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Planning Administration

Date Advertised: 04/11/2026 **Ref. Number:** L-DA106/2026

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Latrobe Council

PUBLIC NOTICE

APPLICATION FOR DEVELOPMENT APPROVAL

An application for development approval has been made which may affect you.

Details about the application – L-DA106/2026

Address of the land	**373 Brooke Street EAST DEVONPORT**
What use or development is proposed in the application	**Domestic Animal Breeding – proposed REALIGNMENT & UPGRADE TO HARNESS TRAINING FACILITY**
Date of notice	**4 November 2026**

The application and supporting documents are open for public inspection on Council's website at www.latrobe.tas.gov.au or at the Council Offices, 170 Gilbert Street, Latrobe during the following office hours:-

Monday to Friday, 8.00 a.m to 4.30 p.m.

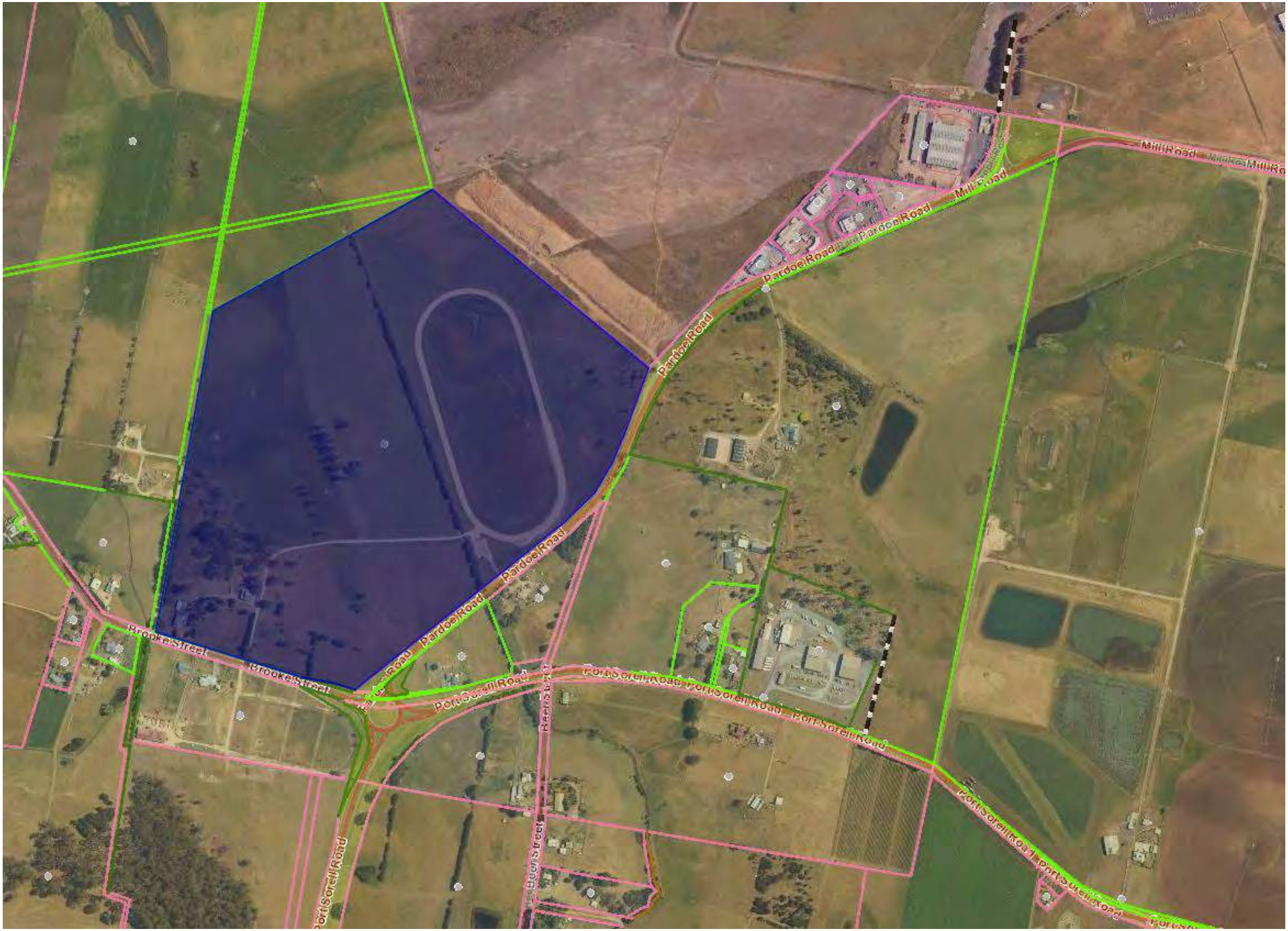
Any person may lodge a representation on the proposed use or development.

Your representation must:

- be *received* within 14 days of the date of this notice;
- be in writing;
- be addressed to:
  The Chief Executive Officer,
  Latrobe Council,
  P.O. Box 63, Latrobe 7307; or email
  submissions@latrobe.tas.gov.au
- and include:
  the reasons for your representation; and
  the address of the land.

Aerial View – L-DA106/2026, 373 Brooke Street, East Devonport

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Office Use Only	
Application No	PID
L-DA106/2026	

LATROBE COUNCIL

DEVELOPMENT APPLICATION

Application for Development Permit under Section 58 or Section 57 of the *Land Use Planning and Approvals Act 1993*, and
Request for Development Certification for when No Permit Required.

1 Full Name of Applicant(s): Commercial Project Delivery

2 Postal Address of Applicant(s) PO Box 210

Newstead. TAS 7250 Phone:

Mobile No.: Email:

3 Full Name of Owner(s): Amax Drilling Australia Pty Ltd

4 Postal Address of Owner(s): 373 Brooke St, Devonport

Phone:

Mobile No. Email:

5 Present Use of the Land: Harness training facility

6 Proposed Use and/or Development (subject of this application): Harnes training facility

At (Location of property): 373 Brooke St, East Devonport

Certificate/s of Title reference: 20682/1

7 Estimate costs of development: $ 2 mil

8 Supporting Details: **A CHECK LIST IS PROVIDED ON THE NEXT PAGE AND MUST BE ACKNOWLEDGED AND SIGNED BY THE APPLICANT.**

Signed Chloe Lyne **Dated:** 27.7.26

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COMMERCIAL PROJECT DELIVERY

Project + Development + Construction Management

PLANNING
APPLICATION

July 2026

Upgrades to harness training facility

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Permit Overview

Permit Application Details

Applicant	Commercial Project Delivery
Owner	Amax Drilling Australia Pty Ltd
Address	373 Brooke St, East Devonport
Lot Description	Folio of the Register 20682/1
Description of proposal	Minor development to improve the safety and operation of the harness training track.

Relevant Planning Provisions

Applicable Planning Scheme	*Tasmanian Planning Scheme – Latrobe*
Zones	Agriculture
General Provisions	Clause 7.1 Changes to an Existing Non-conforming use
Codes	C2.0 Parking and Sustainable Transport Code C3.0 Road and Railway Assets Code C15.0 Landslip Hazard Code C16.0 Safeguarding of Airports Code

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Version Control

Version Control		
Version	**Author**	**Date**
Draft	Chloe Lyne	27.07.2026
Final	Chloe Lyne	30.7.2026

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1. Introduction

This report has been prepared in support of a Development Application being lodged on behalf of TasRacing who are seeking to upgrade an existing harness training track facility to meet current safety and amenity requirements for the harness industry.

TasRacing currently lease the facility from the property owners to provide a training facility on the north-west coast following the closure of the Devonport Showgrounds facility.

2. Site & Surrounds

2.1. Site

The subject site is a 42.9ha lot situated to the south-west of the Devonport Airport. The site slopes away from Pardoe Road and contains an existing harness training track, a dwelling and associated outbuildings.

The property has access to both Pardoe Road and Brooke Street.

The training track is situated on the eastern half of the property and is effectively separate from the balance of the site by a row of trees along Pardoe Creek which bisects the property from north to south.

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Figure 1: Site Location



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2.2. Surrounds

The surrounding locality is characterised by a transition between urban East Devonport and the more open rural and recreational lands situated toward the eastern fringe of the municipality. The site is immediately surrounding by smaller rural land holdings with a mix of rural and agricultural zone land. The site abuts the Devonport Airport along the north-eastern boundary and further east on Pardoe Rd is an industrial estate.

2.3. Titles

The application applies to the titles shown in Table 1 below and a copy is included as Appendix A.

Table 1: Title details

Address	Owner(s)	Title Reference
373 Brooke Street, East Devonport	Amax Drilling Australia Pty Ltd	F.R 20682/1

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3. Development Application

3.1. Applicant

The applicant is TasRacing. The appropriate contact is:

Chloe Lyne, Town Planner

[redacted]

3.2. Proposal

3.2.1. Development

Approval is sought to make modifications and upgrades to the existing harness training track at the subject site to ensure it provides up to date compliant training facilities for harness racing trainers and horses to the highest welfare standards.

The upgrades include:

- Realignment of existing track to ensure camber and lengths meets current standards;
- Cut and fill to achieve above;
- Construction of a new vehicular access from Pardoe Rd;
- Fencing around the track;
- Construction of an amenities/storage building;
- Construction of horse stalls, wash bay and urinal;
- Construction of a maintenance shed;
- 20 float parking spaces;
- 9 car parking spaces; and
- Development of a grassed viewing area.

A dam will be developed inside of the track but is subject to separate approval from NRE for a dam works permit.

The proposal plans are provided in two parts being:

Appendix B – Edgeloe Engineering for site layout, track design and drainage

Appendix C – Industrial Design Point for building plans and elevations and civil design.

3.2.2. Use

The track will continue to be utilised for training purposes with trials being undertaken on a fortnightly basis. No racing will occur at the track.

The proposed usage is summarised in Table 2:

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Table 2: Proposed usage

Type of Event	Attendees	Frequency	Time of Event
Training	10 attendees	Daily	7am-Sunset
Trials	30 attendees	Fortnightly	9am-11am or 5pm-7pm

.

3.2.3. Infrastructure

Infrastructure is proposed to be dealt with as follows:

- Stormwater – drained on site to the inside of the track as per Proposed Drainage Plan in the Edgeloe Engineering plans at Appendix B.
- Water – connect to mains water at the northern end of the site as per Industrial Design Point plan sk41 at Appendix C.
- Sewer – on-site treatment via AWTS as shown on Industrial Design Point plan sk41 at Appendix C.

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4. Planning Assessment

4.1. Zoning and Overlay

The subject site is zoned Agriculture under the Tasmanian Planning Scheme – Latrobe Local Provisions as shown in Figure 2.

Figure 2: Zoning plan



The site is subject to the Airport obstacle limitation area, the Bushfire prone area overlay and the Waterway and coastal protection area overlay as shown in Figured 3-5.

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Figure 3: Airport obstacle limitation area



Figure 4: Bushfire prone area



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Figure 5: Waterway and coastal protection area



4.2. Use

The proposed use best fits within the Sports and Recreation Use Class defined at Table 6.2 as:

use of land for organised or competitive recreation or sporting purposes including associated clubrooms. Examples include a bowling alley, fitness centre, firing range, golf course or driving range, gymnasium, outdoor recreation facility, children's play centre, swimming pool, race course, sports ground, and major sporting facility.

The Sport and Recreation use class is a prohibited use within the Agriculture Zone.

4.3. Clause 7.1 Changes to an Existing non-conforming use

With the adoption of the Tasmanian Planning Scheme and allocation of the site to the Agriculture zone, the existing use approved use for Sports and Recreation became prohibited.

However, Clause 7.1 of the TPS allows changes to an existing non-conforming use as follows:

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7.1.1 Notwithstanding clause 6.9.1 of this planning scheme, the planning authority may at its discretion, approve an application:

(a) to bring an existing use of land that does not conform to the planning scheme into conformity, or greater conformity, with the planning scheme;

(b) to extend or transfer an existing non-conforming use and any associated development, from one part of a site to another part of that site; or

(c) for a minor development to an existing non-conforming use.

7.1.2 An application must only be approved under sub-clause 7.1.1 of this planning scheme where there is:

(a) no unreasonable detrimental impact on adjoining uses or the amenity of the surrounding area; and

(b) no substantial intensification of the use.

7.1.3 In exercising its discretion under sub-clauses 7.1.1 and 7.1.2 of this planning scheme, the planning authority must have regard to the purpose and provisions of the zone, any relevant local area objectives and any applicable codes.

4.3.1. Assessment against 7.1.1 and 7.1.2

Assessment of the proposal against Clause 7.1.1 and 7.1.2 is provided below.

Clause 7.1.1 requires that one of three tests are met. This application is being made under clause 7.1.1 (c). The criteria required to be complied with are set out below:

No unreasonable detrimental impact on adjoining uses or the amenity of the surrounding area

The proposed upgrades to the track and facilities to bring the training track up to standard in terms of horse welfare and amenity will not have a detrimental impact on adjoining uses. The land to the west is agricultural, primarily for grazing purposes. The nature of the sport and recreation use being for a harness racing track is that it is not a sensitive use and will not confine or restrain the existing or potential agricultural use of the adjoining property.

The built form proposed for the site in terms of maintenance shed and amenities building is commensurate with farm outbuildings and their size and scale coupled with setback to the adjoining agricultural property means that there are no amenity impacts in terms of overshadowing, loss of privacy or visual obstruction.

The land to the east is the Devonport Airport and the ongoing use of the site as a harness training facility will not have a detrimental impact on that site. It is setback in excess of 500m from the runway and the use does not result in any emissions that could impact the operation of the airport.

The training track is setback approximately 477 metres from the nearest adjoining property directly to the west (359 Brooke St, Devonport) which is a dwelling on a small acreage. The vegetation both

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along the fenceline between the two properties and along the creek line of the subject property means that the development at the subject site will not be visible from 359 Brooke Street and there will be no detrimental impacts to it.

There are three properties to the south of the site on the opposite side of Pardoe Rd, all of which are dwellings on small acreages and located in the rural zone. The dwellings on these properties are setback a minimum of 130 metres from the southern boundary of the subject site and therefore there will not be any impacts in terms of overlooking, overshadowing or loss of privacy. There will be some change to the visual appearance of the subject site from these properties but as stated the buildings will appear at agricultural outbuildings which are common place in a rural area.

No substantial intensification of the use

The proposed upgrades to the track and installation of associated facilities are primarily intended to bring the existing facility up to current standards in terms of horse welfare. This is both in terms of track configuration including distances and camber and in terms of providing facilities such as wash bays and stabling on site.

There will be some intensification in the use of the site as the upgraded track will be sufficient for 'trials' to occur once a fortnightly in addition to the current training that occurs at the track. It is submitted that the intensification is not substantial and note that the original permit for the harness training track (DA 118/2017) was not based on any specific usage numbers nor does it limit usage via condition.

The addition of trials fortnightly with up to 30 attendees will increase the average weekly users from 70 (based on 10 per day) to 85 a number that is submitted to no be substantial noting that substantial is not a defined term in the Planning Scheme.

4.4. Agriculture Zone

4.4.1. Zone Purpose

21.1	Zone Purpose
21.1.1	To provide for the use or development of land for agriculture use.
21.1.2	To protect land for the use or development of agricultural use by minimising: (a) conflict with or interference from non-agricultural uses; (b) non-agricultural use or development that precludes the return of the land to agricultural use; and (c) use of land for non-agricultural use in irrigation districts
21.1.3	To provide for use or development that supports the use of the land for agriculture use.

Comment:

In accordance with Clause 7.1.3, the planning authority in exercising its discretion under Clauses 7.1.1 and 7.1.2 must have regard to the zone purpose.

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It is submitted that whilst the zone purpose is primarily to support the use and development of land for agricultural purposes, Clause 21.1.2 does contemplate non-agricultural uses provided there is protection of agricultural uses from conflict or interference.

In this instance, the non-agricultural use is pre-existing and has been operating since 2017 as a harness training track. The proposed development will not preclude the return of the land to agricultural use and has been and will continue to operate without conflict with adjoining agricultural uses noting that the adjoining land to the east is the Devonport Airport and therefore not used for agricultural production. The land to the norther and east is part of a larger agricultural holding which appears to be primarily for grazing purposes. The track is separated from any adjoining agricultural land by a minimum of 100m and not being a sensitive use nor one that generates emissions it will not create interference or conflict with adjoining land.

4.4.2. Applicable Standards

Not all standards within the zone area applicable to the Project. Table 2 identifies the applicable standards. An assessment of the applicable standards is provided in the following sections noting that under Clause 7.1.3 Council is only required to have regard to relevant zone provisions.

Table 3 Applicable standards in the Agriculture Zone

Clause		Applicability
Use standards		
Not applicable – the use standards apply to discretionary uses and the proposed use of Sport and Recreation is prohibited in the zone but has existing non-conforming use rights.		
Development standards for Buildings and Works		
Clause 21.4.1 Building height	A1/P1	Applicable
Clause 21.4.2 Setbacks	A1/P1	Applicable
	A2/P2	Not applicable – the use is not a sensitive use
Clause 21.4.3Access for new dwellings	A1/P1	Not applicable – the application does not entail a new dwelling
Development standards for subdivision		
Not applicable – the application does not include subdivision		

4.4.3. Development Standards for Buildings and Works

21.4.1Building 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.

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Acceptable Solution		Performance Criteria	
A1	Building height must be no more than 12m	P1	Building height must be necessary for the operation of the use and not cause an unreasonable impact on adjoining properties having regard to: (a) the proposed height of the building; (b) the topography of the site; (c) the bulk and form of the building; (d) separation from existing use on adjoining properties; (e) the nature of the existing uses on adjoining properties; and (f) any buffers created by natural or other features

Complies with A1

The height of the various built structures proposed is as follows:

- Amenities/storage – 5.32m
- Stalls – 2.90m
- Maintenance – 5.32m

21.4.2 Setbacks	
Objective	That siting of buildings minimises potential conflict with use on adjoining properties.

Acceptable Solution		Performance Criteria	
A1	Buildings must have a setback from all boundaries of: (a) Not less than 5m; or (b) If the setback of an existing building is within 5m, not less than the existing building.	P1	Buildings must be sited to provide adequate vehicle access and not cause an unreasonable impact on existing use on adjoining properties, having regard to: (a) the bulk and form of the building; (b) the nature of existing use on the adjoining properties;

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			(c) separation from existing use on the adjoining properties; and (d) any buffers created by natural or other features.

Complies with A1

The minimum boundary setbacks for each of the buildings is as follows:

- Amenities building: 8.1m
- Stalls: 13m
- Maintenance Shed 16m

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5. Code Assessment

5.1. Applicable Codes

- Parking and Sustainable Transport Code
- Road and Railway Assets Code
- Natural Assets Code
- Bushfire Prone Areas Code
- Safeguarding of Airports Code

5.2. Parking and Sustainable Transport Code

5.2.1. Application of the Code

The Parking and Sustainable Transport Code applies to all use and development, and there are no exemptions within the code. As such, the code applies.

5.2.2. Applicable Standards

Not all standards in the Parking and Access Code are applicable to the Project. Table 3 identifies the applicable standards.

An assessment of the applicable standards is provided in the following sections.

Table 4 Applicable standards under the Parking and Sustainable Transport Code

Clause		Applicability
Use standards		
Clause C2.5.1 Car parking numbers	A1/P1.1 P1.2	Applicable.
Clause C2.5.2 Bicycle parking numbers	A1/P1	Not Applicable. In accordance with Table C2.1 there is no requirement for bicycle parking for the Sports and Recreation Use Class
Clause C2.5.3 Motorcycle parking numbers	A1/P1	Applicable.
Clause C2.5.4 Loading Bays	A1/P1	Not applicable in accordance with Clause C2.2.3
Clause C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone	A1/P1	Not applicable as the use is not within any of the listed zones.
Development standards for Buildings and Works		
C2.6.1 Construction of parking areas	A1/P1	Applicable.

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C2.6.2 Design and Layout of Parking Areas	A1.1 A1.2/P1	Applicable.
C2.6.3 Number of accesses for vehicles	A1/P1 A2/P2	Applicable. Not applicable. The site is not within any of the listed zones.
C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone	A1/P1	Not Applicable. The site is not within the listed zones.
C2.6.5 Pedestrian access	A1.1 A1.2/ P1	Applicable.
C2.6.6 Loading Bays	A1/P1 A2/P2	Not Applicable Not Applicable
C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone	A1/P1 A2/P2	Not Applicable. The site is not within the listed zones.
C2.6.8 Siting of parking and turning areas	A1/P1 A2/P2	Not Applicable. The site is not within any of the listed zones. Not Applicable. The site is not within the Central Business Zone.
C2.7.1 Parking Precinct Plan	A1/P1	Not Applicable

C2.5.1 Car parking numbers			
Objective	That and appropriate level of car parking spaces are provided to meet the needs of the use.		
Acceptable Solution		**Performance Criteria**	
A1	The number of on-site car parking spaces must beno 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 thearea 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 precinctplan and subject	P1	The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needsof the use, having regard to: (a) the availability of off-street public car parkingspaces within reasonable walking distance ofthe site; (b) the ability of multiple users to share spacesbecause of: i. variations in car parking demand over time;or ii. efficiencies gained by consolidation of car

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	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 thenumber 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 spacesrequired A = Number of existing on site car parkingspaces B = Number of on-site car parking spacesrequired for the existing use or development specified in Table C2.1 C= Number of on-site car parking spacesrequired for the proposed use or development specified in Table C2.1.		parking spaces; (c) the availability and frequency of public transportwithin reasonable walking distance of the site; (d) the availability and frequency of other transportalternatives; (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 ofthe roads, traffic management and other uses inthe 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 useand development.

Complies with P1

Refer to the assessment at Section 4 of the Traffic Impact Statement **(Appendix D).**. It is noted that assessment was undertaken on the basis of an earlier plan which showed 6 car parking and 20 float parking bays whereas the plans now show 9 car parking and 20 float parking bays. It is submitted that as the TIS assessment was based on 3 fewer spaces than proposed that it is still relevant.

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C2.5.3 Motorcycle parking numbers	
Objective	That an appropriate level of motorcycle parking spaces are provided to meet the needs of theuse.

Acceptable Solution		**Performance Criteria**	
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.

Complies with A1

Table C2.1 requires provision of two motorcycle parking spaces for a use that requires 50 spaces or more.

No motorcycle parking spaces are proposed given the nature of the use being a harness training track. Most users will attend with a vehicle and float and in any case there is adequate space in the car parking and hardstand areas to facilitate motorcycle parking if demand arose.

C2.6.1 Construction of parking areas.	
Objective	That parking areas are constructed to an appropriate standard.

Acceptable Solution		**Performance Criteria**	
A1	All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on site; and (c) excluding all uses in the Rural Zone, Agricultural Zone, Environmental Management Zone, Recreation Zone and Open	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: (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place;

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	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.		(e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.

Complies with A1

The parking areas are sealed and drained to on-site stormwater system.

C2.6.2 Design and layout of parking areas	
Objective	That parking areas are designed and laid out to provide convenient, safe and efficientparking.

Acceptable Solution		**Performance Criteria**	
A1.1	Parking, access ways, manoeuvring and circulationspaces 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 providingfor more than 4 parking spaces; (iii) have an access width not less than therequirements in Table C2.2; (iv) have car parking space dimensions whichsatisfy 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 wherethere 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 delineatedby line marking or other clear physical means; or (b) comply with Australian Standard AS 2890-Parking facilities, Parts 1-6.	P1	All parking, access ways, manoeuvring and circulationspaces 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 personswith 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-streetcar parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.

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A1.2	Parking spaces provided for use by persons with adisability must satisfy the following: (a) be located as close as practicable to the mainentry point to the building; (b) be incorporated into the overall car parkdesign; 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.		

Complies with A1

Refer to the assessment at Section 5.2 of the TIS at **Appendix D.**

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 cyclistsby 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.

Acceptable Solution		**Performance Criteria**	
A1	A1 The number of accesses provided for each frontagemust: (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 beminimised, 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.

Complies with A1

The site has a single access point onto Elphin Road.

C2.6.5 Pedestrian access

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

Acceptable Solution		**Performance Criteria**	
A1.1	Uses that require 10 or more car parking spacesmust: (a) have a 1m wide footpath that is separated fromthe 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, guardrails or planters between the footpath andthe access way or parking aisle; and (a) be signed and line marked at points where pedestrians cross access ways or parking aisles.	P1	Safe and convenient pedestrian access must beprovided 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 parkingaisles; and (i) any protective devices proposed for pedestrian safety.
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.		

Complies with P1

It is submitted that a separate pedestrian pathway is not necessary in the float parking area and there is sufficient area on the western side of the float parking area for pedestrians to move between the parking space and the amenities building and stables.

The vehicle parking area allow direct access to the track and amenities building and is considered in a safe location for pedestrian moving through the site.

5.3. Road and Railway Transport Code

5.3.1. Application of the Code

A new access is proposed therefore the Code is applicable.

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5.3.2. Applicable Standards

Not all standards in the Parking and Access Code are applicable to the Project. Table 5 identifies the applicable standards.

An assessment against C3.5.1 P1 is provided at Section 4.6 of the Traffic Impact Statement at **Appendix D**

Table 5 Applicable standards under the Road and Railway Assets Code

Clause		Applicability
Use standards		
Clause C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	A1.1, A1.2, A1.3, A1.4, A1.5/P1	Applicable (A1.2 and A1.5) Not applicable (A1.1, A1.3, A1.4 and A1.3)
Development standards for buildings and works		
Clause C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area	A1/P1	Not Applicable. The use is not a sensitive use.
Development Standards for Subdivision		
Not applicable		Subdivision is not proposed.

5.4. Natural Assets Code

5.4.1. Application of the Code

The Natural Assets Code applies as the site included land within the Waterway and Coastal Protection Area.

However, the proposed works are outside of the Waterway and Coastal Protection Area Overlay on the site so the standards do not apply.

Stormwater will be drained to the internal area of the track so there is no new point source discharge into Pardoe Creek.

5.5. Bushfire Prone Areas Code

5.5.1. Application of the Code

The Bushfire Prone Areas Code applies as the site included land within a Bushfire Prone Area Overlay.

However as the application does not involve subdivision nor a hazardous or vulnerable use, none of the Code standards are applicable.

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5.6. Safeguarding of Airports Code

5.6.1. Application of the Code

The Safeguarding of Airports Code applies as the site included land within the Airport Obstacle Limitation Area.

The proposed buildings have a maximum AHD height of 14m; less than 55.5m AHD.

55.5m AHD is the height specified for the site in the planning overlay map for the airport obstacle limitation area. As such, pursuant to clause C16.4.1(a) of the planning scheme, the proposal is exempt from assessment under the code.

6. Conclusion

The planning permit application seeks approval to upgrade an existing harness training track facility to meet current safety and amenity requirements for the harness industry

The report identifies that the Project is subject to the Tasmanian Planning Scheme – Latrobe and is subject to assessment under Clause 7.1- Changes to an Existing Non-Conforming Use.

In considering a discretionary application under Clause 7.1 Council must have regard to the applicable zone and code provisions. Sections for and 5 of this report provide an assessment against those provisions.

It is submitted that the proposal meets the test under Clause 7.1.1 (c) and Clause 7.1.2 and should be recommended for approval.

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Appendix A – Certificates of Title

RESULT OF SEARCH

RECORDER OF TITLES

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Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
20682	1
EDITION	DATE OF ISSUE
4	16-Dec-2025

SEARCH DATE : 30-June-2026
SEARCH TIME : 10.48 am

DESCRIPTION OF LAND

Parish of TEMPLETON, Land District of DEVON
Lot 1 on Diagram 20682
Being the land described in Conveyance No. 41/5132
Excepting thereout Lot 1 on Sealed Plan No. 19304
Derivation : Part of Lot 19 Gtd. to J. Bishton
Prior CT 4062/29

SCHEDULE 1

M558373 TRANSFER to AMAX DRILLING AUSTRALIA PTY LTD
Registered 15-Feb-2016 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
E36101 MORTGAGE to Westpac Banking Corporation Registered
15-Feb-2016 at 12.01 pm

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

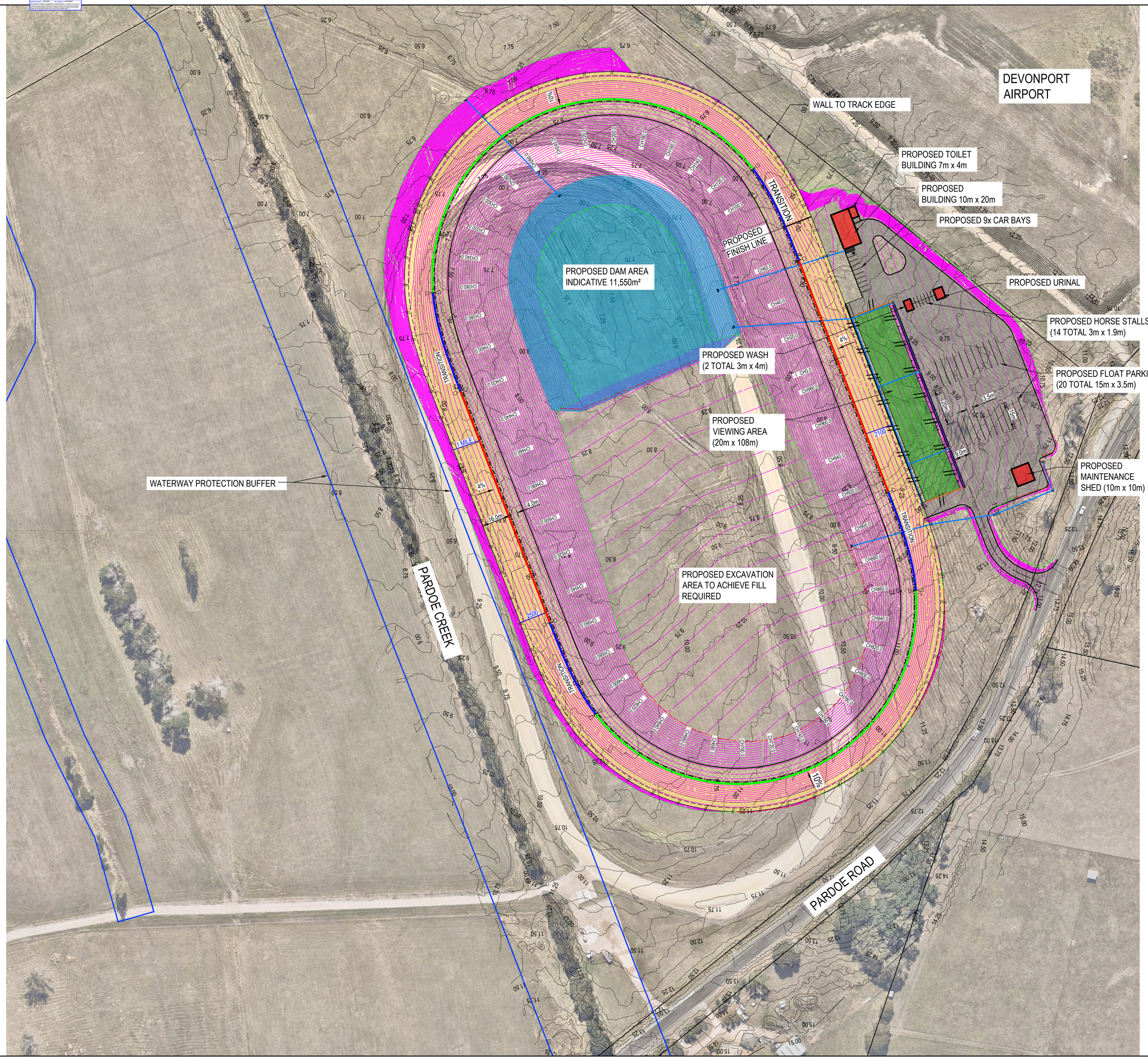
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Appendix B — Edgeloe Engineering Plans



A	9/10/25	ISSUED FOR INFORMATION	KJB	RWE	RWE
B	14/11/25	TRACK AND FACILITIES AMENDED	KJB	RWE	RWE
C	12/3/26	VIEWING AREA ADDED	KJB	RWE	RWE
D	23/4/26	BUILDINGS AND TRACK AMENDED	KJB	RWE	RWE
E	30/4/26	TRACK EXTENDED	KJB	RWE	RWE
F	13/7/26	AMENDED TO SUIT REQUIRED CHANGES	KJB	RWE	RWE

TRACK DESIGN DATA

TRACK RUNNING LINE LENGTH = 989.8m
TRACK RADIUS ON BEND (RUNNING LINE) = R97m
TRACK STRAIGHT (BETWEEN TRANSITION) = 120.49m
TRACK CROSS FALL ON STRAIGHT = 4%
TRACK CAMBER ON BEND = 10%

