

NOTICE OF PROPOSED DEVELOPMENT

Notice is hereby given that an application has been made for planning approval under the Land Use Planning and Approvals Act 1993, for the following development(s):

NUMBER:	DA 61 / 2025
ADDRESS:	60 Tip Road, Nubeena (CT 20508/1)
DESCRIPTION:	Waste Transfer Station – Alterations and Additions to an Existing Waste Transfer Station

All plans and documents submitted with the application can be inspected at the Tasman Council Office, Monday to Friday from 8:30am to 4:30pm. In addition to the statutory requirements, some documents, relevant to the assessment of the application are available on the council website by following this link:

<https://tasman.tas.gov.au/advertised-applications/>, by using the QR Code below, or they are available in hard copy upon request by calling Council on (03) 6250 9200 or email tasman@tasman.tas.gov.au during the period for which representations may be made, until **11 September 2025**.

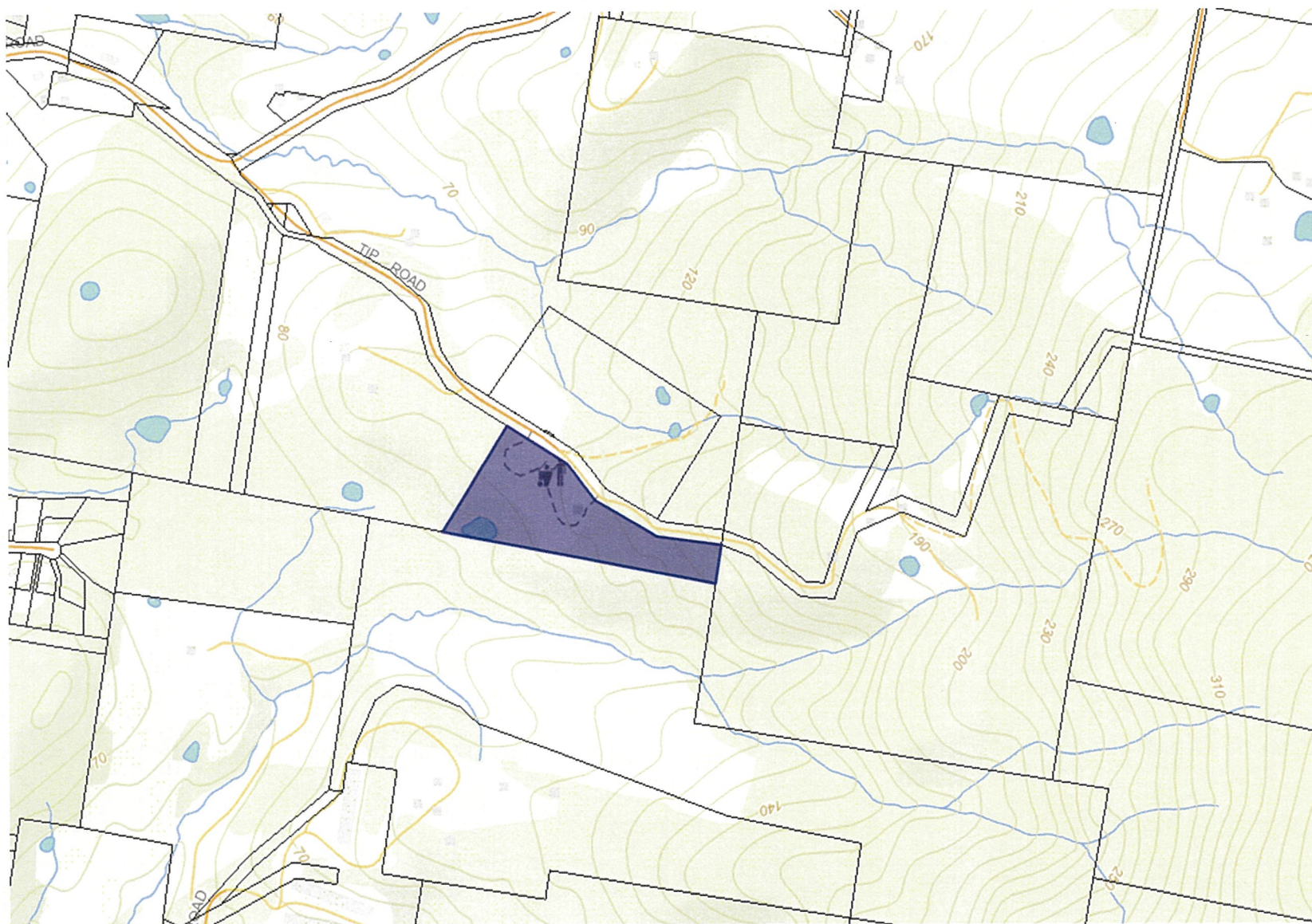
Any person may make a representation relating to the application. Representations are to be made in writing addressed to the General Manager, Tasman Council, 1713 Main Road, Nubeena TAS 7184 or by email to tasman@tasman.tas.gov.au and will be received no later than **11 September 2025**. Late representations will not be considered.



Blake Repine
General Manager
Date: 29 August 2025

DA 61 / 2025 – 60 Tip Road, Nubeena (CT 20508/1– The relevant plans and documents can be inspected at the Council Offices at 1713 Main Road, Nubeena during normal office hours, or the plans may be viewed on Council's website at www.tasman.tas.gov.au until the date representations close 11 September 2025.

The below image was sourced from The List: <https://maps.thelist.tas.gov.au/listmap/app/list/map>



Application for Planning Permit

The personal information requested on this form is being collected by council for purpose set out in the title of the form. The personal information will be used solely by council for the primary purpose or directly related purposes. The applicant understands that personal information is provided for the above mentioned function and that he/she may apply to council for access to and/or amendment of the information. If an application is made under Section 57 of the Land Use Planning and Approvals Act 1993, a copy of the lodgement documents must be made available for any person to inspect during public notification.

Please note that any information, reports and plans submitted with an application are treated as public documents and may be reproduced for representatives, referral authorities and any other persons/bodies interested in the proposal.

Requests for access or correction should be made to Tasman Council's Customer Service Officer.

APPLICANT DETAILS*

FULL NAME	Blake Repine, by their agent, Ireneinc Planning and Urban Design		
POSTAL ADDRESS	c/o 49 Tasma Street North Hobart	POSTCODE	7000
PHONE (BUSINESS HOURS)	62349281	MOBILE:	
EMAIL	c/o - michela@ireneinc.com.au		

NOTE: All Council correspondence will be emailed to the applicant unless otherwise specified.

OWNERS DETAILS (IF DIFFERENT TO APPLICANT DETAILS)*

ENSURE OWNER DETAILS MATCH THE CURRENT CERTIFICATE OF TITLE

FULL NAME	Tasman Council		
POSTAL ADDRESS	1713 Main Rd, Nubeena TAS 7184	POSTCODE	
PHONE (BUSINESS HOURS)	6250 9200	MOBILE	

DESCRIPTION OF PROPOSED DEVELOPMENT*

<input type="checkbox"/> New Dwelling	<input type="checkbox"/> Extension/ Addition	redevelopment of existing waste transfer station. no additional use is proposed.
<input type="checkbox"/> New Shed/ Outbuilding	<input type="checkbox"/> Demolition	
<input type="checkbox"/> Subdivision	<input type="checkbox"/> Visitor Accommodation	
<input type="checkbox"/> Change of Use	<input checked="" type="checkbox"/> Other (please specify – right)	
<input type="checkbox"/> Commercial/ Industrial Building		

Are any of the components in this application seeking retrospective approval? E.g. Use and/or development that has commenced without a planning permit. (If yes, please specify the relevant components)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No


PRESENT USE OF LAND/ BUILDING(S)
recycling and waste disposal

LOCATION OF PROPOSED DEVELOPMENT*

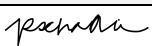
ADDRESS	60 Tip Road Nubeena		
CERTIFICATE OF TITLE	20508/1	LOT NUMBER	
FLOOR AREA refer to accompanying documentation			
Existing floor area (square metres):		Proposed floor area (square metres):	
CAR PARKING refer to accompanying documentation			
Number existing refer to accompanying documentation		Number proposed refer to accompanying documentation	

SITE CONTAMINATION*	
Have any potentially contaminating uses been undertaken on this site? (Refer to list provided on page 5)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
TASMANIAN HERITAGE OR ABORIGINAL HERITAGE REGISTER*	
Is this property on the Tasmanian Heritage or Aboriginal Heritage Register?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
VEGETATION REMOVAL*	
Does the proposal require any vegetation removal? If yes, provide details on the site plan.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
VALUE (mandatory field)	
Value of work (inc. GST)	\$ 466000 - _____


DECLARATION BY APPLICANT*

I/ we declare that the information given is a true and accurate representation of the proposed development; and I/ we am/ are liable for the payment of Council application processing fees, even in the event of the development not proceeding; and I/ we authorise Tasman Council to provide a copy of my documents relating to this application to any person for the purpose of assessment and public consultation and agree to arrange for the permission of the copyright owner of any part of this application to be obtained.	
SIGNATURE OF APPLICANT	
NAME OF APPLICANT (PLEASE PRINT)	c/o - Michela Fortini
DATE	23/07/25

DECLARATION IF APPLICANT IS NOT THE OWNER

I hereby declare that I am the applicant for the development at the address detailed in this application for a planning permit, and that I have notified the owner/s of the land for which I am making this application, in accordance with Section 52(1a) of the <i>Land Use Planning and Approvals Act 1993</i> .	
SIGNATURE OF APPLICANT	
NAME OF APPLICANT (PLEASE PRINT)	Michela Fortini
DATE	23/07/25
NAME/S OF OWNER/S NOTIFIED	Tasman Council
DATE	23/07/25

DECLARATION IF LAND IS COUNCIL OR CROWN LAND

If the land that is the subject of this application is owned or administered by either the Crown or Tasman Council, the consent of the Minister of the Crown or the General Manager of the Council, whichever is applicable, must be included here. This consent should be completed and signed by either the Minister, the General Manager of Tasman Council, or their delegate (as specified in Subsections 52(1d-1g) of the <i>Land Use Planning and Approvals Act 1993</i>).	
DECLARATION	I, <u>Blake Repine</u> being responsible for the administration of land at <u>60 Tip Road, Nubeena</u> declare that I have given permission for the making of this application.
SIGNATURE OF MINISTER/ GENERAL MANAGER	
DATE	24/07/2025

NON-RESIDENTIAL DEVELOPMENTS

Note: This section must be completed for all applications for non-residential uses, home occupations and domestic/ residential businesses or other managed/ commercial residential uses (e.g. hostel or motel).

no changes to existing hours of operation are proposed. please refer to planning report for further details.

HOURS OF BUSINESS			
CURRENT		PROPOSED	
Monday to Friday		Monday to Friday	
Saturday		Saturday	
Sunday		Sunday	
NUMBER OF EMPLOYEES			
CURRENT		PROPOSED	
Total Employees		Total Employees	
Employees on Site		Employees on Site	
PLANT/ MACHINERY			
Is there any large plant or machinery that would need to be installed or used on site such as refrigeration units and generators? (If yes, please list below the type of machinery and ensure location, dimensions etc are clearly marked on your plans.)			<input type="checkbox"/> Yes <input type="checkbox"/> No
OUTDOOR STORAGE/ SEATING/ NUMBER OF BEDS			
Is outdoor storage proposed? (If yes, please ensure that your plans show where the outdoor storage areas are and what type of goods are stored. This information will help us assess the impact of the proposal on the amenity.			<input type="checkbox"/> Yes <input type="checkbox"/> No
If you are proposing a night club, café or the like, what is the number of seats proposed including the capacity at any bar area?		Please ensure that the arrangements are shown on your plans. This information enables us to assess the car parking arrangements.	
If you are proposing a hotel, motel, visitor accommodation, hostel or the like, what is the number of beds proposed?		Please ensure the beds are clearly indicated on your plans. This information enables us to assess the car parking arrangements.	
GOODS DELIVERIES			
Will there be any goods deliveries to and from the site? (If yes, please estimate the number and type of vehicles and how often they will make trips.)			<input type="checkbox"/> Yes <input type="checkbox"/> No
Type and Size of Vehicle		Number of Vehicles on Site	
Trip Frequency per Month			

PLANNING PERMIT – APPLICATION CHECKLIST

To ensure that we can process your application as quickly as possible, please read the following checklist carefully to ensure that you have provided the following at the time of lodging the application. If you are unclear on any aspect of your application, please phone **(03) 6250 9200** to discuss or arrange an appointment concerning your proposal. Note that, in accordance with Section 54 of the *Land Use Planning and Approvals Act 1993*, Council may require additional information.

Please complete the below checklist

- ☒ **Completed Application Form**
 - All sections and filled out correctly and owner details match those listed on the title documents
 - Application form includes a detailed cost estimate of the proposal
- ☒ **Written Submission**
 - Description of the proposed development
 - Justification addressing the Performance Criteria (if applicable)
- ☒ **Title Documents**
 - Current copy of the Certificate of Title (Folio Plan and Text Page)
 - Copies of any restrictive covenants, easements, or other relevant documents.
- ☒ **Site Plan**
 - Drawn to scale
 - Shows the location of the proposed development
 - Includes existing structures, property boundaries, access points and any natural features (vegetation and waterways)
- ☒ **Floor Plan and Elevations**
 - Detailed floor plans of the proposed development
 - Elevations showing the height and external appearance
- ☐ **Stormwater and Servicing Plan**
 - Details on how stormwater will be managed on-site
 - Information about connections to utilities (water, sewer, electricity)
 - Elevations showing the height and external appearance
- ☒ **Landscaping Plan (if applicable)**
 - Details of existing vegetation to be retained or removed
- ☐ **Supporting Reports and Assessments (if applicable)**
 - Bushfire Hazard Management Plan and Report
 - Traffic Impact Assessment
 - Natural Values Assessment
 - Onsite Wastewater Assessment

Dated:

23/07/25

Signed:

 Type text here

Please note that application fees will be invoiced upon initial assessment.
Planning application assessment fees excluding subdivision assessment:

POTENTIALLY CONTAMINATING ACTIVITIES	
Agricultural Fertiliser Manufacture	Metal Founders
Asbestos Production and Manufacture	Metal Sprayers
Battery Manufacture and Recycling	Metal Treatments and Picklers
Chemical Manufacture or Formation	Mining and Extractive Industries
Defence Establishments and Training Areas	Pest Controllers (being areas where pest control chemicals are stored or vehicles and tanks used in connection with pest control are washed.)
Drum Reconditioning Wastes	Petroleum and Petrochemical Industries
Dry Cleaning Establishments	Pharmaceutical Manufacture or Formation
Electroplating	Printers
Explosives Production and Storage	Railway Yards
Fuel Depots and Storage Areas	Sanitary and Refining
Galvanisers	Scrap Yards
Gas Works	Service Stations
Gun, Pistol and Rifle Clubs	Smelting and Refining
Hazardous Waste Landfills	Tannery or Fellmongery or Hide Curing Works
Industrial Cleaners	Wood Treatment and Preservation Sites
Lime Burners	

SEARCH OF TORRENS TITLE

VOLUME 20508	FOLIO 1
EDITION 2	DATE OF ISSUE 15-Jul-2015

SEARCH DATE : 23-Jul-2025

SEARCH TIME : 11.37 AM

DESCRIPTION OF LAND

Parish of KOONYA, Land District of PEMBROKE

Lot 1 on Sealed Plan [20508](#)

