DEVELOPMENT APPLICATION

APPLICATION NUMBER:	PLN-25-153
PROPOSED DEVELOPMENT:	12 Lot Subdivision plus road and public open space
LOCATION:	Coach Road Chigwell
APPLICANT:	MC Planners
ADVERTISING START DATE:	23/12/2025
ADVERTISING EXPIRY DATE:	15/01/2026

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 **15/01/2026**.

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 **15/01/2026**, or for postal and hand delivered representations, by 5.00 pm on **15/01/2026**.

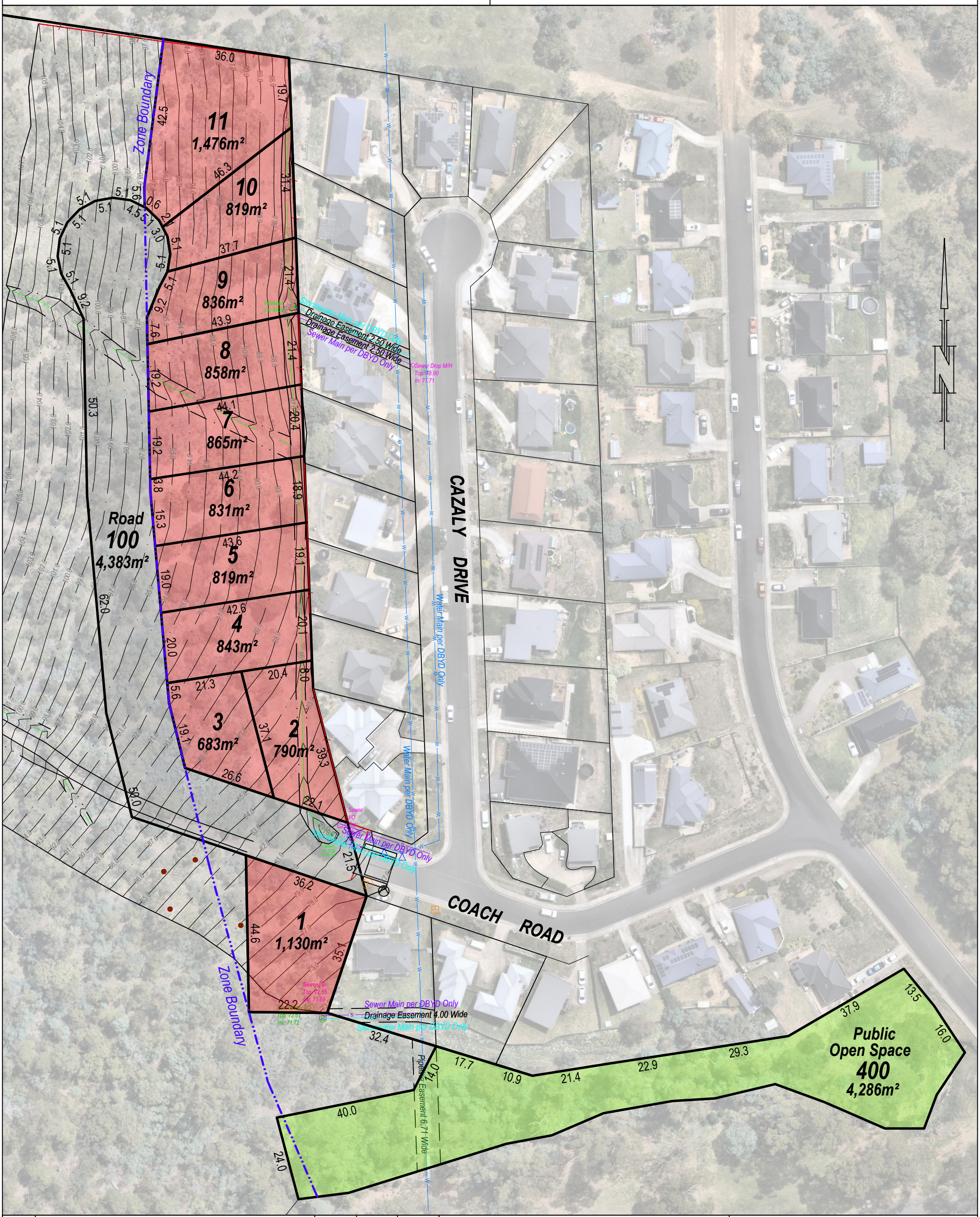
374 Main Road, Glenorchy
PO Box 103, Glenorchy TAS 7010
(03) 6216 6800 | gccmail@gcc.tas.gov.au
www.gcc.tas.gov.au
ABN 19 753 252 493

ROGERSON & BIRCH SURVEYORS

UNIT 1, 2 KENNEDY DRIVE
CAMBRIDGE 7170
PHONE: (03)6248 5898
EMAIL: admin@rbsurveyors.com
WEB: www.rbsurveyors.com

This plan has been prepared only for the purpose of obtaining preliminary subdivsional approval from the local authority and is subject to that approval.

All measurements and areas are subject to the final survey.



REV	AMENDMENTS	DRAWN	DATE	APPR.
E				
D				
C				
B	changes to Lot 400 (HMA's)	AB	17-11-25	AB
A	change road alignment to avoid trees	AB	25-2-25	AB

OWNER: David Stewart Homes Pty Ltd
TITLE REFERENCE: C.T.166553/1
LOCATION: Lot 1 Coach Road
CHIGWELL

Proposed Subdivision

Date: 17-2-2025
Reference: STEWD06 14817-10
Scale: 1:1000 (A3)
Municipality: Glenorchy

DRAWING LISTS

TASWATER INFRASTRUCTURE WATER NOTES:

1. ALL WATER SUPPLY WORKS TO BE CONSTRUCTED IN ACCORDANCE WITH THE WATER CODE OF AUSTRALIA WSA 03-2011-3.1 MRWA EDITION V2.0 , TASWATER'S SUPPLEMENTS TO THESE CODES & ALL RELEVANT W. H. & S. STANDARDS.
2. GENERALLY WATER MAINS TO BE INSTALLED AFTER THE CONSTRUCTION OF STORM WATER AND SEWER ASSETS.
3. FOR MINIMUM COVER OVER PIPES AND TRENCH WIDTHS, REFER TASWATER TW WSA03-2011-3.1 MRWA v2 TABLE 1 MRWA-W-202
4. PIPE TRENCHFILL SHALL BE IN ACCORDANCE WITH MRWA-W-202
5. PIPE EMBEDMENT SHALL BE IN ACCORDANCE WITH MRWA-W-203
- FOR PIPES GRADES GREATER THAN 10% EMBEDMENT WILL BE 20mm CEMENT TREATED CLASS 3 FCR. PLANT MIXED 3% CEMENT

FOR PIPES GRADES LESS THAN 10% EMBEDMENT WILL BE 7mm FCR AND AS NOTED ON THE APPROVED WATER MAIN PLANS & LONG SECTIONS WHERE SHOWN.

6. ALL WATER SUPPLY WORKS MUST BE TESTED AND INSPECTED BY 'TASWATER' PRIOR TO BACKFILL.
7. ALL LIVE WATER CONNECTIONS ARE TO BE DONE BY TASWATER AT THE DEVELOPERS COST.
6. ALL WORK TO BE DONE BY CONTRACTOR AT DEVELOPERS COST U.N.O.
9. LOCATE ALL EXISTING GAS, ELECTRICAL, TELECOMMUNICATIONS, WATER MAINS, SEWER MAINS AND STORMWATER MAINS ETC. PRIOR TO THE COMMENCEMENT OF CONSTRUCTION AND ADVISE THE ENGINEER OF ANYTHING THAT APPEARS NOT BE HAVE BEEN CONSIDERED IN THE DESIGN.
10. BULKHEADS AND TRENCH STOPS TO BE IN ACCORDANCE WITH DRG. MRWA-W-208 & 209 AND AS NOTED ON THE APPROVED WATER LONG SECTIONS WHERE SHOWN
11. WATER MAIN CLEARANCES SHALL BE IN ACCORDANCE WITH WSA 03-2011-3.1, 5.12.5.2 TABLE 5.5
12. THRUST AND ANCHOR BLOCKS SHALL BE CONSTRUCTED IN ACCORDANCE MRWA-W-204 & 205A
13. LOT CONNECTIONS TO BE IN ACCORDANCE WITH TASWATER DRG. No. TWS-W-0002 SHEET 5 OF 19 FOR DN20 & DN25 BELOW GROUND CONNECTIONS
14. FOR LOT CONNECTIONS TO RETICULATION MAINS REFER MRWA-W-110
15. STOP VALVES SHALL BE CONSTRUCTED IN ACCORDANCE WITH MRWA-W-302
HYDRANTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH MRWA-W-305
16. HYDRANT MARKINGS TO BE IN ACCORDANCE WITH MRWA-W-301 FOR KERBS
17. CUL-DE-SAC POLY LOOPS TO BE INSTALLED IN ACCORDANCE MRWA-W-108 & MRWA-W-109
18. ALL PROPERTY CONNECTION PIPES TO BE I.D.20 UNLESS NOTED OTHERWISE & ALL LOT CONNECTION VALVES TO BE I.D.20. ALL LOT CONNECTIONS TO BE ADJACENT TO THE DRIVEWAY ACCESSES OF EACH LOT FACING THE MIDDLE OF THE LOT, WHERE POSSIBLE, OUTSIDE OF A TRAFFICABLE AREA AND IN ACCORDANCE WITH 'TASWATER'S' STANDARD DRAWINGS TW-SD-W-20 SERIES, WATER METERING POLICY, BOUNDARY BACKFLOW CONTAINMENT BUSINESS RULE & AS3500.1:2003, INSTALLED AT THE PROPERTY BOUNDARY.
19. ALL WATER MAINS TO BE TESTED AND WITNESSED BY TASWATER SUBIVISIONAL INSPECTOR TO STATIC PRESSURE PLUS 50%.
20. MINIMUM COVER TO BE 1000mm UNDER MAJOR ROADS, 750mm UNDER LOCAL STREETS AND 750mm ELSEWHERE U.N.O
21. ALL TRENCHES UNDER TRAFFICKED AREAS TO BE BACK FILLED WITH APPROVED FCR INCLUDING FUTURE DRIVEWAY EXTENSIONS.
22. FLUSHING OF MAINS TO BE CARRIED OUT IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS
23. ELECTROMAGNETIC TRACKER TAPE TO BE PLACED IN ALL WATER MAIN TRENCHES ABOVE THE PIPE.
24. WATER MAINS TO BE BEDDED ON 80mm APPROVED 7mm CLEAN METAL.
25. CONCRETE THRUST BLOCKS TO BE PROVIDED AT ALL SUDDEN CHANGES OF DIRECTION, BOTH VERTICALLY AND HORIZONTALLY AT TEES AND END OF LINES AND ANYWHERE ELSE REQUIRED/AND IN ACCORDANCE WITH DRAWINGS MRWA-W-205A, B OR C.
26. FIRE HYDRANT & VALVE MARKERS TO BE IN ACCORDANCE WITH DRAWINGS MRWA-W-300 & 301. ALL VALVES ETC TO BE RESILIENT SEATED POWDER COATED CLASS 16.
27. WHERE DN100 PIPES CROSS UNDER ROADS THEY MUST BE DN100 PN35 D.I.C.L. PIPE.
28. ALL WATER WORKS MUST BE TESTED AND INSPECTED BY TASWATER PRIOR TO BACKFILL.
29. PROPERTY CONNECTIONS LOCATED WITHIN AN AREA SUBJECT TO TRAFFICABLE LOADS MUST BE INSTALLED IN A CLASS 'B' METER BOX AND SURROUND.
30. ALL WORK TO BE DONE BY CONTRACTOR AT DEVELOPERS COST UNLESS NOTED OTHERWISE.
31. ALL CONNECTIONS TO EXISTING WATER OR SEWER TO BE DONE BY TASWATER AT DEVELOPERS COST.
32. CONTRACTOR TO VERIFY LOCATION OF ALL EXISTING SERVICES PRIOR TO UNDERTAKING ANY EXCAVATION AND TO NOTIFY THE ENGINEER OF ANYTHING THAT DOES NOT APPEAR TO HAVE BEEN CONSIDERED IN THE DESIGN.

