DEVELOPMENT APPLICATION

APPLICATION NUMBER:	PLN-25-093
PROPOSED DEVELOPMENT:	Six (6) Multiple Dwellings
LOCATION:	Lot 1 Allunga Road Chigwell
APPLICANT:	Field Labs
ADVERTISING START DATE:	31/10/2025
ADVERTISING EXPIRY DATE:	14/11/2025

Plans and documentation are available for inspection at Council's Offices, located at 374 Main Road, Glenorchy between 8.30 am and 5.00 pm, Monday to Friday (excluding public holidays) and the plans are available on Glenorchy City Council's website (**www.gcc.tas.gov.au**) until **14/11/2025**.

During this time, any person may make representations relating to the applications by letter addressed to the Chief Executive Officer, Glenorchy City Council, PO Box 103, Glenorchy 7010 or by email to gccmail@gcc.tas.gov.au.

Representations must be received by no later than 11.59 pm on **14/11/2025**, or for postal and hand delivered representations, by 5.00 pm on **14/11/2025**.

374 Main Road, Glenorchy
PO Box 103, Glenorchy TAS 7010
(03) 6216 6800 | gccmail@gcc.tas.gov.au
www.gcc.tas.gov.au
ABN 19 753 252 493

CONSTRUCTION NOTES:

INTERNAL FINISHES:
NOTE: ALL FLOORS TO BE RAFT SLAB ON GROUND / FILL, ALL INTERNAL FLOOR FINISHES TO BE INSTALLED OVER CONCRETE SLAB.

TI01: FLOOR TILES, ALLOW $60 /M2 FOR SUPPLY, BUILDER TO ALLOW FOR INSTALLATION
FF01: LOOSE-LAY TIMBER LOOK LVT VINYL PLANK FLOORING OVER ACOUSTIC UNDLERLAY
FF02: CARPET ON UNDERLAY, TBA
IW1: 10MM PLASTER WALL, BACK BLOCK AND TAPE ALL JOINS, SQUARE SET ALL ROUND, ALLOW FOR TEAR-OFF STRIPS TO ALL BUTT JOIN EDGES WITH DIFFERENT MATERIAL. PAINT FINISH, UNDERCOAT + MIN 2X TOP COATS WATER BASED ACRYLIC, COLOUR TBS.
CF01: 10MM PLASTER CEILING, BACK BLOCK AND TAPE ALL JOINS, SQUARE SET ALL ROUND, ALLOW FOR TEAR-OFF STRIPS TO ALL BUTT JOIN EDGES WITH DIFFERENT MATERIAL. PAINT FINISH, UNDERCOAT + MIN 2X TOP COATS WATER BASED ACRYLIC, COLOUR TBS.
ST01: LAMINATE BENCHTOPS, MELAMINE CARCASSES THROUGHOUT
SKIRTS: NOM 100X12 TAS OAK, CLEAR SEAL TO MATCH FLOORS
DOOR REVEALS: TAS OAK, CLEAR SEAL TO MATCH FLOORS
WINDOW REVEALS: TAS OAK, CLEAR SEAL TO MATCH FLOORS

WET AREAS: MR PLASTERBOARD. TO AS3740, MEMBRANES INSTALLED BELOW FLOOR FINISHES AND BEHIND WALL FINISHES TO FORM IMPERVIOUS BARRIER.
*** WET AREAS TO COMPLY WITH NCC 10.2 Wet area waterproofing AND AS 3740 - 2021**
WET AREA CEILINGS: MR PLASTERBOARD, SQUARE SET AND PAINT FINISH, UNDERCOAT AND 2 COATS PAINT, COLOUR TBC

ACCESSIBILITY NOTES:

NOTES:
- MINIMUM DOOR WIDTHS OF 820MM THROUGHOUT
- WHERE THRESHOLD AT ENTRANCE EXCEEDS 5MM, PROVIDE A RAMPED THRESHOLD < 56MM COMPLIANT WITH AS1828.1
- ALLOW FOR SLIP RESISTANT FLOOR TILES
- ALLOW FOR HOBLESS SHOWER RECESS
- ALLOW FOR ADDITIONAL NOGGINS AND 12MM PLY RECESSED LINING IN SHOWER AND TOILET FOR FUTURE INSTALLATION OF GRAB HANDLES
- ALL LIGHT SWITCHES TO BE NOM 1100MM ABOVE FFL
- ALL POWER POINTS TO BE NOM 300MM ABOVE FFL

EXTERNAL FINISHES:
TD01: 19MM EKODEK OR SIMILAR COMPOSITE DECKING, SS TWIST NAIL, 3MM GAP, OVER TREATED PINE FRAMING
TB01: RADIAL TIMBER BATTEN BALUSTRADE, MAX SPACING 120MM. NOM 40X40 HW SCREEN ON STEEL FRAME
TB02: RADIAL TIMBER PRIVACY SCREEN, MAX 30% TRANSPARENCY. NOM 40X40 HW SCREEN ON STEEL FRAME
EF02: 16MM FC LINEA 150MM WEATHERBOARD, PAINT FINISH IN DULUX "SNOWY MOUNTAINS HALF"
EF03: ISLAND BLOCK 20.01 "PEWTER ECO" BLOCK COLOR MATCHED MORTAR, RAKED JOINS, STRETCHER BOND
EF04: 1000H GLASS BALUSTRADE, STEEL HANDRAIL + BALUSTERS
EF05: 9.5MM WEATHERTEX WEATHERGROOVE 75 NATURAL, PAINT FINISH TBA
EF06: SUNSHADE, POWDERCOATED 6MM ALUMINIUM
EF07: SEMI TRANSPARENT BATTEN FENCE, REFER LANDSCAPE DOCS
EF08: ISLAND BLOCK FREESTONE ECO "PEWTER ECO" GRAVITY BLOCK LANDSCAPE RETAINING WALL
EF09: CRASH BARRIER WALL, ISLAND BLOCK 20.01 "PEWTER ECO" BLOCK COLOR MATCHED MORTAR, RAKED JOINS, STRETCHER BOND
EF10: MASS SANDSTONE GRAVITY BLOCK, REFER LANDSCAPE DOCS
RF01: TRIMDEK ROOF, COLORBOND IN "WALLABY". SCREW FIX, MATCHING FLASHINGS, GUTTERS AND DOWNPIPES
RF02: TRIMDEK ROOF, COLORBOND IN "WALLABY". SCREW FIX, MATCHING FLASHINGS, GUTTERS AND DOWNPIPES
CF03: 9MM VILLABOARD, FLUSH FINISH, BACK BLOCK AND TAPE ALL JOINS, SQUARE SET ALL ROUND. PAINT FINISH, UNDERCOAT + MIN 2X TOP COATS, COLOUR TBS.
CF01: CONCRETE SLAB, DECORATIVE FINISH DMXST/42 TASSIE GOLD / 7 / 10MM LIMESTONE,
CF02: CONCRETE SLAB DRIVEWAY, BROOMED FINISH
DP: DOWNPIPE, PAINT FINISH
FG: FIXED GLASS
PARTY WALLS: SYSTEM TO BE CONFIRMED

FENCE 1: NOM 900H SLATTED FENCE (MIN 30% TRANSPARENCY) (NOM 70MM BATTEN, 30MM GAP)
FENCE 2: NOM 1800H TIMBER PALING (SOLID)

THERMAL PERFORMANCE:
ALL REASONABLE MEASURES ARE TO BE TAKEN BY BUILDER TO MAINTAIN AIR TIGHT BUILDING ENVELOPE FOR OPTIMAL THERMAL PERFORMANCE:
* TAPE ALL BUILDING MEMBRANE JOINS
* CONTINUOUS MASTIC OR FOAM SEAL AROUND WINDOW FRAMES AND DOORS TO MINIMISE DRAUGHTS
* CONTINUOUS MASTIC BEAD UNDER EXTERNAL WALL PLATES TO FLOOR JUNCTION
* ALL PENETRATIONS THROUGH EXTERNAL FABRIC TO BE TAPED AND OR SILICONE SEALED
INSULATION: FLOOR: R1.5 BULK INSULATION THROUGHOUT TIMBER FLOORS IN HABITABLE AREAS
INSULATION: FLOOR: R1.5 XPS INSULATION UNDER SLAB FLOORS IN HABITABLE AREAS
INSULATION: INTERNAL TIMBER FRAMED WALLS: R2.7 SOUNDSCREEN BULK INSULATION
INSULATION: EXTERNAL WALLS: R2.7 SOUNDSCREEN BULK INSULATION
INSULATION: EXTERNAL MASONRY: R2.7 XPS TO CAVITY TO HABITABLE ROOMS
INSULATION: ROOF: R6.0 HIGH PERFORMANCE BULK INSULATION EG BRADFORD HIGH PERFORMANCE GOLD
WALL WRAP: CLASS 4 PROCTORWRAP RW TO ALL EXTERNAL WALLS, TAPE ALL JOINS AND PENETRATIONS TO MAINTAIN WEATHERPROOFING AND DRAUGHT SEALS. FULLY SARK.
ROOF WRAP: CLASS 4 PROCTORWRAP HTR TO ALL ROOF, TAPE ALL JOINS AND PENETRATIONS TO MAINTAIN WEATHERPROOFING AND DRAUGHT SEALS. FULLY SARK.
ROOF VENTILATION:
* INSTALL LYSAGHT VENT-A-ROOF FOR RIDGE CAPPING, MIN 25,000mm2 / M
* INSTALL PROCTOR Over Fascia Vent FV25 AND PROCTOR VENT EAVES COMB FILLER TO ALL FACIAS

GLAZING:
ALL GLAZING TO BE THERMALLY BROKEN POWDERDCOATED ALUMINIUM FRAMES WITH DOUBLE GLAZING

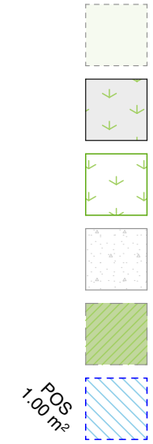
CONSTRUCTION NOTES:
*** REFER TO ENGINEERS DRAWINGS FOR ALL STRUCTURAL DETAILS**
*** WET AREAS TO COMPLY WITH NCC 10.2 Wet area waterproofing AND AS 3740 - 2021**
*** ALL OPENINGS MUST BE ADEQUATELY FLASHED USING MATERIALS THAT COMPLY WITH AS 2904 - 1995 TO PREVENT THE INGRESS OF WATER**
*** ALLOW FOR SUBFLOOR VENTILATION TO COMPLY WITH NCC Part 6.2 Subfloor ventilation**
*** ALL WORK SHALL BE IN ACCORDANCE AND COMPLY WITH THE NCC 2022, COUNCIL BY-LAWS, RELEVANT AUSTRALIAN STANDARDS AND CURRENT WORKPLACE STANDARDS CODES OF PRACTICE**
*** ALL STRUCTURAL STEEL TO BE HOT DIP GALVANISED OR PAINT GALVANISED TO BE PROTECTED FROM MODERATE CORROSION TO COMPLY WITH NCC CLAUSE 6.3.9 Corrosion Protection**
*** ALL EXTERNAL STAINLESS STEEL FIXTURES TO BE 316 STAINLESS**
*** SHEET ROOFING TO NCC 7.2, INLCUDING CORROSION PROTECTION**
*** ALL WINDOWS AND DOORS TO BE DESIGNED AND CONSTRUCTED TO AS1288-2006 AND AS2047-2014**
*** KITCHEN + LAUNDRY EXHAUST TO BE DUCTED DIRECTLY TO THE OUTSIDE OF THE BUILDING**

DRIVEWAY NOTES:

THE FOLLOWING DESIGN AND CONSTRUCTION REQUIREMENTS APPLY TO PROPERTY ACCESS:
(A) ALL-WEATHER CONSTRUCTION;
(B) LOAD CAPACITY OF AT LEAST 4.5GVM TONNES, INCLUDING FOR BRIDGES AND CULVERTS;
(C) MINIMUM CARRIAGEWAY WIDTH OF 3.8 METRES;
(D) MINIMUM VERTICAL CLEARANCE OF 4 METRES;
(E) MINIMUM HORIZONTAL CLEARANCE OF 0.5 METRES FROM THE EDGE OF THE CARRIAGEWAY;
(F) CROSS FALLS OF LESS THAN 3° (1:20 OR 5%);
(G) DIPS LESS THAN 7° (1:8 OR 12.5%) ENTRY AND EXIT ANGLE;
(H) CURVES WITH A MINIMUM INNER RADIUS OF 10 METRES;
(I) MAXIMUM GRADIENT OF 15° (1:3.5 OR 28%) FOR SEALED ROADS, AND 10° (1:5.5 OR 18%) FOR UNSEALED ROADS;

ALLOW FOR 1200MM WIDE PEDESTRIAN PATHWAYS
ALL CROSSOVER DETAILS TO TASMANIAN STANDARD DRAWINGS AS NOTED

KEY:



NATURAL GROUND
CONTROLLED FILL - YARD
PRIVATE OUTDOOR SPACE / YARD
CONCRETE PAVING
CONTROLLED FILL - LANDSCAPE
PRIVATE OUTDOOR SPACE MAX 1:6 GRADE

UNIT FLOOR AREAS

ITEM	TYPE	AREA
TYPE C - GF		
---	---	---
CONCRETE	DECK	6.90
TIMBER	DECK	8.94
TYPE C	2 BED	67.55
		83.39 m²
GROUND FLOOR		
---	---	---
CONCRETE	DECK	41.40
TIMBER	DECK	53.64
TYPE C	2 BED	405.30
		500.34 m²
ROOF		
---	---	---
CARPORT	CARPARK	109.27
TYPE C	HOUSE	488.88
		598.15 m²

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-25-093
DATE RECEIVED: 20/10/2026

Field Labs
Telephone: 0437-255-439
Email: james@fieldlabs.com.au
Accreditation: CC 1043M

Refer to Consultant documentation where directed:
BUIDLING SURVEYOR - TBC
CIVIL ENGINEER - Coordinated Engineering Services
HYDRAULIC ENGINEER - Coordinated Engineering Serv
STRUCTURAL ENGINEER - Coordinated Engineering Se
LAND SURVEYOR - Leary Cox

Issue ID	Issue Name	Issue Date
REV A	CONCEPT	13/2/2024
REV B	DEVELOPMENT APPLICATION	1/7/2025
REV C	DA RFI 01	5/8/2025
REV D	DA RFI 02	29/9/2025

Issue ID	Issue Name	Issue Date

Client
HOMES TASMANIA
Project Name
ALLUNGA RD
Project Address
Lot 1 ALLUNGA RD CHIGWELL TAS 7011
Title Reference
9945568

Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title: NOTES - CONSTRUCTION NOTES
Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /
Drawing No.: A0000 **REV D**

Field Labs

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Client
HOMES TASMANIA

Project Name
ALLUNGA RD

Project Address
Lot 1 ALLUNGA RD CHIGWELL TAS 7011

Title Reference
9945568

Climate Zone: N
Corrosion Environment: Low
BAL Rating: N/A
Site Class: N
Wind Region: N3

Drawing Title:
SITE - LOCATION

Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /

Drawing No.:
A1000
REV D

IMPORTANT NOTE:
The lot shown upon this plan is part of a proposed land subdivision and therefore its title has not yet issued.

The dimensions, area and easements are subject to the final plan of survey.

Any decisions regarding design based on the dimensions, area and easements shown upon the attached plan should be made with appropriate caution.

N MGA

RIVULET

FAULKNERS

CLAREMONT LINK ROAD

ALLUNGA

BM Star
RL = 35.512

Exposed poly at creek crossing

BM Star
RL = 33.617

Sewer MH
Lid: 33.93
INV IN: 32.13
INV OUT: 32.05

UNREG. LOT 1
2463m²

105.911
44°36'36"

342°38'46"
16.770

3°34'35"
16.038

Ø225 CO

SW Headwall
INV A: 36.87
INV B: 36.83

Sewer MH
Lid: 36.92
INV IN A: 35.61
INV IN B: 35.48
INV OUT: 35.41

Ø150 CO

11°18'36"
4.100

36°52'12"
10.004

BM Spike
RL = 39.063

SW MH
Lid: 39.05
INV IN: 37.86
INV OUT: 37.82

Sewer Main
INV: 35.49
(per UDM)

105°45'12"
33.059

PIPELINE & SERVICES EASEMENT 3.00 WIDE

DRAINAGE EASEMENT 3.00 WIDE

46°39'13"
18.216

51°34'08"
1.895

50°12'13"
8.097

SW MH
Lid: 38.78
INV IN: 37.56
INV OUT: 37.50

SW MH
Lid: 38.91
INV OUT: 37.96
NOTE: There is no Ø150 invert at SW SEP downflow. It is assumed to intersect the SW main per GCC drawings.

SW MH
Lid: 38.97
INV IN: 37.19
INV OUT: 37.14

SW SEP
Lid: 39.00
INV IN: 37.79
INV OUT: 37.79

SW GP
Lid: 38.94
INV OUT: 37.98

Sewer MH
Lid: 39.76
INV OUT: 38.07

BM Nail
RL = 39.702

38°38'03"
10.270

42°39'13"
18.286

NOTE: Sewer manhole at #90 Allunga Road could not be located at time of survey. Assumed to be buried.

NOTE: Water main could not be located at time of survey. GPR technique was attempted. Evidence of trench located, treat as approximate only.

NOTE: Water main located at time of survey by UDM.

NOTES:

While all reasonable effort has been made to locate all visible above ground services, there may be other services which were not located during the field survey.

The title boundaries as shown on this plan were not marked at the time of the survey and have been determined by existing title dimensions and occupation (where available) only and not by field survey, and as a result are considered approximate only. This plan should not be used for building to boundary. or to prescribed set-backs, without further survey.

Prior to any demolition, excavation, final design or construction on this site, a full site inspection should be completed by the relevant engineers.

All survey data is 3D. The level (z-value) of any specific feature can be interrogated with a suitable CAD package. Spot heights of all features, including pipe inverts, are included in the model space but are not displayed on the PDF. Spot heights are organised into appropriate layers, and can be displayed as required.

DATUM - Vertical : AHD per SPM9565 with reputed AHD level of 40.161 from SURCOM on 28/08/2024

At the time of this survey, PART OF CT.197749/1 was owned by THE CROWN. Boundaries plotted per yet to be registered subdivision.

Date of Survey : 27/08/2024

- TITLE BOUNDARY
- EASEMENT BOUNDARY
- BANK TOP
- BANK BOTTOM
- TREE
- SIDE ENTRY PIT
- GRATED PIT
- HEADWALL
- CULVERT 300
- BITUMEN CENTRE
- BITUMEN EDGE
- TITLE PEG
- SURVEY MARK
- NAIL
- SPIKE
- NATURAL SURFACE
- TREE
- DRAIN
- SW MANHOLE
- CULVERT 100
- CULVERT 150
- CULVERT 225
- CULVERT 300
- ROAD SIGN
- PYLON
- TELSTRA PIT
- SEWER MANHOLE
- STOP VALVE
- WATER MARKER POST
- STAYWIRE
- KERB INVERT
- KERB BACK
- FOOTPATH
- CONCRETE SLAB
- ROAD SIGN
- HOUSE
- WALL
- RETAINING WALL
- WINDOW
- RIDGE LINES
- UNDERSIDE OF EAVES
- GUTTER LIP
- CABLE HYDRO O'HEAD
- OPTIC FIRBRE U'GROUND
- CABLE TELSTRA O'HEAD
- SEWER U'GROUND
- WATER MAIN
- STAYWIRE
- FENCE

GLENORCHY CITY COUNCIL PLANNING SERVICES

APPLICATION No. : PLN-25-093

DATE RECEIVED: 20/10/2026

AMENDMENTS

No.	Revision/Issue	Date

LEARYCOX&CRIPPS
LAND & ENGINEERING SURVEYORS

Unit G04 40 Molle Street,
HOBART TAS 7000
P 03 6118 2030
E admin@lccsurvey.com

Project Name and Address
ALLUNGA ROAD / CLAREMONT LINK ROAD, CHIGWELL 7011

Drawing Title
DETAIL PLAN

Client
FIELD LABS
PART OF CT.197749/1

SCALE
0 5 10 15
1:400 at A3

Contour Interval 0.200 m
Date 28 / 08 / 24
SHEET 1 of 1
DRAWN BP
CHK'D TC

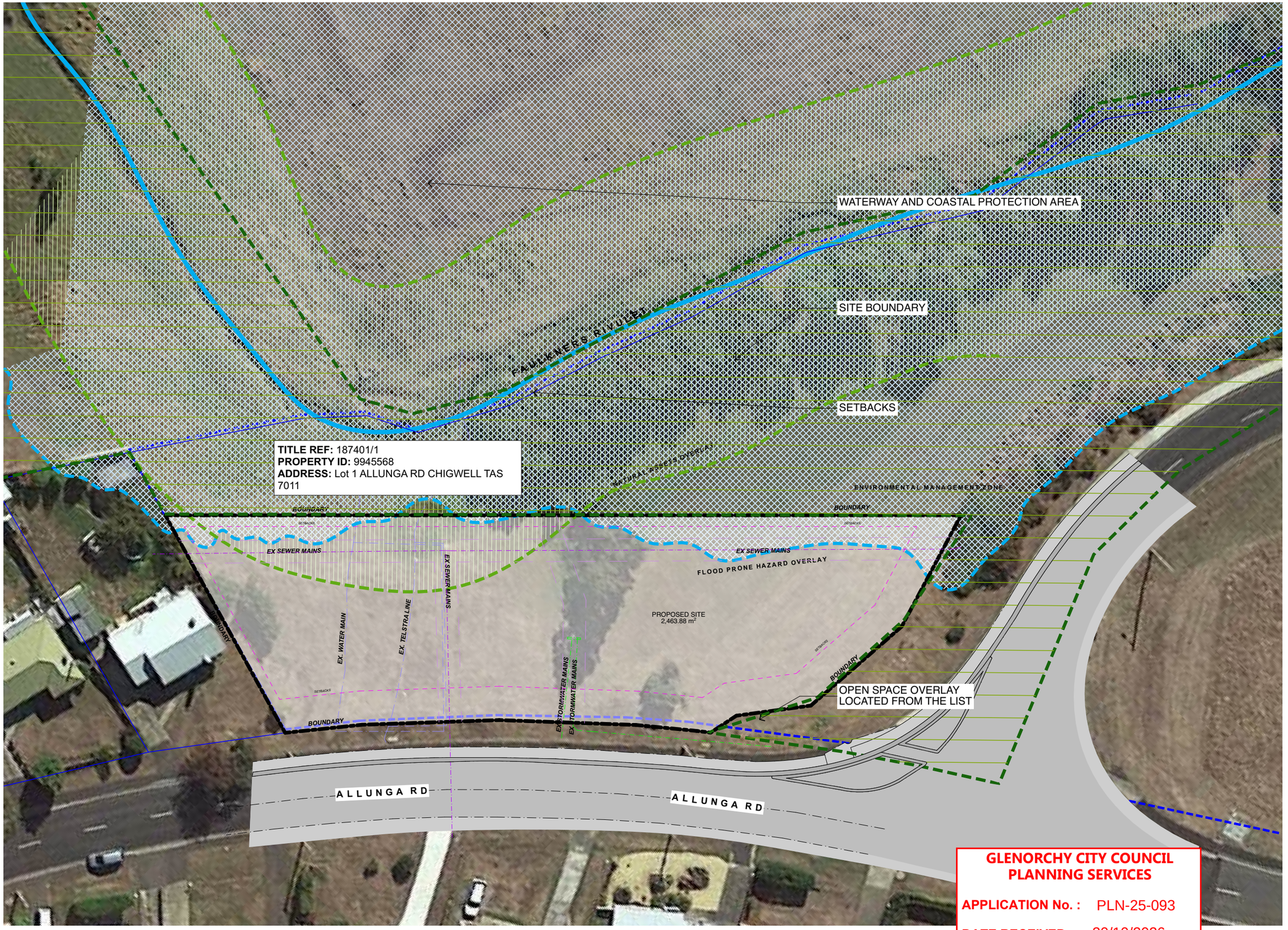
FILE REF: 14101
Geocivil Ref 1410101
AutoCAD Ref 1410101
DATUM Horz: MGA2020
Vert: AHD

This information is provided from Glenorchy City Council

FLOOD HAZARD OVERLAY

NATURAL ASSETS OVERLAY

ENVIRONMENTAL MANAGEMENT OVERLAY



GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-093

DATE RECEIVED: 20/10/2026

1:500 SITE PLAN / PLANNING

Field Labs

Telephone: 0437-255-439
Email: james@fieldlabs.com.au
Accreditation: CC 1043M

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BUILDING SURVEYOR - TBC
CIVIL ENGINEER - Coordinated Engineering Services
HYDRAULIC ENGINEER - Coordinated Engineering Serv
STRUCTURAL ENGINEER - Coordinated Engineering Se
LAND SURVEYOR - Leary Cox

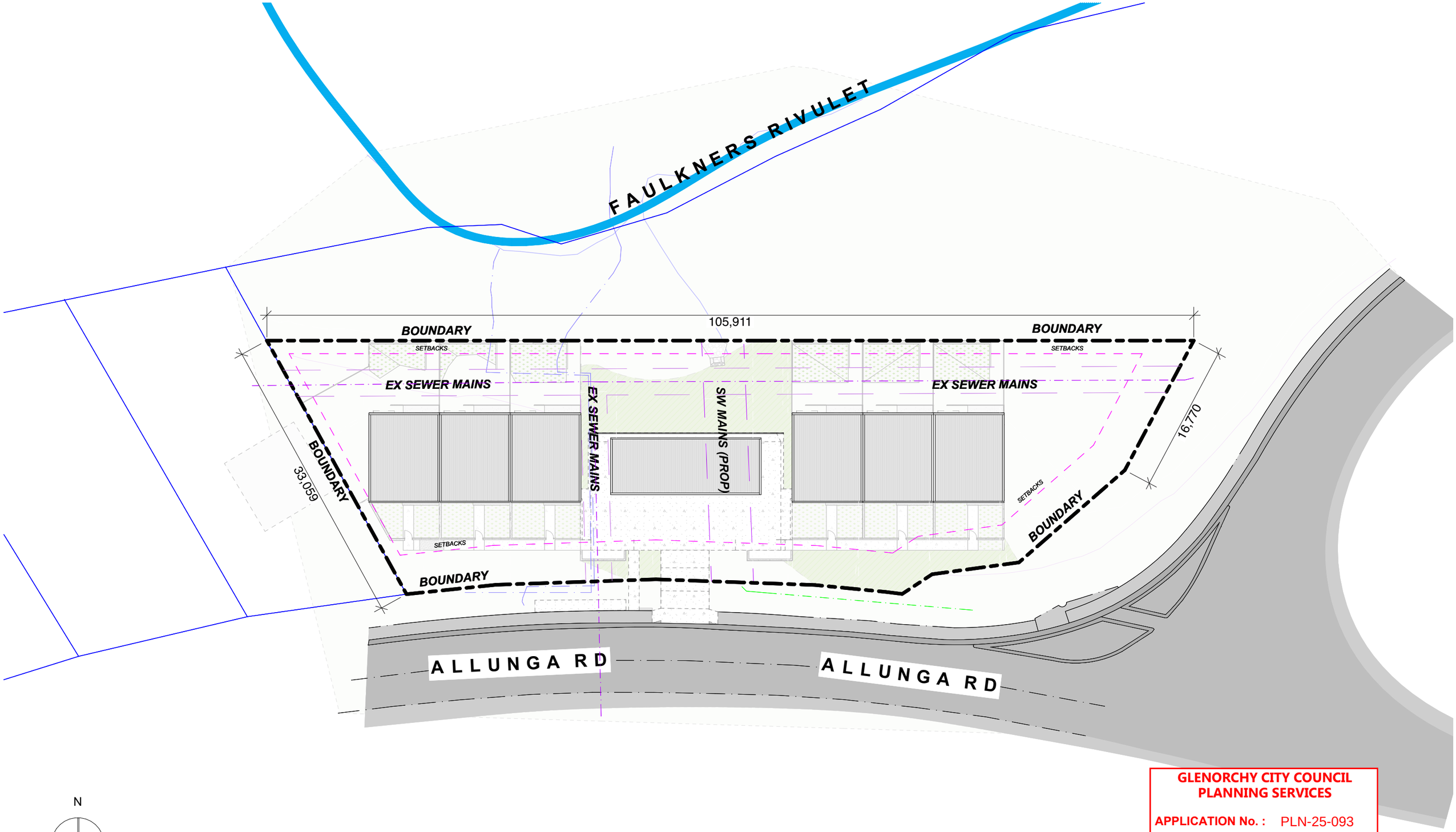
Issue ID	Issue Name	Issue Date
REV A	CONCEPT	13/2/2024
REV B	DEVELOPMENT APPLICATION	1/7/2025
REV C	DA RFI 01	5/8/2025
REV D	DA RFI 02	29/9/2025

Issue ID	Issue Name	Issue Date

Client HOMES TASMANIA
Project Name ALLUNGA RD
Project Address Lot 1 ALLUNGA RD CHIGWELL TAS 7011
Title Reference 9945568

Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title: PROPOSED - SITE PLAN PLANNING
Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /
Drawing No.: A3101 **REV D**



N

1:400 PROPOSED SITE PLAN

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-093

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Project Name
ALLUNGA RD

Project Address
Lot 1 ALLUNGA RD CHIGWELL TAS 7011

Title Reference
9945568

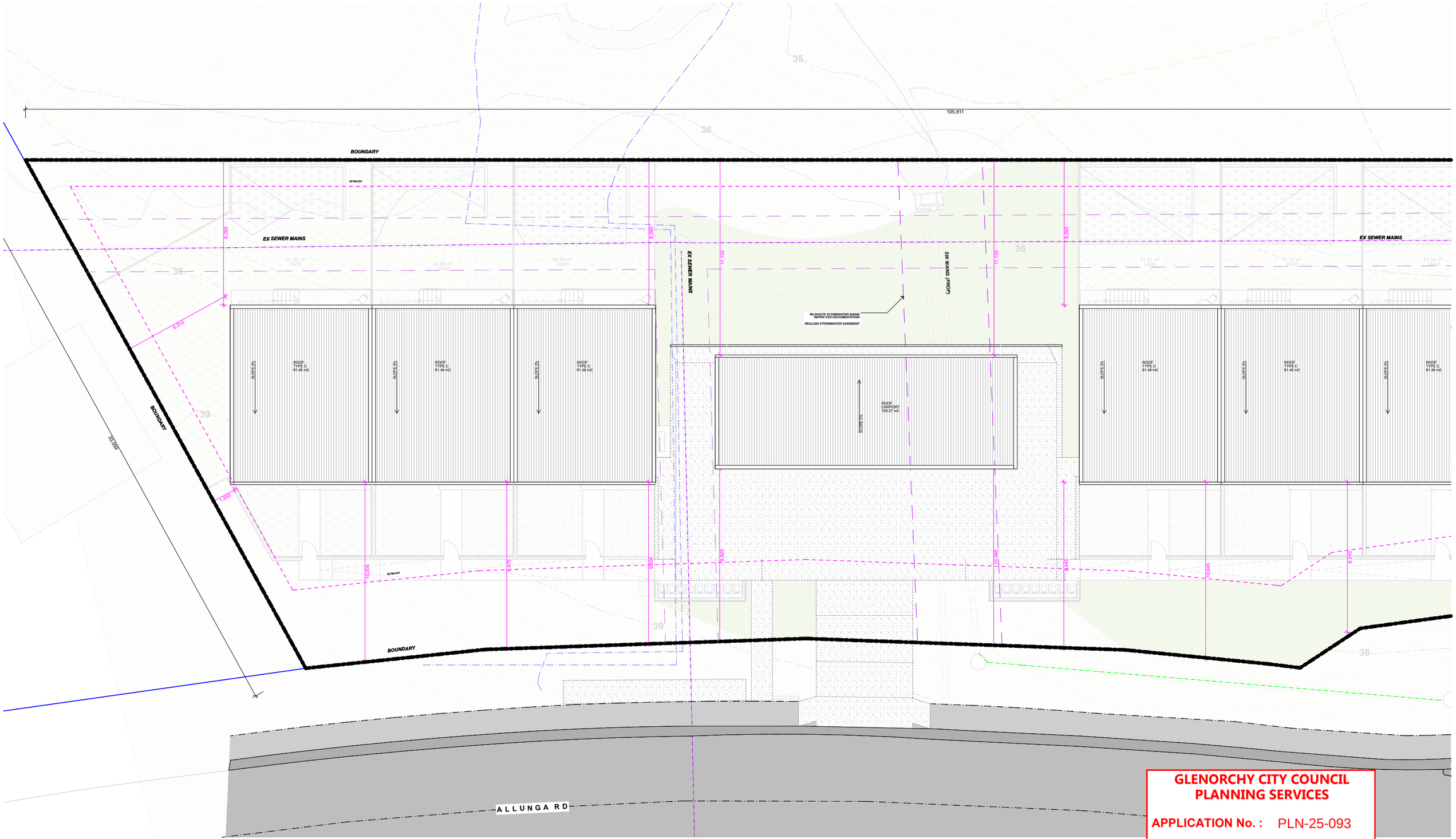
Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title:
PROPOSED - SITE PLAN 500