Derivation : Part of Lot 17273 Gtd. to J. Wocanawich

Prior CT [4025/98](#)SCHEDULE 1[A851367](#) TRANSFER to TASMAN COUNCILSCHEDULE 2

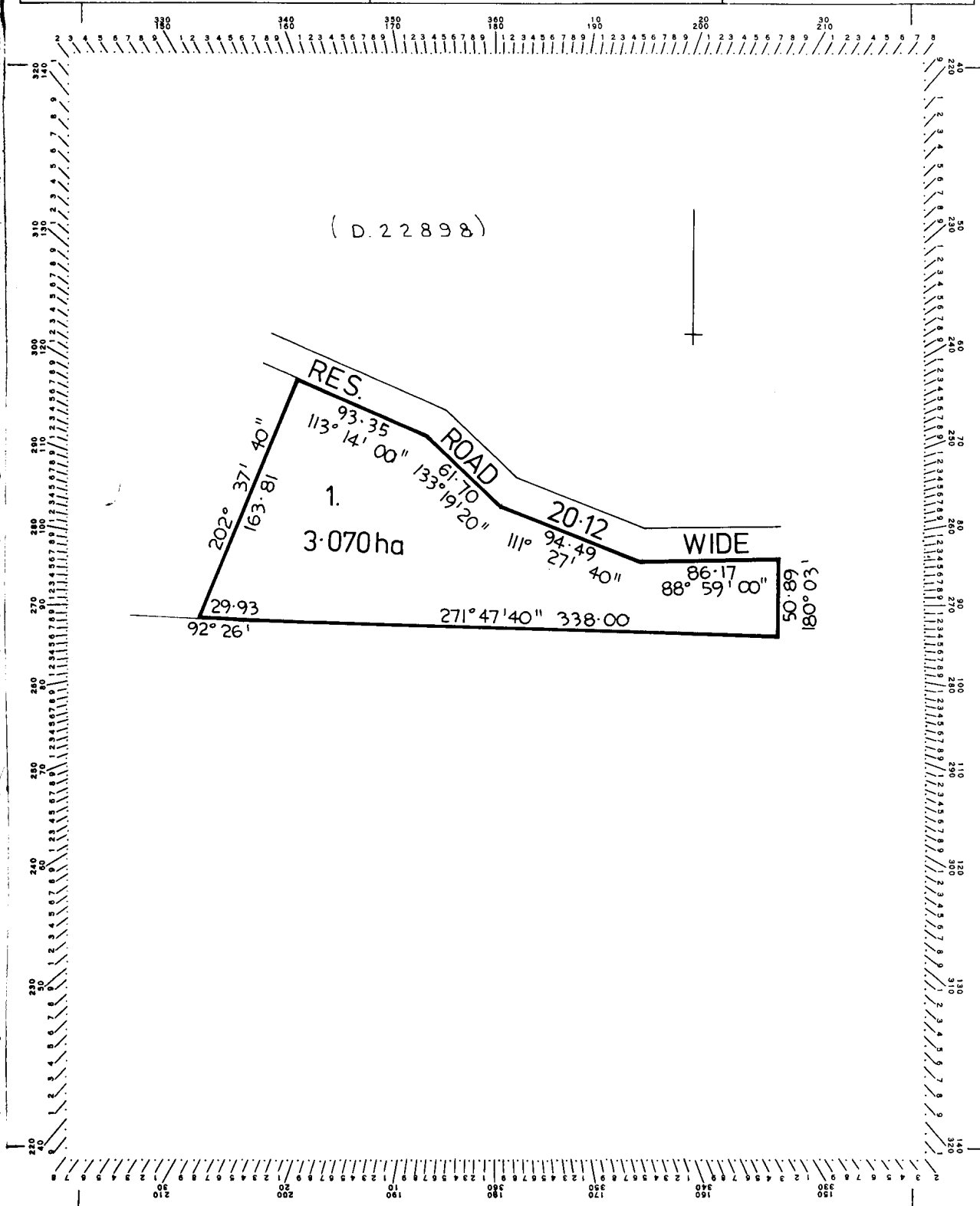
Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

20508

Owner: K. C. NYE & P. A. NYE	PLAN OF SURVEY by Surveyor D. J. MEAVOY of land situated in the	Registered Number: S. P 20508
Title Reference: CT. 2775-72	LAND DISTRICT OF PEMBROKE PARISH OF KOONYA	Approved Effective from: 10 JUN 1983
Grantee: PART OF 81-1-36 (LOT 17273) GTD TO JOHANNA WOCANAWICH	SCALE 1: 2500 MEASUREMENTS IN METRES	Recorder of Titles <i>E. R. Thang</i>



NUBEENA WASTE TRANSFER STATION



NUBEENA WASTE TRANSFER STATION

Development application

Last Updated - 23 July 2025

Author - Michela Fortini

Reviewed - Irene Duckett

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1. INTRODUCTION

Ireneinc Planning & Urban Design have been engaged by PEGS to provide a development application for use and development at the Nubeena Waste Transfer Station against the applicable provisions of the *Tasmanian Planning Scheme - Tasman*.

1.1 SITE

The site area comprises of the following titles and land tenure.

ADDRESS	TENURE
Nubeena Waste Transfer Station 60 Tip Rd Nubeena Tas 7184 CT 20508/1	Council Land
Tip Road Lot	Council Land

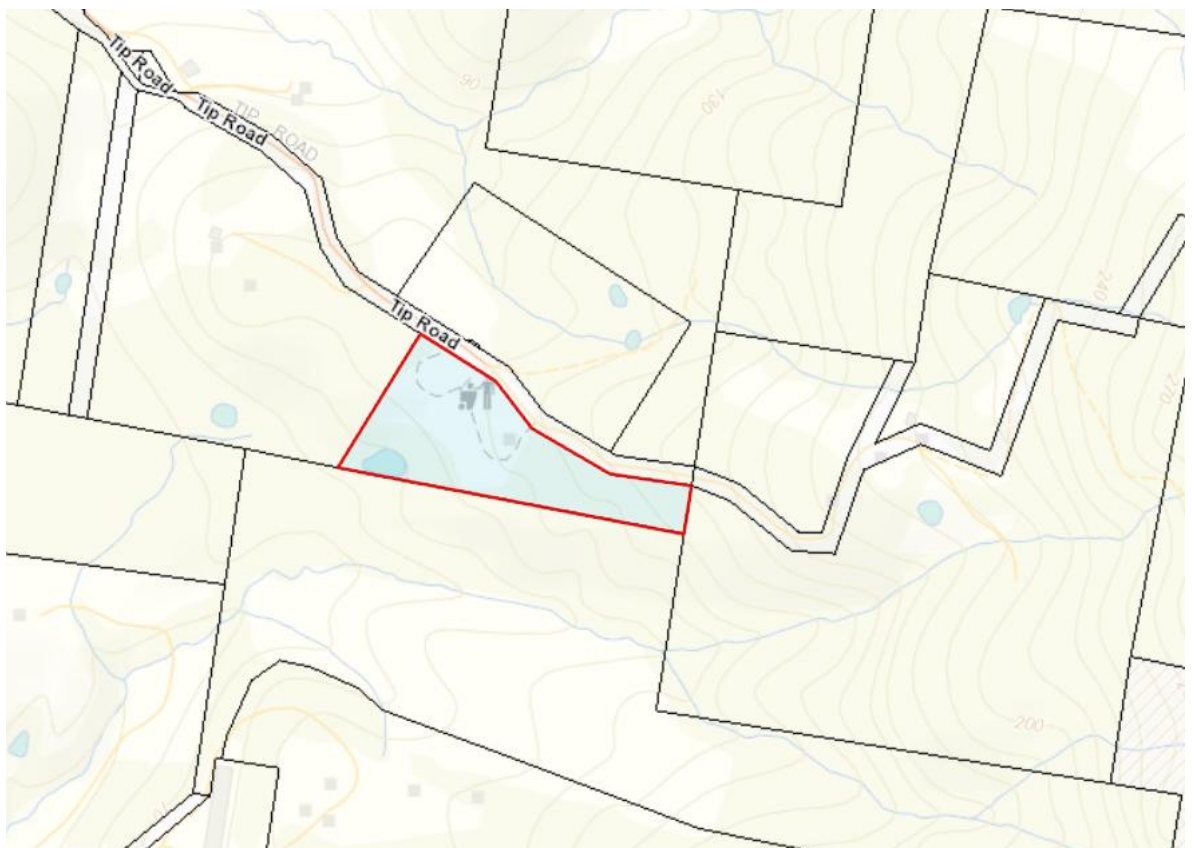


Figure 1: Extent of site outlined in red (source: the LISTmap, 2025).

The site is located at the end of Tip Road, just before the sealed surface transitions to gravel. It occupies an area of approximately 3 hectares.

A portion of the site has been cleared and is used for the primary waste-related activities. The remainder is densely vegetated with mature trees.

The cleared portion of the site operates as a waste transfer station, servicing a range of waste streams including recyclables, green waste, metals, oil and batteries, commercial and construction waste, tyres, and general household waste.

The current operating hours for the site are as follows:

- Tuesday: 9:00am - 1:00pm
- Wednesday: 9:00am - 1:00pm
- Saturday: 9:00am - 1:00pm
- Sunday: 12:00pm - 4:00pm

There does not appear to be any existing formalised parking across the site, however there is informal parking available around the driveway and circulation spaces.

1.2 PROPOSAL DESCRIPTION

The proposed project involves a redesign of the existing transfer station layout to accommodate the following development:

- New one-way loop internal driveway. The proposal also includes upgrades to the existing access point, along with the creation of an additional access to improve site circulation and enable separate entry and exit movements.
- Reconstruction and reconfiguration of existing retaining wall.
- A large shed that is to be divided into two areas, with 93 m² of the shed to be used as a tip shop, including office space and staff amenities. The remaining 92 m² shed is to operate as a Men's Shed.
- A 40 m² pergola-style roofed structure for hazardous waste storage (including oil tanks, paint, batteries).
- A 30 m² tyre storage area under a roofed pergola-style structure.
- Expanded recyclables storage areas (not roofed), including:
 - Approximately 600 m² for scrap metal
 - Approximately 600 m² for green waste
- A 10 m² concreted area allocated for whitegoods, unroofed.
- Concreted apron for general waste bins.
- Separate concreted apron for recycling bins, including glass and cardboard.
- Pedestrian circulation path around the western portion of the site.
- Parking for 12 parking spaces, including:
 - 3 temporary parking spaces
 - 1 DDA-compliant accessible space
 - 4 large reverse-in trailer spaces,
 - 4 standard car parking spaces.
- A 1.8 m high chain-link security fence with 2.4 m high posts, topped with three strands of barbed wire along the site frontage. The rear of the site will transition to a 0.9 m high ring-lock fence.

The remainder of the site is to be reserved for vegetation remediation works in future.

The facility is expected to retain its classification as a Level 1 activity under the Environmental Management and Pollution Control Act 1994 (EMPCA). Based on current and projected usage, the total material throughput is anticipated to remain within Category 1 thresholds for at least the next 20 years.

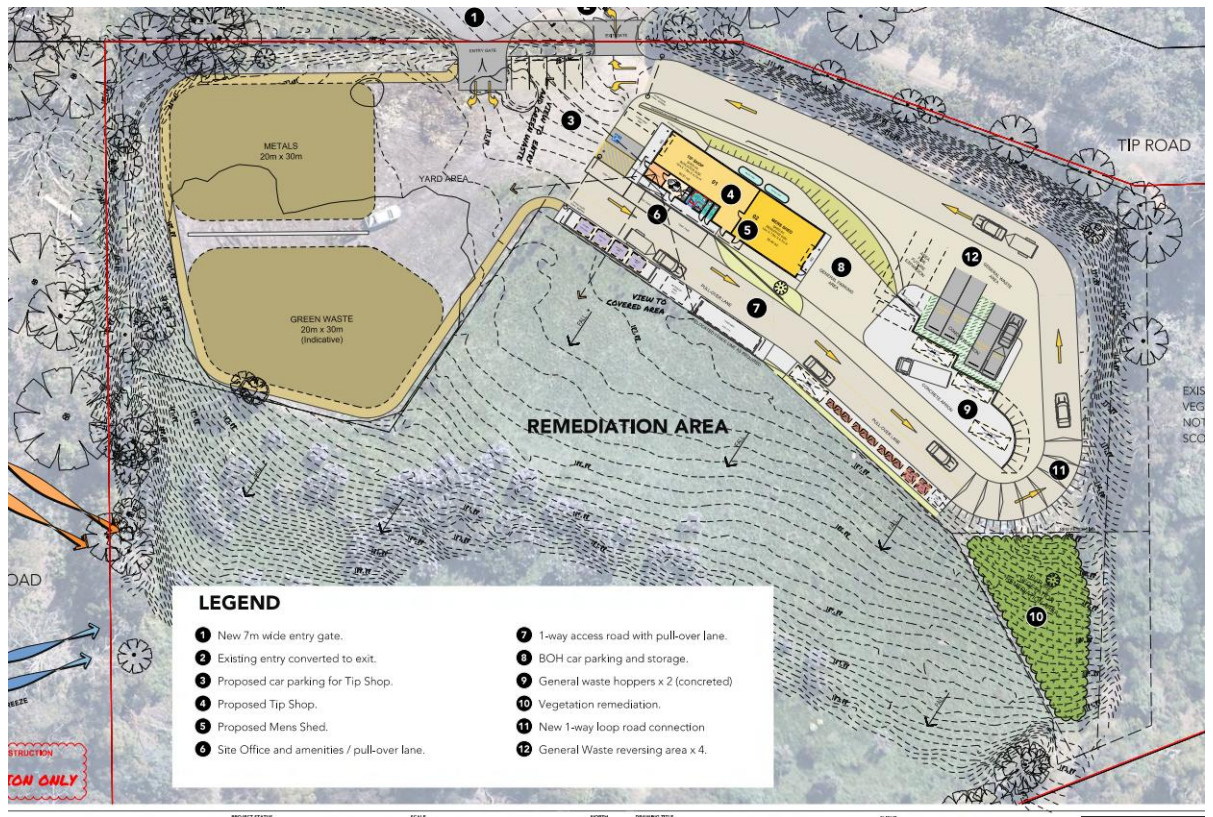


Figure 2: indicative plan layout (source: PEGS 2025)

1.2.1 Works within the Road Reservation

The existing access will be upgraded to a formal egress, concreted to 6m wide at the site boundary and widening to approximately 9m at the road frontage. Gates are proposed, swinging outward onto the Council Road Reserve.

A new ingress is proposed to enable one-way entry and exit, located along the turning bulb of the road. This will be a concrete crossover with a maximum width of 11m. No gates are proposed within the road reservation, as these will swing into the site area.

2. PLANNING SCHEME PROVISIONS

The use and development proposed is within the area of the *Tasmanian Planning Scheme - Tasman*. The following section details the relevant and applicable provisions of the planning scheme.

2.1 USE CLASSIFICATION

The use of the land for recyclables collection and a tip shop falls under the broader use class if recycling and waste disposal, defined as:

use of land to collect, dismantle, store, dispose of, recycle or sell used or scrap material. Examples include a recycling depot, refuse disposal site, scrap yard, vehicle wrecking yard and waste transfer station.