GENERAL NOTES:

ALL CONSTRUCTION TO COMPLY WITH THE FOLLOWING LOCAL GOVT. STANDARDS & THE MUNICIPAL STANDARD SPECIFICATION.

TSD-G02.v3 URBAN ROADS TYPICAL SERVICE LOCATIONS
TSD-G04.v3 REFENCE POINTS

URBAN ROADS
TSD-R06.v3 URBAN ROADS TYPICAL SECTION & PAVEMENT WIDTHS
TSD-R07.v3 CUL-DE-SAC TURNING HEADS
MSD 1-03 STANDARD VEHICLE CROSSING
TSD-R11.v3 FOOTPATHS

SUB-SOIL
TSD-R12.v3 CONSTRUCTION DETAILS
TSD-R13.v3 PIT CONNECTION - TYPE FD

CONCRETE KERB AND CHANNELS
TSD-R14.v3 PROFILE DIMENSIONS
TSD-R15.v3 CONSTRUCTION DETAILS
TSD-R17.v3 VEHICULAR CROSSINGS
TSD-R24.v3 JOINS

SIDE ENTRY PITS
TSD-SW04.v3 GRATE AND FRAME DETAILS
TSD-SW08.v3 TYPE 3
TSD-SW11.v3 KERB TRANSITIONS
TSD-SW25.v3
TSD-SW28.v3 GUIDES TO SEDIMENT CONTROL
TSD-RF04.v3 NATURE STRIP DETAILS

STORMWATER MANHOLES Ø100 - Ø600 DIA PIPES
TSD-SW02.v3 GENERAL ARRANGEMENTS
TSD-SW03.v3 BENCHING DETAILS

EXCAVATION.
ALL STOCKPILES TO BE LOCATED CLEAR OF ANY WATERCOURSE.

FCR BACKFILL OVER ALL PIPES UNDER PROPOSED DRIVEWAYS & ROADWAYS

ALL STORM WATER LOT CONNECTIONS TO BE Ø150

TASWATER INFRASTRUCTURE SEWER NOTES:

1. ALL SEWER WORKS TO BE CONSTRUCTED IN ACCORDANCE WITH THE SEWER CODE OF AUSTRALIA WSA 02-2014-3.1 MRWA EDITION V2.0 , TASWATER'S SUPPLEMENTS TO THESE CODES & ALL RELEVANT W. H. & S. STANDARDS.
2. ALL SEWER PIPES TO BE 150Ø UPVC CLASS SN8 AT 1.65% MINIMUM FALL U.N.O.
3. FOR MINIMUM COVER OVER PIPES, REFER MRWA- S- 201, TABLE 201-C
4. ALL PRODUCTS USED IN CONSTRUCTION TO COMPLY WITH THE CITY WEST WATER MATERIAL LIST
5. ALL SEWER WORKS MUST BE TESTED AND INSPECTED BY 'TASWATER' PRIOR TO BACKFILL.
6. ALL LIVE SEWER CONNECTIONS ARE TO BE DONE BY TASWATER AT THE DEVELOPERS COST.
7. ALL MAINTENANCE STRUCTURES TO BE CONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING

- MRWA-S-309 MAINTENANCE HOLES - GENERAL CONSTRUCTION REQUIREMENTS
- MRWA-S-310 CONCRETE MAINTENACE HOLES - BASE CONSTRUCTION
- MRWA-S-311 CONCRETE MAINTENACE HOLES - INTRENAL DROP

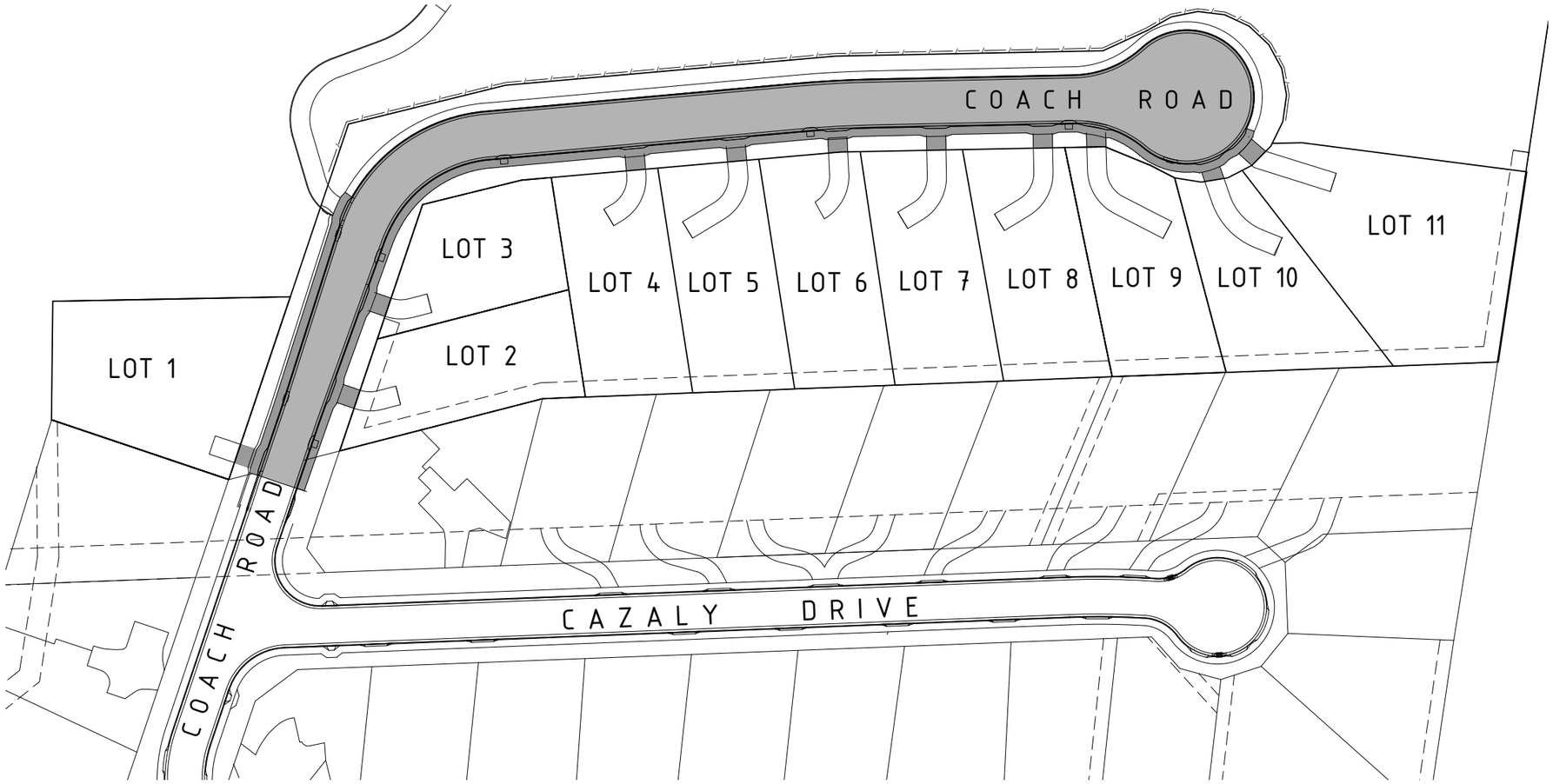
8. ALL WORK TO BE DONE BY CONTRACTOR AT DEVELOPERS COST U.N.O.
9. LOCATE ALL EXISTING GAS, ELECTRICAL, TELECOMMUNICATIONS, WATER MAINS, SEWER MAINS AND STORMWATER MAINS ETC. PRIOR TO THE COMMENCEMENT OF CONSTRUCTION AND ADVISE THE ENGINEER OF ANYTHING THAT APPEARS NOT BE HAVE BEEN CONSIDERED IN THE DESIGN.
10. ALL MAINTENANCE/INSPECTION MHS IN TRAFFICABLE AREAS TO HAVE MIN CLASS 'D' LIDS.
11. PIPE EMBEDMENT TO BE IN ACCORDANCE WITH MRWA-S-202.

- FOR PIPES GRADES GREATER THAN 10% EMBEDMENT WILL BE 20mm CEMENT TREATED CLASS 3 FCR. PLANT MIXED 3% CEMENT
- FOR PIPES GRADES LESS THAN 10% EMBEDMENT WILL BE 7mm FCR

12. BULKHEADS AND TRENCH STOPS TO BE IN CONSTRUCTED ACCORDANCE WITH DRG. MRWA-S-205. AND AS NOTED ON THE APPROVED SEWER PLANS AND LONG SECTIONS.
11. LOT CONNECTIONS TO BE IN ACCORDANCE WITH MRWA-S-301 TO MRWA-S-304 AND AS NOTED ON THE APPROVED SEWER PLANS & LONG SECTIONS. FOR LOT CONNECTIONS GREATER THAN 2.50m IN DEPTH INSTALL "JUMP UP: TYPE 2 CONNECTIONS IN ACCORDANCE WITH MRWA-S-303 1,0 TO SURFACE
12. SEWER PIPE CLEARANCES TO BE IN ACCORDANCE WITH WSA 02-2014-3.1 MRWA vER. 2 SECTION 5..4, TABLE 5.4 AND TASWATER'S SUPPLMENT.