Scale: AS SHOWN @ A3 **Date:** 20/10/2025

Status: CONCEPT PLANS **Drawn / Checked By:** JW /

Drawing No.:
A3102
REV D



1:200 3. ROOF (200)

GLENORCHY CITY COUNCIL
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Project Name
ALLUNGA RD

Project Address
Lot 1 ALLUNGA RD CHIGWELL TAS 7011

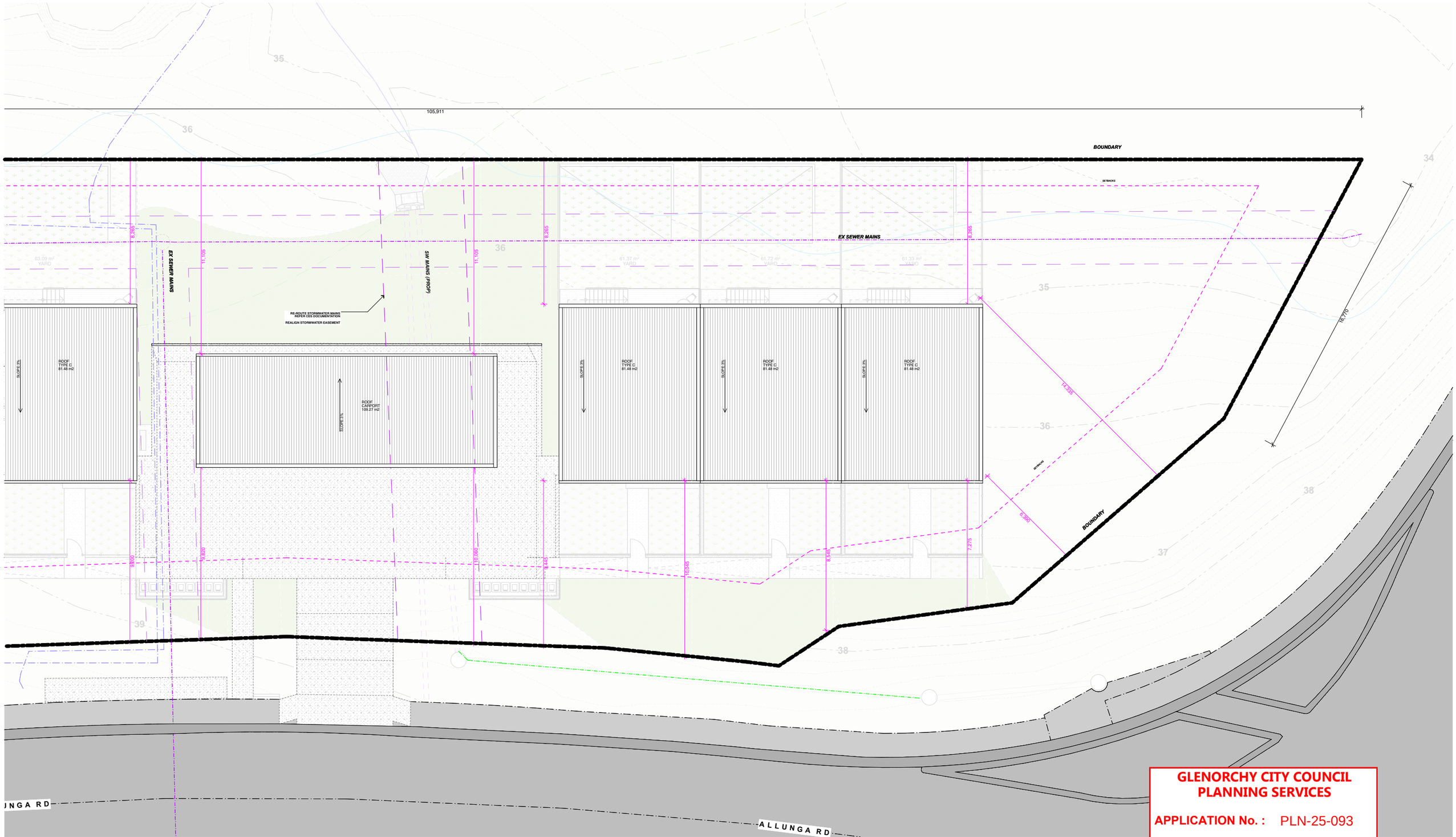
Title Reference
9945568

Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title:
PROPOSED - SITE PLAN 200

Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /

Drawing No.:
A3103
REV D



GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-093

DATE RECEIVED: 20/10/2026

1:200 3. ROOF (200)

Field Labs

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Email: james@fieldlabs.com.au
Accreditation: CC 1043M

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NOTE: ALL BUILDING LEVELS TO **AHD** UNLESS OTHERWISE NOTED.

Refer to Consultant documentation where directed:
BUIDLING SURVEYOR - TBC
CIVIL ENGINEER - Coordinated Engineering Services
HYDRAULIC ENGINEER - Coordinated Engineering Serv
STRUCTURAL ENGINEER - Coordinated Engineering Se
LAND SURVEYOR - Leary Cox

Issue ID	Issue Name	Issue Date
REV A	CONCEPT	13/2/2024
REV B	DEVELOPMENT APPLICATION	1/7/2025
REV C	DA RFI 01	5/8/2025
REV D	DA RFI 02	29/9/2025

Issue ID	Issue Name	Issue Date

Client
HOMES TASMANIA

Project Name
ALLUNGA RD

Project Address
Lot 1 ALLUNGA RD CHIGWELL TAS 7011

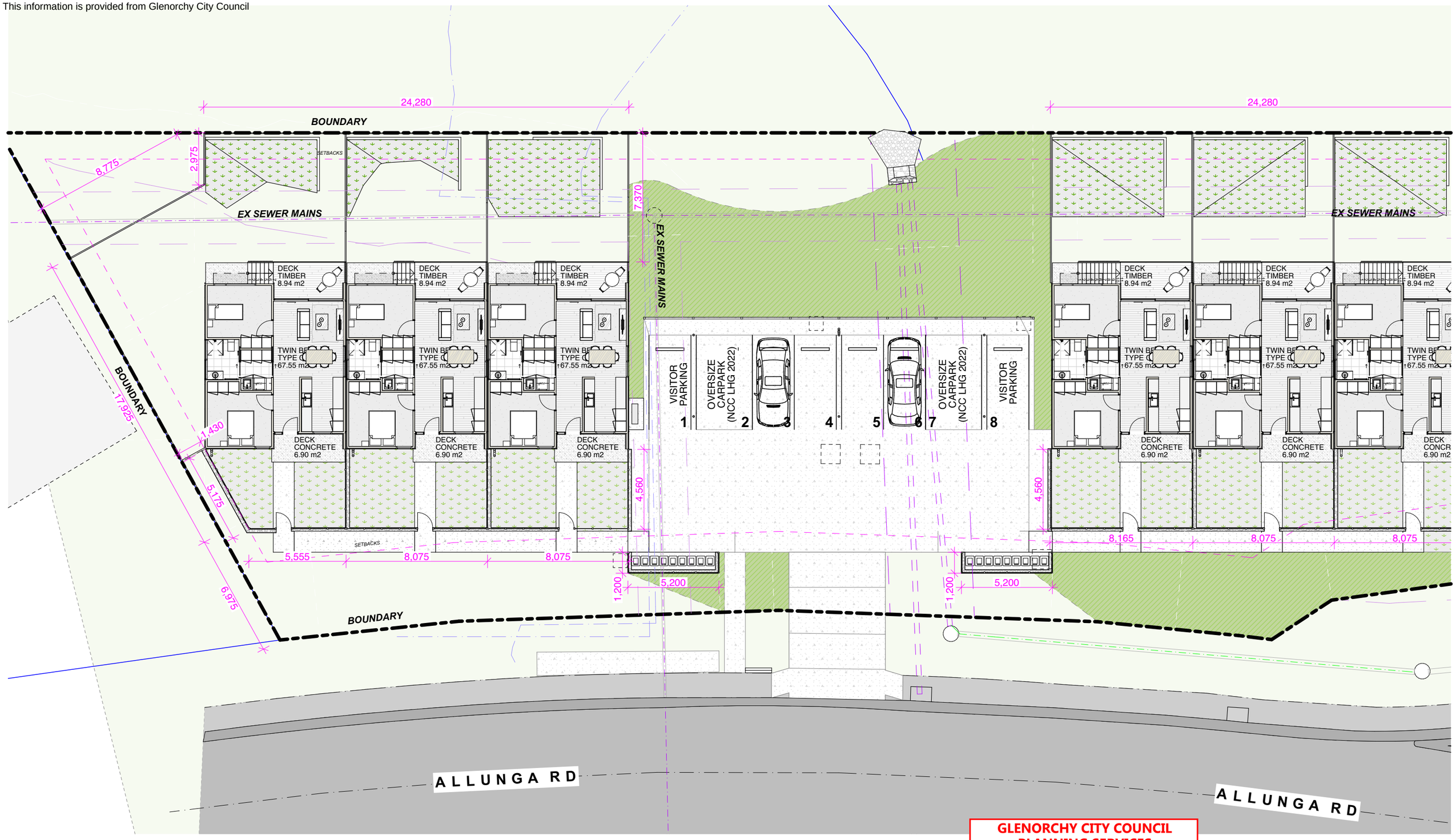
Title Reference
9945568

Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title:
PROPOSED - SITE PLAN 200

Scale: AS SHOWN @ A3
Date: 20/10/2025
Status: CONCEPT PLANS
Drawn / Checked By: JW /

Drawing No.:
A3104
REV D



1:200 2. GROUND (PROPOSED) FENCES

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-093

DATE RECEIVED: 20/10/2026

Field Labs

Telephone:
0437-255-439
Email:
james@fieldlabs.com.au
Accreditation:
CC 1043M

Refer to Consultant documentation where directed:
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CIVIL ENGINEER - Coordinated Engineering Services
HYDRAULIC ENGINEER - Coordinated Engineering Serv
STRUCTURAL ENGINEER - Coordinated Engineering Se
LAND SURVEYOR - Leary Cox

Issue ID	Issue Name	Issue Date
REV D	DA RFI 02	29/9/2025

Issue ID	Issue Name	Issue Date

Client
HOMES TASMANIA

Project Name
ALLUNGA RD

Project Address
Lot 1 ALLUNGA RD CHIGWELL TAS 7011

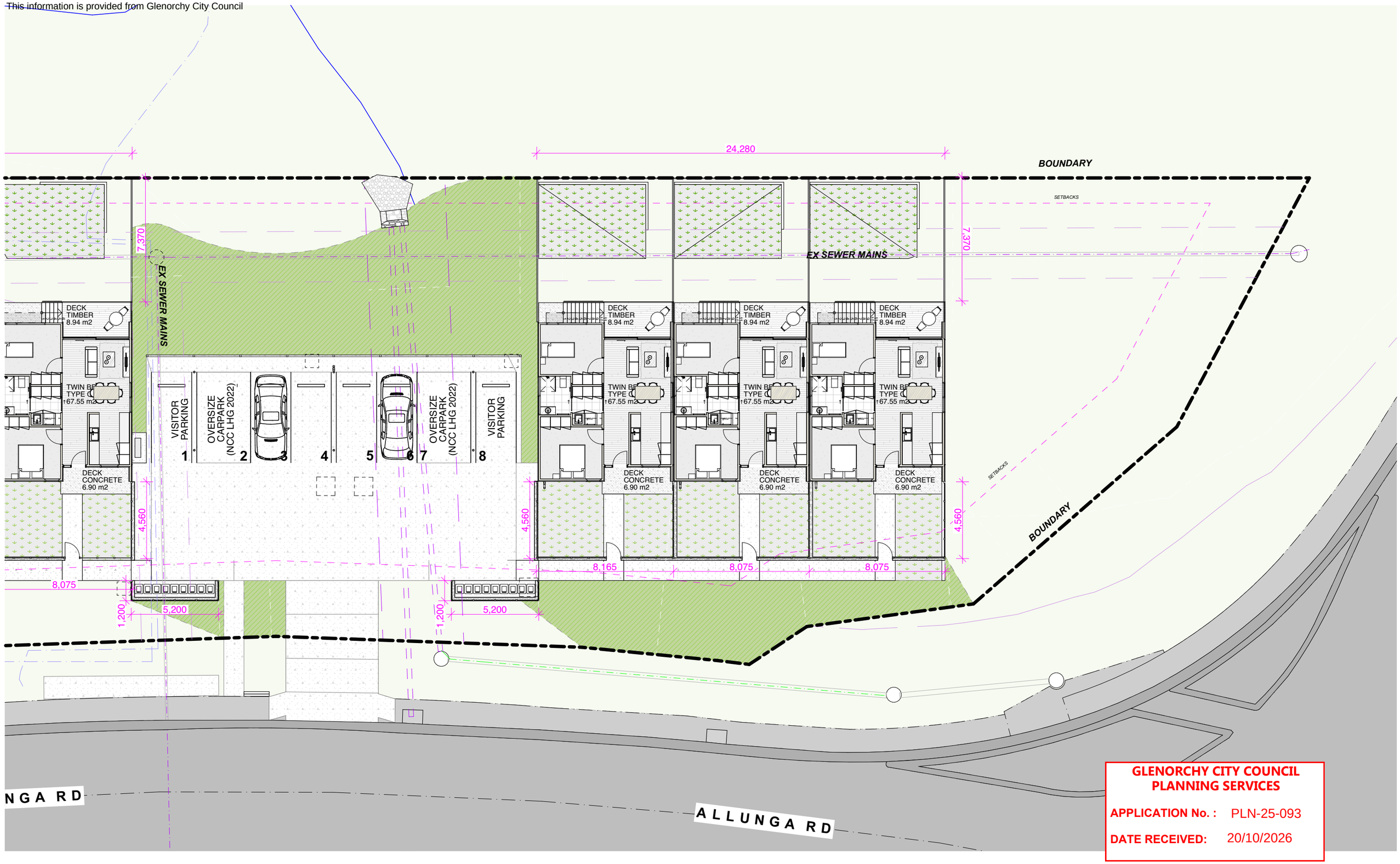
Title Reference
9945568

Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title:
PROPOSED - SITE PLAN 200 FENCE

Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /

Drawing No.:
A3105
REV D



GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-093

DATE RECEIVED: 20/10/2026

1:200 2. GROUND (PROPOSED) FENCES

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0437-255-439
Email:
james@fieldlabs.com.au
Accreditation:
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HYDRAULIC ENGINEER - Coordinated Engineering Serv
STRUCTURAL ENGINEER - Coordinated Engineering Se
LAND SURVEYOR - Leary Cox

Issue ID	Issue Name	Issue Date
REV D	DA RFI 02	29/9/2025

Issue ID	Issue Name	Issue Date

Client
HOMES TASMANIA

Project Name
ALLUNGA RD

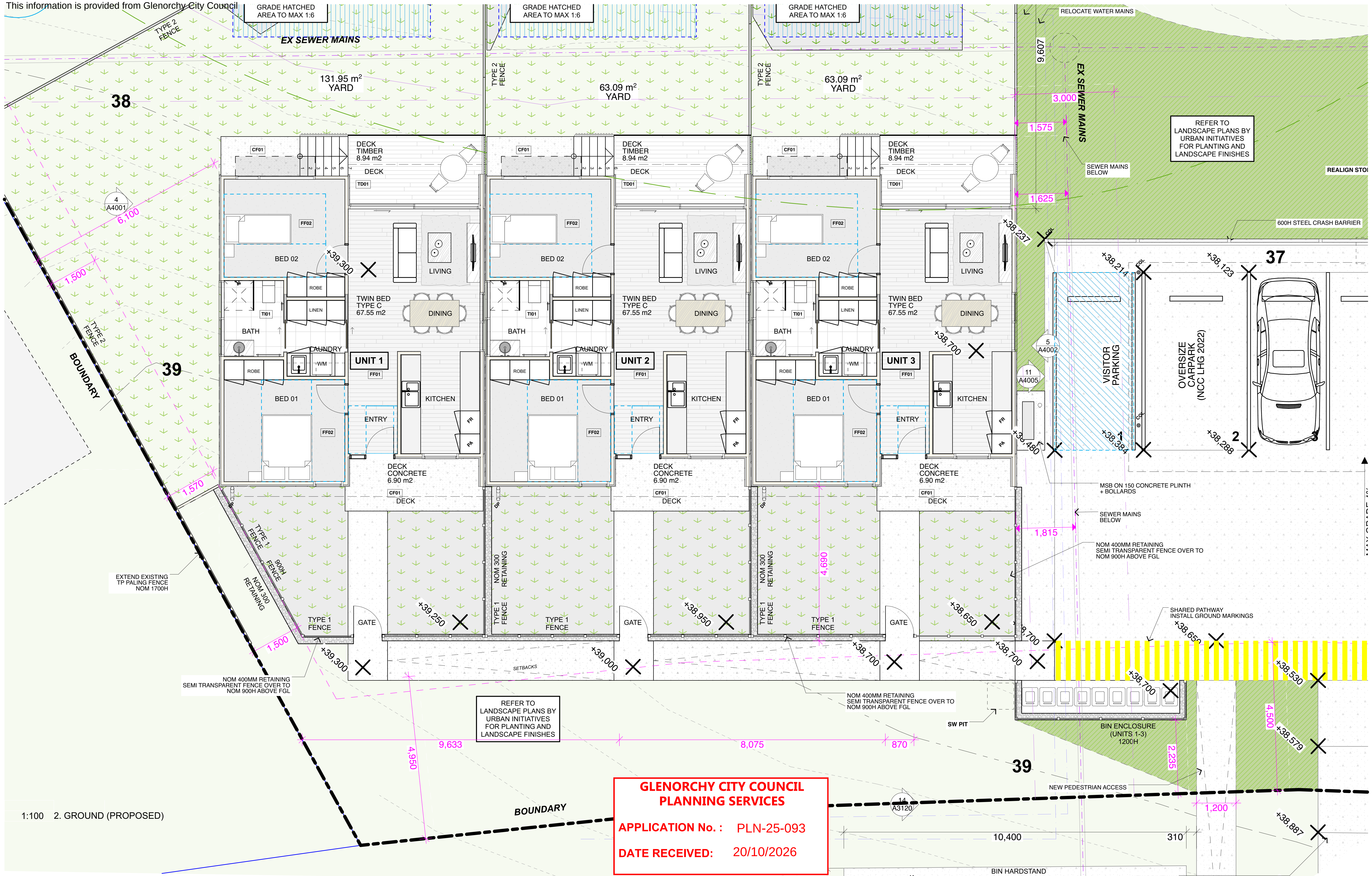
Project Address
Lot 1 ALLUNGA RD CHIGWELL TAS 7011

Title Reference
9945568

Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title:
PROPOSED - SITE PLAN 200 FENCE

Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /
Drawing No.: A3106
REV D



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PLANNING SERVICES

APPLICATION No. : PLN-25-093

DATE RECEIVED: 20/10/2026

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HYDRAULIC ENGINEER - Coordinated Engineering Serv
STRUCTURAL ENGINEER - Coordinated Engineering Se
LAND SURVEYOR - Leary Cox

Issue ID	Issue Name	Issue Date	Issue ID	Issue Name	Issue Date
REV A	CONCEPT	13/2/2024			
REV B	DEVELOPMENT APPLICATION	1/7/2025			
REV C	DA RFI 01	5/8/2025			
REV D	DA RFI 02	29/9/2025			

Client
HOMES TASMANIA

Project Name
ALLUNGA RD

Project Address
Lot 1 ALLUNGA RD CHIGWELL TAS 7011

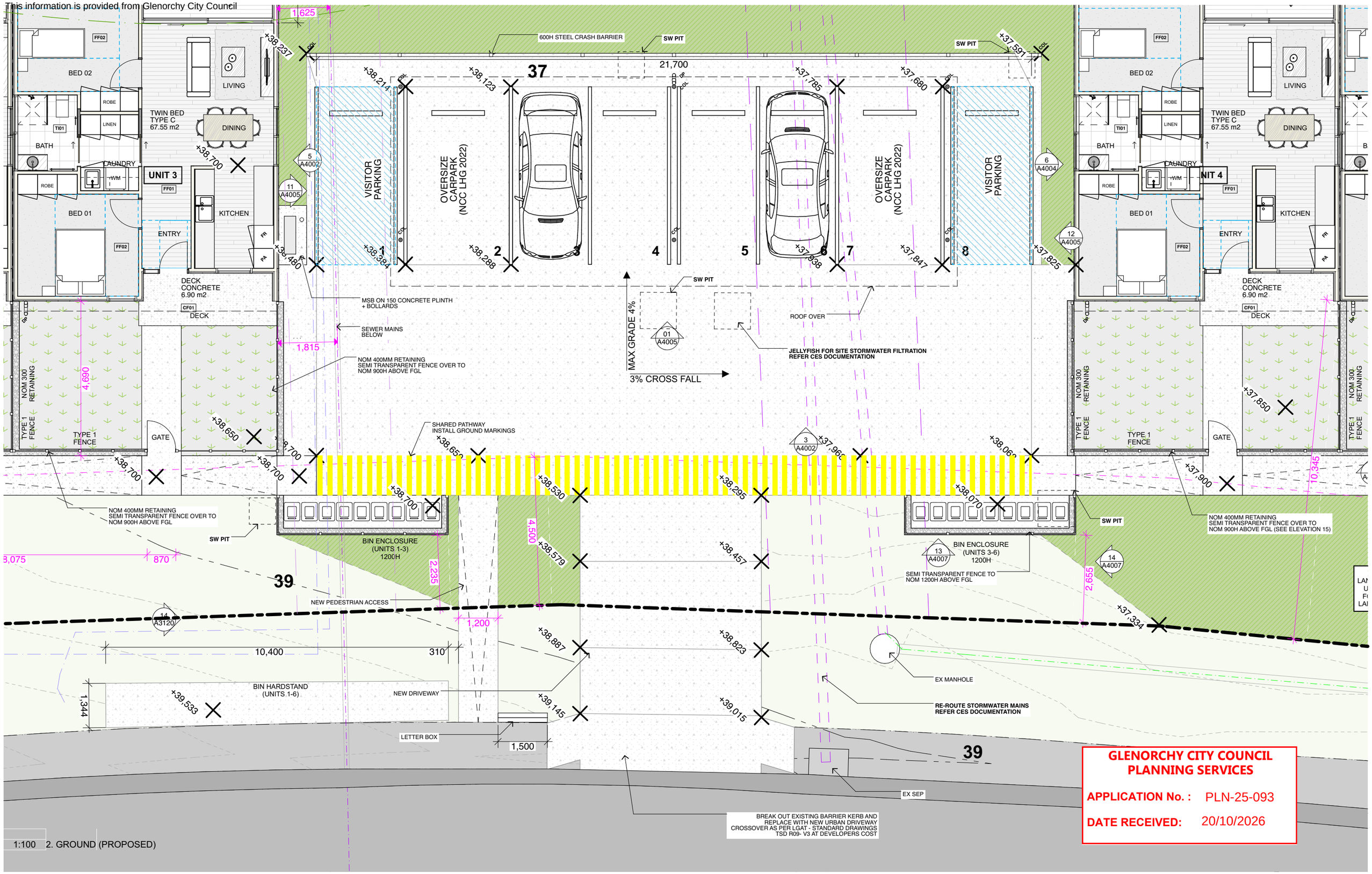
Title Reference
9945568

Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title:
PROPOSED - GROUND SETOUT 1-3

Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /

Drawing No.:
A3107
REV D



1:100 2. GROUND (PROPOSED)

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-093

DATE RECEIVED: 20/10/2026

Field Labs

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0437-255-439
Email:
james@fieldlabs.com.au
Accreditation:
CC 1043M

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HYDRAULIC ENGINEER - Coordinated Engineering Serv
STRUCTURAL ENGINEER - Coordinated Engineering Se
LAND SURVEYOR - Leary Cox

Issue ID	Issue Name	Issue Date
REV B	DEVELOPMENT APPLICATION	1/7/2025
REV C	DA RFI 01	5/8/2025
REV D	DA RFI 02	29/9/2025

Issue ID	Issue Name	Issue Date

Client
HOMES TASMANIA

Project Name
ALLUNGA RD

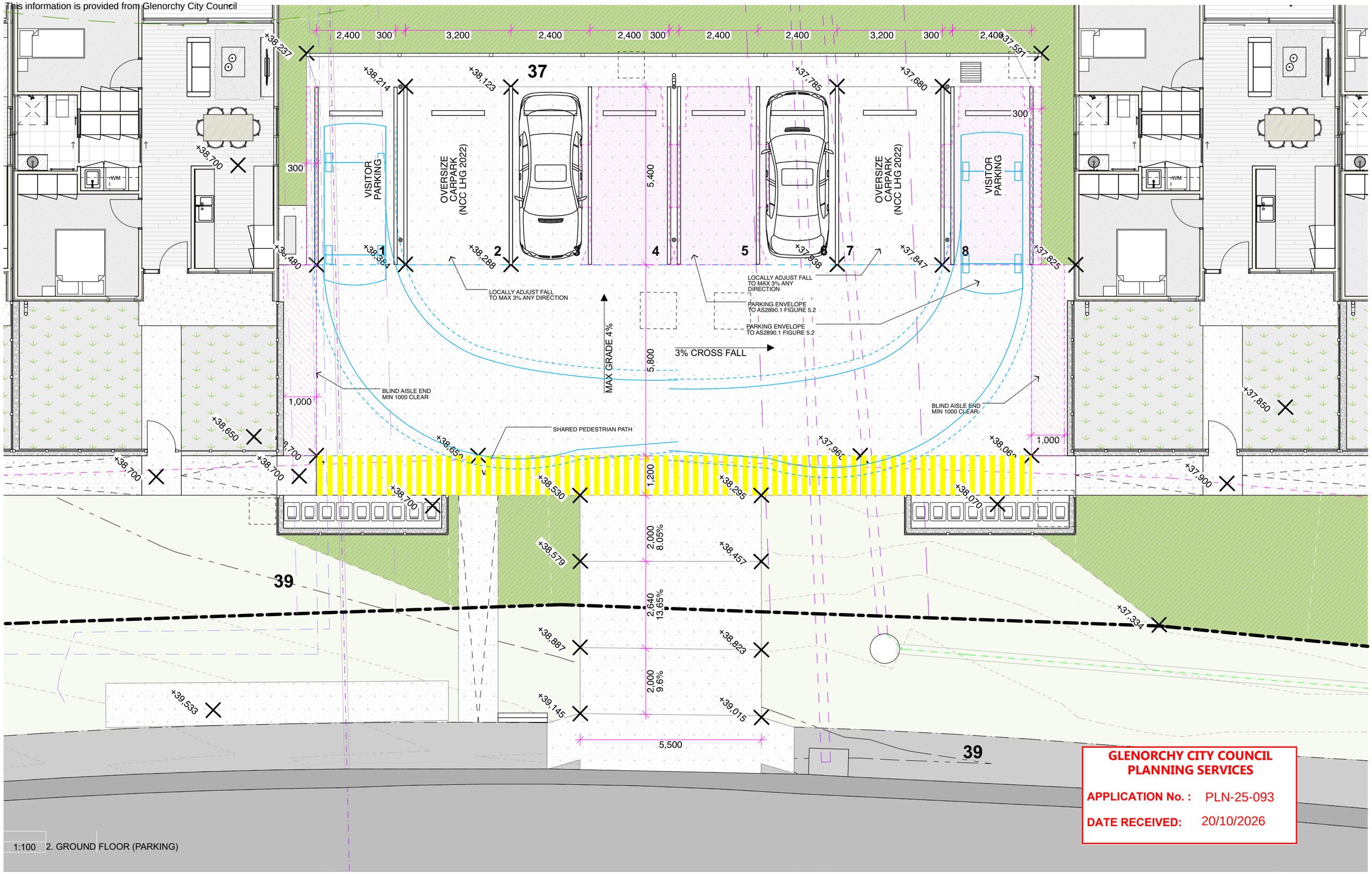
Project Address
Lot 1 ALLUNGA RD CHIGWELL TAS 7011

Title Reference
9945568

Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title:
PROPOSED - GROUND SETOUT PARKING

Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /
Drawing No.: A3108
REV D



1:100 2. GROUND FLOOR (PARKING)

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-093

DATE RECEIVED: 20/10/2026

Field Labs

Telephone:
0437-255-439
Email:
james@fieldlabs.com.au
Accreditation:
CC 1043M
77088

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CIVIL ENGINEER - Coordinated Engineering Services
HYDRAULIC ENGINEER - Coordinated Engineering Serv
STRUCTURAL ENGINEER - Coordinated Engineering Se
LAND SURVEYOR - Leary Cox

