DEVELOPMENT APPLICATION

APPLICATION NUMBER:	PLN-25-181
PROPOSED DEVELOPMENT:	Takeaway Food Van (Food Services)
LOCATION:	60 Hopkins Street Moonah
APPLICANT:	Namaste Fast Food Pty Ltd
ADVERTISING START DATE:	25/11/2025
ADVERTISING EXPIRY DATE:	9/12/2025

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 **9/12/2025**.

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 **9/12/2025**, or for postal and hand delivered representations, by 5.00 pm on **9/12/2025**.

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

Sent: Fri, 21 Nov 2025 10:55:43 +1100

Subject: Re: Submission of TIS Report for Review PLN-25-181

Thank you for your prompt response.
I confirm the hours of operation is from 3pm till midnight.
Monday-Sunday. I mistakenly write 3am in my application please note it's 3pm.
Thank you

13th November 2025

TRAFFIC IMPACT STATEMENT FOR PROPOSED MOBILE FOOD VAN, 60 HOPKINS STREET, MOONAH

This traffic impact statement assesses the proposed access in terms of traffic engineering principles and Tasmanian Planning Scheme – Glenorchy - Parking & Sustainable Transport Code C2 and Road & Railway Assets Code C3.

Department of State Growth (DSG) Traffic Impact Assessment guidelines and requirements are also considered including:

- site inspection and review of available sight distances and the speed environment,
- consideration of property access requirements,
- consideration of traffic safety for all road users.

1) Background

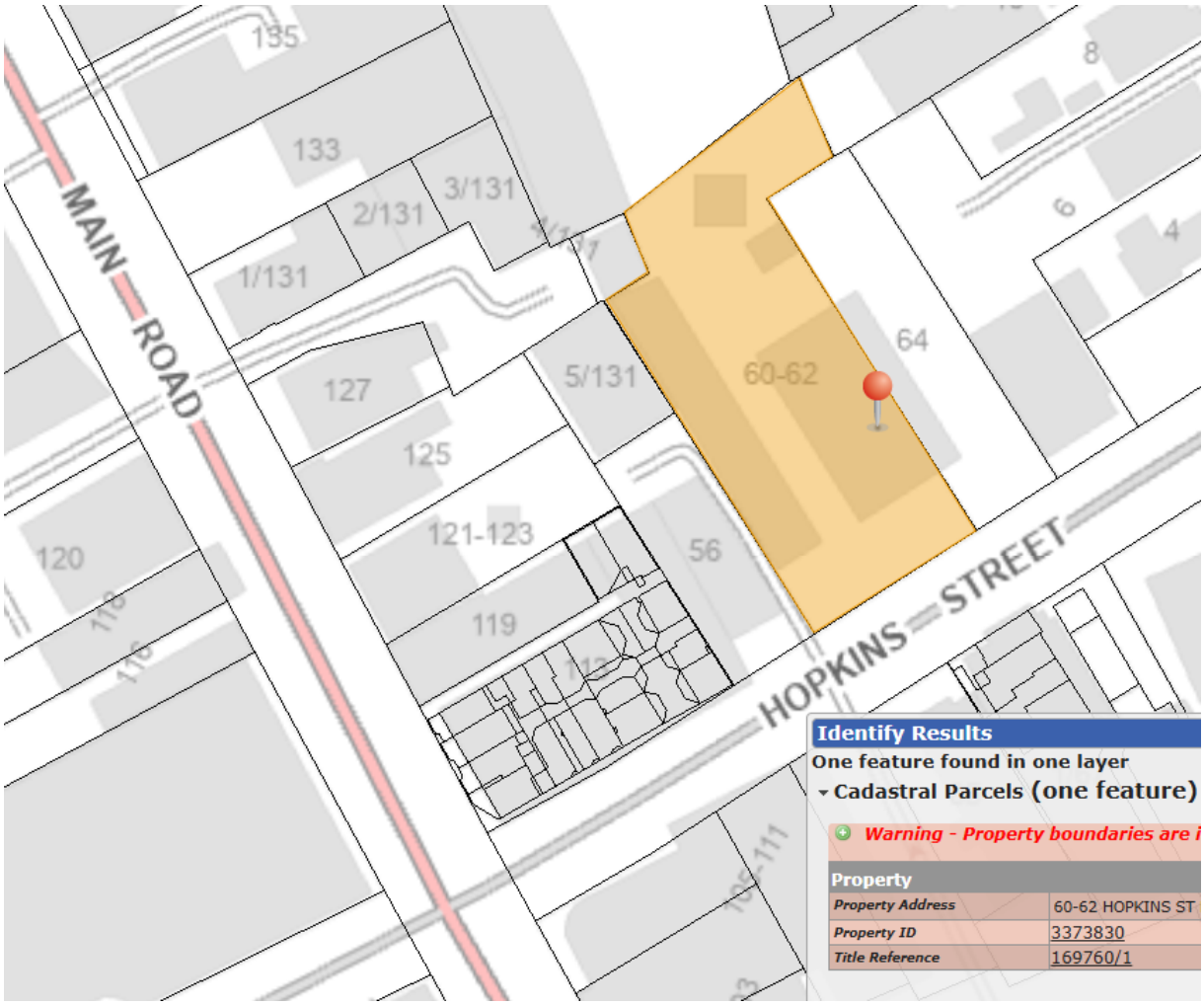
The developer proposes to operate a mobile food van at 60 Hopkins Street in addition to the existing Namaste Grocery Store.

The food van would occupy one of the four off street car parking spaces currently available at 60 Hopkins Street.

