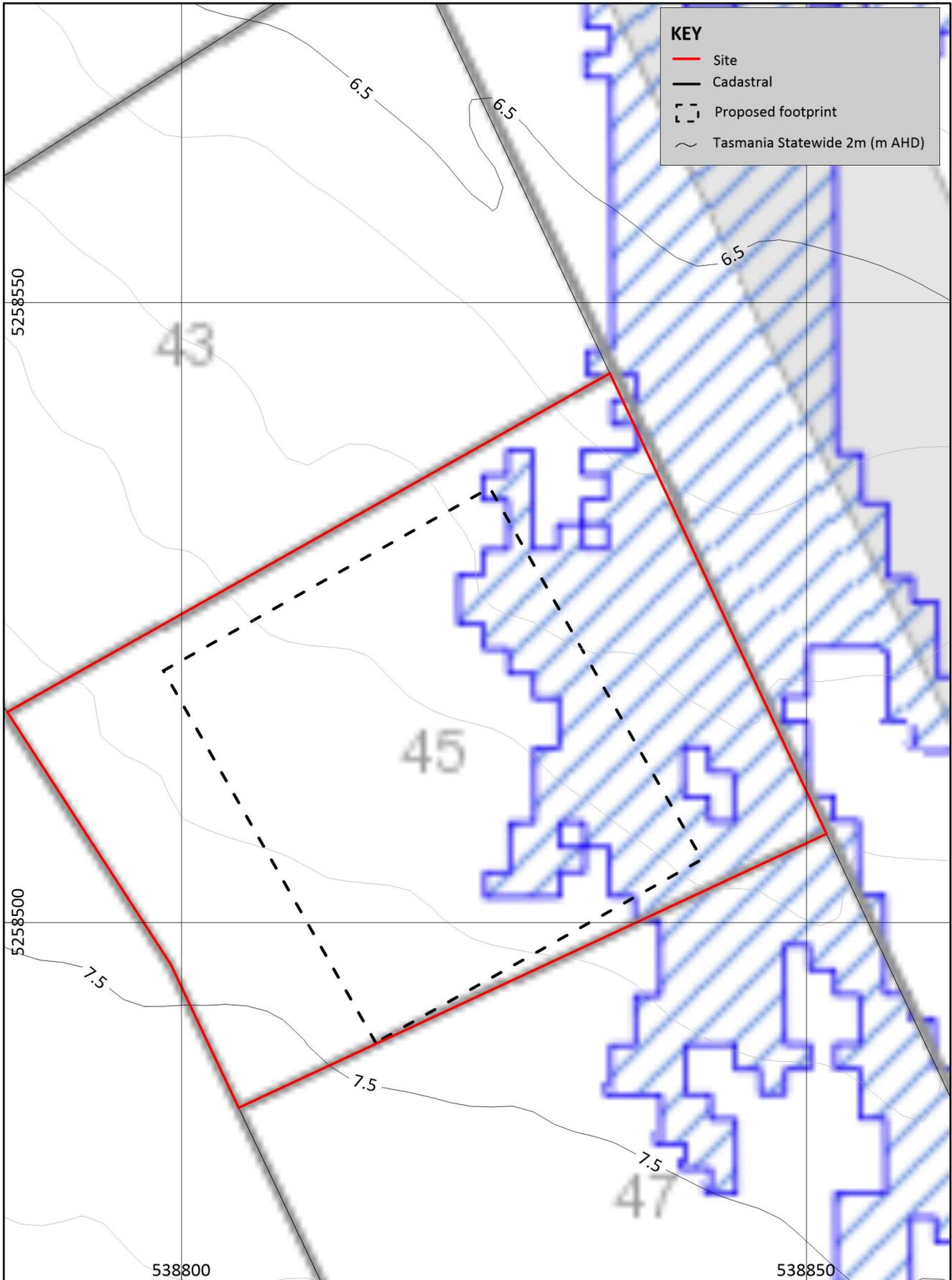
Enviro-Tech Consultants Pty. Ltd.