TRAFFIC MANAGEMENT NOTES:

1. THE CONTRACTOR IS TO PREPARE A TRAFFIC MANAGEMENT PLAN FOR APPROVAL BY THE DEVELOPMENT ENGINEER PRIOR TO COMMENCING WORKS ON SITE.
2. THE TRAFFIC MANAGEMENT PLAN SHALL COMPLY WITH THE REQUIREMENTS OF AS 1742.
3. TRAFFIC MANAGEMENT SHALL BE IMPLEMENTED DURING CONSTRUCTION OF ALL WORKS WITHIN THE ROAD RESERVATION.
4. THE CONTRACTOR SHALL MAINTAIN ONE TRAFFICABLE LANE AT ALL TIMES.
5. DISRUPTIONS TO TRAFFIC SHALL BE MINIMIZED.
6. ALL PERSONS INVOLVED IN TRAFFIC MANAGEMENT MUST HOLD APPROPRIATE QUALIFICATIONS - TO COUNCIL APPROVAL.
7. APPROPRIATE SAFETY GEAR SHALL BE WORN BY ALL PERSONS WORKING IN THE ROAD RESERVATION.



00 SITE PLAN
Scale: 1:500 @ A1 1:1000 @ A3

D. STEWART

No.	AMENDMENT	DATE	DRG No.	REFERENCE
A	ISSUED FOR APPROVAL	26.05.2025		
B	AMENDED AS PER COUNCIL RFIA	04.08.2025		
C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025		

HUTCHINGS SPURR PTY. LTD.
CONSULTING ENGINEERS
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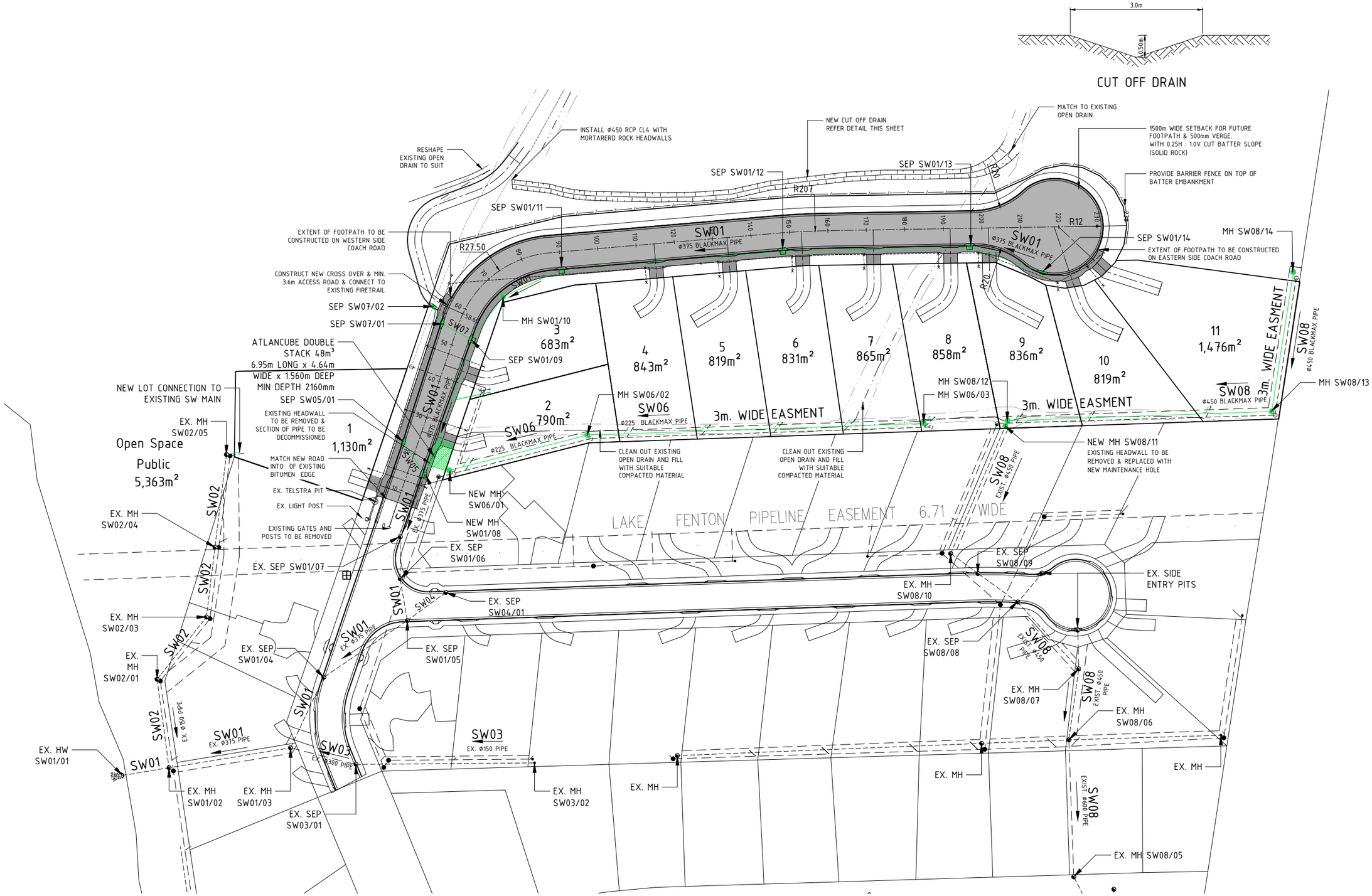
A.C.N. 009 508 525 A.B.N. 39 009 508 525
STRUCTURAL
CIVIL
MUNICIPAL
PROJECT MANAGEMENT
SUB DIVISIONS

11 LOTS FROM PLN-04-02462-01
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
COVER SHEET
SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED
DRAWING No. 23188-S00
REVISION C
No--OF-- SHEETS



01 ROAD & STORMWATER PLAN SHEET 01

Scale: 1:500 @ A1 1:1000 @ A3

N

D. STEWART

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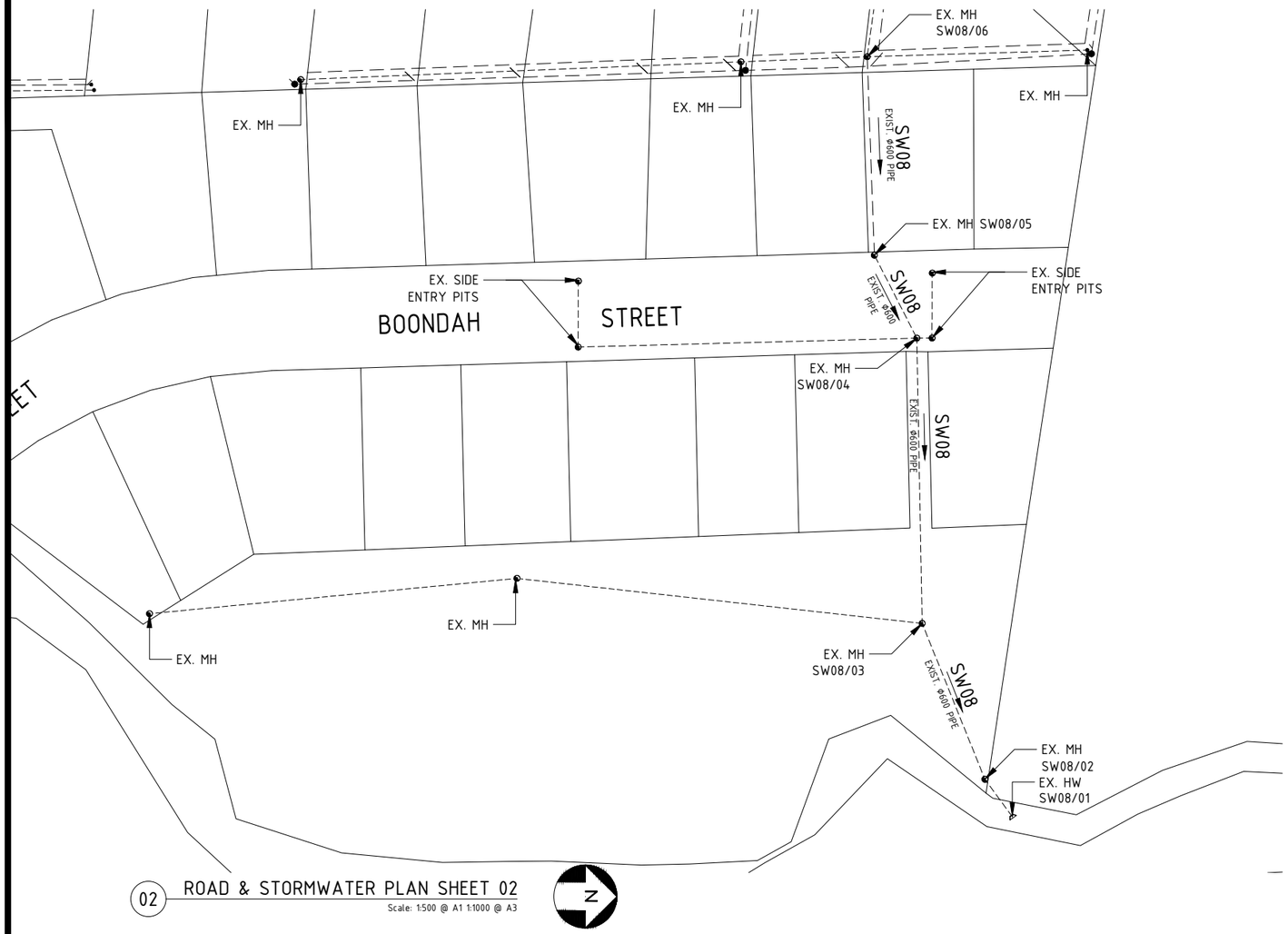
A.C.N. 009 508 525 A.B.N. 39 009 508 525

STRUCTURAL
CIVIL
MUNICIPAL
PROJECT MANAGEMENT
SUB DIVISIONS

PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
PROPOSED ROAD & STORMWATER PLANS SHEET 01