DISCLAIMER
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PROJECTION ZONE:	----
HEIGHT DATUM:	AHD
WAPC No:	----

ISSUE

ISSUED AS PRELIMINARY

EDGELOE Engineering

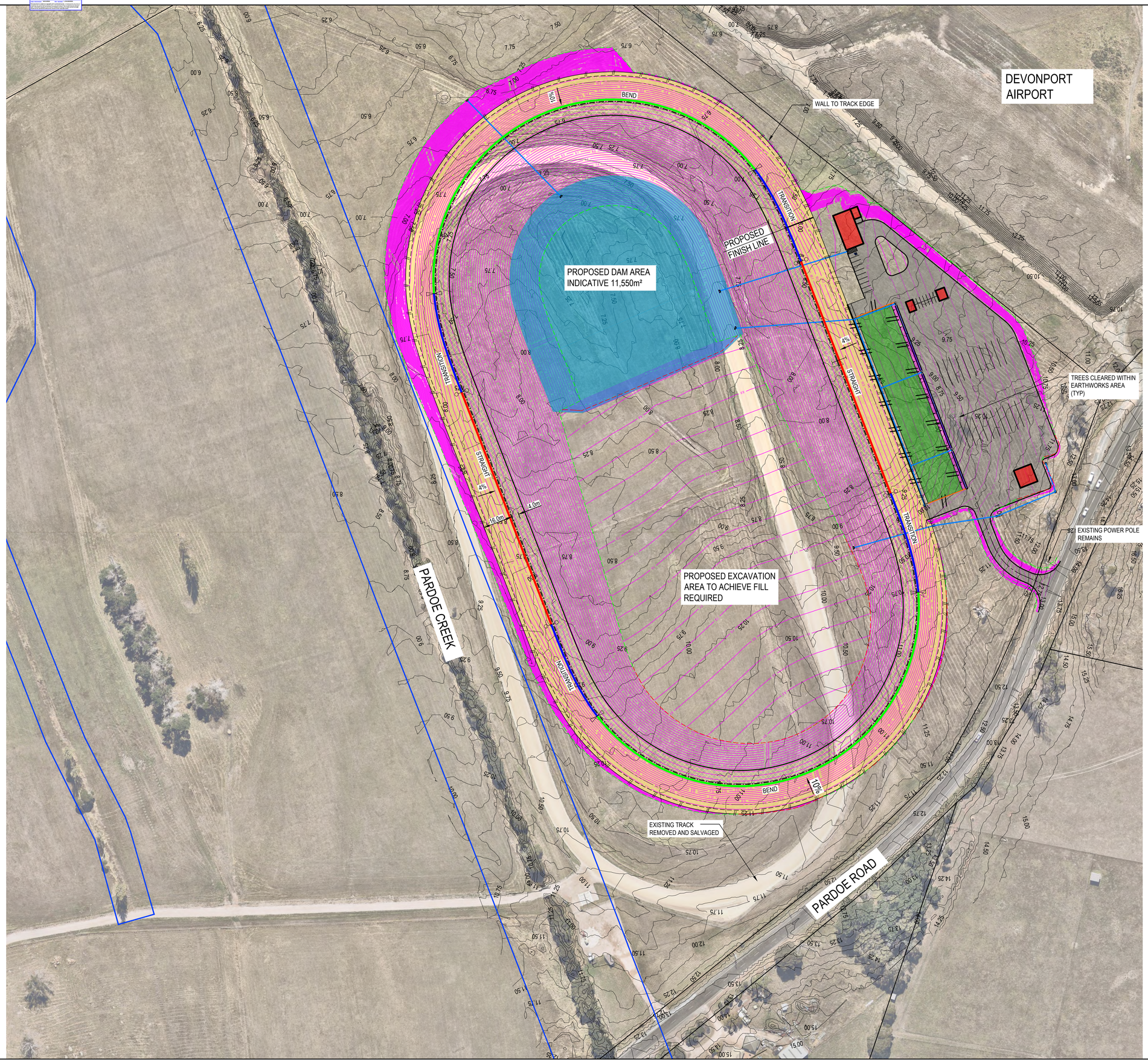
CLIENT
TAS RACING

PROJECT
MAXFIELDS HARNESS TRACK

ADDRESS
PARDOE ROAD, DEVONPORT TAS

DRAWING TITLE
PROPOSED TRACK AND BUILDING CONCEPT

PROJECT No.	DRAWING No.			REVISION
24084	C04	0 10 20 30 40 50 SCALE 1:1000	A 1	F



A	16/3/26	ISSUED FOR DA	KJB	RWE	RWE
B	23/4/26	BUILDINGS AND TRACK AMENDED	KJB	RWE	RWE
C	30/4/26	TRACK EXTENDED	KJB	RWE	RWE
D	13/7/26	AMENDED TO SUIT CHANGES REQUIRED	KJB	RWE	RWE

TRACK DESIGN DATA

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TRACK CAMBER ON BEND = 10%

LEGEND

- 7.00 — EXISTING SURFACE CONTOURS (LIDAR)
- 7.00 — DESIGN SURFACE CONTOURS
- DESIGN FILL BATTER
- DESIGN CUT BATTER
- TROTTING TRACK SURFACE
- TROTTING TRACK SAFETY LANE

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PROJECT
MAXFIELDS HARNESS TRACK

ADDRESS
PARDOE ROAD, DEVONPORT TAS

DRAWING TITLE
PROPOSED EARTHWORKS

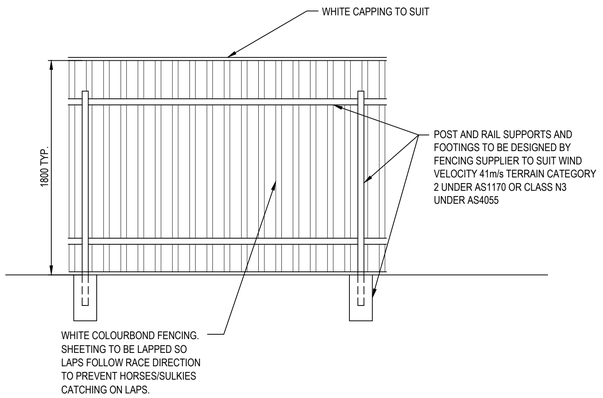
PROJECT No.	DRAWING No.			REVISION
24084	C05	0 10 20 30 40 50 SCALE 1:1000	A 1	D

Latrobe Council
Planning Permit Assessment
Planning Application: ____
Date Submitted: 07/01/2026 | Date Received: 7/01/2026
Plan Reference: 24084 C06 Rev D | Date: 13/7/26
This plan forms part of the application for planning permit described above. The endorsed plan may be altered pursuant to the provisions of the Planning Scheme and may not be altered or modified without the further written consent of Council.

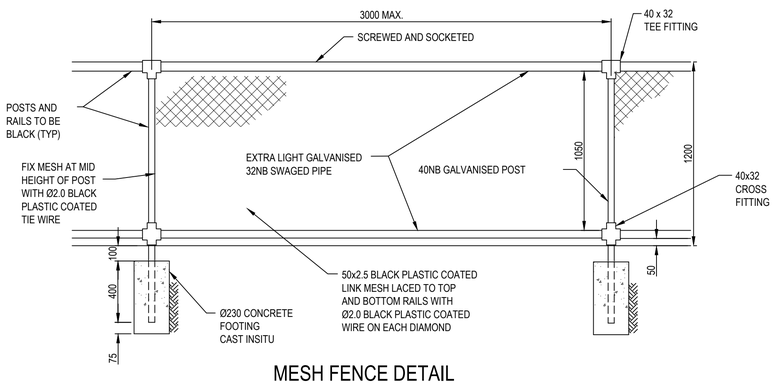
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DEVONPORT
AIRPORT

PROVIDE GATE FOR STEWARDS TOWER
PROPOSED FINISH LINE
PROVIDE GATES IN ENDS FOR MAINTENANCE ACCESS (TYP)
PROVIDE GATE FOR HORSE ACCESS
PROVIDE GATE FOR VIEWING AREA ACCESS
DUAL FENCING FOR PUBLIC SAFETY SETBACK AREA
PROVIDE GATE FOR VIEWING AREA ACCESS
PROVIDE GATE FOR MAINTENANCE ACCESS
PROVIDE NEW GATE AT ENTRY
RURAL PERIMETER FENCE REMAINS
PARDOE CREEK
PARDOE ROAD



COLOURBOND FENCE DETAIL
1:20



MESH FENCE DETAIL
1:20

A	16/3/26	ISSUED FOR DA	KJB	RWE	RWE
B	23/4/26	BUILDINGS AND TRACK AMENDED	KJB	RWE	RWE
C	30/4/26	TRACK EXTENDED	KJB	RWE	RWE
D	13/7/26	AMENDED TO SUIT REQUIRED CHANGES	KJB	RWE	RWE

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TRACK CROSS FALL ON STRAIGHT = 4%
TRACK CAMBER ON BEND = 10%

LEGEND

1800 HIGH COLORBOND FENCE
1200 HIGH CHAIN MESH FENCE

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TAS RACING

PROJECT
MAXFIELDS HARNESS TRACK

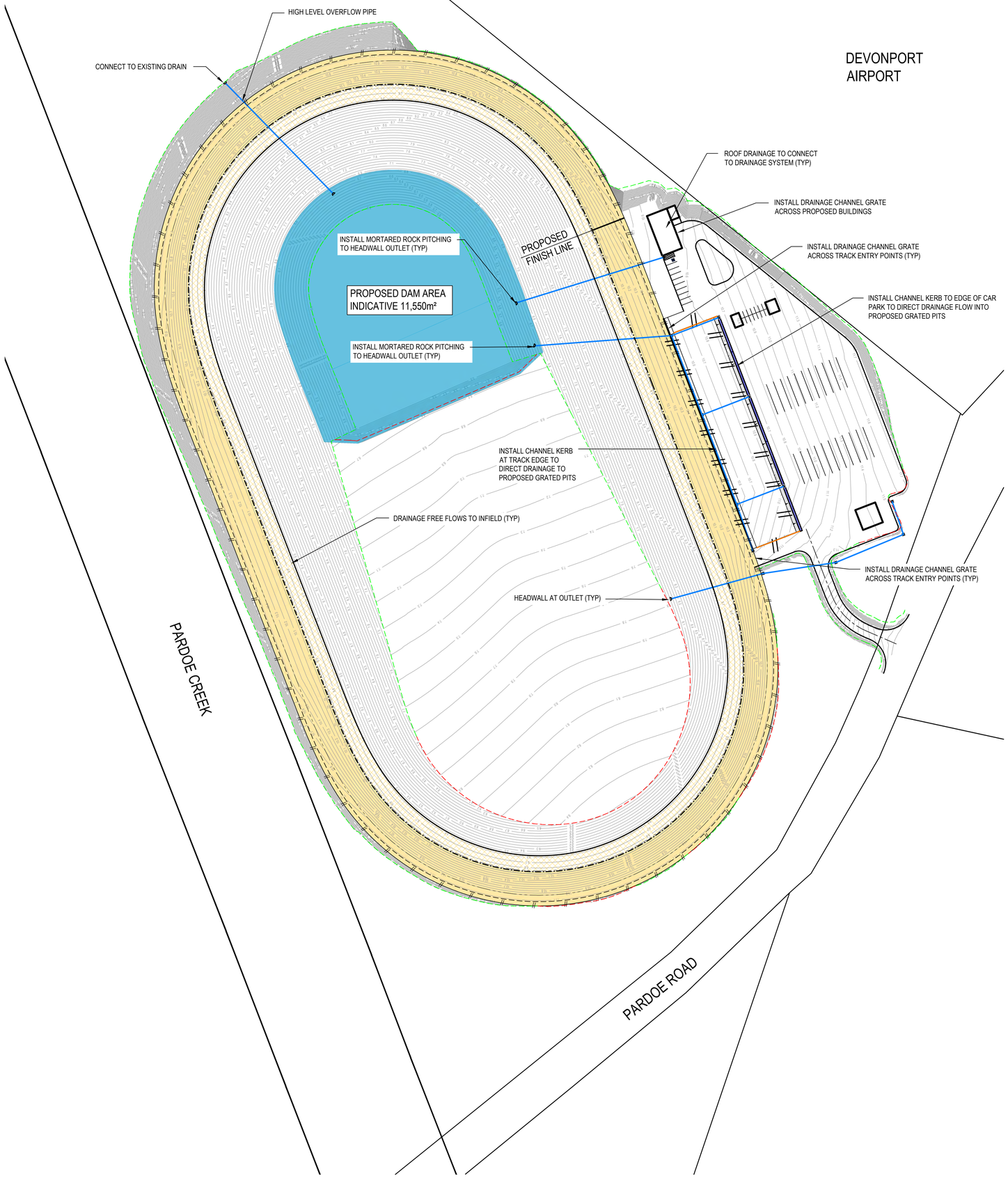
ADDRESS
PARDOE ROAD, DEVONPORT TAS

DRAWING TITLE
PROPOSED FENCING PLAN

PROJECT No.	DRAWING No.	SCALE		REVISION
24084	C06	0 10 20 30 40 50 SCALE 1:1000	A 1	D

Latrobe Council
Planning Information
Plan Approved: 07/12/2026 Plan Expires: 07/12/2028
Plan Version: 1 Plan Version Date: 07/12/2026
This plan is approved in accordance with the Land Use Planning and Approvals Act 1993. The approval of this plan does not imply that all aspects of any development shown comply with the relevant provisions of the Latrobe Interim Planning Scheme 2014.





A	16/3/26	ISSUED FOR DA	KJB	RWE	RWE
B	23/4/26	BUILDINGS AND TRACK AMENDED	KJB	RWE	RWE
C	30/4/26	TRACK EXTENDED	KJB	RWE	RWE
D	13/7/26	AMENDED TO SUIT REQUIRED CHANGES	KJB	RWE	RWE

TRACK DESIGN DATA

TRACK RUNNING LINE LENGTH = 989.8m
TRACK RADIUS ON BEND (RUNNING LINE) = R97m
TRACK STRAIGHT (BETWEEN TRANSITION) = 120.49m
TRACK CROSS FALL ON STRAIGHT = 4%
TRACK CAMBER ON BEND = 10%

LEGEND

7.00 — DESIGN SURFACE CONTOURS
PROPOSED DRAINAGE
EDGE OF BATTER IN FILL
EDGE OF BATTER IN CUT

DISCLAIMER
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HEIGHT DATUM: AHD
WAPC No: ----

ISSUE

ISSUED AS PRELIMINARY

EDGELOE Engineering

CLIENT
TAS RACING

PROJECT
MAXFIELDS HARNESS TRACK

ADDRESS
PARDOE ROAD, DEVONPORT TAS

DRAWING TITLE
PROPOSED DRAINAGE PLAN

PROJECT No.	DRAWING No.			REVISION
24084	C07	0 10 20 30 40 50 SCALE 1:1000	A 1	D

Latrobe Council
Planning Information
Permit Application: 91.2025.00000.000 Date Received: 19/12/2025
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N
W E
S

DEVONPORT AIRPORT

PROPOSED FINISH LINE

PROPOSED 9x CAR BAYS (Incl ACCESSIBLE PARKING BAY)

PROPOSED HORSE STALLS (14 TOTAL 3m x 1.9m)

2.5m

5.5m

3.5m

15.0m

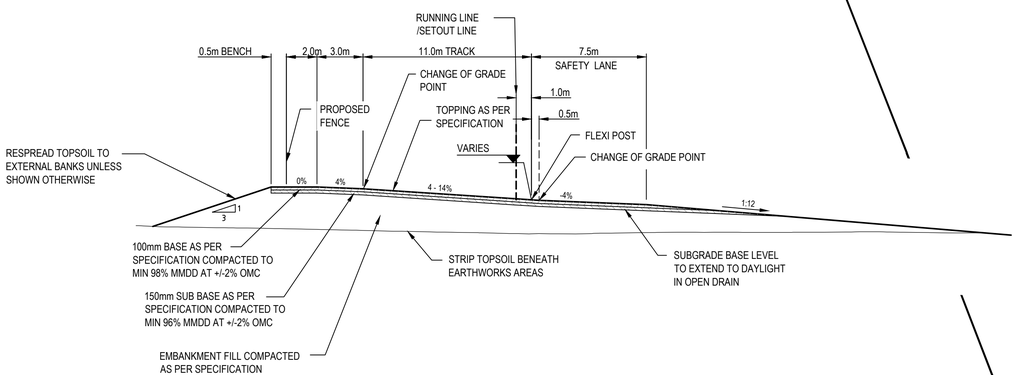
20.0m

PROPOSED FLOAT PARKING (20 TOTAL 15m x 3.5m)

PROPOSED VIEWING AREA (20m x 108m)

PARDOE CREEK

PARDOE ROAD



TRACK TYPICAL CROSS SECTION
BEND AND BACK STRAIGHT
NTS

A	16/3/26	ISSUED FOR DA	KJB	RWE	RWE
B	23/4/26	BUILDINGS AND TRACK AMENDED	KJB	RWE	RWE
C	30/4/26	TRACK EXTENDED	KJB	RWE	RWE
D	13/7/26	AMENDED TO SUIT REQUIRED CHANGES			

TRACK DESIGN DATA

TRACK RUNNING LINE LENGTH = 989.8m
TRACK RADIUS ON BEND (RUNNING LINE) = R97m
TRACK STRAIGHT (BETWEEN TRANSITION) = 120.49m
TRACK CROSS FALL ON STRAIGHT = 4%
TRACK CAMBER ON BEND = 10%

LEGEND

- TROTTING TRACK SURFACE
- TROTTING TRACK SAFETY LANE
- CAR PARK AND ROAD PAVED AREAS
- VIEW AREA
- BUILDINGS

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PROJECT
MAXFIELDS HARNESS TRACK

ADDRESS
PARDOE ROAD, DEVONPORT TAS

DRAWING TITLE
PROPOSED SURFACES PLAN

PROJECT No.	DRAWING No.	SCALE		REVISION
24084	C08	0 10 20 30 40 50 SCALE 1:1000	A 1	D

Latrobe Council
Planning Information
Plan Assessment - 5/12/2025 Date Received - 5/12/2025
This plan has been assessed against the relevant provisions of the Latrobe Interim Planning Scheme 2013 and is considered to be in accordance with the requirements of the Scheme subject to the conditions specified on the Permit.



DEVONPORT
AIRPORT

PROPOSED TOILET BUILDING 7m x 4m

PROPOSED BUILDING 10m x 20m

PROPOSED FINISH LINE

2.5m

PROPOSED URINAL

3.5m

PROPOSED WASH (2 TOTAL 3m x 4m)

3.5m

15.0m

PROPOSED FLOAT PARKING (20 TOTAL 15m x 3.5m)

PROPOSED MAINTENANCE SHED (10m x 10m)

PARDOE CREEK

PARDOE ROAD

A	16/3/26	ISSUED FOR DE	KJB	RWE	RWE
B	23/4/26	BUILDINGS AND START LINE AMENDED	KJB	RWE	RWE
C	30/4/26	TRACK EXTNEDED	KJB	RWE	RWE
D	13/7/26	AMENDED TO SUIT REQUIRED CHANGES	KJB	RWE	RWE

TRACK DESIGN DATA

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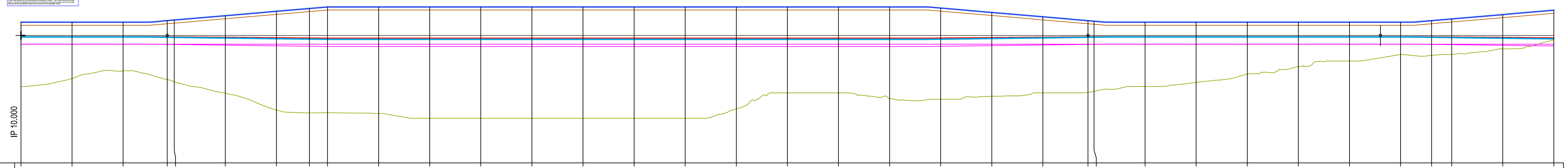
PROJECT
MAXFIELDS HARNESS TRACK

ADDRESS
PARDOE ROAD, DEVONPORT TAS

DRAWING TITLE
PROPOSED BUILDINGS PLAN

PROJECT No.	DRAWING No.	SCALE		REVISION
24084	C09	0 10 20 30 40 50 SCALE 1:1000	A 1	D

Latrobe Council
Planning Exhibition Documents



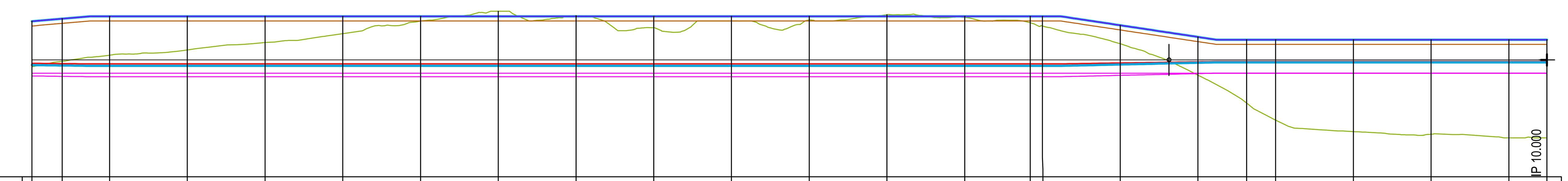
DATUM R.L.5

GRADIENT %: 0% (Ch 0 – 600)

VERTICAL CURVE: –

CURVE DATA: R-97m (Ch 112.91 – 360)

PEGGED CHAINAGE	FINISHED SURFACE LEVEL	BENCH LEVEL	UPPER TRACK LEVEL	HINGE LEVEL	FLEXI POST LEVEL	SAFETY LANE LEVEL	WIDENING LEVEL	PEGGED C.L. SURFACE LEVEL
0	10	10.52	9.94	10.4	9.96	9.94	9.66	8
20	10	10.52	9.94	10.4	9.96	9.94	9.66	8.31
40	10	10.52	9.94	10.4	9.96	9.94	9.66	8.61
57.24	10	10.58	9.93	10.46	9.95	9.93	9.65	8.27
60	10	10.61	9.93	10.49	9.95	9.93	9.65	8.19
80	10	10.78	9.9	10.66	9.93	9.9	9.62	7.74
100	10	10.95	9.88	10.83	9.92	9.88	9.6	7.07
112.91	10	11.06	9.86	10.94	9.91	9.86	9.58	6.96
120	10	11.12	9.85	11	9.9	9.85	9.57	6.97
140	10	11.12	9.85	11	9.9	9.85	9.57	6.94
160	10	11.12	9.85	11	9.9	9.85	9.57	6.75
180	10	11.12	9.85	11	9.9	9.85	9.57	6.75
200	10	11.12	9.85	11	9.9	9.85	9.57	6.75
220	10	11.12	9.85	11	9.9	9.85	9.57	6.75
240	10	11.12	9.85	11	9.9	9.85	9.57	6.75
260	10	11.12	9.85	11	9.9	9.85	9.57	6.75
280	10	11.12	9.85	11	9.9	9.85	9.57	7.12
300	10	11.12	9.85	11	9.9	9.85	9.57	7.75
320	10	11.12	9.85	11	9.9	9.85	9.57	7.75
340	10	11.12	9.85	11	9.9	9.85	9.57	7.53
360	10	11.08	9.86	10.96	9.9	9.86	9.58	7.5
380	10	10.9	9.88	10.78	9.92	9.88	9.6	7.62
400	10	10.73	9.91	10.61	9.94	9.91	9.63	7.75
417.64	10	10.58	9.93	10.46	9.95	9.93	9.65	7.77
420	10	10.56	9.93	10.44	9.96	9.93	9.65	7.81
440	10	10.52	9.94	10.4	9.96	9.94	9.66	8
460	10	10.52	9.94	10.4	9.96	9.94	9.66	8.17
480	10	10.52	9.94	10.4	9.96	9.94	9.66	8.49
500	10	10.52	9.94	10.4	9.96	9.94	9.66	8.79
520	10	10.52	9.94	10.4	9.96	9.94	9.66	9
540	10	10.52	9.94	10.4	9.96	9.94	9.66	9.25
552.13	10	10.58	9.93	10.46	9.95	9.93	9.65	9.22
560	10	10.65	9.92	10.53	9.95	9.92	9.64	9.25
580	10	10.82	9.89	10.7	9.93	9.89	9.61	9.47
600	10	10.99	9.87	10.87	9.91	9.87	9.59	9.82



DATUM R.L.5

GRADIENT %: 0% (Ch 600 – 989.77)

VERTICAL CURVE: –

CURVE DATA: R-97m (Ch 607.79 – 856.87)

PEGGED CHAINAGE	FINISHED SURFACE LEVEL	BENCH LEVEL	UPPER TRACK LEVEL	HINGE LEVEL	FLEXI POST LEVEL	SAFETY LANE LEVEL	WIDENING LEVEL	PEGGED C.L. SURFACE LEVEL
600	10	10.99	9.87	10.87	9.91	9.87	9.59	9.82
607.79	10	11.06	9.86	10.94	9.91	9.86	9.58	9.96
620	10	11.12	9.85	11	9.9	9.85	9.57	10.12
640	10	11.12	9.85	11	9.9	9.85	9.57	10.26
660	10	11.12	9.85	11	9.9	9.85	9.57	10.45
680	10	11.12	9.85	11	9.9	9.85	9.57	10.68
700	10	11.12	9.85	11	9.9	9.85	9.57	11
720	10	11.12	9.85	11	9.9	9.85	9.57	11.25
740	10	11.12	9.85	11	9.9	9.85	9.57	11.14
760	10	11.12	9.85	11	9.9	9.85	9.57	10.83
780	10	11.12	9.85	11	9.9	9.85	9.57	11
800	10	11.12	9.85	11	9.9	9.85	9.57	11.03
820	10	11.12	9.85	11	9.9	9.85	9.57	11.16
840	10	11.12	9.85	11	9.9	9.85	9.57	11.09
856.87	10	11.12	9.85	11	9.9	9.85	9.57	10.95
860	10	11.12	9.85	11	9.9	9.85	9.57	10.87
880	10	10.89	9.88	10.77	9.92	9.88	9.6	10.41
900	10	10.59	9.93	10.47	9.95	9.93	9.65	9.61
912.53	10	10.52	9.94	10.4	9.96	9.94	9.66	8.89
920	10	10.52	9.94	10.4	9.96	9.94	9.66	8.45
940	10	10.52	9.94	10.4	9.96	9.94	9.66	8.16
960	10	10.52	9.94	10.4	9.96	9.94	9.66	8.09
980	10	10.52	9.94	10.4	9.96	9.94	9.66	8
989.77	10	10.52	9.94	10.4	9.96	9.94	9.66	8

SCALE 1:1000 HOR (0 10 20 30 40 50)

SCALE 1:100 VER (0 1 2 3 4 5)

REV	DATE	DESCRIPTION			
A	16/3/26	ISSUED FOR DA	KJB	RWE	RWE
B	23/4/26	SAFETY LANE AMENDED	KJB	RWE	RWE
C	30/4/26	TRACK EXTENDED	KJB	RWE	RWE

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HEIGHT DATUM: AHD
WAPC No: ----

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EDGELOE Engineering

CLIENT: TAS RACING

PROJECT: MAXFIELDS HARNESS TRACK

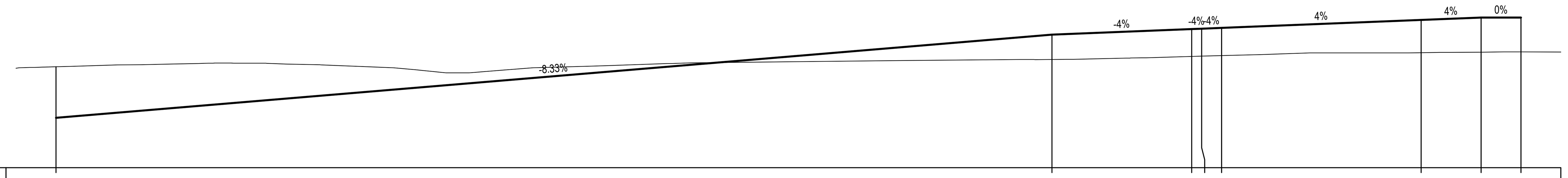
ADDRESS: PARDOE ROAD, DEVONPORT TAS

DRAWING TITLE: TRACK LONG SECTION

PROJECT No. 24084 | DRAWING No. C10 | A1 | REVISION C

Latrobe Council
Planning Exhibition Documents

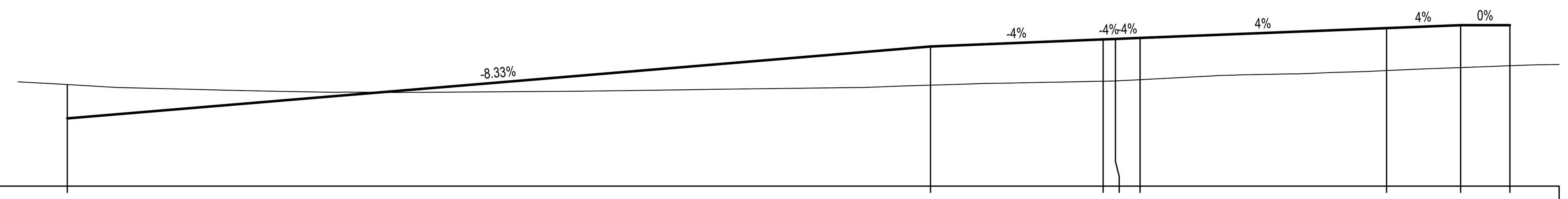
A	16/3/26	ISSUED FOR DA	KJB	RWE	RWE
B	23/4/26	SAFETY LANE AMENDED	KJB	RWE	RWE



DATUM3

FINISHED SURFACE	5.5	9.66	9.94	9.96	10	10.4	10.52	10.52
HEIGHT CHANGE	2.552	-1.242	-1.37	-1.377	-1.389	-1.64	-1.734	-1.723
NATURAL SURFACE	8.052	8.418	8.57	8.583	8.611	8.76	8.786	8.797
OFFSET FROM CL	-58.42	-8.5	-1.5	-1	0	10	13	15

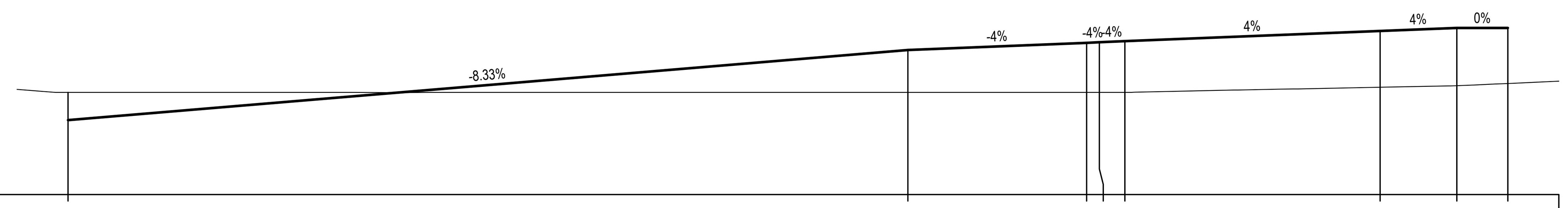
CH 40



DATUM4

FINISHED SURFACE	6.742	9.66	9.94	9.96	10	10.4	10.52	10.52
HEIGHT CHANGE	1.369	-1.57	-1.693	-1.699	-1.688	-1.719	-1.717	-1.644
NATURAL SURFACE	8.111	8.09	8.247	8.261	8.312	8.681	8.803	8.876
OFFSET FROM CL	-43.519	-8.5	-1.5	-1	0	10	13	15

CH 20



DATUM4

FINISHED SURFACE	6.918	9.66	9.94	9.96	10	10.4	10.52	10.52
HEIGHT CHANGE	1.082	-1.66	-1.94	-1.96	-2	-2.202	-2.258	-2.174
NATURAL SURFACE	8	8	8	8	8	8.198	8.262	8.346
OFFSET FROM CL	-41.405	-8.5	-1.5	-1	0	10	13	15

CH 0

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PROJECT
MAXFIELDS HARNESS TRACK

ADDRESS
PARDOE ROAD, DEVONPORT TAS

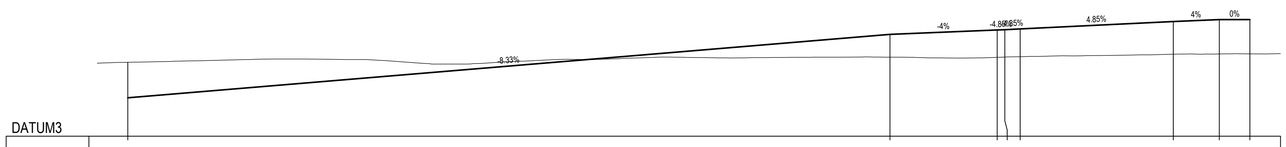
DRAWING TITLE
TRACK CROSS SECTIONS 1 OF 14