A waste transfer station is specifically defined by the scheme as:

means use of land to receive and temporarily store waste before it is removed elsewhere and includes a container refund point, excluding a bag drop refund point, a container refund machine, an over the counter refund point and a pop-up refund point.

Associated facilities, such as the office facilities and men's shed, may also be categorised within the recycling and waste disposal use class provided that:

6.2.2 A use or development that is directly associated with and a subservient part of another use on the same site must be categorised into the same Use Class as that other use.

Clause 6.2.2 states that a use or development that is directly associated with and a subservient part of another use on the same site must be categorised into the same Use Class as that other use. In this case, both the office facilities and the Men's Shed are considered subservient to and directly associated with the primary use of the site as a Tip Shop and Waste Transfer Station. The office facilities are necessary for the administration and management of the operations on site, including oversight of recycling, staff coordination, and site safety. They do not function as an independent or unrelated commercial or administrative use, but rather support the primary waste and recycling activities on the site.

Similarly, the Men's Shed is intended to support the waste minimisation and resource recovery aims of the site by repairing, reusing, and repurposing materials collected through the tip shop. It contributes to extending the life of materials and reducing waste to landfill, in line with the purpose of the site. As it operates in conjunction with and in support of the broader waste and recycling functions of the facility, it is not considered a separate or unrelated community use. Accordingly, in line with Clause 6.2.2, both the office and the Men's Shed form part of the same use class as the Tip Shop and are appropriately categorised within that primary use.

2.2 ZONES

The site area is within following zone:

-  Utilities Zone



Figure 3: Zoning map (source: the LISTmap, 2025).

2.3 UTILITIES ZONE

The purpose of the Utilities Zone is as follows:

- 26.1.1 *To provide land for major utilities installations and corridors.*
- 26.1.2 *To provide for other compatible uses where they do not adversely impact on the utility.*

A waste transfer station is a defined utility installation under the planning scheme and constitutes critical infrastructure for the collection, sorting, and onward movement of municipal waste and recyclables. Its function directly aligns with the intent of the zone by facilitating an essential public service at a regional scale.

The proposal does not introduce any incompatible uses and is not expected to adversely impact other utility infrastructure. The waste transfer station is appropriately located, designed, and managed to ensure it functions independently of, and without interference to, other utilities. It supports the broader infrastructure network by enabling efficient waste handling and minimisation, and is considered a compatible and intended use within the Utilities Zone.

2.3.1 Utilities Zone Use Table

The Men's Shed and the tip shop office facilities are considered ancillary to the primary use class of Recycling and Waste Disposal, which is a permitted use within the Utilities Zone. It is anticipated

the Mens Shed might present opportunity for increased resource recovery through value adding or re-purposing some recovered items.

2.3.2 Utilities Zone - Use Standards

26.3.1 All uses

Objective: *That uses do not cause an unreasonable loss of residential amenity to residential zones.*

A1

Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone must be within the hours of:

- (a) 7.00am to 9.00pm Monday to Saturday; and
- (b) 8.00am to 9.00pm Sunday and public holidays

RESPONSE:

The current hours of operation for the site fall within the prescribed timeframes.

The proposal is not within 50m of any residential zone, and will not likely impact amenity of the zones should hours exceed the acceptable solutions.

A2

External lighting for a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must:

- (a) not operate within the hours of 11.00pm and 6.00am, excluding any security lighting; and
- (b) if for security lighting, be baffled so that direct light does not extend into the adjoining property.

RESPONSE:

Not applicable as proposal is over 500m away from nearest residential zone.

A3

Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must be within the hours of:

- (a) 7.00am to 9.00pm Monday to Saturday; and
- (b) 8.00am to 9.00pm Sunday and public holidays.

RESPONSE:

Not applicable as proposal is over 400m away from nearest residential zone.

The following provision will not apply:

- 26.3.2 Discretionary uses

2.3.3 Utilities Zone - Development standards

26.4.1 Building height

Objective: *To provide for a building height that:*

- (a) is necessary for the operation of the use; and*
- (b) minimises adverse impacts on adjoining properties and the visual character of the area.*

A1

Building height must be not more than:

- (a) 10m; or*
- (b) 15m if for a structure, such as a tower, pole or similar.*

RESPONSE:

The height of the men's shed/tip shop shed is 4.5m from proposed ground level and 4.1m from NGL.

The height of the roofed area for hazardous waste and white goods is 3m from proposed ground level and 3.2m from NGL.

A2

Building height, excluding a structure such as a tower, pole or similar:

- (a) within 10m of an adjoining property in a General Residential Zone, Low Density Residential Zone or Rural Living Zone, must be not more than 8.5m; or*
- (b) within 10m of an adjoining property in an Inner Residential Zone, must be not more than 9.5m.*

RESPONSE:

The building is not within proximity to any residential zones, therefore this provision is not applicable.

26.4.2 Setbacks

Objective: *That building setbacks are:*

- (a) compatible with the character of the surrounding area; and*
- (b) does not cause an unreasonable loss of amenity to adjoining properties.*

A1

Buildings, excluding a structure such as a tower, pole or similar, must have a setback from all boundaries of not less than:

- (a) 5m; or*
- (b) an existing building on the lot.*

RESPONSE:

No buildings are proposed within 5m of all boundaries.

A2

Air extraction, refrigeration systems, compressors or generators must be separated a distance of not less than 10m from a General Residential Zone, Inner Residential Zone, Low Density Residential Zone and Rural Living Zone.

RESPONSE:

The building is not within proximity to any residential zones, therefore this provision is not applicable.

26.4.4 Outdoor storage areas

Objective: *That outdoor storage areas do not detract from the appearance of the site or surrounding area.*

A1

Outdoor storage areas, excluding any goods for sale, must not be visible from any road or public open space adjoining the site.

P1

Outdoor storage areas, excluding any goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.

RESPONSE:**P1**

Most outdoor storage areas are positioned to the rear of the buildings and driveway, limiting visibility from the road. The most visually exposed area is the proposed metal storage zone near the frontage. While formal screening is not currently provided, security fencing can be fitted with shade cloth if required to further reduce visibility. In addition, established mature vegetation along the frontage offers some natural screening. Given the rural character of the surrounding area and the low traffic volumes associated with the no-through road, any visual impact is considered minimal and does not result in an unreasonable loss of visual amenity.



Figure 4: Extent of mature vegetation along a portion of the site frontage (source: googlemaps, 2025).

The fencing around the site is for security purposes, and is considered to satisfy the following exemption:

4.6.5 *Fences for security purposes, if it is located:*

- (a) *within the Light Industrial Zone, General Industrial Zone, Port and Marine Zone or Utilities Zone or at an airport and is not more than a height of 2.8m above existing ground level;*

2.4 POTENTIALLY CONTAMINATED LAND CODE

This code applies to land used for potentially contaminating activities. While the site is not currently mapped as potentially contaminated, it is acknowledged that certain activities undertaken on-site—such as battery recycling and metal scrap storage—may fall within the scope of this code. As such, assessment against the provisions has not been provided at this stage, but it is noted that Council may request further information to confirm compliance if deemed necessary.

2.5 BUSHFIRE PRONE AREA CODE

The entire site is subject to the Bushfire Prone Area Code, which applies to subdivisions, and to hazardous or vulnerable uses.

A hazardous use is defined by the scheme as:

means a use where:

- (a) *hazardous chemicals of a manifest quantity are stored on a site; or*

On the assumption that the maximum volume of waste oil stored onsite will be limited to 1,500 L primarily comprising used engine oil, this is well below the manifest quantity threshold of 10,000 L, as defined under Schedule 11 of the Work Health and Safety Regulations 2012 (Tas). Similarly, the designated battery storage area, approximately 5 m² in size, is expected to contain quantities well below the applicable manifest thresholds for hazardous chemicals, including Class 8 corrosive

substances (5,000 L), Class 4 flammable or reactive solids (50-250 kg), and Class 9 miscellaneous dangerous goods (10,000 L). As such, the proposal does not exceed any manifest quantity thresholds and does not trigger additional obligations under the WHS Regulations.

Accordingly, the proposal does not exceed the manifest quantity threshold and is not classified as a hazardous chemical use.

Assessment against bushfire hazard provisions is not required under this assumption.

2.6 PARKING AND SUSTAINABLE TRANSPORT CODE

This code applies to all use and development.

2.6.1 Use Standards

C2.5.1 Car parking numbers

Objective: *That an appropriate level of car parking spaces are provided to meet the needs of the use.*

A1

The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if:

- (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;*
- (b) the site is contained within a parking precinct plan and subject to Clause C2.7;*
- (c) the site is subject to Clause C2.5.5; or*
- (d) it relates to an intensification of an existing use or development or a change of use where:*
 - (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or*
 - (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:*

$$N = A + (C - B)$$

N = Number of on-site car parking spaces required

A = Number of existing on site car parking spaces

B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1

C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.

P1.1

The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:

- (a) the availability of off-street public car parking spaces within reasonable walking distance of the site;*
- (b) the ability of multiple users to share spaces because of:*
 - (i) variations in car parking demand over time; or*

- (ii) *efficiencies gained by consolidation of car parking spaces;*
- (c) *the availability and frequency of public transport within reasonable walking distance of the site;*
- (d) *the availability and frequency of other transport alternatives;*
- (e) *any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;*
- (f) *the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;*
- (g) *the effect on streetscape; and*
- (h) *any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.*

P1.2

The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:

- (a) *the nature and intensity of the use and car parking required;*
- (b) *the size of the dwelling and the number of bedrooms; and*
- (c) *the pattern of parking in the surrounding area.*

RESPONSE:

Under Clause C2.5.1 A1, the standard parking rate for a Recycling and Waste Disposal use is:

- *1 space per 500m² of site area, plus*
- *1 space per employee.*

Although the total site area is 3.067 ha, the functionally useable area for the use is approximately 7,000 m², with the majority of the site being steep and vegetated. Based on this usable area, the parking requirement equates to roughly 14 spaces, plus an additional 2-3 spaces for staff.

Clause C2.5.1(d) provides an alternative calculation method for developments that constitute an intensification of an existing use. The proposed upgrades—particularly the addition of a tip shop and Men’s Shed—are considered to fall within this category.

Currently, the site does not contain any formalised parking, with vehicle parking occurring informally along the internal driveway. While approximately 10 vehicles can be accommodated within the existing driveway apron, these informal spaces have not been included in the formal assessment.

Applying the alternative calculation method:

A = 0 (existing formal spaces)

B = 17 (spaces required for existing use)

C = 17 (spaces required for proposed use)

$N = A + (C - B) = 0 + (17 - 17) = 0$

The number of additional on-site car parking spaces required (N) is 0.

Nonetheless, 12 parking spaces are provided to bring the site into greater conformity with the requirements of the scheme:

- 3 temporary parking spaces

- 1 DDA-compliant accessible space
- 4 large reverse-in trailer spaces,
- 4 standard car parking spaces.

The proposal is considered to comply with the acceptable solutions.

C2.5.2 Bicycle parking numbers

Objective: *That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.*

A1

Bicycle parking spaces must:

- (a) *be provided on the site or within 50m of the site; and*
- (b) *be no less than the number specified in Table C2.1.*

P1

Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:

- (a) *the likely number of users of the site and their opportunities and likely need to travel by bicycle; and*
- (b) *the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.*

RESPONSE:

No bicycle parking is generated by the proposal.

C2.5.3 Motorcycle parking numbers

Objective: *That the appropriate level of motorcycle parking is provided to meet the needs of the use.*

A1

The number of on-site motorcycle parking spaces for all uses must:

- (a) *be no less than the number specified in Table C2.4; and*
- (b) *if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.*

P1

Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:

- (a) *the nature of the proposed use and development;*
- (b) *the topography of the site;*
- (c) *the location of existing buildings on the site;*
- (d) *any constraints imposed by existing development; and*
- (e) *the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.*

Motorcycle parking spaces are generated at a rate of:

- 1 space for first 40 car parking spaces required, then 1 space after every 20 spaces after that.

The proposal is considered an intensification of an existing use, and as such, under Clause C2.5.1 A1(d) whereby the parking generation for the proposal is 0, no motorcycle parking is generated.

The following provisions are not applicable:

- C2.5.4 Loading Bays
- C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone

2.6.2 Development Standards

C2.6.1 Construction of parking areas

Objective: *That parking areas are constructed to an appropriate standard.*

A1

All parking, access ways, manoeuvring and circulation spaces must:

- be constructed with a durable all weather pavement;*
- be drained to the public stormwater system, or contain stormwater on the site; and*
- excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.*

P1

All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to:

- the nature of the use;*
- the topography of the land;*
- the drainage system available;*
- the likelihood of transporting sediment or debris from the site onto a road or public place;*
- the likelihood of generating dust; and*
- the nature of the proposed surfacing*

RESPONSE:

A1

The section of the driveway leading to the site accesses will be constructed using durable, all-weather pavement to ensure reliable vehicle entry and exit under all conditions. The remainder of the internal access roads and circulation areas will be surfaced with compacted FCR/gravel, consistent with the existing site conditions. Assessment against the performance criteria is therefore required.

P1

While the driveway and circulation spaces will continue to be surfaced with gravel, this treatment is able to satisfy the performance criteria as follows:

- a) The site operates as a waste transfer station, which involves low-volume, low-speed vehicle movements. Gravel surfacing is suitable for this type of rural, utilitarian use.
- b) The provision of retaining walls ensures that the roads and circulation spaces are able to be relatively flat, reducing the risk of erosion or surface instability.
- c) Drainage will be managed through appropriate grading and surface treatment to prevent ponding or runoff issues.
- d) Given the site's established use, the construction of the access interface with the road in durable all-weather pavement, and the fact that the adjoining road to the east is also gravel, there is minimal risk of sediment or debris being transported off-site.
- e) The site has long operated with gravel surfaces without dust-related complaints. Dust levels are expected to remain manageable due to the low frequency of vehicle movements and the site's location away from sensitive receptors.
- f) The gravel surface is durable, low-maintenance, and appropriate for the type of vehicles and usage anticipated on site. It provides a practical, all-weather solution without unnecessary hard surfacing.

C2.6.2 Design and layout of parking areas

Objective: *That parking areas are designed and laid out to provide convenient, safe and efficient parking.*

A1.1

Parking, access ways, manoeuvring and circulation spaces must either:

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

A1.2

Parking spaces provided for use by persons with a disability must satisfy the following:

- (a) *be located as close as practicable to the main entry point to the building;*
- (b) *be incorporated into the overall car park design; and*
- (c) *be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.³⁵*

P1

All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:

- (a) *the characteristics of the site;*
- (b) *the proposed slope, dimensions and layout;*
- (c) *useability in all weather conditions;*
- (d) *vehicle and pedestrian traffic safety;*
- (e) *the nature and use of the development;*
- (f) *the expected number and type of vehicles;*
- (g) *the likely use of the parking areas by persons with a disability;*
- (h) *the nature of traffic in the surrounding area;*
- (i) *the proposed means of parking delineation; and*
- (j) *the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off--street commercial vehicle facilities.*

RESPONSE:

A1

b) Most parking spaces and accessways will be designed to comply with the relevant Australian Standards. The width and length of each space can be finalised to meet the dimensional requirements of AS 2890.1: Off-street car parking. The layout provides for one-way circulation with forward entry and exit, in accordance with the standard's requirements for facilities with more than four spaces.