2) Site Description

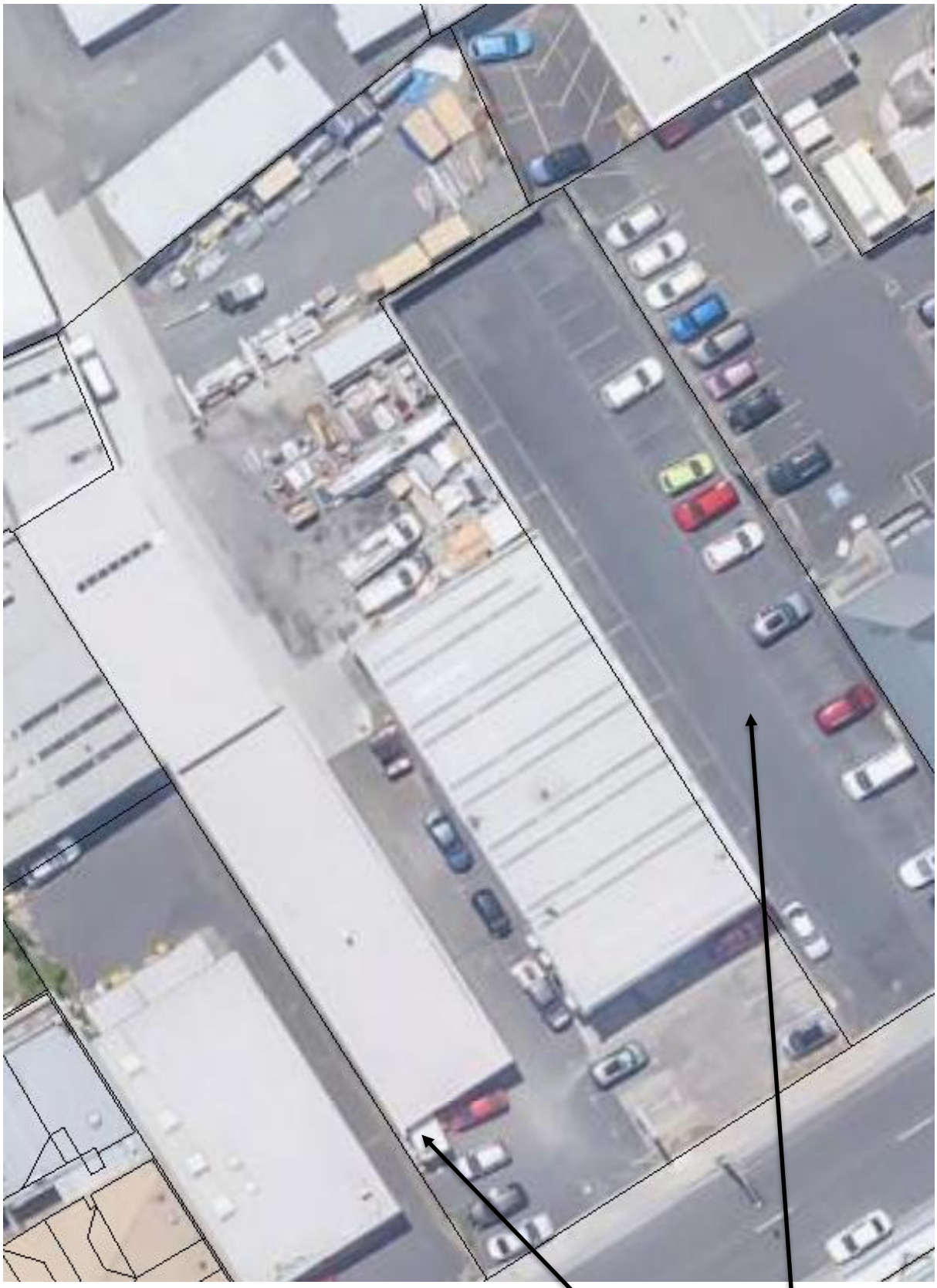
60 Hopkins Street is within the Moonah CBD, see Figure 1. The area is well developed with General Business uses. The topography is flat.