Issue ID	Issue Name	Issue Date
REV D	DA RFI 02	29/9/2025

Issue ID	Issue Name	Issue Date

Client
HOMES TASMANIA

Project Name
ALLUNGA RD

Project Address
Lot 1 ALLUNGA RD CHIGWELL TAS 7011

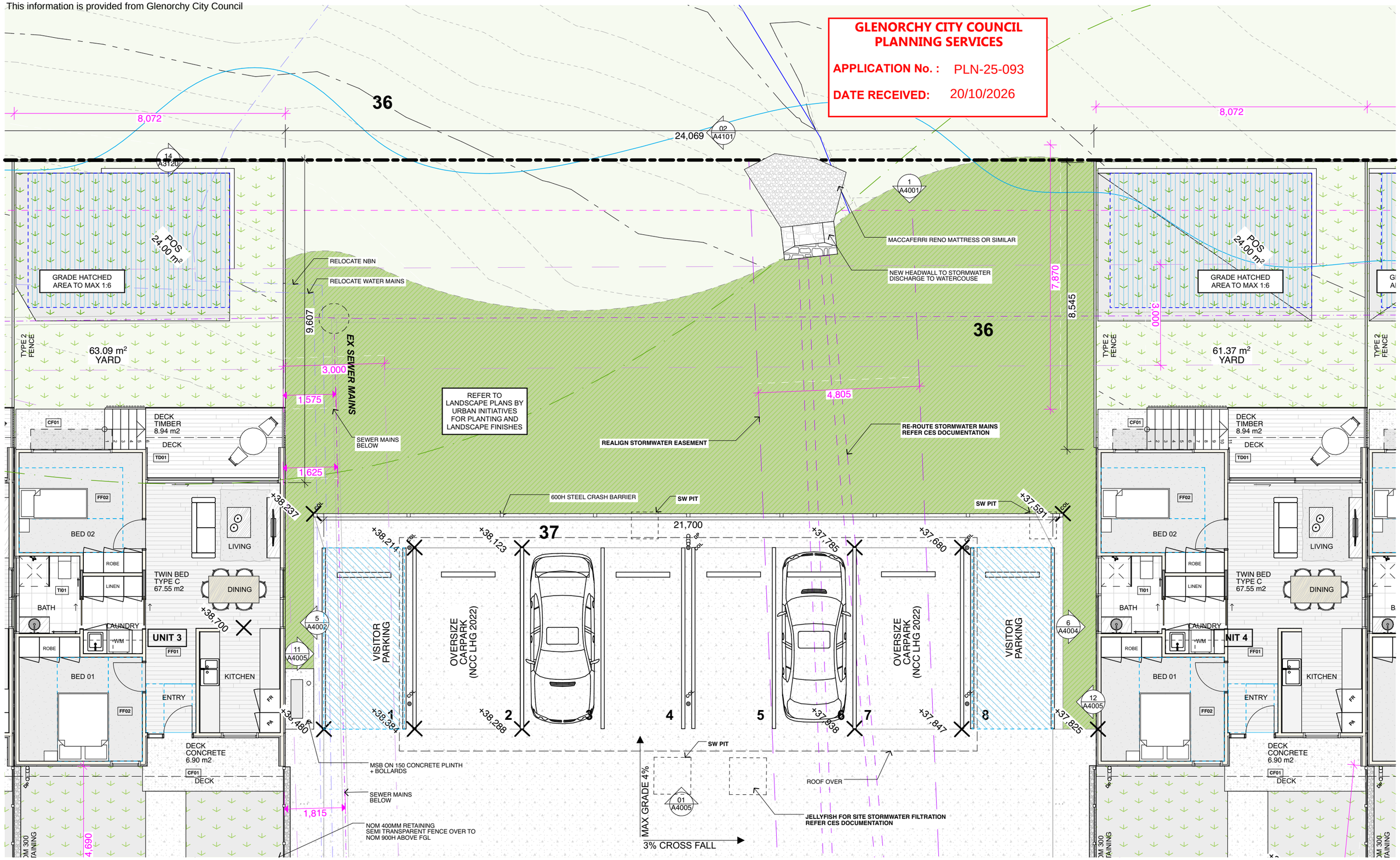
Title Reference
9945568

Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title:
PROPOSED - GROUND SETOUT PARKING

Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /
Drawing No.: A3109
REV D

Print Date: 20 October 2025, 2:54 PM



1:100 TYPICAL FLOOR PLAN

Field Labs
Telephone: 0437-255-439
Email: james@fieldlabs.com.au
Accreditation: CC 1043M

Refer to Consultant documentation where directed:
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CIVIL ENGINEER - Coordinated Engineering Services
HYDRAULIC ENGINEER - Coordinated Engineering Serv
STRUCTURAL ENGINEER - Coordinated Engineering Se
LAND SURVEYOR - Leary Cox

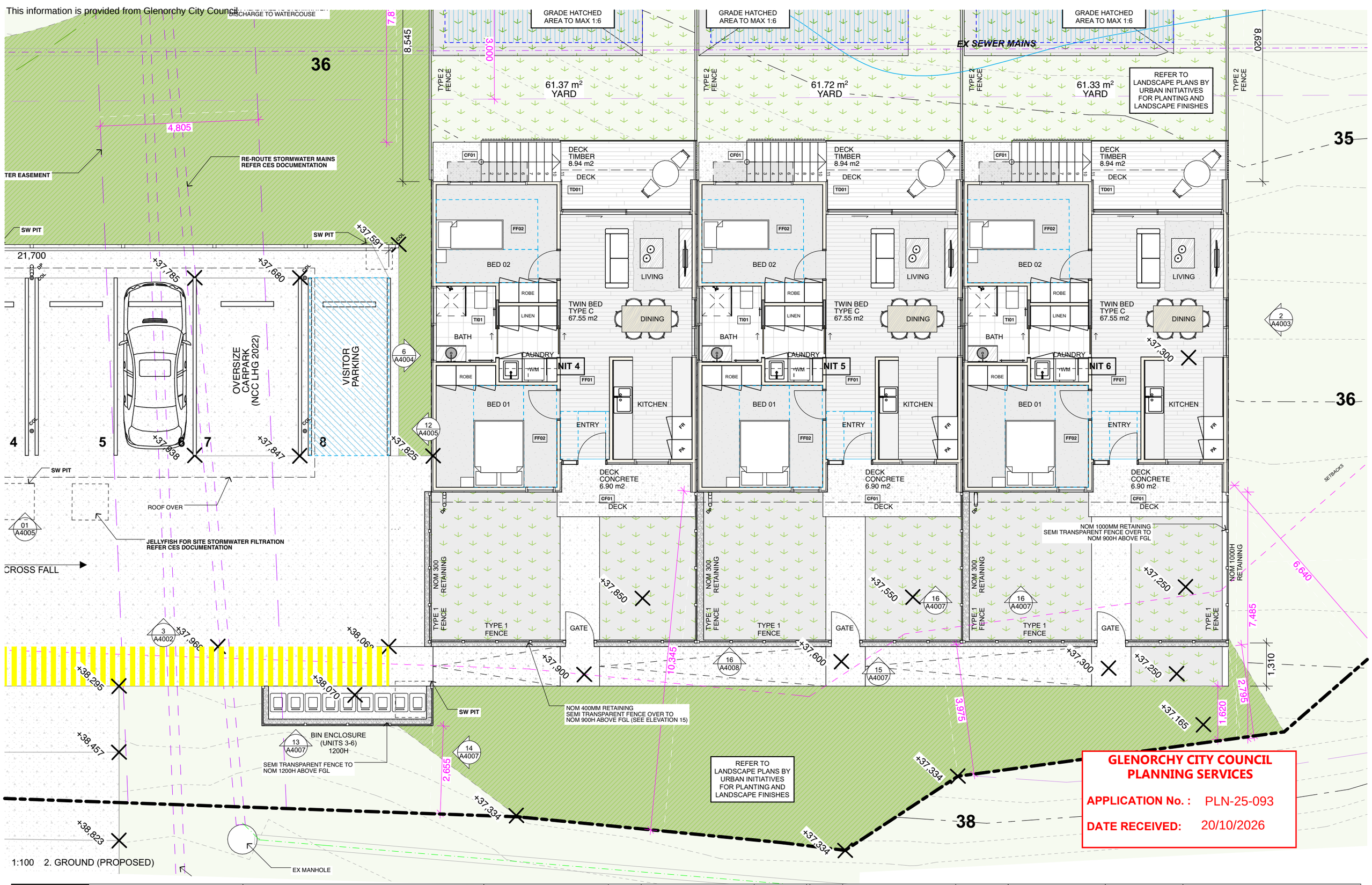
Issue ID	Issue Name	Issue Date
REV C	DA RFI 01	5/8/2025
REV D	DA RFI 02	29/9/2025

Issue ID	Issue Name	Issue Date

Client HOMES TASMANIA
Project Name ALLUNGA RD
Project Address Lot 1 ALLUNGA RD CHIGWELL TAS 7011
Title Reference 9945568

Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title: PROPOSED - GROUND SETOUT STORMW
Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /
Drawing No.: A3110
REV D



1:100 2. GROUND (PROPOSED)

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-25-093
DATE RECEIVED: 20/10/2026

Field Labs

Telephone:
0437-255-439
Email:
james@fieldlabs.com.au
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CIVIL ENGINEER - Coordinated Engineering Services
HYDRAULIC ENGINEER - Coordinated Engineering Serv
STRUCTURAL ENGINEER - Coordinated Engineering Se
LAND SURVEYOR - Leary Cox

Issue ID	Issue Name	Issue Date
REV A	CONCEPT	13/2/2024
REV B	DEVELOPMENT APPLICATION	1/7/2025
REV C	DA RFI 01	5/8/2025
REV D	DA RFI 02	29/9/2025

Issue ID	Issue Name	Issue Date

Client
HOMES TASMANIA

Project Name
ALLUNGA RD

Project Address
Lot 1 ALLUNGA RD CHIGWELL TAS 7011

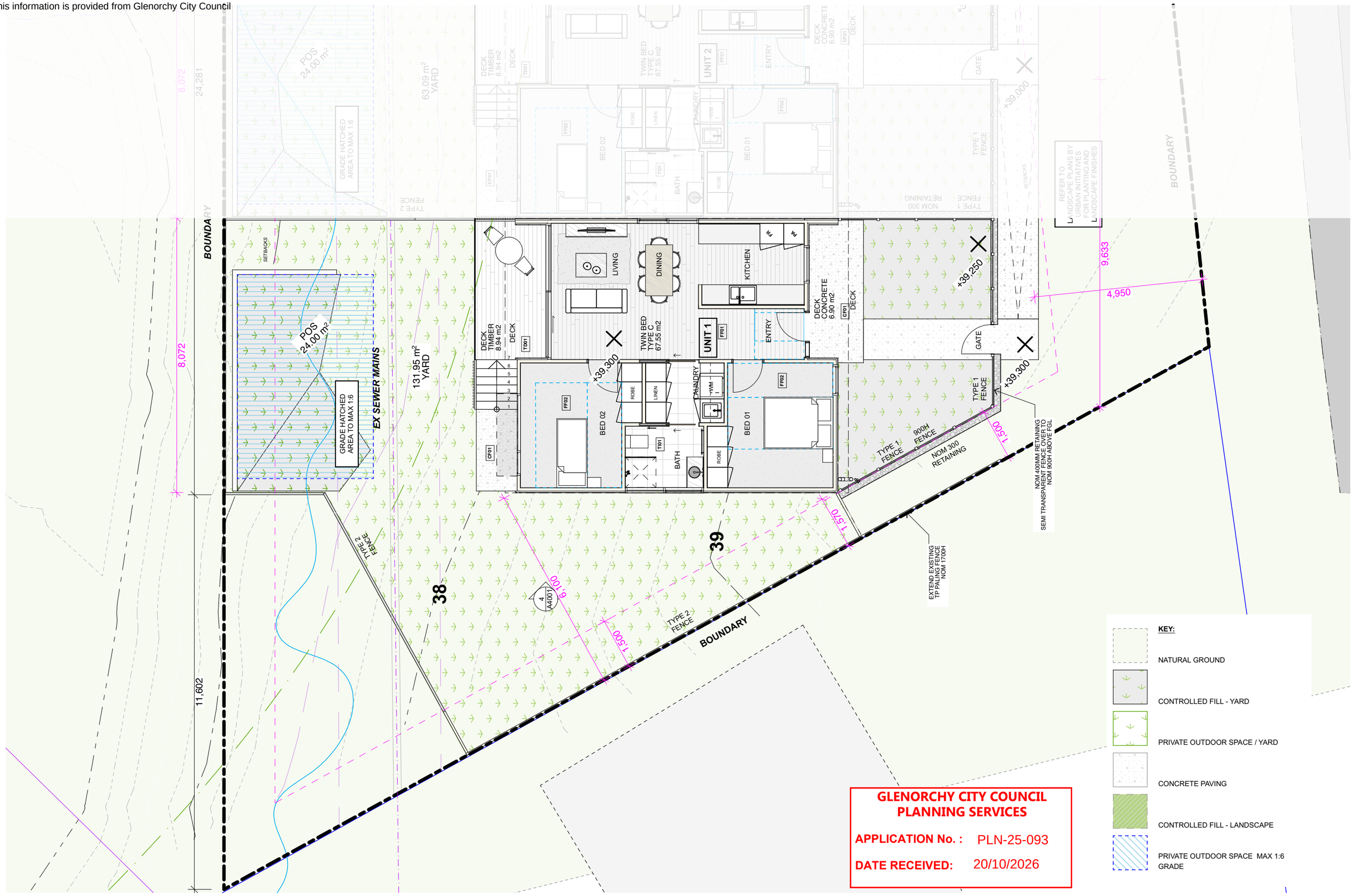
Title Reference
9945568

Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title:
PROPOSED - GROUND SETOUT 3-4

Scale: AS SHOWN @ A3
Date: 20/10/2025
Status: CONCEPT PLANS
Drawn / Checked By: JW /

Drawing No.:
A3111
REV D



KEY:

- NATURAL GROUND
- CONTROLLED FILL - YARD
- PRIVATE OUTDOOR SPACE / YARD
- CONCRETE PAVING
- CONTROLLED FILL - LANDSCAPE
- PRIVATE OUTDOOR SPACE MAX 1:6 GRADE

GLENORCHY CITY COUNCIL PLANNING SERVICES

APPLICATION No. : PLN-25-093

DATE RECEIVED: 20/10/2026

1:100 UNIT 1 FLOOR PLAN

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Email: james@fieldlabs.com.au
Accreditation: CC 1043M

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HYDRAULIC ENGINEER - Coordinated Engineering Serv
STRUCTURAL ENGINEER - Coordinated Engineering Se
LAND SURVEYOR - Leary Cox

Issue ID	Issue Name	Issue Date
REV B	DEVELOPMENT APPLICATION	1/7/2025
REV C	DA RFI 01	5/8/2025
REV D	DA RFI 02	29/9/2025

Issue ID	Issue Name	Issue Date

Client HOMES TASMANIA
Project Name ALLUNGA RD
Project Address Lot 1 ALLUNGA RD CHIGWELL TAS 7011
Title Reference 9945568

Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title: PROPOSED - UNIT 1
Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /
Drawing No.: A3112 **REV D**

1:100 UNIT 2 FLOOR PLAN

Field Labs
Telephone: 0437-255-439
Email: james@fieldlabs.com.au
Accreditation: CC 1043M

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HYDRAULIC ENGINEER - Coordinated Engineering Serv
STRUCTURAL ENGINEER - Coordinated Engineering Se
LAND SURVEYOR - Leary Cox

Issue ID	Issue Name	Issue Date
REV B	DEVELOPMENT APPLICATION	1/7/2025
REV C	DA RFI 01	5/8/2025
REV D	DA RFI 02	29/9/2025

Issue ID	Issue Name	Issue Date

Client HOMES TASMANIA
Project Name ALLUNGA RD
Project Address Lot 1 ALLUNGA RD CHIGWELL TAS 7011
Title Reference 9945568

Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title: PROPOSED - UNIT 2
Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /
Drawing No.: A3113
REV D

KEY:

- NATURAL GROUND
- CONTROLLED FILL - YARD
- PRIVATE OUTDOOR SPACE / YARD
- CONCRETE PAVING
- CONTROLLED FILL - LANDSCAPE
- PRIVATE OUTDOOR SPACE MAX 1:6 GRADE

1:100 UNIT 3 FLOOR PLAN

Field Labs

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0437-255-439
Email:
james@fieldlabs.com.au
Accreditation:
CC 1043M

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HYDRAULIC ENGINEER - Coordinated Engineering Serv
STRUCTURAL ENGINEER - Coordinated Engineering Se
LAND SURVEYOR - Leary Cox

Issue ID	Issue Name	Issue Date
REV B	DEVELOPMENT APPLICATION	1/7/2025
REV C	DA RFI 01	5/8/2025
REV D	DA RFI 02	29/9/2025

Issue ID	Issue Name	Issue Date

Client
HOMES TASMANIA

Project Name
ALLUNGA RD

Project Address
Lot 1 ALLUNGA RD CHIGWELL TAS 7011

Title Reference
9945568

Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title:
PROPOSED - UNIT 3

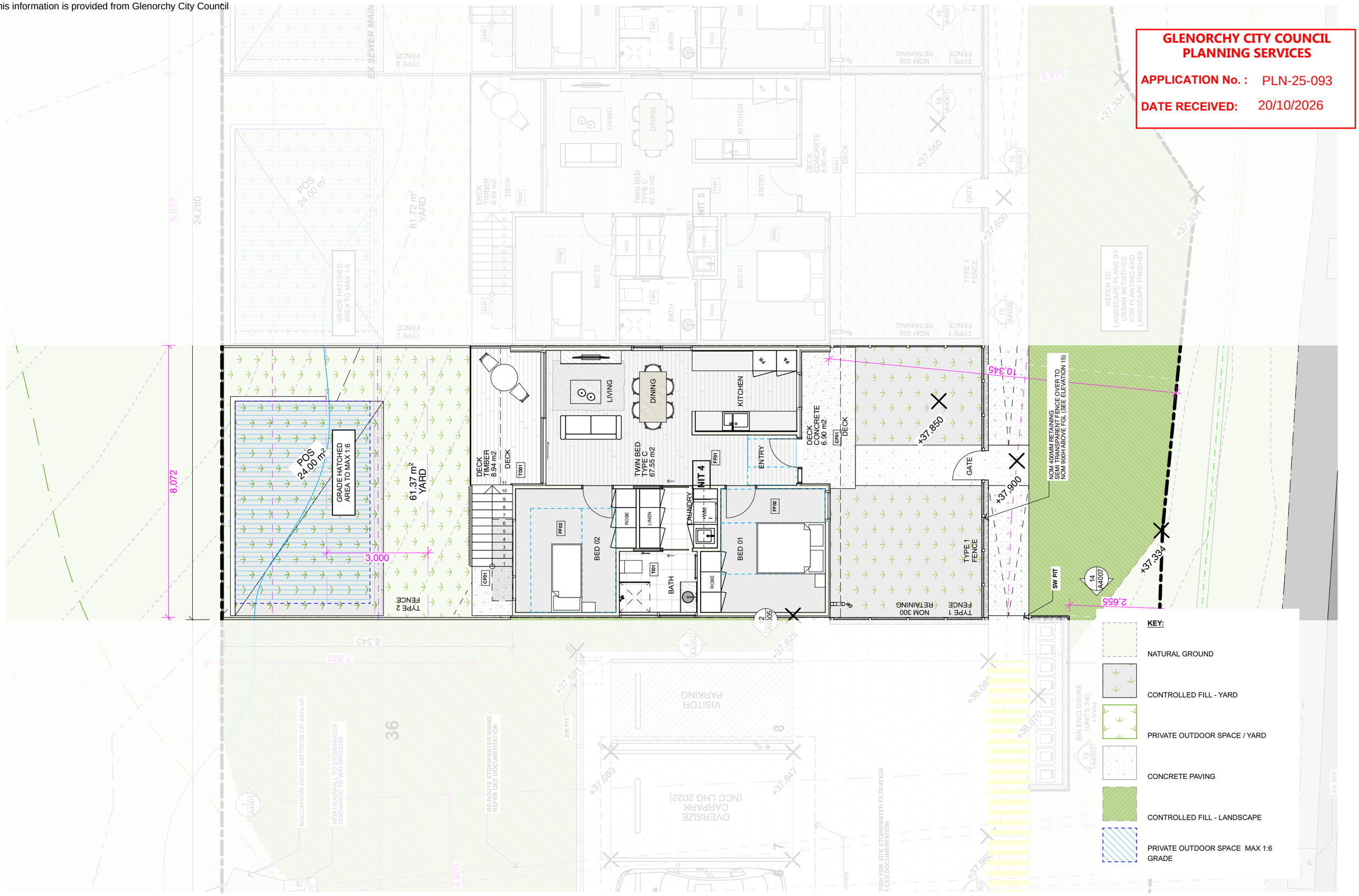
Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /

Drawing No.:
A3114
REV D

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-093

DATE RECEIVED: 20/10/2026



KEY:

- NATURAL GROUND
- CONTROLLED FILL - YARD
- PRIVATE OUTDOOR SPACE / YARD
- CONCRETE PAVING
- CONTROLLED FILL - LANDSCAPE
- PRIVATE OUTDOOR SPACE MAX 1:6 GRADE

1:100 UNIT 4 FLOOR PLAN

Field Labs

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Email: james@fieldlabs.com.au
Accreditation: CC 1043M

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HYDRAULIC ENGINEER - Coordinated Engineering Serv
STRUCTURAL ENGINEER - Coordinated Engineering Se
LAND SURVEYOR - Leary Cox

Issue ID	Issue Name	Issue Date
REV B	DEVELOPMENT APPLICATION	1/7/2025
REV C	DA RFI 01	5/8/2025
REV D	DA RFI 02	29/9/2025

Issue ID	Issue Name	Issue Date

Client
HOMES TASMANIA

Project Name
ALLUNGA RD

Project Address
Lot 1 ALLUNGA RD CHIGWELL TAS 7011

Title Reference
9945568

Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title:
PROPOSED - UNIT 4

Scale: AS SHOWN @ A3
Date: 20/10/2025
Status: CONCEPT PLANS
Drawn / Checked By: JW /
Drawing No.: A3115
REV D

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-093

DATE RECEIVED: 20/10/2026

1:100 UNIT 5 FLOOR PLAN

Field Labs

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Email: james@fieldlabs.com.au
Accreditation: CC 1043M

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CIVIL ENGINEER - Coordinated Engineering Services
HYDRAULIC ENGINEER - Coordinated Engineering Serv
STRUCTURAL ENGINEER - Coordinated Engineering Se
LAND SURVEYOR - Leary Cox

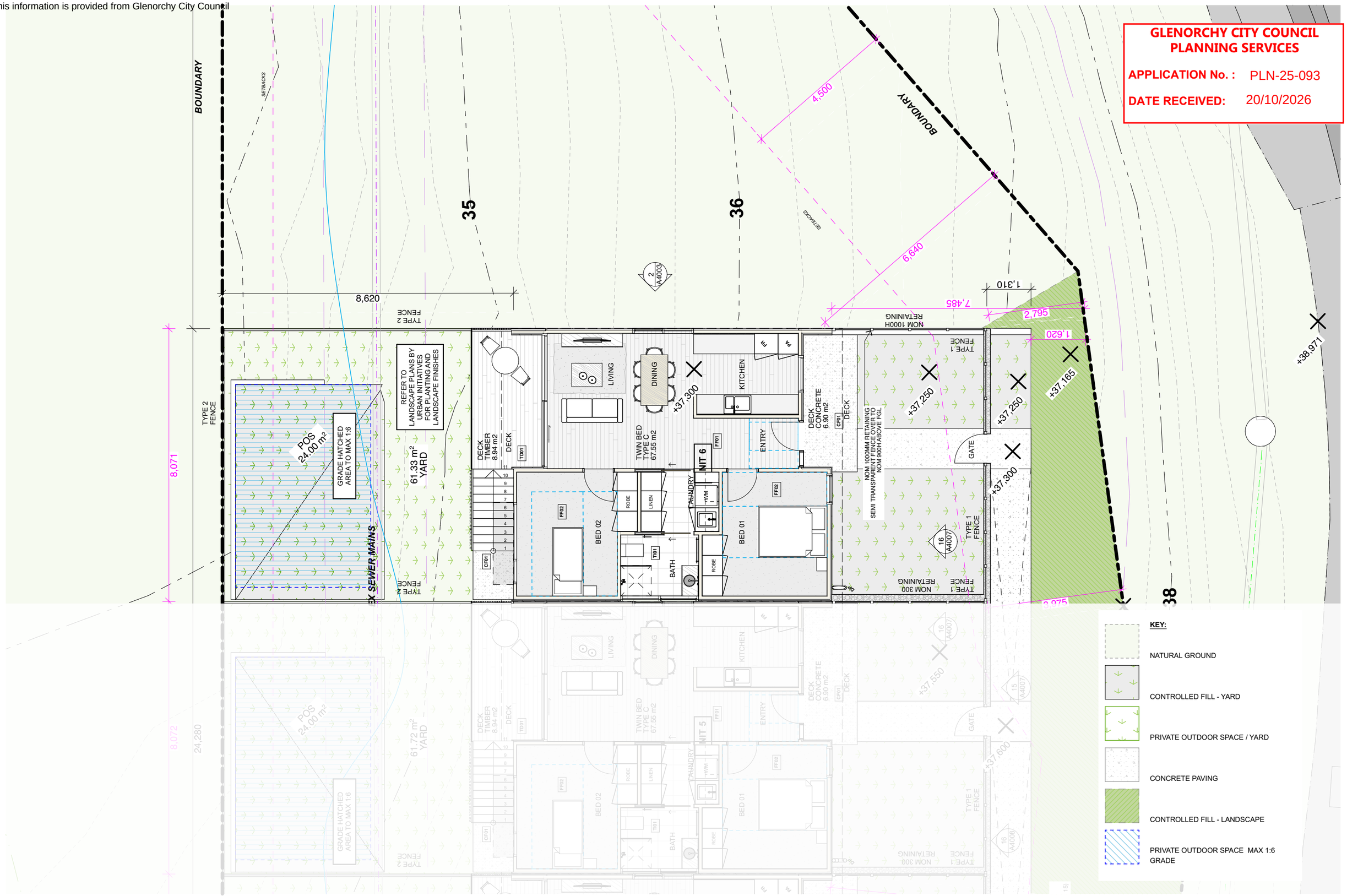
Issue ID	Issue Name	Issue Date
REV B	DEVELOPMENT APPLICATION	1/7/2025
REV C	DA RFI 01	5/8/2025
REV D	DA RFI 02	29/9/2025

Issue ID	Issue Name	Issue Date

Client HOMES TASMANIA
Project Name ALLUNGA RD
Project Address Lot 1 ALLUNGA RD CHIGWELL TAS 7011
Title Reference 9945568

Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title: PROPOSED - UNIT 5
Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /
Drawing No.: A3116
REV D



1:100 UNIT 6 FLOOR PLAN

Field Labs
Telephone: 0437-255-439
Email: james@fieldlabs.com.au
Accreditation: CC 1043M

Refer to Consultant documentation where directed:
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CIVIL ENGINEER - Coordinated Engineering Services
HYDRAULIC ENGINEER - Coordinated Engineering Serv
STRUCTURAL ENGINEER - Coordinated Engineering Se
LAND SURVEYOR - Leary Cox

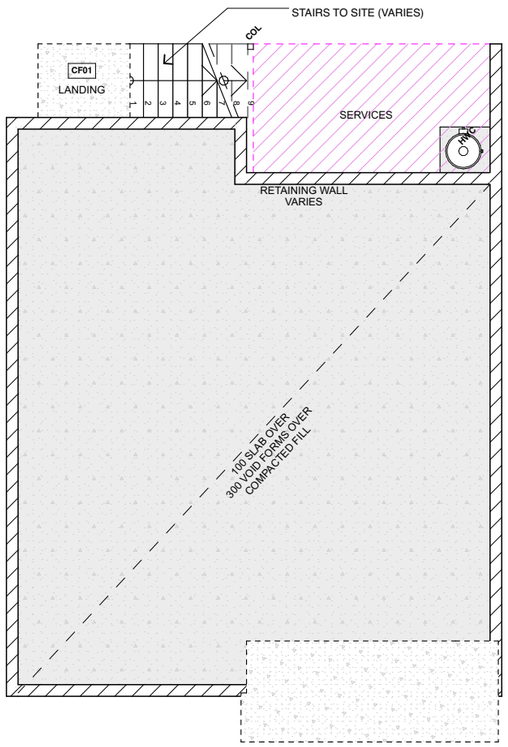
Issue ID	Issue Name	Issue Date
REV B	DEVELOPMENT APPLICATION	1/7/2025
REV C	DA RFI 01	5/8/2025
REV D	DA RFI 02	29/9/2025

Issue ID	Issue Name	Issue Date

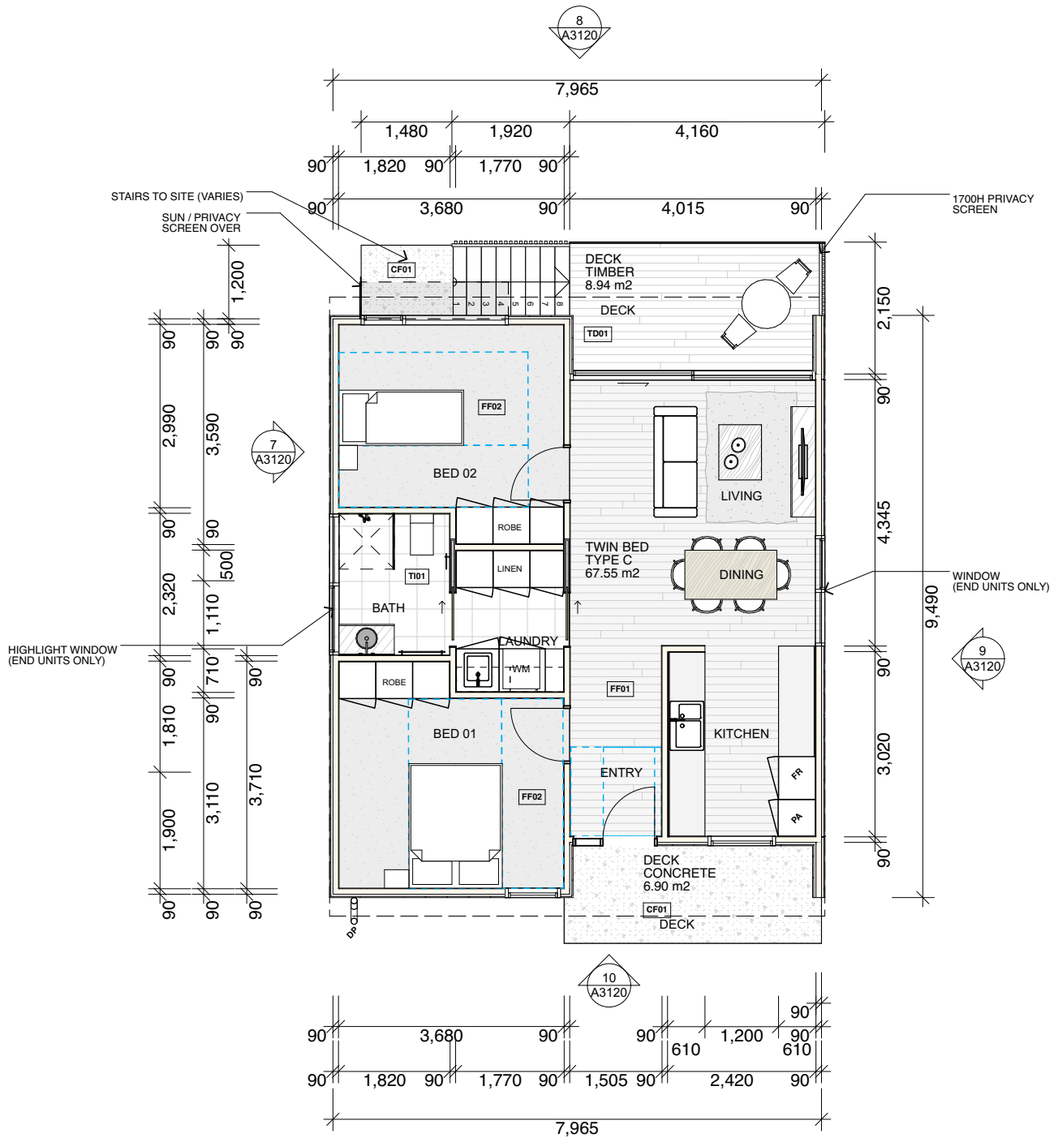
Client HOMES TASMANIA
Project Name ALLUNGA RD
Project Address Lot 1 ALLUNGA RD CHIGWELL TAS 7011
Title Reference 9945568

Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

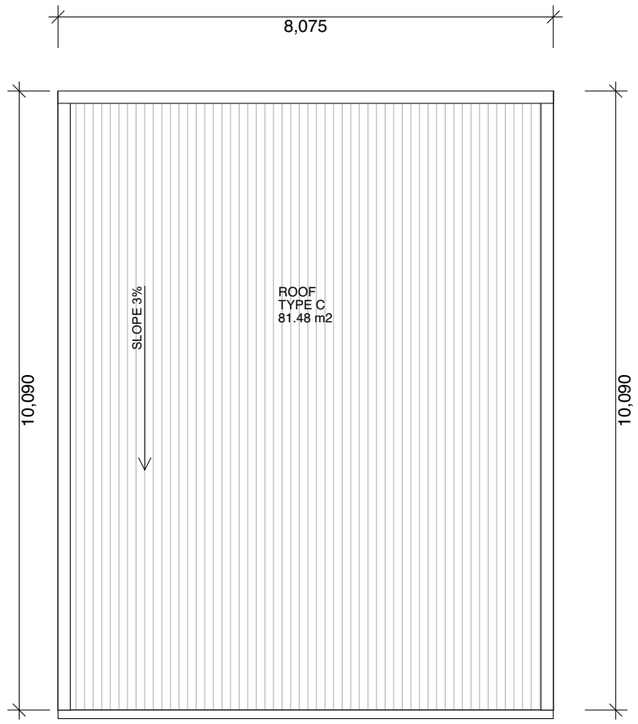
Drawing Title: PROPOSED - UNIT 6
Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /
Drawing No.: A3117 **REV D**



1:100 TYPE C - BASEMENT



1:100 TYPE C - GROUND FLOOR



1:100 TYPE C - ROOF

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-093

DATE RECEIVED: 20/10/2026

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Accreditation:
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Refer to Consultant documentation where directed:
BUIDLING SURVEYOR - TBC
CIVIL ENGINEER - Coordinated Engineering Services
HYDRAULIC ENGINEER - Coordinated Engineering Serv
STRUCTURAL ENGINEER - Coordinated Engineering Se
LAND SURVEYOR - Leary Cox

Issue ID	Issue Name	Issue Date
REV B	DEVELOPMENT APPLICATION	1/7/2025
REV C	DA RFI 01	5/8/2025
REV D	DA RFI 02	29/9/2025

Issue ID	Issue Name	Issue Date

Client
HOMES TASMANIA

Project Name
ALLUNGA RD

Project Address
Lot 1 ALLUNGA RD CHIGWELL TAS 7011

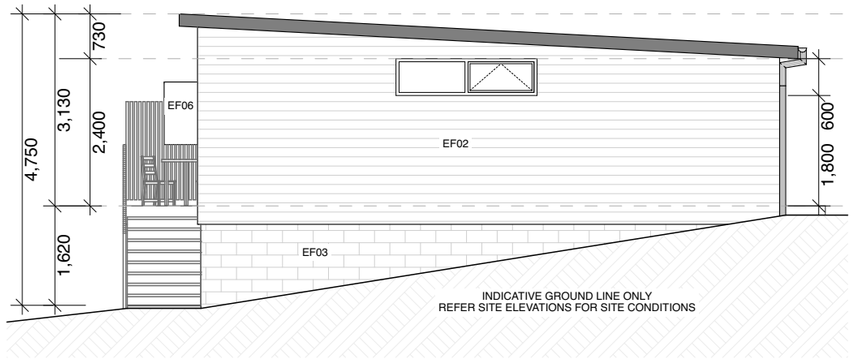
Title Reference
9945568

Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

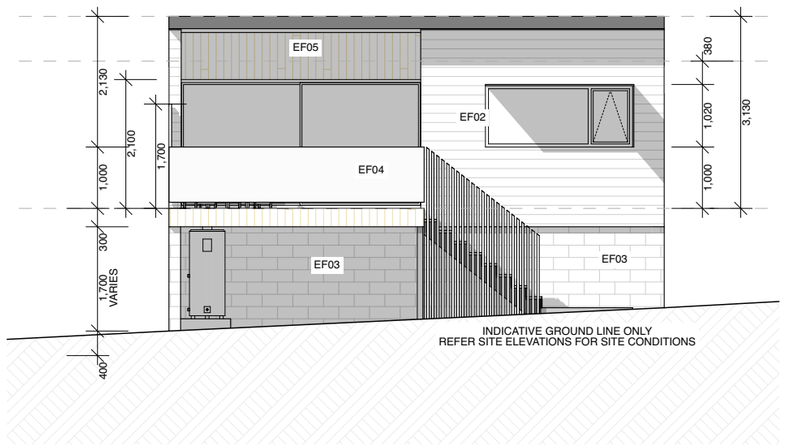
Drawing Title:
PROPOSED - TYPE C PLANS

Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /
Drawing No.: A3119 **REV D**

1:100 10 EAST UNIT



1:100 7 SOUTH UNIT



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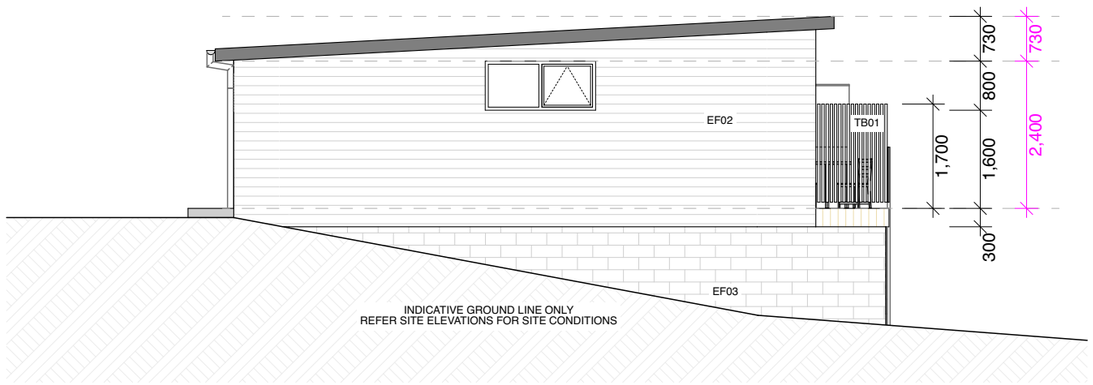
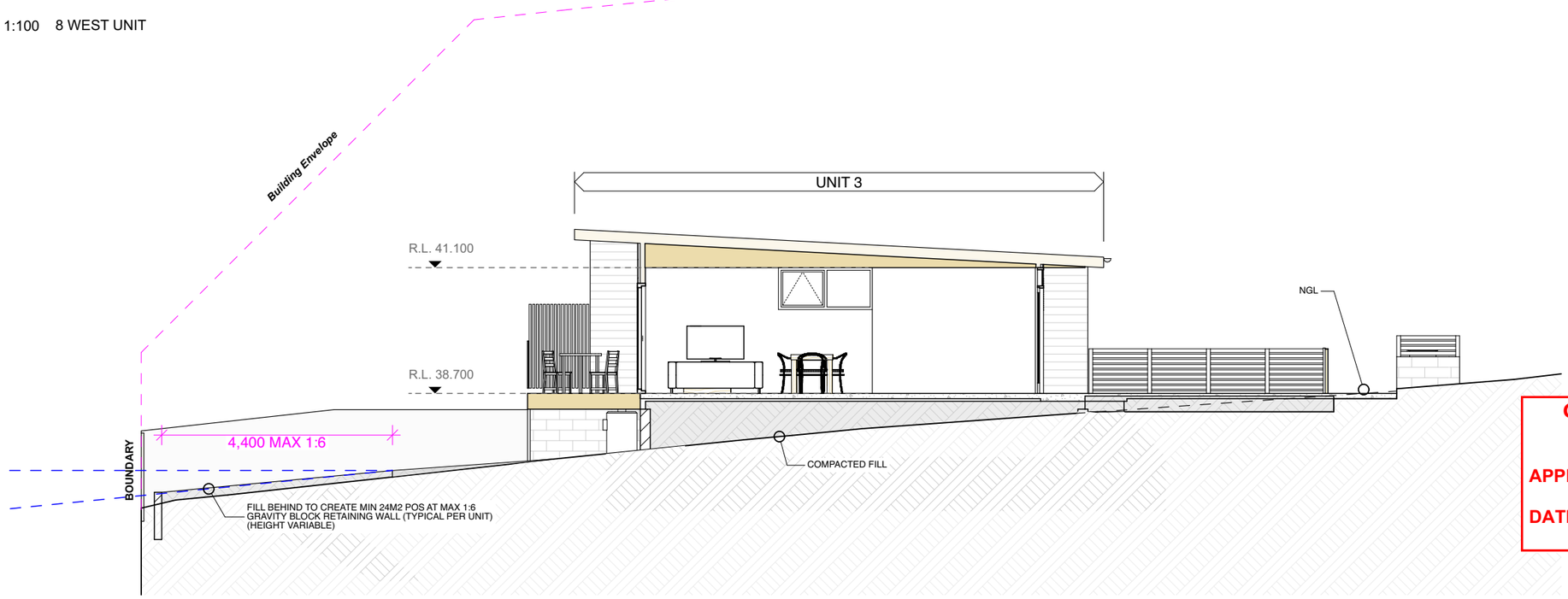


1:100 8 WEST UNIT



TYPICAL BUILDING ELEVATIONS
(SHOWING TYPICAL UNIT IN ISOLATION)

NOTE ALL UNITS ARE CONJOINED
AS PER SITE ELEVATIONS

REFER TO SITE ELEVATIONS FOR SITE LEVELS

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-093

DATE RECEIVED: 20/10/2026

Field Labs

Telephone:
0437-255-439

Email:
james@fieldlabs.com.au

Accreditation:
CC 1043M

14 SECTION A

Refer to Consultant documentation where directed:
BUILDING SURVEYOR - TBC
CIVIL ENGINEER - Coordinated Engineering Services
HYDRAULIC ENGINEER - Coordinated Engineering Servi
STRUCTURAL ENGINEER - Coordinated Engineering Se
LAND SURVEYOR - Leary Cox

Issue ID	Issue Name	Issue Date
REV B	DEVELOPMENT APPLICATION	1/7/2025
REV C	DA RFI 01	5/8/2025
REV D	DA RFI 02	29/9/2025

Issue ID	Issue Name	Issue Date

Client
HOMES TASMANIA

Project Name
ALLUNGA RD

Project Address
Lot 1 ALLUNGA RD CHIGWELL TAS 7011

Title Reference
9945568

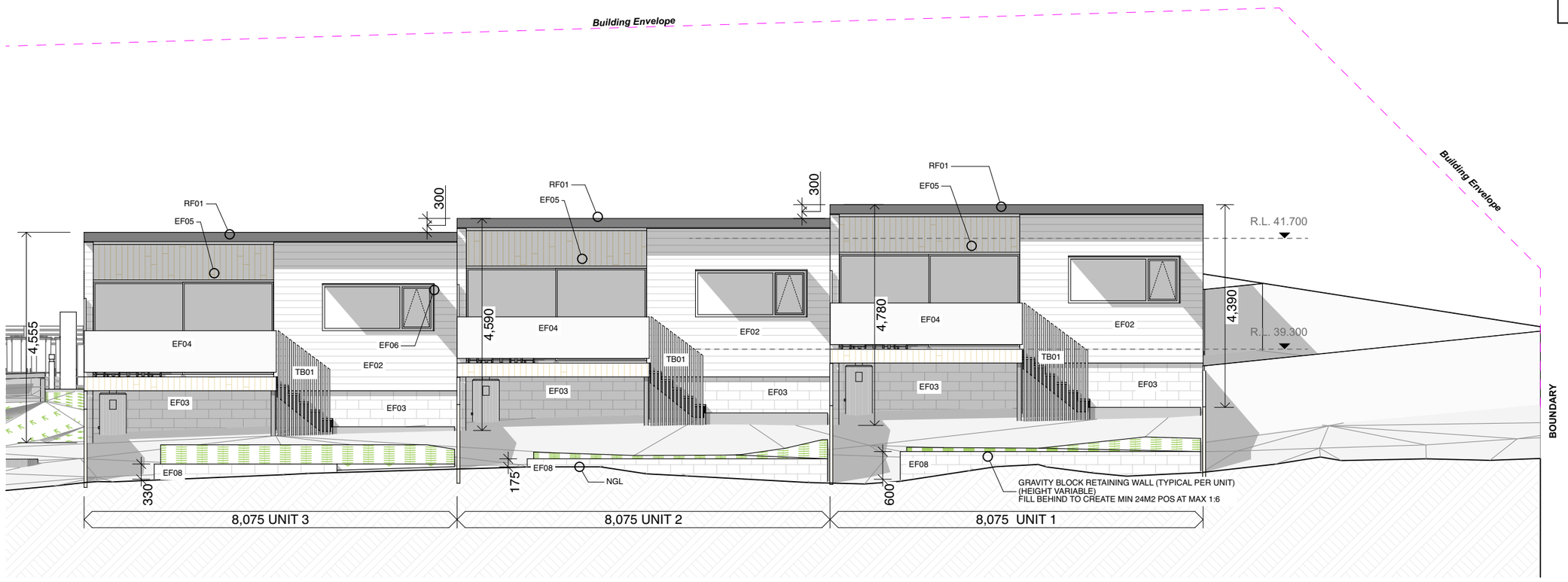
Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title:
PROPOSED - TYPICAL BUILDING

Scale: AS SHOWN @ A3
Date: 20/10/2025
Status: CONCEPT PLANS
Drawn / Checked By: JW /

Drawing No.:
A3120
REV D

REFER TO LANDSCAPE PLANS BY URBAN INITIATIVES FOR PLANTING AND LANDSCAPE FINISHES



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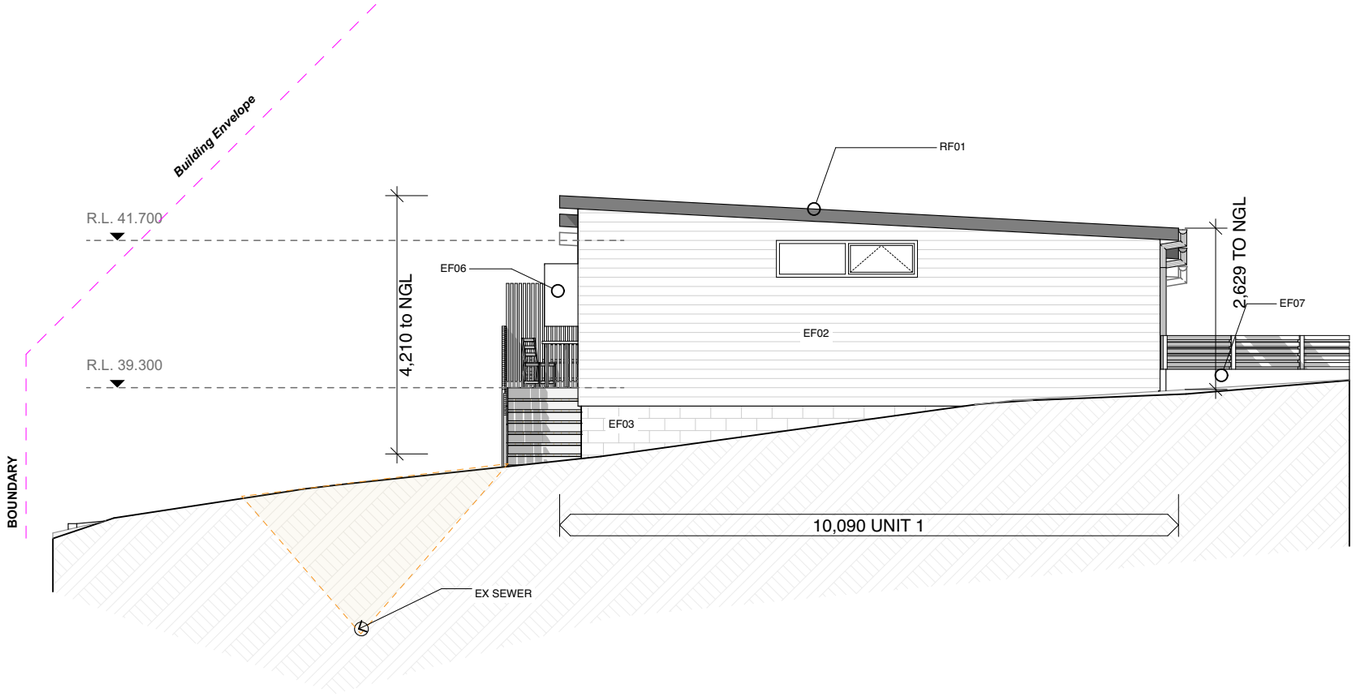


GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-093

DATE RECEIVED: 20/10/2026

EXTERNAL FINISHES:

TD01: 19MM EKODEK OR SIMILAR COMPOSITE DECKING, SS TWIST NAIL, 3MM GAP, OVER TREATED PINE FRAMING
TB01: RADIAL TIMBER BATTEN BALUSTRADE, MAX SPACING 120MM. NOM 40X40 HW SCREEN ON STEEL FRAME
TB02: RADIAL TIMBER PRIVACY SCREEN, MAX 30% TRANSPARENCY. NOM 40X40 HW SCREEN ON STEEL FRAME
EF02: 16MM FC LINEA 150MM WEATHERBOARD, PAINT FINISH IN DULUX "SNOWY MOUNTAINS HALF"
EF03: ISLAND BLOCK 20.01 "PEWTER ECO" BLOCK COLOR MATCHED MORTAR, RAKED JOINS, STRETCHER BOND
EF04: 1000H GLASS BALUSTRADE, STEEL HANDRAIL + BALUSTERS
EF05: 9.5MM WEATHERTEX WEATHERGROOVE 75 NATURAL, PAINT FINISH TBA
EF06: SUNSHADE, POWDERCOATED 6MM ALUMINIUM
EF07: SEMI TRANSPARENT BATTEN FENCE, REFER LANDSCAPE DOCS
EF08: ISLAND BLOCK FREESTONE ECO "PEWTER ECO" GRAVITY BLOCK LANDSCAPE RETAINING WALL
EF09: CRASH BARRIER WALL, ISLAND BLOCK 20.01 "PEWTER ECO" BLOCK COLOR MATCHED MORTAR, RAKED JOINS, STRETCHER BOND
EF10: MASS SANDSTONE GRAVITY BLOCK, REFER LANDSCAPE DOCS
RF01: TRIMDEK ROOF, COLORBOND IN "WALLABY". SCREW FIX, MATCHING FLASHINGS, GUTTERS AND DOWNPIPES
RF02: TRIMDEK ROOF, COLORBOND IN "WALLABY". SCREW FIX, MATCHING FLASHINGS, GUTTERS AND DOWNPIPES
CF03: 9MM VILLABOARD, FLUSH FINISH, BACK BLOCK AND TAPE ALL JOINS, SQUARE SET ALL ROUND. PAINT FINISH, UNDERCOAT + MIN 2X TOP COATS, COLOUR TBS.
CF01: CONCRETE SLAB, DECORATIVE FINISH DMXST/42 TASSIE GOLD / 7 / 10MM LIMESTONE,
CF02: CONCRETE SLAB DRIVEWAY, BROOMED FINISH
DP: DOWNPIPE, PAINT FINISH
FG: FIXED GLASS
PARTY WALLS: SYSTEM TO BE CONFIRMED

FENCE 1: NOM 900H SLATTED FENCE (MIN 30% TRANSPARENCY) (NOM 70MM BATTEN, 30MM GAP)
FENCE 2: NOM 1800H TIMBER PALING (SOLID)

Field Labs

1:100 4 SOUTH (UNIT 1)
Telephone:
0437-255-439
Email:
james@fieldlabs.com.au
Accreditation:
CC 1043M

Refer to Consultant documentation where directed:
BUIDLING SURVEYOR - TBC
CIVIL ENGINEER - Coordinated Engineering Services
HYDRAULIC ENGINEER - Coordinated Engineering Serv
STRUCTURAL ENGINEER - Coordinated Engineering Se
LAND SURVEYOR - Leary Cox

Issue ID	Issue Name	Issue Date
REV A	CONCEPT	13/2/2024
REV B	DEVELOPMENT APPLICATION	1/7/2025
REV C	DA RFI 01	5/8/2025
REV D	DA RFI 02	29/9/2025

Issue ID	Issue Name	Issue Date

Client
HOMES TASMANIA

Project Name
ALLUNGA RD

Project Address
Lot 1 ALLUNGA RD CHIGWELL TAS 7011

Title Reference
9945568

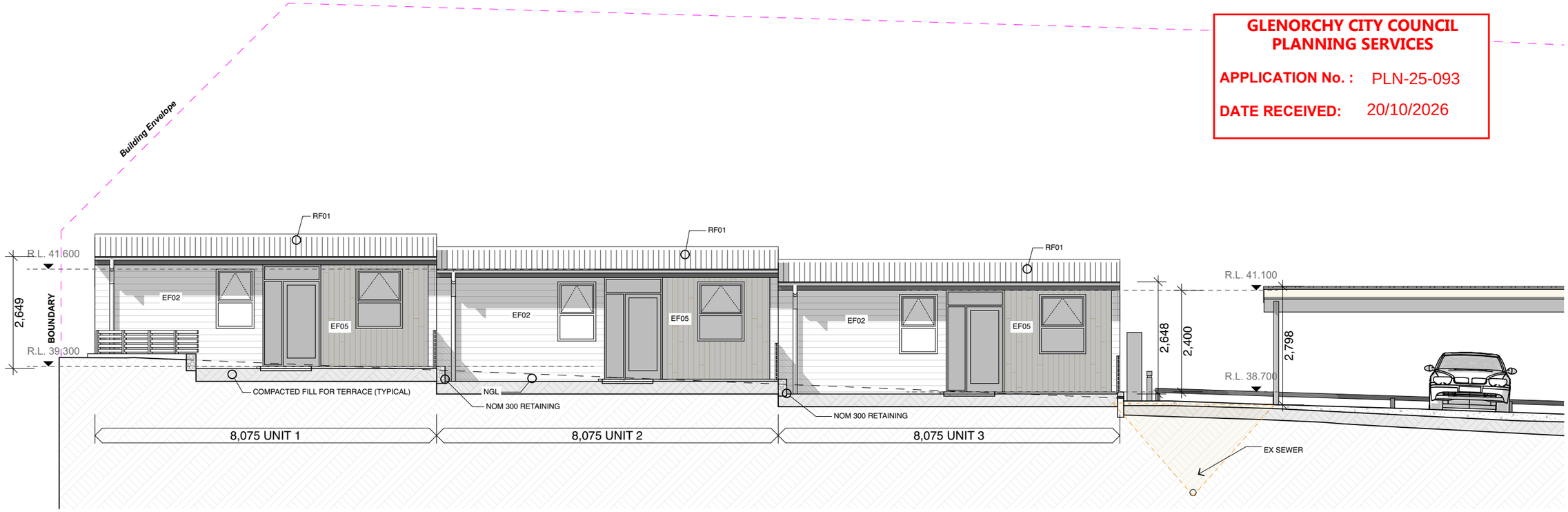
Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title:
ELEVATION - ELEVATIONS 1-3

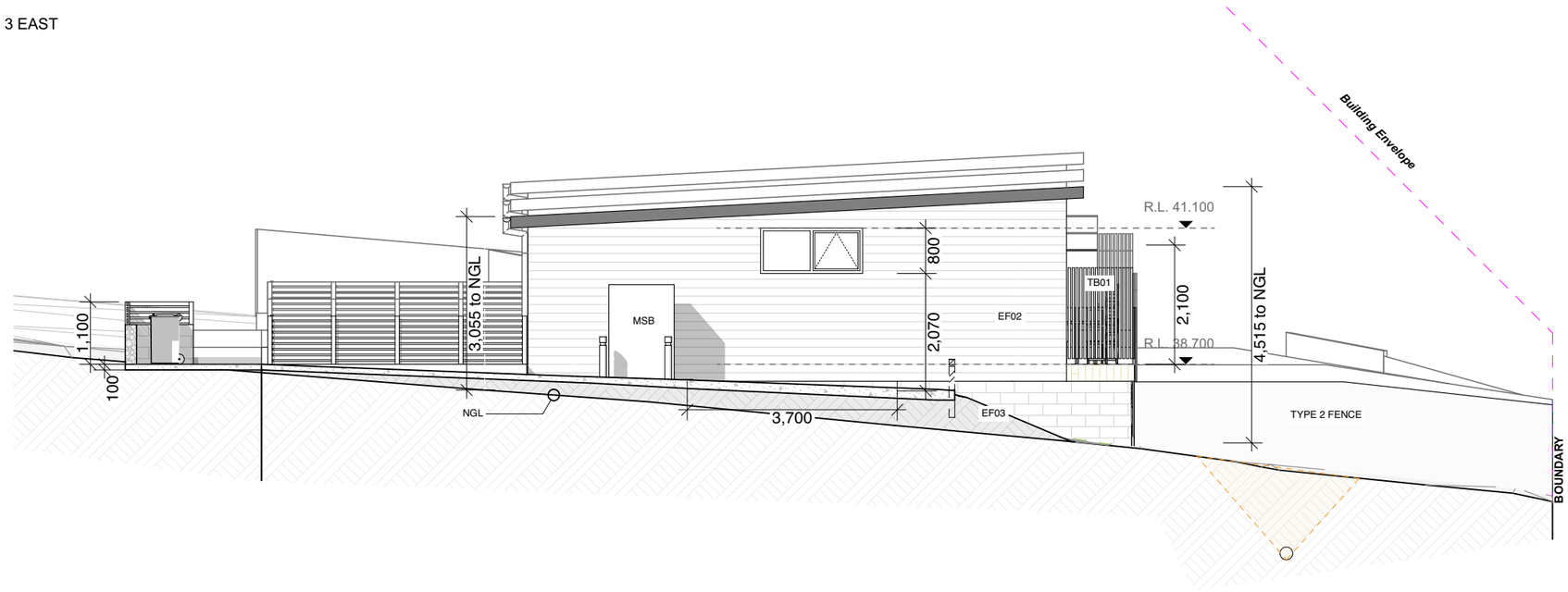
Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /

Drawing No.:
A4001
REV D

REFER TO LANDSCAPE PLANS BY URBAN INITIATIVES FOR PLANTING AND LANDSCAPE FINISHES



1:100 3 EAST



1:100 5 NORTH (UNIT 3)

EXTERNAL FINISHES:

TD01: 19MM EKODEK OR SIMILAR COMPOSITE DECKING, SS TWIST NAIL, 3MM GAP, OVER TREATED PINE FRAMING
TB01: RADIAL TIMBER BATTEN BALUSTRADE, MAX SPACING 120MM. NOM 40X40 HW SCREEN ON STEEL FRAME
TB02: RADIAL TIMBER PRIVACY SCREEN, MAX 30% TRANSPARENCY. NOM 40X40 HW SCREEN ON STEEL FRAME
EF02: 16MM FC LINEA 150MM WEATHERBOARD, PAINT FINISH IN DULUX "SNOWY MOUNTAINS HALF"
EF03: ISLAND BLOCK 20.01 "PEWTER ECO" BLOCK COLOR MATCHED MORTAR, RAKED JOINS, STRETCHER BOND
EF04: 1000H GLASS BALUSTRADE, STEEL HANDRAIL + BALUSTERS
EF05: 9.5MM WEATHERTEX WEATHERGROOVE 75 NATURAL, PAINT FINISH TBA
EF06: SUNSHADE, POWDERCOATED 6MM ALUMINIUM
EF07: SEMI TRANSPARENT BATTEN FENCE, REFER LANDSCAPE DOCS
EF08: ISLAND BLOCK FREESTONE ECO "PEWTER ECO" GRAVITY BLOCK LANDSCAPE RETAINING WALL
EF09: CRASH BARRIER WALL, ISLAND BLOCK 20.01 "PEWTER ECO" BLOCK COLOR MATCHED MORTAR, RAKED JOINS, STRETCHER BOND
EF10: MASS SANDSTONE GRAVITY BLOCK, REFER LANDSCAPE DOCS
RF01: TRIMDEK ROOF, COLORBOND IN "WALLABY". SCREW FIX, MATCHING FLASHINGS, GUTTERS AND DOWNPIPES
RF02: TRIMDEK ROOF, COLORBOND IN "WALLABY". SCREW FIX, MATCHING FLASHINGS, GUTTERS AND DOWNPIPES
CF03: 9MM VILLABOARD, FLUSH FINISH, BACK BLOCK AND TAPE ALL JOINS, SQUARE SET ALL ROUND. PAINT FINISH, UNDERCOAT + MIN 2X TOP COATS, COLOUR TBS.
CF01: CONCRETE SLAB, DECORATIVE FINISH DMXST/42 TASSIE GOLD / 7 / 10MM LIMESTONE,
CF02: CONCRETE SLAB DRIVEWAY, BROOMED FINISH
DP: DOWNPIPE, PAINT FINISH
FG: FIXED GLASS
PARTY WALLS: SYSTEM TO BE CONFIRMED

FENCE 1: NOM 900H SLATTED FENCE (MIN 30% TRANSPARENCY) (NOM 70MM BATTEN, 30MM GAP)
FENCE 2: NOM 1800H TIMBER PALING (SOLID)

Field Labs
Telephone:
0437-255-439
Email:
james@fieldlabs.com.au
Accreditation:
CC 1043M

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CIVIL ENGINEER - Coordinated Engineering Services
HYDRAULIC ENGINEER - Coordinated Engineering Serv
STRUCTURAL ENGINEER - Coordinated Engineering Se
LAND SURVEYOR - Leary Cox

Issue ID	Issue Name	Issue Date
REV B	DEVELOPMENT APPLICATION	1/7/2025
REV C	DA RFI 01	5/8/2025
REV D	DA RFI 02	29/9/2025

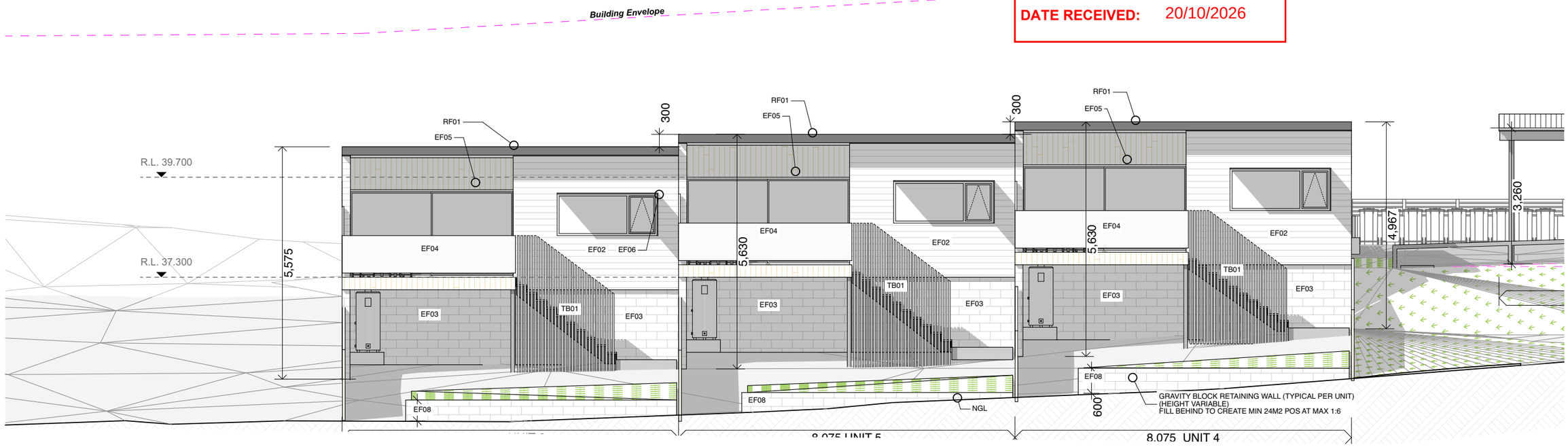
Issue ID	Issue Name	Issue Date

Client
HOMES TASMANIA
Project Name
ALLUNGA RD
Project Address
Lot 1 ALLUNGA RD CHIGWELL TAS 7011
Title Reference
9945568