The DDA-compliant parking space is located near the main building entry, consistent with Clause 2.2 of AS/NZS 2890.6:2009. It is connected to the building via a 1.5 m wide path with a compliant gradient of 1:14. While AS 2890.1 requires that parking spaces be delineated by line marking, bollards, or similar, this can be provided as part of the detailed design.

The DDA space is not currently line-marked and does not include a dedicated shared zone; however, the available access width at the rear of the space is considered sufficient to accommodate the additional length and clearance typically required, while still allowing safe vehicle movement within the internal road network.

As the DDA space is not proposed to be constructed with an impervious surface, full compliance with AS/NZS 2890.6:2009 cannot be demonstrated. As such, assessment against the performance criteria is required.

P1

a) The site is a large, rural allotment at the end of a no-through gravel road and currently operates as a Waste Transfer Station. It features a cleared, relatively level working area with ample space for internal vehicle circulation. The design reflects a low-traffic, utilitarian site where high-speed vehicle movement is not anticipated.

b) The proposed layout accommodates forward entry and exit through a one-way loop system, reducing conflict between vehicles. The site has been graded appropriately to provide level parking areas, and all turning spaces appear capable of accommodating the proposed vehicles. While dimensions are not all annotated on plan, the design can meet the minimum requirements of AS 2890.1 for cars and AS 2890.2 for reverse-in trailer bays.

c) The primary accessways and egress points are to be sealed with durable pavement. Internal circulation and parking areas are to remain gravel, which is considered acceptable for a rural low-volume site. While not impervious, these areas will be compacted and maintained to remain

stable and trafficable in all weather conditions. Dust and erosion will be managed through grading and site maintenance practices.

d) The one-way loop system reduces the risk of conflict points. A 1.5 m wide accessible pedestrian path connects the DDA space to the main building, supporting safe access. Vehicle reversing is limited to the dedicated trailer bays, where low-speed movement is expected. Parking areas are offset from bin zones and pedestrian movement paths where possible.

e) The site functions as a public Waste Transfer Station with ancillary operations (tip shop and Men's Shed). The proposal supports low-to-moderate volumes of private vehicles and trailers. The design is appropriate to the scale, frequency, and informal nature of the development's use.

f) Expected users include domestic vehicles (cars, utes, and small trailers) with occasional light commercial vehicles. This is reflected in the mix of parking types: standard car spaces, trailer bays, a DDA space, and temporary overflow areas. Vehicle types do not require high-clearance or heavy-duty treatments.

g) One DDA-compliant space is located near the tip shop entry, connected by an accessible path with a compliant 1:14 gradient. While the space is not fully sealed or line-marked at this stage, the layout allows for the required clearance. A compliant surface and markings can be incorporated during construction to meet AS/NZS 2890.6:2009.

h) Tip Road is a low-speed, no-through gravel road that services only the Waste Transfer Station and a small number of rural properties. Background traffic volumes are very low, and the additional access point proposed does not impact on any high-volume or high-risk intersections.

i) Line marking/bollards are provided to clearly delineate spaces, particularly for the accessible bay and trailer bays.

j) The design intent is to comply with AS 2890.1:2004 and AS 2890.2:2002 where relevant. The site layout, circulation width, and parking types indicate the space can comply with minimum standards.

C2.6.3 Number of accesses for vehicles

Objective: That:

(a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;

(b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and

(c) the number of accesses minimise impacts on the streetscape.

A1

The number of accesses provided for each frontage must:

(a) be no more than 1; or

**(b) no more than the existing number of accesses,
whichever is the greater.**

P1

The number of accesses for each frontage must be minimised, having regard to:

(a) any loss of on-street parking; and

-
- (b) *pedestrian safety and amenity;*
 - (c) *traffic safety;*
 - (d) *residential amenity on adjoining land; and*
 - (e) *the impact on the streetscape.*
-

RESPONSE:

The proposal includes the construction of an additional access, resulting in two site accesses. As such, assessment against the relevant performance criteria is required.

P1

a) The proposed additional access is located at the terminus of a no-through local road, within a bulb-head turning area. Whilst the road continues beyond the site, it is gravel and services a handful of residential properties before terminating. There is no formalised on-street parking in this location, and informal roadside parking is minimal and infrequently used. The additional access will not displace any on-street parking spaces, nor will it compromise the use of the turning head by service or emergency vehicles. As such, there is no anticipated loss of on-street parking as a result of the proposal.

b) The site is located in a rural area characterised by large lots and low-density development. Pedestrian activity in the area is extremely limited and typically confined to users of the waste transfer station.

c) The additional access is located at the end of Tip Road, a local sealed road which transitions into a gravel surface past the subject site. This portion of the road exclusively services the waste transfer station and a small number of rural properties. Traffic volumes in this area are low and generally associated with local access only. The second access is proposed to improve internal site circulation and traffic management, allowing for separation of entry and exit points, thereby enhancing safety for both the public and staff. The configuration has been designed to reduce internal vehicle conflict and improve overall operational efficiency.

d) The land surrounding the subject site is zoned Rural. The immediate adjoining lots are large, low-density rural holdings and bushland. As such, the proposal will not result in any unreasonable impact on residential amenity. No increase in noise, traffic, or visual intrusion is expected beyond the existing baseline associated with the site's long-established use as a waste facility.

e) The proposed additional access is located at the end of a local road and will have limited, if any, visibility from the broader public realm. The area is already highly modified, with the presence of the waste transfer station and gravel roads forming the dominant visual character. The minor increase in driveway infrastructure is in keeping with the utilitarian function of the site and will not result in any detrimental visual impacts or changes to the streetscape character.

A2

Within the Central Business Zone ...

RESPONSE:

A2

Not applicable.

C2.6.5 Pedestrian access

Objective: *That pedestrian access within parking areas is provided in a safe and convenient manner.*

A1.1

Uses that require 10 or more car parking spaces must:

- (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:*
 - (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or*
 - (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and*
- (b) be signed and line marked at points where pedestrians cross access ways or parking aisles.*

A1.2

In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.

P1

Safe and convenient pedestrian access must be provided within parking areas, having regard to:

- (a) the characteristics of the site;*
- (b) the nature of the use;*
- (c) the number of parking spaces;*
- (d) the frequency of vehicle movements;*
- (e) the needs of persons with a disability;*
- (f) the location and number of footpath crossings;*
- (g) vehicle and pedestrian traffic safety;*
- (h) the location of any access ways or parking aisles; and*
- (i) any protective devices proposed for pedestrian safety.*

RESPONSE:

A1.1

The proposal represents an intensification of the existing use. In accordance with Clause C2.5.1 A1(d), the development does not generate a requirement for additional parking spaces. As such, the provision of new pedestrian pathways is not triggered under this clause.

A1.2

In relation to Clause A1.2, a concrete pathway is provided around the tip shop to connect to the accessible parking space. This pathway is 1.5 m wide and designed to comply with the required maximum gradient of 1:14.

The following provisions will not be applicable:

- C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone
- C2.6.6 Loading bays

- C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone
- C2.6.8 Siting of parking and turning areas
- C2.7.1 Parking precinct plan

2.7 ROAD AND RAILWAY ASSETS CODE

This code applies to developments that generate increased vehicle traffic to a site or require the construction of a new vehicle or rail crossing.

2.7.1 Use Standards

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

Objective: *To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.*

A1.1

For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:

- (a) *a new junction;*
- (b) *a new vehicle crossing; or*
- (c) *a new level crossing.*

A1.2

For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.

A1.3

For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.

A1.4

Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:

- (a) *the amounts in Table C3.1; or*
- (b) *allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road.*

A1.5

Vehicular traffic must be able to enter and leave a major road in a forward direction.

P1

RESPONSE:

A1.1

Not applicable as Tip Road is not a category 1 road.

A1.2

General Managers consent is sought as part of this application.

A1.3

Not applicable.

A1.4

As the site's use remains unchanged and the redevelopment optimises existing areas, vehicle movements are not expected to change significantly and are anticipated to increase by less than 20% from current levels.

A1.5

Not applicable as Tip Road is not a major road. Nonetheless, all traffic will be able to enter and leave in a forward direction.

2.7.2 Development Standards

The following provisions are not applicable:

- C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area

2.8 ATTENUATION AREA

This code applies to attenuating activities listed in Tables C9.1 and C9.2. A waste transfer station is a level 1 activity, has an attenuation distance of 150m for emissions such as odour, noise, dust, light pollution and disease vectors.

However, the following exemption is applicable.

C9.2.2 The code does not apply to attenuation areas between the activities listed in Tables C9.1 and C9.2 where those activities occur within the Light Industrial Zone, General Industrial Zone, Port and Marine Zone, and Utilities Zone.

The provisions of this code are therefore not applicable.

2.9 NATURAL ASSETS CODE

The site is subject to the priority vegetation area overlay as demonstrated below:

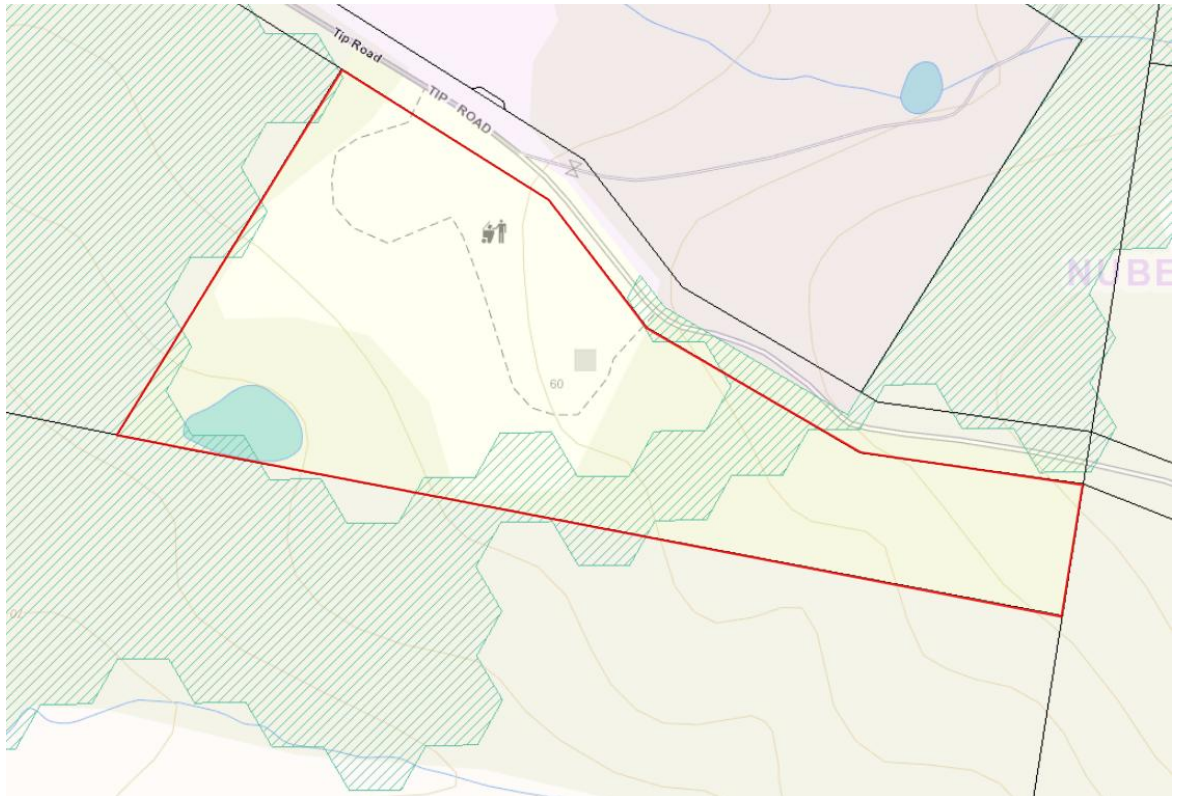
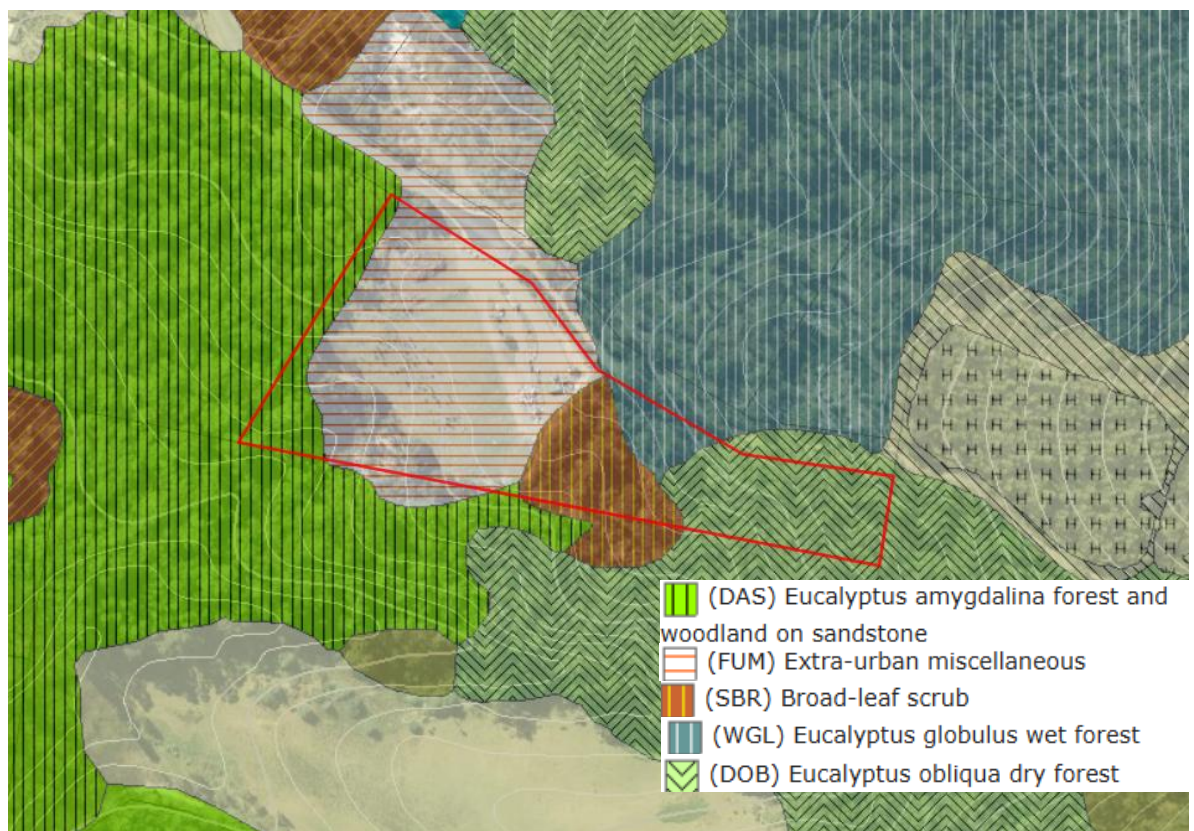


Figure 5: Priority Vegetation overlay (hatched green lines) (source: the listmap, 2025).

The following vegetation communities are observed onsite:



All works are confined to the existing developed and cleared areas of the site. No works or vegetation clearance are proposed within the extent of the Priority Vegetation Overlay. Instead, this area has been identified on the plans as a future vegetation remediation zone.

The provisions of this code are therefore not applicable.

2.10 LANDSLIP HAZARD CODE

A portion of the cleared area onsite is subject to the low hazard landslip overlay.