Figure 1 – 60 Hopkins Street, Moonah



Source: LISTmap, DPIPWE

Figure 2 – Aerial view of 60 Hopkins Street, Moonah



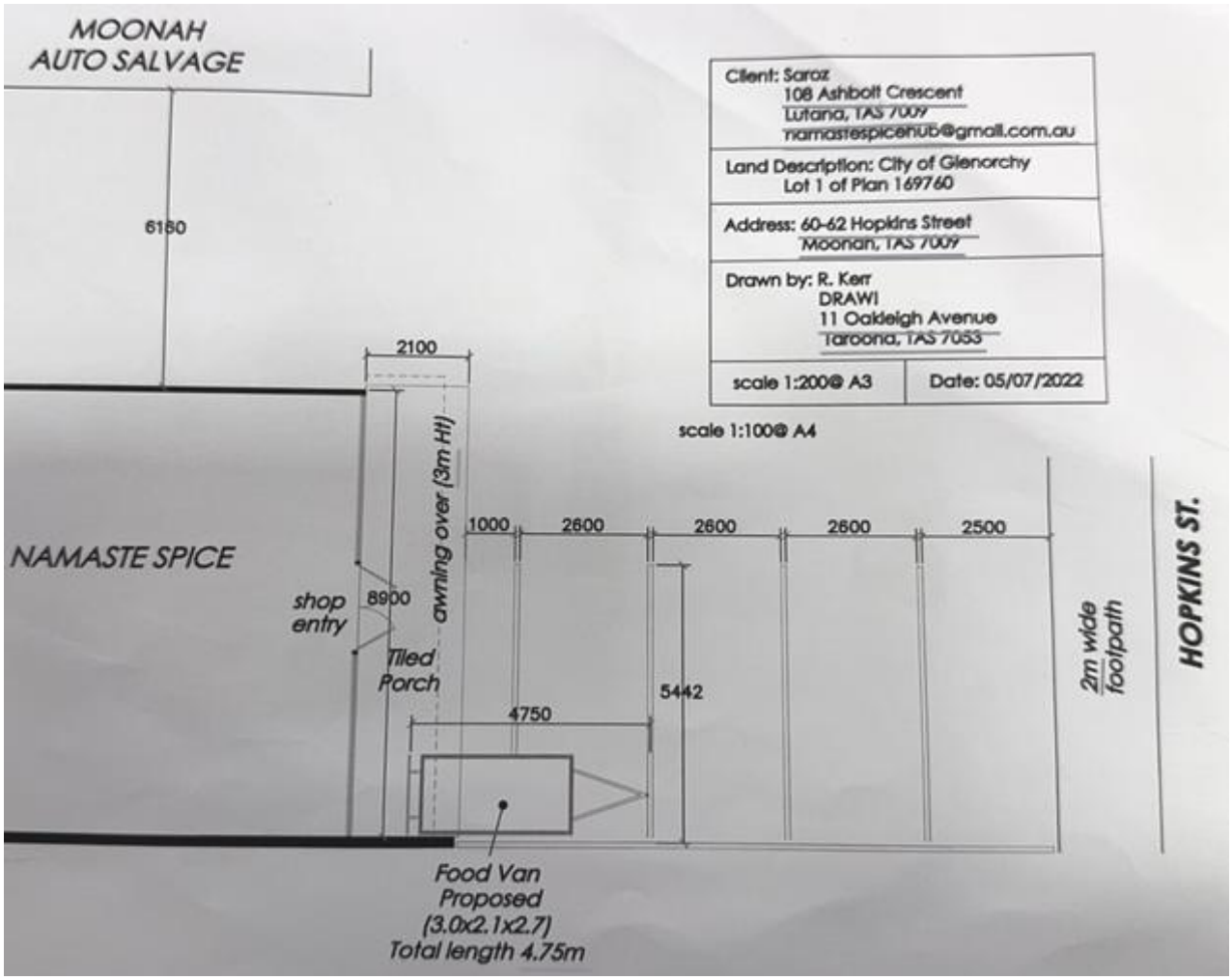
Source: LISTmap, DPIPWE

3) Proposal

3.1 Description of Proposed Development

The proposed is to operate a food van beside the entrance to Namaste Spice, see Figures 3 and 4 which show the layout plan for the site.

Figure 3 – Proposed floorplan.



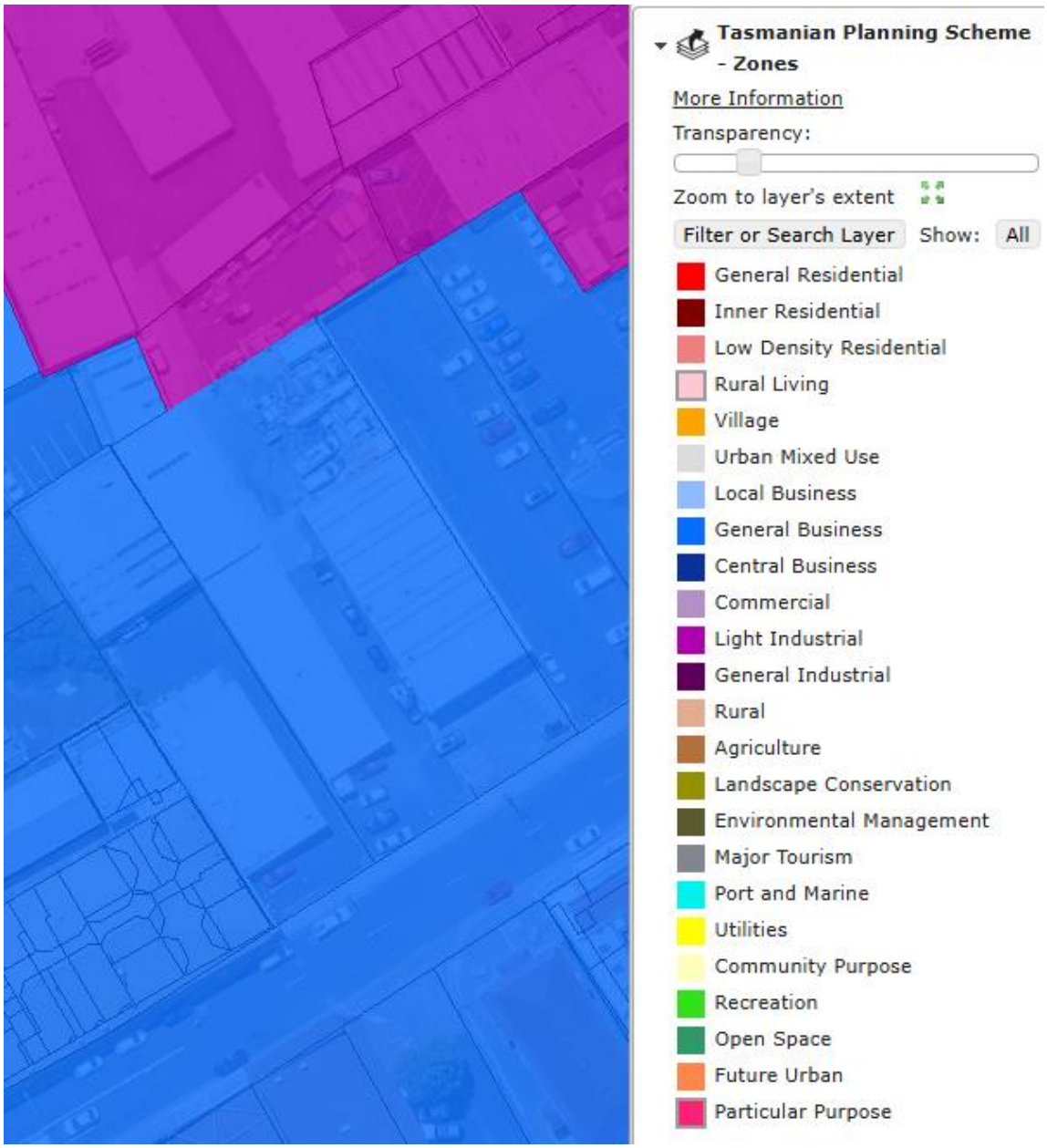
Source: LISTmap, DPIPWE

Figure 4 – Side view of the proposed food van beside Namaste Spice entrance.

3.2 Tasmanian Planning Scheme – Glenorchy

Tas. Planning Scheme – Glenorchy land uses are shown in Figure 5.