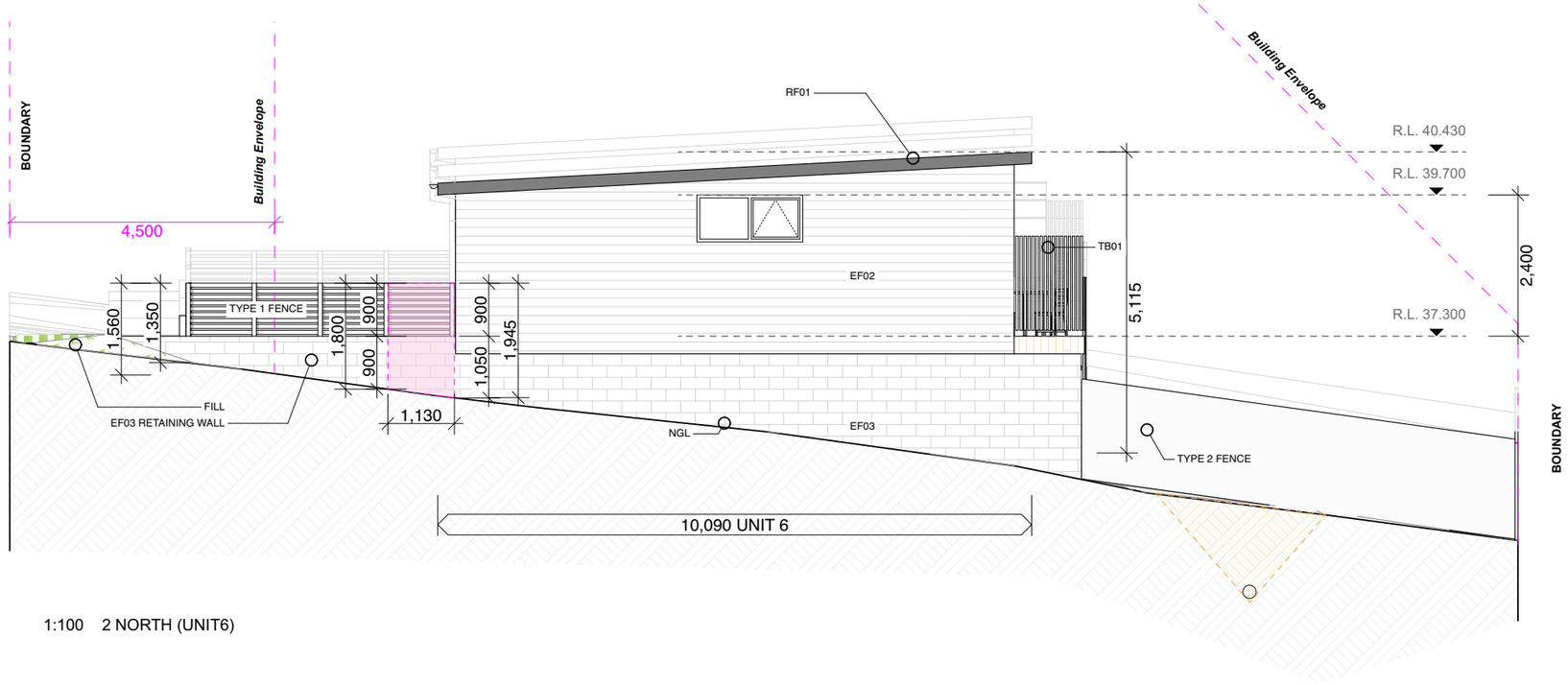
Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title:
ELEVATION - ELEVATIONS 1-3
Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /
Drawing No.:
A4002
REV D

REFER TO LANDSCAPE PLANS BY URBAN INITIATIVES FOR PLANTING AND LANDSCAPE FINISHES



1:100 1 WEST



1:100 2 NORTH (UNIT6)

EXTERNAL FINISHES:

TD01: 19MM EKODEK OR SIMILAR COMPOSITE DECKING, SS TWIST NAIL, 3MM GAP, OVER TREATED PINE FRAMING
TB01: RADIAL TIMBER BATTEN BALUSTRADE, MAX SPACING 120MM. NOM 40X40 HW SCREEN ON STEEL FRAME
TB02: RADIAL TIMBER PRIVACY SCREEN, MAX 30% TRANSPARENCY. NOM 40X40 HW SCREEN ON STEEL FRAME
EF02: 16MM FC LINEA 150MM WEATHERBOARD, PAINT FINISH IN DULUX "SNOWY MOUNTAINS HALF"
EF03: ISLAND BLOCK 20.01 "PEWTER ECO" BLOCK COLOR MATCHED MORTAR, RAKED JOINS, STRETCHER BOND
EF04: 1000H GLASS BALUSTRADE, STEEL HANDRAIL + BALUSTERS
EF05: 9.5MM WEATHERTEX WEATHERGROOVE 75 NATURAL, PAINT FINISH TBA
EF06: SUNSHADE, POWDERCOATED 6MM ALUMINIUM
EF07: SEMI TRANSPARENT BATTEN FENCE, REFER LANDSCAPE DOCS
EF08: ISLAND BLOCK FREESTONE ECO "PEWTER ECO" GRAVITY BLOCK LANDSCAPE RETAINING WALL
EF09: CRASH BARRIER WALL, ISLAND BLOCK 20.01 "PEWTER ECO" BLOCK COLOR MATCHED MORTAR, RAKED JOINS, STRETCHER BOND
EF10: MASS SANDSTONE GRAVITY BLOCK, REFER LANDSCAPE DOCS
RF01: TRIMDEK ROOF, COLORBOND IN "WALLABY". SCREW FIX, MATCHING FLASHINGS, GUTTERS AND DOWNPIPES
RF02: TRIMDEK ROOF, COLORBOND IN "WALLABY". SCREW FIX, MATCHING FLASHINGS, GUTTERS AND DOWNPIPES
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CF01: CONCRETE SLAB, DECORATIVE FINISH DMXST/42 TASSIE GOLD / 7 / 10MM LIMESTONE,
CF02: CONCRETE SLAB DRIVEWAY, BROOMED FINISH
DP: DOWNPIPE, PAINT FINISH
FG: FIXED GLASS
PARTY WALLS: SYSTEM TO BE CONFIRMED

FENCE 1: NOM 900H SLATTED FENCE (MIN 30% TRANSPARENCY) (NOM 70MM BATTEN, 30MM GAP)
FENCE 2: NOM 1800H TIMBER PALING (SOLID)

Field Labs
Telephone: 0437-255-439
Email: james@fieldlabs.com.au
Accreditation: CC 1043M

Refer to Consultant documentation where directed:
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CIVIL ENGINEER - Coordinated Engineering Services
HYDRAULIC ENGINEER - Coordinated Engineering Serv
STRUCTURAL ENGINEER - Coordinated Engineering Se
LAND SURVEYOR - Leary Cox

Issue ID	Issue Name	Issue Date
REV A	CONCEPT	13/2/2024
REV B	DEVELOPMENT APPLICATION	1/7/2025
REV C	DA RFI 01	5/8/2025
REV D	DA RFI 02	29/9/2025

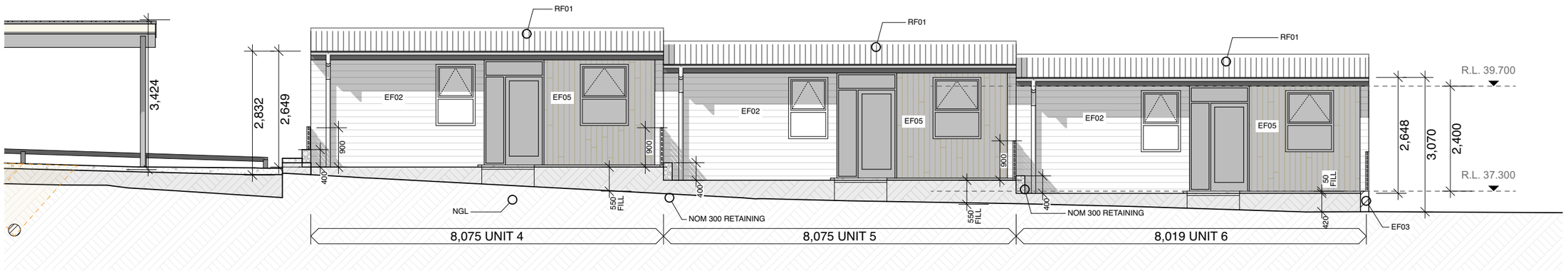
Issue ID	Issue Name	Issue Date

Client HOMES TASMANIA
Project Name ALLUNGA RD
Project Address Lot 1 ALLUNGA RD CHIGWELL TAS 7011
Title Reference 9945568

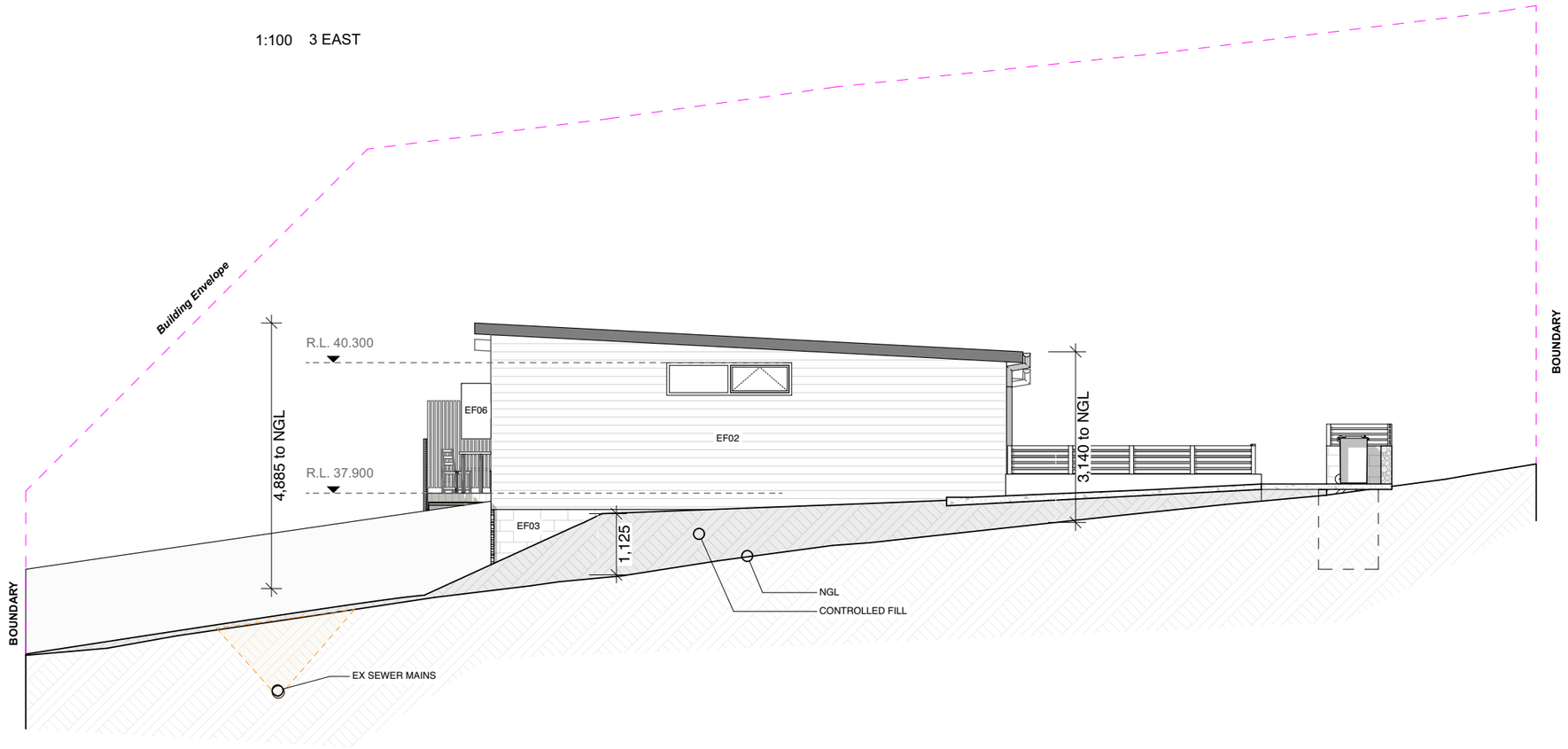
Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title: ELEVATION - ELEVATIONS 4-6
Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /
Drawing No.: A4003 **REV D**

REFER TO LANDSCAPE PLANS BY URBAN INITIATIVES FOR PLANTING AND LANDSCAPE FINISHES



1:100 3 EAST



1:100 6 SOUTH (UNIT 4)

EXTERNAL FINISHES:

TD01: 19MM EKODEK OR SIMILAR COMPOSITE DECKING, SS TWIST NAIL, 3MM GAP, OVER TREATED PINE FRAMING
TB01: RADIAL TIMBER BATTEN BALUSTRADE, MAX SPACING 120MM. NOM 40X40 HW SCREEN ON STEEL FRAME
TB02: RADIAL TIMBER PRIVACY SCREEN, MAX 30% TRANSPARENCY. NOM 40X40 HW SCREEN ON STEEL FRAME
EF02: 16MM FC LINEA 150MM WEATHERBOARD, PAINT FINISH IN DULUX "SNOWY MOUNTAINS HALF"
EF03: ISLAND BLOCK 20.01 "PEWTER ECO" BLOCK COLOR MATCHED MORTAR, RAKED JOINS, STRETCHER BOND
EF04: 1000H GLASS BALUSTRADE, STEEL HANDRAIL + BALUSTERS
EF05: 9.5MM WEATHERTEX WEATHERGROOVE 75 NATURAL, PAINT FINISH TBA
EF06: SUNSHADE, POWDERCOATED 6MM ALUMINIUM
EF07: SEMI TRANSPARENT BATTEN FENCE, REFER LANDSCAPE DOCS
EF08: ISLAND BLOCK FREESTONE ECO "PEWTER ECO" GRAVITY BLOCK LANDSCAPE RETAINING WALL
EF09: CRASH BARRIER WALL, ISLAND BLOCK 20.01 "PEWTER ECO" BLOCK COLOR MATCHED MORTAR, RAKED JOINS, STRETCHER BOND
EF10: MASS SANDSTONE GRAVITY BLOCK, REFER LANDSCAPE DOCS
RF01: TRIMDEK ROOF, COLORBOND IN "WALLABY". SCREW FIX, MATCHING FLASHINGS, GUTTERS AND DOWNPIPES
RF02: TRIMDEK ROOF, COLORBOND IN "WALLABY". SCREW FIX, MATCHING FLASHINGS, GUTTERS AND DOWNPIPES
CF03: 9MM VILLABOARD, FLUSH FINISH, BACK BLOCK AND TAPE ALL JOINS, SQUARE SET ALL ROUND. PAINT FINISH, UNDERCOAT + MIN 2X TOP COATS, COLOUR TBS.
CF01: CONCRETE SLAB, DECORATIVE FINISH DMXST/42 TASSIE GOLD / 7 / 10MM LIMESTONE,
CF02: CONCRETE SLAB DRIVEWAY, BROOMED FINISH
DP: DOWNPIPE, PAINT FINISH
FG: FIXED GLASS
PARTY WALLS: SYSTEM TO BE CONFIRMED

FENCE 1: NOM 900H SLATTED FENCE (MIN 30% TRANSPARENCY) (NOM 70MM BATTEN, 30MM GAP)
FENCE 2: NOM 1800H TIMBER PALING (SOLID)

Field Labs
Telephone: 0437-255-439
Email: james@fieldlabs.com.au
Accreditation: CC 1043M

Drawings to be read in conjunction with specification by FIELD LABS and all drawings and documents by engineers and subconsultants referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference.
DO NOT SCALE FROM DRAWINGS.

ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.
NOTE: ALL BUILDING LEVELS TO **AHD** UNLESS OTHERWISE NOTED.

Refer to Consultant documentation where directed:
BUIDLING SURVEYOR - TBC
CIVIL ENGINEER - Coordinated Engineering Services
HYDRAULIC ENGINEER - Coordinated Engineering Serv
STRUCTURAL ENGINEER - Coordinated Engineering Se
LAND SURVEYOR - Leary Cox

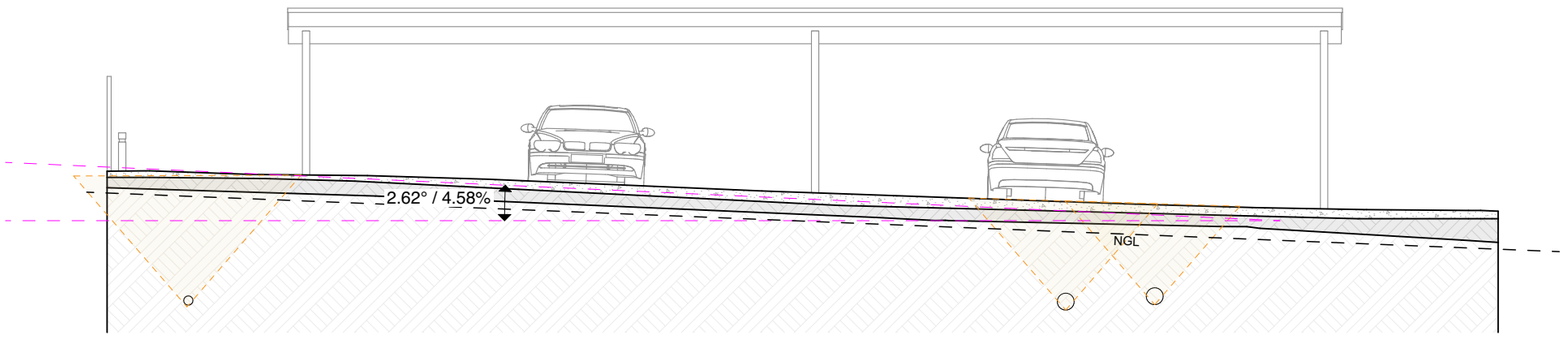
Issue ID	Issue Name	Issue Date
REV A	CONCEPT	13/2/2024
REV B	DEVELOPMENT APPLICATION	1/7/2025
REV C	DA RFI 01	5/8/2025
REV D	DA RFI 02	29/9/2025

Issue ID	Issue Name	Issue Date

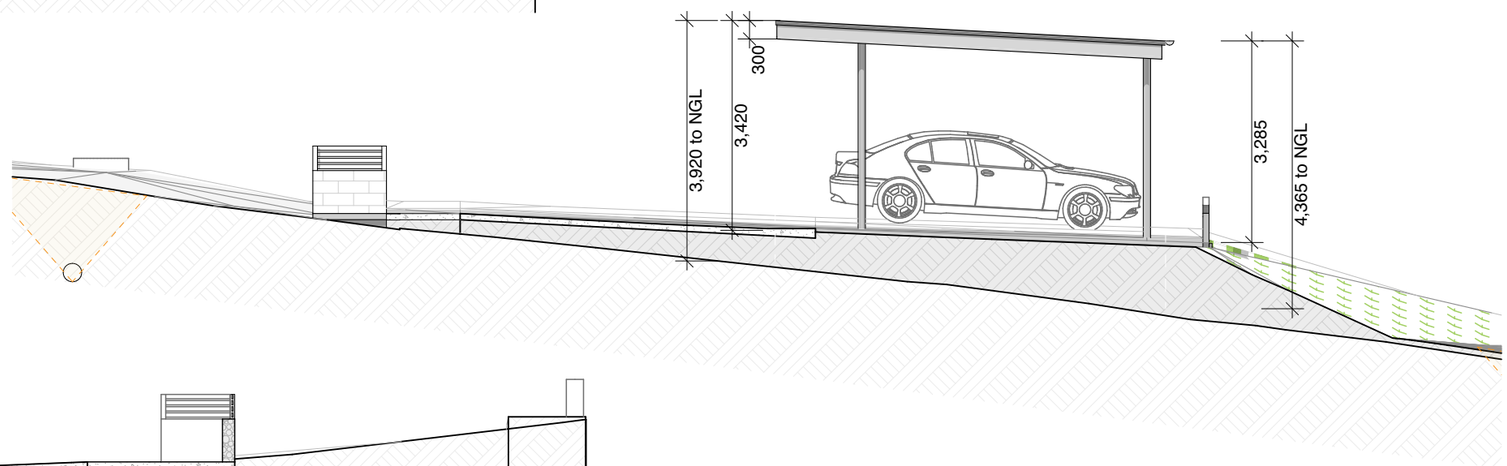
Client HOMES TASMANIA
Project Name ALLUNGA RD
Project Address Lot 1 ALLUNGA RD CHIGWELL TAS 7011
Title Reference 9945568

Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

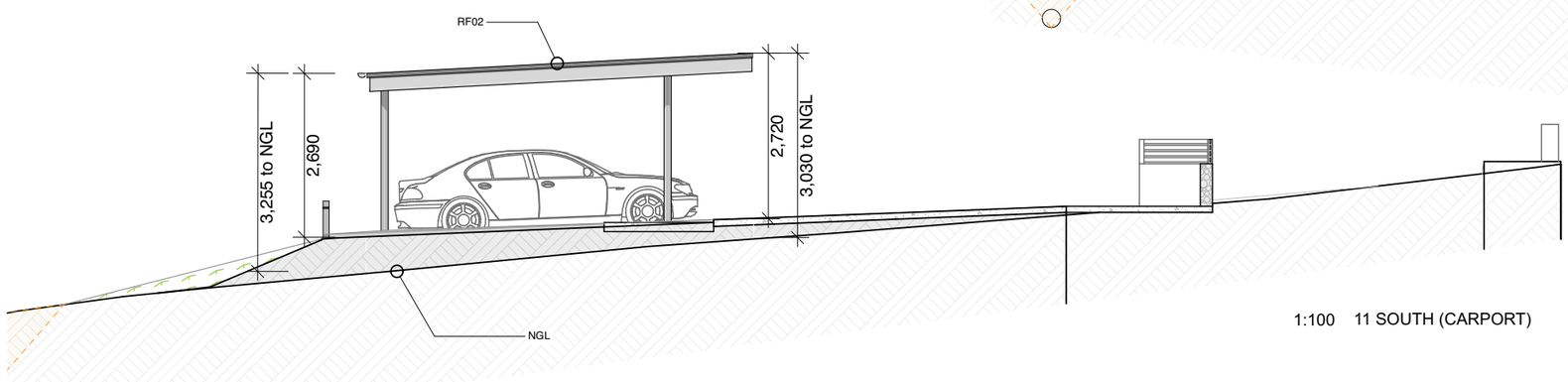
Drawing Title: ELEVATION - ELEVATIONS 4-6
Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /
Drawing No.: A4004
REV D



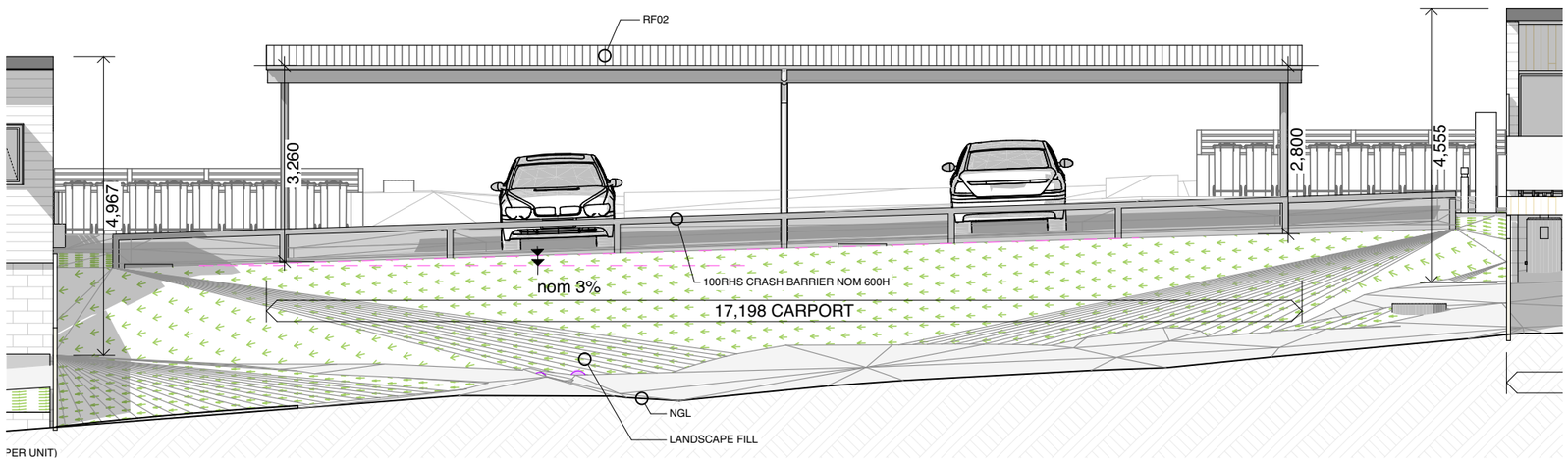
1:100 01 SECTION A



1:100 12 NORTH (CARPORT)



1:100 11 SOUTH (CARPORT)



1:100 1 WEST

REFER TO LANDSCAPE PLANS BY URBAN INITIATIVES FOR PLANTING AND LANDSCAPE FINISHES

Field Labs

Telephone:
0437-255-439
Email:
james@fieldlabs.com.au
Accreditation:
CC 1043M

Refer to Consultant documentation where directed:
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CIVIL ENGINEER - Coordinated Engineering Services
HYDRAULIC ENGINEER - Coordinated Engineering Serv
STRUCTURAL ENGINEER - Coordinated Engineering Se
LAND SURVEYOR - Leary Cox

Issue ID	Issue Name	Issue Date
REV B	DEVELOPMENT APPLICATION	1/7/2025
REV C	DA RFI 01	5/8/2025
REV D	DA RFI 02	29/9/2025

Issue ID	Issue Name	Issue Date

Client
HOMES TASMANIA

Project Name
ALLUNGA RD

Project Address
Lot 1 ALLUNGA RD CHIGWELL TAS 7011

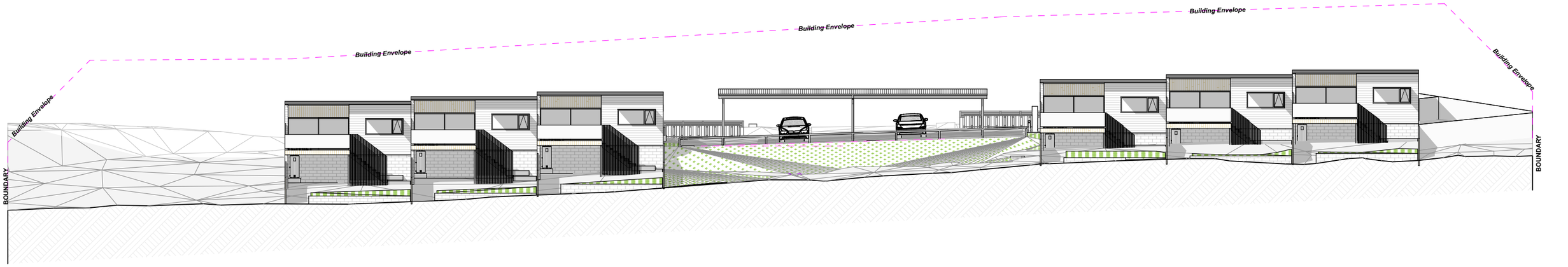
Title Reference
9945568

Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title:
ELEVATION - CARPORT

Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /
Drawing No.: A4005 **REV D**

REFER TO LANDSCAPE PLANS BY URBAN INITIATIVES FOR PLANTING AND LANDSCAPE FINISHES



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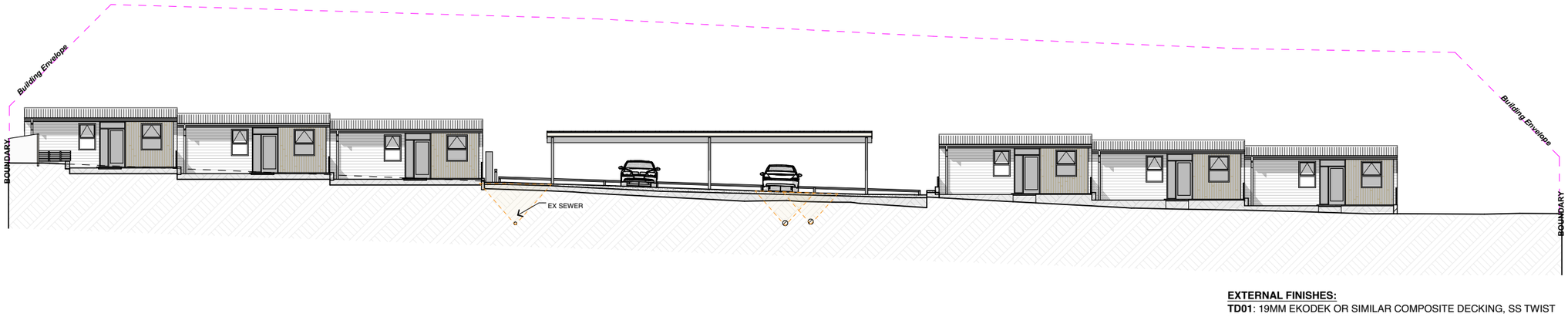

1:250 3 EAST

EXTERNAL FINISHES:

TD01: 19MM EKODEK OR SIMILAR COMPOSITE DECKING, SS TWIST NAIL, 3MM GAP, OVER TREATED PINE FRAMING
TB01: RADIAL TIMBER BATTEN BALUSTRADE, MAX SPACING 120MM. NOM 40X40 HW SCREEN ON STEEL FRAME
TB02: RADIAL TIMBER PRIVACY SCREEN, MAX 30% TRANSPARENCY. NOM 40X40 HW SCREEN ON STEEL FRAME
EF02: 16MM FC LINEA 150MM WEATHERBOARD, PAINT FINISH IN DULUX "SNOWY MOUNTAINS HALF"
EF03: ISLAND BLOCK 20.01 "PEWTER ECO" BLOCK COLOR MATCHED MORTAR, RAKED JOINS, STRETCHER BOND
EF04: 1000H GLASS BALUSTRADE, STEEL HANDRAIL + BALUSTERS
EF05: 9.5MM WEATHERTEX WEATHERGROOVE 75 NATURAL, PAINT FINISH TBA
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EF07: SEMI TRANSPARENT BATTEN FENCE, REFER LANDSCAPE DOCS
EF08: ISLAND BLOCK FREESTONE ECO "PEWTER ECO" GRAVITY BLOCK LANDSCAPE RETAINING WALL
EF09: CRASH BARRIER WALL, ISLAND BLOCK 20.01 "PEWTER ECO" BLOCK COLOR MATCHED MORTAR, RAKED JOINS, STRETCHER BOND
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FG: FIXED GLASS
PARTY WALLS: SYSTEM TO BE CONFIRMED

FENCE 1: NOM 900H SLATTED FENCE (MIN 30% TRANSPARENCY) (NOM 70MM BATTEN, 30MM GAP)
FENCE 2: NOM 1800H TIMBER PALING (SOLID)

Field Labs

Telephone:
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Email:
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Accreditation:
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LAND SURVEYOR - Leary Cox

Issue ID	Issue Name	Issue Date
REV C	DA RFI 01	5/8/2025
REV D	DA RFI 02	29/9/2025