SCALE
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

DRAWING No. 23188-S01 REVISION C
No--OF-- SHEETS



02 ROAD & STORMWATER PLAN SHEET 02

Scale: 1:500 @ A1 1:1000 @ A3

N

D. STEWART

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CIVIL
MUNICIPAL
PROJECT MANAGEMENT
SUB DIVISIONS

PROPOSED 11 LOT SUBDIVISION @

LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1

PROPOSED ROAD & STORMWATER PLANS SHEET 02

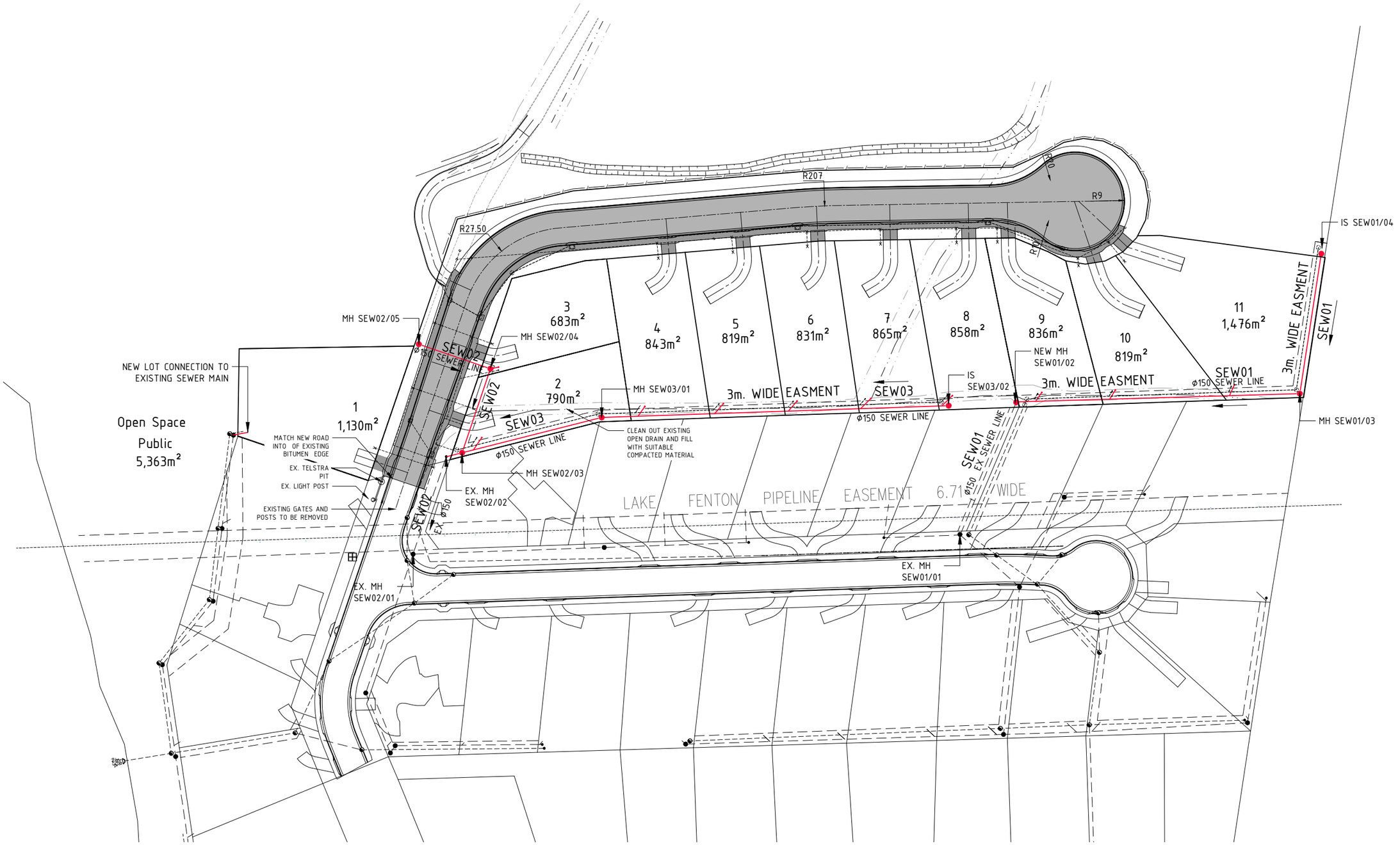
SCALE As Noted

DRAWN M. FRAWLEY DATE AUG. 2025

APPROVED

DRAWING No. 23188-S02 REVISION C

No--OF-- SHEETS



03 SEWER PLAN SHEET 01

Scale: 1:500 @ A1 1:1000 @ A3

N

D. STEWART

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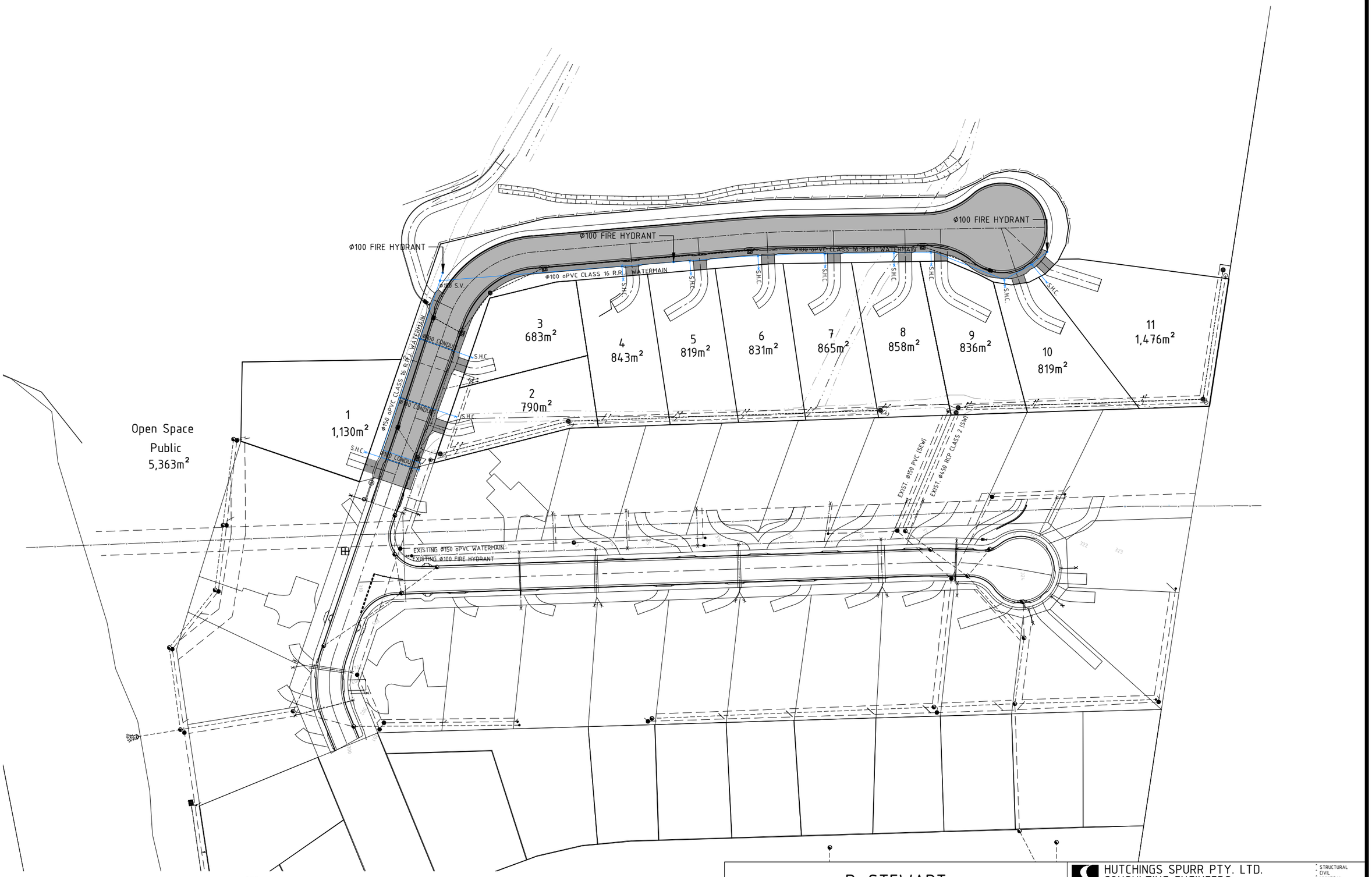
PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
PROPOSED SEWER PLAN

SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

DRAWING No. 23188-S03 REVISION C
No--OF -- SHEETS



04 WATER RETICULATION PLAN

Scale: 1:500 @ A1 1:1000 @ A3

N

D. STEWART

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- CIVIL
- MUNICIPAL
- PROJECT MANAGEMENT
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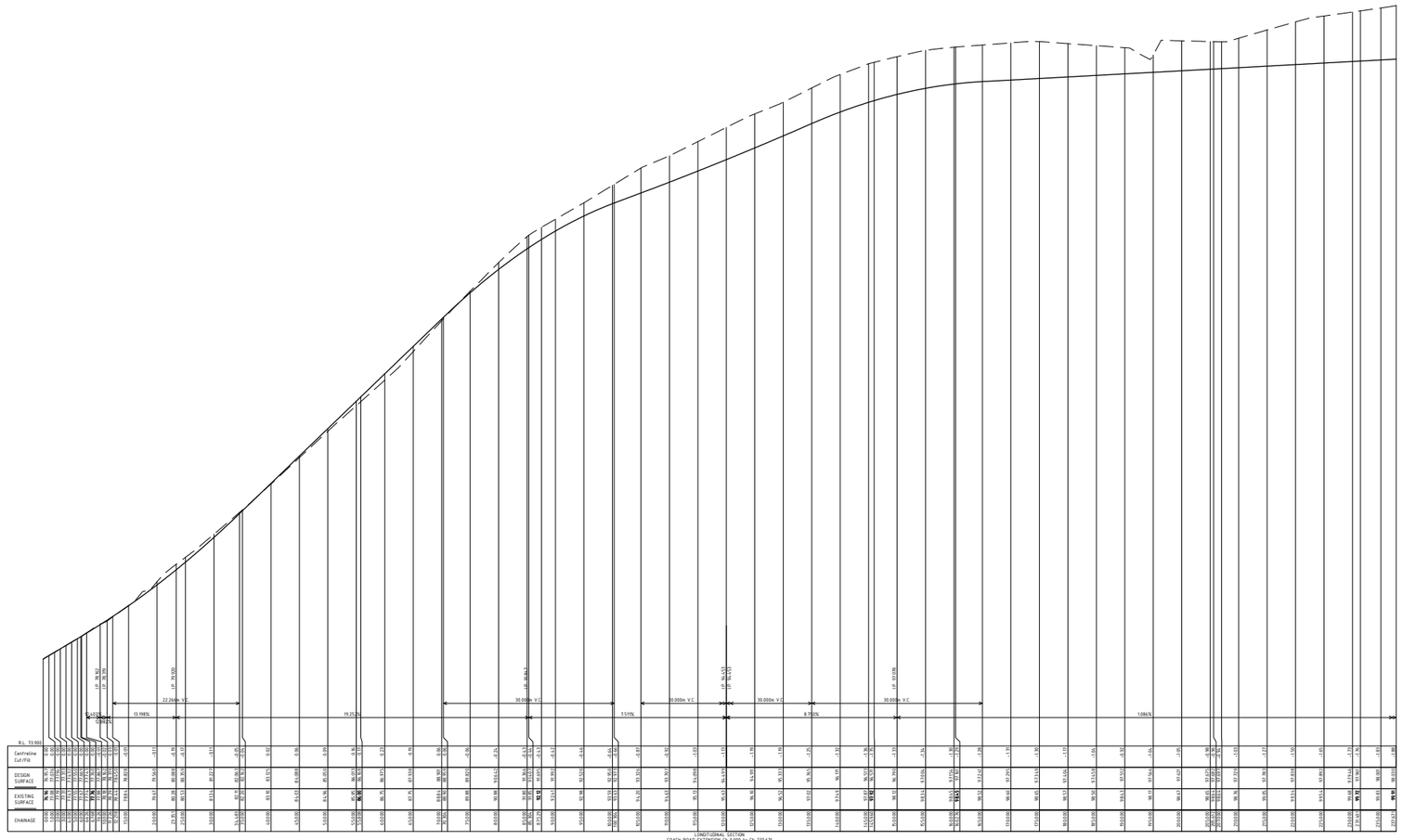
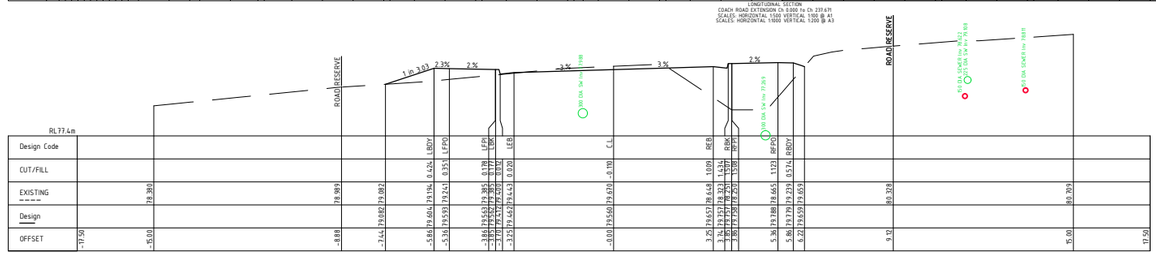
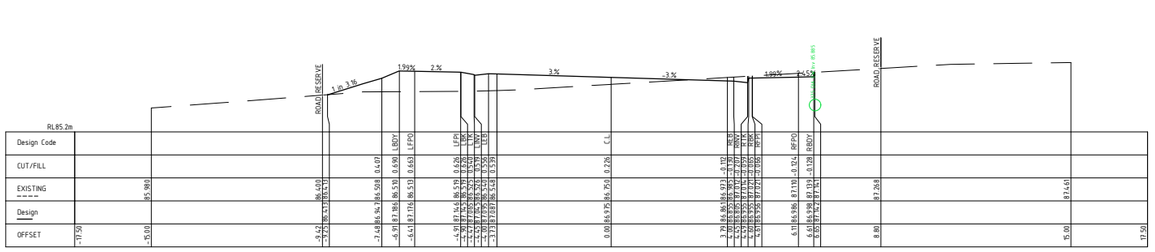
PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
PROPOSED WATER RETICULATION PLAN