Figure 5 – 60 Hopkins St. has mainly General Business and some Light Industrial use.



3.3 Local Road Network Owner Objectives

Glenorchy Council objectives for Hopkins Street are to maintain traffic safety and capacity.

4) Existing Conditions

4.1 Main Road

Main Road is a 13.5m wide sealed Urban Arterial Road through the Moonah CBD. The Street has an arterial unction, is not part of the Tasmanian 26m B Double Network, see Appendix A, and has a 50km/h Speed Limit when the Electronic 40km/h Shopping Zone, see Figure 6, is not in operation. There are footpaths both sides of the road.

Figure 6 – Looking North along Main Road towards the E40 Shopping Zone

Source: Google Maps

4.2 Hopkins Street

Hopkins Street is a 10.3m wide sealed Council Collector Road with a 50km/h Speed Limit and footpaths both sides of the road, see Figure 7.

Figure 7 – Hopkins Street approach to Main Road

Source: Google Maps

4.3 Main Road / Hopkins Street intersection

The Main Street / Hopkins Street intersection is signalised with the approaches and layout shown in Figure 8.

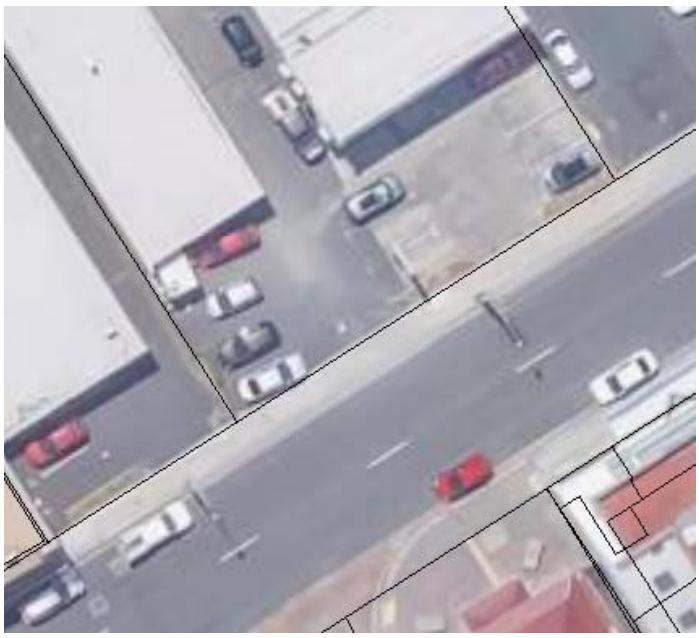
Figure 8 – Aerial view of William Street / Lyall Street intersection

Source: LISTmap, DPIPWE

4.4 Access to 60 Hopkins Street

Figures 9 to 15 show available sight distances, the access standard and sight distances for the existing access.

Figure 9 – Aerial view of access to 14B Lyall St



Source: LISTmap, DPIPWE

Figure 10 – Looking right along Hopkins St from access to 60 Hopkins St

Sight distance right is 35m.

Figure 11 – Looking left along Hopkins St from access to 60 Hopkins St

Sight distance left is 80m.

Figure 12 – Hopkins St Eastern approach at 60 Hopkins St

Figure 13 – Hopkins St Western approach to 60 Hopkins St

Figure 14 – Hopkins St Western approach at 60 Hopkins St

Figure 15 – Elevation view of access to 60 Hopkins St

4.5 Traffic Activity

Estimated traffic activity on Hopkins Street is > 5,000 vpd as the road functions as a Collector Road between Main Road and the Brooker Hwy.

4.6 Road Safety Review

Road Safety Audit from site inspection

No road safety issues were identified from site inspection.

Reported Crash History

DSG is supplied with reported crashes by Tasmania Police. The DSG maintains a crash database from the crash reports which is used to monitor road safety, identify problem areas and develop improvement schemes.

The 5-year reported crash history for Hopkins Street approaches to 60 Hopkins Street as of the 12th November 2025 records 2 PDO crashes over 5 years for different reasons which provides no evidence of a crash propensity.

Figure 16 summarises the crash history and Figure 17 shows the crash distribution.

Figure 16 – 5 Year reported crash history (Main Rd to Sunderland St)

Crash Id	Units	Description	Date	Time	Severity	Light	Location
50598039	LV; LV	110 - Cross traffic	02-MAR-2020	07:25	PDO	Day	Main Rd / Hopkins St Intersection
50611603	LV; LV; LV	110 - Cross traffic	21-MAR-2020	20:56	PDO	Night	Main Rd / Hopkins St Intersection
50782164	LV; LV	130 - Veh in same lane/ rear end	15-AUG-2020	15:20	PDO	Day	Main Rd / Hopkins St Intersection
50834230	LV; LV	133 - Veh. in parallel lane/ side swipe	02-OCT-2020	15:09	PDO	Day	Main Rd / Hopkins St Intersection
50936968	LV; LV	163 - Vehicle door	14-JAN-2021	12:35	PDO	Day	Hopkins St.
51024787	LV; LV	160 - Parked	07-APR-2021	16:20	PDO	Day	Main Rd / Hopkins St Intersection
51027753	MC	184 - Out of control on carriageway	10-APR-2021	08:08	Minor	Day	Hopkins St / Sunderland St Junction
51192616	LV; LV	121 - Right through	13-MAY-2021	11:32	PDO	Day	Main Rd / Hopkins St Intersection
51294093	LV; LV	139 - Other same direction	25-JUN-2021	17:15	PDO	Day	Hopkins St.
51346152	LV; LV	132 - Veh. in same lane/ right rear	10-AUG-2021	22:10	PDO	Night	Main Rd / Hopkins St Intersection
51444345	LV; LV	139 - Other same direction	05-NOV-2021	15:35	PDO	Day	Hopkins St.
51715631	LV; LV	169 - Other on path	30-JUN-2022	10:40	PDO	Day	Hopkins St / Sunderland St Junction
51725196	HV; LV	169 - Other on path	24-JUN-2022	12:30	PDO	Day	Hopkins St.
51865197	LV; LV	110 - Cross traffic	07-JAN-2023	14:50	Minor	Day	Main Rd / Hopkins St Intersection
52009549	LV	189 - Other curve	29-MAY-2023	14:30	PDO	Day	Main Rd / Hopkins St Intersection
52022181	LV; LV	163 - Vehicle door	08-JUN-2023	09:35	PDO	Day	Hopkins St.
52259443	LV; LV; LV	144 - Parking vehicles only	20-JAN-2023	10:05	PDO	Day	Hopkins St.
52471671	LV; PE	100 - Near side	01-AUG-2024	06:30	Minor	Night	Main Rd / Hopkins St Intersection
52516605	LV; LV	114 - Two right turning	13-SEP-2024	07:30	PDO	Day	Hopkins St / Sunderland St Junction
52522114	LV; HV	160 - Parked	19-SEP-2024	00:00	PDO	Day	Hopkins St.
52708690	LV	-	26-MAR-2025	12:20	PDO	Day	Main Rd / Hopkins St Intersection
52822063	LV; LV	147 - Emerging from driveway or lane	01-AUG-2025	12:50	PDO	Day	Hopkins St.
52855841	LV; LV	121 - Right through	17-SEP-2025	17:30	PDO	Day	Main Rd / Hopkins St Intersection