Issue ID	Issue Name	Issue Date

Client
HOMES TASMANIA

Project Name
ALLUNGA RD

Project Address
Lot 1 ALLUNGA RD CHIGWELL TAS 7011

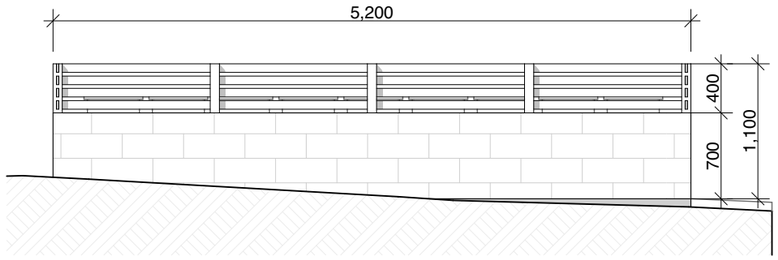
Title Reference
9945568

Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title:
ELEVATION - ELEVATIONS SITE

Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /
Drawing No.: A4006
REV D

REFER TO LANDSCAPE PLANS BY URBAN INITIATIVES FOR PLANTING AND LANDSCAPE FINISHES



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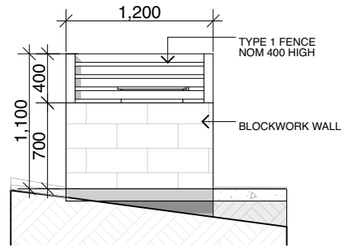

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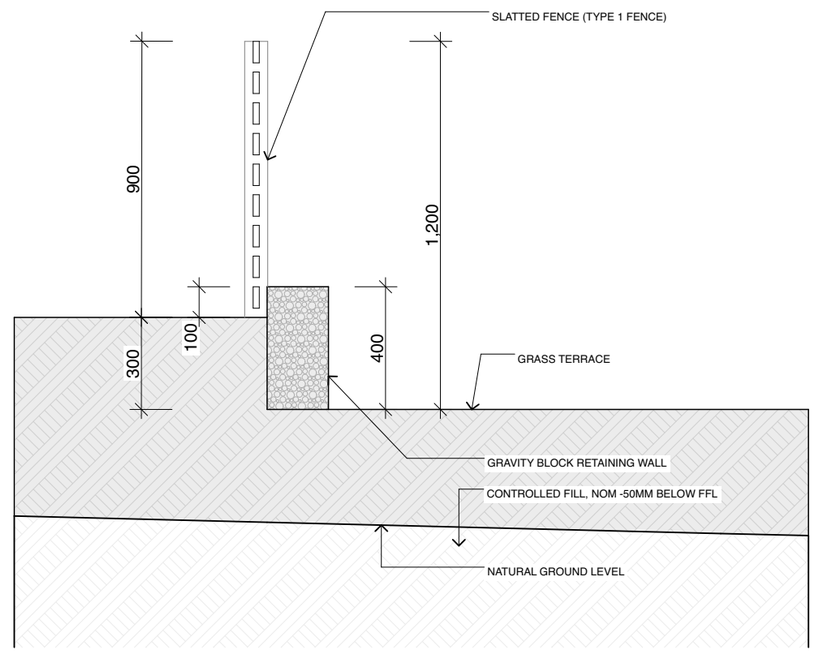
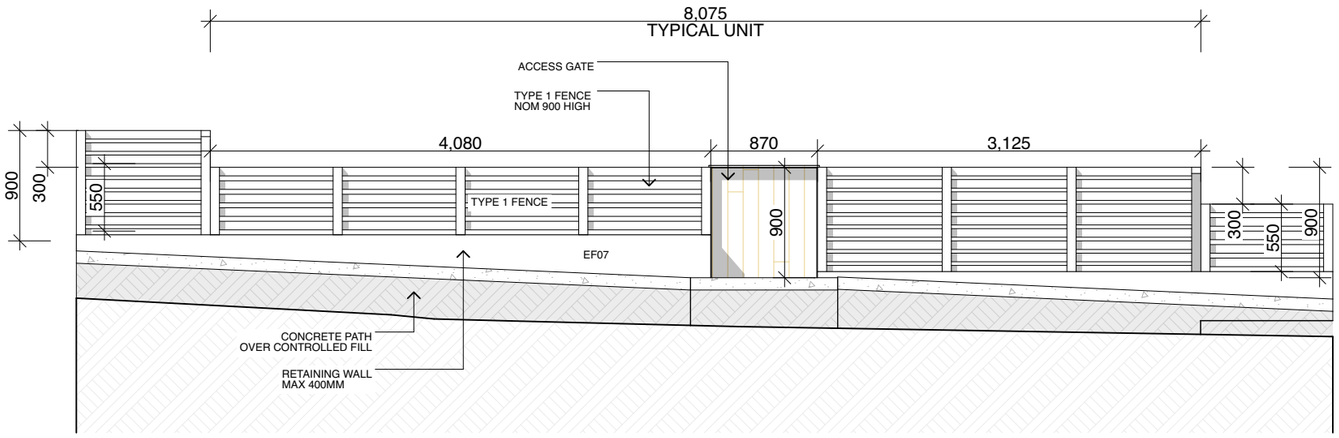


1:20 16 SECTION A



1:50 15 SOUTH (TYPICAL FENCE)

EXTERNAL FINISHES:

TD01: 19MM EKODEK OR SIMILAR COMPOSITE DECKING, SS TWIST NAIL, 3MM GAP, OVER TREATED PINE FRAMING
TB01: RADIAL TIMBER BATTEN BALUSTRADE, MAX SPACING 120MM. NOM 40X40 HW SCREEN ON STEEL FRAME
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FENCE 1: NOM 900H SLATTED FENCE (MIN 30% TRANSPARENCY) (NOM 70MM BATTEN, 30MM GAP)
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Field Labs
Telephone: 0437-255-439
Email: james@fieldlabs.com.au
Accreditation: CC 1043M

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HYDRAULIC ENGINEER - Coordinated Engineering Serv
STRUCTURAL ENGINEER - Coordinated Engineering Se
LAND SURVEYOR - Leary Cox

Issue ID	Issue Name	Issue Date
REV D	DA RFI 02	29/9/2025

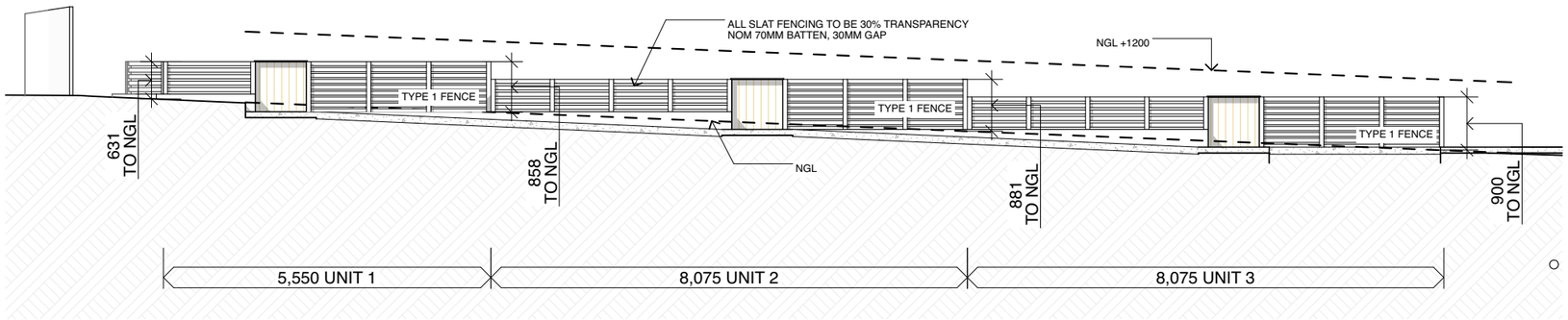
Issue ID	Issue Name	Issue Date

Client HOMES TASMANIA
Project Name ALLUNGA RD
Project Address Lot 1 ALLUNGA RD CHIGWELL TAS 7011
Title Reference 9945568

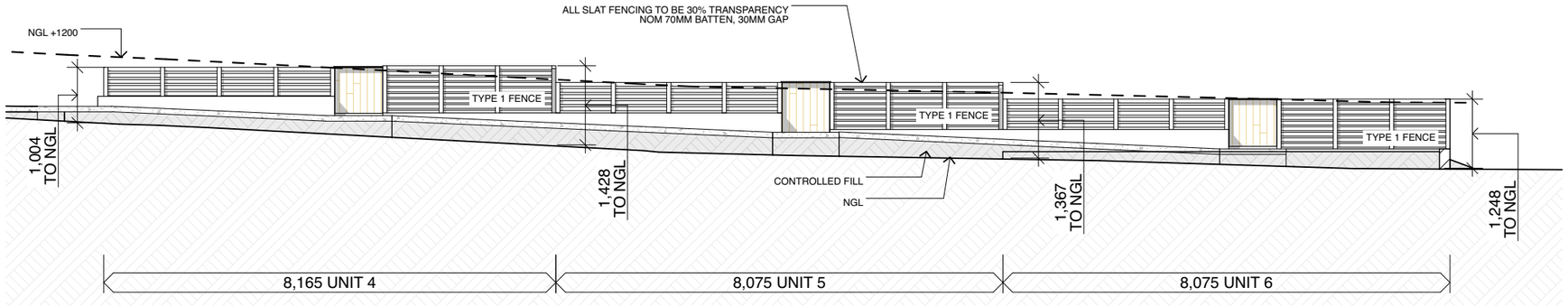
Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title: ELEVATION - TYPICAL FENCE DETAILS
Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /
Drawing No.: A4007 **REV D**

REFER TO LANDSCAPE PLANS BY URBAN INITIATIVES FOR PLANTING AND LANDSCAPE FINISHES



1:100 FENCE ELEVATIONS (SOUTH)



1:100 FENCE ELEVATIONS (SOUTH)

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FENCE 2: NOM 1800H TIMBER PALING (SOLID)

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-093

DATE RECEIVED: 20/10/2026

Field Labs

Telephone:
0437-255-439
Email:
james@fieldlabs.com.au
Accreditation:
CC 1043M

Drawings to be read in conjunction with specification by FIELD LABS and all drawings and documents by engineers and subconsultants referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference.
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HYDRAULIC ENGINEER - Coordinated Engineering Serv
STRUCTURAL ENGINEER - Coordinated Engineering Se
LAND SURVEYOR - Leary Cox

Issue ID	Issue Name	Issue Date
REV D	DA RFI 02	29/9/2025

Issue ID	Issue Name	Issue Date

Client
HOMES TASMANIA

Project Name
ALLUNGA RD

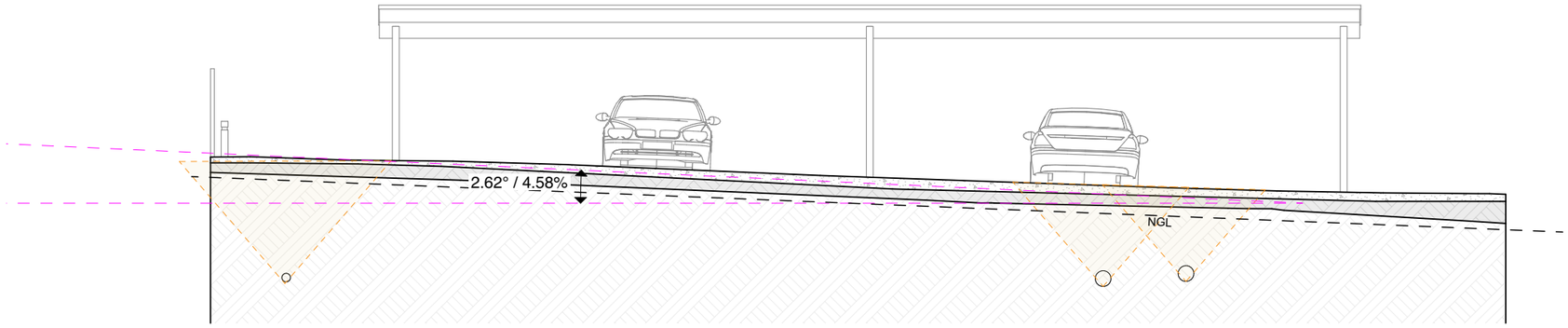
Project Address
Lot 1 ALLUNGA RD CHIGWELL TAS 7011

Title Reference
9945568

Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title:
ELEVATION - TYPICAL FENCE DETAILS

Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /
Drawing No.: A4008
REV D



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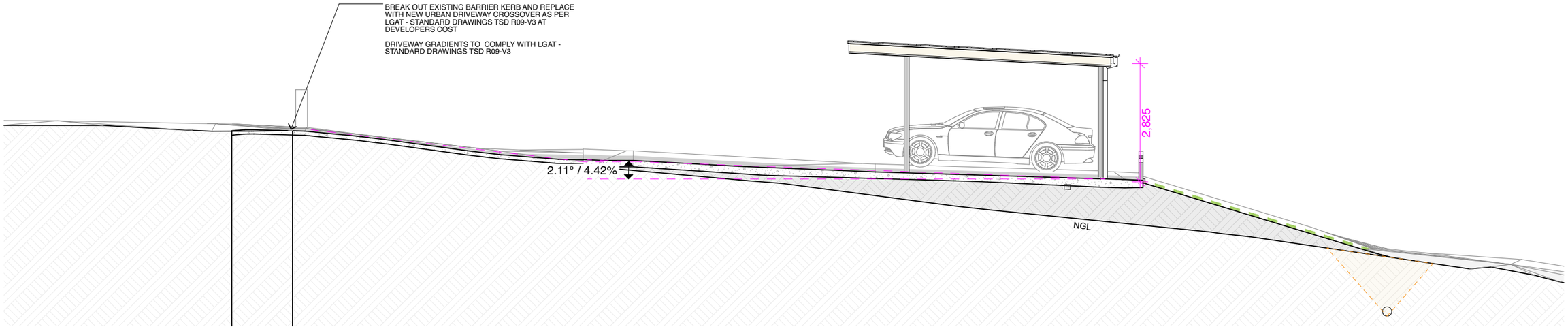

1:100 02 SECTION B

GLENORCHY CITY COUNCIL
PLANNING SERVICES

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LAND SURVEYOR - Leary Cox

Issue ID	Issue Name	Issue Date
REV B	DEVELOPMENT APPLICATION	1/7/2025
REV C	DA RFI 01	5/8/2025
REV D	DA RFI 02	29/9/2025

Issue ID	Issue Name	Issue Date

Client
HOMES TASMANIA

Project Name
ALLUNGA RD

Project Address
Lot 1 ALLUNGA RD CHIGWELL TAS 7011

Title Reference
9945568

Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title:
SECTION - SECTION

Scale: AS SHOWN @ A3
Date: 20/10/2025
Status: CONCEPT PLANS
Drawn / Checked By: JW /

Drawing No.:
A4101
REV D

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-093

DATE RECEIVED: 20/10/2026

FENCES SHOWN AS TRANSPARENT FOR CLARITY ONLY, REFER TO LANDSCAPE PLANS BY URBAN INITIATIVES FOR PLANTING AND LANDSCAPE FINISHES

3D ARTISTIC IMPRESSION

Field Labs

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Issue ID	Issue Name	Issue Date
REV A	CONCEPT	13/2/2024
REV B	DEVELOPMENT APPLICATION	1/7/2025
REV D	DA RFI 02	29/9/2025

Issue ID	Issue Name	Issue Date

Client
HOMES TASMANIA

Project Name
ALLUNGA RD

Project Address
Lot 1 ALLUNGA RD CHIGWELL TAS 7011

Title Reference
9945568

Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title:
IMAGES - PROPOSED 01

Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /

Drawing No.:
A9001
REV D

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-093

DATE RECEIVED: 20/10/2026

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3D ARTISTIC IMPRESSION

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Issue ID	Issue Name	Issue Date
REV A	CONCEPT	13/2/2024
REV B	DEVELOPMENT APPLICATION	1/7/2025
REV D	DA RFI 02	29/9/2025

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Title Reference
9945568

Climate Zone: 7
Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title:
IMAGES - PROPOSED 02

Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /

Drawing No.:
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REV D

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-093

DATE RECEIVED: 20/10/2026

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3D ARTISTIC IMPRESSION

Field Labs

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Title Reference
9945568

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Corrosion Environment: Low
BAL Rating: N/A
Site Class: H
Wind Region: N3

Drawing Title:
IMAGES - PROPOSED 06

Scale: AS SHOWN @ A3 **Date:** 20/10/2025
Status: CONCEPT PLANS **Drawn / Checked By:** JW /

Drawing No.:
A9006
REV D

TRAFFIC IMPACT ASSESSMENT

Hubble Traffic

October 2025 - Updated

SOCIAL HOUSING UNITS, LOT 1 ALLUNGA ROAD, CHIGWELL

Disclaimer: This report has been prepared based on and in reliance upon the information provided to Hubble Traffic Pty Ltd by the client and gathered by Hubble Traffic Pty Ltd during the preparation of the report. Whilst all reasonable skill, care and diligence has been used in preparation of the report, Hubble Traffic Pty Ltd take no responsibility for errors or omissions arising from misstatements by third parties.

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Version	Date	Reason for Issue
Draft	January 2025	Draft issued for client feedback
Final	February 2025	Final issued
Updated	October 2025	Response to Council RFI dated 13 October 2025

Table of Contents

1. Introduction

Field Labs has engaged Hubble Traffic on behalf of the developer, to prepare an independent Traffic Impact Assessment, to consider the traffic impacts from the provision of six new social housing units. The development site is a small portion of land, under title reference 187401/1, located at Lot 1 Allunga Road, Chigwell.

This multi-unit development has been assessed against the Tasmanian Planning Scheme C2 Parking and Sustainable Transport Code, C3 Road and Railway Assets Code and the Australian Standard 2890.1:2004.

The report has been prepared to satisfy the requirements of Austroads, Guide to Traffic Management Part 12: Traffic Impacts of Developments, 2019, and referred to the following information and resources:

- Tasmanian Planning Scheme (Glenorchy City Council)
- Road Traffic Authority NSW (RTA) Guide to Traffic Generating Developments
- Australian Standards AS2890 parts 1, 2 and 6
- Austroads series of Traffic Management and Road Design
  - Part 4: Intersection and crossings, General
  - Part 4a: Unsignalised and Signalised Intersections
  - Part 12: Traffic Impacts of Development
- Department of State Growth crash database
- Autoturn Online Software
- LIST – Land Information System Tasmania Database

<u>Response to Councils' RFI dated 13 October 2025.</u>

Council has requested additional information to justify the proposed reduction in parking supply for social housing tenants. This assessment has provided evidence that the parking rate of one space per two-bedroom unit, plus two visitor spaces, is considered appropriate given the lower rates of car ownership typically associated with this demographic, and the site's proximity to public transport and essential services.

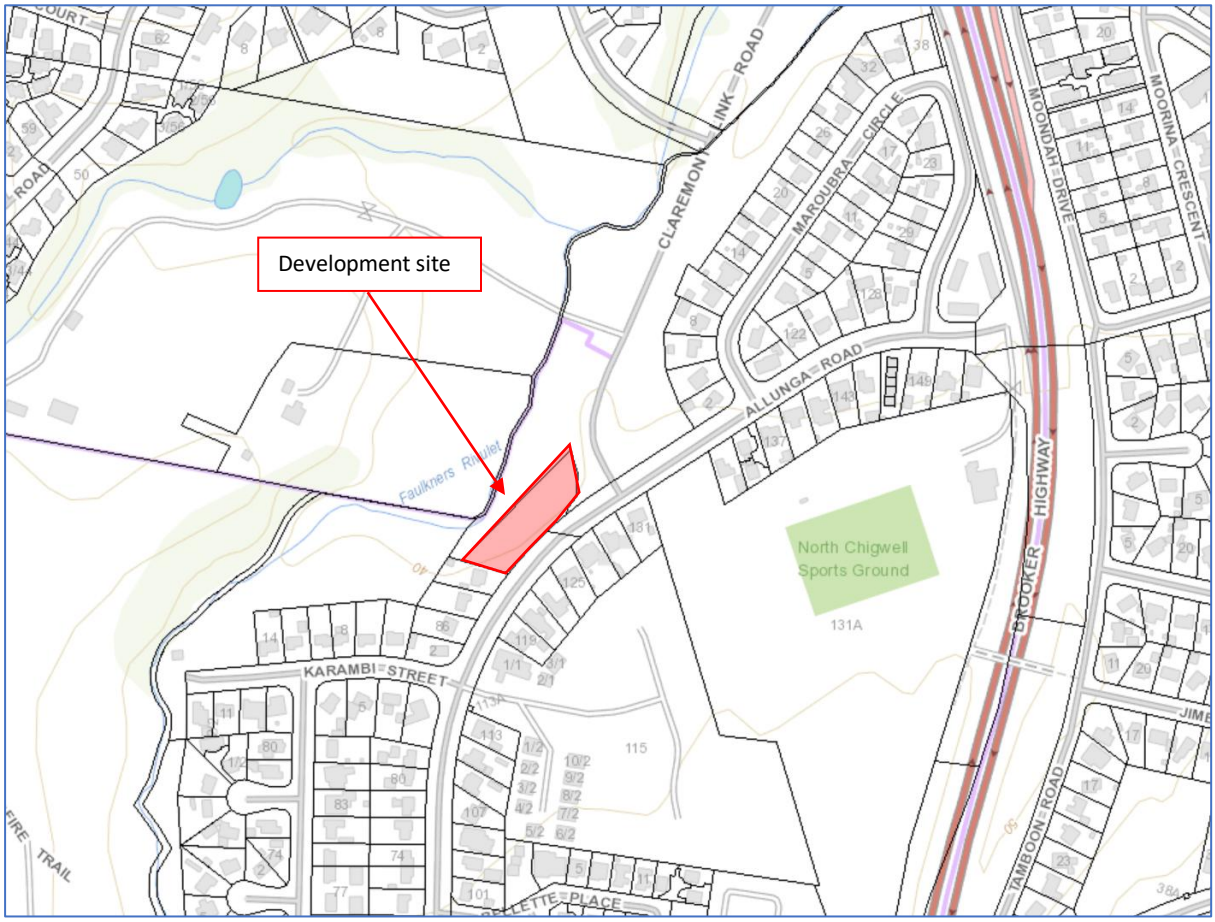
Council has expressed concern that overflow parking in this location could compromise traffic safety and efficiency due to Allunga Road's constrained geometry and functional role. Homes Tasmania has confirmed in its correspondence dated 16 October 2025 (appendix D), that tenancy allocation will be based on assessed need, with a single vehicle per household condition clearly communicated and monitored through ongoing tenancy management. This structured approach mitigates the risk of overflow parking and aligns with the intent of the planning scheme, which allows for parking reductions where supported by site context and user characteristics.

2. Site Description

The development site is an irregularly shaped parcel of land located at Lot 1 Allunga Road, Chigwell, on the south-west corner of the Claremont Link Road junction. The site is undeveloped and situated within an established urban residential area, with a slight downward grade towards Faulkner Rivulet.

The site is located in close proximity to North Chigwell Sports Ground, local shops, and the Brooker Highway.

Diagram 2.0 – Extract from Land Information System Tasmania Database

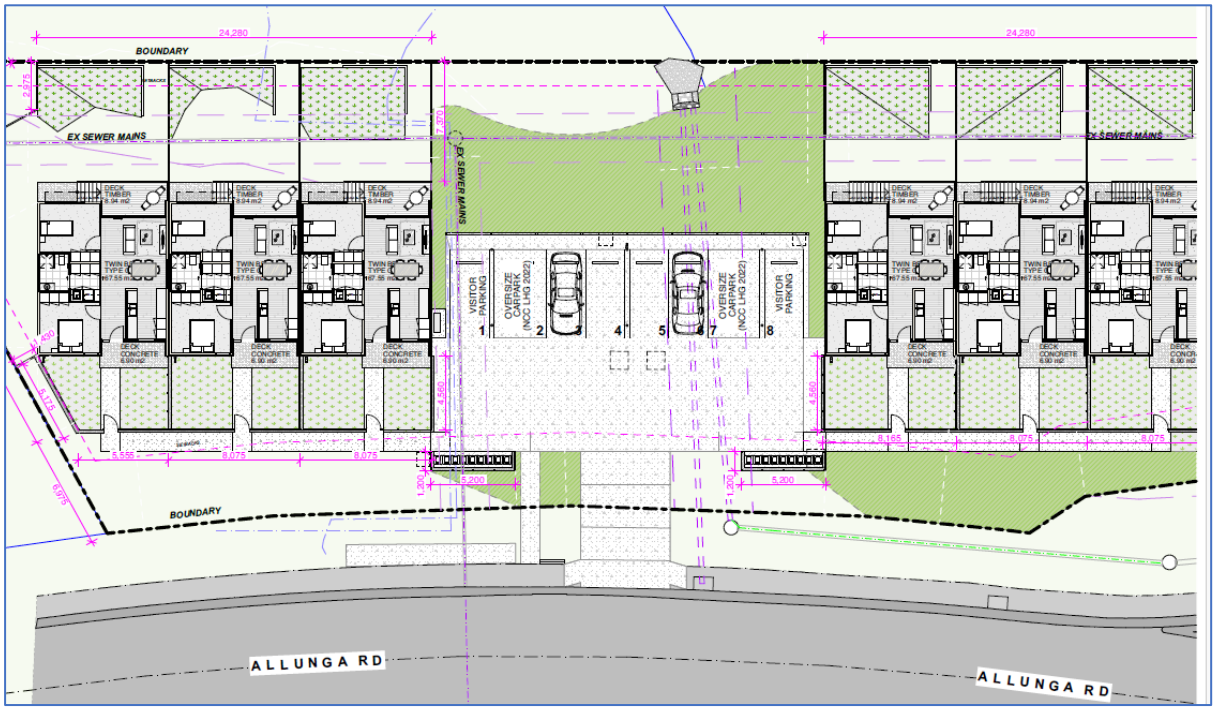


3. Development proposal

The development will provide six two bedroom social housing units, and eight on-site parking spaces.

Each dwelling will be allocated one dedicated parking space, with two additional spaces provided for shared visitor use. All parking spaces will be accessed via a new vehicular crossover to Allunga Road. Two of the spaces will incorporate increased width to support accessibility for occupants with mobility needs.

Diagram 3.0 – Development proposal



3.1 Activity centres near the development site

North Chigwell Sports Ground is located within 200 metres, while local shops are located approximately one kilometre south along Allunga Road.

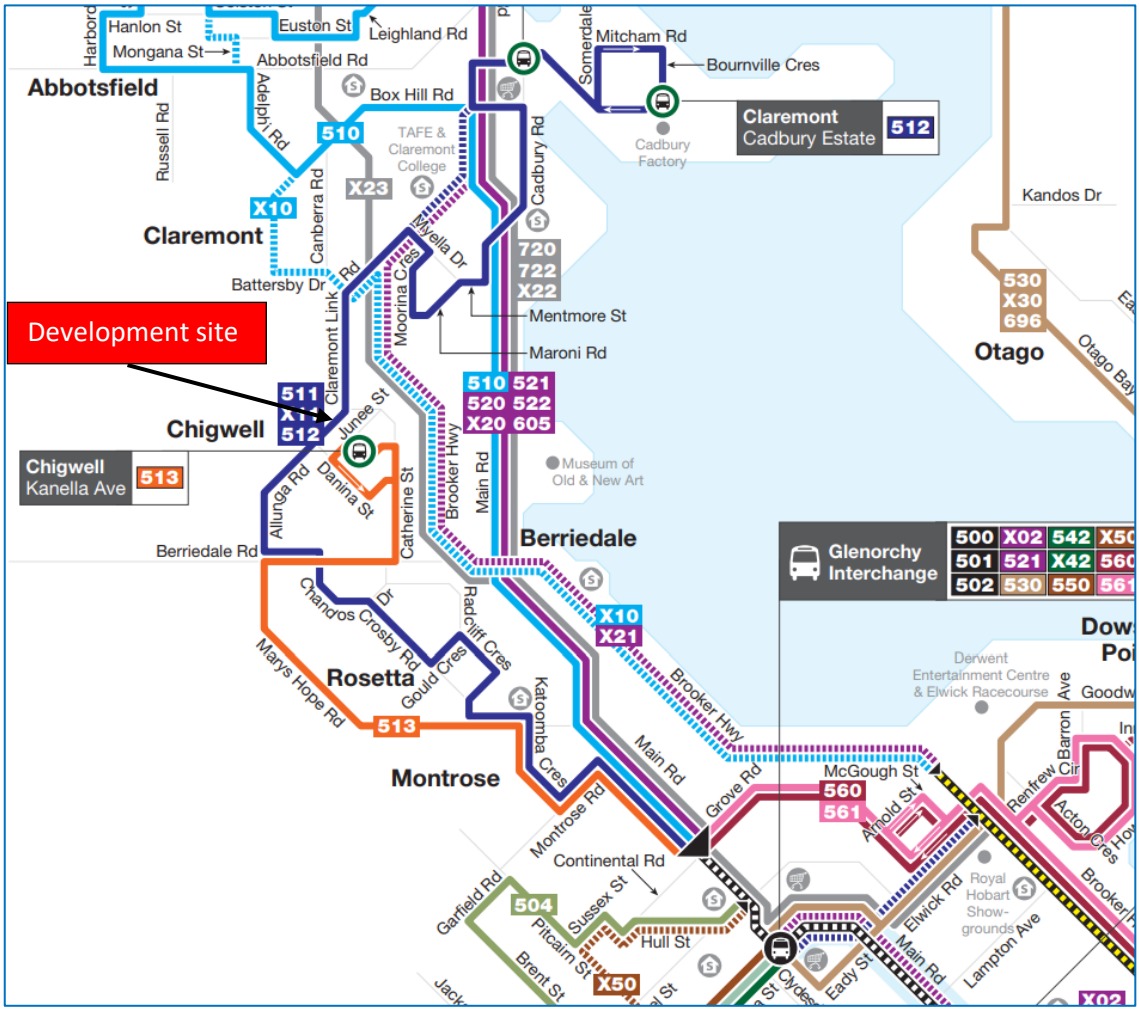
Windermere Primary School, Claremont College, and Claremont shopping centre are located within a two kilometre radius of the development site.

3.2 Public transport

Bus services operate between Claremont and the Glenorchy interchange, with customers using the interchange to continue on to Hobart CBD. Bus stops are located on both sides of Allunga Road within 100 metres of the development site.

According to the Metro bus service information, buses operate every 30 minutes between 7:00am to 7:00pm Monday to Saturday, with buses more frequent during the peak periods. On Sundays, the bus service is less frequent, and operate every two hours.

Diagram 3.2 – Metro bus network north of Glenorchy



4. Car parking demand by social housing tenants

The provision of on-site car parking is crucial for new developments to prevent overflow parking from negatively impacting surrounding properties, especially in residential areas. It is essential to accurately assess the car parking demand generated by tenants of social housing units to avoid an oversupply of parking, to optimise the number of units.

As the planning scheme does not mention social housing, it is assumed that the car parking requirement is based on private housing. Therefore, a reduction in the number of parking spaces for social housing units is considered appropriate. There is strong evidence that tenants of social housing units have lower car ownership compared to private housing. The parking demand is influenced by the site's proximity to public transport services and activity centres that provide commercial and retail services.

This evidence includes research data on parking demand for social unit developments (Melbourne experience), local Tasmania experience on social housing demand from Centacare Evolve Housing, and parking demand data from the Queens Walk social housing complex.

4.1 Parking demand from social housing developments within Metro Melbourne

In 2017 the Victorian Department of Health & Human Services, released research for car parking rates associated with social housing developments. The data included a survey of 67 public housing operational sites, containing 802 social housing dwellings/units, and information on car ownership for social housing tenants from the Australian Bureau of Statistics (ABS).