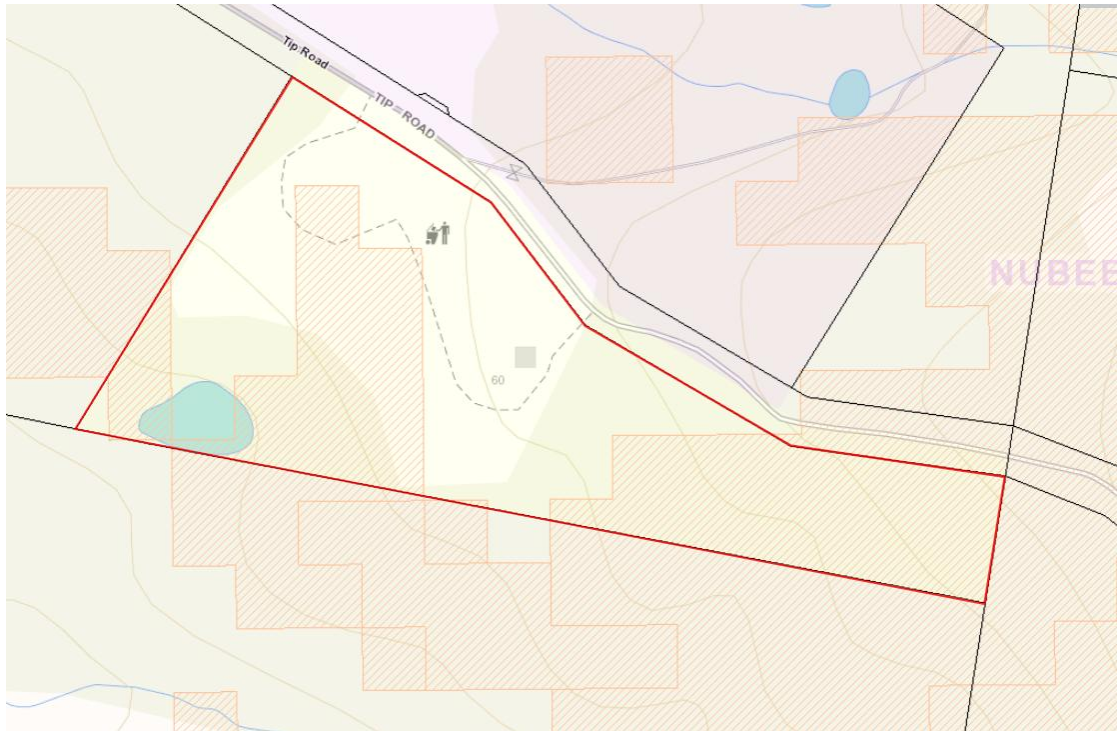


Figure 6: landslide hazard code (orange hatched lines) (source: the LISTmap, 2025)

The majority of the proposed works are located outside the identified landslip hazard area, with the exception of a small portion of the storage area for waste oil/batteries. The following exemptions under the relevant planning provisions are considered applicable to this minor incursion:

C15.4.1 *The following use or development is exempt from this code:*

(a) use of land within a low or medium landslip hazard band, excluding for a critical use, hazardous use or vulnerable use;

...

(c) use of land for:

(i) Natural and Cultural Values Management;

(ii) Passive Recreation;

(iii) Resource Development; or

(iv) Utilities;

xxx

(d) development on land within a low or medium landslip hazard band that requires authorisation under the Building Act 2016;

The use and development is therefore considered to be exempt from requiring assessment of the Landslip hazard code provisions.

3. CONCLUSION

The proposal seeks to upgrade the existing Waste Transfer Station at 60 Tip Road, Nubeena, incorporating ancillary uses including a men's shed, tip shop, and office amenities. The site is zoned Utilities under the Tasmanian Planning Scheme - Tasman, where a waste transfer station is a permitted use.

The site is affected by several planning overlays, including the Bushfire-Prone Areas Code, Attenuation Code, Natural Assets Code, and Landslip Hazard Code. Where applicable, the proposal is capable of complying with the relevant standards or qualifies for exemption.

Overall, the proposal represents a logical and low-impact intensification of an existing use, with improved functionality and community benefit, while remaining consistent with the intent of the zone and relevant provisions of the planning scheme.

DRAFT PACKAGE FOR REVIEW 17/07/2025

NUBEENA WASTE TRANSFER STATION
60 TIP ROAD, NUBEENA

DRAWING REGISITER - DESIGN PACKAGE FOR PERMIT APPROVAL

Site Drawings

DA_000	DRAWING REGISTER	NTS
DA_001	LOCALITY PLAN	1:5000
DA_002	EXISTING SITE CONTEXT	1:2000
DA_003	SITE FEATURE SURVEY (BY OTHERS)	-
DA_004	EXISTING LAYOUT, FEATURES & DEMO PLAN	1:500
DA_005	EXISTING SITE PHOTOS	NTS
DA_006	PROPOSED DESIGN RESPONSE	1:500
DA_007	EXISTING & PROPOSED COMPARISON	1:500
DA_008	PROPOSED SITE SECTIONS	1:200

Proposed Floor Plans

DA_101	PROPOSED MASTER PLAN	1:500
DA_102	PROPOSED GROUND FLOOR PLAN	1:250
DA_103	PROPOSED LEVEL ROOF PLAN	1:250
DA_104	PROPOSED BUILDING FLOOR PLAN	1:100
DA_105	PROPOSED BUILDING ROOF PLAN	1:100

Building Elevations

DA_201	PROPOSED BUILDING ELEVATIONS	1:100
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NOT FOR CONSTRUCTION

INFORMATION ONLY

NUBEENA WASTE TRANSFER STATION

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PROJECT STATUS

DEVELOPMENT APPLICATION

DATE	REVISION	[04]
JULY 2025	17/07/25	

SCALE

NORTH

DRAWING TITLE

DRAWING REGISTER
DRAWING NUMBER

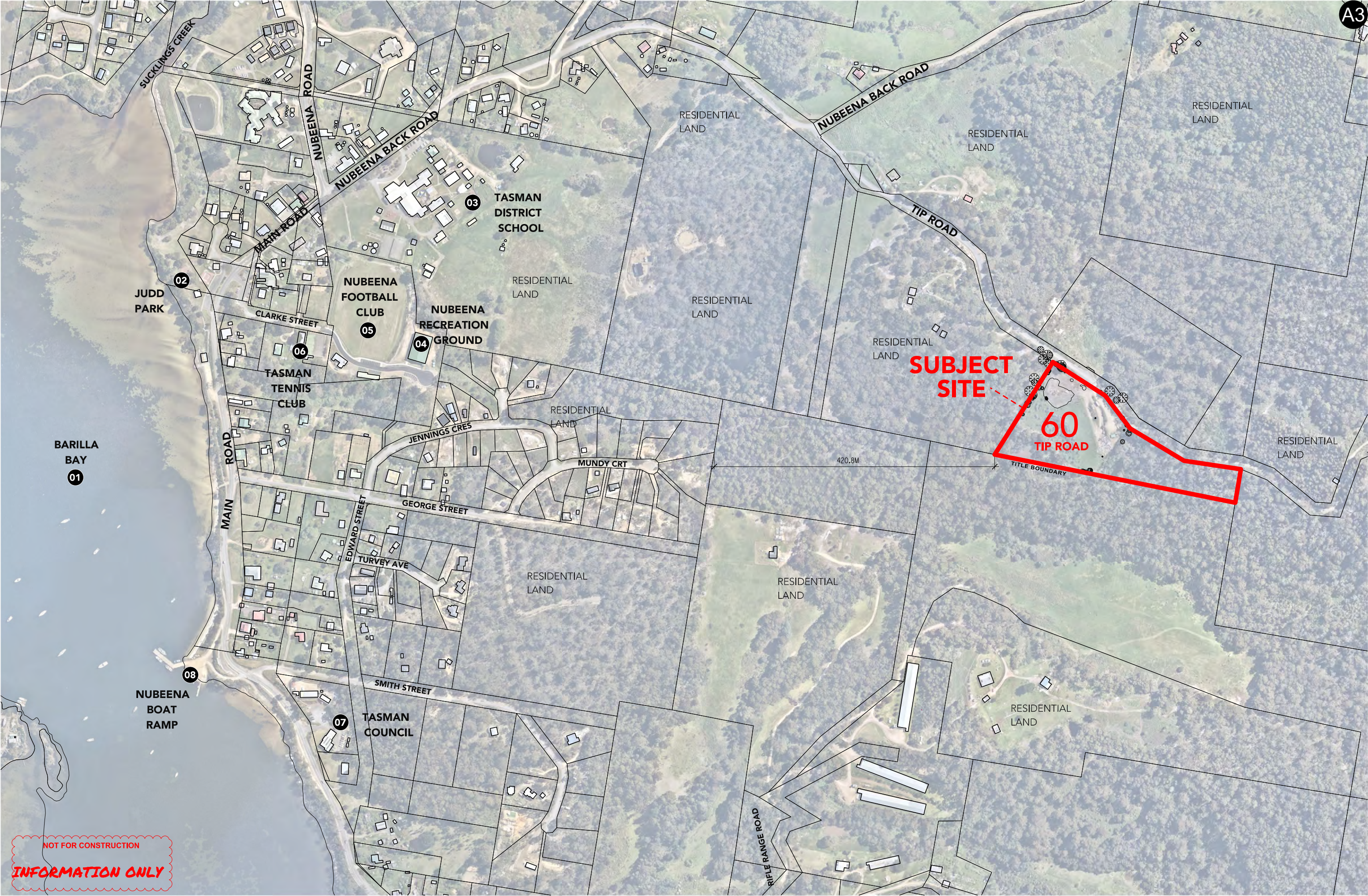
DA_000

CLIENT



URBAN / MASTER PLANNING / DESIGN

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NUBEENA WASTE TRANSFER STATION

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PROJECT STATUS

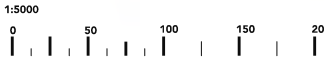
DEVELOPMENT APPLICATION

DATE
JULY 2025

REVISION
17/07/25

[04]

SCALE



NORTH



DRAWING TITLE

EXISTING LOCALITY PLAN

DRAWING NUMBER

DA_001

CLIENT



URBAN / MASTER PLANNING / DESIGN



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1:500-A3



Bearing Datum	GDA20
Height Datum	AHD(TAS)1983
Horizontal Authority	SPM 10164
	E: 560531.43
	N: 5228048.12
Height Authority	SPM 10164
	18.627
Combined Scale Factor MGA->Planar	1.0004

GENERAL COMMENTS AND DISCLAIMER:
This survey has been compiled using a combination of conventional and UG Service Detection survey techniques.

The survey from which this model was created was carried out to comply with the requirements of the client as set out in the scope of works contained in the survey instructions/brief for this project. Anybody who uses this survey for any purpose other than that for which it was carried out does so at his or her own risk.

Any public utilities and services shown in this model have been located by using visible surface features and underground service detection techniques.

Please note that not all buried pipes, cables and ducts can be detected and mapped in consideration of their depth, location, material type, geology and proximity to other utilities. Even an appropriate and professionally executed survey may not be able to achieve a 100% detection rate.

Property boundary overlays, where supplied, vary in accuracy but are generally to 0.5m. Therefore a Land Survey, as defined under the Surveying Act 2002, should be undertaken before any construction activity is carried out on or near the land boundaries depicted by this model.

Survey control information is regarded as suitable for the survey and correct at the time of survey, but should be verified before being used for any purpose.

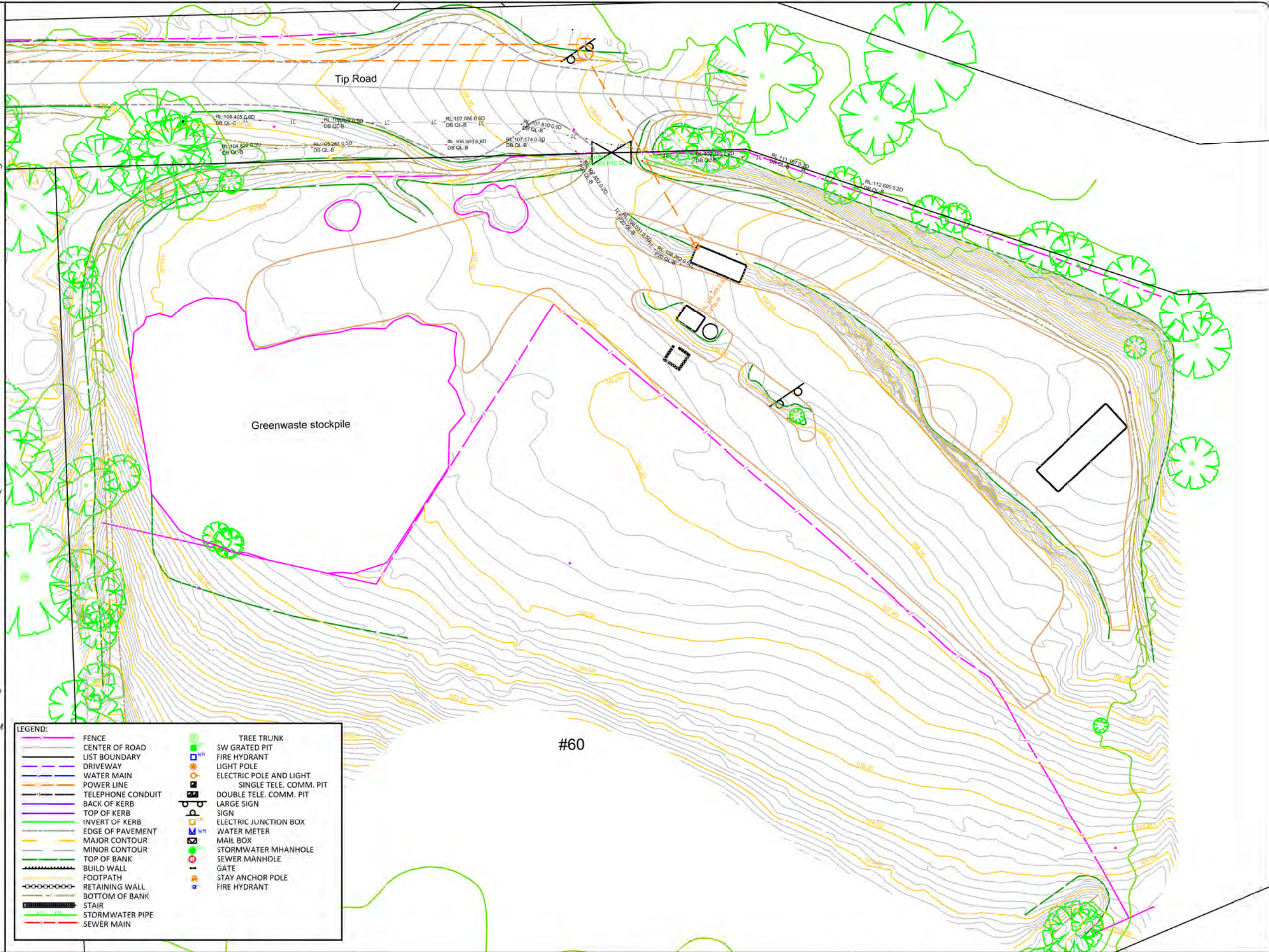
- WARNINGS:
- Classification of subsurface utility information refer to AS5488.1:2019.
 - No design should be undertaken outside of survey extents. If design exceeds survey extents, additional survey data should be acquired.