4 References

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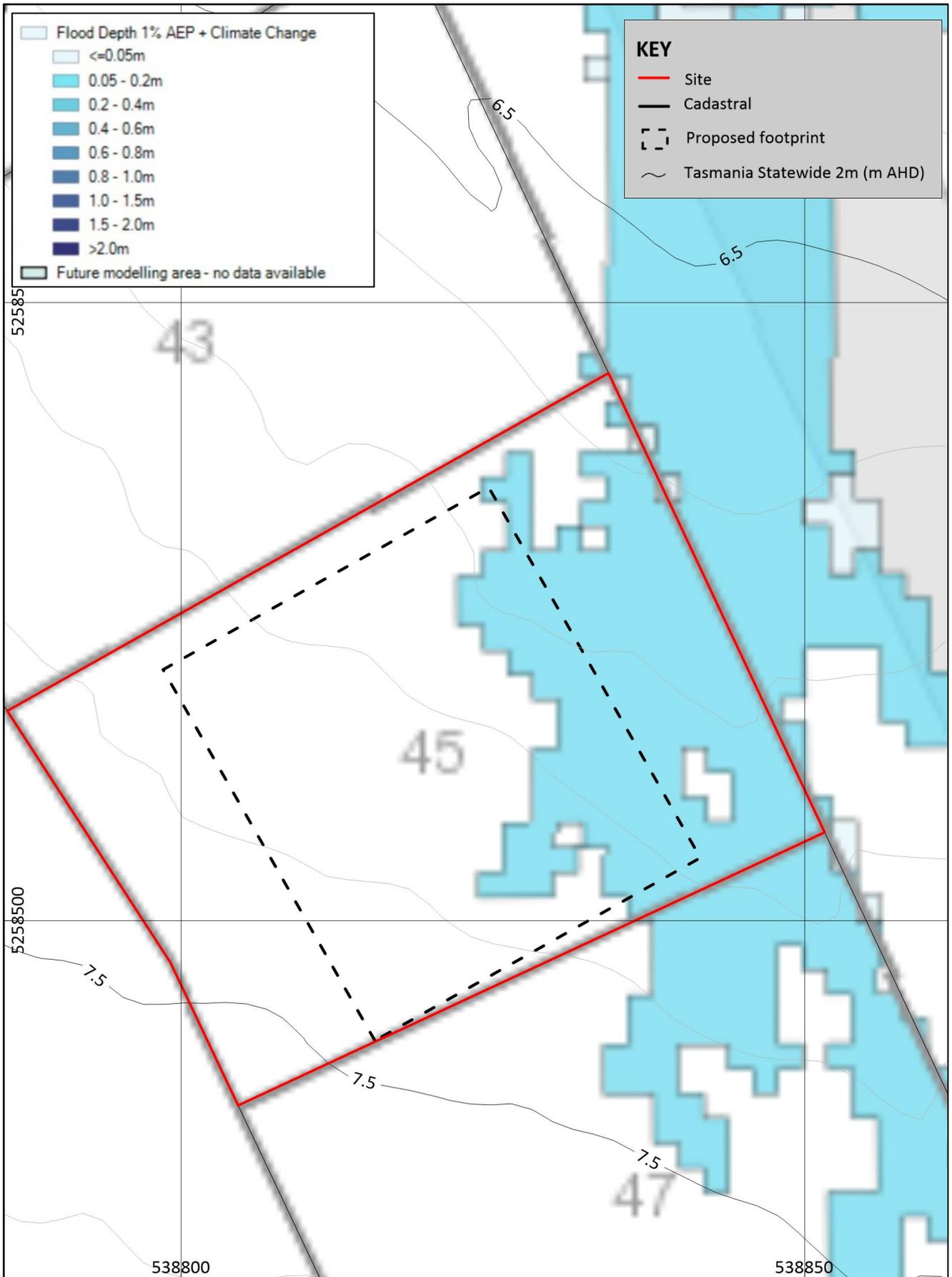
Attachment 1 Mapping