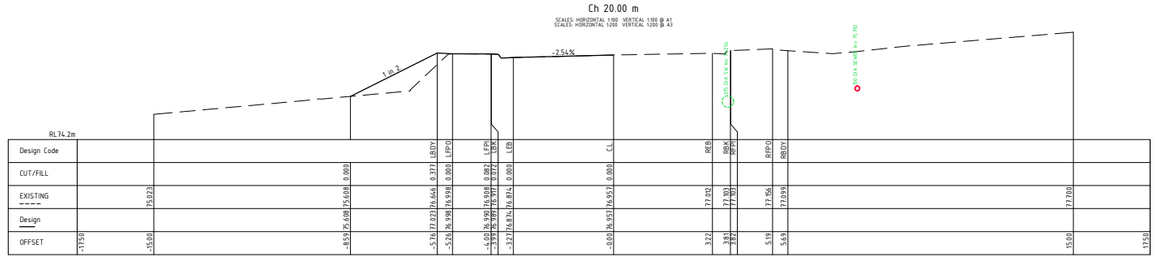
SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

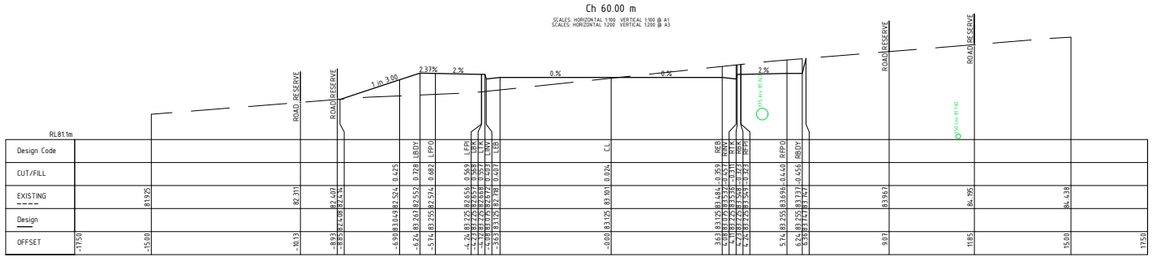
DRAWING No. 23188-S04 REVISION C
No--OF-- SHEETS











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CONSULTING ENGINEERS
23 ANTILL STREET, HOBART, 7000. PHONE (03) 6223 5020
A.C.N. 009 508 525 A.B.N. 39 009 508 525

- STRUCTURAL
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- MUNICIPAL
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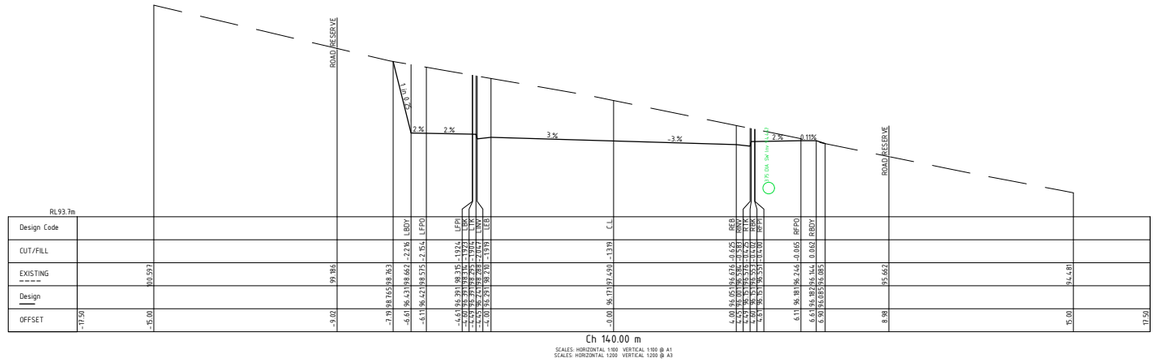
- SUB DIVISIONS

PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
COACH ROAD LONG SECTIONS & CROSS SECTIONS SHEET 01

SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

DRAWING No. 23188-S05 REVISION C
No--OF-- SHEETS



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SCALES: HORIZONTAL 1:100 VERTICAL 1:100 @ A1
SCALES: HORIZONTAL 1:200 VERTICAL 1:200 @ A3

Ch 120.00 m
SCALES: HORIZONTAL 1:100 VERTICAL 1:100 @ A1
SCALES: HORIZONTAL 1:200 VERTICAL 1:200 @ A3

Ch 100.00 m
SCALES: HORIZONTAL 1:100 VERTICAL 1:100 @ A1
SCALES: HORIZONTAL 1:200 VERTICAL 1:200 @ A3

Ch 80.00 m
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Ch 180.00 m
SCALES: HORIZONTAL 1:100 VERTICAL 1:100 @ A1
SCALES: HORIZONTAL 1:200 VERTICAL 1:200 @ A3

Ch 160.00 m
SCALES: HORIZONTAL 1:100 VERTICAL 1:100 @ A1
SCALES: HORIZONTAL 1:200 VERTICAL 1:200 @ A3

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PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
COACH ROAD LONG SECTIONS & CROSS SECTIONS SHEET 02

SCALE As Noted
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REVISION C
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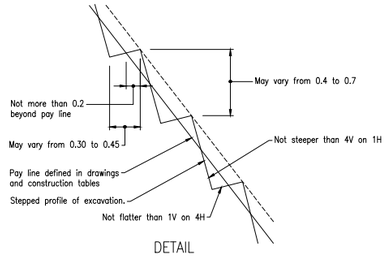
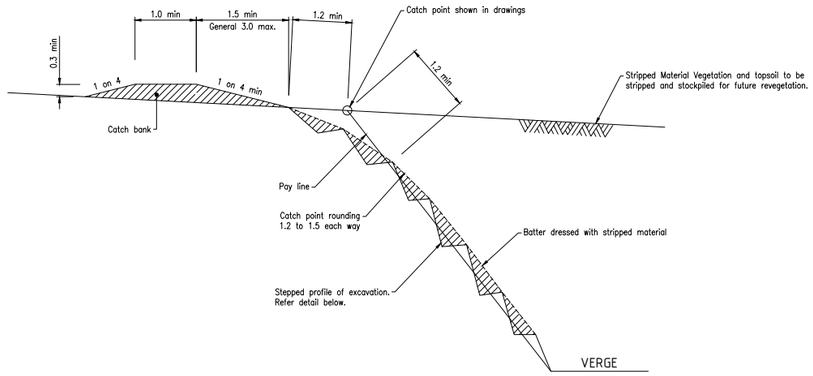
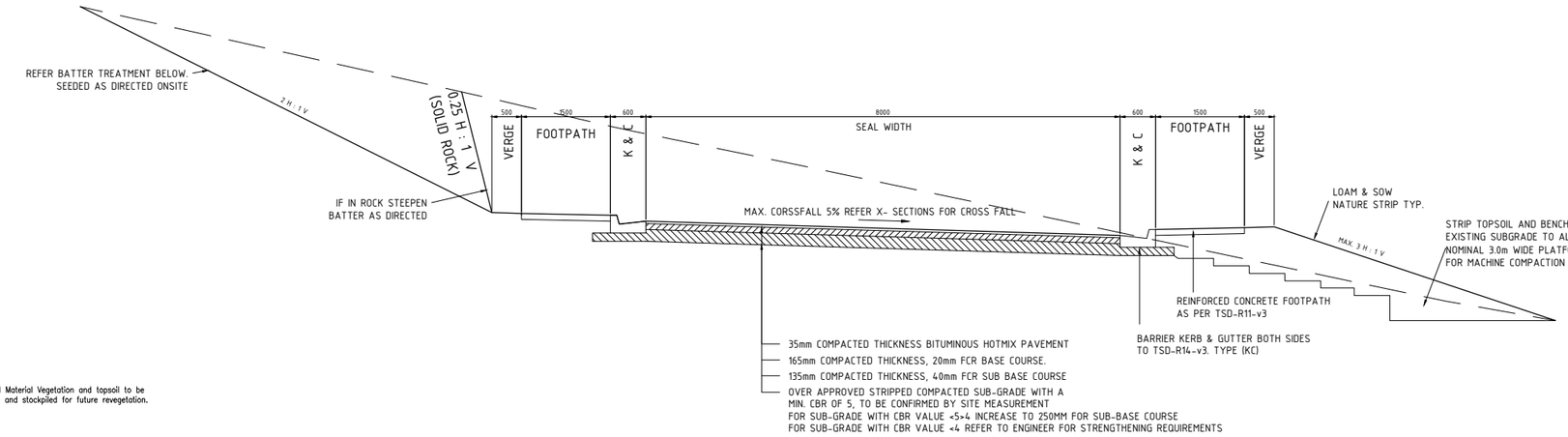