AS 5488 Subsurface Utility Information
A quality level describes the amount and accuracy of information that is collected or held on a subsurface utility. There are four quality levels—D, C, B and A.

- Quality Level A** - Location accuracy deemed to be between +/- 50mm. Lowest Risk.
Quality Level B - Location accuracy deemed to be between +/-300mm horizontally and +/- 500mm vertically. Medium Risk.
Quality Level C - Location accuracy assumed to be aligned with visible surface features. High Risk.
Quality Level D - The default level if no level of accuracy is specified. Highest Risk.



LEGEND:	
FENCE	TREE TRUNK
CENTER OF ROAD	SW GRATED PIT
LIST BOUNDARY	FIRE HYDRANT
DRIVEWAY	LIGHT POLE
WATER MAIN	ELECTRIC POLE AND LIGHT
POWER LINE	SINGLE TELE. COMM. PIT
TELEPHONE CONDUIT	DOUBLE TELE. COMM. PIT
BACK OF KERB	LARGE SIGN
TOP OF KERB	SIGN
INVERT OF KERB	ELECTRIC JUNCTION BOX
EDGE OF PAVEMENT	WATER METER
MAJOR CONTOUR	MAIL BOX
MINOR CONTOUR	STORMWATER MHANHOLE
TOP OF BANK	SEWER MANHOLE
BUILD WALL	GATE
FOOTPATH	STAY ANCHOR POLE
RETAINING WALL	FIRE HYDRANT
BOTTOM OF BANK	
STAIR	
STORMWATER PIPE	
SEWER MAIN	



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INFORMATION ONLY

NUBEENA WASTE TRANSFER STATION

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PROJECT STATUS	
DEVELOPMENT APPLICATION	
DATE	REVISION
JUNE 2025	27/06/25 [03]

SCALE

NORTH



DRAWING TITLE

SITE FEATURES SURVEY

DRAWING NUMBER

DA_003

CLIENT



URBAN / MASTER PLANNING / DESIGN



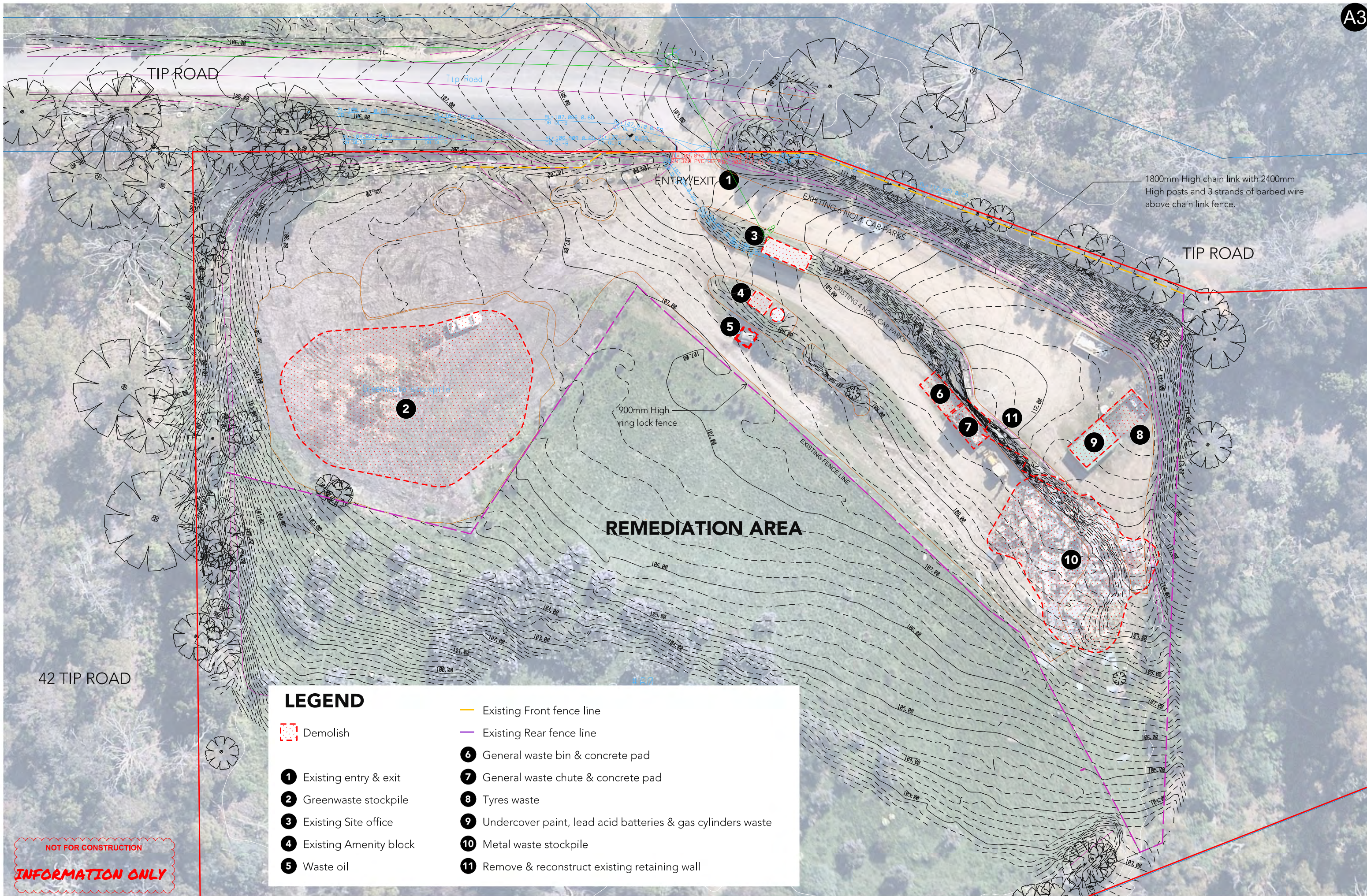
theocd.com.au



Client
Project
Nubeena Waste Transfer Station upgrade

Drawn	Signed	Date	Drawing Title
J.Foulston		12/03/25	Topographic Survey
Checked	Signed	Date	
R.Brumby		12/03/25	

Project No:	250160
Scale	1:500
Drawing No:	250160 - V1 - NI 1





UPPER LEVEL ACCESS ROAD



GENERAL WASTE AREA UPPER LEVEL



GENERAL WASTE BIN & CONCRETE PAD



VIEW OF MID ACCESS ROAD AREA



UNDERCOVER PAINT, LEAD ACID BATTERIES & GAS CYLINDERS



FRIDGES AND TYRE WASTE AREA



MIDDLE ACCESS ROAD AREA



LOWER ACCESS ROAD



GREEN WASTE AREA

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NUBEENA WASTE TRANSFER STATION

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PROJECT STATUS

DEVELOPMENT APPLICATION

DATE
JULY 2025

REVISION
17/07/25

[04]

SCALE

NORTH



DRAWING TITLE

EXISTING CONTEXT PHOTOS

DRAWING NUMBER

DA_005

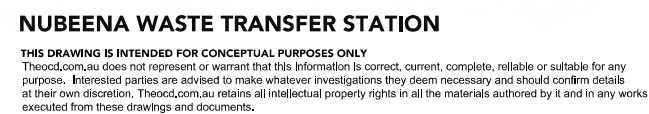
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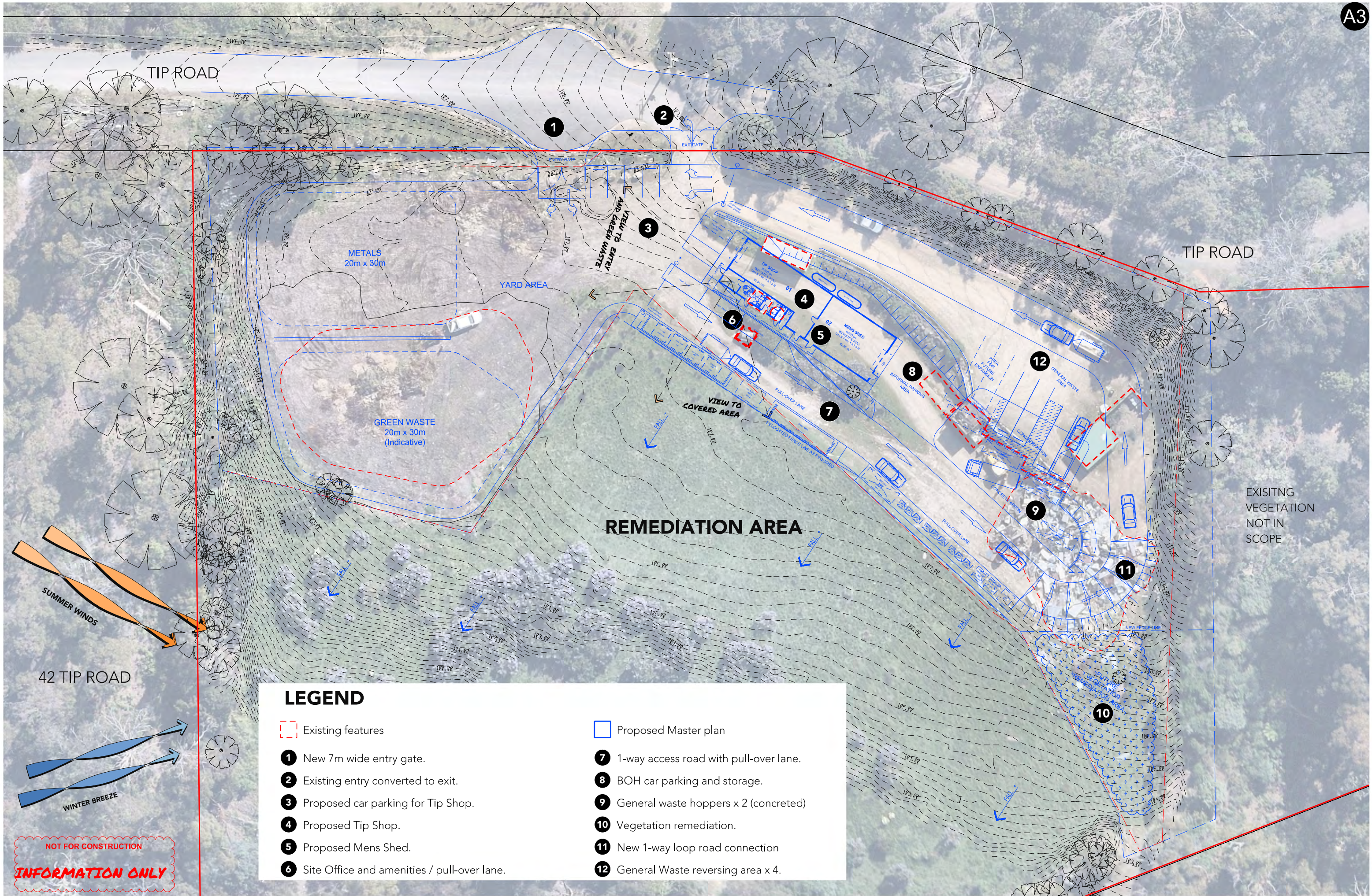


URBAN / MASTER PLANNING / DESIGN



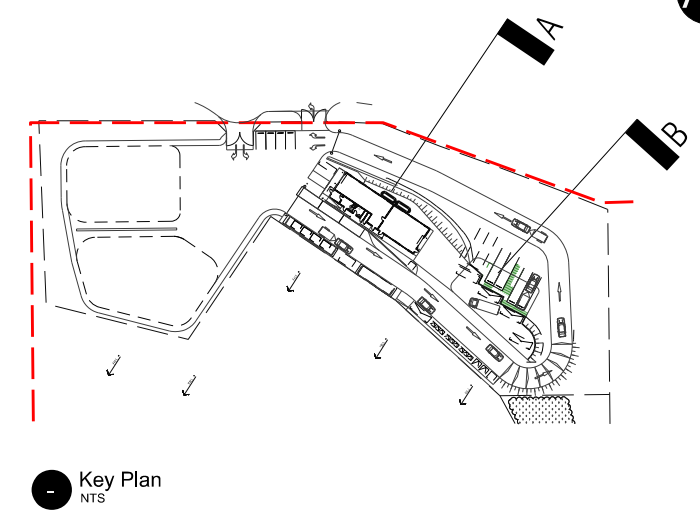
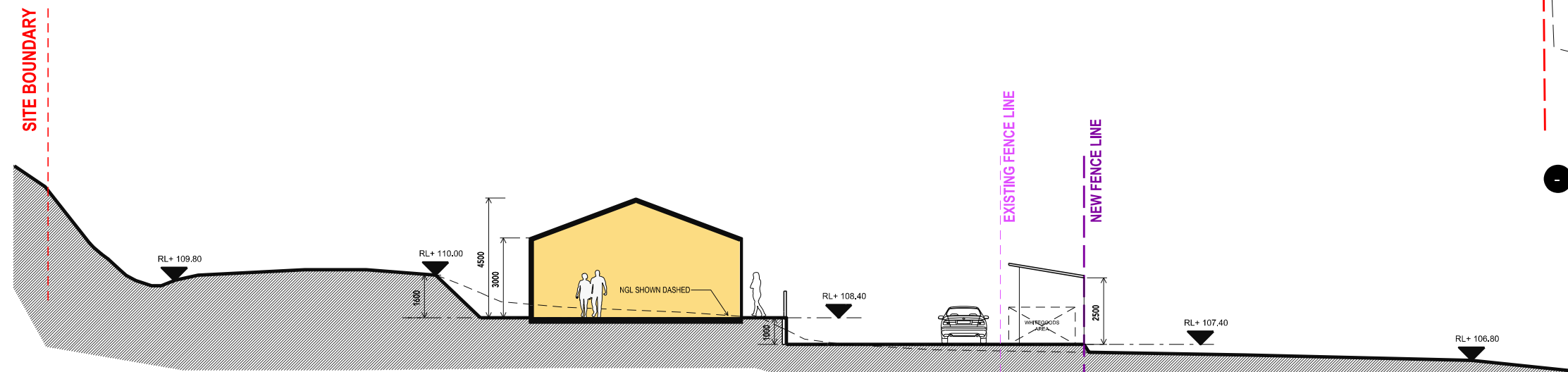
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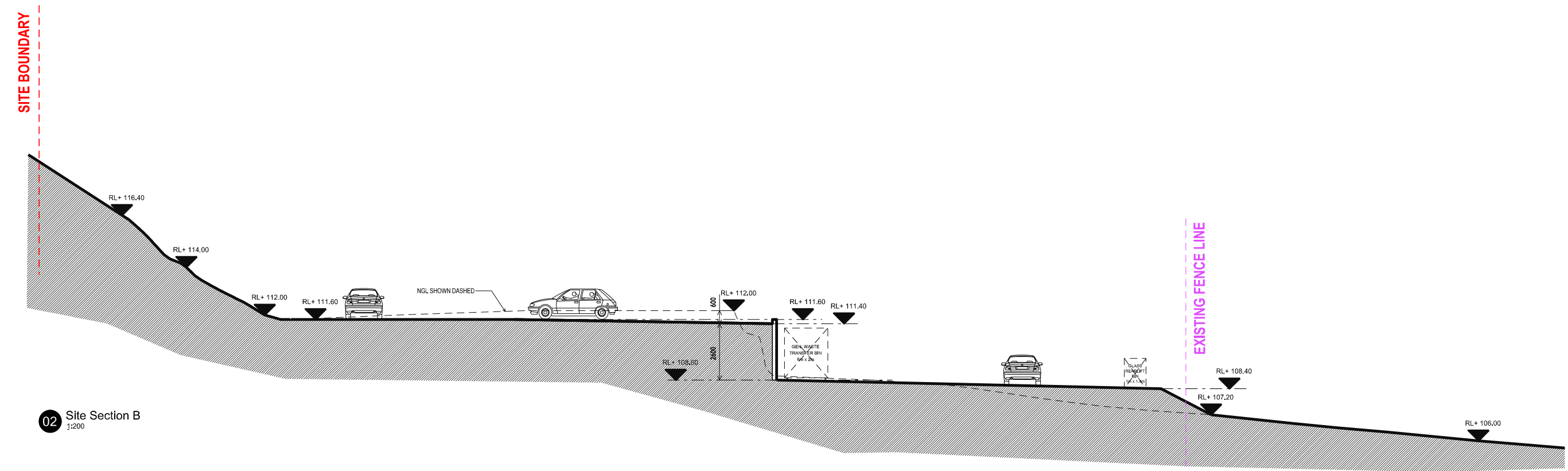