Map 1



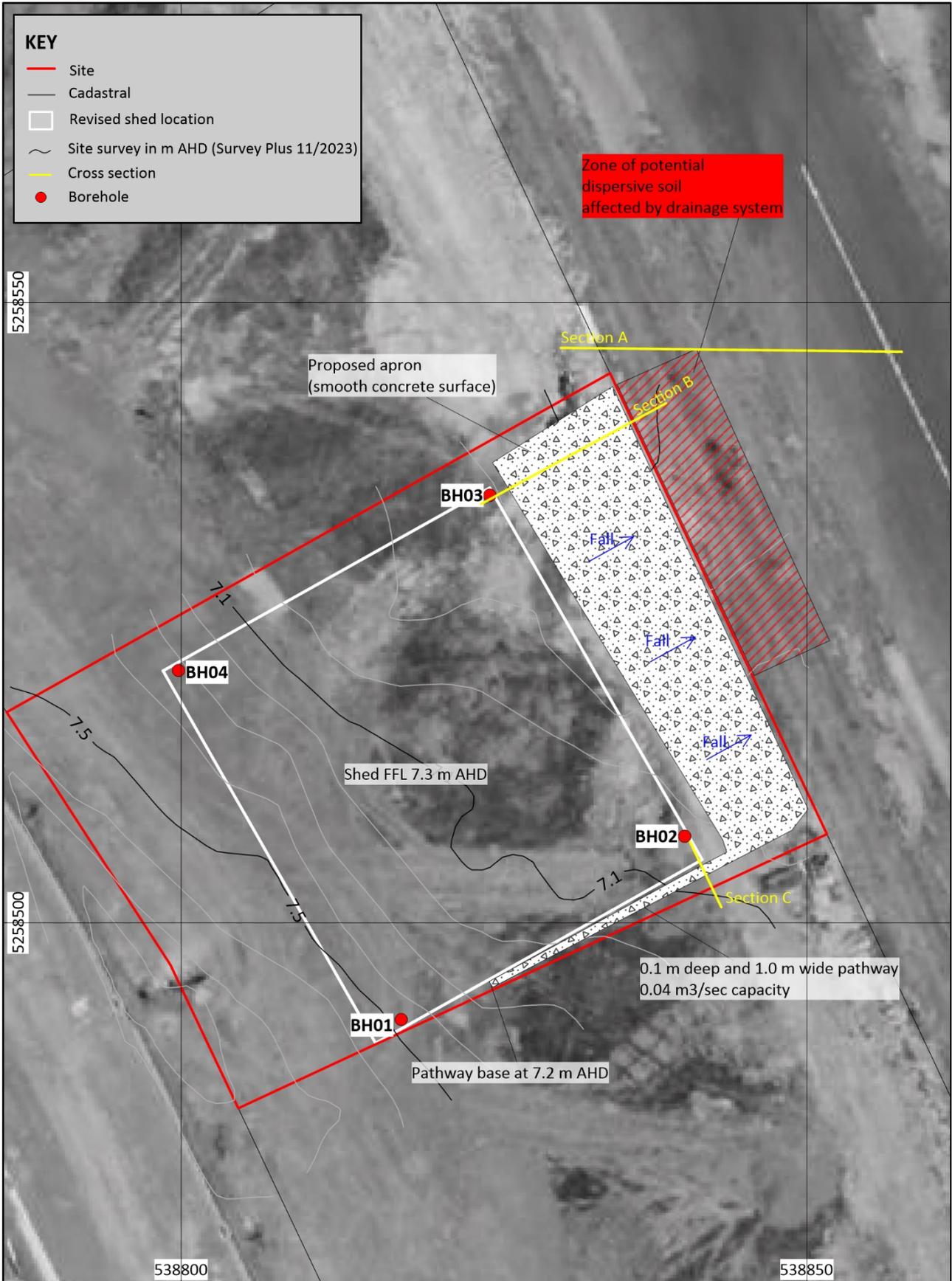
Map 1 1% AEP Floodwater modelling extent prepared by the local government authority

Map 2



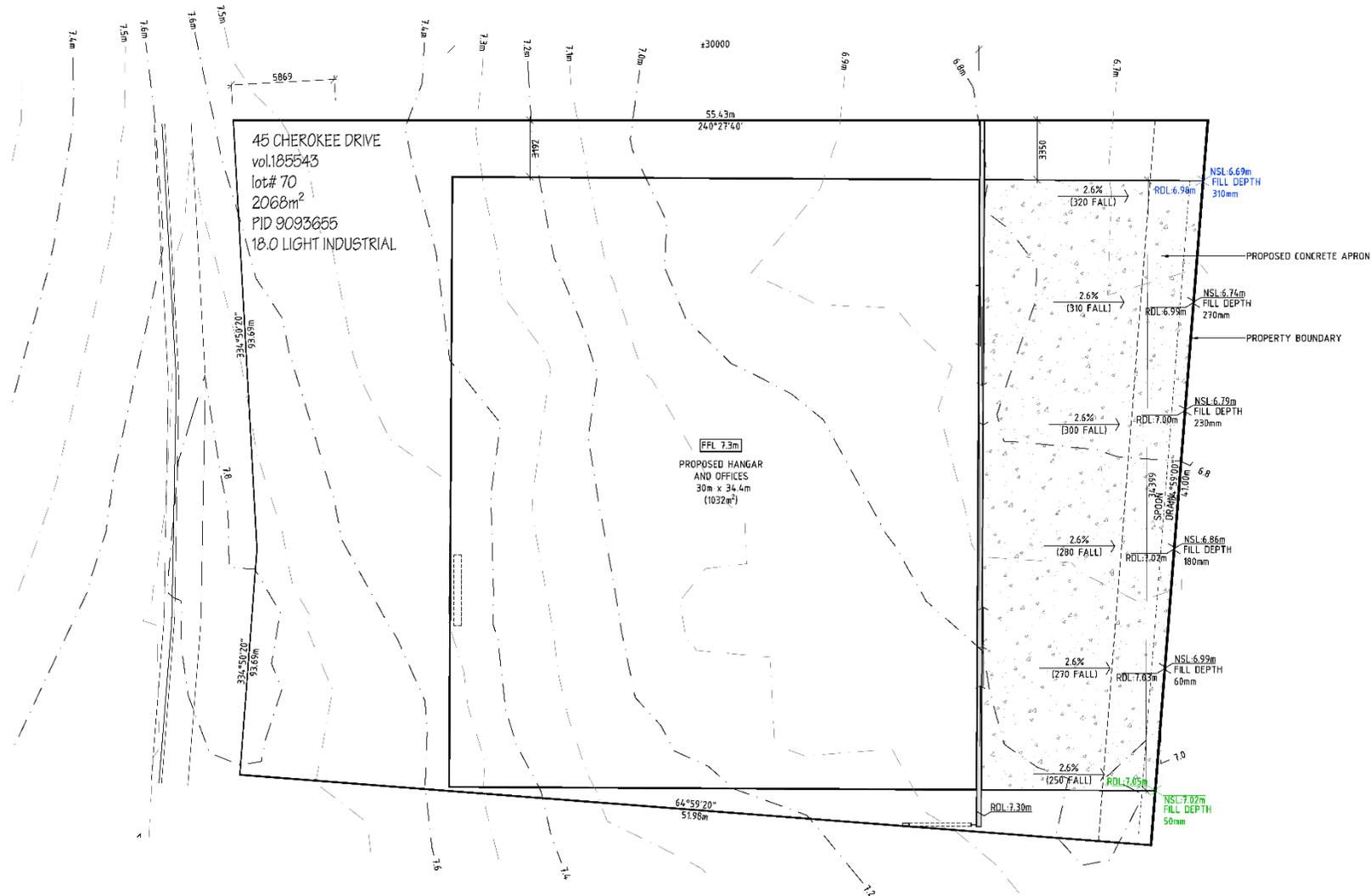
Map 2. 1% AEP Floodwater modelling depths prepared by the local government authority