139	Other same direction (including veh rolling b/wards)
PDO	Property Damage Only Crash
Minor	Minor Injury Crash
x	Near access to 60 Hopkins St

LV	Light vehicle
HV	Heavy vehicle
MC	Motorcycle
PE	Pedestrian

Figure 17 – 5 Year reported crash locations Hopkins St (Main Rd to Sunderland St)

Austroads Safe System Assessment

From Austroads Safe System assessment the Hopkins Street approaches to 60 Hopkins Street are assessed as follows:

- Crash exposure is moderate as traffic is moderate estimated at 5,000vpd with very minor vulnerable road user activity.
- Crash likelihood is low as the road alignment is straight and wide with good visibility and footpaths provided both sides.
- Crash severity is low as the estimated speed limit and speed environment are 50km/h.

Consistent with Austroads Safe System Assessment methodology crash risk on Hopkins Street approaches to #60 is assessed as low.

4.7 Sight Distance Review

Sight distance review is summarised in Figure 18.

Figure 18 – Summary of required and available SISD

			Austroads	Current Provision		AS / NZS 2890.1 (m)
Junction Major Rd - Minor Rd	Speed Limit (km/h)	Speed Environ. (km/h)	Road frontage sight distance			
			SISD (m)	Available		SSD(m)
				Left(m)	Right(m)	
60 Hopkins	50	40	73	80	35	35

AS/NZS 2890.1 Compliant

Austroads Compliant

4.8 Access Standard

The default position is that accesses on council roads should comply with LGAT Standard Drawing TSD-R09 which is accessible online.

In this case the access is existing and wider than 5.5m satisfying the access standard, see Figures 10 &11.

5) Traffic Generation and Assignment

This section of the report determines how traffic generated by the proposal is distributed within the adjacent road network now and future.

5.1 Traffic Growth

Estimated compound annual traffic growth rate on Hopkins Street is 0 %

5.2 Trip Generation

Existing Operation as Namaste Grocery Store

Consistent with NSW Guide to Transport Impact Assessments 2024, as a guide shopping centres generate traffic as summarised in Figure 19.

Figure 19 – Typical Average RTA Shopping Centre Traffic Generation rates

Peak hour traffic generation rate

Range in Total Floor Area. (GLFA - m^2).	Peak Hour Generation Rate. (vehicles per 100m^2 GLFA)		
	Thursday. (V(P)/A)	Friday. (V(P)/A)	Saturday PVT(A)
0 - 10,000	12.3	12.5	16.3
10,000 - 20,000	7.6	6.2	7.5
20,000 - 30,000	5.9	5.6	7.5
30,000 - 40,000	4.6	3.7	6.1

Daily Traffic Generation rates

Range in Total Floor Area. (GLFA - m^2)	Daily Generation Rate -Thursday. (vehicles per 100m^2 GLFA)
0 - 10,000	121
10,000 - 20,000	78
20,000 - 30,000	63
30,000 - 40,000	50

The existing Namaste Grocery store has a GFA of 450m2.

Accordingly using Figure 18 traffic generation rates the proposal is estimated to generate:

- 12.3 vph and 121 vpd / 100m2 GFA which equates to:
- 55 vph and 544vpd for the Namaste Grocery Store

Proposed Operation as Namaste Grocery Store with Food Van

The proposal simply adds a mobile food van operation at 60 Hopkins Street, Moonah.

Located outside Namaste grocery store occupying one of the off-Street parking spaces, see Figures 2-4.

The expected vehicle movements due to the food van addition are approximately 30–60 vehicles per evening, between 3:00 PM and midnight i.e some 60vpd.

It is estimated however that during the PM peak time of 5-6 PM the food van would generate some 20 customers with vehicles generating some 40 vehicle movements for the hour. Other customers are expected to arrive by foot.

It is also anticipated however that some half of the 20 customers with vehicles would be from existing peak hour traffic taking, with commuters taking the opportunity to ***take away.***

Accordingly, the estimated impact is to increase PM peak hour traffic on Hopkins Street by 20 vph.

5.3 Trip Assignment

The 20 vph increase due to the proposal is estimated to have an equal origin / destination split in each direction due to the central location of the site in the Centre of Moonah.

The proposal has negligible impact on transport efficiency.