PROJECT No.	DRAWING No.	SCALE	SIZE	REVISION
24084	C11	0 2 4 6 8 10 SCALE 1:200	A1	B



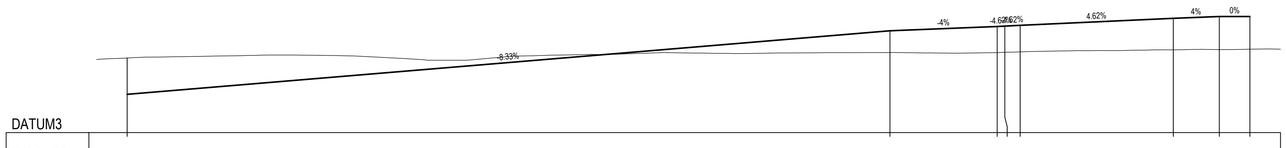
DATUM3														
FINISHED SURFACE	5.5					9.622	9.802	9.934	10			10.657	10.777	10.777
HEIGHT CHANGE	2.081					-1.824	-2.169	-2.277	-2.263			-2.717	-2.769	-2.727
NATURAL SURFACE	7.581					7.798	7.732	7.777	7.737			7.94	8.007	8.049
OFFSET FROM CL	-57.958					-8.5	-1.5	-1	0			10	13	15

CH 80



DATUM3														
FINISHED SURFACE	5.5					9.647	9.927	9.951	10			10.485	10.605	10.605
HEIGHT CHANGE	2.319					-1.496	-1.785	-1.789	-1.815			-2.14	-2.241	-2.236
NATURAL SURFACE	7.819					8.151	8.142	8.151	8.185			8.345	8.364	8.369
OFFSET FROM CL	-58.267					-8.5	-1.5	-1	0			10	13	15

CH 60



DATUM3														
FINISHED SURFACE	5.5					9.651	9.931	9.954	10			10.462	10.582	10.582
HEIGHT CHANGE	2.369					-1.422	-1.704	-1.722	-1.728			-2.055	-2.162	-2.139
NATURAL SURFACE	7.869					8.229	8.227	8.241	8.272			8.406	8.419	8.442
OFFSET FROM CL	-58.309					-8.5	-1.5	-1	0			10	13	15

CH 57.24

A	16/3/26	ISSUED FOR DA	KJB	RWE	RWE
B	23/4/26	SAFETY LANE AMENDED	KJB	RWE	RWE

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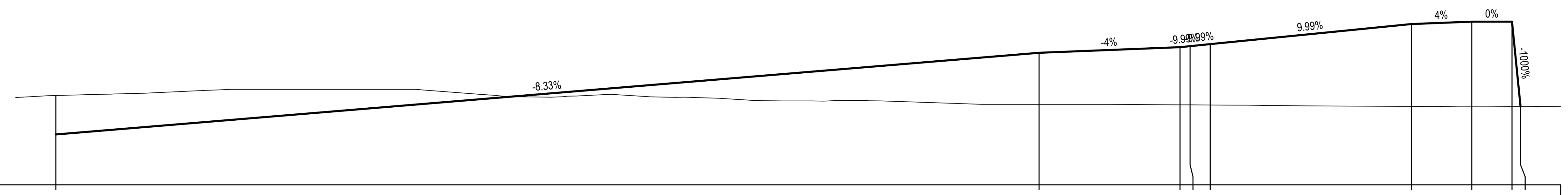
PROJECT
MAXFIELDS HARNESS TRACK

ADDRESS
PARDOE ROAD, DEVONPORT TAS

DRAWING TITLE
TRACK CROSS SECTIONS 2 OF 14

PROJECT No.	DRAWING No.	SCALE		REVISION
24084	C12	0 2 4 6 8 10 SCALE 1:200	A 1	B

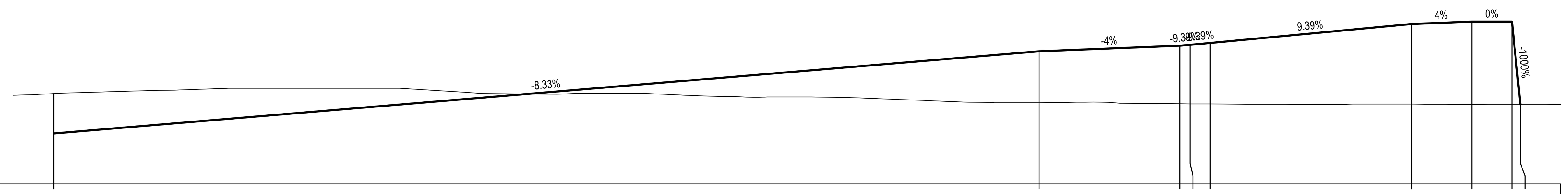
Latrobe Council
Planning Exhibition Documents



DATUM3

FINISHED SURFACE	5.5	9.57	9.85	9.9	10	10.999	11.119	11.119	6.9
HEIGHT CHANGE	1.944	-2.57	-2.872	-2.925	-3.031	-4.101	-4.211	-4.217	0
NATURAL SURFACE	7.444	7	6.978	6.975	6.969	6.898	6.909	6.902	6.9
OFFSET FROM CL	-57.341	-8.5	-1.5	-1	0	10	13	15	15.422

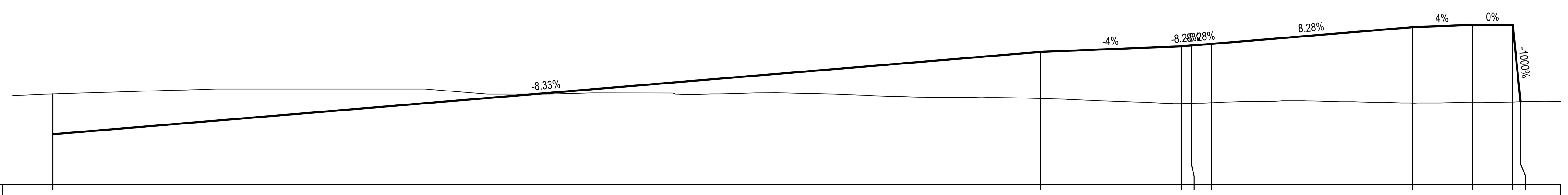
CH 120



DATUM3

FINISHED SURFACE	5.5	9.579	9.859	9.906	10	10.939	11.059	11.059	6.93
HEIGHT CHANGE	1.985	-2.552	-2.884	-2.935	-3.036	-3.982	-4.12	-4.129	0
NATURAL SURFACE	7.485	7.028	6.975	6.971	6.964	6.956	6.939	6.929	6.93
OFFSET FROM CL	-57.45	-8.5	-1.5	-1	0	10	13	15	15.413

CH 112.91



DATUM3

FINISHED SURFACE	5.5	9.596	9.876	9.917	10	10.828	10.948	10.948	7.116
HEIGHT CHANGE	2.008	-2.316	-2.851	-2.876	-2.93	-3.775	-3.874	-3.845	0
NATURAL SURFACE	7.508	7.28	7.025	7.041	7.07	7.053	7.074	7.103	7.116
OFFSET FROM CL	-57.65	-8.5	-1.5	-1	0	10	13	15	15.383

CH 100

A	16/3/26	ISSUED FOR DA	KJB	RWE	RWE
B	23/4/26	SAFETY LANE AMENDED	KJB	RWE	RWE

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PROJECTION ZONE: ----
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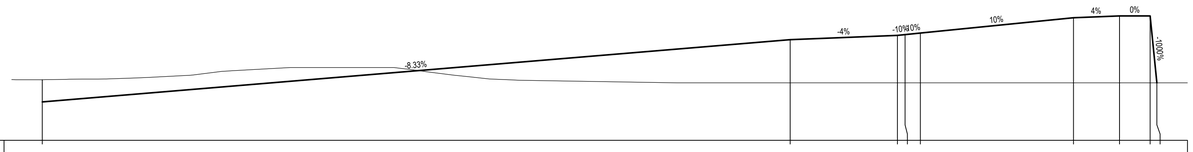
CLIENT
TAS RACING

PROJECT
MAXFIELDS HARNESS TRACK

ADDRESS
PARDOE ROAD, DEVONPORT TAS

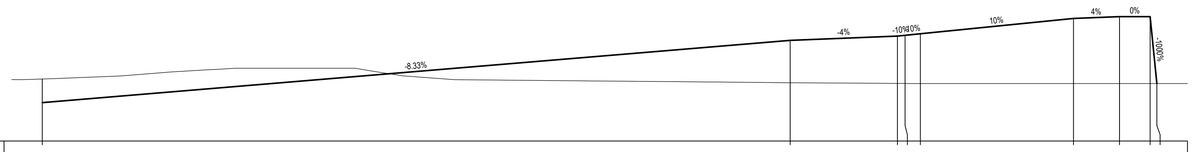
DRAWING TITLE
TRACK CROSS SECTIONS 3 OF 14

PROJECT No.	DRAWING No.			REVISION
24084	C13	0 2 4 6 8 10 SCALE 1:200	A1	B



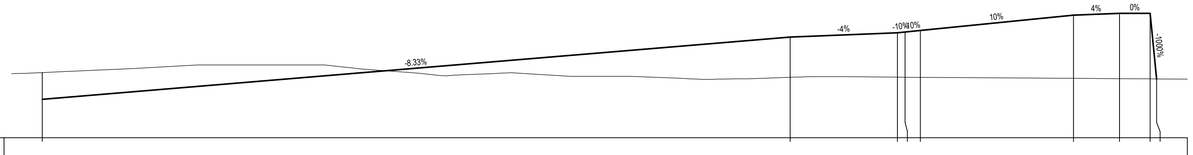
DATUM3														
FINISHED SURFACE	5.5			9.57		9.85	9.9	10	11		11.12	11.12	6.75	
HEIGHT CHANGE	1.454			-2.62		-3.1	-3.15	-3.25	-4.25		-4.37	-4.37	0	
NATURAL SURFACE	6.954			6.75		6.75	6.75	6.75	6.75		6.75	6.75	6.75	
OFFSET FROM CL	-57.34			-8.5		-1.5	-1	0	10		13	15	15.437	

CH 180



DATUM3														
FINISHED SURFACE	5.5			9.57		9.85	9.9	10	11		11.12	11.12	6.75	
HEIGHT CHANGE	1.544			-2.769		-3.094	-3.147	-3.25	-4.25		-4.37	-4.37	0	
NATURAL SURFACE	7.044			6.801		6.756	6.753	6.75	6.75		6.75	6.75	6.75	
OFFSET FROM CL	-57.34			-8.5		-1.5	-1	0	10		13	15	15.437	

CH 160



DATUM3														
FINISHED SURFACE	5.5			9.57		9.85	9.9	10	11		11.12	11.12	6.836	
HEIGHT CHANGE	1.748			-2.631		-2.989	-3.064	-3.064	-4.129		-4.268	-4.281	0	
NATURAL SURFACE	7.248			6.939		6.951	6.936	6.936	6.871		6.852	6.838	6.836	
OFFSET FROM CL	-57.34			-8.5		-1.5	-1	0	10		13	15	15.428	

CH 140

A	16/3/26	ISSUED FOR DA	KJB	RWE	RWE
B	23/4/26	SAFETY LANE AMENDED	KJB	RWE	RWE

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TAS RACING

PROJECT
MAXFIELDS HARNESS TRACK

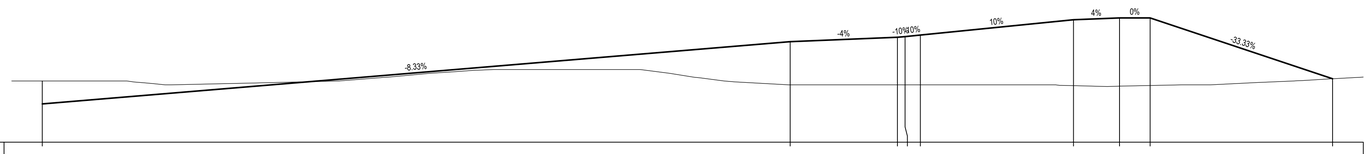
ADDRESS
PARDOE ROAD, DEVONPORT TAS

DRAWING TITLE
TRACK CROSS SECTIONS 4 OF 14

PROJECT No.	DRAWING No.	SCALE 1:200		REVISION
24084	C14	0 2 4 6 8 10	A 1	B

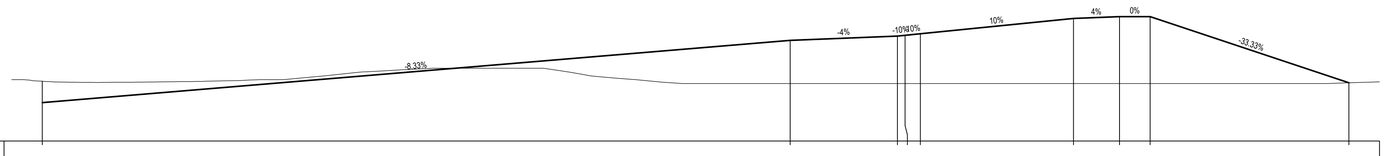
Latrobe Council
Planning Information
Plan Assessment - APPROVED - 16/03/2026
Bld Assessment - APPROVED - 16/03/2026
This Plan has been approved as part of a Planning Permit, Building Permit or Plumbing Permit issued by Latrobe Council. Please refer to the Permit conditions for any requirements that must be complied with before commencement of any work.

A	16/3/26	ISSUED FOR DA	KJB	RWE	RWE
B	23/4/26	SAFETY LANE AMENDED	KJB	RWE	RWE



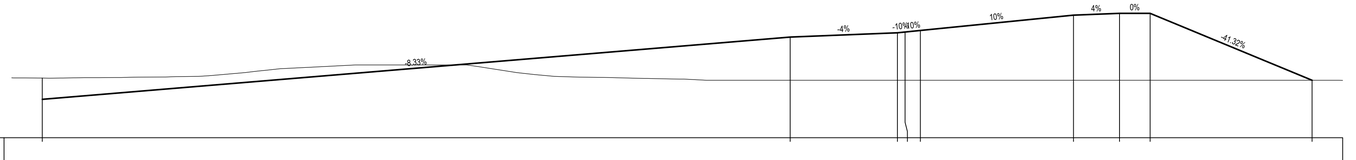
DATUM3										
FINISHED SURFACE	5.5	9.57	9.85	9.9	10	11	11.12	11.12	7.148
HEIGHT CHANGE	1.5	-2.82	-3.1	-3.15	-3.25	-4.308	-4.462	-4.417	0
NATURAL SURFACE	7	6.75	6.75	6.75	6.75	6.692	6.658	6.703	7.148
OFFSET FROM CL	-57.34	-8.5	-1.5	-1	0	10	13	15	26.917

CH 240



DATUM3										
FINISHED SURFACE	5.5	9.57	9.85	9.9	10	11	11.12	11.12	6.794
HEIGHT CHANGE	1.397	-2.82	-3.1	-3.15	-3.25	-4.25	-4.37	-4.37	0
NATURAL SURFACE	6.897	6.75	6.75	6.75	6.75	6.75	6.75	6.75	6.794
OFFSET FROM CL	-57.34	-8.5	-1.5	-1	0	10	13	15	27.977

CH 220



DATUM3										
FINISHED SURFACE	5.5	9.57	9.85	9.9	10	11	11.12	11.12	6.75
HEIGHT CHANGE	1.39	-2.82	-3.1	-3.15	-3.25	-4.25	-4.37	-4.37	0
NATURAL SURFACE	6.89	6.75	6.75	6.75	6.75	6.75	6.75	6.75	6.75
OFFSET FROM CL	-57.34	-8.5	-1.5	-1	0	10	13	15	25.575

CH 200

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ADDRESS
PARDOE ROAD, DEVONPORT TAS

DRAWING TITLE
TRACK CROSS SECTIONS 5 OF 14

PROJECT No.	DRAWING No.	SCALE 1:200		REVISION
24084	C15	0 2 4 6 8 10	A 1	B

Launceston Council
Building Application
Building Information
Plan Assessment - 07/01/2026 Date Received - 7/01/2026
Plan Approved - 07/01/2026 Date Approved - 7/01/2026
Plan Approved subject to conditions noted on the Building Permit. Any variation to approved plans must be submitted to Council for approval prior to commencement of work. It is the responsibility of the owner to ensure that all building work complies with the Building Act 2016 and Regulations.



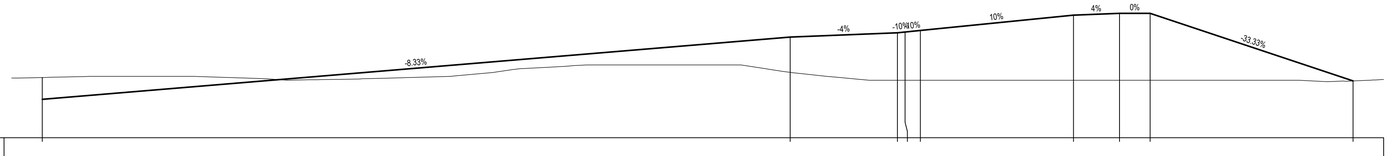
DATUM3										
FINISHED SURFACE	5.5	9.57	9.85	9.9	10	11	11.12	11.12	6.805	
HEIGHT CHANGE	1.367	-1.985	-2.1	-2.15	-2.25	-4.015	-4.192	-4.23	0	
NATURAL SURFACE	6.867	7.585	7.75	7.75	7.75	6.985	6.928	6.89	6.805	
OFFSET FROM CL	-57.34	-8.5	-1.5	-1	0	10	13	15	27.946	

CH 300



DATUM3										
FINISHED SURFACE	5.5	9.57	9.85	9.9	10	11	11.12	11.12	6.75	
HEIGHT CHANGE	1.312	-1.82	-2.685	-2.785	-2.877	-4.25	-4.37	-4.37	0	
NATURAL SURFACE	6.812	7.75	7.265	7.204	7.123	6.75	6.75	6.75	6.75	
OFFSET FROM CL	-57.34	-8.5	-1.5	-1	0	10	13	15	28.11	

CH 280



DATUM3										
FINISHED SURFACE	5.5	9.57	9.85	9.9	10	11	11.12	11.12	6.703	
HEIGHT CHANGE	1.424	-2.306	-3.1	-3.15	-3.25	-4.25	-4.37	-4.37	0	
NATURAL SURFACE	6.924	7.264	6.75	6.75	6.75	6.75	6.75	6.75	6.703	
OFFSET FROM CL	-57.34	-8.5	-1.5	-1	0	10	13	15	28.251	

CH 260

A	16/3/26	ISSUED FOR DA	KJB	RWE	RWE
B	23/4/26	SAFETY LANE AMENDED	KJB	RWE	RWE

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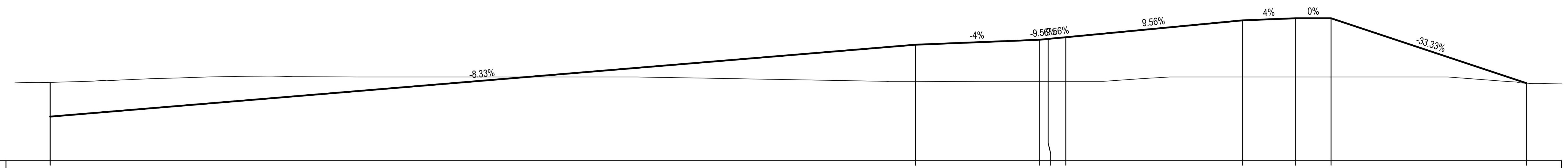
PROJECT
MAXFIELDS HARNESS TRACK

ADDRESS
PARDOE ROAD, DEVONPORT TAS

DRAWING TITLE
TRACK CROSS SECTIONS 6 OF 14

PROJECT No.	DRAWING No.	SCALE		REVISION
24084	C16	0 2 4 6 8 10 SCALE 1:200	A 1	B

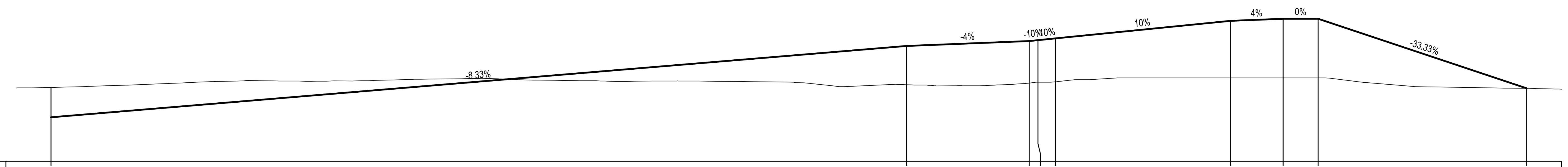
Rev	Date	Description			
A	16/3/26	ISSUED FOR DA	KJB	RWE	RWE
B	23/4/26	SAFETY LANE AMENDED	KJB	RWE	RWE



DATUM3

FINISHED SURFACE	5.5	9.577	9.857	9.904	10	10.956	11.076	11.076	7.396
HEIGHT CHANGE	1.937	-2.09	-2.357	-2.404	-2.5	-3.206	-3.326	-3.326	0
NATURAL SURFACE	7.437	7.487	7.5	7.5	7.5	7.75	7.75	7.75	7.396
OFFSET FROM CL	-57.42	-8.5	-1.5	-1	0	10	13	15	26.038

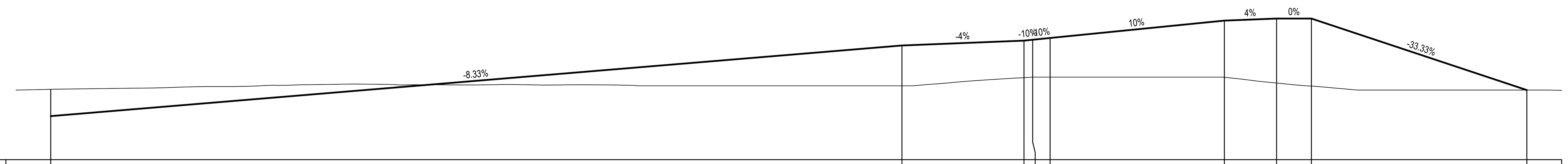
CH 360



DATUM3

FINISHED SURFACE	5.5	9.57	9.85	9.9	10	11	11.12	11.12	7.152
HEIGHT CHANGE	1.698	-2.21	-2.399	-2.4	-2.474	-3.25	-3.37	-3.37	0
NATURAL SURFACE	7.198	7.36	7.451	7.5	7.526	7.75	7.75	7.75	7.152
OFFSET FROM CL	-57.34	-8.5	-1.5	-1	0	10	13	15	26.904

CH 340



DATUM3

FINISHED SURFACE	5.5	9.57	9.85	9.9	10	11	11.12	11.12	7
HEIGHT CHANGE	1.547	-2.32	-2.134	-2.156	-2.25	-3.263	-3.715	-3.892	0
NATURAL SURFACE	7.047	7.25	7.716	7.744	7.75	7.737	7.405	7.228	7
OFFSET FROM CL	-57.34	-8.5	-1.5	-1	0	10	13	15	27.36

CH 320

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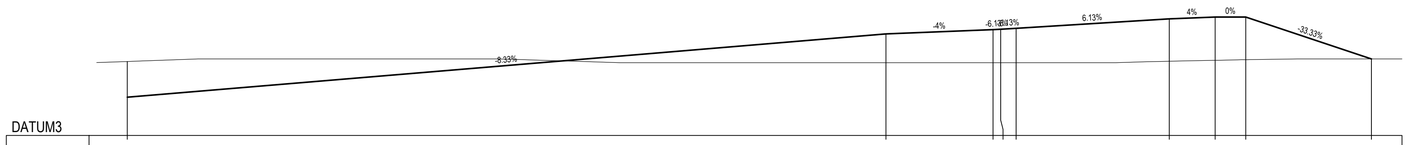
PROJECT
MAXFIELDS HARNESS TRACK

ADDRESS
PARDOE ROAD, DEVONPORT TAS

DRAWING TITLE
TRACK CROSS SECTIONS 7 OF 14

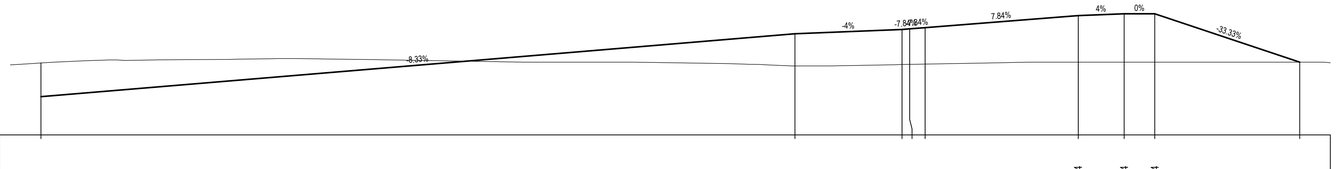
PROJECT No.	DRAWING No.	SCALE		REVISION
24084	C17	0 2 4 6 8 10 SCALE 1:200	A1	B

Latrobe Council
Planning Information
Plan Assessment - APPROVED - 16/03/2026
Bill Permit - APPROVED - 16/03/2026
All Plan Assessment and Bill Permit approvals are subject to the conditions detailed on the Council's approval letter. Council accepts no liability for any omissions or errors in this plan. It is the responsibility of the applicant to verify all details.



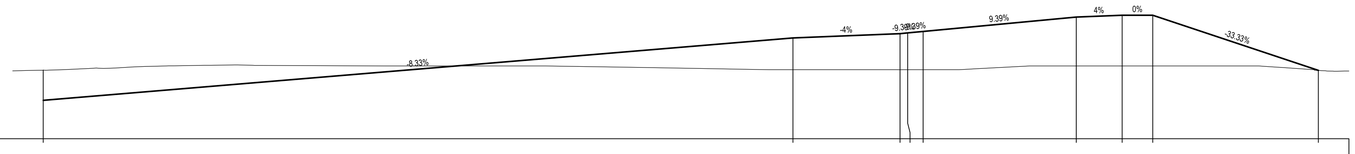
DATUM3								
FINISHED SURFACE	5.5	9.628	9.908	9.939	10	10.613	10.733	10.733	8
HEIGHT CHANGE	2.332	-1.878	-2.158	-2.189	-2.25	-2.767	-2.827	-2.764	0
NATURAL SURFACE	7.832	7.75	7.75	7.75	7.75	7.846	7.906	7.949	8
OFFSET FROM CL	-58.037	-8.5	-1.5	-1	0	10	13	15	23.198

CH 400



DATUM3								
FINISHED SURFACE	5.5	9.602	9.882	9.922	10	10.784	10.904	10.904	7.75
HEIGHT CHANGE	2.195	-2.102	-2.289	-2.319	-2.379	-3.034	-3.154	-3.154	0
NATURAL SURFACE	7.695	7.5	7.594	7.603	7.621	7.75	7.75	7.75	7.75
OFFSET FROM CL	-57.728	-8.5	-1.5	-1	0	10	13	15	24.463

CH 380



DATUM3								
FINISHED SURFACE	5.5	9.579	9.859	9.906	10	10.939	11.059	11.059	7.455
HEIGHT CHANGE	1.972	-2.079	-2.359	-2.406	-2.5	-3.189	-3.309	-3.309	0
NATURAL SURFACE	7.472	7.5	7.5	7.5	7.5	7.75	7.75	7.75	7.455
OFFSET FROM CL	-57.45	-8.5	-1.5	-1	0	10	13	15	26.81

CH 361.98

A	16/3/26	ISSUED FOR DA	KJB	RWE	RWE
B	23/4/26	SAFETY LANE AMENDED	KJB	RWE	RWE

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PROJECTION ZONE: ----
HEIGHT DATUM: AHD
WAPC No: ----

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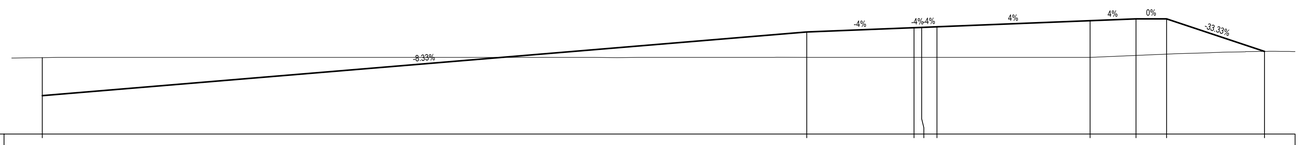
PROJECT
MAXFIELDS HARNESS TRACK

ADDRESS
PARDOE ROAD, DEVONPORT TAS

DRAWING TITLE
TRACK CROSS SECTIONS 8 OF 14

PROJECT No.	DRAWING No.			REVISION
24084	C18	0 2 4 6 8 10 SCALE 1:200	A 1	B

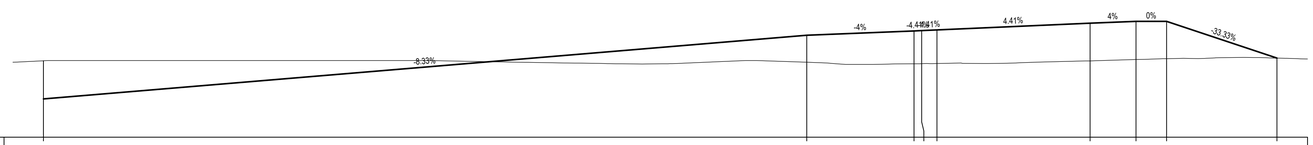
Latrobe Council
Planning Information
Plan Assessment - 07/01/2026 - DA Number - 51/2025/DA
This Plan is for Planning Assessment purposes only. It is not to be used for construction purposes. Please refer to the Conditions of Approval for any requirements that must be satisfied prior to commencement of any works.



DATUM3

FINISHED SURFACE	5.5			9.66	9.94	9.96	10	10.4	10.52	10.52		8.391
HEIGHT CHANGE	2.467			-1.657	-1.94	-1.96	-2	-2.398	-2.389	-2.303		0
NATURAL SURFACE	7.967			8.003	8	8	8	8.002	8.131	8.217		8.391
OFFSET FROM CL	-58.42			-8.5	-1.5	-1	0	10	13	15		21.387

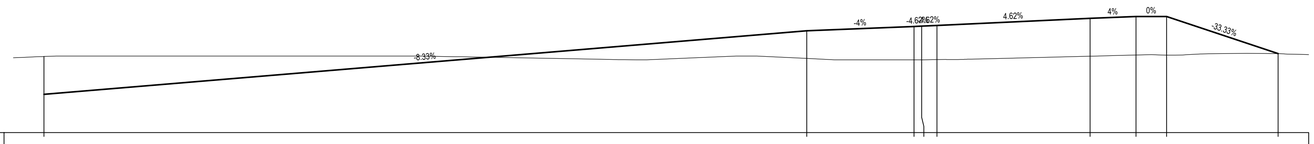
CH 440



DATUM3

FINISHED SURFACE	5.5			9.654	9.934	9.956	10	10.441	10.561	10.561		8.161
HEIGHT CHANGE	2.486			-1.764	-2.144	-2.159	-2.194	-2.461	-2.493	-2.437		0
NATURAL SURFACE	7.986			7.89	7.79	7.797	7.806	7.981	8.068	8.124		8.161
OFFSET FROM CL	-58.346			-8.5	-1.5	-1	0	10	13	15		22.202

CH 420



DATUM3

FINISHED SURFACE	5.5			9.651	9.931	9.954	10	10.462	10.582	10.582		8.156
HEIGHT CHANGE	2.47			-1.807	-2.181	-2.204	-2.233	-2.473	-2.514	-2.521		0
NATURAL SURFACE	7.97			7.844	7.75	7.75	7.767	7.988	8.068	8.061		8.156
OFFSET FROM CL	-58.309			-8.5	-1.5	-1	0	10	13	15		22.276

CH 417.64

A	16/3/26	ISSUED FOR DA	KJB	RWE	RWE
B	23/4/26	SAFETY LAND AMENDED	KJB	RWE	RWE

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METADATA
SURVEY PROVIDED BY: ----
SURVEY DATE: ----
PROJECTION ZONE: ----
HEIGHT DATUM: AHD
WAPC No: ----

ISSUE
ISSUED AS PRELIMINARY

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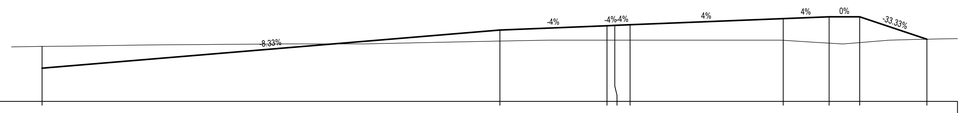
PROJECT
MAXFIELDS HARNESS TRACK

ADDRESS
PARDOE ROAD, DEVONPORT TAS

DRAWING TITLE
TRACK CROSS SECTIONS 9 OF 14

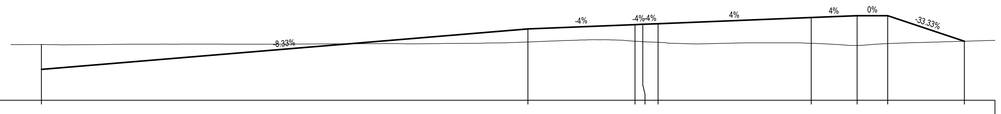
PROJECT No.	DRAWING No.	SCALE 1:200		REVISION
24084	C19	0 2 4 6 8 10	A1	B

Latrobe Council
Development Services
Building Information
Plan Submitted: 07/01/2026 Plan Approved: 14/01/2026
Permit Number: 5.2025.0000 Date Issued: 14/01/2026
Building Surveyor: Jason Hall
Plan Approved subject to all relevant requirements of the Building Act 2016 and Regulations. Any variation to approved plans must be submitted to Council for approval before work proceeds.