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Map 3 Site plan with cross sections and recommended 1% AEP stormwater management system.

Attachment 2 Preliminary Design Concept Plans



	 <p>PROJECT NORTH</p>	34835 TASMAN HIGHWAY, SCOTTSDALE, TAS. 7260 PO BOX 447, SCOTTSDALE TAS 7260 TEL (03) 6352 4449 EMAIL: BUILD@BISONENT.COM.AU WEB: WWW.BISONCONSTRUCTION.COM.AU	KENNEDY AIR-HANGAR
		45 CHEROKEE DRIVE, CAMBRIDGE, TAS 7170 PRELIMINARY SKETCHES 27 NOVEMBER 2023 DWG # DD5637 ISSUE 2	A 2 OF 2

Attachment 3 Planning and Building Regulations

C12.0 Flood-Prone Area Hazard Code

Code Overlay – The LIST Mapping

The Site is located within the Clarence Council mapped 1% Annual Exceedance Probability (AEP) inland flooding hazard area (Map 1 & 2). The mapping has triggered Flood Prone Areas Hazard Code, meaning that a more detailed investigation is required to further assess risk associated with the proposed development.

As the use at the Site involves critical use, C12.5.2 (a) emergency services, the proposed development is to be assessed against C12.5.2 A1 and C12.5.2 A2.

C12.5 Use Standards

C12.5.2 Objective

That critical, hazardous, and vulnerable uses, located within a flood-prone hazard area can achieve and maintain a tolerable risk from flood.

C12.5.2 A1 Acceptable Solutions

As there are no acceptable solutions to critical, hazardous, and vulnerable uses, located within a flood-prone hazard area C12.5.2 (A1), the proposed development is to be assessed against performance criteria.

C12.5.1 P1 Performance Criteria

The proposed development needs to be assessed against the following performance criteria:

- C12.5.2 P1 critical, hazardous, or vulnerable use within a flood-prone hazard area
- C12.5.2 P2 critical use within a flood-prone hazard area

C12.6 Development Standards for Buildings and Works

C12.6.1 Buildings and works within a flood-prone hazard area

C12.6.1 Objective

That:

- (a) building and works within a flood-prone hazard area can achieve and maintain a tolerable risk from flood; and
- (b) buildings and works do not increase the risk from flood to adjacent land and public infrastructure.

C12.6.1 A1 Acceptable Solutions

As there are no acceptable solutions to C12.6.1 (A1), the proposed development is to be assessed against performance criteria.

C12.6.1 P1 Performance Criteria

The proposed development needs to be assessed against the following performance criteria:

- C12.6.1 P1.1 and
- C12.6.1 P1.2.

Attachment 4 Site Overland Flow Analysis

Flooding Constraints

The following are inferred:

- A Manning coefficient of 0.045 is estimated.
- Assumption there is a conservation of channel flow rates entering and exiting the Site before and after development.