DETAIL



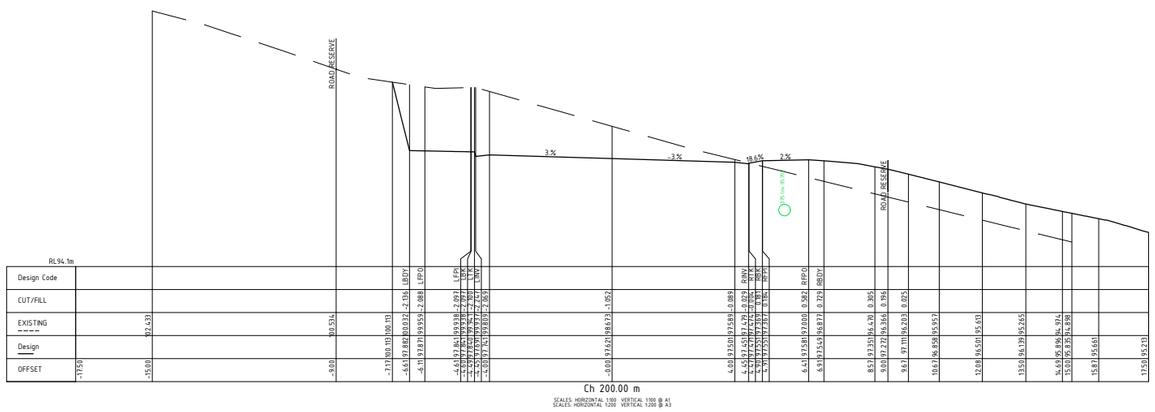
SECTION – CUT BATTER

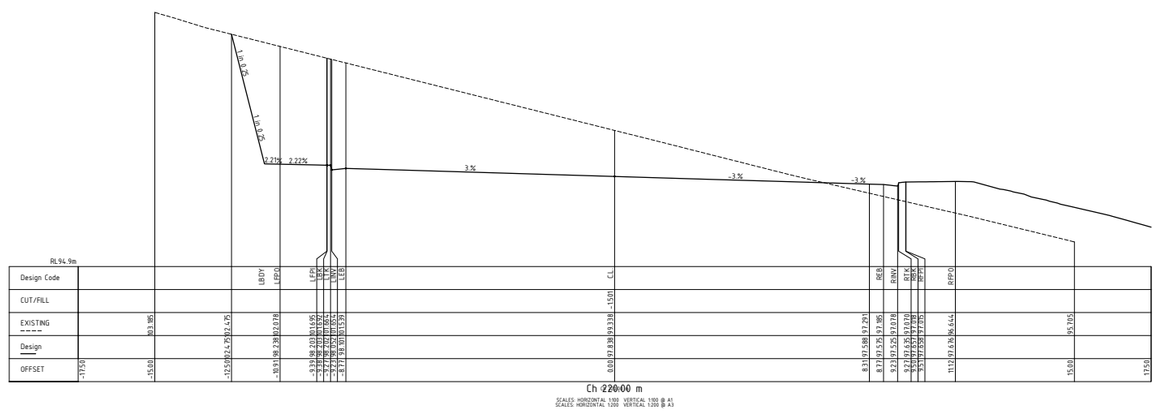


TYPICAL CROSS SECTION

COACH ROAD
NOT TO SCALE

NOTES:
1. Do not use in Sodic (Dispersive) Soils.
2. DIMENSIONS are in metres unless shown otherwise.





D. STEWART

No.	AMENDMENT	DATE	DRG No.	REFERENCE
A	ISSUED FOR APPROVAL	26.05.2025		
B	AMENDED AS PER COUNCIL RFIA	04.08.2025		
C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025		

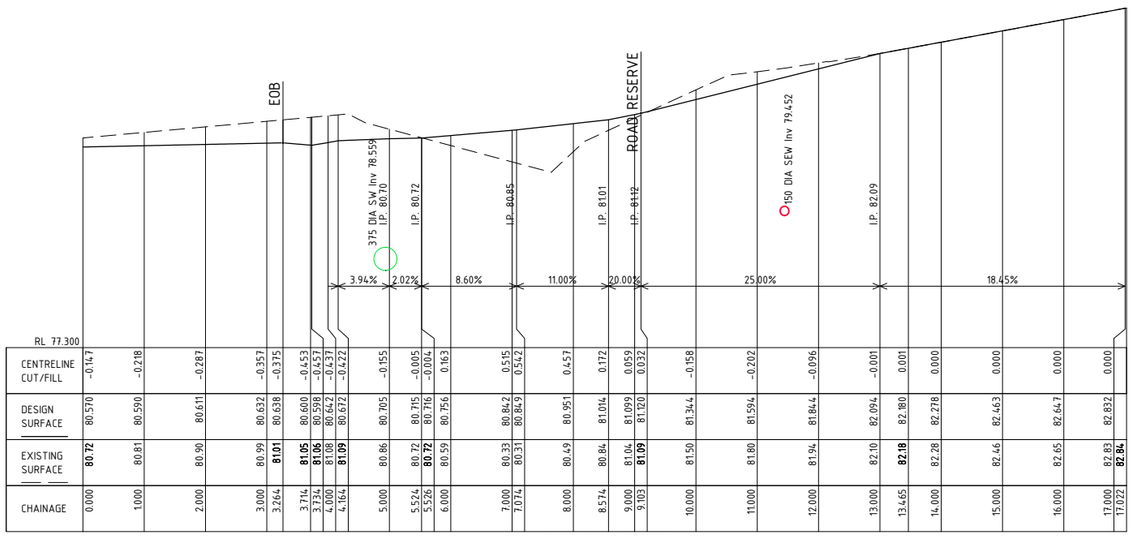
HUTCHINGS SPURR PTY. LTD.
CONSULTING ENGINEERS
23 ANTILL STREET, HOBART, 7000. PHONE (03) 6223 5020
A.C.N. 009 508 525 A.B.N. 39 009 508 525

- STRUCTURAL
- CIVIL
- MUNICIPAL
- PROJECT MANAGEMENT
- SUB DIVISIONS

PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
COACH ROAD LONG SECTIONS & CROSS SECTIONS SHEET 02

SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

DRAWING No. 23188-S07
REVISION C
No--OF-- SHEETS



RL 77.300

CENTRELINE CUT/FILL	-0.147	-0.218	-0.287	-0.357	-0.375	-0.453	-0.457	-0.437	-0.422	-0.155	-0.005	-0.004	0.163	0.515	0.542	0.457	0.172	0.059	0.032	-0.158	-0.202	-0.096	-0.001	0.001	0.000	0.000	0.000	0.000	
DESIGN SURFACE	80.570	80.590	80.611	80.632	80.638	80.600	80.598	80.642	80.672	80.705	80.715	80.716	80.756	80.842	80.849	80.951	81.014	81.099	81.120	81.344	81.594	81.844	82.094	82.180	82.278	82.463	82.647	82.832	
EXISTING SURFACE	**80.72**	80.81	80.90	80.99	**81.01**	**81.05**	**81.06**	81.08	**81.09**	80.86	80.72	**80.72**	80.59	80.33	80.31	80.49	80.84	81.04	**81.09**	81.50	81.80	81.94	82.10	**82.18**	82.28	82.46	82.65	82.83	**82.84**
CHAINAGE	0.000	1.000	2.000	3.000	3.264	3.714	3.734	4.000	4.164	5.000	5.524	5.526	6.000	7.000	7.074	8.000	8.574	9.000	9.103	10.000	11.000	12.000	13.000	13.465	14.000	15.000	16.000	17.000	17.022

LONGITUDINAL SECTION
LOT 2 ACCESS Ch 0.000 to Ch 17.022
SCALES: HORIZONTAL 1:50 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:100 VERTICAL 1:100 @ A3

RL 73.700

CENTRELINE CUT/FILL	-0.026	-0.007	0.016	0.038	0.043	0.016	0.000	-0.022	-0.002	0.057	0.085	0.390	0.386	0.379	0.380	0.265	0.084	-0.008	0.000
DESIGN SURFACE	78.088	78.058	78.028	77.997	77.992	77.942	77.961	78.025	78.041	78.060	78.068	77.976	77.706	77.647	77.647	77.382	77.138	76.797	76.777
EXISTING SURFACE	**78.11**	78.06	78.01	77.96	**77.95**	**77.93**	**77.96**	78.05	**78.04**	78.00	**77.98**	77.59	77.32	**77.27**	77.27	77.12	77.05	76.80	76.78
CHAINAGE	0.000	1.000	2.000	3.000	3.187	3.637	3.657	4.000	4.086	5.000	5.447	7.066	8.566	8.860	8.861	10.000	11.233	13.604	13.791

LONGITUDINAL SECTION
LOT 1 ACCESS Ch 0.000 to Ch 13.791
SCALES: HORIZONTAL 1:50 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:100 VERTICAL 1:100 @ A3

RL 80.900

CENTRELINE CUT/FILL	0.055	-0.056	-0.169	-0.280	-0.316	-0.318	-0.354	-0.367	-0.370	-0.372	-0.374	-0.412	-0.444	-0.426	-0.421	-0.420	-0.385	-0.411	-0.452	-0.453	-0.480	-0.478	-0.477	-0.453	-0.436	-0.393	-0.386	-0.385	-0.239	-0.104	-0.003	-0.003	-0.010	-0.008	-0.006	-0.004	-0.002	0.000
DESIGN SURFACE	83.985	83.979	83.972	83.966	83.964	83.964	83.961	83.954	83.952	83.951	83.950	83.929	83.911	83.931	83.940	83.942	84.011	84.019	84.032	84.032	84.039	84.125	84.137	84.232	84.302	84.375	84.386	84.388	84.622	84.872	85.091	85.109	85.251	85.308	85.394	85.537	85.680	85.821
EXISTING SURFACE	**83.93**	84.04	84.14	84.25	84.28	**84.28**	84.32	84.32	**84.32**	84.32	**84.32**	84.34	84.36	84.36	84.36	**84.36**	84.40	84.43	84.48	**84.49**	84.52	84.60	84.61	84.69	84.74	84.77	**84.77**	84.77	84.86	84.98	85.09	85.11	85.26	**85.32**	85.40	85.54	85.68	**85.82**
CHAINAGE	0.000	1.000	2.000	3.000	3.327	3.337	3.709	3.777	3.787	3.797	3.807	4.000	4.159	4.179	4.227	4.237	4.609	5.000	5.602	5.615	6.000	7.000	7.136	8.000	8.636	9.000	9.057	9.066	10.000	11.000	11.878	12.000	13.000	13.400	14.000	15.000	16.000	16.991

LONGITUDINAL SECTION
LOT 3 ACCESS Ch 0.000 to Ch 16.991
SCALES: HORIZONTAL 1:50 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:100 VERTICAL 1:100 @ A3