The research classified the locations of the development properties as either inner, middle, or outer metropolitan. Based on the location maps contained within the report, it is evident that the inner metropolitan area extends beyond the CBD, with the majority of sites located up to six kilometres from the CBD centre.

Based on the location of the development site relative to the nearest CBD, the site would be classified as outer metropolitan for the purpose of this car parking demand assessment.

The methodology of data capture included questionnaires sent to the relevant housing organisation, which were completed by the housing officer responsible for the site, with the individual residents not surveyed. The research also analysed the ABS data for social housing car ownership.

Focusing on the outer metropolitan data, one and two-bedroom dwellings generate an average rate of 0.96 vehicles per dwelling (ABS data) and 0.63 vehicles per dwelling based on survey data. Three-bedroom dwellings generate 1.35 vehicles per dwelling (ABS data), with the 85th percentile demand being 0.88 cars per unit.

The key findings of the research report that directly correlate to the assessment of this development site are as follows:

- There is a significant difference in car ownership characteristics between private and social housing.
- Clear bands of car ownership exist between inner, middle, and outer metropolitan areas.
- It is challenging to define exact car parking rates for individual developments, as each site will have a different mix of public transport accessibility, walking and cycling infrastructure, and surrounding activity centres, including retail, commercial, and educational land use.
- It may be appropriate to define a starting point car parking rate for social housing dwellings within outer metropolitan areas as follows:
  - One and two-bedroom dwellings: 1 space per dwelling
  - Three or more bedroom dwellings: 1.35 spaces per dwelling

The table below demonstrates that two-bedroom social units in an outer metropolitan area generates a parking demand of one parking space per unit.

Table 4.1 – Calculating number of parking spaces based on Melbourne experience

Proposed development		**Melbourne experience**		**ABS data**		**Survey data 85th percentile**	
Bedrooms	**Units**	**Car parking rate**	**Spaces**	**Car parking rate**	**Spaces**	**Car parking rate**	**Spaces**
2	6	1 per unit	6	0.96 per unit	6	0.88 per unit	6
Total	**6**		**6**		**6**		**6**

4.2 Social housing parking data – Tasmanian Experience

Centacare Evolve Housing (Centacare) is a Tier 1 Community Housing Provider that owns and manages over 2,100 social and affordable housing properties throughout Tasmania. Centacare conducted a survey of car ownership at six sites they manage in Southern Tasmania, involving 103 social housing dwellings. The car ownership data for these six sites is presented in Table 4.2, showing a maximum of 0.47 cars per dwelling, clearly demonstrating that social housing generates a low car parking demand.

These sites were located in close proximity to public transport routes and within reasonable walking distance to various activity centres, and for these reasons would be classified as inner metro. While this parking survey data is not directly relevant to the development site, it demonstrates lived experience in Tasmania and strongly correlates with the Melbourne dataset. Therefore, using the parking demand data for Melbourne outer metro sites would be suitable for this development.

Table 4.2 – Centacare car ownership rates for social housing dwellings (inner metro site)

Property	Number of dwellings	Time period the properties have been managed by Centacare	Car ownership on-site over management period	Rate of car ownership to number of dwellings
A	9	1.5 years	3 to 4 cars	0.33 - 0.44
B	55	2 years	20 to 24 cars	0.36 – 0.43
C	15	2 years	6 to 7 cars	0.4 – 0.47
D	8	3 years	2 to 3 cars	0.25 – 0.38
E	9	3 years	2 to 3 cars	0.22 -0.33
F	7	25 years	1 to 2 cars	0.14 – 0.3
Total	**103**			**Max 0.47**

4.3 Parking demand data for Queens Walk social housing complex

Hubble Traffic was engaged to undertake an independent Traffic Impact Assessment for expanding the social housing complex at Queens Walk, located adjacent to the Brooker Highway, at Cornelian Bay.

The current multi-storey complex contains three tower buildings with 85 social housing dwellings (units), with a proposal to increase this number to 150 units. To establish future car parking demand, a traffic survey was conducted on the car ownership of the current 85 units. The survey found a maximum car parking rate of 0.72 cars per unit, occurring at 6am and the survey included visitor parking.

This maximum car parking rate was used to predict the number of car parking spaces that would be provided for the development expansion and was accepted by the relevant planning authority.

It should be noted that the site location of the Queens Walk complex is closer to activity centres than the development site, but further away than the sites surveyed by Centacare, and for these reasons could be classified as middle metro. Again, this lived Tasmania parking demand of 0.72 cars per unit, correlates strongly with the Melbourne dataset for middle metro, for one and two bedroom units.

4.4 Car parking numbers for the development site

The location of the development site would be best described as outer metro due to the frequency of the public transport services, distance to activities centres and education facilities.

Based on the development being an outer metro site, the development site will provide one car parking space per unit, supported with two visitor parking spaces. In total, eight on-site car parking spaces are expected to meet the reasonable demand and correlates strongly with the demand expected for social housing tenants.

4.5 Summary of car parking demand

The evidence demonstrates that tenants of social housing units have lower car ownership compared to private housing, making it appropriate to apply a reduction in the number of car parking spaces. The planning scheme's acceptable solution would require 14 on-site car parking spaces, which could compromise the number of units or reduce communal areas for tenants.

There is a strong correlation between the Melbourne reference material and the Tasmanian lived experience of car parking ownership for social housing tenants. When examined under all methodologies, it is clear that providing eight on-site parking spaces is expected to meet the reasonable demand for this development, minimising the risk of parking overflow.

5. Trip generation by this development

A trip in this report is defined as a one-way vehicular movement from one point to another, excluding the return journey. Therefore, a return trip to and from a land use is counted as two trips.

To determine the number of trips likely to be generated by this development, reference has been taken from the RTA Guide to Traffic Generating Developments (RTA Guide), section 3.3 residential housing.

This guide recommends for medium density residential units, (two bedrooms):

- Daily vehicle trips of 5 per unit, and
- Weekday peak trips of 0.5 per unit.

Based on the RTA guide, the six residential units are estimated to generate a total of 30 daily trips, with three of these likely to occur during the peak periods.

Table 5.0 – Predicted number of trips generated from the six units

Dwelling type	RTA Generation rate	Number of units	Daily trips	Peak trips
Two bedroom unit	5 per day 0.5 per peak	6	30	3

6. Existing traffic Conditions

Allunga Road is a local collector road maintained by the Glenorchy City Council. It connects the Claremont Link Road in the north to Berriedale Road in the south. Both Claremont Link Road and Berriedale Road provide access to the nearest arterial road, Brooker Highway.

6.1 Allunga Road characteristics

For the purpose of this assessment, Allunga Road has a south-to-north orientation and has been constructed to an urban road standard. Adjacent to the development site, it features a sealed pavement width of 8.4 metres between kerb faces, concrete kerb and channel, 1.4 metre-wide footpaths on both sides, and street lighting.

The road is delineated with a marked centreline, signifying its function as a collector road. Due to the limited road width, on-street parking cause vehicles to cross the centreline. When on-street parking occurs on both sides, it reduces traffic flow to a single lane.

Adjacent to the development site, Allunga Road has a sweeping curve alignment, with a long continuous curve starting from the Claremont Link Road junction. The road is situated on mostly flat terrain and has a posted speed limit of 50 km/h.

Photograph 6.1 – Allunga Road standard adjacent to the development site

6.2 Claremont Link Road

Claremont Link Road extends between Allunga Road and Main Road and serves as a collector road within the surrounding network. North of the Allunga Road junction, the road features a sweeping horizontal curve before becoming reasonably straight and flowing underneath the Brooker Highway, where there are on and off ramps. These highway ramps provide safe and efficient vehicular connectivity to the State Road network.

The road has been constructed to an urban standard, with a sealed bitumen surface, one traffic lane in each direction, concrete kerb and channel, a concrete footpath along the western side, and street lighting. Although there are no properties with direct vehicular access, the road has a posted speed limit of 60 km/h, as it serves as a short connecting road between two urbanised areas. The speed limit reduces to 50 km/h prior to the Allunga Road junction.

The presence of the highway on and off ramps provides an efficient route to the nearest arterial road, and it is reasonable to assume that the majority of vehicular trips generated by the site will use this route. Additionally, Claremont Link Road offers an efficient route to Claremont Village, the nearest shopping complex.

Photograph 6.2 – Claremont Link Road standard

6.3 Allunga and Claremont Link Roads junction

Claremont Link Road intersects Allunga Road, forming a standard T-junction. Traffic priority for Allunga Road motorists is reinforced with a Give Way sign and a marked holding line, set back two metres from the edge of the through traffic lane.

The junction has an asphalt surface in good condition, with a traffic island incorporating a pedestrian refuge, and separating traffic flows. The corner radius on both sides has been reduced with solid traffic islands, implemented to reduce the turning speed of vehicles. There are no designated turning lanes provided on Allunga Road.

Overall, the site observations found no traffic deficiencies at this junction.

Photograph 6.3 – Junction of Allunga and Claremont Link Roads

6.4 Sight distance at the Allunga and Claremont Link Roads junction

With the development expected to increase the volume of vehicles turning at this junction, it is important drivers have Safe Intersection Sight Distance (SISD), which is the highest sight distance parameter. Austroads Guide to Road Design provides guidance on sight distance and specifies that the SISD for a 50 km/h speed environment is 90 metres, based on a driver reaction time of 1.5 seconds and three seconds observation time.

The junction is located on gentle grades, with Claremont Link Road having a slight incline as it approaches the junction. A site inspection revealed that the available sight lines at the junction exceed 100 metres in both directions, even considering the slight vertical crest on Allunga Road east of the junction.

Given the available sight distance exceeds the SISD, vehicles will be able to turn safely and efficiently, without impacting other users.

Photograph 6.4A – Available sight distance to the left

Photograph 6.4B – Available sight distance to the right

6.5 Traffic Activity

In evaluating the traffic impact from the development, it is important to understand the current traffic flow on the surrounding road network. Recent manual traffic surveys were undertaken on Thursday 28th of November 2024, at the junction of Allunga and Claremont Link Roads.

During the morning peak period, the manual surveys captured 331 two-way vehicles on Allunga Road and 360 two-way vehicles on Claremont Link Road.

In the evening peak, the traffic flows were slightly higher, 434 two-way vehicles on Allunga Road and 430 two-way vehicles on Claremont Link Road. These two way traffic flows indicate both roads are moderately trafficked.

The following two diagrams represent the peak hour flows, with traffic survey data available in appendix A.

Diagram 6.5A – Morning peak hour traffic flow

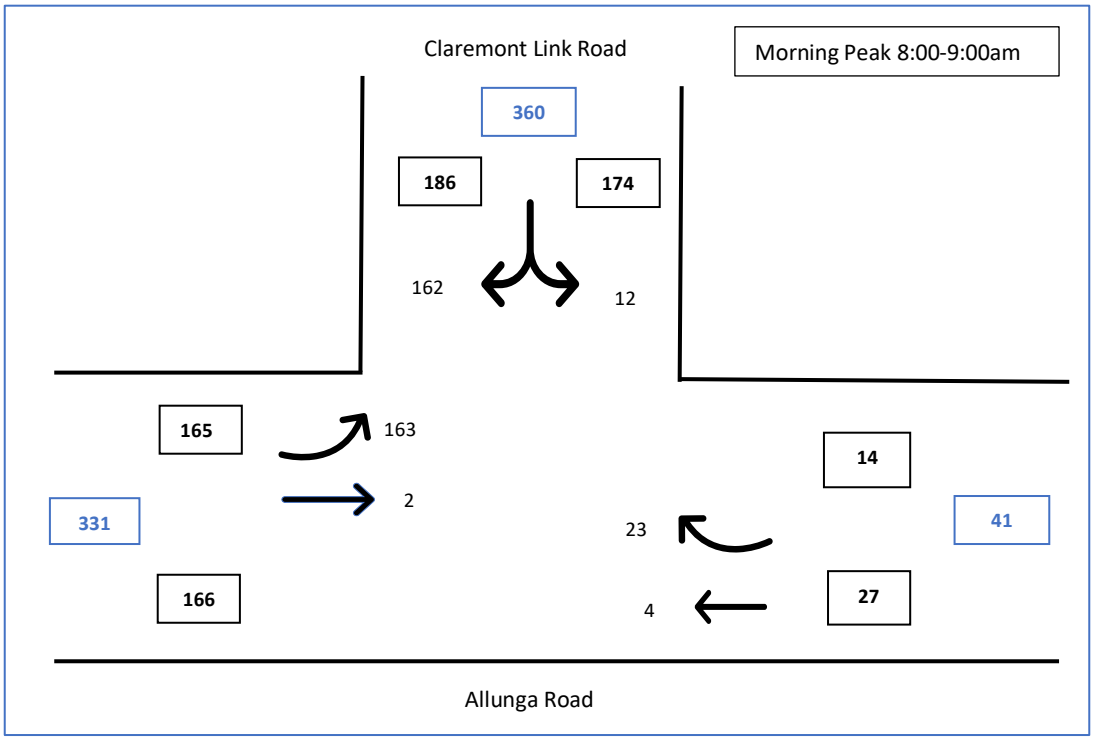
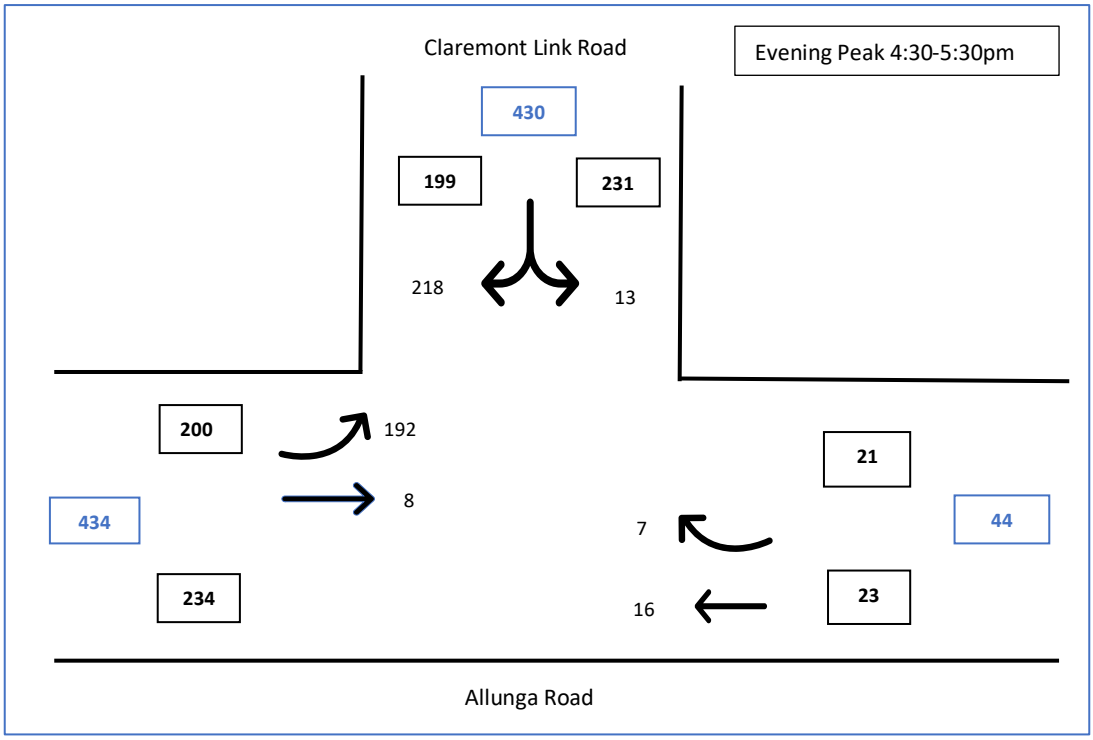


Diagram 6.5B – Evening peak hour traffic flow



6.6 Traffic safety near the development site

The Department of State Growth maintains a database of reported road crashes, a check of this database for the last five years found two crashes reported near the development site in the last five years.

May 2023, one property damage crash at the Allunga and Claremont Link Roads junction, involving two vehicles, with one vehicle undertaken a manoeuvre within the junction.

July 2024, collision between two light vehicles, south of Karambi Street resulting first aid injury, caused by one vehicle reversing.

Overall, this report crash does not signify an overrepresentation of crashes, or motorists are having any difficulty negotiating the surrounding road network.

7. Impact from traffic generated by this development

As determined in section 5 of this report, the development site has the potential to generate up to 30 additional daily trips, with three of these movements likely to occur during the morning and evening peak periods. It is common with residential properties, that 90 percent of the trips leave the site during the morning peak, with the opposite occurring in the evening.

Level of Service (LOS) is a quantifiable assessment of the factors that contribute to the traffic performance, which includes traffic density, gaps in traffic streams, expected delays, and queues. The RTA Guide provides performance criteria for urban traffic lanes (diagram 7.1) and junctions (diagram 7.2), with five levels from A to E.

LOS A provides the highest level of traffic performance, where motorists are not expected to incur traffic delays or queues, with ample gaps in the traffic stream for vehicles to turn freely and safely without disrupting other users. For busy arterial urban roads LOS D within the weekday peak hour periods provides for an acceptable performance level.

7.1 Lane capacity and level of service for Allunga and Claremont Link Roads

In evaluating the impact of additional vehicles on Allunga Road and Claremont Link Road users, it is important to understand the LOS motorists are currently receiving, by comparing the peak hour traffic flow with diagram 7.1 from the RTA guide, for urban environments.

Diagram 7.1 – Extract from the RTA Guide

Table 4.4
Urban road peak hour flows per direction

Level of Service	One Lane (veh/hr)	Two Lanes (veh/hr)
A	200	900
B	380	1400
C	600	1800
D	900	2200
E	1400	2800

From the manual traffic surveys, the surrounding roads are operating at a high level of traffic efficiency, between LOS A and B. This means that the traffic flow is free flowing, motorists have freedom to select their own operating speed, and there should be sufficient gaps in the traffic stream to enable vehicles to enter and leave, without causing adverse impacts.

The additional peak hour trips have been assigned to the surrounding road network. Table 7.1 compares the current directional traffic flow and level of performance when the development is operating. This demonstrates that the increase in vehicular trips is not expected to cause adverse traffic impacts on the surrounding road network, as the level of service will not deteriorate, with all traffic lanes continuing to operate between LOS A and B.

Table 7.1 – Comparison of traffic performance on the surrounding roads

	Allunga Road				Claremont Link Road			
	Morning		Evening		Morning		Evening	
	EB	WB	EB	WB	NB	SB	NB	SB
Existing flows	165	166	200	234	186	174	199	231
Level of Service	A	A	A	B	A	A	A	B
With development	168	166	200	237	189	174	199	234
Level of Service	A	A	A	B	A	A	A	B

7.2 Traffic efficiency at the surrounding road junction

The simplest method to determine the traffic performance at a junction is to use SIDRA Intersection traffic modelling software, which uses gap acceptance theory to determine the average delay, queue lengths, and degree of saturation, which are all measures of traffic congestion and level of service. The RTA Guide provides five levels of service for junctions and roundabouts as shown in diagram 7.2.

Diagram 7.2 – RTA Guide for level of service at junctions, intersections, and roundabouts

Table 4.2
Level of service criteria for intersections

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Signs
A	< 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity; at signals, incidents will cause excessive delays Roundabouts require other control mode	At capacity, requires other control mode

A SIDRA software traffic model was developed using peak hour traffic flows to replicate the junction of Allunga and Claremont Link Roads.

Traffic modelling indicates that the Allunga and Claremont Link Roads junction is operating at the highest level of traffic performance, LOS A, with motorists not experiencing any notable delays or traffic queues.

The additional trips have been assigned to the junction. The modelling indicates that while the development will intensify traffic flow, it will not deteriorate the current traffic efficiency experienced by motorists.

Traffic analysis demonstrates that the additional peak hour trips generated by the development, are not expected to cause any adverse traffic impact on the traffic performance of the junction.

Table 7.2 – Traffic modelling comparison of existing flows and with the development operating

Junction	Scenario	Period	Total vehicles	DOS	Worst delay	LOS	Max queue
Allunga and Claremont Link Roads	Existing	Morning peak	385	0.154	5.9 secs	A	3.9 metres
	With development		**388**	**0.154**	**5.9 secs**	**A**	**3.9 metres**
	Existing	Evening peak	627	0.241	6.8 secs	A	6.4 metres
	With development		**631**	**0.244**	**6.8 secs**	**A**	**6.5 metres**

Printouts of traffic modelling can be found in Appendix B.

7.3 Impact on residential amenity

A new development in residential areas can be concerning to local residents, and it can be difficult to argue that a traffic increase is reasonable. The RTA Guide has considered this matter and provided an environmental performance standard, as detailed in extract 7.3.

With Allunga Road being moderately trafficked, a maximum of 434 two-way vehicles were observed in the evening peak hour. The additional three peak hour trips mean the street will continue to operate with less than 500 vehicles per hour and provide an acceptable level of residential amenity. As the RTA Guide specifies, any collector street/road with fewer than 500 vehicles in the peak hour is within the maximum goal for residential amenity.

Furthermore, with the development located adjacent to Claremont Link Road, the number of trips likely to travel along Allunga Road in a southerly direction where residential properties are located, is expected to be minimal.

Extract 7.3 – RTA Guide performance standards for residential streets

Environmental capacity performance standards on residential streets

Road class	Road type	Maximum Speed (km/hr)	Maximum peak hour volume (veh/hr)
Local	Access way	25	100
	Street	40	200 environmental goal
			300 maximum
Collector	Street	50	300 environmental goal
			500 maximum

Note: Maximum speed relates to the appropriate design maximum speeds in new residential developments. In existing areas maximum speed relates to 85th percentile speed.

8. Development layout and internal road arrangements

8.1 New vehicular access

The development site does not have a vehicular access, and a new access will need to be created onto Allunga Road. The access point will be located south of an existing side entry pit, and will be a minimum of 5.5 metres wide, accommodating two-way traffic flow. This new access will be designed to comply with LGAT TSD-R09-v3 for an urban property access.

Photograph 8.1 – Location of new vehicular access

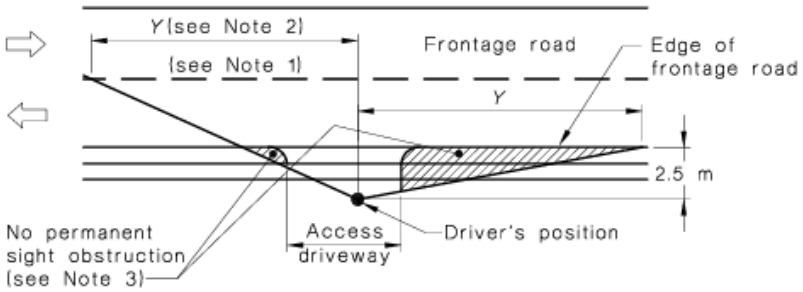
8.2 Sight distance at the new vehicular access

Sight distance at a residential property can be assessed under the Australian Standards 2890.1:2004 (the Standard). As this property has more than three residential units, it is considered a residential property under the Standard.

Section 3.2.4 of the Standard specifies the sight distance requirements, where for a residential property within a 50 km/h speed environment, the desirable sight distance is 69 metres, based on the driver being located 2.5 metres from the back of the kerb.

Diagram 8.2 – Extract from the Standard (figure 3.2)

AS/NZS 2890.1:2004 32



Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2nd and 3rd columns
100	139	160	
110	153	190	

On-site measurements of the available sight distance were based on the driver leaving the access being 1.1 metres above the access surface, and an approaching vehicle being 1.2 metres high. For a driver leaving the access, the available sight distance in both directions exceeds 70 metres.

With the available sight distance exceeding the Standard requirements, it demonstrates vehicles will be able to enter and leave the development site in a safe and efficient manner, without impacting other road users.

Photograph 8.2A – Available sight distance to the right

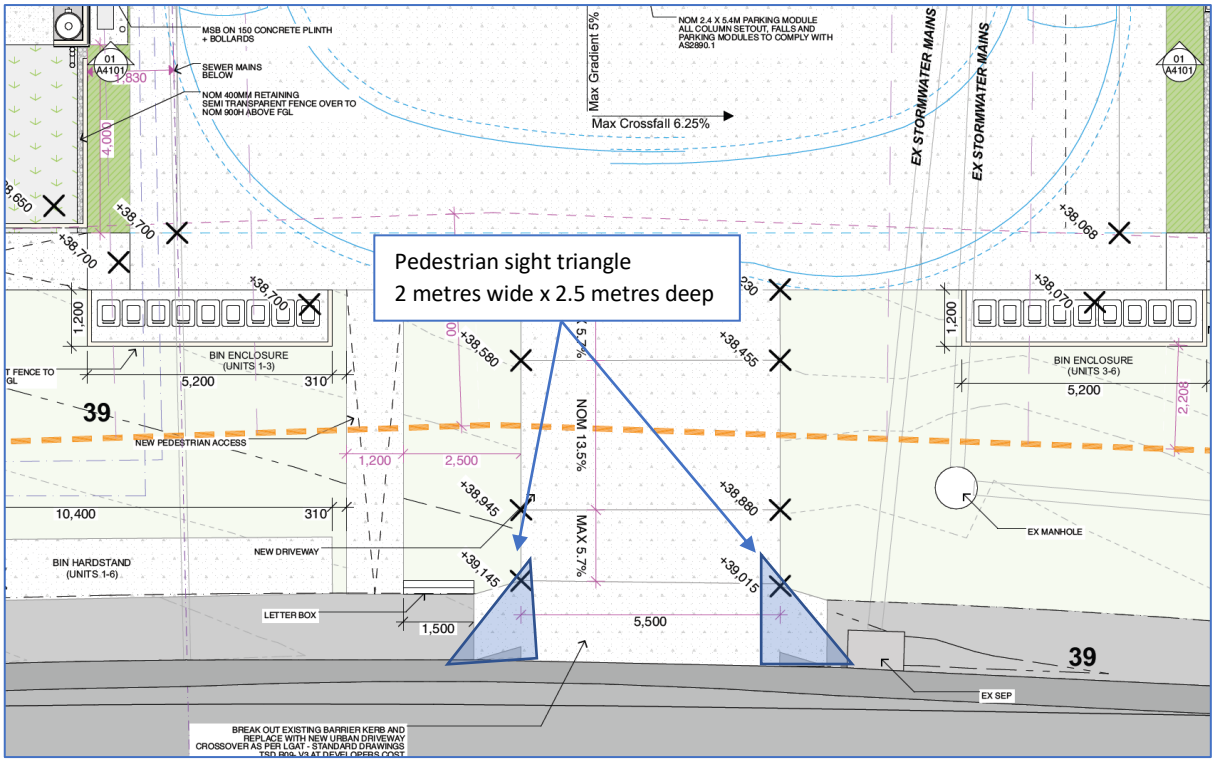
Photograph 8.2B – Available sight distance to the left

8.3 Pedestrian sight distance

The existing footpath is situated behind the kerb, approximately 3.5 metres from the property boundary. This provides separation between pedestrians using the footpath and vehicles leaving the development site.

Either side of the driveway there will be no vertical obstructions to restrict sight lines, to comply with section 3.2.4 and figure 3.3 of the Standard. This means drivers will have adequate sight lines to leave the property in a safe manner, without adversely impacting pedestrians using the footpath.

Diagram 8.3 – Pedestrian sight triangles



8.4 Number of parking spaces

In total, eight on-site car parking spaces will be provided, including two dedicated spaces for visitor parking. As discussed in section 4, this number of parking spaces is expected to meet the reasonable demand generated by the six social housing units, minimising parking overflow.

8.5 On-site car parking spaces

The parking spaces have been designed to comply with the dimensions specified in the Standard, as user class 1A, suitable for residential or domestic use. All on-site parking spaces including the two visitor parking spaces, will be a minimum of 2.4 metres wide, 5.4 metres long, with a 5.8 metre manoeuvring area. Two of the spaces will incorporate increased width to support accessibility for occupants with mobility needs, and these spaces will be 3.2metres wide.

Each dwelling will be allocated one dedicated parking space, with two additional spaces provided for shared visitor use. All parking spaces will be accessed via a new vehicular crossover to Allunga Road.

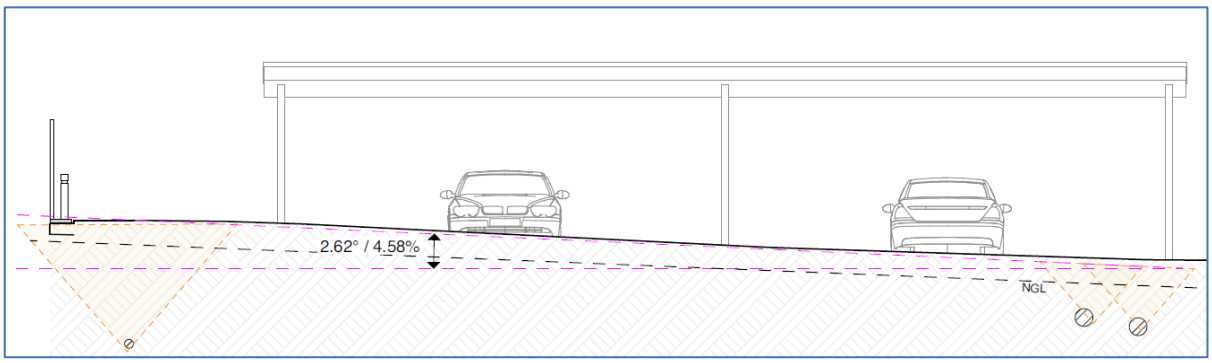
All on-site spaces will be delineated with pavement markings and supported with wheel stops.

Vehicle swept path software has been used to demonstrate vehicles can enter and leave the spaces efficiently, with swept path diagrams available in Appendix C.

8.6 Gradient of parking spaces

With the property being reasonably flat, the grades of the parking spaces will comply with Section 2.4.6 of the Standard and not exceed five percent, with the transverse grade designed at 2.62 degrees, or 4.6%, as shown in Diagram 8.6.

Diagram 8.6 – Transverse grade of parking spaces



8.7 Other parking requirements

With the development providing a total of eight on-site car parking spaces, table C2.4 of the planning scheme specifies that motorcycle parking spaces are not required.

Bicycle and accessible parking spaces are not required for residential units.

8.8 Safety barriers

Any parking deck or circulating carriageway that is more than 600 millimetres above the natural ground surface, will be provided with a safety barrier. This occurs at the rear of the parking deck, and a solid wall will be provided to function as safety barrier.

8.9 Internal driveway layout

The design includes an internal driveway, extending from Allunga Road and connecting with the parking module. This driveway will be a minimum of 5.5 metres wide, accommodating two-way traffic flow, and accommodate the swept paths of vehicles entering and leaving the on-site parking spaces.

The driveway will be constructed with a hard-wearing concrete surface, with a suitable camber to direct surface water to a grated drain pit, feeding into an approved stormwater drainage system.

8.10 On-site turning of vehicles

The parking module has been designed to allow for all vehicles to enter and leave the site in a forward driving direction, with swept path diagrams demonstrating this in appendix C.

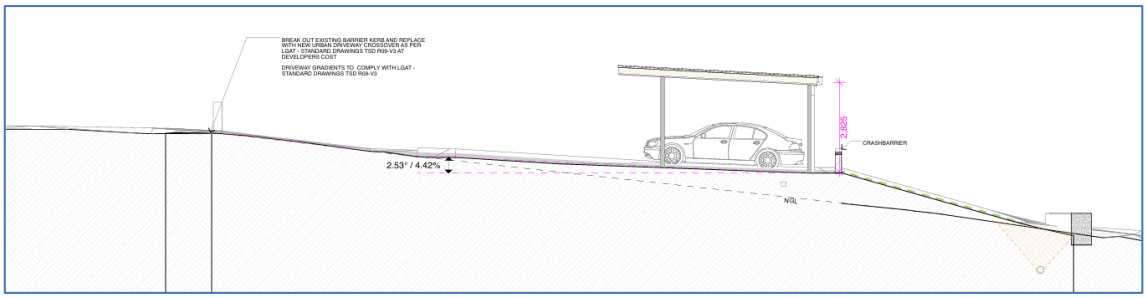
8.11 Internal gradients

While the designer has not provided civil plans of the driveway layout, the designer has provided the expected grades of the driveway.