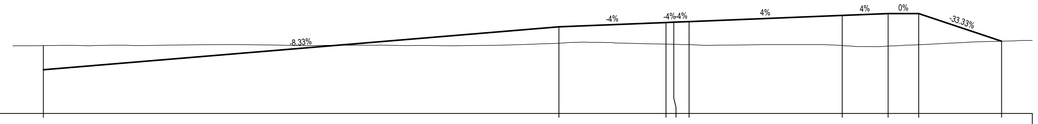
DATUM5									
FINISHED SURFACE	7.169	9.66	9.94	9.96	10	10.4	10.52	10.52	9.058
HEIGHT CHANGE	1.417	-0.725	-0.94	-0.96	-1	-1.415	-1.722	-1.681	0
NATURAL SURFACE	8.586	8.935	9	9	9	8.985	8.798	8.839	9.058
OFFSET FROM CL	-38.39	-8.5	-1.5	-1	0	10	13	15	19.386

CH 520



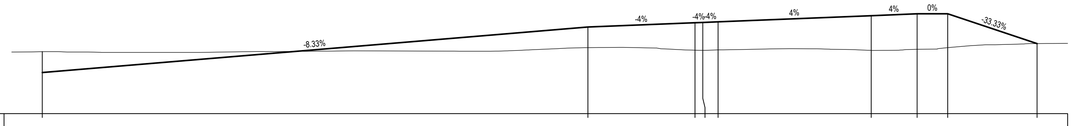
DATUM5									
FINISHED SURFACE	7.013	9.66	9.94	9.96	10	10.4	10.52	10.52	8.854
HEIGHT CHANGE	1.626	-0.857	-1.088	-1.136	-1.214	-1.682	-1.944	-1.821	0
NATURAL SURFACE	8.639	8.803	8.852	8.824	8.786	8.718	8.576	8.699	8.854
OFFSET FROM CL	-40.265	-8.5	-1.5	-1	0	10	13	15	19.999

CH 500



DATUM4									
FINISHED SURFACE	6.855	9.66	9.94	9.96	10	10.4	10.52	10.52	8.716
HEIGHT CHANGE	1.577	-1.075	-1.412	-1.442	-1.505	-1.965	-2.118	-2.032	0
NATURAL SURFACE	8.432	8.585	8.528	8.518	8.495	8.435	8.402	8.488	8.716
OFFSET FROM CL	-42.16	-8.5	-1.5	-1	0	10	13	15	20.412

CH 480



DATUM4									
FINISHED SURFACE	6.691	9.66	9.94	9.96	10	10.4	10.52	10.52	8.576
HEIGHT CHANGE	1.357	-1.347	-1.792	-1.823	-1.833	-2.265	-2.315	-2.211	0
NATURAL SURFACE	8.048	8.313	8.148	8.137	8.167	8.135	8.205	8.309	8.576
OFFSET FROM CL	-44.126	-8.5	-1.5	-1	0	10	13	15	20.832

CH 460

A	16/3/26	ISSUED FOR DA	KJB	RWE	RWE
B	23/4/26	SAFETY LANE AMENDED	KJB	RWE	RWE
C	30/4/26	TRACK EXTENDED	KJB	RWE	RWE

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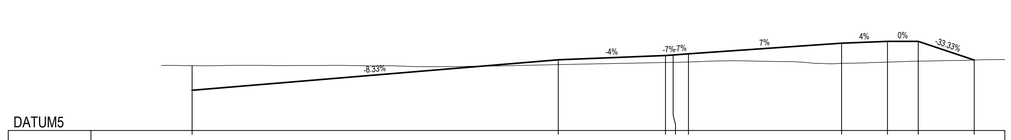
PROJECT
MAXFIELDS HARNESS TRACK

ADDRESS
PARDOE ROAD, DEVONPORT TAS

DRAWING TITLE
TRACK CROSS SECTIONS 10 OF 14

PROJECT No.	DRAWING No.	SCALE		REVISION
24084	C20	0 2 4 6 8 10 SCALE 1:200	A1	C

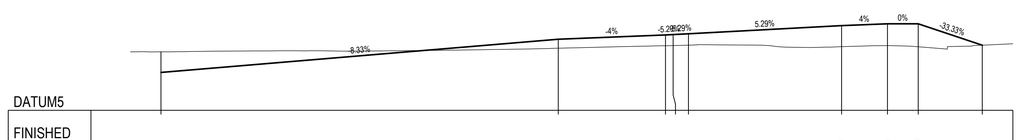
Latrobe Council
Planning Information
Plan Reference: 0/0/2025 DA Number: 0/0/2025
Notice: This plan is provided for planning purposes only. It is the responsibility of the user to verify the accuracy of the information contained in this plan. Latrobe Council accepts no liability for any errors or omissions in the information contained in this plan.



DATUM5

FINISHED SURFACE	7.623	9.615	9.895	9.93	10	10.7	10.82	10.82	9.601
HEIGHT CHANGE	1.607	-0.316	-0.458	-0.487	-0.526	-1.317	-1.355	-1.292	0
NATURAL SURFACE	9.229	9.299	9.437	9.443	9.474	9.383	9.466	9.528	9.601
OFFSET FROM CL	-32.408	-8.5	-1.5	-1	0	10	13	15	18.658

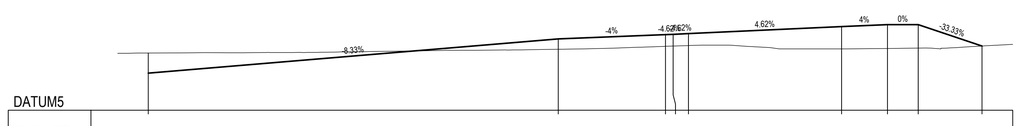
CH 580



DATUM5

FINISHED SURFACE	7.479	9.641	9.921	9.947	10	10.529	10.649	10.649	9.254
HEIGHT CHANGE	1.339	-0.585	-0.702	-0.717	-0.747	-1.373	-1.419	-1.499	0
NATURAL SURFACE	8.819	9.056	9.219	9.23	9.253	9.156	9.23	9.15	9.254
OFFSET FROM CL	-34.439	-8.5	-1.5	-1	0	10	13	15	19.185

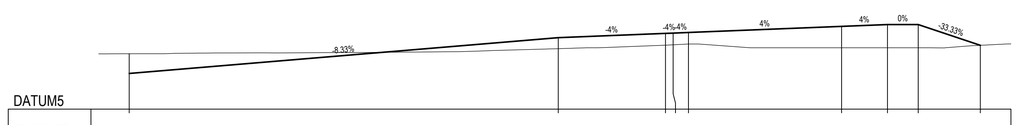
CH 560



DATUM5

FINISHED SURFACE	7.42	9.651	9.931	9.954	10	10.462	10.582	10.582	9.191
HEIGHT CHANGE	1.312	-0.674	-0.762	-0.768	-0.78	-1.462	-1.55	-1.527	0
NATURAL SURFACE	8.732	8.976	9.168	9.186	9.22	9	9.032	9.054	9.191
OFFSET FROM CL	-35.273	-8.5	-1.5	-1	0	10	13	15	19.172

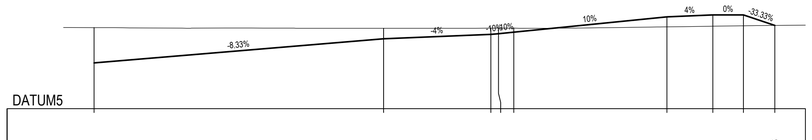
CH 552.13



DATUM5

FINISHED SURFACE	7.325	9.66	9.94	9.96	10	10.4	10.52	10.52	9.168
HEIGHT CHANGE	1.288	-0.715	-0.766	-0.766	-0.751	-1.4	-1.52	-1.52	0
NATURAL SURFACE	8.613	8.945	9.174	9.194	9.249	9	9	9	9.168
OFFSET FROM CL	-36.516	-8.5	-1.5	-1	0	10	13	15	19.057

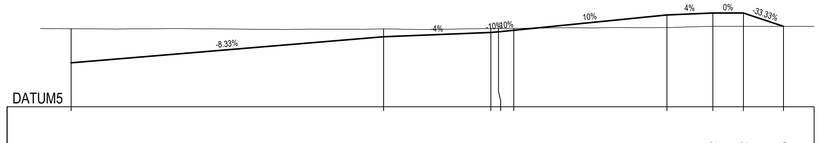
CH 540



DATUM5

FINISHED SURFACE	7.995	9.57	9.85	9.91	10	11	11.12	11.12	10.438
HEIGHT CHANGE	2.3	0.68	0.409	0.361	0.257	-0.654	-0.734	-0.706	0
NATURAL SURFACE	10.295	10.25	10.259	10.261	10.257	10.346	10.386	10.414	10.438
OFFSET FROM CL	-27.401	-8.5	-1.5	-1	0	10	13	15	17.045

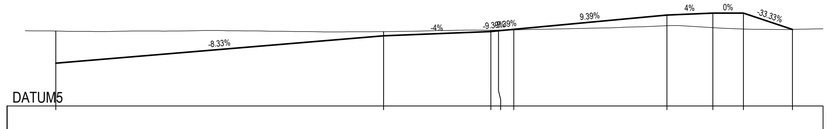
CH 640



DATUM5

FINISHED SURFACE	7.87	9.57	9.85	9.91	10	11	11.12	11.12	10.25
HEIGHT CHANGE	2.228	0.513	0.262	0.216	0.122	-0.825	-0.87	-0.87	0
NATURAL SURFACE	10.098	10.083	10.112	10.116	10.122	10.175	10.25	10.25	10.25
OFFSET FROM CL	-28.902	-8.5	-1.5	-1	0	10	13	15	17.61

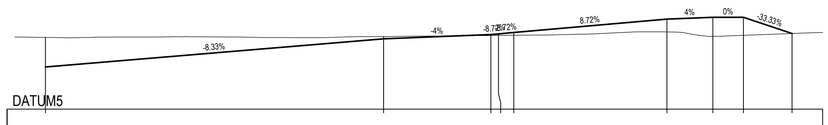
CH 620



DATUM5

FINISHED SURFACE	7.796	9.579	9.869	9.906	10	10.939	11.059	11.059	9.993
HEIGHT CHANGE	2.098	0.273	0.087	0.043	-0.036	-0.701	-0.944	-1.034	0
NATURAL SURFACE	9.894	9.852	9.946	9.95	9.964	10.237	10.114	10.024	9.993
OFFSET FROM CL	-29.9	-8.5	-1.5	-1	0	10	13	15	18.198

CH 607.79



DATUM5

FINISHED SURFACE	7.749	9.589	9.869	9.913	10	10.872	10.992	10.992	9.935
HEIGHT CHANGE	1.931	0.14	-0.063	-0.1	-0.176	-0.833	-1.242	-1.176	0
NATURAL SURFACE	9.68	9.729	9.806	9.813	9.824	10.039	9.75	9.816	9.935
OFFSET FROM CL	-30.562	-8.5	-1.5	-1	0	10	13	15	18.171

CH 600

A	16/3/26	ISSUED FOR DA	KJB	RWE	RWE
B	23/4/26	SAFETY LANE AMENDED	KJB	RWE	RWE
C	30/4/26	TRACK EXTENDED	KJB	RWE	RWE

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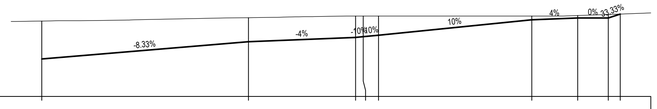
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PROJECT
MAXFIELDS HARNESS TRACK

ADDRESS
PARDOE ROAD, DEVONPORT TAS

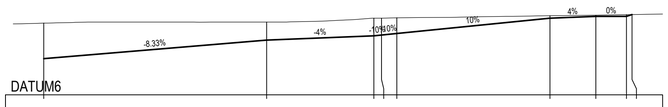
DRAWING TITLE
TRACK CROSS SECTIONS 11 OF 14

PROJECT No.	DRAWING No.	SCALE 1:200		REVISION
24084	C21	0 2 4 6 8 10	A 1	C



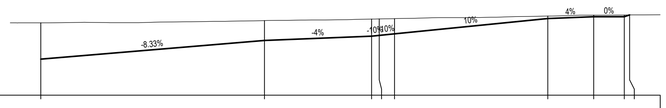
DATUM6							
FINISHED SURFACE	8.445	9.57	9.85 9.9 10	11	11.12	11.12 11.38	
HEIGHT CHANGE	2.478	1.571	1.4 1.35 1.25	0.25	0.163	0.233 0	
NATURAL SURFACE	10.923	11.141	11.25 11.25 11.25	11.25	11.283	11.353 11.38	
OFFSET FROM CL	-21.995	-8.5	-1.5 -1 0	10	13	15 15.78	

CH 720



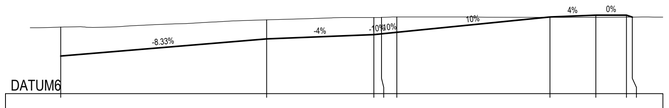
DATUM6							
FINISHED SURFACE	8.357	9.57	9.85 9.9 10	11	11.12	11.12 11.24	
HEIGHT CHANGE	2.321	1.18	1.15 1.107 1.027	0.165	0.08	0.114 0	
NATURAL SURFACE	10.678	10.75	11 11.007 11.027	11.165	11.2	11.234 11.24	
OFFSET FROM CL	-23.052	-8.5	-1.5 -1 0	10	13	15 15.36	

CH 800



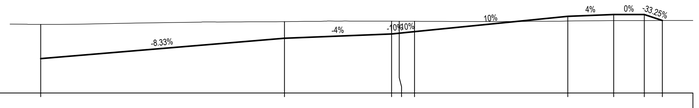
DATUM6							
FINISHED SURFACE	8.354	9.57	9.85 9.9 10	11	11.12	11.12 11.236	
HEIGHT CHANGE	2.366	1.298	1.117 1.078 0.998	0.162	0.104	0.115 0	
NATURAL SURFACE	10.72	10.868	10.967 10.978 10.998	11.162	11.224	11.235 11.236	
OFFSET FROM CL	-23.098	-8.5	-1.5 -1 0	10	13	15 15.348	

CH 700



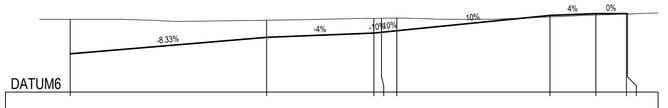
DATUM6							
FINISHED SURFACE	8.449	9.57	9.85 9.9 10	11	11.12	11.12 10.995	
HEIGHT CHANGE	1.892	1.242	1.121 1.075 1	-0.023	-0.145	-0.128 0	
NATURAL SURFACE	10.341	10.812	10.971 10.975 11	10.977	10.975	10.992 10.995	
OFFSET FROM CL	-21.946	-8.5	-1.5 -1 0	10	13	15 15.376	

CH 780



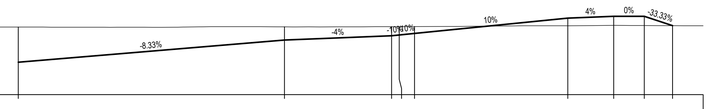
DATUM6							
FINISHED SURFACE	8.244	9.57	9.85 9.9 10	11	11.12	11.12 10.73	
HEIGHT CHANGE	2.234	1.084	0.835 0.783 0.675	-0.308	-0.401	-0.396 0	
NATURAL SURFACE	10.478	10.654	10.685 10.683 10.675	10.692	10.719	10.724 10.73	
OFFSET FROM CL	-24.418	-8.5	-1.5 -1 0	10	13	15 16.173	

CH 680



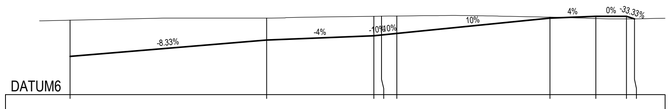
DATUM6							
FINISHED SURFACE	8.501	9.57	9.85 9.9 10	11	11.12	11.12 11.1	
HEIGHT CHANGE	2.249	1.116	0.96 0.916 0.827	-0.095	-0.092	-0.022 0	
NATURAL SURFACE	10.75	10.686	10.81 10.816 10.827	10.905	11.028	11.098 11.1	
OFFSET FROM CL	-21.327	-8.5	-1.5 -1 0	10	13	15 15.061	

CH 760



DATUM6							
FINISHED SURFACE	8.122	9.57	9.85 9.9 10	11	11.12	11.12 10.504	
HEIGHT CHANGE	2.296	0.856	0.587 0.538 0.447	-0.5	-0.594	-0.604 0	
NATURAL SURFACE	10.418	10.428	10.437 10.438 10.447	10.5	10.526	10.516 10.504	
OFFSET FROM CL	-25.878	-8.5	-1.5 -1 0	10	13	15 16.847	

CH 660



DATUM6							
FINISHED SURFACE	8.5	9.57	9.85 9.9 10	11	11.12	11.12 10.945	
HEIGHT CHANGE	2.36	1.43	1.268 1.226 1.136	0.064	-0.15	-0.175 0	
NATURAL SURFACE	10.861	11	11.118 11.126 11.136	11.064	10.97	10.945 10.945	
OFFSET FROM CL	-21.336	-8.5	-1.5 -1 0	10	13	15 15.524	

CH 740

A	16/3/26	ISSUED FOR DA	KJB	RWE	RWE
B	23/4/26	SAFETY LANE AMENDED	KJB	RWE	RWE
C	30/4/26	TRACK EXTENDED	KJB	RWE	RWE

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PROJECT

MAXFIELDS HARNESS TRACK

ADDRESS

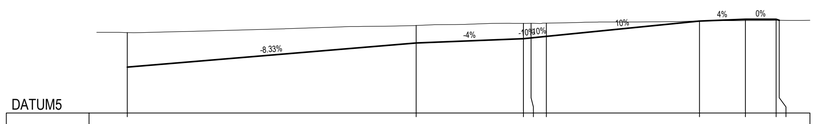
PARDOE ROAD, DEVONPORT TAS

DRAWING TITLE

TRACK CROSS SECTIONS 12 OF 14

PROJECT No.	DRAWING No.	SCALE 1:200		REVISION
24084	C22	0 2 4 6 8 10	A1	C

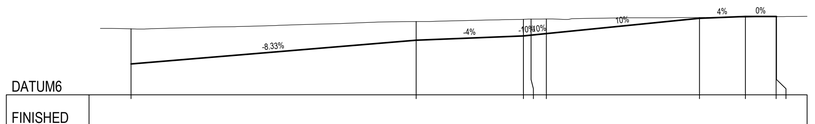
Launceston Council
Building Information Summary
Property Information
Site Address(es): 0000000000 Site Number: 0000000000
Disclaimer: This information is provided for the purpose of assisting the applicant in determining the requirements of the Building Act 2016 and Building Regulations 2016. It is the responsibility of the applicant to verify the accuracy of all information contained in this report.



DATUM5

FINISHED SURFACE	7.998	9.57	9.85	9.9	10	11	11.12	11.12 11.05
HEIGHT CHANGE	2.253	1.146	1.003	0.957	0.871	0.01	-0.086	-0.07 0
NATURAL SURFACE	10.251	10.716	10.853	10.857	10.871	11.01	11.034	11.05 11.05
OFFSET FROM CL	-27.364	-8.5	-1.5	-1	0	10	13	15 15.209

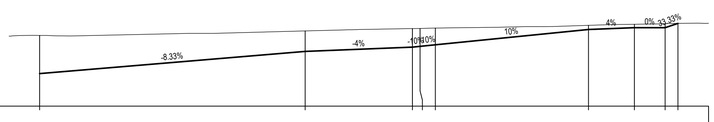
CH 860



DATUM6

FINISHED SURFACE	8.018	9.57	9.85	9.9	10	11	11.12	11.12 11.111
HEIGHT CHANGE	2.292	1.213	1.085	1.046	0.953	0.045	-0.043	-0.009 0
NATURAL SURFACE	10.31	10.783	10.935	10.946	10.953	11.045	11.077	11.111 11.111
OFFSET FROM CL	-27.122	-8.5	-1.5	-1	0	10	13	15 15.027

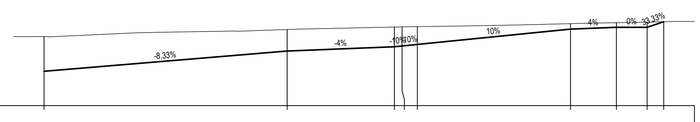
CH 856.87



DATUM6

FINISHED SURFACE	8.125	9.57	9.85	9.9	10	11	11.12	11.12 11.399
HEIGHT CHANGE	2.49	1.338	1.214	1.173	1.092	0.273	0.223	0.264 0
NATURAL SURFACE	10.615	10.908	11.064	11.073	11.092	11.273	11.343	11.384 11.399
OFFSET FROM CL	-25.838	-8.5	-1.5	-1	0	10	13	15 15.838

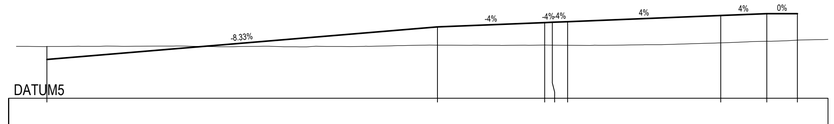
CH 840



DATUM6

FINISHED SURFACE	8.247	9.57	9.85	9.9	10	11	11.12	11.12 11.484
HEIGHT CHANGE	2.268	1.402	1.288	1.249	1.163	0.355	0.288	0.334 0
NATURAL SURFACE	10.515	10.972	11.138	11.149	11.163	11.355	11.418	11.454 11.484
OFFSET FROM CL	-24.376	-8.5	-1.5	-1	0	10	13	15 16.091

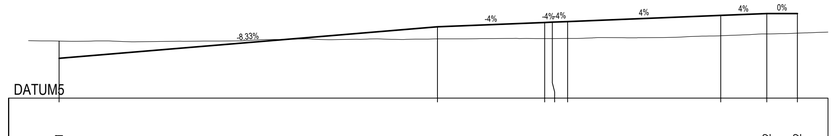
CH 820



DATUM5

	7.535	9.66	9.94	9.96	10	10.4	10.52	10.52
	0.84	-1.192	-1.471	-1.486	-1.545	-1.782	-1.803	-1.73
	8.375	8.468	8.469	8.465	8.455	8.618	8.717	8.79
	-34.003	-8.5	-1.5	-1	0	10	13	15

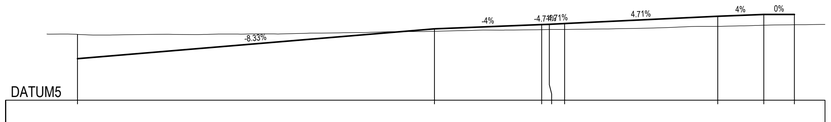
CH 920



DATUM5

	7.601	9.66	9.94	9.96	10	10.4	10.52	10.52
	1.127	-0.792	-1.05	-1.072	-1.106	-1.326	-1.326	-1.274
	8.728	8.868	8.89	8.888	8.894	9.074	9.194	9.246
	-33.21	-8.5	-1.5	-1	0	10	13	15

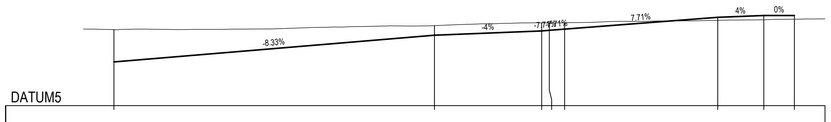
CH 912.53



DATUM5

	7.706	9.649	9.929	9.953	10	10.471	10.591	10.591
	1.584	-0.157	-0.328	-0.346	-0.392	-0.659	-0.703	-0.667
	9.291	9.493	9.602	9.607	9.608	9.812	9.887	9.923
	-31.815	-8.5	-1.5	-1	0	10	13	15

CH 900



DATUM5

	7.86	9.604	9.884	9.923	10	10.771	10.891	10.891
	2.104	0.624	0.526	0.484	0.415	-0.198	-0.279	-0.248
	9.964	10.228	10.41	10.407	10.415	10.573	10.612	10.643
	-29.431	-8.5	-1.5	-1	0	10	13	15

CH 880

A	16/3/26	ISSUED FOR DA	KJB	RWE	RWE
B	23/4/26	SAFETY LANE AMENDED	KJB	RWE	RWE
C	30/4/26	TRACK EXTENDED	KJB	RWE	RWE

DISCLAIMER
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HEIGHT DATUM:	AHD
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PROJECT
MAXFIELDS HARNESS TRACK

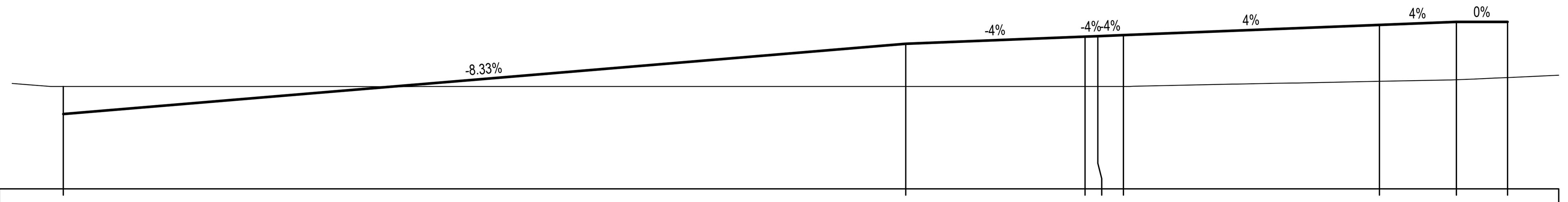
ADDRESS
PARDOE ROAD, DEVONPORT TAS

DRAWING TITLE
TRACK CROSS SECTIONS 13 OF 14

PROJECT No.	DRAWING No.	SCALE 1:200		REVISION
24084	C23	0 2 4 6 8 10	A1	C

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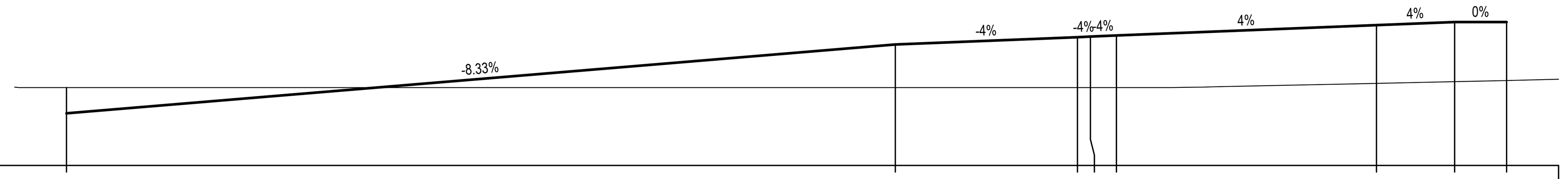
A	16/3/26	ISSUED FOR DA	KJB	RWE	RWE
B	23/4/26	SAFETY LANE AMENDED	KJB	RWE	RWE
C	30/4/26	TRACK EXTENDED	KJB	RWE	RWE



DATUM4

FINISHED SURFACE	6.918	9.66	9.94	9.96	10	10.4	10.52	10.52
HEIGHT CHANGE	1.082	-1.66	-1.94	-1.96	-2	-2.202	-2.258	-2.174
NATURAL SURFACE	8	8	8	8	8	8.198	8.262	8.346
OFFSET FROM CL	-41.405	-8.5	-1.5	-1	0	10	13	15

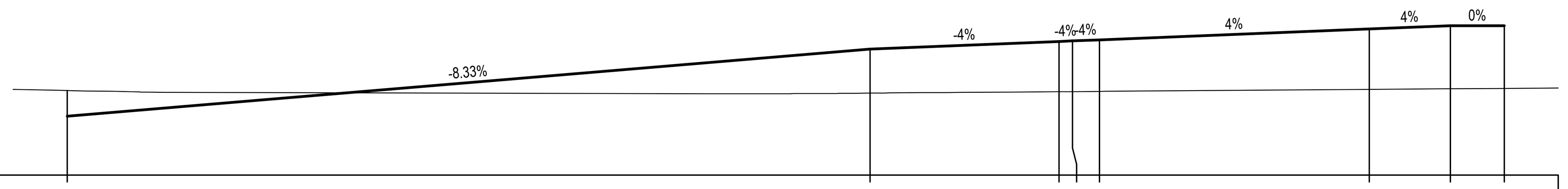
CH 989.77



DATUM5

FINISHED SURFACE	7.004	9.66	9.94	9.96	10	10.4	10.52	10.52
HEIGHT CHANGE	0.996	-1.66	-1.94	-1.96	-2	-2.241	-2.297	-2.251
NATURAL SURFACE	8	8	8	8	8	8.159	8.223	8.269
OFFSET FROM CL	-40.373	-8.5	-1.5	-1	0	10	13	15

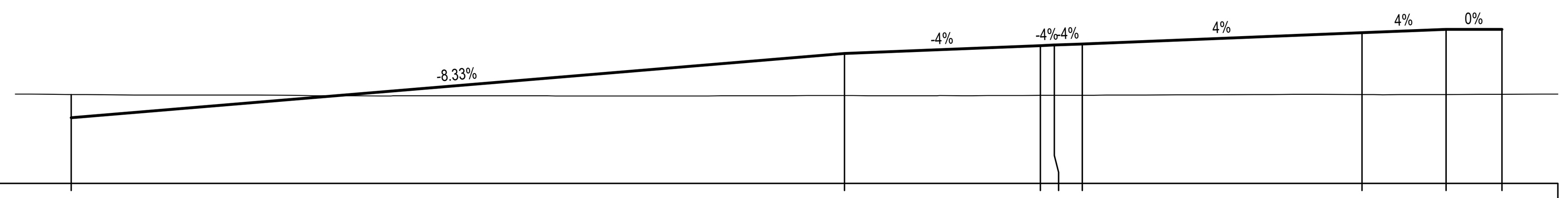
CH 980



DATUM5

FINISHED SURFACE	7.18	9.66	9.94	9.96	10	10.4	10.52	10.52
HEIGHT CHANGE	0.946	-1.63	-1.857	-1.874	-1.906	-2.232	-2.33	-2.315
NATURAL SURFACE	8.126	8.03	8.083	8.086	8.094	8.168	8.19	8.205
OFFSET FROM CL	-38.259	-8.5	-1.5	-1	0	10	13	15

CH 960



DATUM5

FINISHED SURFACE	7.356	9.66	9.94	9.96	10	10.4	10.52	10.52
HEIGHT CHANGE	0.831	-1.508	-1.784	-1.802	-1.839	-2.215	-2.334	-2.325
NATURAL SURFACE	8.187	8.152	8.156	8.158	8.161	8.185	8.186	8.195
OFFSET FROM CL	-36.146	-8.5	-1.5	-1	0	10	13	15

CH 940

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PROJECT
MAXFIELDS HARNESS TRACK

ADDRESS
PARDOE ROAD, DEVONPORT TAS

DRAWING TITLE
TRACK CROSS SECTIONS 14 OF 14

PROJECT No. 24084 | DRAWING No. C24 | 0 2 4 6 8 10 SCALE 1:200 | A1 | REVISION C

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Planning Administration
Date Advertised: 04/11/2026 Ref. Number: L-DA1/052026
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Appendix C — Industrial Design Point Plans

CLIENT:

Tasracing

THESE DRAWINGS HAVE BEEN PREPARED FOR PLANNING APPROVAL PURPOSES AND DO NOT CONSTITUTE COMPLETE CONSTRUCTION DOCUMENTATION.