Flood Modelling

Pre-Build

The Site resides on a floodplain with pluvial type flooding. The floodwater channel passing through the Site is calculated to have a potential 1% AEP peak flow rate of 0.04 m³/s. Preliminary findings indicate that the local 1% AEP stormwater flow will cross from the south-eastern boundary of the Site with an estimated 0.15 m/s flow velocity. 1% AEP inundation depths are estimated at <=0.2m on the Site. Results from the hydrology analysis are presented in Figure 1.

Council floodwater modelling adopted for the area is based on 2019 LIDAR which is no longer relevant for the Site. The Site survey, conducted by Survey Plus (November 2023), has been obtained and converted into a DEM for the purposes of assessing present Site floodwater conditions.

One of the main differences between the 2019 LIDAR and the present-day conditions:

- As apparent in the Site survey, there is a shift in floodwater direction from north northeasterly to northeasterly.
- The placement of road pavement surfacing, and roadside drains will capture much of the floodwater flow.

Regardless, not all floodwaters will be captured in a 1% AEP event, and therefore open drains/grated drains are recommended at the entrance and exit points. A calculated present-day peak 1% AEP floodwater flow rate of 0.04 m³/s is estimated. This same flow rate is to be applied post development with flow entering the Site from the west and south.

Proposed Development Drainage

Part of the proposed hangar is projected to reside within modelled 1% AEP floodwaters and management measures will be required to mitigate any potential hazard.

A concrete pathway is required to capture 1% AEP floodwater flow and divert around the southern and eastern perimeter of the proposed hangar. The capacity of the drain is calculated at 0.04 m³/s based on a 0.012 Manning coefficient. Resulting peak inundation levels are calculated at 7.2 m AHD (near the southern corner of the hangar). Given the laneway starting at 7.2 m AHD and dropping to 7.15 m AHD over 30 m, the gradient is 0.16 %. The gradient is consistent with the slope of the existing ground surface (Map 3).

The pathway will effectively divert floodwaters to the east and onto the proposed smooth surfaces concrete apron. This will need to be engineered and with a fall of 0.2 % to the east to be able to dissipate and drain floodwaters on the northeastern side of the Site and into the neighbouring property. Resulting floodwaters across the smooth surface will not exceed 50mm given a 1% AEP storm.

Defined Inundation Levels

The following findings are from the 1% AEP stormwater flow modelling for the proposed hangar as specified in Figure 1:

- 0.04 m³/s floodwater flow entering the southeastern corner of the Site (Map 1 & 2).
- The highest inundation levels within the northern corner of the proposed hangar are calculate at 7.0 m AHD.
- The highest inundation levels within the southern corner of the proposed hangar are calculated at 7.2 m AHD (Figure 3).

Finished Surface Levels

Although the hangar FFL is 100mm higher than the projected 1% AEP inundation level, it is recommended that a row of concrete blocks is placed on the inside eastern wall of the hangar to ensure an effective 300 mm hydrostatic floodwater barrier (Table 3).

Floodwater levels on the western site of the hangar are projected to be more than 300mm depth below any adjacent office rooms. In accordance the Tasmanian Building Regulations 2016, finished floor level of the proposed any habitable rooms² will need to at least 300mm above 1% AEP floodwaters.

Table 2 Relative finished floor levels

Parameter	Level (m AHD)
Hangar FFL	7.3
Pathway base to south of hangar	7.1 (max 7.2 inundation)
Hangar apron highest point	6.9

² habitable room - means any room of a habitable building other than a room used, or intended to be used, for a bathroom, laundry, toilet, pantry, walk-in wardrobe, corridor, stair, hallway, lobby, clothes drying room, service or utility room, or other space of a specialised nature occupied neither frequently nor for extended periods.