LEGEND

- | | |
|---|---|
| <div><div></div> Existing features</div> | <div><div></div> Proposed Master plan</div> |
| 1 New 7m wide entry gate. | 7 1-way access road with pull-over lane. |
| 2 Existing entry converted to exit. | 8 BOH car parking and storage. |
| 3 Proposed car parking for Tip Shop. | 9 General waste hoppers x 2 (concreted) |
| 4 Proposed Tip Shop. | 10 Vegetation remediation. |
| 5 Proposed Mens Shed. | 11 New 1-way loop road connection |
| 6 Site Office and amenities / pull-over lane. | 12 General Waste reversing area x 4. |



01 Site Section A
1:200



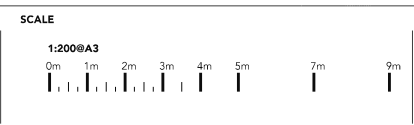
02 Site Section B
1:200

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NUBEENA WASTE TRANSFER STATION

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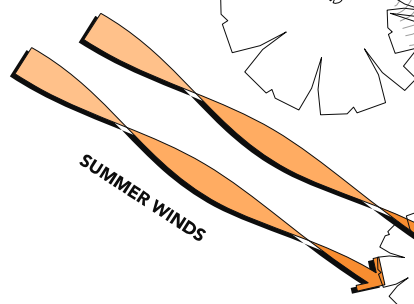
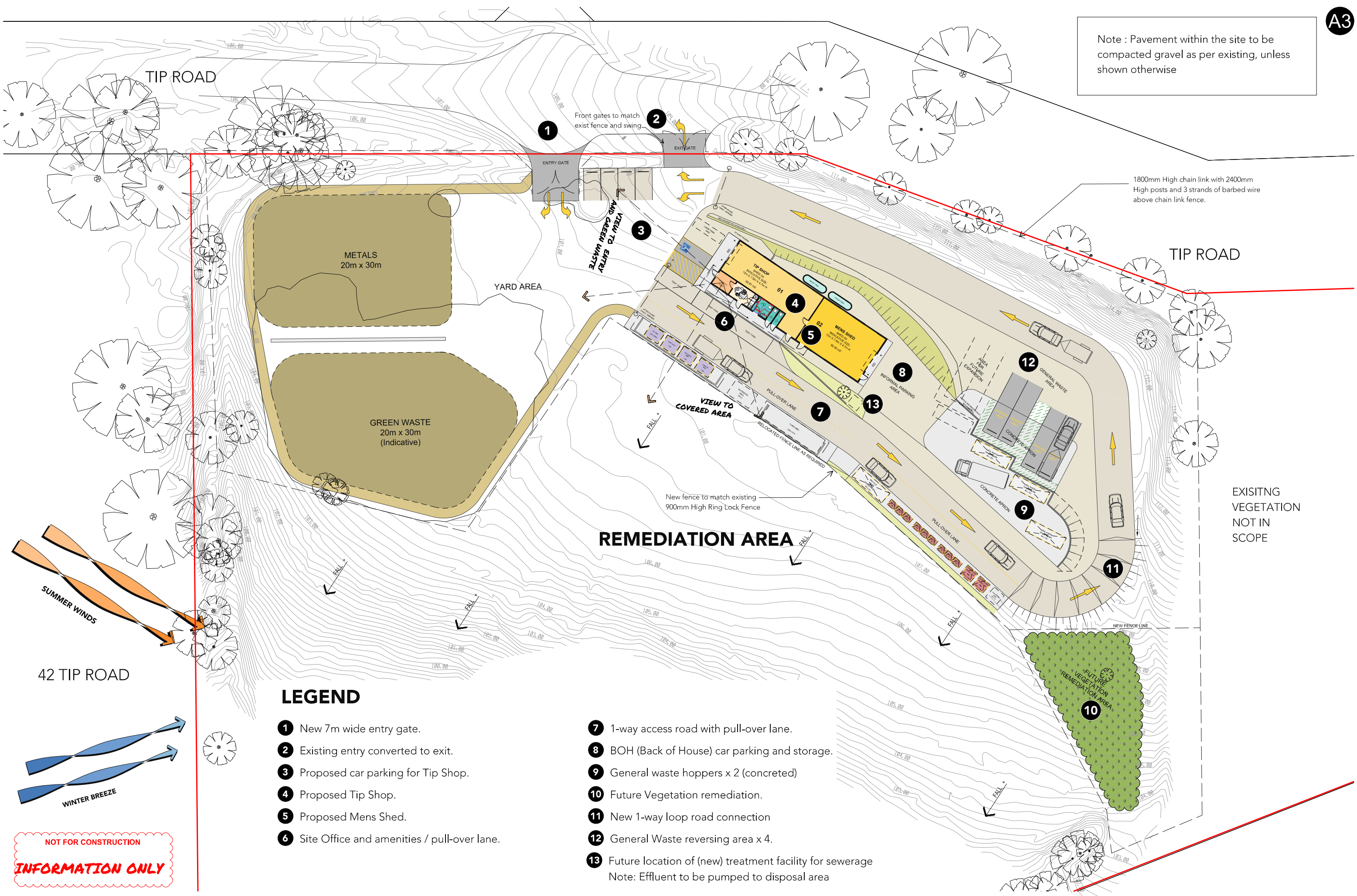
PROJECT STATUS	
DEVELOPMENT APPLICATION	
DATE JULY 2025	REVISION 17/07/25 [04]



DRAWING TITLE
PROPOSED SITE SECTIONS
DRAWING NUMBER
DA_008



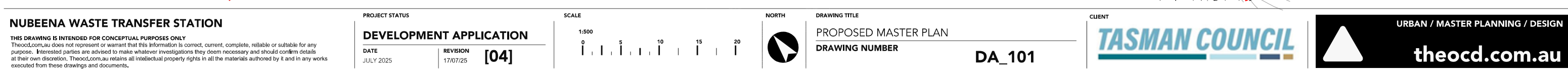
Note : Pavement within the site to be compacted gravel as per existing, unless shown otherwise