PROJECT DETAILS:

MAXFIELDS HARNESS TRACK REDEVELOPMENT
373 BROOKE STREET
EAST DEVONPORT // TAS // 7310

PROJECT No:

26009

DISCIPLINE:

BUILDING DESIGN

DRAWINGS:

DRAWING No:	DRAWING TITLE:	REVISION:
Sk00	COVER SHEET	DA1
	SITE PLANS:	
Sk01	SITE PLAN - OVERALL	DA1
Sk02	REDEVELOPMENT AREA - EXISTING CONDITIONS	DA1
Sk03	REDEVELOPMENT AREA - PROPOSED	DA1
Sk04	LOCAL SITE PLAN - BUILDINGS AREA	DA1
	STORAGE SHED:	
Sk11	STORAGE SHED - SHEET 1	DA1
Sk12	STORAGE SHED - SHEET 2	DA1
Sk13	STORAGE SHED - SHEET 3	DA1
	HORSE STALLS:	
Sk21	HORSE STALLS - SHEET 1	DA1
Sk22	HORSE STALLS - SHEET 2	DA1
	MAINTENANCE SHED:	
Sk31	MAINTENANCE SHED - SHEET 1	DA1
Sk32	MAINTENANCE SHED - SHEET 2	DA1
	SITE INFRASTRUCTURE PLANS:	
Sk41	REDEVELOPMENT AREA - SITE INFRASTRUCTURE	DA1
Sk42	LOCAL SITE PLAN - SITE INFRASTRUCTURE	DA1

REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:
DA1	PLANNING APPROVAL	DFB	05-06-26

DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:
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E ADMIN@IDPOINT.COM.AU
W WWW.IDPOINT.COM.AU

CLIENT: Tasracing

PROJECT DETAILS:
MAXFIELDS HARNESS TRACK REDEVELOPMENT
373 BROOKE STREET
EAST DEVONPORT // TAS // 7310

DRAWING TITLE:
COVER SHEET

SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
-	26009	Sk00	DA1

Latrobe Council
Planning Permit Amendments
Planning Information
Date Submitted: 05/06/2026 DA1 Approved: 11/06/2026
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TRUE NORTH

ePIPELINE EASEMENT
eLOT CONNECTION - WATER
DEVONPORT AIRPORT
TITLE BOUNDARY
eOPEN DRAIN
eWATERWAY PROTECTION BUFFER
eRIGHT OF CARRIAGEWAY
PROPOSED DAM INDICATIVE AREA: 11,550m²
PROPOSED STORAGE SHED + AMENITIES BLOCK
PROPOSED HORSE STALLS + WASH BAYS & URINAL
PROPOSED HARDSTAND + PARKING
PROPOSED TRAINESS TRACK
PROPOSED GRASSED VIEWING AREA
eHARNESS TRACK
PARADISE ROAD
PROPOSED MAINTENANCE SHED
PROPOSED ENTRY / EXIT
PARADISE CREEK
'RANFORD GARDENS'
373 BROOKE STREET
EAST DEVONPORT // TAS // 7310
PROPERTY ID: 6524876
TITLE REFERENCE: 20682/1
AREA: 41.59ha
eHORSE STALLS
eENTRY GATE
eENTRY / EXIT
eSHED
eDWELLING
BROOKE STREET
PORT SORELL ROAD

SITE PLAN NOTES

1 // SITE INFORMATION
A. SITE INFORMATION HAS BEEN COMPILED FROM AVAILABLE TITLE, SURVEY, AERIAL IMAGERY, MAPPING AND OTHER PUBLICLY AVAILABLE INFORMATION.
B. EXISTING FEATURES, BOUNDARIES, CONTOURS, LEVELS, SERVICES AND OTHER SITE INFORMATION SHOWN ARE INDICATIVE ONLY, UNLESS NOTED OTHERWISE.
C. ALL INFORMATION IS SUBJECT TO CONFIRMATION BY LICENSED SURVEY AND RELEVANT AUTHORITIES, AS REQUIRED.
D. AERIAL IMAGERY IS PROVIDED FOR CONTEXT ONLY AND MAY NOT REPRESENT CURRENT SITE CONDITIONS OR PRECISE FEATURE LOCATIONS.

2 // SETOUT / DIMENSIONS AND LEVELS
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B. ALL DIMENSIONS, SETBACKS, BOUNDARIES, LEVELS AND SITE CONDITIONS ARE TO BE CHECKED AND CONFIRMED PRIOR TO COMMENCEMENT OF WORKS.
C. REPORT ANY DISCREPANCIES BETWEEN THE DOCUMENTED AND ACTUAL SITE CONDITIONS TO THE PRINCIPAL AND DESIGNER PRIOR TO PROCEEDING WITH THE AFFECTED WORKS.
D. FINAL SETOUT, DESIGN LEVELS, EARTHWORKS, BATTERS, RETAINING AND FINISHED SURFACE LEVELS ARE SUBJECT TO FURTHER SURVEY, ENGINEERING AND DOCUMENTATION.

3 // EXISTING SERVICES AND INFRASTRUCTURE
A. EXISTING SERVICES AND INFRASTRUCTURE SHOWN ON THIS DRAWING ARE LIMITED TO INFORMATION AVAILABLE FROM ONLINE MAPPING, AUTHORITY RECORDS, SURVEY INFORMATION AND OTHER AVAILABLE DOCUMENTATION.
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D. EXISTING SERVICES AND INFRASTRUCTURE TO REMAIN ARE TO BE PROTECTED THROUGHOUT THE WORKS.

4 // PROPOSED SITE WORKS
A. THE LOCATION AND EXTENT OF PROPOSED BUILDINGS, ACCESSWAYS, HARDSTANDS, PARKING, TRACKS, LANDSCAPING, DAMS AND OTHER SITE WORKS SHOWN REPRESENT THE GENERAL PLANNING DESIGN INTENT.
B. FINAL PAVEMENT CONSTRUCTION, DRAINAGE, EARTHWORKS, GRADING, RETAINING, FENCING, GATES AND ASSOCIATED CIVIL WORKS ARE SUBJECT TO FURTHER ENGINEERING AND DOCUMENTATION.
C. MINOR ADJUSTMENTS MAY BE REQUIRED TO SUIT VERIFIED SITE CONDITIONS AND ENGINEERING REQUIREMENTS, PROVIDED THE APPROVED USE, BUILDING LOCATIONS, SETBACKS, ACCESS ARRANGEMENTS AND GENERAL SITE LAYOUT ARE MAINTAINED.
D. SURFACE WATER IS TO BE MANAGED AND DIRECTED TO AN APPROVED STORMWATER DISCHARGE OR TREATMENT SYSTEM.

5 // PLANNING INFORMATION
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DA1	PLANNING APPROVAL	DFB	05-06-26

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E ADMIN@IDPOINT.COM.AU
W WWW.IDPOINT.COM.AU

CLIENT: Tasracing

PROJECT DETAILS:
MAXFIELDS HARNESS TRACK REDEVELOPMENT
373 BROOKE STREET
EAST DEVONPORT // TAS // 7310

DRAWING TITLE:
SITE PLAN - OVERALL

SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
1:2000	26009	Sk01	DA1

Latrobe Council
Planning Permit
Permit Application: PA/2025/0000 Date Approved: 01/01/2026
This permit is issued subject to the conditions and restrictions specified on the permit and the endorsed plans and documents. This permit does not include any approval under the Building Act 2016.



SITE PLAN NOTES

1 // SITE INFORMATION

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D. FINAL SETOUT, DESIGN LEVELS, EARTHWORKS, BATTERS, RETAINING AND FINISHED SURFACE LEVELS ARE SUBJECT TO FURTHER SURVEY, ENGINEERING AND DOCUMENTATION.

3 // EXISTING SERVICES AND INFRASTRUCTURE

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5 // PLANNING INFORMATION

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C. FINAL SERVICING, ACCESS, DRAINAGE, EARTHWORKS AND CONSTRUCTION REQUIREMENTS ARE SUBJECT TO FURTHER DOCUMENTATION AND APPROVALS.

EXISTING CONDITIONS NOTES

1 // GENERAL

A. EXISTING CONDITIONS SHOWN ARE BASED ON AVAILABLE SURVEY, AERIAL IMAGERY, MAPPING AND SITE INFORMATION AVAILABLE AT THE TIME OF DOCUMENTATION.
B. EXISTING LEVELS, VEGETATION, TRACKS, STRUCTURES, SERVICES, DRAINAGE FEATURES AND OTHER SITE ELEMENTS ARE INDICATIVE ONLY UNLESS BASED ON LICENSED SURVEY.
C. CONCEALED, OBSCURED OR INACCESSIBLE SITE CONDITIONS HAVE NOT BEEN VERIFIED.
D. REPORT ANY DISCREPANCIES BETWEEN THE DOCUMENTED AND ACTUAL SITE CONDITIONS TO THE PRINCIPAL AND DESIGNER PRIOR TO PROCEEDING WITH THE AFFECTED WORKS.

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DFB	-	DFB	-	

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5. DO NOT SCALE DRAWINGS. INDUSTRIAL DESIGN POINT IS NOT RESPONSIBLE FOR THE SETTING OUT OF COMPONENTS WITHIN THESE PROJECT DOCUMENTS.

INDUSTRIAL DESIGN POINT
INDUSTRIAL BUILDING DESIGN & DOCUMENTATION SPECIALISTS
L1, 10-14 PATERSON STREET, LAUNCESTON TAS 7250
P (03) 6310 8330
E ADMIN@IDPOINT.COM.AU
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CLIENT: Tasracing

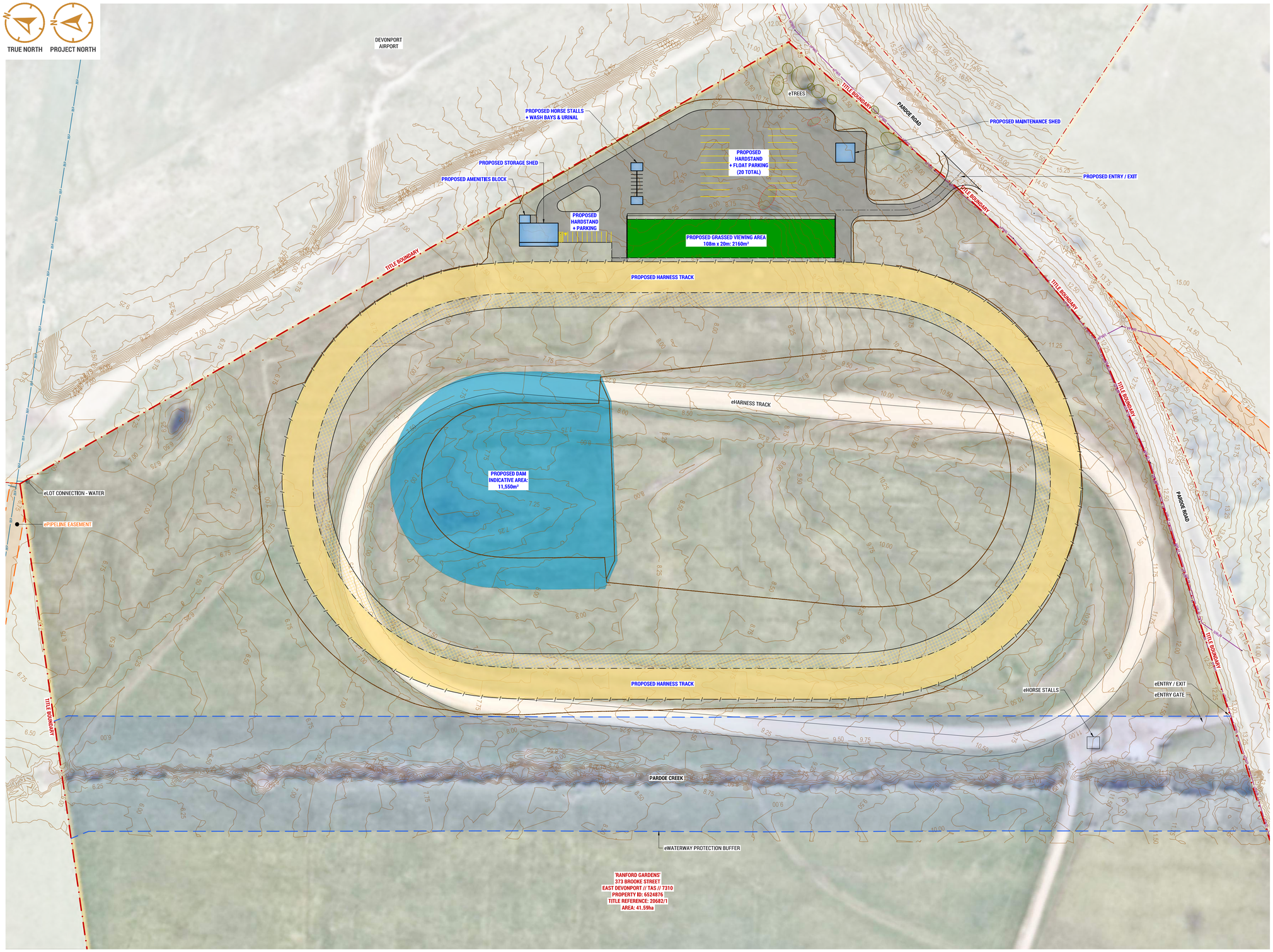
PROJECT DETAILS:
MAXFIELDS HARNESS TRACK REDEVELOPMENT
373 BROOKE STREET
EAST DEVONPORT // TAS // 7310

DRAWING TITLE:
REDEVELOPMENT AREA - EXISTING CONDITIONS

SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
1:1000	26009	Sk02	DA1

Latrobe Council
Planning Authority Use Only
Planning Application No.: 91/2026/PA
Date Received: 07/04/2026 PID Number: 7310/0000
Any plans and/or documents endorsed by Council are subject to the conditions of the Planning Permit issued for this development. Endorsed plans and/or documents must not be altered without the written consent of Council.

TRUE NORTH PROJECT NORTH



SITE PLAN NOTES

1 // SITE INFORMATION

A. SITE INFORMATION HAS BEEN COMPILED FROM AVAILABLE TITLE, SURVEY, AERIAL IMAGERY, MAPPING AND OTHER PUBLICLY AVAILABLE INFORMATION.
B. EXISTING FEATURES, BOUNDARIES, CONTOURS, LEVELS, SERVICES AND OTHER SITE INFORMATION SHOWN ARE INDICATIVE ONLY, UNLESS NOTED OTHERWISE.
C. ALL INFORMATION IS SUBJECT TO CONFIRMATION BY LICENSED SURVEY AND RELEVANT AUTHORITIES, AS REQUIRED.
D. AERIAL IMAGERY IS PROVIDED FOR CONTEXT ONLY AND MAY NOT REPRESENT CURRENT SITE CONDITIONS OR PRECISE FEATURE LOCATIONS.

2 // SETOUT / DIMENSIONS AND LEVELS

A. DO NOT SCALE FROM THIS DRAWING. USE WRITTEN DIMENSIONS AND LEVELS ONLY.
B. ALL DIMENSIONS, SETBACKS, BOUNDARIES, LEVELS AND SITE CONDITIONS ARE TO BE CHECKED AND CONFIRMED PRIOR TO COMMENCEMENT OF WORKS.
C. REPORT ANY DISCREPANCIES BETWEEN THE DOCUMENTED AND ACTUAL SITE CONDITIONS TO THE PRINCIPAL AND DESIGNER PRIOR TO PROCEEDING WITH THE AFFECTED WORKS.
D. FINAL SETOUT, DESIGN LEVELS, EARTHWORKS, BATTERS, RETAINING AND FINISHED SURFACE LEVELS ARE SUBJECT TO FURTHER SURVEY, ENGINEERING AND DOCUMENTATION.

3 // EXISTING SERVICES AND INFRASTRUCTURE

A. EXISTING SERVICES AND INFRASTRUCTURE SHOWN ON THIS DRAWING ARE LIMITED TO INFORMATION AVAILABLE FROM ONLINE MAPPING, AUTHORITY RECORDS, SURVEY INFORMATION AND OTHER AVAILABLE DOCUMENTATION,
B. SERVICES NOT SHOWN MAY EXIST, WHERE NO SERVICES ARE SHOWN, THE LOCATION OF ALL RELEVANT SERVICES IS TO BE INVESTIGATED AND CONFIRMED PRIOR TO COMMENCEMENT OF WORKS.
C. THE LOCATION, ALIGNMENT AND DEPTH OF EXISTING ABOVE-GROUND AND UNDERGROUND SERVICES ARE TO BE CONFIRMED PRIOR TO EXCAVATION, DEMOLITION OR CONSTRUCTION WORKS.
D. EXISTING SERVICES AND INFRASTRUCTURE TO REMAIN ARE TO BE PROTECTED THROUGHOUT THE WORKS.

4 // PROPOSED SITE WORKS

A. THE LOCATION AND EXTENT OF PROPOSED BUILDINGS, ACCESSWAYS, HARDSTANDS, PARKING, TRACKS, LANDSCAPING, DAMS AND OTHER SITE WORKS SHOWN REPRESENT THE GENERAL PLANNING DESIGN INTENT.
B. FINAL PAVEMENT CONSTRUCTION, DRAINAGE, EARTHWORKS, GRADING, RETAINING, FENCING, GATES AND ASSOCIATED CIVIL WORKS ARE SUBJECT TO FURTHER ENGINEERING AND DOCUMENTATION.
C. MINOR ADJUSTMENTS MAY BE REQUIRED TO SUIT VERIFIED SITE CONDITIONS AND ENGINEERING REQUIREMENTS, PROVIDED THE APPROVED USE, BUILDING LOCATIONS, SETBACKS, ACCESS ARRANGEMENTS AND GENERAL SITE LAYOUT ARE MAINTAINED.
D. SURFACE WATER IS TO BE MANAGED AND DIRECTED TO AN APPROVED STORMWATER DISCHARGE OR TREATMENT SYSTEM.

5 // PLANNING INFORMATION

A. THIS SITE PLAN HAS BEEN PREPARED FOR PLANNING APPROVAL PURPOSES.
B. THE DRAWING SHOWS THE GENERAL DEVELOPMENT INTENT AND DOES NOT CONSTITUTE COMPLETE CIVIL, HYDRAULIC, STRUCTURAL OR CONSTRUCTION DOCUMENTATION.
C. FINAL SERVICING, ACCESS, DRAINAGE, EARTHWORKS AND CONSTRUCTION REQUIREMENTS ARE SUBJECT TO FURTHER DOCUMENTATION AND APPROVALS.

DEVELOPMENT LAYOUT NOTES

1 // GENERAL

A. THE PROPOSED BUILDING LOCATIONS, TRACK ALIGNMENT, DAM, VIEWING AREA, PARKING, HARDSTANDS AND ACCESS ARRANGEMENTS SHOW THE GENERAL PLANNING DESIGN INTENT.
B. FINAL EARTHWORKS, BATTERS, LEVELS, PAVEMENT EXTENTS, DRAINAGE, RETAINING AND EDGE TREATMENTS ARE SUBJECT TO FURTHER ENGINEERING AND DOCUMENTATION.
C. PARKING AND FLOAT-PARKING LAYOUTS SHOWN ARE INDICATIVE OF THE PROPOSED CAPACITY AND GENERAL CIRCULATION ARRANGEMENT.
D. FINAL LINE MARKING, BAY DIMENSIONS, ACCESSIBLE PARKING, SIGNAGE, KERBS, BOLLARDS AND TRAFFIC-CONTROL DETAILS ARE SUBJECT TO FURTHER DOCUMENTATION.
E. LANDSCAPING, GRASSED AREAS, FENCING, GATES AND ASSOCIATED SITE ELEMENTS SHOWN ARE INDICATIVE OF THE PROPOSED LOCATION AND EXTENT.

REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:
DA1	PLANNING APPROVAL	DFB	05-06-26

DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:
DFB	-	DFB	-	

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W WWW.IDPOINT.COM.AU

CLIENT: Tasracing

PROJECT DETAILS:
MAXFIELDS HARNESS TRACK REDEVELOPMENT
373 BROOKE STREET
EAST DEVONPORT // TAS // 7310

DRAWING TITLE:
REDEVELOPMENT AREA - PROPOSED

SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
1:1000	26009	Sk03	DA1

Latrobe Council
Development Assessment
Planning Information
Plan Approved: 07/10/2025 DA Number: PA/2025/0202
All building work must comply with the Building Act 2016 and Building Regulations 2016. It is the responsibility of the owner to ensure that all necessary permits and approvals are obtained before commencing any work.

TRUE NORTH PROJECT NORTH

SITE PLAN NOTES

1 // SITE INFORMATION
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D. FINAL SETOUT, DESIGN LEVELS, EARTHWORKS, BATTERS, RETAINING AND FINISHED SURFACE LEVELS ARE SUBJECT TO FURTHER SURVEY, ENGINEERING AND DOCUMENTATION.

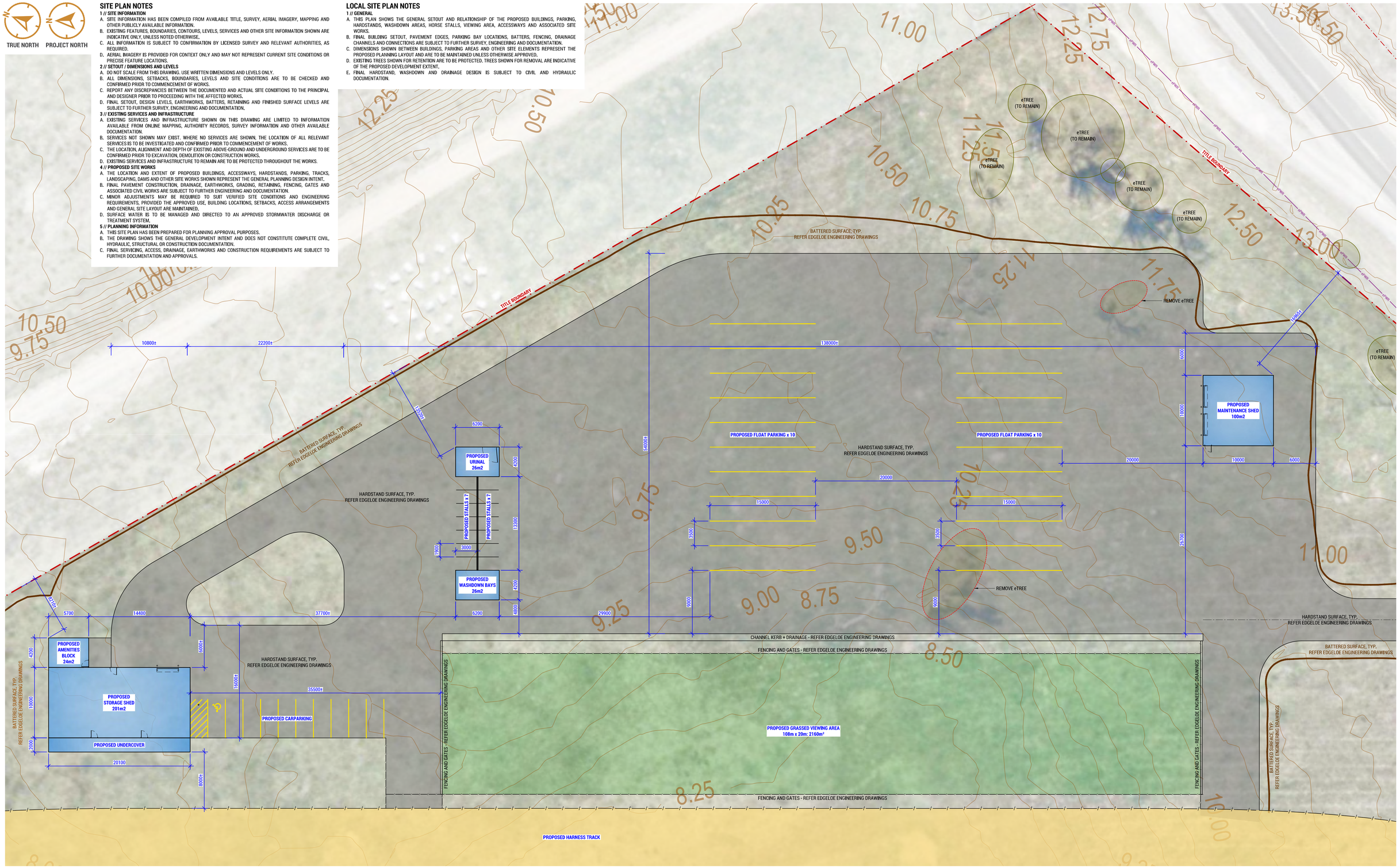
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B. SERVICES NOT SHOWN MAY EXIST. WHERE NO SERVICES ARE SHOWN, THE LOCATION OF ALL RELEVANT SERVICES IS TO BE INVESTIGATED AND CONFIRMED PRIOR TO COMMENCEMENT OF WORKS.
C. THE LOCATION, ALIGNMENT AND DEPTH OF EXISTING ABOVE-GROUND AND UNDERGROUND SERVICES ARE TO BE CONFIRMED PRIOR TO EXCAVATION, DEMOLITION OR CONSTRUCTION WORKS.
D. EXISTING SERVICES AND INFRASTRUCTURE TO REMAIN ARE TO BE PROTECTED THROUGHOUT THE WORKS.

4 // PROPOSED SITE WORKS
A. THE LOCATION AND EXTENT OF PROPOSED BUILDINGS, ACCESSWAYS, HARDSTANDS, PARKING, TRACKS, LANDSCAPING, DAMS AND OTHER SITE WORKS SHOWN REPRESENT THE GENERAL PLANNING DESIGN INTENT.
B. FINAL PAVEMENT CONSTRUCTION, DRAINAGE, EARTHWORKS, GRADING, RETAINING, FENCING, GATES AND ASSOCIATED CIVIL WORKS ARE SUBJECT TO FURTHER ENGINEERING AND DOCUMENTATION.
C. MINOR ADJUSTMENTS MAY BE REQUIRED TO SUIT VERIFIED SITE CONDITIONS AND ENGINEERING REQUIREMENTS, PROVIDED THE APPROVED USE, BUILDING LOCATIONS, SETBACKS, ACCESS ARRANGEMENTS AND GENERAL SITE LAYOUT ARE MAINTAINED.
D. SURFACE WATER IS TO BE MANAGED AND DIRECTED TO AN APPROVED STORMWATER DISCHARGE OR TREATMENT SYSTEM.

5 // PLANNING INFORMATION
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C. FINAL SERVICING, ACCESS, DRAINAGE, EARTHWORKS AND CONSTRUCTION REQUIREMENTS ARE SUBJECT TO FURTHER DOCUMENTATION AND APPROVALS.

LOCAL SITE PLAN NOTES

1 // GENERAL
A. THIS PLAN SHOWS THE GENERAL SETOUT AND RELATIONSHIP OF THE PROPOSED BUILDINGS, PARKING, HARDSTANDS, WASHDOWN AREAS, HORSE STALLS, VIEWING AREA, ACCESSWAYS AND ASSOCIATED SITE WORKS.
B. FINAL BUILDING SETOUT, PAVEMENT EDGES, PARKING BAY LOCATIONS, BATTERS, FENCING, DRAINAGE CHANNELS AND CONNECTIONS ARE SUBJECT TO FURTHER SURVEY, ENGINEERING AND DOCUMENTATION.
C. DIMENSIONS SHOWN BETWEEN BUILDINGS, PARKING AREAS AND OTHER SITE ELEMENTS REPRESENT THE PROPOSED PLANNING LAYOUT AND ARE TO BE MAINTAINED UNLESS OTHERWISE APPROVED.
D. EXISTING TREES SHOWN FOR RETENTION ARE TO BE PROTECTED. TREES SHOWN FOR REMOVAL ARE INDICATIVE OF THE PROPOSED DEVELOPMENT EXTENT.
E. FINAL HARDSTAND, WASHDOWN AND DRAINAGE DESIGN IS SUBJECT TO CIVIL AND HYDRAULIC DOCUMENTATION.



DA1	PLANNING APPROVAL	DFB	05-06-26	DESIGN BY: DFB	DESIGN CHECK: -	DRAWN BY: DFB	DRAFT CHECK: -	CERTIFIER:
REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:					

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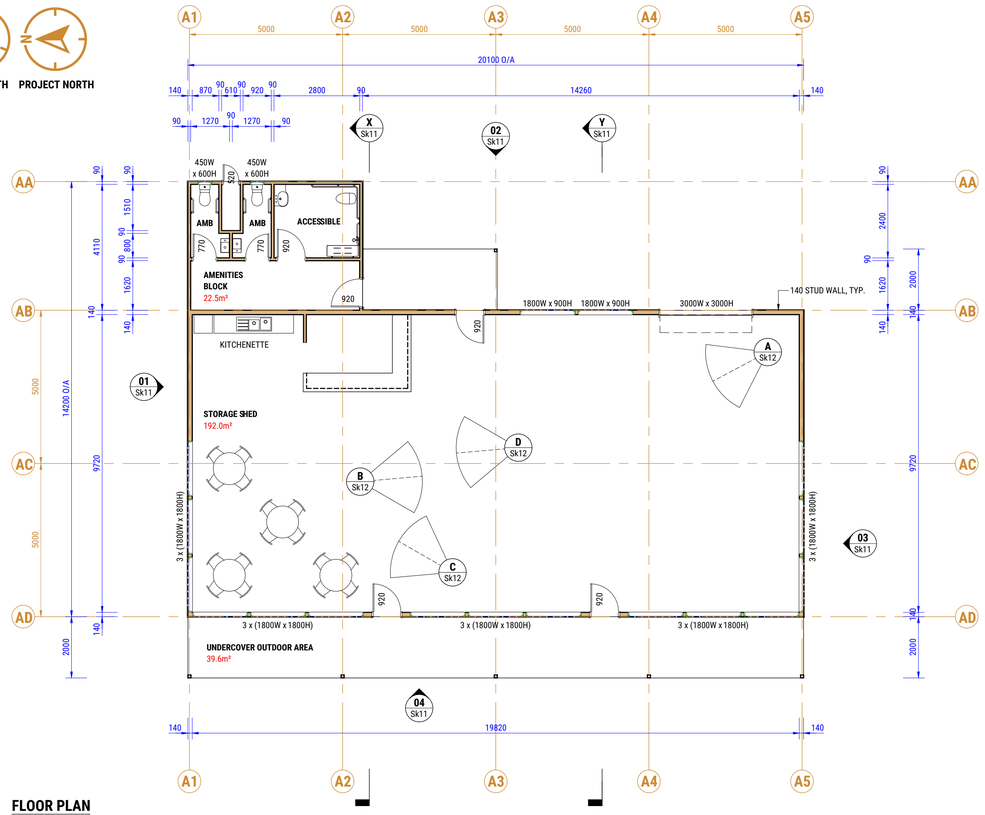
PROJECT DETAILS:
MAXFIELDS HARNESS TRACK REDEVELOPMENT
373 BROOKE STREET
EAST DEVONPORT // TAS // 7310

DRAWING TITLE:
LOCAL SITE PLAN - BUILDINGS AREA

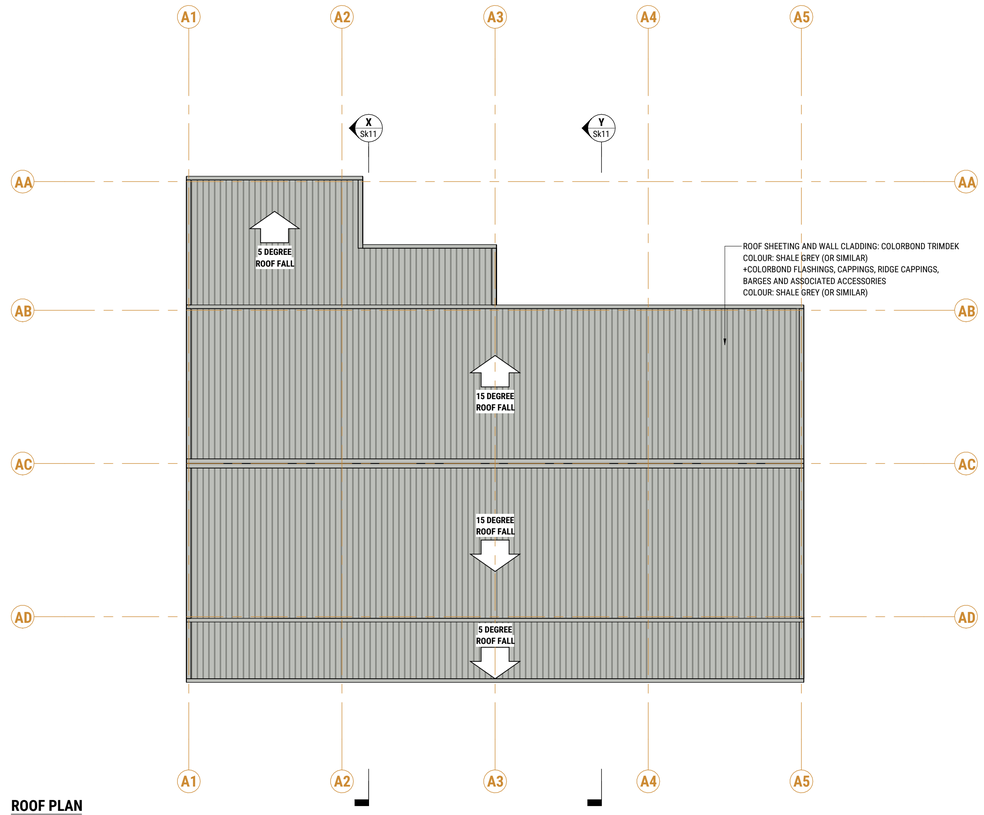
SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
1:250	26009	Sk04	DA1

Launceston Council
Development Application Conditions
Planning Information
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TRUE NORTH PROJECT NORTH



FLOOR PLAN
SCALE 1 : 100



ROOF PLAN
SCALE 1 : 100

FLOOR PLAN NOTES
1 // GENERAL
A. THE FLOOR PLAN SHOWS THE GENERAL DESIGN INTENT, SPATIAL ARRANGEMENT AND PROPOSED USE OF EACH AREA.
B. DO NOT SCALE FROM THIS DRAWING. USE WRITTEN DIMENSIONS ONLY.
C. FINAL WALL THICKNESSES, OPENING SIZES, SETOUT AND CONSTRUCTION DETAILS ARE SUBJECT TO FURTHER DOCUMENTATION.