Section A - Existing flood waters

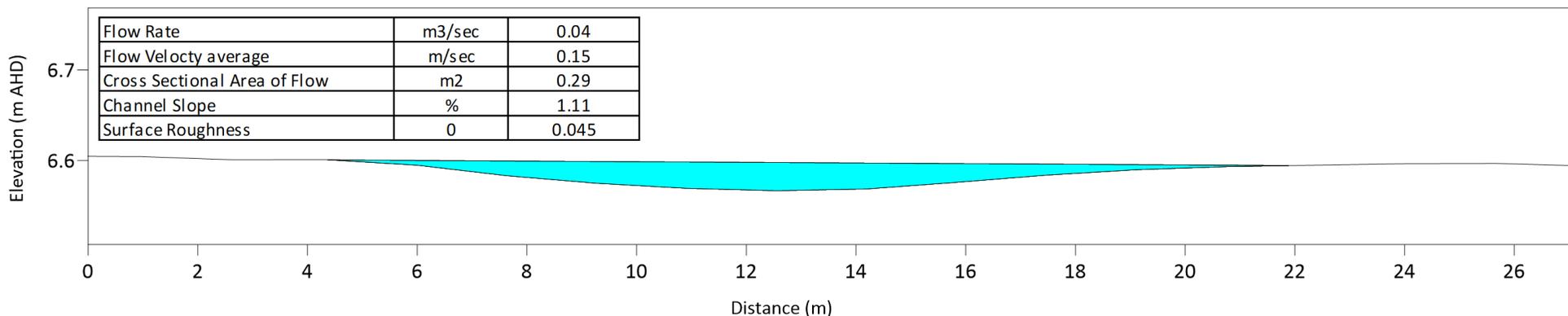


Figure 1 AEP Site Stormwater Flow Analysis – Cross Section A within the Building Envelope - Drawings Are to Scale and For Conceptual Modelling Purposes Only

Section B

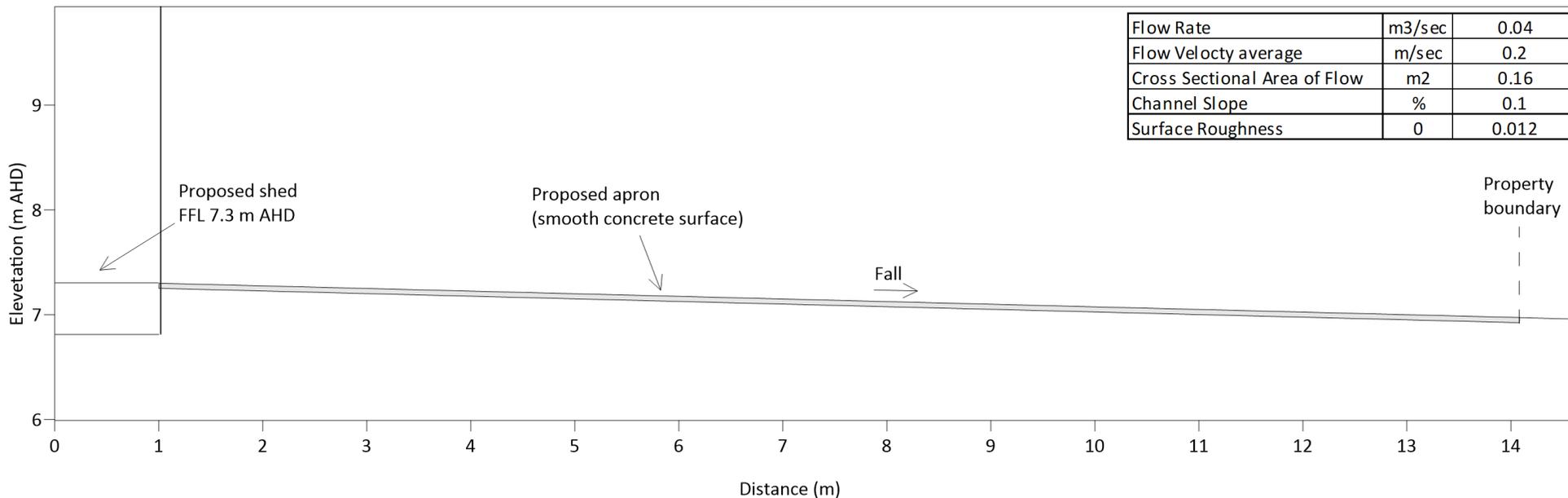


Figure 2 AEP Site Stormwater Flow Analysis – Cross Section B within the Building Envelope - Drawings Are to Scale and For Conceptual Modelling Purposes Only