6) Tasmanian Planning Scheme – Glenorchy

Parking and Sustainable Transport Code C2

C2.5.1 Car parking numbers

Acceptable Solution A1: *The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:*

(a) The site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash in lieu) must be in accordance with that plan,

(b) The site is contained within a parking precinct plan and subject to Clause C2.7,

(c) The site is subject to Clause C2.5.5; or

(d) It relates to an intensification of an existing use or development or a change of use where:

i. The number of onsite car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional onsite car parking is required; or

ii. The number of onsite car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:

N=A+ (C-B)

N = Number of on-site car parking spaces required

A = Number of existing on-site car parking spaces

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

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

Existing Operation – General Retail

From Table C2.1.1 for General Retail 1 car parking space is required per 30m2 of GFA. The Namaste Grocery Store has a GFA of 450m2 and in accordance with Table C2.1 requires 15 car parking spaces. Available parking consists of the following

- 4 off street spaces at 60 Hopkins Street.
- Public carparks are available off Hopkins Street as follows:
    - 64 Hopkins St - 34 car parking spaces, see Figure 2.
    - 63 Hopkins St - 160 car parking spaces, see Figure 13.
- Hopkins Street has some 16 on-street parking spaces available in the vicinity of the proposal not including some Loading Zone space which becomes available for public use from 5:30PM.

The existing operation has development approval from GCC.

Proposed Operation - General Retail & Mobile Food Van

From Table C2.1 for the proposed mobile food van is considered a Food Services use with the following parking requirements:

- 15 car spaces / 100m2 of floor area
- 1 bicycle space / 75m2

The food van has a GFA of 6.3m2 (3m long by 2.1m wide)

Accordingly, the food van parking space requirement is assessed to be:

- 1 car space
- 0 bicycle spaces

The net effect on off street parking space provided is as follows:

- Reduces General Retail parking from 4 to 3 spaces
- Does not provide Food Services parking of 1 space

The proposal depends on availability of other parking supply to compensate for the 2-space increase in demand. **A1 is not satisfied.**

Performance criteria P1.1: *The number of on-site car parking spaces for uses excluding dwellings, must meet reasonable needs of the use, having regard to:*

a) *The availability of off-street public car parking spaces within reasonable walking distance of the site*

Public off-street parking is available within reasonable walking distance as follows*:*

- 64 Hopkins St - 34 spaces, see Figure 2, within 30m.
- 63 Hopkins St - 160 spaces, see Figure 13, within 40m.

At the time of operations of the food van i.e between 3:00 PM and midnight the utilisation of these carparks is estimated to reduce from 70% at 3 PM to 0% after 9 PM.

b) *The ability of multiple users to share spaces because of:*

(i) variations in car parking demand over time; or

(ii) Efficiencies gained by consolidation of car parking spaces.

The above benefits are not likely

c) *The availability and frequency of public transport within reasonable walking distance of the site;* Public transport is on Main Road within 150m walking distance of the site.

d) *The availability and frequency of other transport alternatives;*

Other transport alternatives are available including taxi and uber services**.**

e) *Any site constraints such as existing buildings, slope, drainage, vegetation, and landscaping***.** The site is highly constrained due to presence of existing buildings*.*

f) The availability, accessibility, and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; Ample On-Street parking spaces are available on Hopkins Street within short walking distance i.e 60m involving:

- 8* 1P spaces East and opposite 60 Hopkins St until 6PM
- 4* ½ P spaces West and opposite 60 Hopkins St until 4PM
- 4* ½ P spaces West and adjacent 60 Hopkins St until 4PM
- Loading Zone until 5:30PM West & adjacent to 60 Hopkins St

g) The effect on streetscape.
The proposal has no impact on streetscape.

h) Any assessment of the actual car parking demand determined in light of the nature of the use and development.

The change in parking demand due to the proposal is amply catered for by existing public off and on street parking within reasonable walking distance.

From consideration of the nature of the proposal and extent of public off street parking and on street parking available within reasonable walking distance, the anticipated parking demand is amply catered for.

P1 is satisfied.

C2.5.2 Bicycle parking numbers

Acceptable Solution A1: *Bicycle parking spaces must:*

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

From consideration of Table C2.1, it is determined that no formal bicycle parking spaces are justified.

A1 is satisfied.

C2.5.3 Motorcycle parking numbers

Acceptable Solution A1: *The number of on-site motorcycle parking spaces for all uses must:*

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

Where < 20 car parking spaces are required, there is no requirement.

A1 is satisfied.

C2.5.4 Loading Bays

Acceptable Solution A1: *A loading bay must be provided for uses with a floor area of more than 1000m2 in a single occupancy.*

Not applicable as proposed floor area is < 1000m2.

C2.6.1 Construction of parking areas

Acceptable Solution A1: *All parking, access ways, manoeuvring and circulation spaces must:*

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

Sealed driveway exists with stormwater drainage via the public stormwater drainage system.

A1 is satisfied.

C2.6.2 Design and layout of parking areas

Acceptable Solution A1.1: *Parking, accessways, manoeuvring and circulation spaces must All parking, access ways, manoeuvring and circulation spaces must either:*

(a) comply with the following:

i. *have a gradient in accordance with Australian Standard AS 2890 Parking facilities.* Satisfied.

ii. *Provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces.* Satisfied.

iii. *Have an access width not less than the requirements in Table C2.2.* Where 5 or less off-street parking spaces are provided, driveway width required is 3m. Satisfied.

iv. *Have car parking space dimensions satisfying Table C2.3.* Satisfied.

v. *Have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces.* Satisfied.

vi. *Have a vertical clearance of not less than 2.1 metres above the parking surface level*. Satisfied.

vii. *Excluding a single dwelling, be delineated by line marking or other clear physical means.* Satisfied.

A1.1 is satisfied.

Acceptable Solution A1.2

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

(a) Be located as close as practical to the main entry point to the building. Satisfied.

(b) be incorporated into the overall car park design. Satisfied.

(c) be designed and constructed in accordance with Australian/ New Zealand Standard AS/NZS 2890.6-2009 Parking facilities - Off-street parking for people with disabilities.