2 // FIXTURES, EQUIPMENT AND INTERNAL LAYOUTS
A. FIXTURES, FITTINGS, JOINERY, FURNITURE, STORAGE AND EQUIPMENT SHOWN ARE INDICATIVE OF THE PROPOSED LOCATION AND GENERAL DESIGN INTENT ONLY.
B. FINAL FIXTURES, EQUIPMENT, JOINERY AND INTERNAL LAYOUTS ARE SUBJECT TO FURTHER DOCUMENTATION AND CLIENT COORDINATION.
C. MINOR INTERNAL LAYOUT ADJUSTMENTS MAY OCCUR, PROVIDED THE APPROVED USE, FLOOR AREA, EXTERNAL OPENINGS AND BUILDING FORM ARE MAINTAINED.

3 // SERVICES
A. SERVICES AND ASSOCIATED EQUIPMENT MAY NOT BE SHOWN UNLESS RELEVANT TO THE PLANNING ASSESSMENT.
B. FINAL SERVICE LOCATIONS, PENETRATIONS AND CONNECTIONS ARE SUBJECT TO FURTHER DESIGN AND COORDINATION.

ROOF PLAN NOTES
1 // GENERAL
A. THE ROOF PLAN SHOWS THE GENERAL DESIGN INTENT, INCLUDING ROOF FORM, EXTENTS, PITCHES, RIDGES, EAVES AND ASSOCIATED DRAINAGE ELEMENTS.
B. DO NOT SCALE FROM THIS DRAWING. USE WRITTEN DIMENSIONS, LEVELS AND ROOF PITCHES ONLY.

2 // ROOF FORM AND DRAINAGE
A. FINAL ROOF SETOUT, FRAMING, FLASHINGS, PENETRATIONS AND CONNECTIONS ARE SUBJECT TO FURTHER DOCUMENTATION.
B. GUTTERS, DOWNPIPES, OVERFLOWS AND OTHER ROOF-DRAINAGE ELEMENTS SHOWN ARE INDICATIVE OF THE PROPOSED DRAINAGE STRATEGY.
C. FINAL ROOF-DRAINAGE SIZING, FALLS, OUTLETS AND CONNECTIONS ARE SUBJECT TO FURTHER DESIGN AND DOCUMENTATION.
D. ROOF WATER IS TO BE COLLECTED AND DISCHARGED TO AN APPROVED STORMWATER SYSTEM.

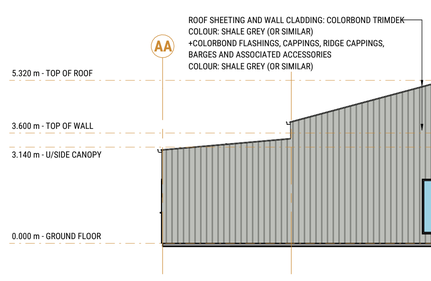
3 // MATERIALS AND FINISHES
A. ROOFING, GUTTERS, FASCIAS, FLASHINGS AND ASSOCIATED FINISHES SHOWN OR NOTED ARE INDICATIVE OF THE PROPOSED EXTERNAL APPEARANCE.
B. FINAL PROFILES, COLOURS, FIXINGS AND INSTALLATION DETAILS ARE SUBJECT TO FURTHER DOCUMENTATION AND MANUFACTURER'S REQUIREMENTS.

ELEVATION NOTES
1 // GENERAL
A. ELEVATIONS SHOW THE GENERAL DESIGN INTENT, BUILDING FORM, OPENINGS, MATERIALS AND EXTERNAL FINISHES.
B. DO NOT SCALE FROM THIS DRAWING. USE WRITTEN DIMENSIONS AND LEVELS ONLY.

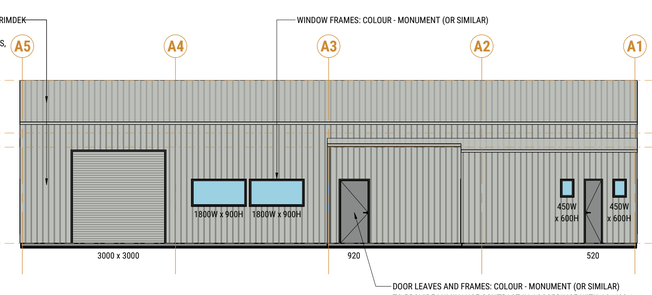
2 // LEVELS AND HEIGHTS
A. LEVELS AND HEIGHTS SHOWN REPRESENT THE PROPOSED DESIGN INTENT UNLESS SPECIFICALLY DIMENSIONED OR NOTED OTHERWISE.
B. FINAL FLOOR LEVELS, WALL HEIGHTS, EAVES HEIGHTS AND RIDGE HEIGHTS ARE SUBJECT TO FINAL SETOUT AND FURTHER DOCUMENTATION.
C. THE APPROVED OVERALL BUILDING HEIGHT AND GENERAL BUILDING FORM ARE TO BE MAINTAINED.

3 // MATERIALS AND FINISHES
A. MATERIALS, COLOURS AND FINISHES SHOWN OR NOTED ARE INDICATIVE OF THE PROPOSED EXTERNAL APPEARANCE.
B. FINAL PRODUCT SELECTIONS, PROFILES, COLOURS, JOINTS, FLASHINGS AND INSTALLATION DETAILS ARE SUBJECT TO FURTHER DOCUMENTATION AND MANUFACTURER'S REQUIREMENTS.

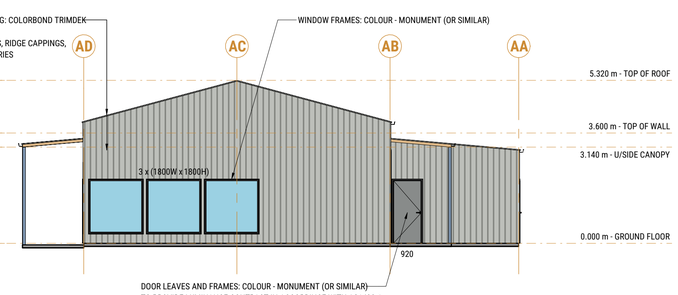
4 // OPENINGS AND EXTERNAL ELEMENTS
A. WINDOW AND DOOR LOCATIONS, SIZES AND CONFIGURATIONS SHOWN REPRESENT THE GENERAL DESIGN INTENT.
B. FINAL FRAME PROFILES, GLAZING, FLASHINGS, FIXINGS AND INSTALLATION DETAILS ARE SUBJECT TO FURTHER DOCUMENTATION.
C. EXTERNAL SERVICES, DOWNPIPES, VENTS AND OTHER MINOR BUILDING ELEMENTS MAY NOT BE SHOWN UNLESS RELEVANT TO THE PLANNING ASSESSMENT.



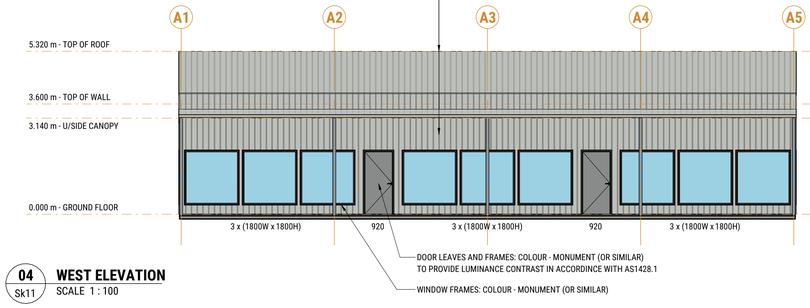
01 Sk11 NORTH ELEVATION
SCALE 1 : 100



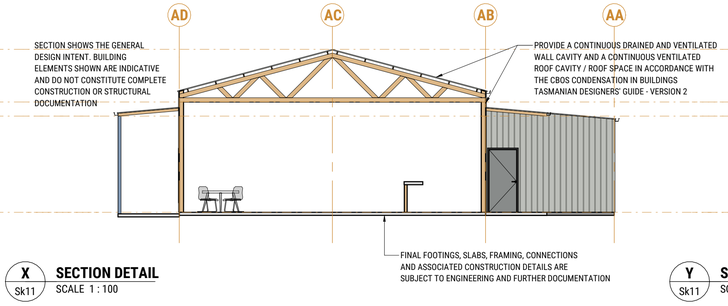
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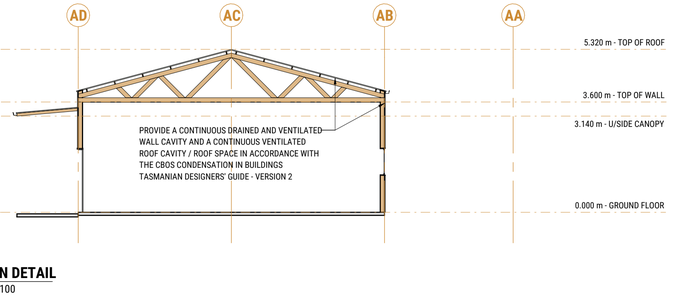
03 Sk11 SOUTH ELEVATION
SCALE 1 : 100



04 Sk11 WEST ELEVATION
SCALE 1 : 100



X Sk11 SECTION DETAIL
SCALE 1 : 100



Y Sk11 SECTION DETAIL
SCALE 1 : 100

REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:
DA1	PLANNING APPROVAL	JJP	05-06-26

DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:
DFB	-	JJP	-	-

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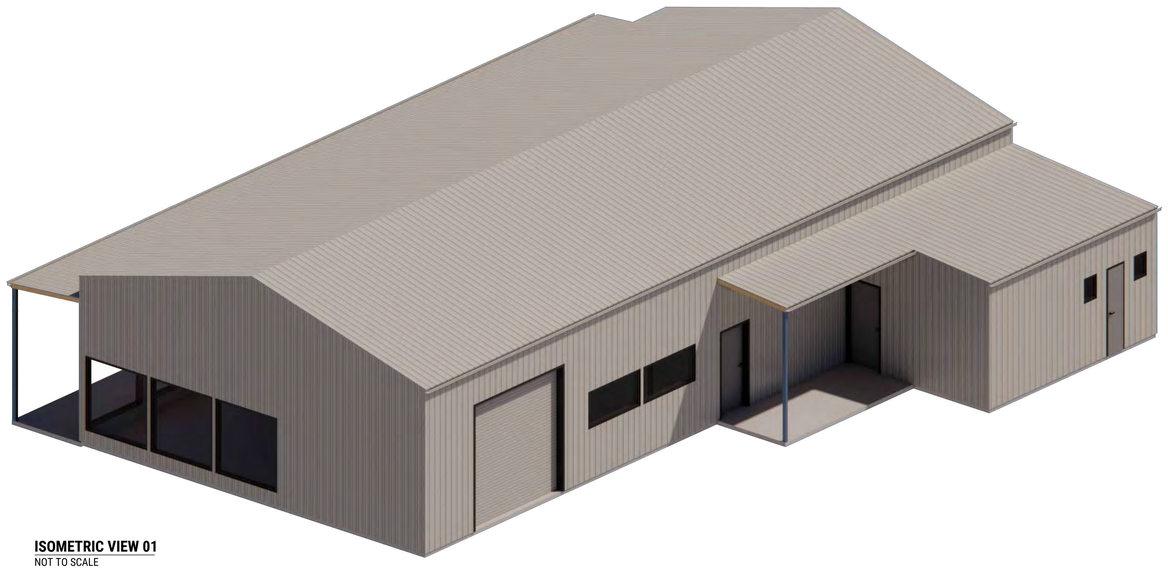
CLIENT: Tasracing

PROJECT DETAILS:
TRACK REDEVELOPMENT
PARDOE ROAD
DEVONPORT // TAS // 7310

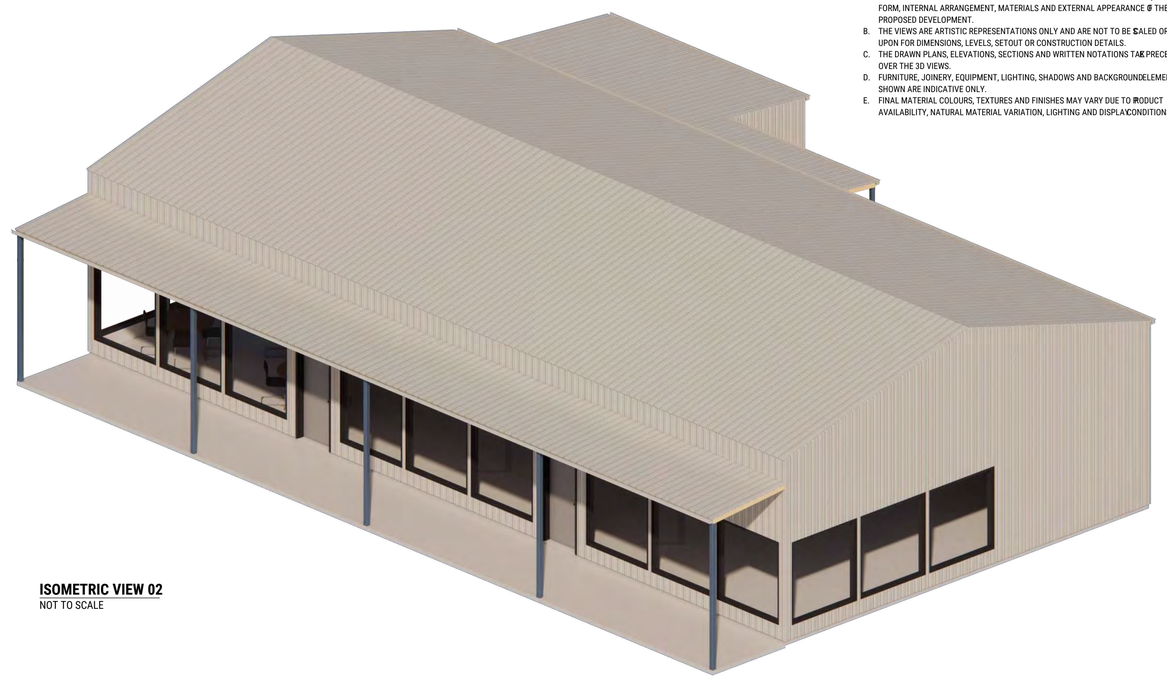
DRAWING TITLE:
STORAGE SHED - SHEET 1

SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
As indicated	26009	Sk11	DA1

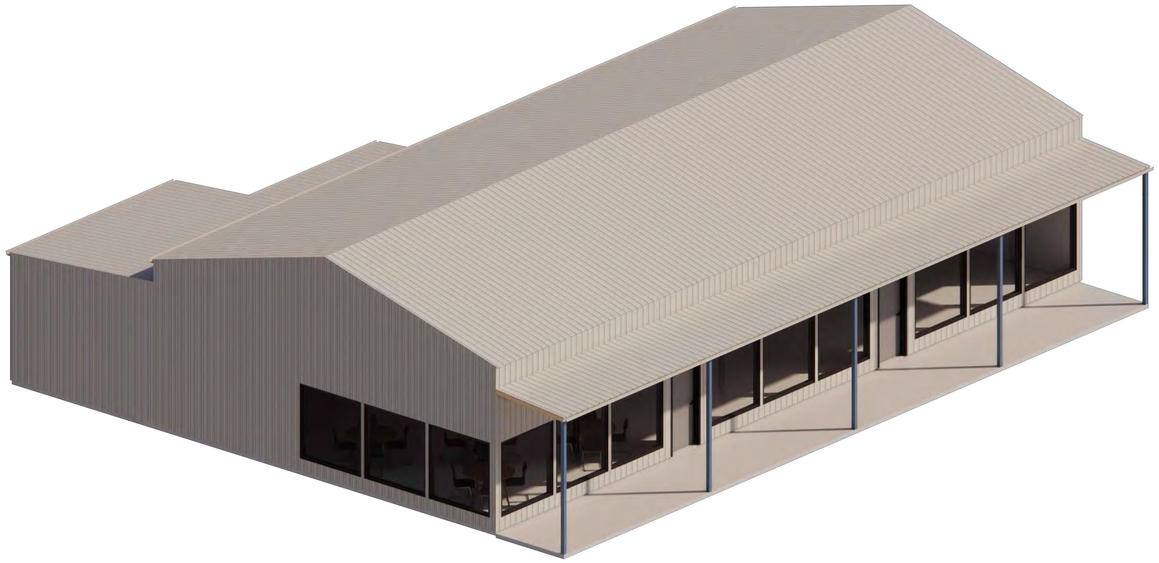
Latrobe Council
Development Assessment
Planning Application
Date Received: 07/11/2025 DA Number: 71/2025/PA
All plans and documentation must be checked and verified by the builder and any discrepancies must be reported to the designer before any work commences. Figured dimensions are to be taken in preference to scaled dimensions. Do not scale drawings.



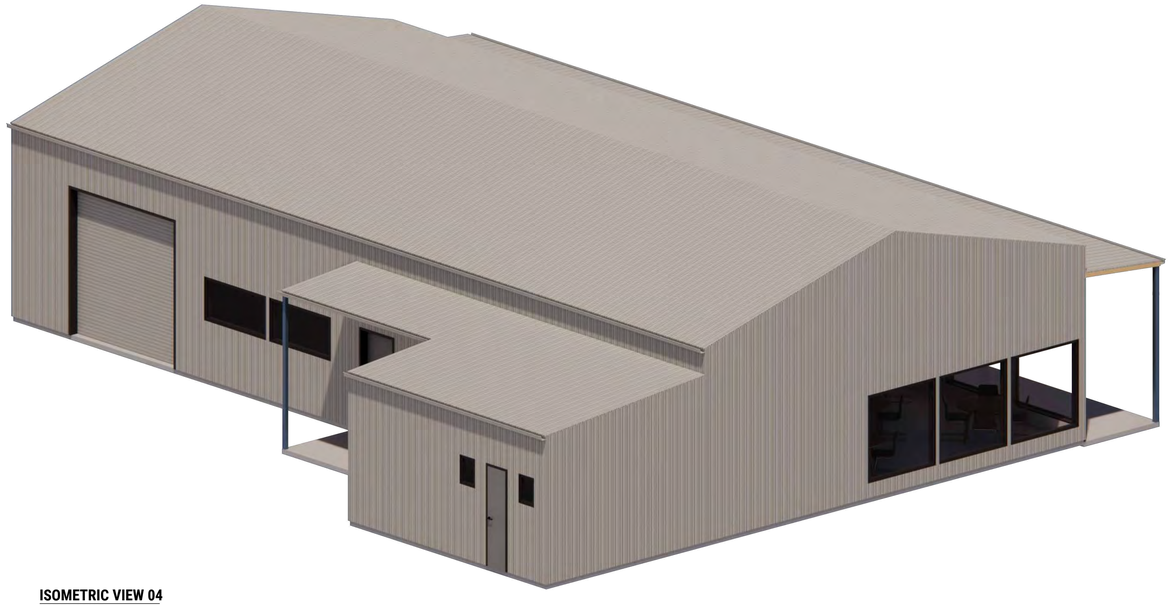
ISOMETRIC VIEW 01
NOT TO SCALE



ISOMETRIC VIEW 02
NOT TO SCALE



ISOMETRIC VIEW 03
NOT TO SCALE



ISOMETRIC VIEW 04
NOT TO SCALE

3D VIEW NOTES

1 // GENERAL

A. THESE 3D VIEWS ARE PROVIDED TO ILLUSTRATE THE GENERAL DESIGN INTENT, BUILDING FORM, INTERNAL ARRANGEMENT, MATERIALS AND EXTERNAL APPEARANCE OF THE PROPOSED DEVELOPMENT.
B. THE VIEWS ARE ARTISTIC REPRESENTATIONS ONLY AND ARE NOT TO BE SCALED OR RELIED UPON FOR DIMENSIONS, LEVELS, SETOUT OR CONSTRUCTION DETAILS.
C. THE DRAWN PLANS, ELEVATIONS, SECTIONS AND WRITTEN NOTATIONS TAKE PRECEDENCE OVER THE 3D VIEWS.
D. FURNITURE, JOINERY, EQUIPMENT, LIGHTING, SHADOWS AND BACKGROUND ELEMENTS SHOWN ARE INDICATIVE ONLY.
E. FINAL MATERIAL COLOURS, TEXTURES AND FINISHES MAY VARY DUE TO PRODUCT AVAILABILITY, NATURAL MATERIAL VARIATION, LIGHTING AND DISPLAY CONDITIONS.

REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:
DA1	PLANNING APPROVAL	JJP	05-06-26

DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:
DFB	-	JJP	-	-

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INDUSTRIAL DESIGN POINT
INDUSTRIAL BUILDING DESIGN & DOCUMENTATION SPECIALISTS
L1, 10-14 PATERSON STREET, LAUNCESTON TAS 7250
P (03) 6310 8330
E ADMIN@IDPOINT.COM.AU
W WWW.IDPOINT.COM.AU

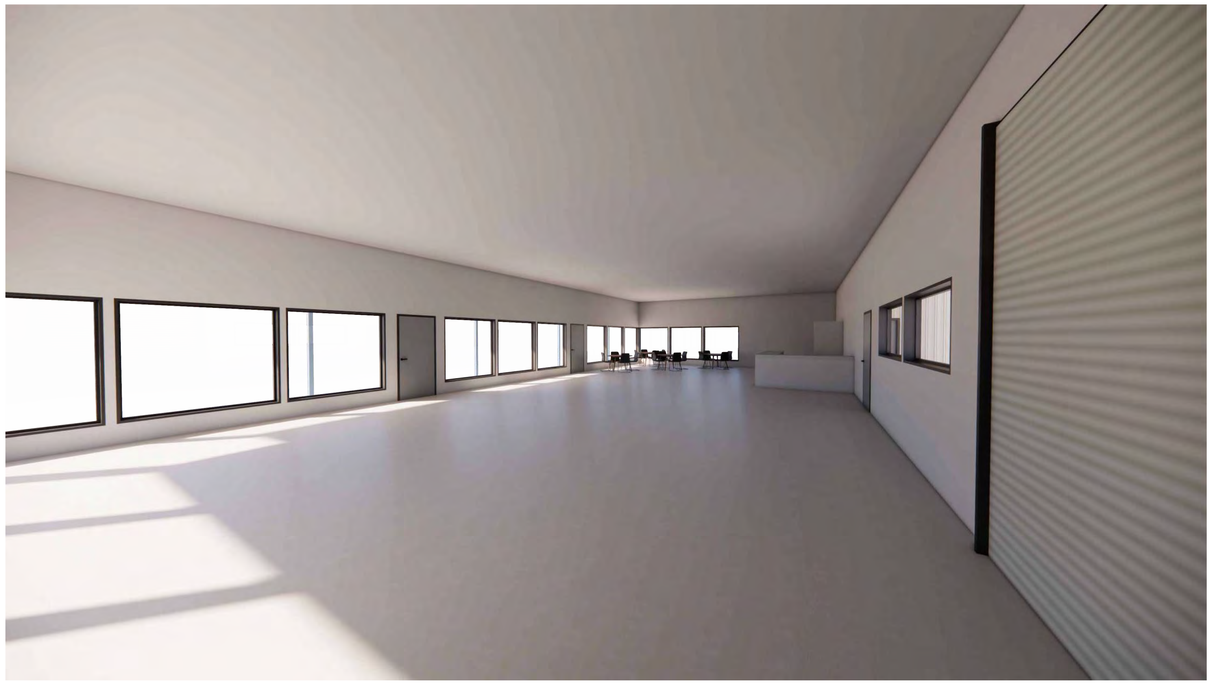
CLIENT: Tasracing

PROJECT DETAILS:
TRACK REDEVELOPMENT
PARDOE ROAD
DEVONPORT // TAS // 7310

DRAWING TITLE:
STORAGE SHED - SHEET 2

SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
	26009	Sk12	DA1

Launceston Council
Development Application
Planning Information
Plan Reference: DA0324/2025 Date Received: 11/12/2025
All dimensions are to be checked on site before the commencement of any work or shop drawings. Do not scale off drawings. Any discrepancies are to be reported to the architect before proceeding with the work. Drawings are not to be used for construction purposes unless signed by the Council.



A Sk11 **PERSPECTIVE VIEW**
NOT TO SCALE



3D VIEW NOTES

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E. FINAL MATERIAL COLOURS, TEXTURES AND FINISHES MAY VARY DUE TO PRODUCT AVAILABILITY, NATURAL MATERIAL VARIATION, LIGHTING AND DISPLAY CONDITIONS.

B Sk11 **PERSPECTIVE VIEW**
NOT TO SCALE



C Sk11 **PERSPECTIVE VIEW**
NOT TO SCALE



D Sk11 **PERSPECTIVE VIEW**
NOT TO SCALE

REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:
DA1	PLANNING APPROVAL	JJP	05-06-26

DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:
DFB	-	JJP	-	-

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E ADMIN@IDPOINT.COM.AU
W WWW.IDPOINT.COM.AU

CLIENT: Tasracing

PROJECT DETAILS:
TRACK REDEVELOPMENT
PARDOE ROAD
DEVONPORT // TAS // 7310

DRAWING TITLE:
STORAGE SHED - SHEET 3

SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
	26009	Sk13	DA1

Latrobe Council
Development Applications
Planning Information
Plan Assessment - APPROVED - DA Number - 71.2025.00000
Conditions apply to the approval of this plan. Please refer to the Planning Permit and Endorsed Plans for details.
Any variation to the approved plans must be submitted to Council for approval prior to commencement.

TRUE NORTH PROJECT NORTH

FLOOR PLAN NOTES

1 // GENERAL
A. THE FLOOR PLAN SHOWS THE GENERAL DESIGN INTENT, SPATIAL ARRANGEMENT AND PROPOSED USE OF EACH AREA.
B. DO NOT SCALE FROM THIS DRAWING. USE WRITTEN DIMENSIONS ONLY.
C. FINAL WALL THICKNESSES, OPENING SIZES, SETOUT AND CONSTRUCTION DETAILS ARE SUBJECT TO FURTHER DOCUMENTATION.

2 // FIXTURES, EQUIPMENT AND INTERNAL LAYOUTS
A. FIXTURES, FITTINGS, JOINERY, FURNITURE, STORAGE AND EQUIPMENT SHOWN ARE INDICATIVE OF THE PROPOSED LOCATION AND GENERAL DESIGN INTENT ONLY.
B. FINAL FIXTURES, EQUIPMENT, JOINERY AND INTERNAL LAYOUTS ARE SUBJECT TO FURTHER DOCUMENTATION AND CLIENT COORDINATION.
C. MINOR INTERNAL LAYOUT ADJUSTMENTS MAY OCCUR, PROVIDED THE APPROVED USE, FLOOR AREA, EXTERNAL OPENINGS AND BUILDING FORM ARE MAINTAINED.

3 // SERVICES
A. SERVICES AND ASSOCIATED EQUIPMENT MAY NOT BE SHOWN UNLESS RELEVANT TO THE PLANNING ASSESSMENT.
B. FINAL SERVICE LOCATIONS, PENETRATIONS AND CONNECTIONS ARE SUBJECT TO FURTHER DESIGN AND COORDINATION.

ROOF PLAN NOTES

1 // GENERAL
A. THE ROOF PLAN SHOWS THE GENERAL DESIGN INTENT, INCLUDING ROOF FORM, EXTENTS, PITCHES, RIDGES, EAVES AND ASSOCIATED DRAINAGE ELEMENTS.
B. DO NOT SCALE FROM THIS DRAWING. USE WRITTEN DIMENSIONS, LEVELS AND ROOF PITCHES ONLY.

2 // ROOF FORM AND DRAINAGE
A. FINAL ROOF SETOUT, FRAMING, FLASHINGS, PENETRATIONS AND CONNECTIONS ARE SUBJECT TO FURTHER DOCUMENTATION.
B. GUTTERS, DOWNPIPES, OVERFLOWS AND OTHER ROOF-DRAINAGE ELEMENTS SHOWN ARE INDICATIVE OF THE PROPOSED DRAINAGE STRATEGY.
C. FINAL ROOF-DRAINAGE SIZING, FALLS, OUTLETS AND CONNECTIONS ARE SUBJECT TO FURTHER DESIGN AND DOCUMENTATION.
D. ROOF WATER IS TO BE COLLECTED AND DISCHARGED TO AN APPROVED STORMWATER SYSTEM.

3 // MATERIALS AND FINISHES
A. ROOFING, GUTTERS, FASCIAS, FLASHINGS AND ASSOCIATED FINISHES SHOWN OR NOTED ARE INDICATIVE OF THE PROPOSED EXTERNAL APPEARANCE.
B. FINAL PROFILES, COLOURS, FIXINGS AND INSTALLATION DETAILS ARE SUBJECT TO FURTHER DOCUMENTATION AND MANUFACTURERS REQUIREMENTS.

ELEVATION NOTES

1 // GENERAL
A. ELEVATIONS SHOW THE GENERAL DESIGN INTENT, BUILDING FORM, OPENINGS, MATERIALS AND EXTERNAL FINISHES.
B. DO NOT SCALE FROM THIS DRAWING. USE WRITTEN DIMENSIONS AND LEVELS ONLY.

2 // LEVELS AND HEIGHTS
A. LEVELS AND HEIGHTS SHOWN REPRESENT THE PROPOSED DESIGN INTENT UNLESS SPECIFICALLY DIMENSIONED OR NOTED OTHERWISE.
B. FINAL FLOOR LEVELS, WALL HEIGHTS, EAVES HEIGHTS AND RIDGE HEIGHTS ARE SUBJECT TO FINAL SETOUT AND FURTHER DOCUMENTATION.
C. THE APPROVED OVERALL BUILDING HEIGHT AND GENERAL BUILDING FORM ARE TO BE MAINTAINED.

3 // MATERIALS AND FINISHES
A. MATERIALS, COLOURS AND FINISHES SHOWN OR NOTED ARE INDICATIVE OF THE PROPOSED EXTERNAL APPEARANCE.
B. FINAL PRODUCT SELECTIONS, PROFILES, COLOURS, JOINTS, FLASHINGS AND INSTALLATION DETAILS ARE SUBJECT TO FURTHER DOCUMENTATION AND MANUFACTURERS REQUIREMENTS.