Section C

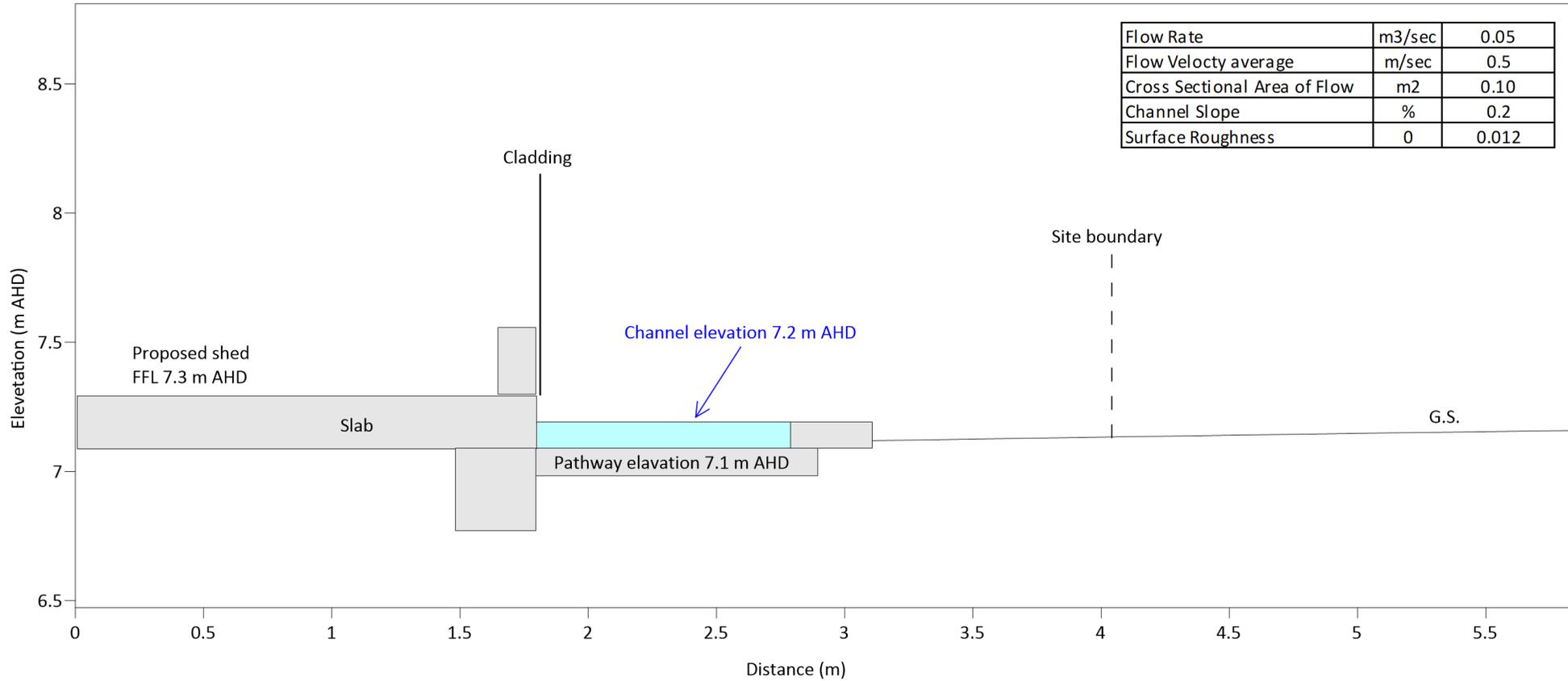


Figure 3 AEP Site Stormwater Flow Analysis – Cross Section C Within the Building Envelope - Drawings Are to Scale and For Conceptual Modelling Purposes Only

Attachment 5 Qualitative Terminology

almost certain	Is expected to occur in most circumstances; and/or there is a high level of recorded incidents; and/or strong anecdotal evidence; and/or a strong likelihood the event will recur; and/ or great opportunity, reason, or means to occur; may occur once every year or more
Likely	Will probably occur in most circumstances; and/or regular recorded incidents and strong anecdotal evidence; and/or considerable opportunity, reason or means to occur; may occur once every five years
Possible	May occur at some time; and/or few, infrequent or randomly recorded incidents or little anecdotal evidence; and/or very few incidents in associated or comparable organisations, facilities or communities; and/or some opportunity, reason or means to occur; may occur once every 20 years
Unlikely	Is not expected to occur; and/or no recorded incidents or anecdotal evidence; and/or no recent incidents in associated organisations, facilities or communities; and/or little opportunity, reason or means to occur; may occur once every 100 years
Rare	May occur only in exceptional circumstances; may occur once every 500 or more years

Source: Commonwealth of Australia, 2004: Emergency Management Australia – Emergency Risk Management Applications Guide Manual 5

Consequence Rating	Public Safety	Local growth and economy	Community and Lifestyle	Environment & sustainability	Public administration
Catastrophic	Large numbers of serious injuries or loss of lives	Local decline leading to business failure, loss of employment, local hardship	Local area seen as very unattractive, significant decline, and unable to support community	Major widespread loss of environmental amenity and progressive irrecoverable environmental damage	Public Administration would fail and cease to be effective
Major	Isolated instances of serious injuries or loss of lives	Local stagnation such that businesses unable to thrive and imbalance between employment and local population growth	Severe and widespread decline in services and quality of life within community	Severe loss of environmental amenity and a danger of continuing environmental damage	Public administration would struggle to remain effective and would be perceived as being in danger of failing completely
Moderate	Small number of injuries	Significant general reduction in economic performance relative to current forecasts	General appreciable decline in services	Isolated significant instances of environmental damage that might be reversed with intensive efforts	Public administration would be under significant pressure on numerous fronts
Minor	Serious near misses or minor injuries	Individually significant but isolated areas of reduction in economic performance relative to current forecasts	Isolated but noticeable examples of decline in services	Minor instances of environmental damage that could be reversed	Isolated instances of Public administration being under significant pressure
Insignificant	Appearance of threat by no actual harm	Minor shortfall relative to current forecasts	There would be minor areas in which the region was unable to maintain its current services	No environmental damage	There would be some minor instances of public administration being under more than usual stress but it could be managed