AS/NZS 2890.6 indicates 1 accessible space should be provided per 50 car parking spaces as a guideline. As only 1 car parking space is required, an accessible space is not justified or proposed. **A1.2 is satisfied.**

C2.6.3 Number of accesses for vehicles

Acceptable Solution A1: *The number of accesses provided for each frontage must:*

(a) be no more that 1; or

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

An existing two-way access is proposed. **A1 is satisfied.**

C2.6.5 Pedestrian access

Acceptable Solution A1.1: *Applies to uses that require 10 or more car parking space must:*

(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways/ parking aisles, by:

i. a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or

ii. protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and

(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.

Less than 10 car parking spaces are proposed and the adjacent on street parking has footpaths.

A1.1 is satisfied.

Road and Railway Assets Code C3

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

Acceptable Solution A1.1: **Not applicable** as the roads under consideration are not Category 1.

Acceptable Solution A1.2 *– For a road, excluding a Category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.*

Not applicable as an existing access is proposed.

Acceptable Solution A1.3: **Not applicable** as no rail-line is impacted.

Acceptable solution A1.4:
Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing will not increase by more than:

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

Traffic due to the proposal is estimated at up to 60 vpd with peak rate of 20vph during the PM peak due to the proposed food van operation i.e Food Services land use.

Hopkins St is considered a *major road* as it has a major collector road function connecting the Moonah CBD with the Brooker Hwy.
For *major roads* a 10% or 10 vpd increase in vehicles up to 5.5m in length, whichever is greater, is acceptable as per Table C2.1.

Hopkings St has estimated AADT of 5,000vpd. 10% of this AADT is 500vpd of allowable increase. Estimated increase due to proposal is 60vpd. **A1 is satisfied.**

A1.5: *Vehicular traffic must be able to enter and leave a major road in a forward direction.* **A1.5 is satisfied.**

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

Proposal does not involve habitable buildings.

C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area

Not applicable as no subdivision is proposed.

7) Impacts on the environment and road users

The proposal will have negligible impact on road users provided the recommendations are implemented.

7.1 Environment

- No adverse environmental impacts are anticipated in terms of:
    - Noise, vibration, visual impact and residential amenity
    - Ecological Impacts, Heritage and Conservation
- Additional street lighting is not required.

7.2 Road users

- Public Transport - No impact.
- Delivery Vehicles - No impact.
- Pedestrians and Cyclists - No impact.

8) Recommendations and Conclusions

This traffic impact statement has been prepared to assess the proposed food van operation at 60 Hopkins Street, Glenorchy.

Estimated traffic generation is 60vpd with a peak rate of 20vph during the PM peak.

Existing road conditions have been reviewed including the speed environment and available sight distances. Road safety has been reviewed with consideration of 5 year reported crash history and Austroads Safe System Assessment.

It is assessed that the proposal will have minimal impact on traffic safety and capacity for all road users and the proposed access location is safe and appropriate.

Evidence is provided that the proposal satisfies the Tasmanian Planning Scheme – Glenorchy - Parking & Sustainable Transport Code C2 and Road & Railway Assets Code C3.

Recommendations:

- *There are no recommendations.*

Overall, it has been concluded that the proposal will not create any traffic issues and traffic will continue to operate safely and efficiently along Hopkins Street Based on the findings of this report and subject to the recommendations above, the proposal is supported on traffic grounds.