D. STEWART

No.	AMENDMENT	DATE	DRG No.	REFERENCE
A	ISSUED FOR APPROVAL	26.05.2025		
B	AMENDED AS PER COUNCIL RFIA	04.08.2025		
C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025		

HUTCHINGS SPURR PTY. LTD.
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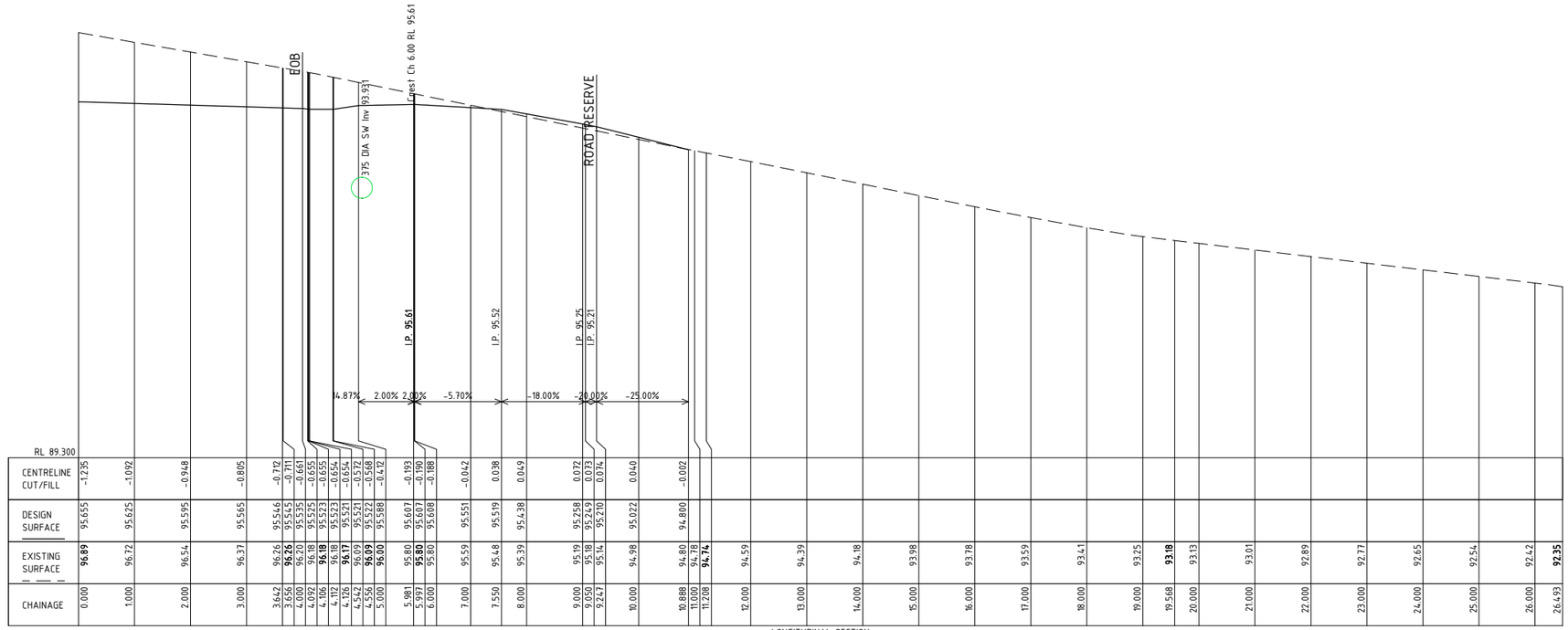
A.C.N. 009 508 525 A.B.N. 39 009 508 525

- STRUCTURAL
- CIVIL
- MUNICIPAL
- PROJECT
- MANAGEMENT
- SUB DIVISIONS

PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
FIRE TRAIL & DRIVEWAY LONG SECTIONS SHEET 01
SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED
DRAWING No. 23188-S08
REVISION Ⓒ
No.--OF -- SHEETS



LONGITUDINAL SECTION
LOT 5 ACCESS Ch 0.000 to Ch 26.493
SCALES: HORIZONTAL 1:50 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:100 VERTICAL 1:100 @ A3

LONGITUDINAL SECTION
LOT 4 ACCESS Ch 0.000 to Ch 25.493
SCALES: HORIZONTAL 1:50 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:100 VERTICAL 1:100 @ A3

D. STEWART

No.	AMENDMENT	DATE	DRG No.	REFERENCE
A	ISSUED FOR APPROVAL	26.05.2025		
B	AMENDED AS PER COUNCIL RFIA	04.08.2025		
C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025		

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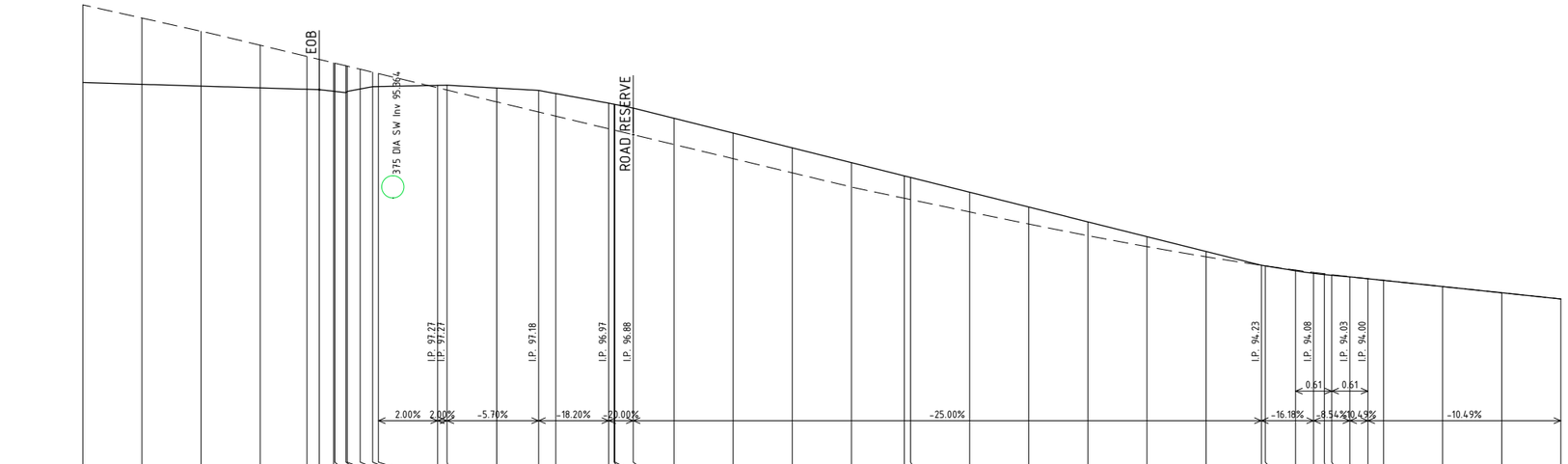
CONSULTING ENGINEERS
23 ANTILL STREET, HOBART, 7000. PHONE (03) 6223 5020
A.C.N. 009 508 525 A.B.N. 39 009 508 525
- STRUCTURAL
- CIVIL
- MUNICIPAL
- PROJECT MANAGEMENT
- SUB DIVISIONS

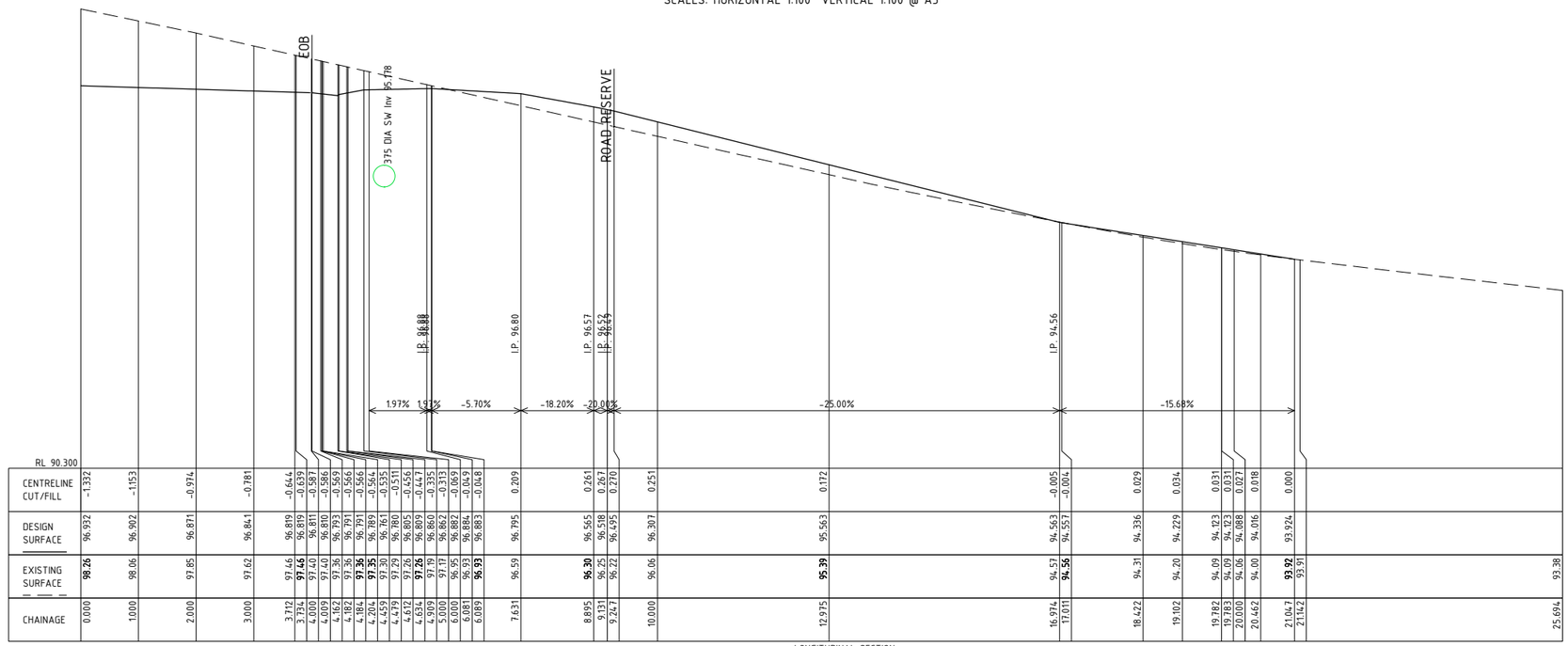
PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
FIRE TRAIL & DRIVEWAY LONG SECTIONS SHEET 02
SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED
DRAWING No. 23188-S09
REVISION C
No.--OF-- SHEETS