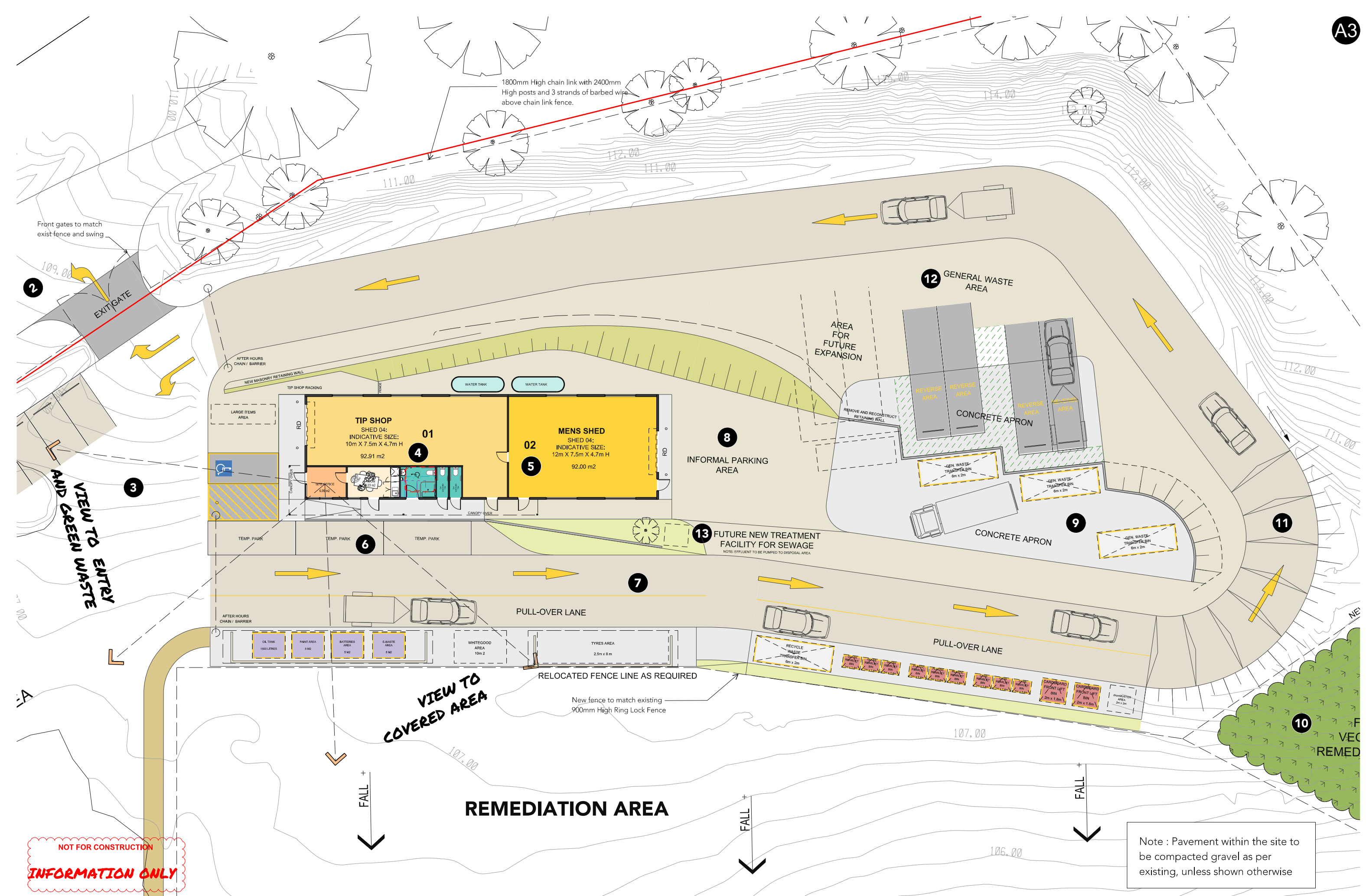


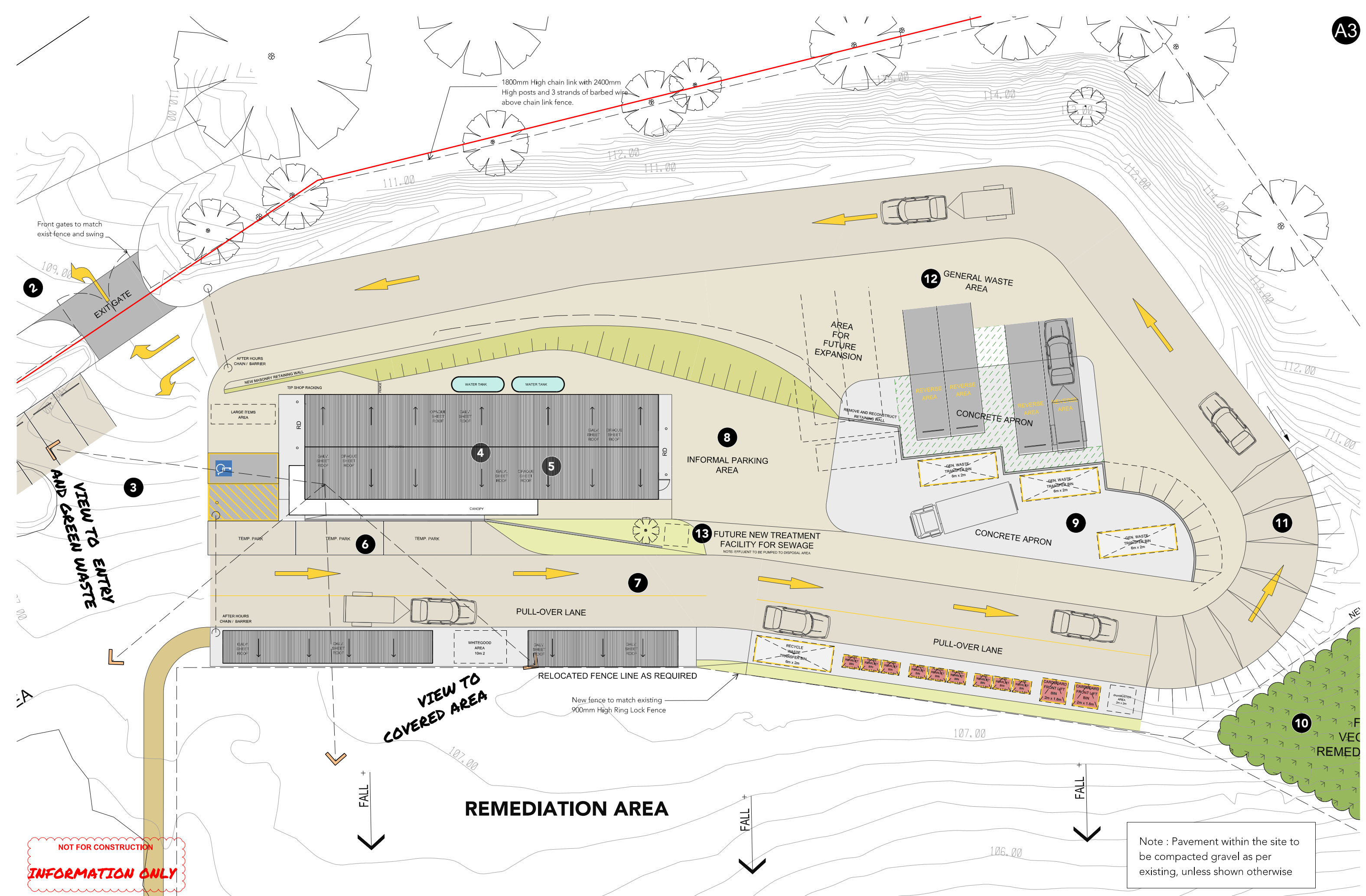
LEGEND

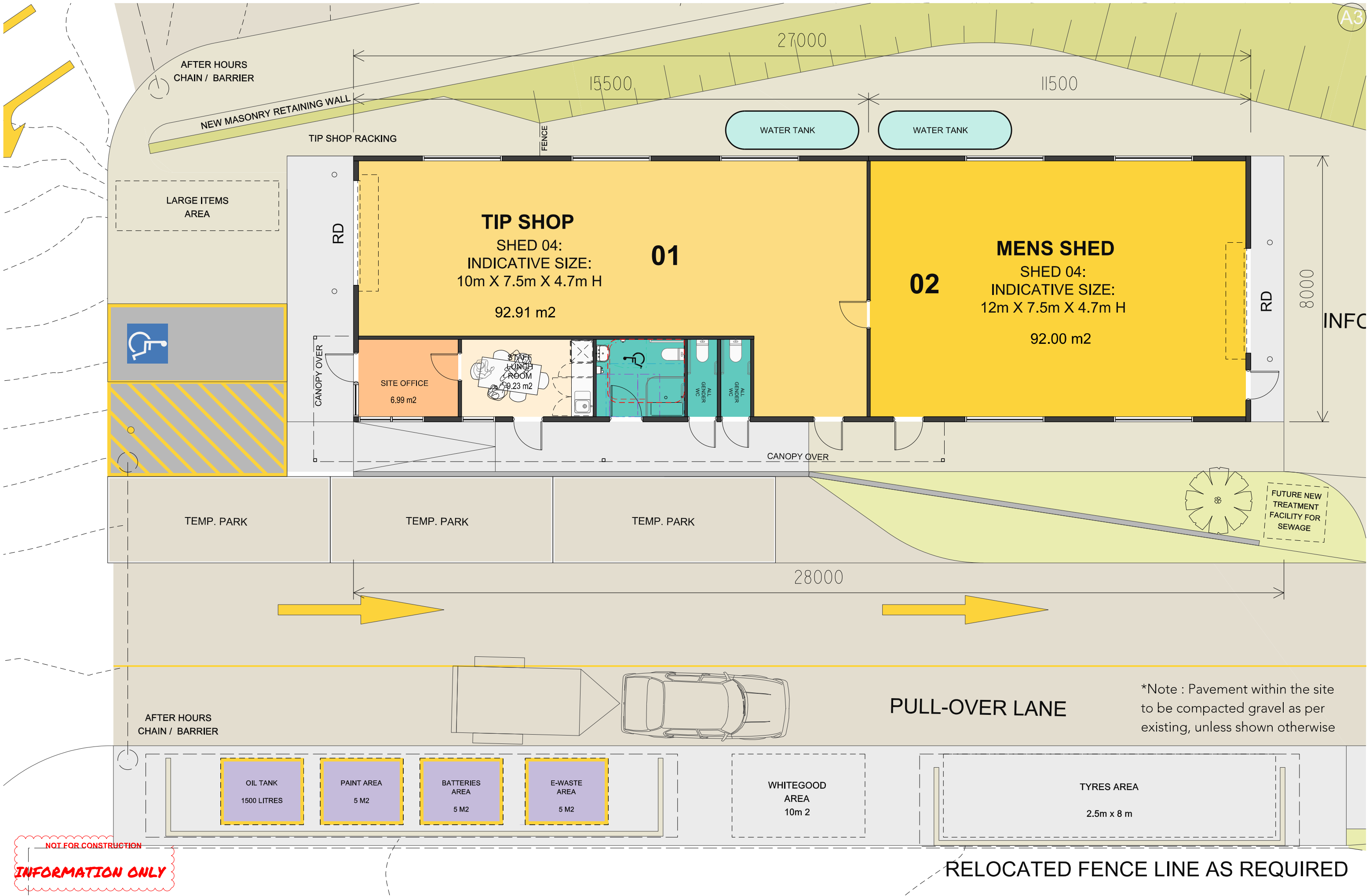
- 1 New 7m wide entry gate.
- 2 Existing entry converted to exit.
- 3 Proposed car parking for Tip Shop.
- 4 Proposed Tip Shop.
- 5 Proposed Mens Shed.
- 6 Site Office and amenities / pull-over lane.
- 7 1-way access road with pull-over lane.
- 8 BOH (Back of House) car parking and storage.
- 9 General waste hoppers x 2 (concreted)
- 10 Future Vegetation remediation.
- 11 New 1-way loop road connection
- 12 General Waste reversing area x 4.
- 13 Future location of (new) treatment facility for sewerage
Note: Effluent to be pumped to disposal area

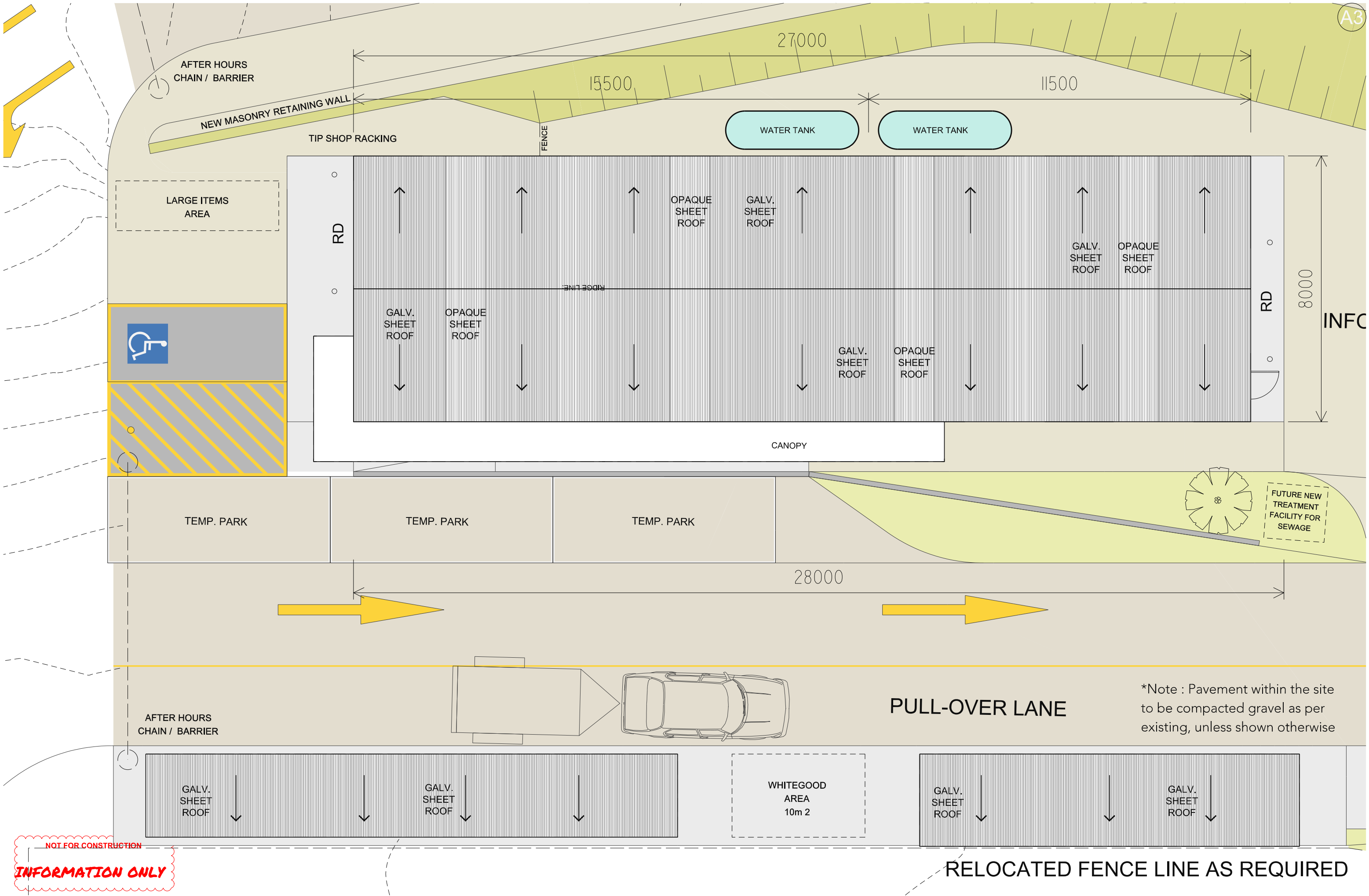
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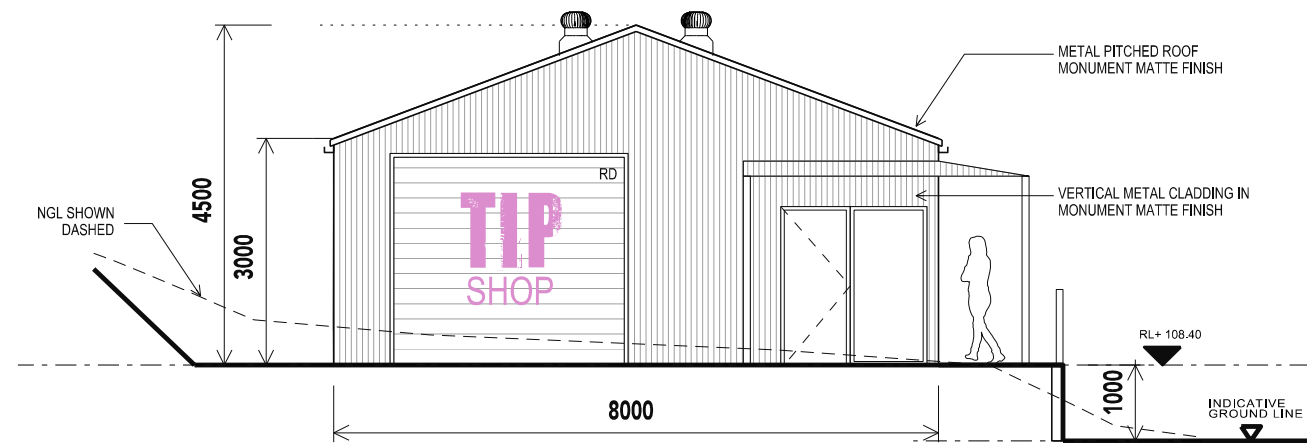




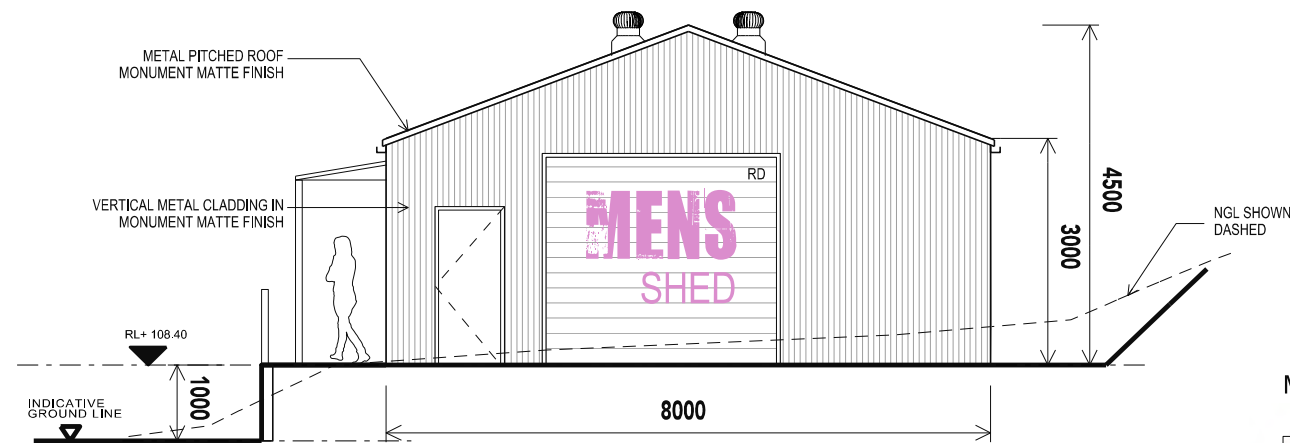




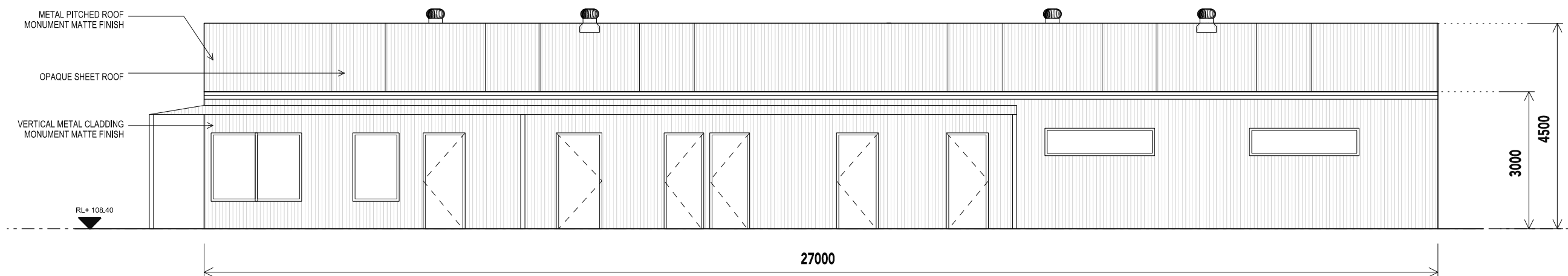




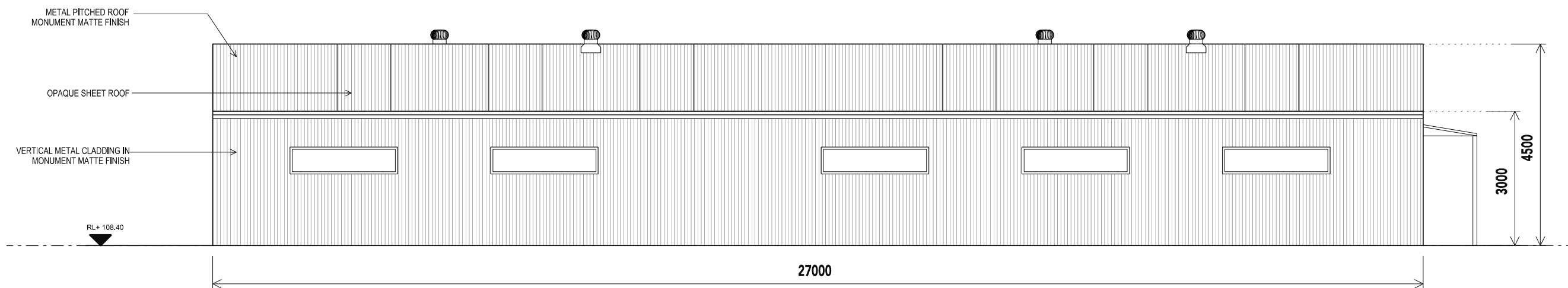
01 Proposed West Elevation
1:100



02 Proposed East Elevation
1:100



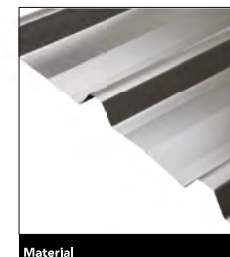
03 Proposed South Elevation
1:100



04 Proposed North Building Elevation
1:100

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Materials Legend



Material
01 Metal Feature Panel



Material
02 Metal Feature Panel



Material
03 Facade & Roof colour



Material
04 Doors, windows & other frames



Material
05 Vision Panel Glass

NUBEENA WASTE TRANSFER STATION

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PROJECT STATUS

DEVELOPMENT APPLICATION

DATE
JULY 2025

REVISION
17/07/25

[04]

SCALE

1:100@A3



NORTH



DRAWING TITLE

PROPOSED BUILDING ELEVATIONS

DRAWING NUMBER

DA_201

CLIENT



URBAN / MASTER PLANNING / DESIGN



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