The inside traffic lane on Allunga Road has eight percent grade towards the kerb, with the existing footpath having a grade of 0.5 percent away from the property, creating a sag curve. This footpath grade will be retained, with the grade of the first 1.55 metres of the driveway back from the footpath being negative 5.7 percent. The grade will increase to negative 13.5 percent for the next 3.2 metres, then negative 5.7 percent for 1.5 metres, with the remaining driveway operating with negative 5 percent, including the parking spaces.

The driveway profile is within the tolerable grades prescribed by LGAT standard drawing TSD-R09-v3, and the change in grade and maximum grade are within acceptable tolerance of the Standard. Overall, the vertical gradients of the internal driveway are not expected to cause any adverse impact to vehicles entering or leaving.

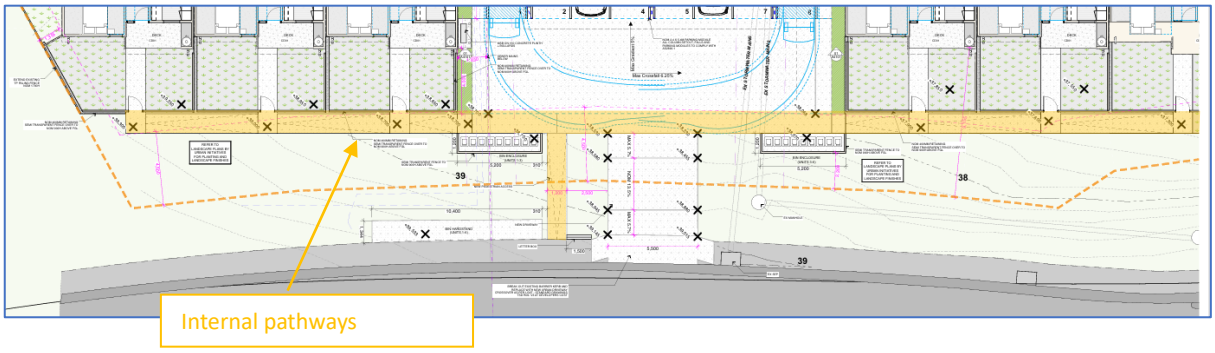
Diagram 8.11 – Proposed vertical grades of the driveway



8.12 Pedestrian access

An internal pedestrian pathway will be provided, connecting all units with the existing footpath located along Allunga Road. The pathway will be a minimum of one metre wide, constructed with a hard-wearing concrete surface, and separated from the driveway by a minimum of 2.5 metres. Where the pathway crosses the internal driveway, it will be delineated with pavement markings, defining the pathway and pedestrian crossing areas.

Diagram 8.12 – Pedestrian pathways



8.13 Access for emergency vehicles

It is important that all units are accessible to fire emergency vehicles, and according to Tasmania Fire Service, their newest heavy pump vehicle has similar vehicle dimensions to a medium rigid vehicle, 8.8 metres in length.

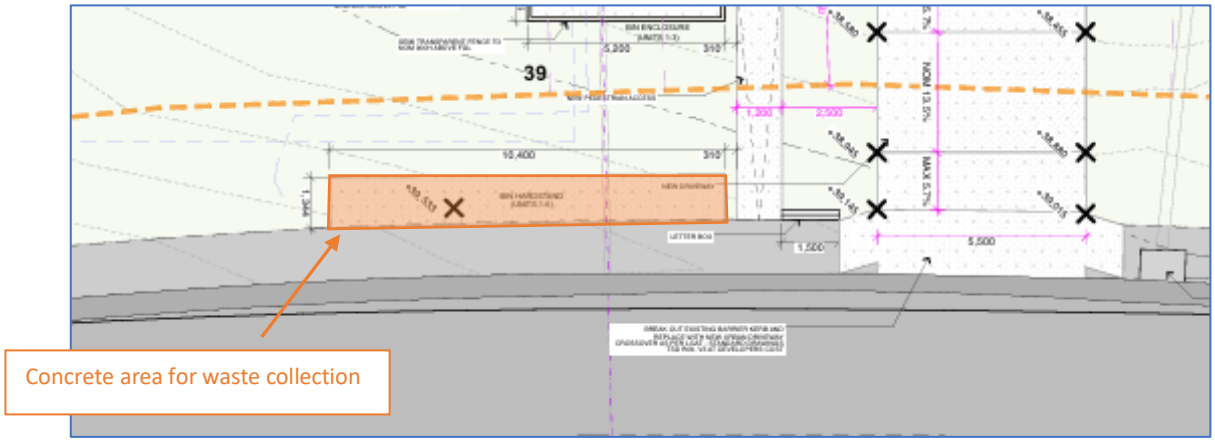
The driveway will have sufficient width to accommodate a fire service vehicle to enter in a forward-driving direction. As there is inadequate space for the vehicle to turnaround, the vehicle will need to reverse out, which is acceptable given the likelihood of this movement being extremely infrequent.

8.14 Waste collection

The design includes two bin enclosures, located either side of the driveway, which will incorporate privacy screens to shield from the public. Given the development is for six new units, it is considered acceptable to line the bins up along Allunga Road, where the waste collection vehicle can easily unload.

It is proposed that an area behind the footpath will be concreted to store the waste bins for collection, allowing the footpath to remain unobstructed.

Diagram 8.14 – Concrete area behind the footpath for waste collection



8.15 Visitor Parking

The development includes two visitor parking spaces, which complies with the planning scheme table C2.1, requirement of one space per four dwellings.

Council has expressed concern that overflow parking in this location could compromise traffic safety and efficiency due to Allunga Road's constrained geometry and functional role. Homes Tasmania has confirmed in its correspondence dated 16 October 2025 (appendix D), that tenancy allocation will be based on assessed need, with a single vehicle per household condition clearly communicated and monitored through ongoing tenancy management.

This structured approach mitigates the risk of overflow parking, aligns with the intent of the planning scheme.

9. Planning scheme

9.1 C2.0 Parking and Sustainable Transport Code

C2.5.1 Car parking numbers

Under table C2.1 of the planning scheme, a development consisting of six two-bedroom units is required to provide 14 on-site car parking spaces to meet the acceptable solution. This requirement is based on private housing and does not account for social housing, which, as demonstrated in this assessment has a lower car ownership. Additionally, Home Tasmanian has provided a letter advising this unit development will be actively managed, to ensuring tenants will only operate one vehicle, substantially minimising the risk of parking overflow.

The development site will provide a total of eight on-site car parking spaces, to meet the reasonable demand generated by social tenants. This provision must be assessed against the performance criteria P1.2 to ensure that it meets the reasonable needs of the use.

Performance criteria	**Assessment**
The number of car parking spaces for dwellings, must meet the reasonable needs of the use, having regard to:	
a) the nature and intensity of the use and car parking required;	The units will be allocated to social housing tenants, with this assessment demonstrating that tenants of social housing units have lower car ownership compared to private housing. Based on the frequency of public transport services and the distance to commercial activity centres, this site is considered outer metro, where one parking space per two-bedroom unit is deemed appropriate. Each unit will be allocated one on-site parking space, plus two visitor spaces, totalling eight spaces. This number of spaces is expected to meet the reasonable demand for this type of use, minimising parking overflow.
b) the size of the dwelling and number of bedrooms; and	All six units will be provided with two bedrooms and allocated to tenants of social housing. Each unit will be less than 68 square metres in floor area.
c) the pattern of parking in the surrounding area.	Existing surrounding residential properties have on-site parking facilities, generating a low demand for on-street parking.

C2.5.2 Bicycle parking numbers

Table C2.1 of the planning scheme prescribes that a residential use does not require bicycle parking spaces.

C2.5.3 Motorcycle parking numbers

Table C2.4 of the planning scheme prescribes any a use requiring less than 20 on-site car parking spaces, does not require any motorcycle parking spaces. Dedicated motorcycle parking will not be provided, and this complies with the acceptable solution.

C2.5.4 Loading bays

Not applicable for a residential development.

C2.6. Development standards

C2.6.1 Construction of parking areas.	The parking spaces and internal driveway will be of hard wearing concrete surface, with appropriate camber to direct surface water to a grated drain pit, feeding into an approved stormwater drainage system, which complies with the acceptable solution A1.
C2.6.2 Design and layout of parking areas.	The internal layout and parking areas have been designed to comply with the Australian Standard 2890.1:2004 for a residential property, ensuring vehicles can easily manoeuvre into and out of the spaces. This includes the location of the columns supporting the car port, and the car port will have sufficient height clearance to cater light vehicles. There is sufficient manoeuvring width adjacent to the parking spaces, to enable all vehicles to enter and leave in a forward-driving direction. Parking spaces will be located on gradients less than five percent, delineated with pavement markings and supported with wheel stops. At the rear of the parking module a solid wall will be provided to function as a safety barrier. The Overall, the design complies with the acceptable solution A1.1 (b).
C2.6.3 Number of accesses for vehicles.	The development will create a new access onto Allunga Road, which will be a minimum of 5.5 metres wide to accommodate two-way traffic flow and complies with the acceptable solution A1 (a).
C2.6.4 Lighting of parking areas within the general business zone and central business zone	Sufficient lighting will be provided to light the parking spaces, driveway, and pedestrian pathways, to meet the acceptable solution A1.
C2.6.5 Pedestrian access.	A minimum one-metre-wide pedestrian pathway will be provided, connecting all six units with the existing footpath along Allunga Road. This pathway will have a concrete surface and be separated from the driveway by at least 2.5 metres. Overall, pedestrians will be provided with a high level of service, complying with the acceptable solution of the planning scheme A1.1.
C2.6.6 Loading bays.	Not required for a residential development.
C2.6.7 Bicycle parking and storage facilities	Bicycle parking spaces are not required for a residential development.
C2.6.8 Siting of parking and turning areas.	Not applicable for a residential development.

9.2 C3.0 Road and Railway Assets Code

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

The development will create a new access onto Allunga Road, requiring assessment against performance criteria P1 to ensure that the new access can operate safely and efficiently.

Performance criteria	Assessment
To ensure that the safety and efficiency of roads is not reduced by the creation of a new access and junctions.	
a) Any increase in the traffic caused by the use;	The six new residential units are estimated to generate 30 daily vehicle trips, with three of these trips likely to occur during the peak periods.
b) The nature and frequency of the traffic generated by the use;	The residential units are expected to generate light vehicles less than 5.5 metres in length. These types of vehicles are associated with urban residential living, have good manoeuvrability, and are compatible with the existing vehicles using the surrounding road network.
c) The nature of the road;	Allunga Road functions as a collector road within the surrounding road network and is built to an urban standard. It operates with one traffic lane in each direction, separated by a marked broken centreline. Allunga Road connects onto the Claremont Link Road, where on and off ramps provides safe and efficient access to Brooker Highway, which is the nearest State Road. The surrounding road network is of suitable standard to accommodate the additional traffic movements. There will be sufficient sight distance at the proposed new vehicular access to enable vehicles to enter and leave the development site in a safe and efficient manner.
d) The speed limit and traffic flow of the road;	Allunga Road has a posted speed limit of 50 km/h. Recent manual surveys along Allunga Road captured a total of 331 two-way vehicle movements during the morning peak and 434 two-way vehicle movements during the evening peak. Traffic modelling demonstrates motorists are receiving the highest level of traffic performance and efficiency, and the additional traffic generated by the development is not expected to cause any deterioration in traffic performance or have an adverse impact on traffic flow or residential amenity.
e) Any alternative access;	None.
f) The need for the access or junction;	Urban infill in established residential areas is an excellent method to increase the supply of housing, while optimising the current infrastructure and community facilities.
g) Any traffic impact assessment; and	An independent traffic assessment has found no reason for this development not to proceed.
h) Any written advice received from the road authority.	Aware of none.

10. Conclusion

From a traffic engineering and road safety perspective, additional traffic generated from this development site is not expected to create any adverse safety, amenity, or traffic efficiency problems, as:

- the amount of traffic generated by the development is considered to be low and there is sufficient capacity within the surrounding road network to absorb these movements without impacting other users,
- the proposed new vehicular access onto Allunga Road will provide drivers with sufficient sight distance, enabling vehicles to enter and leave the development site safely and efficiently,
- there will be a sufficient number of on-site car parking spaces to meet the reasonable demand, minimising parking overflow, and
- the internal driveway will provide for two-way traffic flow, ensuring all vehicles can enter and leave in a forward-driving direction.

This Traffic Impact Assessment found no reason for this development not to proceed.

11. Appendix A – Traffic surveys

Table 11.0 – Traffic flow for the morning period

Time AM	Allunga Road				Claremont Link Road	
	Straight towards Maroubra Cir	Right onto Claremont Link Rd	Straight towards Karambi St	Left onto Claremont Link Rd	Left onto Allunga Road	Right onto Allunga Road
7:30 – 7:45	0	2	0	26	5	22
7:45 – 8:00	1	1	1	28	2	25
8:00 – 8:15	0	4	2	33	0	33
8:15 – 8:30	1	7	1	51	5	36
8:30 – 8:45	0	8	1	47	4	49
8:45 – 9:00	1	4	0	32	3	44
Total	**3**	**26**	**5**	**217**	**19**	**209**
Peak total	**2**	**23**	**4**	**163**	**12**	**162**

Table 11.1 – Traffic flow for the evening period

Time PM	Allunga Road				Claremont Link Road	
	Straight towards Maroubra Cir	Right onto Claremont Link Rd	Straight towards Karambi St	Left onto Claremont Link Rd	Left onto Allunga Road	Right onto Allunga Road
4:30 – 4:45	5	2	1	38	3	53
4:45 – 5:00	1	3	1	37	4	28
5:00 – 5:15	1	3	1	64	3	76
5:15 – 5:30	1	8	4	53	3	61
Total	**8**	**16**	**7**	**192**	**13**	**218**

12. Appendix B – Traffic modelling

Morning peak hour – Existing traffic flows

MOVEMENT SUMMARY

Site: 101 [Allunga Rd and Link Rd - Existing morning]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
East: Allunga Rd (Dead End)								
5	T1	4	0.0	0.018	0.5	LOS A	0.1	0.6
6	R2	24	0.0	0.018	5.9	LOS A	0.1	0.6
Approach		28	0.0	0.018	5.1	NA	0.1	0.6
North: Link Road								
7	L2	13	0.0	0.154	5.5	LOS A	0.6	3.9
9	R2	171	0.0	0.154	5.9	LOS A	0.6	3.9
Approach		183	0.0	0.154	5.9	LOS A	0.6	3.9
West: Allunga Rd								
10	L2	172	0.0	0.093	5.5	LOS A	0.0	0.0
11	T1	2	0.0	0.093	0.0	LOS A	0.0	0.0
Approach		174	0.0	0.093	5.5	NA	0.0	0.0
All Vehicles		385	0.0	0.154	5.6	NA	0.6	3.9

Morning peak hour - Existing traffic flows with development

MOVEMENT SUMMARY

Site: 101 [Allunga Rd and Link Rd - Morning with development traffic]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
East: Allunga Rd (Dead End)								
5	T1	4	0.0	0.018	0.5	LOS A	0.1	0.6
6	R2	24	0.0	0.018	6.0	LOS A	0.1	0.6
Approach		28	0.0	0.018	5.1	NA	0.1	0.6
North: Link Road								
7	L2	13	0.0	0.154	5.5	LOS A	0.6	3.9
9	R2	171	0.0	0.154	5.9	LOS A	0.6	3.9
Approach		183	0.0	0.154	5.9	LOS A	0.6	3.9
West: Allunga Rd								
10	L2	175	0.0	0.095	5.5	LOS A	0.0	0.0
11	T1	2	0.0	0.095	0.0	LOS A	0.0	0.0
Approach		177	0.0	0.095	5.5	NA	0.0	0.0
All Vehicles		388	0.0	0.154	5.6	NA	0.6	3.9

Evening peak hour – Existing traffic flows

MOVEMENT SUMMARY

Site: 101 [Allunga Rd and Link Rd - Existing evening]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
East: Allunga Rd (Dead End)								
5	T1	8	0.0	0.136	0.6	LOS A	0.7	4.6
6	R2	202	0.0	0.136	6.0	LOS A	0.7	4.6
Approach		211	0.0	0.136	5.8	NA	0.7	4.6
North: Link Road								
7	L2	14	0.0	0.241	5.5	LOS A	0.9	6.4
9	R2	229	0.0	0.241	6.8	LOS A	0.9	6.4
Approach		243	0.0	0.241	6.8	LOS A	0.9	6.4
West: Allunga Rd								
10	L2	172	0.0	0.093	5.5	LOS A	0.0	0.0
11	T1	2	0.0	0.093	0.0	LOS A	0.0	0.0
Approach		174	0.0	0.093	5.5	NA	0.0	0.0
All Vehicles		627	0.0	0.241	6.1	NA	0.9	6.4

Evening peak hour – Existing traffic flows with development

MOVEMENT SUMMARY

Site: 101 [Allunga Rd and Link Rd - Evening with development traffic]

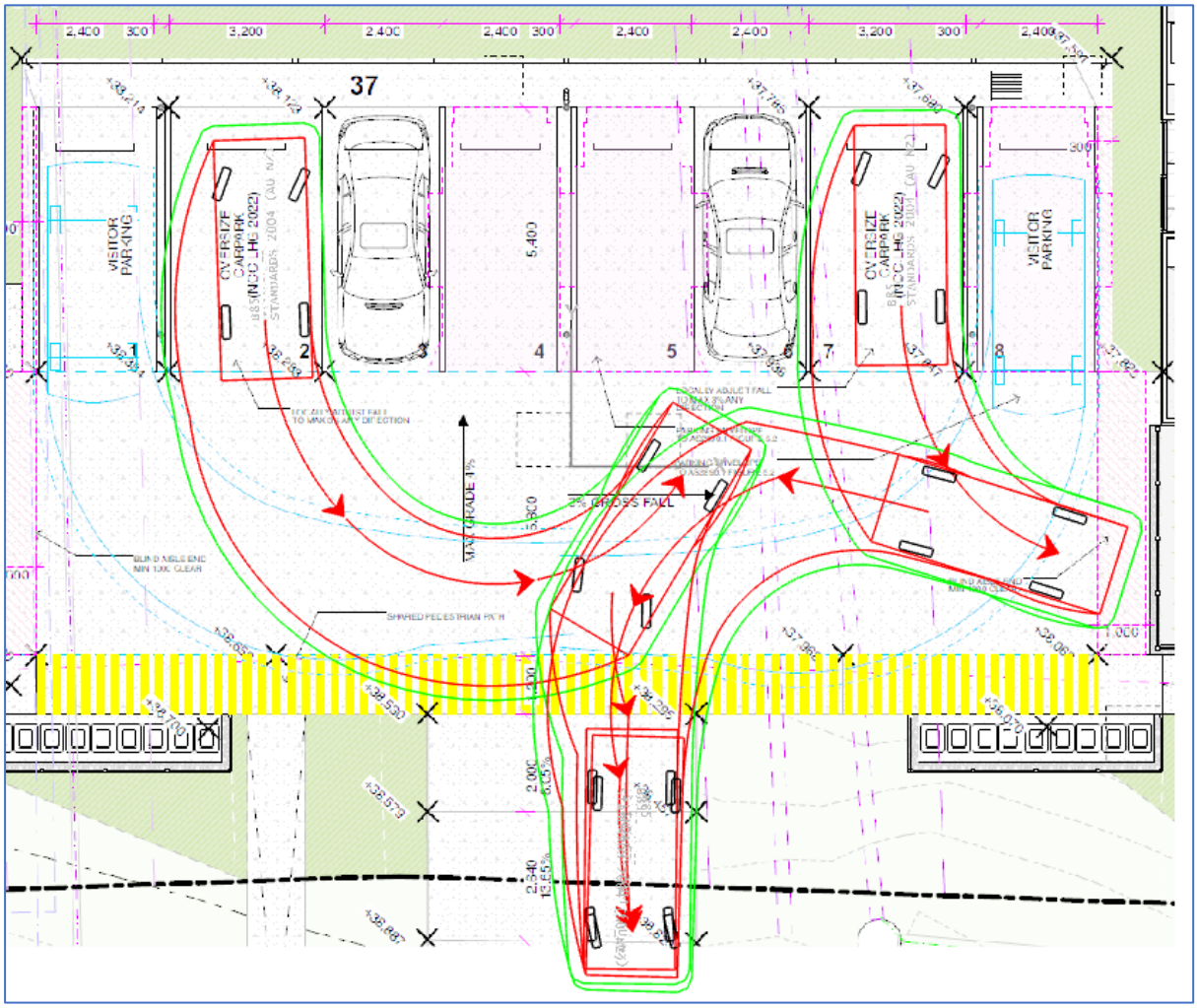
New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

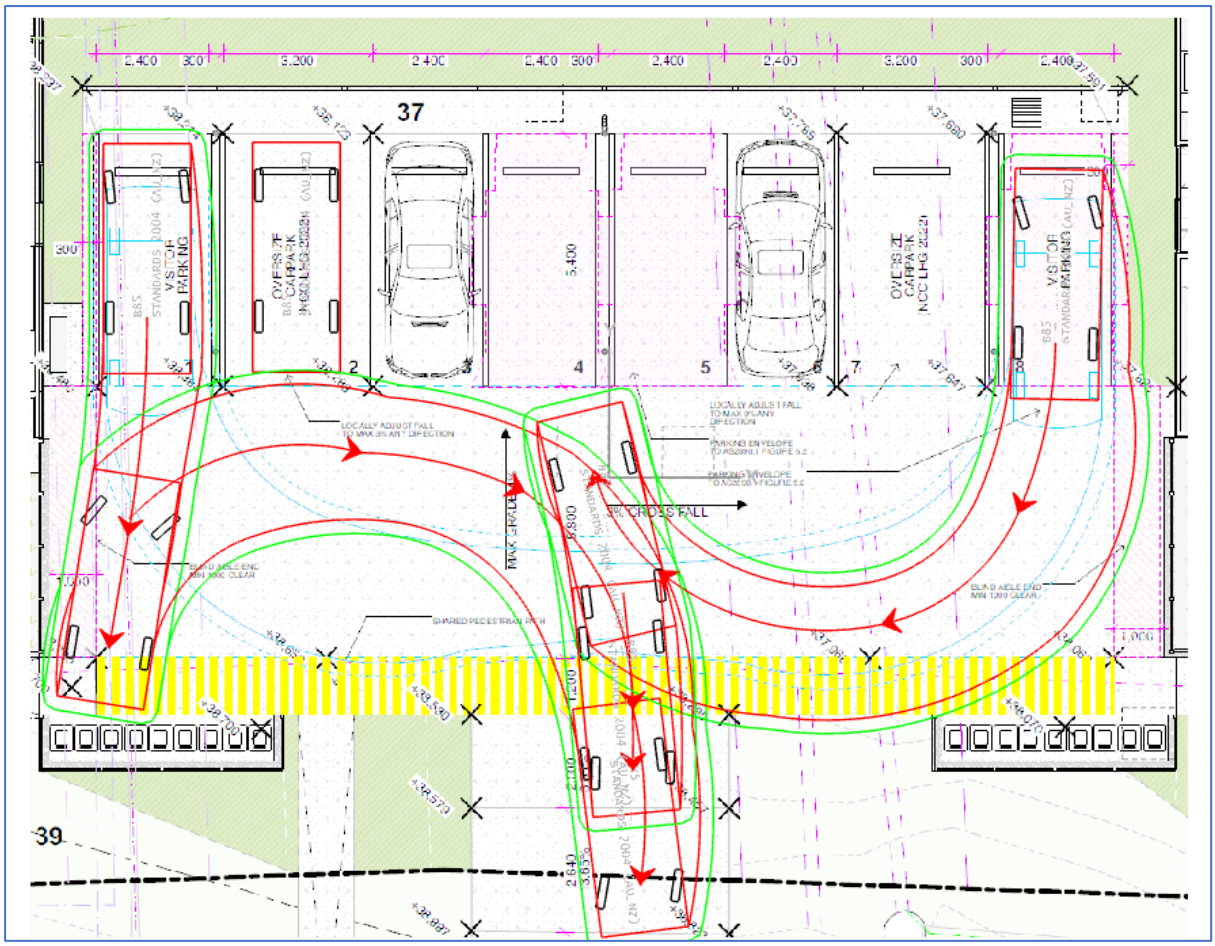
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
East: Allunga Rd (Dead End)								
5	T1	8	0.0	0.136	0.6	LOS A	0.7	4.6
6	R2	202	0.0	0.136	6.0	LOS A	0.7	4.6
Approach		211	0.0	0.136	5.8	NA	0.7	4.6
North: Link Road								
7	L2	14	0.0	0.244	5.5	LOS A	0.9	6.5
9	R2	233	0.0	0.244	6.8	LOS A	0.9	6.5
Approach		246	0.0	0.244	6.8	LOS A	0.9	6.5
West: Allunga Rd								
10	L2	172	0.0	0.093	5.5	LOS A	0.0	0.0
11	T1	2	0.0	0.093	0.0	LOS A	0.0	0.0
Approach		174	0.0	0.093	5.5	NA	0.0	0.0
All Vehicles		631	0.0	0.244	6.1	NA	0.9	6.5

13. Appendix C – Swept paths for on-site parking spaces

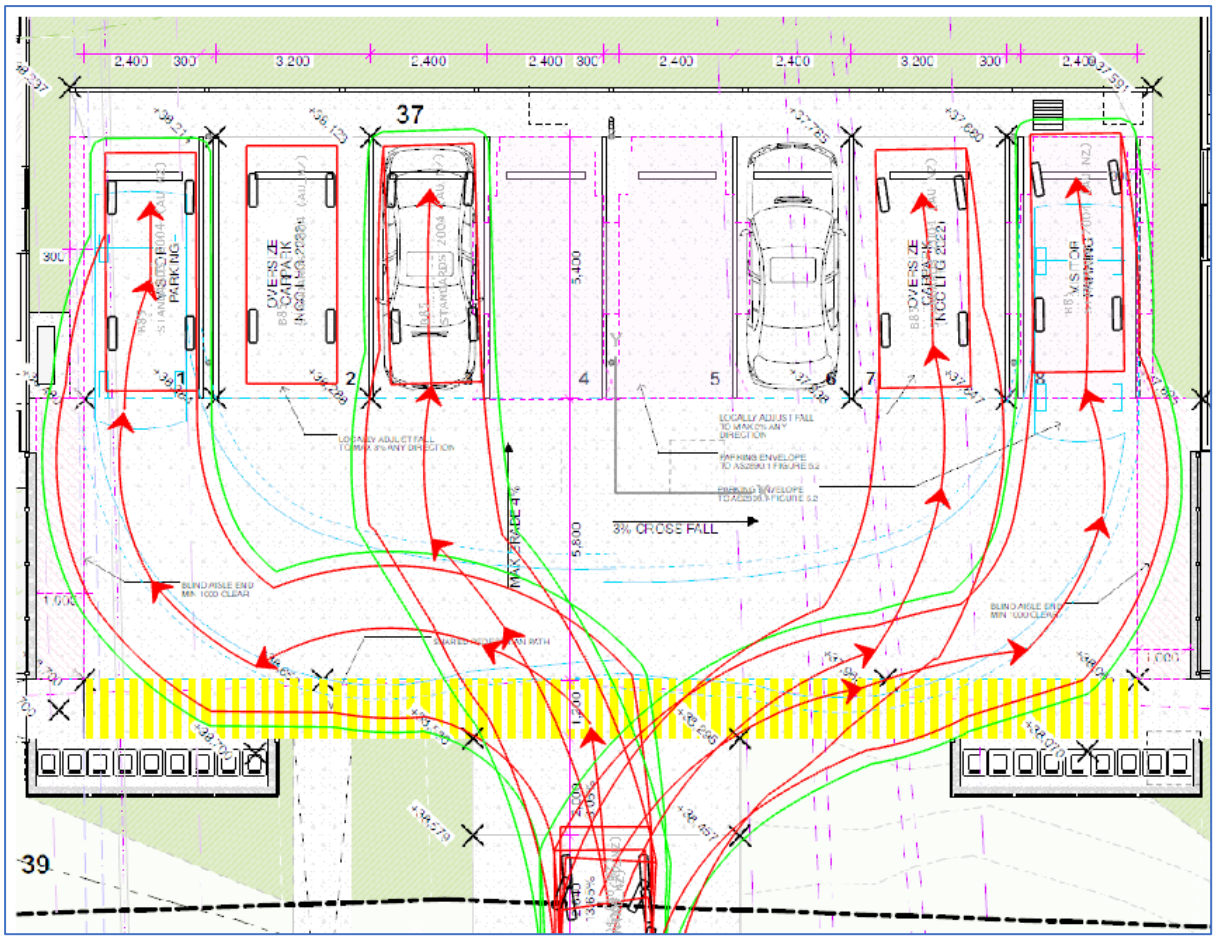
B85 swept paths for a vehicle leavening spaces 2 and 7



B85 swept paths for a vehicle leaving spaces 1 and 8



B85 swept paths for a vehicle entering spaces 1, 3, 5, 7 and 8



Hubble Traffic
T: 0416 064 755
E: Hubbletraffic@outlook.com

14. Appendix D – Unit allocation and parking management

Homes Tasmania
Building homes, creating communities.

Glenorchy City Council
Planning and Building
PO Box 103
GLENORCHY 7010

To Whom It May Concern,

Subject: Parking Management and Tenancy Allocation – Lot 1 Allunga Road, Chigwell

Homes Tasmania appreciates the opportunity to work collaboratively with Glenorchy City Council to support the delivery of social housing at Lot 1 Allunga Road.

We acknowledge the Council's concerns regarding parking provision and vehicle management at this location. In response, we confirm that Homes Tasmania actively manages its social housing sites and applies a structured tenancy allocation process that considers individual household needs, including vehicle ownership.

Tenants are allocated housing based on assessed need through Housing Connect and enter into formal tenancy agreements under the Residential Tenancy Act 1997. Where a household requires more than one vehicle, allocation processes aim to place them in accommodation with adequate on-site parking or in locations where on-street parking can be safely accommodated. Should a tenant's vehicle requirements change after allocation, Homes Tasmania's tenancy management team will assess the situation and, where appropriate, seek alternative housing with suitable parking provision. This forms part of our ongoing commitment to responsive tenancy management.

As outlined in our previous correspondence regarding this development, Homes Tasmania has recent examples of approved projects with reduced car parking provisions. Due to the close proximity to the Glenorchy CBD, accessible public transport, and the expense of car ownership, these factors contribute to low car ownership rates among residents of such developments. Lot 1 Allunga Road is expected to follow this trend.

For this site, Homes Tasmania acknowledges that a single vehicle per household is appropriate. This condition will be clearly communicated to prospective tenants during the allocation process and monitored as part of ongoing tenancy oversight.

We trust that this commitment addresses Council's concerns and supports the approval of the project. Please do not hesitate to contact us should further clarification be required.

Yours sincerely

Pip Bilson
Acting Director of Community Infrastructure
Homes Tasmania

16 October 2025

GPO Box 65
Hobart, TAS, 7001
homestasmania.com.au

Contact Officer: Claire Austin
Phone: 0492 204 756
Email: claire.austin@homes.tas.gov.au
Our Reference: D25/