Likelihood (L)	Consequences (C)				
	Insignificant	Minor	Moderate	Major	Catastrophic
Almost certain	MEDIUM	medium	high	extreme	extreme
Likely	low	medium	high	high	extreme
Possible	low	medium	medium	high	high
Unlikely	low	low	medium	medium	medium
Rare	low	low	low	low	medium

Adapted from DCC 2006, 40.

Attachment 6 Tasmanian Planning Scheme – Flood Prone Hazard Areas

Use Standards

Objective:

That critical, hazardous and vulnerable uses, located within a flood-prone hazard area can achieve and maintain a tolerable risk from flood. at a habitable building can achieve and maintain a tolerable risk from flood.

C12.5.2 P1 Critical use, hazardous use or vulnerable use – risk assessment

Performance Criteria C12.5.2 P1	Management Options	Likelihood	Consequence	Risk	Further Assessment Required
A critical, hazardous, or vulnerable use within a flood-prone hazard area must achieve a tolerable level of risk from flood, having regard to:					
(a) the type form and duration of the use; and	Drainage can be managed to maintain longevity of the use.	Unlikely	Insignificant	Low	No
(b) a flood hazard report that demonstrates that:					
i. any increase in the level of risk from flood does not warrant any specific hazard reduction or protection measures; or	Very low flow rates modelled for the Site will not require mitigation.	Unlikely	Insignificant	Low	No
ii. the use can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.	No flood protection measures required. Finished floor levels are most important.	Unlikely	Insignificant	Low	No

Use Standards

C12.5.2 P2 Critical use – risk assessment

Performance Criteria C12.5.2 P2 In addition to the requirements in clause C12.5.2 P1, a critical use within a flood-prone hazard area must achieve and maintain a tolerable risk, having regard to:	Relevance	Management Options	Likelihood	Consequence	Risk	Further Assessment Required
(a) the ability of the use to function and maintain service during the flood event and recovery period;	The hangar is proposed for fixed wing water bombers for fighting bushfires during summer. There is therefore a very low likelihood that the aircraft will be deployed during a flood event.		Rare	Insignificant	Low	No
(b) any interruption to the operation of the critical use in locations external to the immediate impact of the flood;	Any interruption to the critical use will not be flood related.		Rare	Insignificant	Low	No
(c) the creation of risk to the health or safety of people from damage or disruption to:						
i. a water supply service; or	Water supply is important, but there is a low likelihood that floodwaters will affect water supply.		Rare	Insignificant	Low	No
ii. the drainage and treatment of waste water;	There is a low likelihood that floodwaters will affect wastewater.		Rare	Insignificant	Low	No
(d) the advice contained in a flood hazard report; and						
(e) any advice from a State authority, regulated entity or a council.						

Building and Works

Objective:

That:

- (a) building and works within a flood-prone hazard area can achieve and maintain a tolerable risk from flood; and
- (b) buildings and works do not increase the risk from flood to adjacent land and public infrastructure.

C12.6.1 P1.1 Buildings and works within a flood-prone hazard area – risk assessment

Performance Criteria C12.6.1 P1.1	Relevance	Management Options	Likelihood	Consequence	Risk	Further Assessment Required
Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to:						
(a) the type, form, scale and intended duration of the development;	Risks may be maintained as tolerable with very low flow rated and floodwater depths projected based on a 1% AEP event.		Unlikely	Insignificant	Low	No
(b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures;	No hazard reduction measures are required. All recommendations are precautionary and not critical.		Unlikely	Insignificant	Low	No
(c) any advice from a State authority, regulated entity or a council; and						
(d) the advice contained in a flood hazard report.						

C12.6.1 P1.2 Buildings and works within a flood-prone hazard area - flood hazard reporting

Performance Criteria C12.6.1 P1.2	Relevance	Management Options	Likelihood	Consequence	Risk	Further Assessment Required
A flood hazard report also demonstrates that the building and works:						
(a) do not cause or contribute to flood on the Site, on adjacent land or public infrastructure; and	Floodwater velocities entering and existing the Site will not change.		Unlikely	Insignificant	Low	No
(b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.	No flood protection measures required. Finished floor levels are most important.	All finished floor levels will be elevated 300 mm above the highest inundation level at the Site which is the perimeter drain on the southern corner of the building.	Unlikely	Insignificant	Low	No