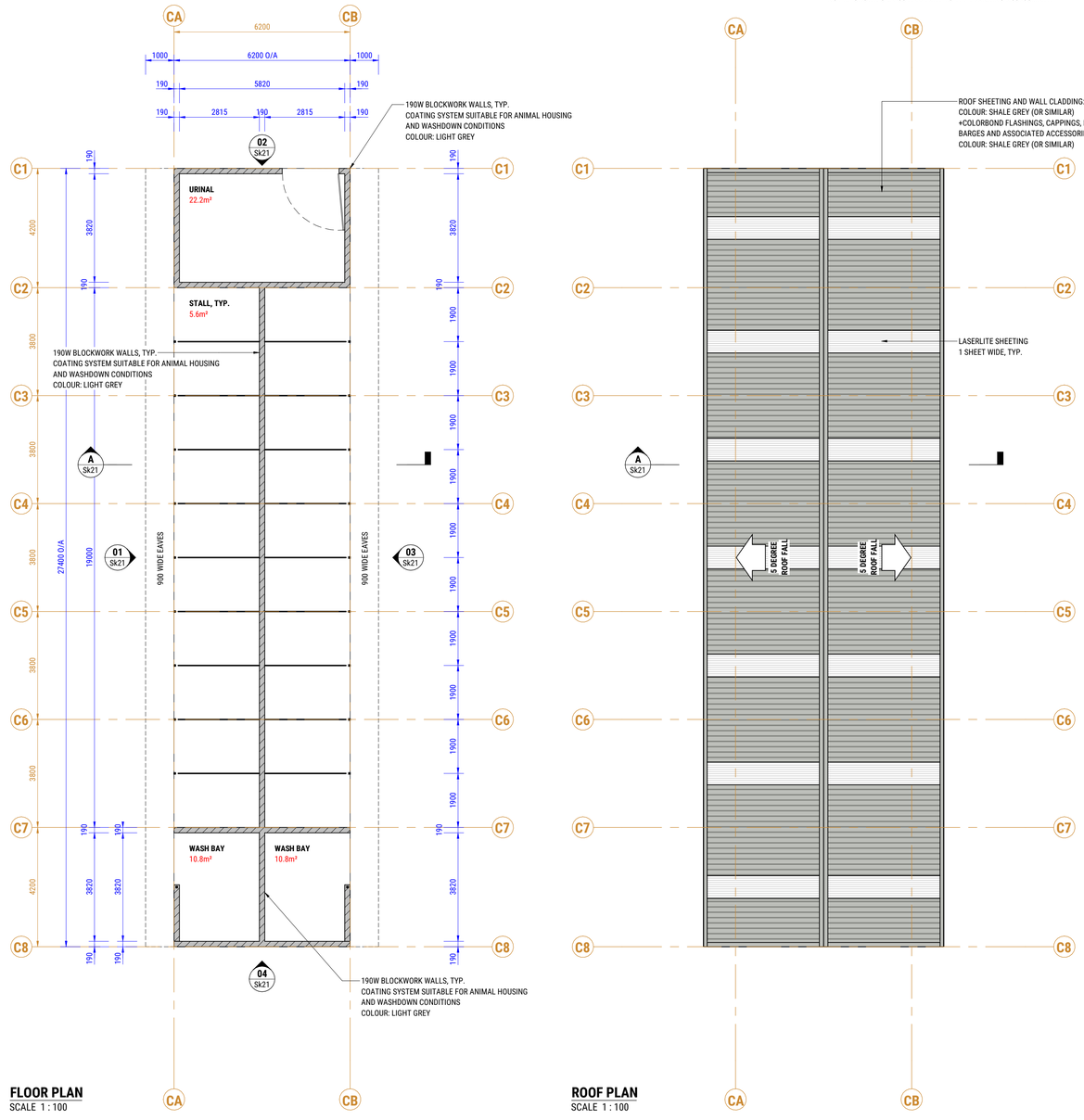
4 // OPENINGS AND EXTERNAL ELEMENTS
A. WINDOW AND DOOR LOCATIONS, SIZES AND CONFIGURATIONS SHOWN REPRESENT THE GENERAL DESIGN INTENT.
B. FINAL FRAME PROFILES, GLAZING, FLASHINGS, FIXINGS AND INSTALLATION DETAILS ARE SUBJECT TO FURTHER DOCUMENTATION.
C. EXTERNAL SERVICES, DOWNPIPES, VENTS AND OTHER MINOR BUILDING ELEMENTS MAY NOT BE SHOWN UNLESS RELEVANT TO THE PLANNING ASSESSMENT.

OPERATIONAL LAYOUT NOTES

1 // GENERAL
A. HORSE STALLS, WASH BAYS, URINALS, PARTITIONS, GATES AND ASSOCIATED EQUIPMENT SHOWN REPRESENT THE GENERAL OPERATIONAL AND PLANNING DESIGN INTENT.
B. FINAL STALL FITTINGS, GATES, PARTITIONS, WASHDOWN EQUIPMENT, DRAINAGE AND ASSOCIATED COMPONENTS ARE SUBJECT TO FURTHER DESIGN, CLIENT COORDINATION AND MANUFACTURER'S REQUIREMENTS.
C. MINOR INTERNAL ADJUSTMENTS MAY OCCUR, PROVIDED THE APPROVED BUILDING FOOTPRINT, EXTERNAL FORM, OPENINGS, HEIGHTS AND USE ARE MAINTAINED.

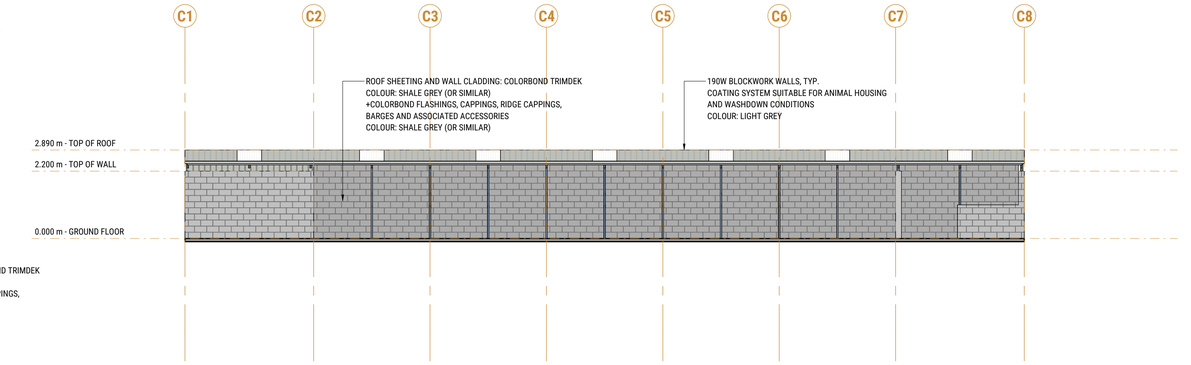
WALL AND ROOF MATERIAL NOTES

1 // GENERAL
A. WALLS, PARTITIONS AND CLADDING SHOWN ARE INDICATIVE OF THE PROPOSED MATERIALS AND GENERAL EXTERNAL APPEARANCE.
B. FINAL BLOCKWORK, METAL CLADDING, TRANSLUCENT ROOF SHEETING, FLASHINGS AND ASSOCIATED COMPONENTS ARE SUBJECT TO FURTHER DOCUMENTATION.

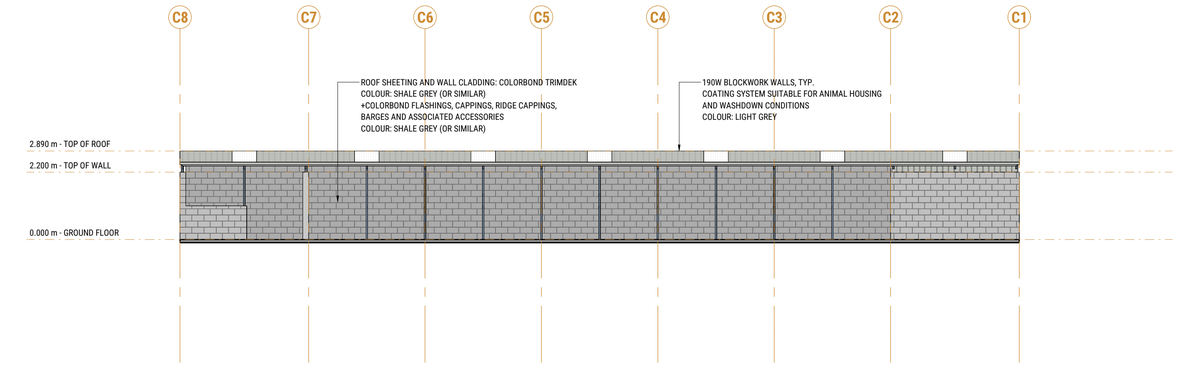


FLOOR PLAN
SCALE 1 : 100

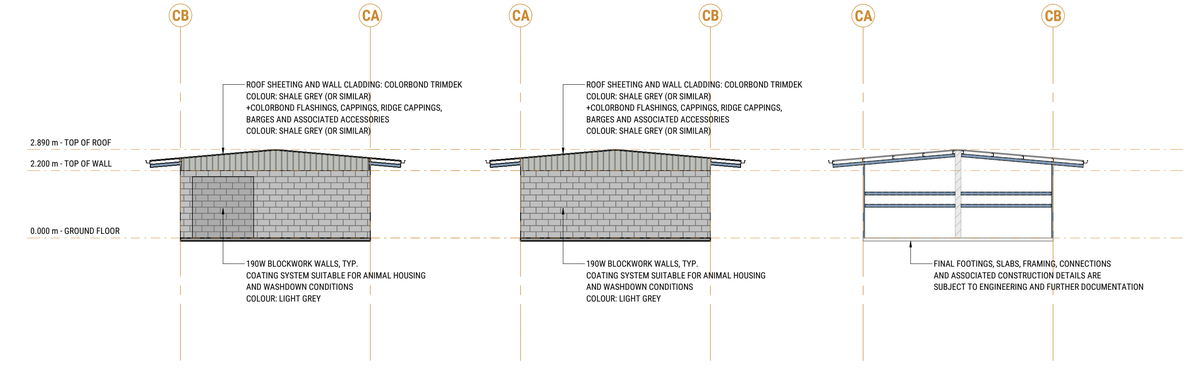
ROOF PLAN
SCALE 1 : 100



01 Sk21 NORTH ELEVATION
SCALE 1 : 100



03 Sk21 SOUTH ELEVATION
SCALE 1 : 100



02 Sk21 EAST ELEVATION
SCALE 1 : 100

04 Sk21 WEST ELEVATION
SCALE 1 : 100

A Sk21 SECTION DETAIL
SCALE 1 : 100

DA1	PLANNING APPROVAL	JJP	05-06-26
REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:

DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:
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CLIENT: Tasracing

PROJECT DETAILS:
TRACK REDEVELOPMENT
PARDOE ROAD
DEVONPORT // TAS // 7310

DRAWING TITLE:
HORSE STALLS - SHEET 1

SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
As indicated	26009	Sk21	DA1

Latrobe Council
Development Assessment
Planning Application
Date Received: 07/01/2026 PID Number: 7 01/2026
Please Note: Any plans or documents endorsed with this stamp are deemed to be those upon which a permit is based. It is the responsibility of the applicant to ensure that all plans and documents are correct before endorsement. Council accepts no responsibility for errors or omissions on endorsed plans or documents.

3D VIEW NOTES

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F. STALL FITTINGS, GATES, PARTITIONS, WASHDOWN EQUIPMENT AND OTHER OPERATIONAL ELEMENTS SHOWN ARE INDICATIVE ONLY AND ARE SUBJECT TO FURTHER DESIGN AND CLIENT COORDINATION.



ISOMETRIC VIEW
NOT TO SCALE



TYPICAL HORSE STALL
NOT TO SCALE



TYPICAL WASH BAY
NOT TO SCALE



TYPICAL URINAL
NOT TO SCALE

REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:
DA1	PLANNING APPROVAL	JJP	05-06-26

DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:
DFB	-	JJP	-	-

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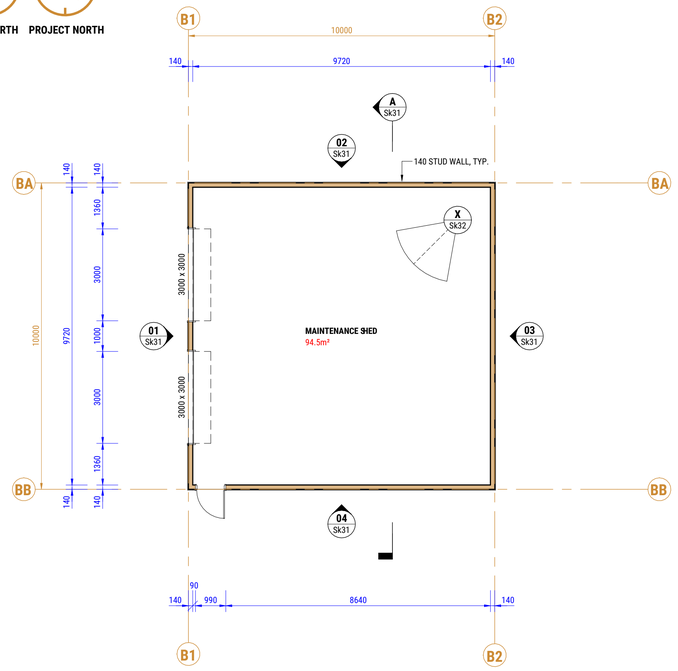
PROJECT DETAILS:
TRACK REDEVELOPMENT
PARDOE ROAD
DEVONPORT // TAS // 7310

DRAWING TITLE:
HORSE STALLS - SHEET 2

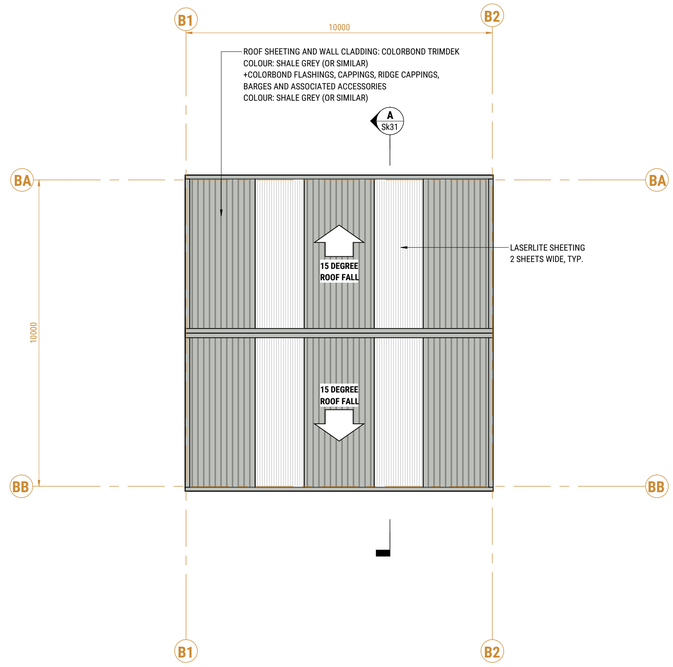
SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
	26009	Sk22	DA1

Latrobe Council
Development Permit Application
Planning Application
Date Submitted: 07/10/2025 DA Number: PA/25/0355
Please note that the Development Permit Application is not valid until the Planning Application Fee has been paid in full. Please contact Council's Planning Department to confirm the Planning Application Fee has been paid in full before commencing any work.

TRUE NORTH PROJECT NORTH



FLOOR PLAN
SCALE 1 : 100



ROOF PLAN
SCALE 1 : 100

FLOOR PLAN NOTES
1 // GENERAL
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A. SERVICES AND ASSOCIATED EQUIPMENT MAY NOT BE SHOWN UNLESS RELEVANT TO THE PLANNING ASSESSMENT.
B. FINAL SERVICE LOCATIONS, PENETRATIONS AND CONNECTIONS ARE SUBJECT TO FURTHER DESIGN AND COORDINATION.

ROOF PLAN NOTES
1 // GENERAL
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B. DO NOT SCALE FROM THIS DRAWING. USE WRITTEN DIMENSIONS, LEVELS AND ROOF PITCHES ONLY.

2 // ROOF FORM AND DRAINAGE
A. FINAL ROOF SETOUT, FRAMING, FLASHINGS, PENETRATIONS AND CONNECTIONS ARE SUBJECT TO FURTHER DOCUMENTATION.
B. GUTTERS, DOWNPIPES, OVERFLOWS AND OTHER ROOF-DRAINAGE ELEMENTS SHOWN ARE INDICATIVE OF THE PROPOSED DRAINAGE STRATEGY.
C. FINAL ROOF-DRAINAGE SIZING, FALLS, OUTLETS AND CONNECTIONS ARE SUBJECT TO FURTHER DESIGN AND DOCUMENTATION.
D. ROOF WATER IS TO BE COLLECTED AND DISCHARGED TO AN APPROVED STORMWATER SYSTEM.

3 // MATERIALS AND FINISHES
A. ROOFING, GUTTERS, FASCIAS, FLASHINGS AND ASSOCIATED FINISHES SHOWN OR NOTED ARE INDICATIVE OF THE PROPOSED EXTERNAL APPEARANCE.
B. FINAL PROFILES, COLOURS, FIXINGS AND INSTALLATION DETAILS ARE SUBJECT TO FURTHER DOCUMENTATION AND MANUFACTURER'S REQUIREMENTS.

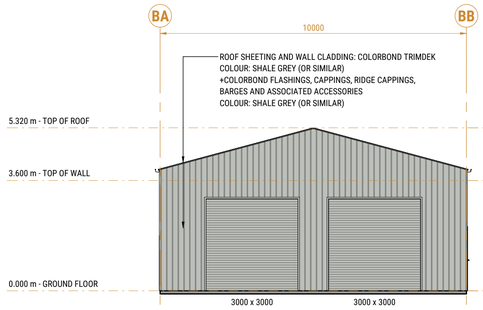
ELEVATION NOTES
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A. LEVELS AND HEIGHTS SHOWN REPRESENT THE PROPOSED DESIGN INTENT UNLESS SPECIFICALLY DIMENSIONED OR NOTED OTHERWISE.
B. FINAL FLOOR LEVELS, WALL HEIGHTS, EAVES HEIGHTS AND RIDGE HEIGHTS ARE SUBJECT TO FINAL SETOUT AND FURTHER DOCUMENTATION.
C. THE APPROVED OVERALL BUILDING HEIGHT AND GENERAL BUILDING FORM ARE TO BE MAINTAINED.

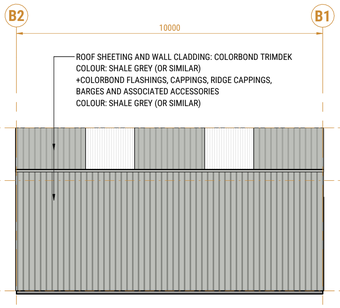
3 // MATERIALS AND FINISHES
A. MATERIALS, COLOURS AND FINISHES SHOWN OR NOTED ARE INDICATIVE OF THE PROPOSED EXTERNAL APPEARANCE.
B. FINAL PRODUCT SELECTIONS, PROFILES, COLOURS, JOINTS, FLASHINGS AND INSTALLATION DETAILS ARE SUBJECT TO FURTHER DOCUMENTATION AND MANUFACTURER REQUIREMENTS.

4 // OPENINGS AND EXTERNAL ELEMENTS
A. WINDOW AND DOOR LOCATIONS, SIZES AND CONFIGURATIONS SHOWN REPRESENT THE GENERAL DESIGN INTENT.
B. FINAL FRAME PROFILES, GLAZING, FLASHINGS, FIXINGS AND INSTALLATION DETAILS ARE SUBJECT TO FURTHER DOCUMENTATION.
C. EXTERNAL SERVICES, DOWNPIPES, VENTS AND OTHER MINOR BUILDING ELEMENTS MAY NOT BE SHOWN UNLESS RELEVANT TO THE PLANNING ASSESSMENT.

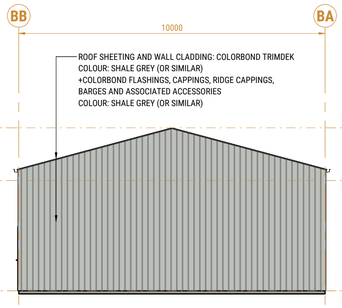
SHED STRUCTURAL SYSTEM NOTES
1 // GENERAL
A. THE STRUCTURAL FRAMING SHOWN IS INDICATIVE ONLY.
B. THE FINAL STRUCTURAL SYSTEM MAY COMPRISE A CONVENTIONALLY FRAMED, PROPRIETARY OR PREFABRICATED SHED SYSTEM, SUBJECT TO FURTHER DESIGN, ENGINEERING AND BUILDING APPROVAL.
C. ANY ALTERNATIVE STRUCTURAL SYSTEM IS TO MAINTAIN THE APPROVED BUILDING LOCATION, MAXIMUM FOOTPRINT, WALL AND RIDGE HEIGHTS, ROOF PITCH, GENERAL OPENING CONFIGURATION, CLADDING PROFILE AND EXTERNAL COLOUR, UNLESS OTHERWISE APPROVED.
D. FINAL STRUCTURAL MEMBERS, FOOTINGS, CONNECTIONS, BRACING, CLADDING FIXINGS AND CONSTRUCTION DETAILS ARE SUBJECT TO ENGINEERING, MANUFACTURER'S REQUIREMENTS AND FURTHER DOCUMENTATION.



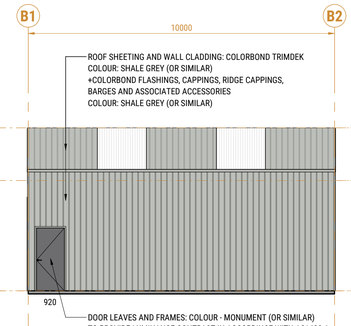
01 Sk31 **NORTH ELEVATION**
SCALE 1 : 100



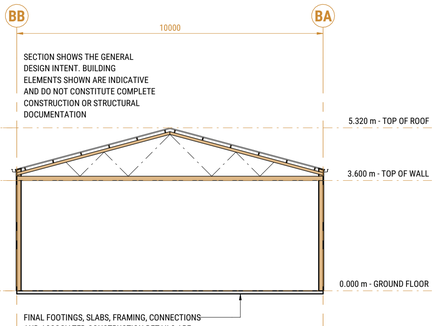
02 Sk31 **EAST ELEVATION**
SCALE 1 : 100



03 Sk31 **SOUTH ELEVATION**
SCALE 1 : 100



04 Sk31 **WEST ELEVATION**
SCALE 1 : 100



A Sk31 **SECTION DETAIL**
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PROJECT DETAILS:
TRACK REDEVELOPMENT
PARDOE ROAD
DEVONPORT // TAS // 7310

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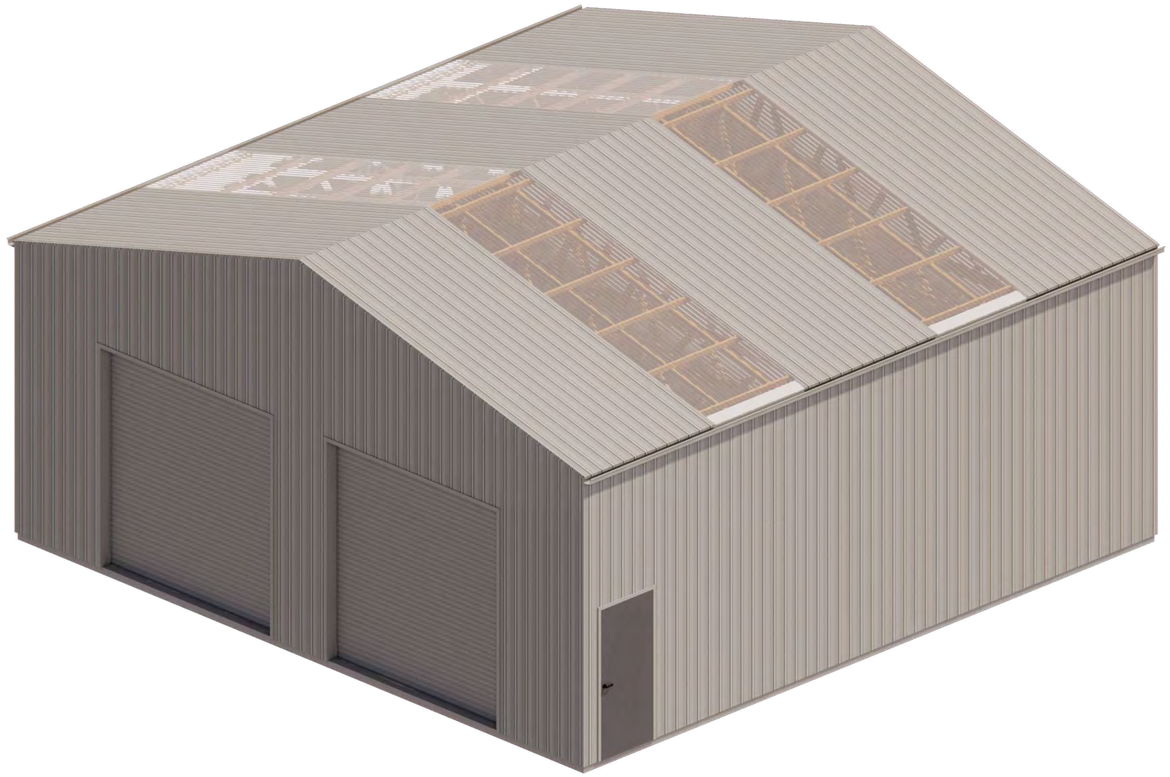
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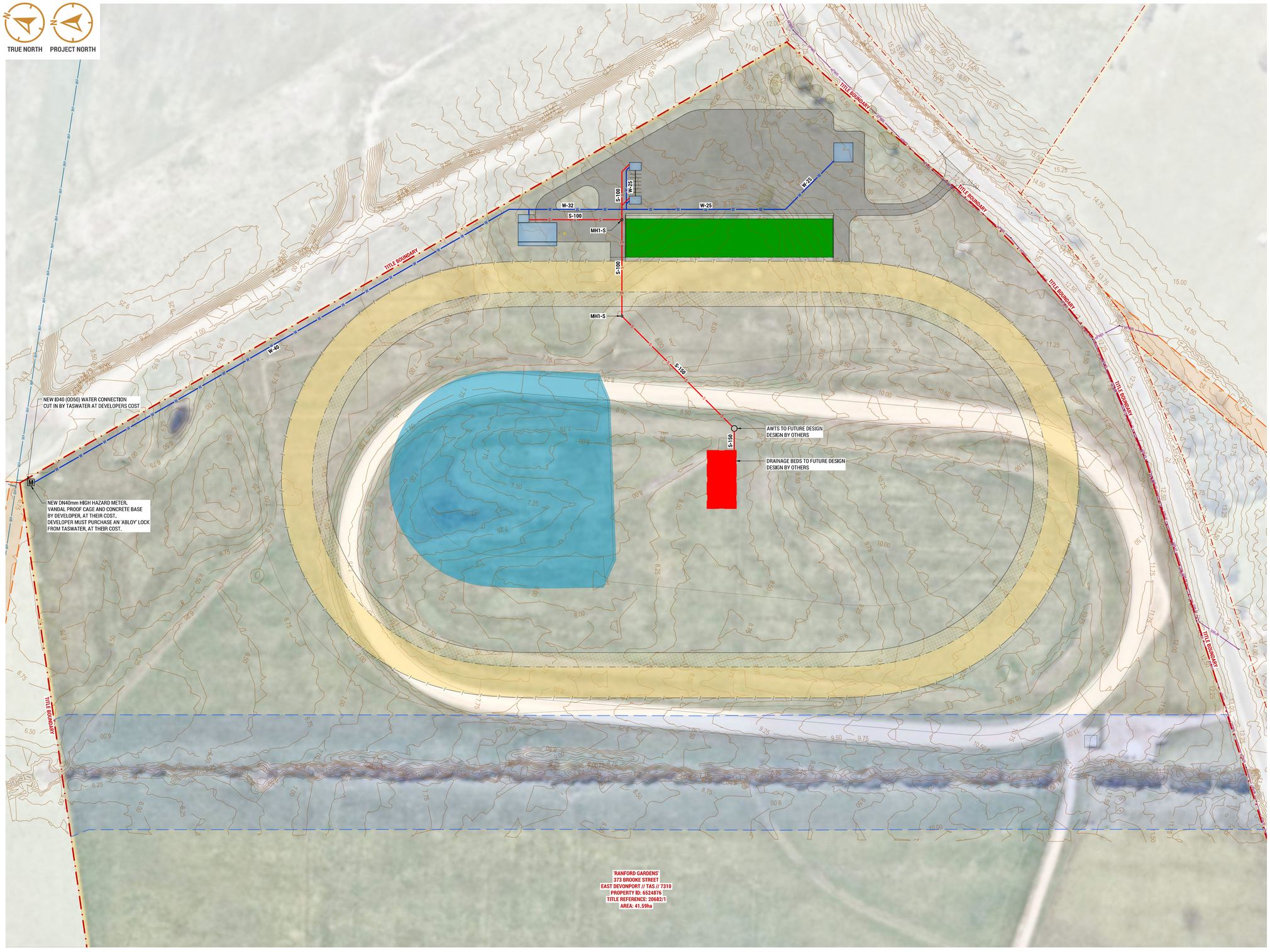
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INFRASTRUCTURE LEGEND

- EXISTING SEWER SERVICE LINE / MAIN - CONFIRM EXACT LOCATION
- PROPOSED SEWER SERVICE LINE / MAIN
- EXISTING WATER SERVICE LINE / MAIN - CONFIRM EXACT LOCATION
- PROPOSED WATER SERVICE LINE / MAIN

SEWER PIPE SCHEDULE

MARK	PIPE SIZE	TYPE	CLASS
S-150	DN150	uPVC	SN8
S-100	DN100	uPVC	SN8

SEWER PIT / MANHOLE SCHEDULE

MARK	SIZE	TYPE	ACCESSORIES
MH1-S	Ø1050	PRECAST CONC. MANHOLE	CLASS D GATIC COVER

WATER MAIN SCHEDULE

MARK	PIPE SIZE	TYPE
W-40	ID40 (OD50)	HDPE PE100 PN16 SDR11
W-32	ID32 (OD40)	HDPE PE100 PN16 SDR11
W-25	ID25 (OD32)	HDPE PE100 PN16 SDR11

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PROJECT DETAILS:
MAXFIELDS HARNESS TRACK REDEVELOPMENT
373 BROOKE STREET
EAST DEVONPORT // TAS // 7310

DRAWING TITLE:
REDEVELOPMENT AREA - SITE INFRASTRUCTURE

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SEWER PIPE SCHEDULE

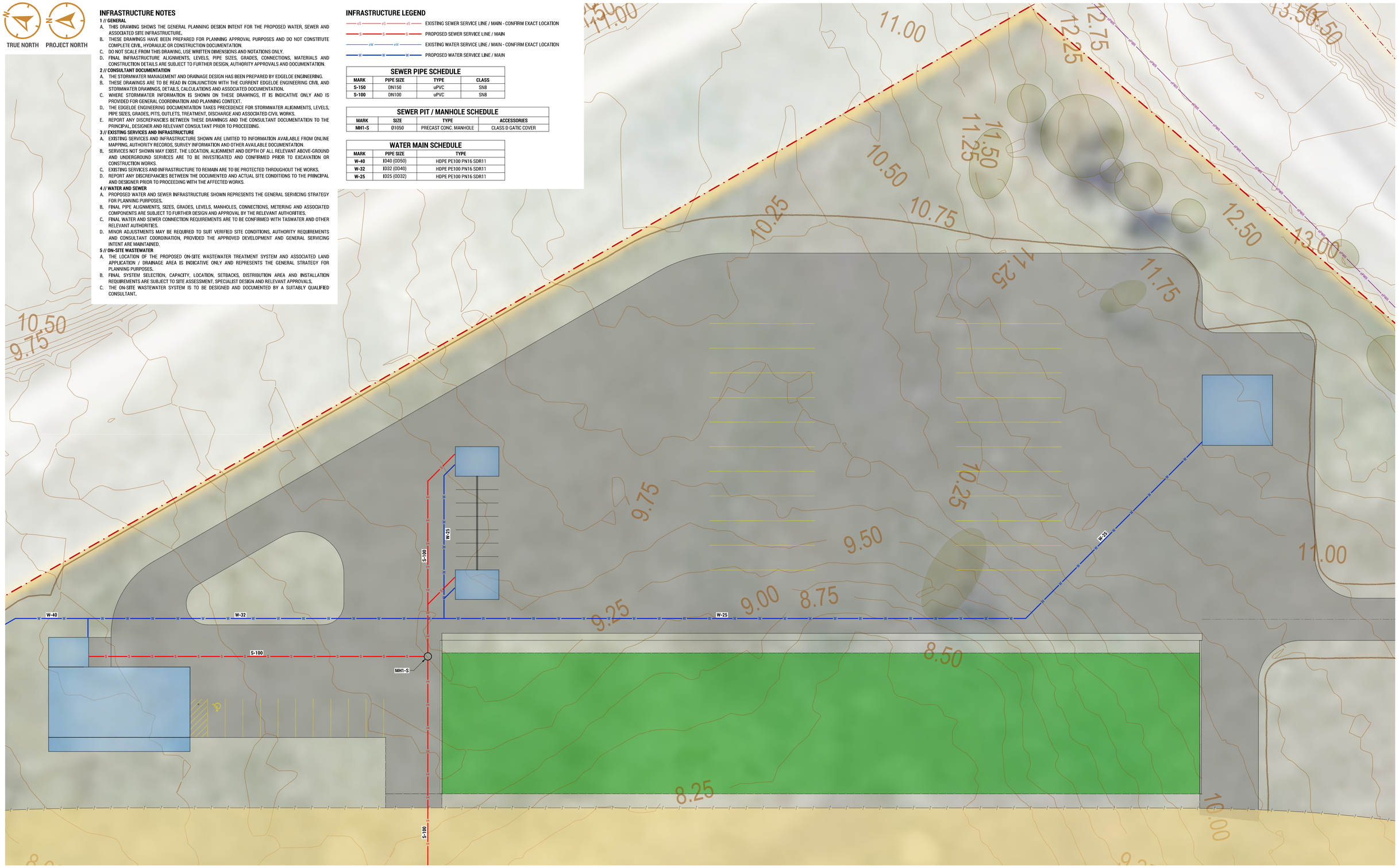
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CLIENT: Tasracing

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373 BROOKE STREET
EAST DEVONPORT // TAS // 7310

DRAWING TITLE:
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Appendix D — Traffic Impact Statement

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Client
Tasracing

Date
9 December 2025

Transport Impact Statement

Proposed Harness Racing Track Redevelopment

373 Brooke Street, East Devonport

ratio:

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Urban Design
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Prepared for
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Our reference
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Version	Date	Issue	Prepared by	Checked by
F01	9/12/25	Final Report	K. Bullock	M. Petrusma

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Appendices

Appendix A : Development Plan

Appendix B : Swept Path Assessment

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1. Introduction

Ratio Consultants has been engaged by Tasracing to prepare a Transport Impact Statement for the proposed redevelopment of the East Devonport Harness Racing Track, located at 373 Brooke Street, East Devonport.