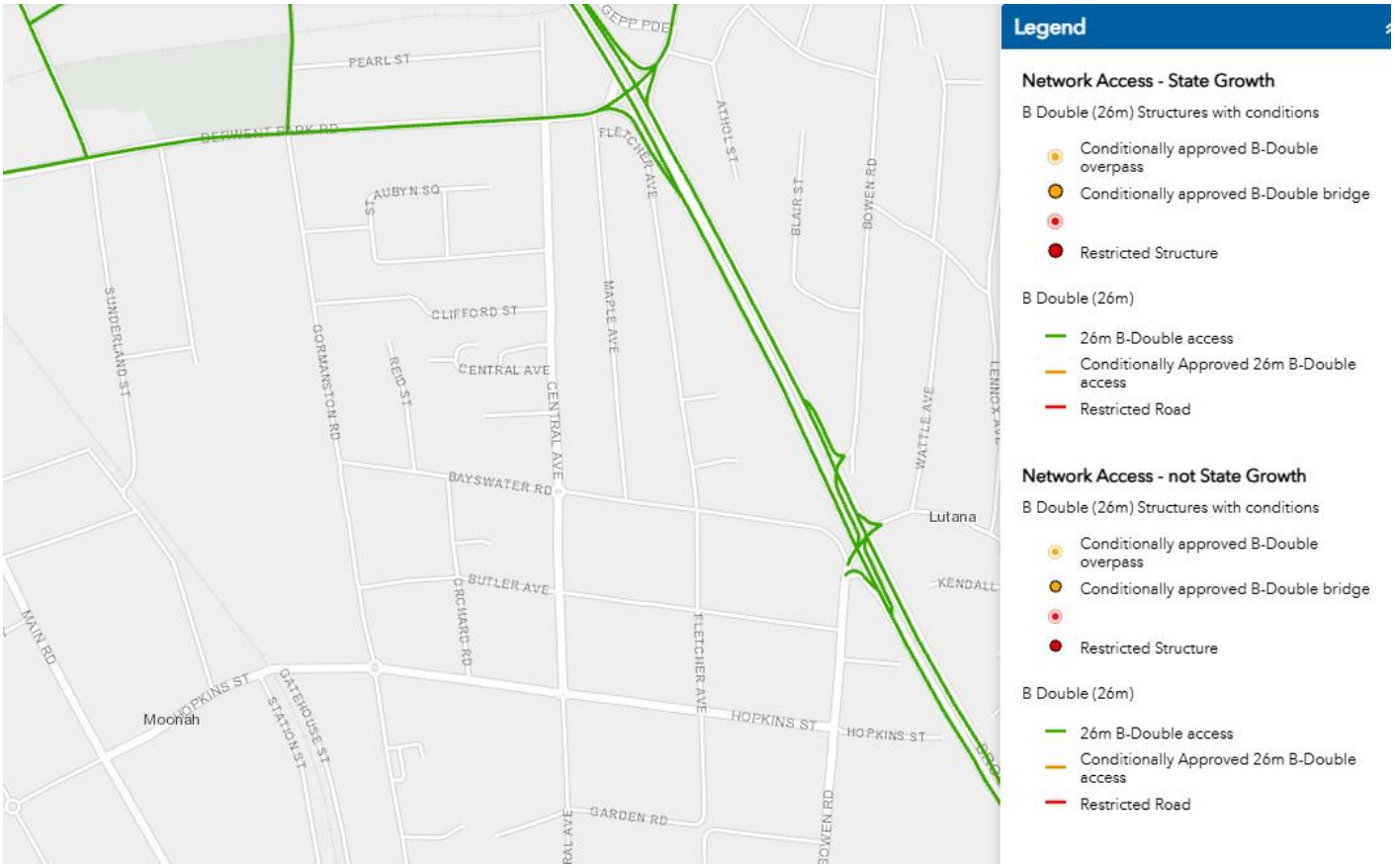
9) Assessor Credentials

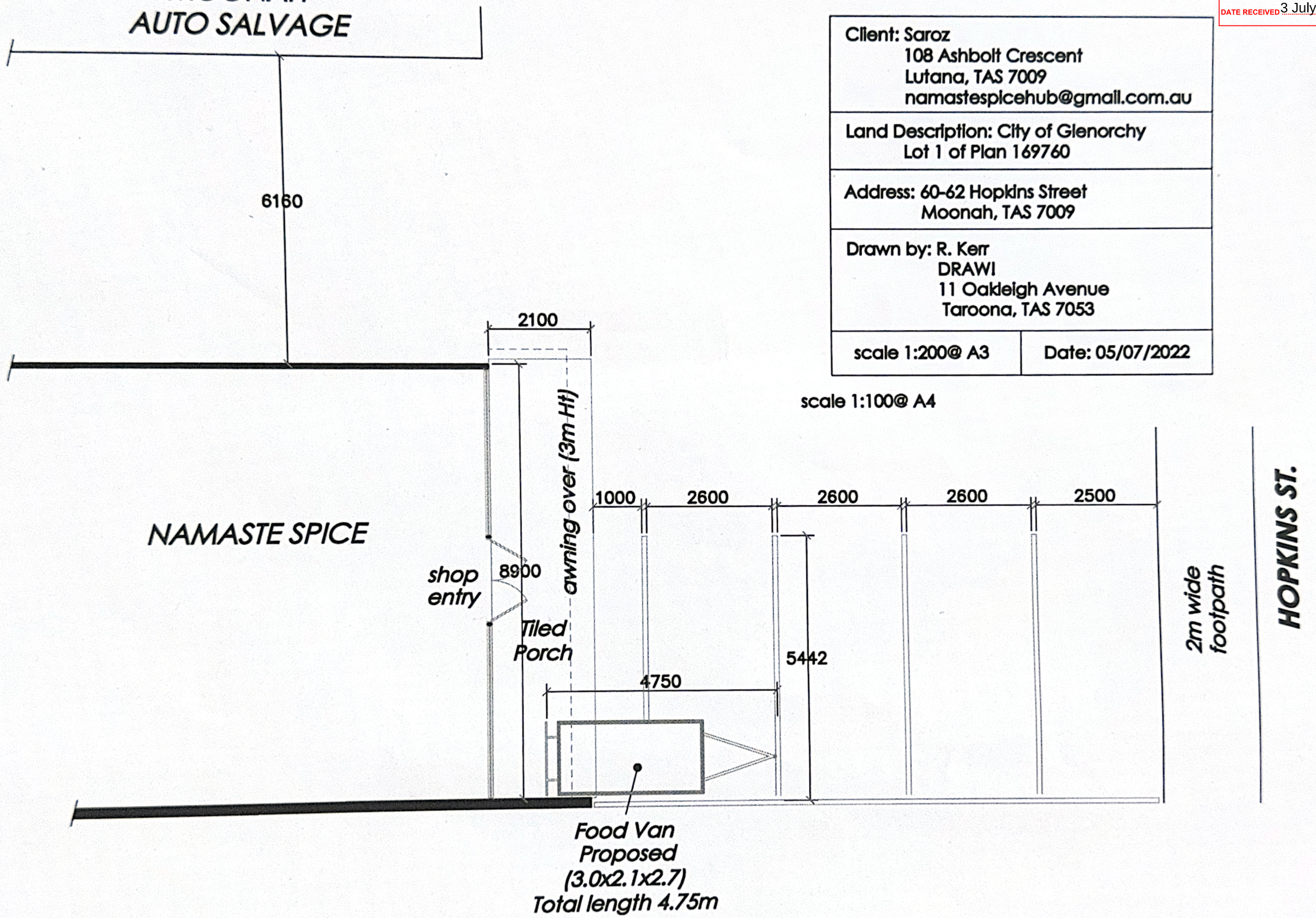
Richard Burk is a qualified Traffic and Civil Engineer with over 38 years of experience with State and Local Government in the Roads and Traffic industry in Tasmania. Visit.

Appendices:

Appendix A – Tas 26m B Double Network

Appendix A – Tas 26m B Double Network





Client: Saroz 108 Ashbolt Crescent Lutana, TAS 7009 namastespicehub@gmail.com.au	
Land Description: City of Glenorchy Lot 1 of Plan 169760	
Address: 60-62 Hopkins Street Moonah, TAS 7009	
Drawn by: R. Kerr DRAWI 11 Oakleigh Avenue Taroona, TAS 7053	
scale 1:200@ A3	Date: 05/07/2022

scale 1:100@ A4

Client: Saroz 108 Ashbolt Crescent Lutana, TAS 7009 namastespicehub@gmail.com.au	
Land Description: City of Glenorchy Lot 1 of Plan 169760	
Address: 60-62 Hopkins Street Moonah, TAS 7009	
Drawn by: R. Kerr DRAWI 11 Oakleigh Avenue Taroona, TAS 7053	
scale 1:200@ A3	Date: 05/07/2022