This Traffic Impact Statement has been prepared to address the potential traffic and transport impacts of the proposed development, and to address the relevant provisions of the Tasmanian Planning Scheme. In particular, this report provides an assessment of the amended site access arrangements, traffic impact on the surrounding road network, and car parking arrangements.

A copy of the proposed redevelopment plan, prepared by Edgeloe Engineering, is attached at Appendix A.

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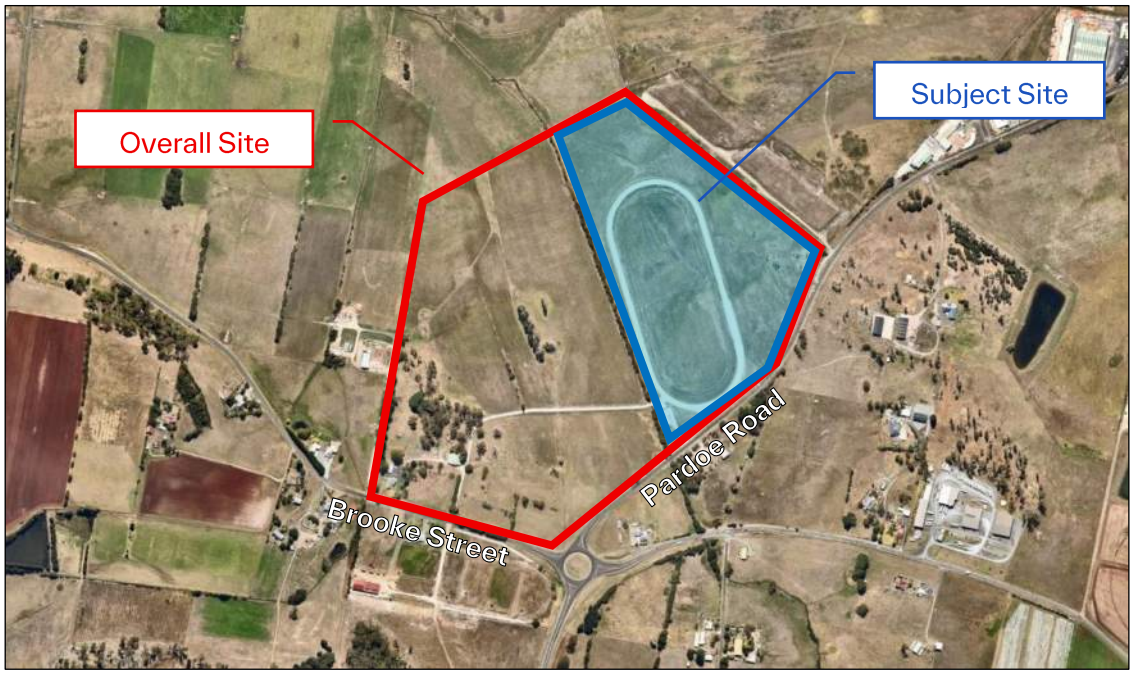
2.1. Site Location and Context

The overall parcel of land is located on the northwest corner of the intersection of Pardoe Road, Brooke Street and Port Sorrell Road in East Devonport. The portion of the overall site that is relevant to this application is generally located within the eastern part of the site.

The site currently provides vehicular access via two connections to Brooke Street and one connection to Pardoe Road.

An aerial photograph of the subject site in context of the surrounding road network is provided at Figure 2-1.

Figure 2-1: Aerial Photograph



Source: Nearmap (March 2025)

2.2. Road Network

Pardoe Road is classified as a Category 3 road and is subject to a 100km/h speed limit past the site.

Adjacent to the site, Pardoe Road provides one traffic lane in each direction.

Traffic counts adjacent to the site indicate that Pardoe Road has an AADT of approximately 1,400 vehicles per day past the site, with heavy vehicles comprising approximately 11% of the traffic stream. Peak hour volumes are typically in the range of 150 to 160 vehicles per hour (two-way).

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A review of the last 10 years of available crash history data (obtained from the Department of State Growth) indicates that 1 'minor' crash was reported on Pardoe Road in the vicinity of the site. The crash appeared to be a result of a collision between a right turning and through travelling vehicle.

This implies that the crash was an isolated incident with no clear trend or underlying road safety shortfall associated with the surrounding road network.

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3. Proposal

The proposal is for the redevelopment of the Maxfields Harness Racing Track at 373 Brooke Street in East Devonport.

The proposed redevelopment will provide a total of 26 parking spaces on the site, comprising 20 car and horse float parking bays and 6 standard car parking spaces.

Vehicular access for the site shall be provided via a new connection to Pardoe Road, approximately 300m to the northeast of the existing connection. The existing connection to Pardoe Road shall be gated and used for maintenance access only.

Operational information provided to Ratio by the operator of the site is summarised at Table 3-1.

Table 3-1: Operational Information

Type of Event	Attendees	Frequency	Time of Event
Training	10 attendees	Daily	7am-Sunset
Trials	30 attendees	Fortnightly	9am-11am or 5pm-7pm

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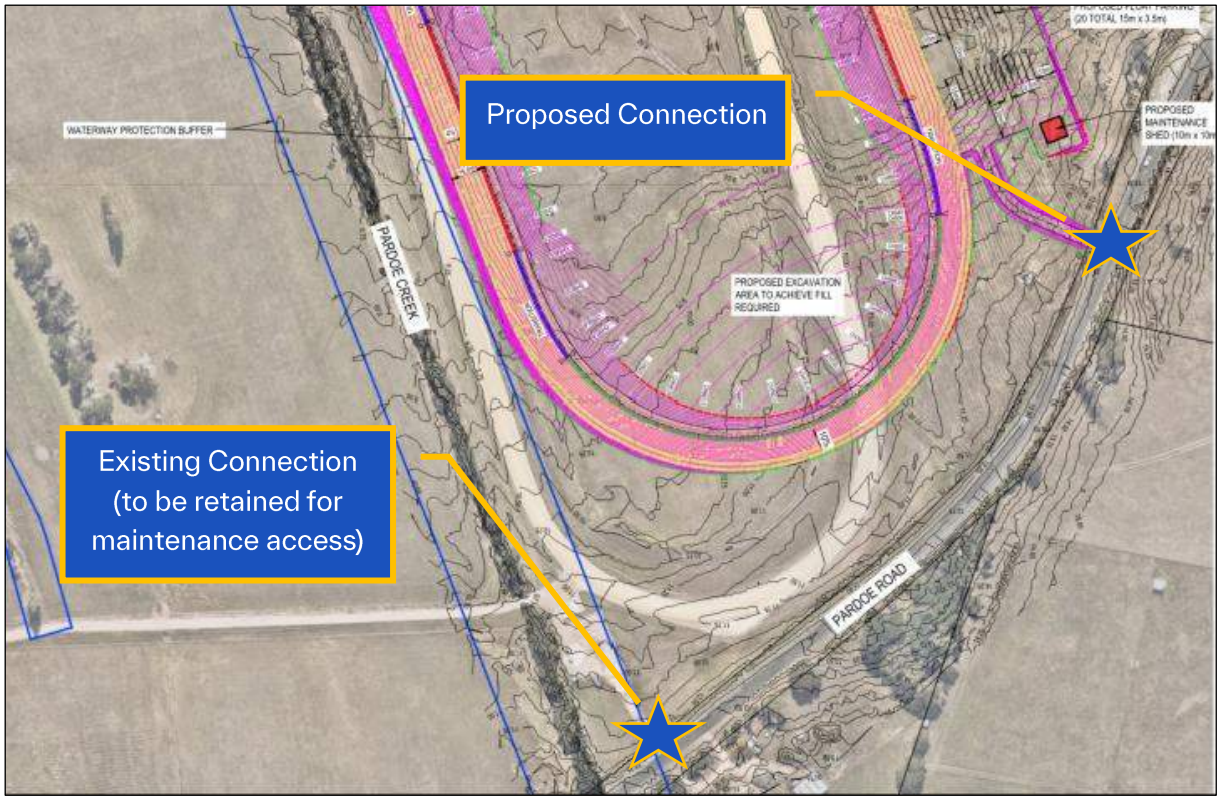
4. Site Access Assessment

4.1. Site Access Arrangements

The proposed redevelopment seeks to provide a new vehicle access connection to Pardoe Road, approximately 300m northeast of the existing connection, which would operate as the primary vehicular access for the site. The existing Pardoe Road connection shall be retained for maintenance access only.

Figure 4-1 illustrates the proposed site access arrangements.

Figure 4-1: Proposed Site Access Arrangements



Swept path diagrams demonstrating simultaneous access for the proposed site access connection using a B99 design vehicle towing a trailer is attached at Appendix B.

4.2. Sight Distance Assessment

A sight distance assessment has been undertaken for the proposed site access connection as per Australian/New Zealand Standard AS/NZS 2890.1, *Parking facilities – Part 1: Off-street car parking* (2004).

The available sight distance is measured from a location 2.5m back from the edge of the frontage road and increases based on the design speed. Given Pardoe Road has a posted

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speed limit of 100km/h, the proposed site access has a minimum sight distance requirement of 160m.

Figure 4-2 demonstrates that a minimum sight distance of 160m is currently provided in each direction from the proposed site access location, with no requirement to remove obstructions. It is noted that while the site access is located on the inside of the curve for north-eastbound traffic on Pardoe Road, the terrain is flat and there are no visual obstructions as shown in .

Figure 4-2: SISD Assessment



Source: Landchecker

Figure 4-3: Sight Distance to the South



Source: Google Earth Pro Streetview Imagery

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4.3. Traffic Generation and Distribution

The expected trip generation of the proposed redevelopment has been derived from a first principles assessment. It has been conservatively assumed that each car parking or horse float parking space could generate up to 1 vehicle movement per hour at peak periods.

This equates to up to 26 arrival movements at the commencement of an event and up to 26 departure movements during the conclusion of an event.

It is noted that this level of traffic could be expected as a conservative upper limit for fortnightly events, with traffic generated by the typical operations of the site expected to be minimal.

Based on the configuration of the surrounding road network, it is envisaged that the majority of motorists would arrive and depart via the south of the site, which provides the most direct route to Devonport.

Accordingly, a traffic distribution of 90% to/from the south and 10% to/from the north has been adopted for this assessment.

Application of the above traffic generation and distribution assumptions equates to the following traffic movements for the site:

Inbound Movements

— Left-turn Entry: 23 movements

— Right-turn Entry: 3 movements

Outbound Movements

— Left-turn Exit: 3 movements

— Right-turn Exit: 23 movements

4.4. Turn Lane Warrants Assessment

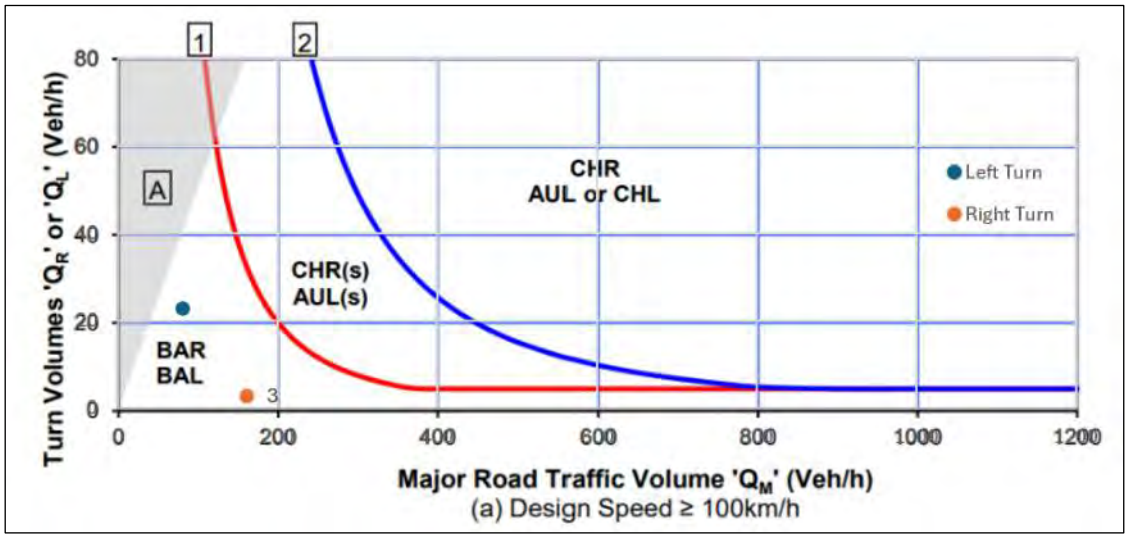
A turn lane 'warrants' assessment has been undertaken as per the *Austroads Guide to Road Design Part 4A: Signalised and Unsignalised Intersections* to inform an appropriate site access arrangement for the proposed Pardoe Road site access.

Assuming the existing peak hour traffic volume presented in Section 2.2 is split evenly between northbound and southbound movements (i.e. 80 movements in each direction), a turn lane warrants assessment indicates that the site access would ordinarily require a basic left turn treatment (BAL) and basic right turn treatment (BAR), as shown at Figure 4-4.

Notably, the access does not warrant a dedicated, formal left or right turn lane to be provided.

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Figure 4-4: Turn Lane Warrants Assessment



A BAL and BAR are the lowest form of site access treatment provided in the Austroads Guide and are a function of the low turning volumes into the site and modest existing traffic volumes on Pardoe Road.

Having regard to the low turning volumes expected to be generated by the proposed redevelopment, design of surrounding property accesses (including the existing Pardoe Road access), and the infrequency of events at the site, it would be appropriate for the proposed site access to provide no formal turn lane treatment.

4.5. Impact to Road Safety

No significant detrimental road safety impacts are anticipated due to the proposed redevelopment. This is based on the following:

— The proposed traffic generation on Pardoe Road is low and would occur outside of typical commuter peak periods.

— The crash history does not suggest that there are any specific road safety deficiencies in the vicinity of the site that might be exacerbated by the proposed redevelopment.

— There is sufficient sight distance at the proposed site access connection on Pardoe Road.

4.6. Assessment of Clause C3.5.1

The proposed redevelopment includes construction of a new site access connection to Pardoe Road and therefore relies on the performance criteria of Clause C3.5.1-P1, summarised at Table 4-1.

Based on the assessment provided below, the proposed access is safe and the proposal is considered not to result in any significant adverse effects on the safety or efficiency of the road.

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Table 4-1: Assessment of Clause C3.5.1-P1

Performance Criteria	Response
Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:	
(a) any increase in traffic caused by the use;	Whilst there would be an increase in traffic at the site access connection compared to the existing conditions, the level of traffic anticipated to be generated during peak periods is low and relatively infrequent.
(b) the nature of the traffic generated by the use;	Given the frequency of access, traffic generated by the proposed redevelopment would be sporadic in nature, with negligible traffic expected throughout the majority of each day.
(c) the nature of the road;	Pardoe Road has a relatively flat and straight alignment past the site, with only minor curvature in the alignment of the road. Motorists turning into the site would be provided with clear sight lines to judge appropriate gaps in traffic. There is no clear trend in crashes in the vicinity of the site.
(d) the speed limit and traffic flow of the road;	Pardoe Road has a posted speed limit of 100km/h, with a traffic volume of approximately 150-160 vehicles during each peak hour (two-way). Motorists would be expected to largely enter and exit the site outside of road network peak periods, and would be provided with regular gaps in traffic to safely and efficiently enter/exit the site.
(e) any alternative access to a road;	Whilst the overall site provides a second frontage to Brooke Street, the location of the Brooke Street access points are not proximate to the proposed racing track. It would be impractical and disproportionate for an internal roadway to be constructed through the site.
(f) the need for the use;	Not Applicable
(g) any traffic impact assessment; and	This Traffic Impact Statement has been prepared for the proposal.
(h) any advice received from the rail or road authority."	Not Applicable

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5. Car Parking Assessment

5.1. Car Parking Provision

Clause C2.5.1-A1 of the Planning Scheme states:

> *"The number of on-site car parking spaces must be no less than the number specified in Table C2.1..."*

The proposed redevelopment is classified as a "Sports and Recreation" use under Table C2.1 of the Planning Scheme and has a car parking rate of 50 spaces per facility.

The proposed redevelopment includes 6 formal car parking spaces and a further 20 car and horse float parking bays[1]. Accordingly, the provision of 26 parking spaces does not meet the car parking requirement set out in Tables C2.1 and therefore relies on the performance criteria of Clause C2.5.1-P1, which states the following of relevance:

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

Based on information provided to Ratio by the operator of the site, the number of attendees (inclusive of staff, competitors and spectators) could typically be expected on the site are summarised as follows:

— Ad-hoc Training Events (daily): Up to 10 attendees

— Scheduled Trials (fortnightly): Up to 30 attendees

Given the nature of the use, it would be typical for spectators and competitors to travel to the site in the same vehicle. Horse floats generally accommodate multiple horses and would naturally encourage shared trips between competitors. A portion of spectators would also be expected to accompany competitors to the site as relatives or acquaintances.

Having consideration for the likelihood of shared trips to the site, a car occupancy of 1.5 people per vehicle has been adopted. This equates to a peak car parking demand of approximately 20 parking spaces.

[1] It is noted that the car and horse float car parking bays are sufficiently dimensioned to provide a more flexible car parking provision, with one horse float parking bay able to be utilised by 2 passenger vehicles should this be required.

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Based on the above assessment, the proposed parking supply is considered sufficient to meet the reasonable needs of the use. In the event of overflow parking demand, additional parking could be comfortably accommodated on the site without issue.

The proposal is therefore consistent with performance criteria C2.5.1-P1.1.

5.2. Car Parking Layout

Clause C2.6.2 of the Planning Scheme sets out the design and layout requirements for parking areas to ensure that parking areas provide convenient, safe and efficient parking.

Performance Solution A1.1 requires the following:

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

b) comply with Australian Standard AS 2890- Parking facilities, Parts 1-6.

Given the nature of the use, car parking for the proposed redevelopment would need to accommodate User Class 2 (visitors) under AS/NZS 2890.1:2004.

Accordingly, car parking spaces have been dimensioned at 2.5m wide and 5.4m long, with an adjacent accessway width in excess of 5.8m, as required under AS/NZS 2890.1:2004.

Whilst there is no specific direction within AS/NZS 2890.1:2004 for horse trailer parking, all car and horse float parking bays have been dimensioned at 3.5m wide and 15m long. These dimensions would be sufficient to accommodate the typical dimensions of a car towing a horse float.

All internal accessways are provided well in excess of 6m to facilitate simultaneous two-way traffic movements.

Based on the above assessment, the proposed car park layout complies with the acceptable solution of Clause C2.6.2A1.1(b) through compliance with AS/NZS2890.1:2004.

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6. Conclusions

This report has provided a review of the potential car parking and traffic impacts associated with the proposed redevelopment of the Devonport Harness Racing Track, within the eastern portion of 373 Brooke Street in East Devonport.

The key findings are as follows:

— The proposed site access connection to Pardoe Road is expected to have minimal adverse effects to the safety and efficiency of the external road network, due to the following:

- Appropriate sight distances are provided for departing motorists;
- Low turning volumes are anticipated during peak operations of the site;
- The design of the connection accommodates satisfactory movements of critical vehicles.

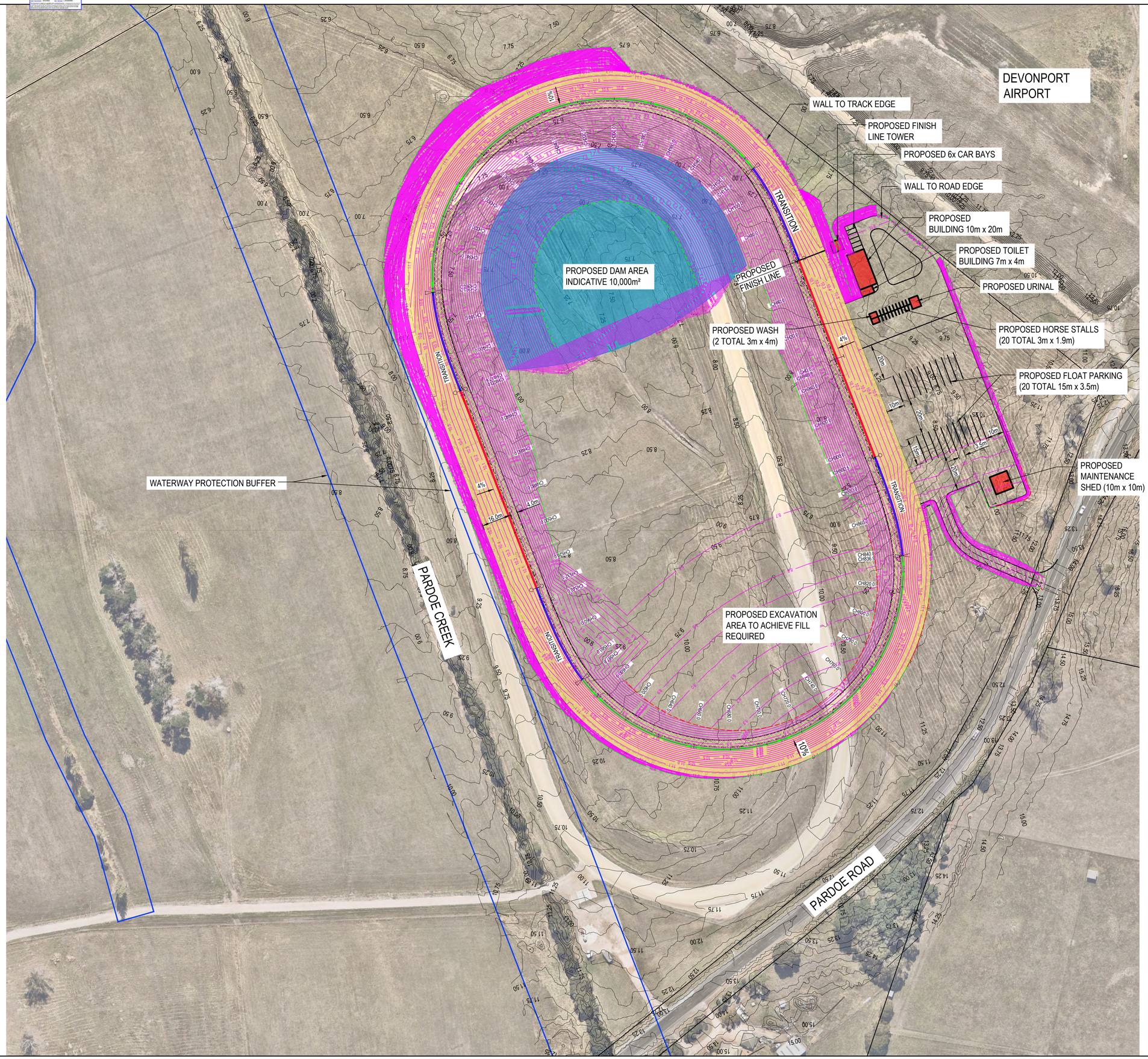
— The proposed provision of 26 parking spaces on the site provides ample capacity to meet the estimated peak car parking demand of the proposed use.

— The proposed car park layout has been designed in accordance with the relevant Australian Standards.

Based on the findings of this report, the proposed redevelopment is supported on traffic and transport grounds.

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Appendix A : Development Plan



A	9/10/25	ISSUED FOR INFORMATION	KJB	RWE	RWE
B	14/11/25	TRACK AND FACILITIES AMENDED	KJB	RWE	RWE

TRACK DESIGN DATA

TRACK RUNNING LINE LENGTH = 949.8m
TRACK RADIUS ON BEND (RUNNING LINE) = R97m
TRACK STRAIGHT (BETWEEN TRANSITION) = 100.49m
TRACK CROSS FALL ON STRAIGHT = 4%
TRACK CAMBER ON BEND = 10%

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EDGELOE Engineering

CLIENT
TAS RACING

PROJECT
MAXFIELDS HARNESS TRACK

ADDRESS
PARDOE ROAD, DEVONPORT TAS

DRAWING TITLE
PROPOSED TRACK AND BUILDING CONCEPT

PROJECT No.	DRAWING No.	SCALE		REVISION
24084	C04	0 10 20 30 40 50 SCALE 1:1000	A1	B

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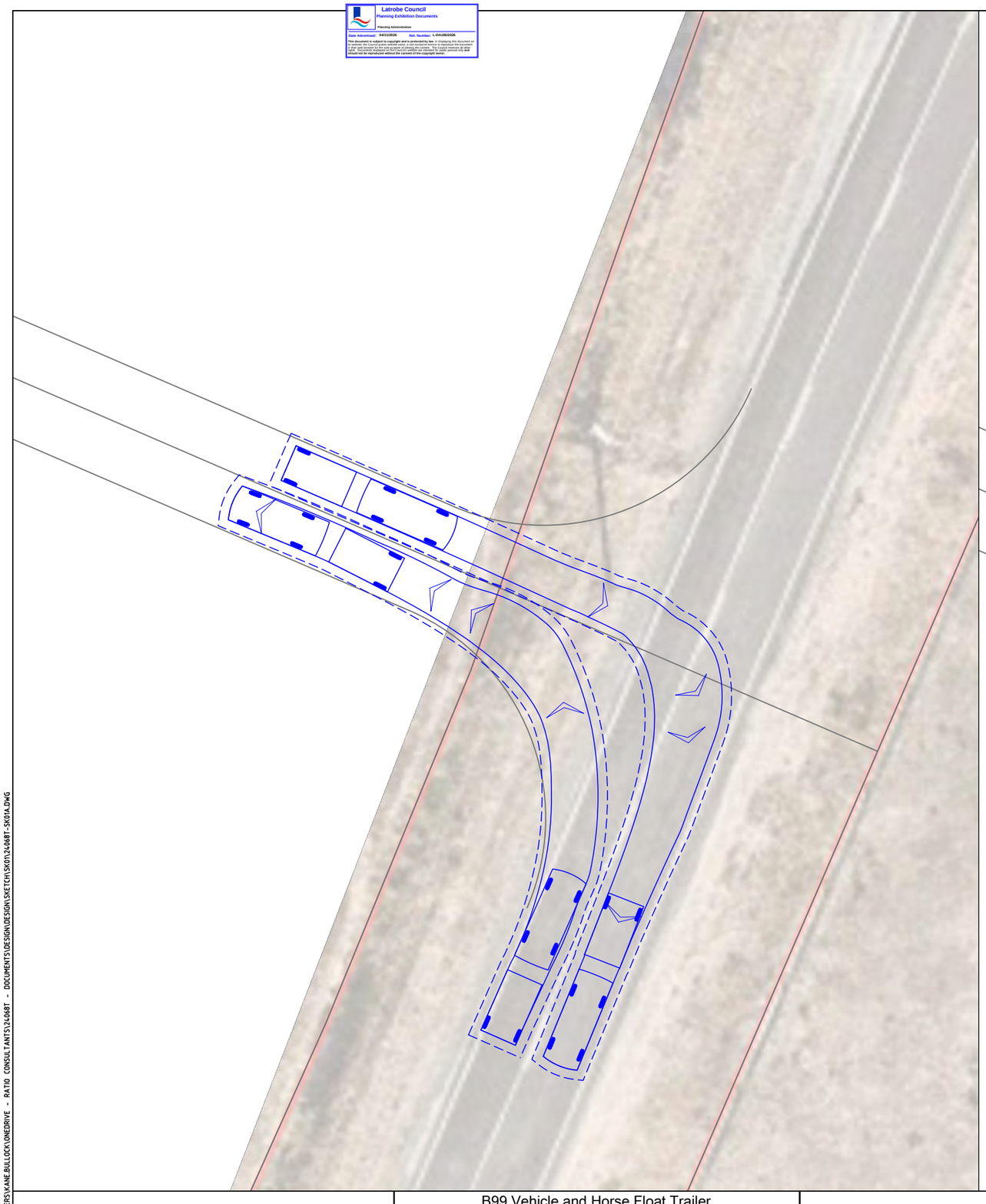
Appendix B : Swept Path Assessment

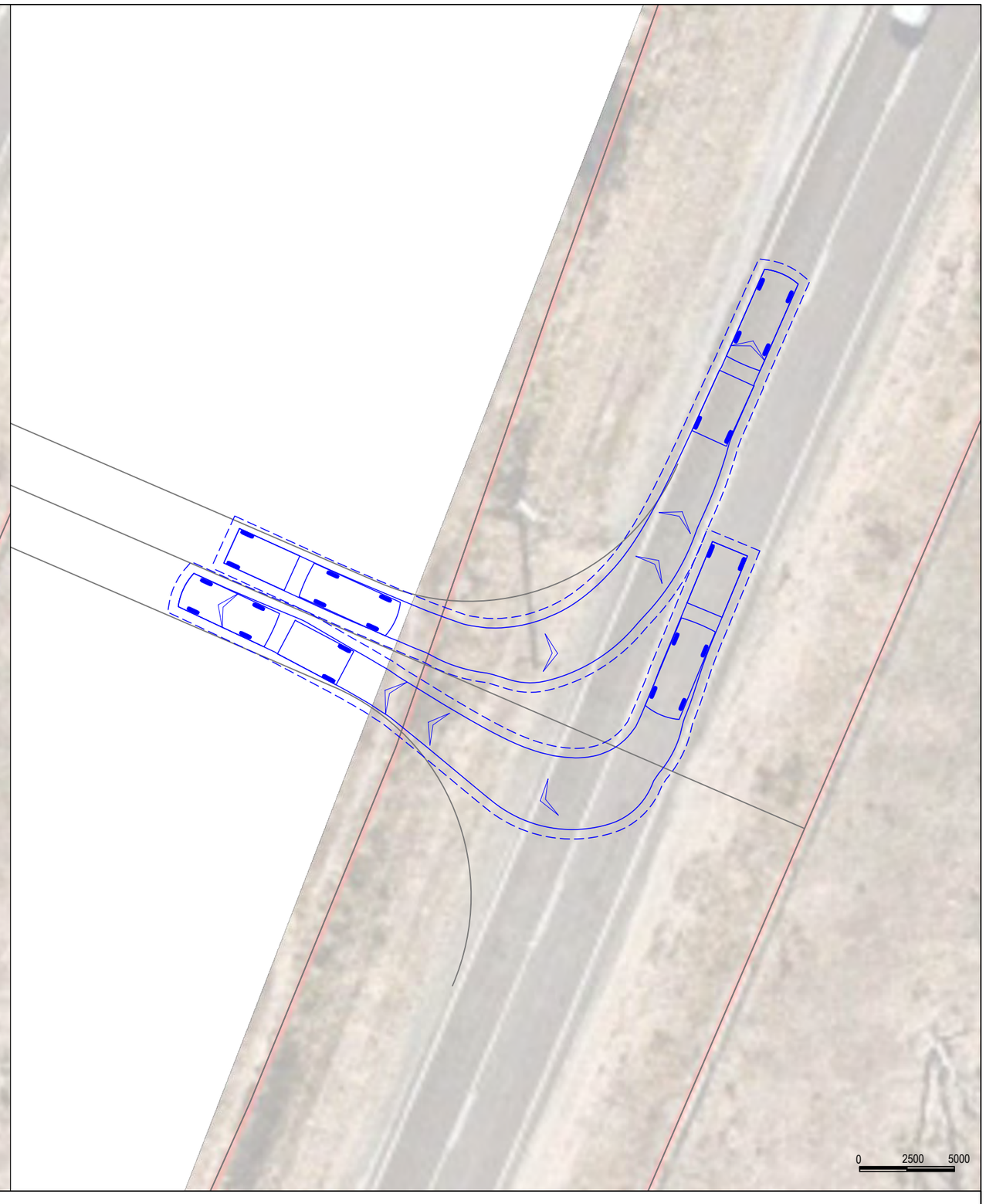
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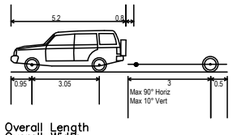




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B99 Vehicle and Horse Float Trailer



VEHICLE ENVELOPE (FORWARD)
500mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
500mm CLEARANCE (REVERSE)

Overall Length	9.500m
Overall Width	2.000m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	2.000m
Lock-to-lock time	4.000s
Curb to Curb Turning Radius	6.250m

Proposed Harness Racing Track Redevelopment
373 Brooke Street, East Devonport
B99 Design Vehicle with Horse Trailer Swept Paths

NOTE:
1) Base Plan prepared by Edgeloe Engineering. Aerial imagery sourced from Nearmap
2) Maximum Design Speed 5km/h

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