RL 90.600

CHAINAGE	CENTRELINE CUT/FILL	DESIGN SURFACE	EXISTING SURFACE
0.000	-1.313	97.315	**98.63**
1.000	-1.119	97.285	98.40
2.000	-0.926	97.255	98.18
3.000	-0.720	97.225	97.95
3.192	-0.554	97.201	**97.76**
4.000	-0.511	97.195	97.71
4.242	-0.480	97.168	**97.65**
4.262	-0.477	97.166	**97.64**
4.451	-0.453	97.145	97.60
4.472	-0.429	97.164	**97.56**
4.692	-0.334	97.206	97.49
4.902	-0.246	97.244	97.47
5.000	-0.219	97.247	
6.000	0.041	97.267	97.23
6.161	0.082	97.270	**97.19**
7.000	0.235	97.222	96.99
7.709	0.365	97.182	96.82
8.000	0.382	97.129	96.75
8.895	0.433	96.966	96.53
8.987	0.436	96.947	**96.51**
9.000	0.437	96.945	96.51
9.389	0.450	96.883	96.43
10.000	0.442	96.710	96.27
11.000	0.432	96.460	96.03
12.000	0.421	96.210	95.79
13.000	0.411	95.960	95.55
13.896	0.377	95.726	**95.36**
14.000	0.373	95.710	95.34
15.000	0.332	95.460	95.13
16.000	0.286	95.210	94.92
17.000	0.233	94.960	94.73
18.000	0.169	94.710	94.54
19.000	0.090	94.460	94.37
19.936	0.001	94.226	94.23
20.000	0.000	94.216	94.22
20.512	-0.012	94.133	94.15
20.818	-0.017	94.089	94.11
21.000	-0.014	94.069	94.08
21.124	-0.010	94.058	94.07
21.431	-0.002	94.030	94.03
21.736	0.000	93.999	**94.00**
22.000	0.000	93.972	93.97
23.000	0.000	93.867	93.87
24.000	0.000	93.762	93.76
24.999	0.000	93.657	**93.66**

LONGITUDINAL SECTION
LOT 7 ACCESS Ch 0.000 to Ch 25.694
SCALES: HORIZONTAL 1:50 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:100 VERTICAL 1:100 @ A3



RL 90.300

CHAINAGE	CENTRELINE CUT/FILL	DESIGN SURFACE	EXISTING SURFACE
0.000	-1.332	96.932	**98.26**
1.000	-1.153	96.902	98.06
2.000	-0.974	96.871	97.85
3.000	-0.781	96.841	97.62
3.712	-0.644	96.819	97.46
3.734	-0.639	96.819	**97.46**
4.000	-0.587	96.811	97.40
4.009	-0.586	96.810	97.40
4.162	-0.569	96.793	97.36
4.182	-0.566	96.791	97.36
4.184	-0.566	96.791	**97.36**
4.704	-0.535	96.761	97.30
4.459	-0.511	96.780	97.29
4.479	-0.456	96.805	97.26
4.612	-0.447	96.809	**97.26**
4.634	-0.335	96.860	97.19
4.909	-0.313	96.862	97.19
5.000	-0.069	96.882	96.95
6.000	-0.049	96.884	96.93
6.081	-0.048	96.883	**96.93**
6.099	0.209	96.795	96.59
7.631	0.261	96.565	**96.30**
8.895	0.267	96.518	96.25
9.131	0.270	96.495	96.22
9.247	0.251	96.307	96.06
10.000	0.172	95.563	**95.39**
12.975	-0.005	94.563	94.57
16.974	-0.004	94.557	**94.56**
17.011	0.029	94.336	94.31
18.422	0.034	94.229	94.20
19.102	0.031	94.123	94.09
19.782	0.031	94.123	94.09
19.783	0.027	94.088	94.06
20.000	0.018	94.016	94.00
20.462	0.000	93.924	**93.92**
21.047			93.91
21.142			
25.694			93.38

LONGITUDINAL SECTION
LOT 6 ACCESS Ch 0.000 to Ch 25.694
SCALES: HORIZONTAL 1:50 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:100 VERTICAL 1:100 @ A3

D. STEWART

No.	AMENDMENT	DATE	DRG No.	REFERENCE
A	ISSUED FOR APPROVAL	26.05.2025		
B	AMENDED AS PER COUNCIL RFIA	04.08.2025		
C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025		

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- STRUCTURAL
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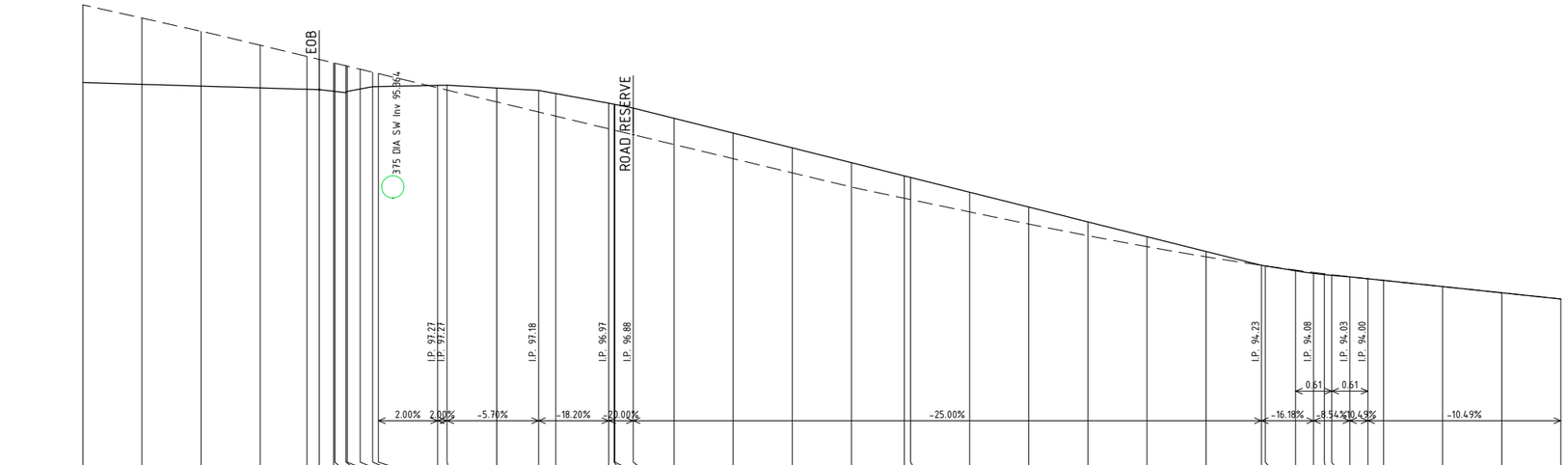
- PROJECT MANAGEMENT
- SUB DIVISIONS

PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
FIRE TRAIL & DRIVEWAY LONG SECTIONS SHEET 03

SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

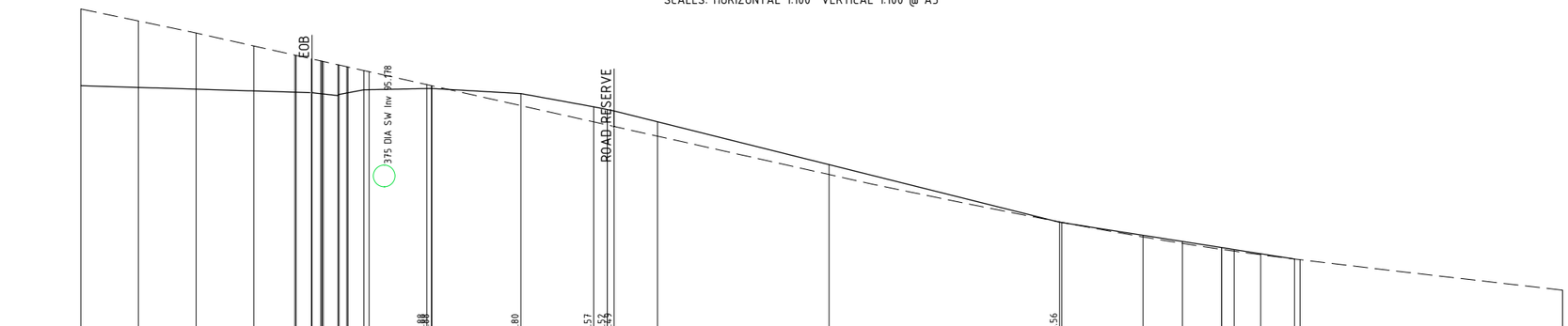
DRAWING No. 23188-S10
REVISION C
No--OF-- SHEETS



RL 90.600

CHAINAGE	CENTRELINE CUT/FILL	DESIGN SURFACE	EXISTING SURFACE
0.000	-1.313	97.315	**98.63**
1.000	-1.119	97.285	98.40
2.000	-0.926	97.255	98.18
3.000	-0.720	97.225	97.95
3.192	-0.554	97.201	**97.76**
4.000	-0.511	97.195	97.71
4.242	-0.480	97.168	**97.65**
4.262	-0.477	97.166	**97.64**
4.451	-0.453	97.145	97.60
4.472	-0.429	97.164	**97.56**
4.692	-0.334	97.206	**97.54**
4.902	-0.246	97.244	97.49
5.000	-0.219	97.247	97.47
6.000	0.041	97.267	97.23
6.161	0.082	97.270	**97.19**
7.000	0.235	97.222	96.99
7.709	0.365	97.182	96.82
8.000	0.382	97.129	96.75
8.895	0.433	96.966	96.53
8.987	0.436	96.947	**96.51**
9.000	0.437	96.945	96.51
9.389	0.450	96.883	96.43
10.000	0.442	96.710	96.27
11.000	0.432	96.460	96.03
12.000	0.421	96.210	95.79
13.000	0.411	95.960	95.55
13.896	0.377	95.726	**95.36**
14.000	0.373	95.710	95.34
15.000	0.332	95.460	95.13
16.000	0.286	95.210	94.92
17.000	0.233	94.960	94.73
18.000	0.169	94.710	94.54
19.000	0.090	94.460	94.37
19.936	0.001	94.226	94.23
20.000	0.000	94.216	94.22
20.512	-0.012	94.133	94.15
20.818	-0.017	94.089	94.11
21.000	-0.014	94.069	94.08
21.124	-0.010	94.058	94.07
21.431	-0.002	94.030	94.03
21.736	0.000	93.999	**94.00**
22.000	0.000	93.972	93.97
23.000	0.000	93.867	93.87
24.000	0.000	93.762	93.76
24.999	0.000	93.657	**93.66**

LONGITUDINAL SECTION
LOT 7 ACCESS Ch 0.000 to Ch 25.694
SCALES: HORIZONTAL 1:50 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:100 VERTICAL 1:100 @ A3



RL 90.300

CHAINAGE	CENTRELINE CUT/FILL	DESIGN SURFACE	EXISTING SURFACE
0.000	-1.332	96.932	**98.26**
1.000	-1.153	96.902	98.06
2.000	-0.974	96.871	97.85
3.000	-0.781	96.841	97.62
3.712	-0.644	96.819	97.46
3.734	-0.639	96.819	**97.46**
4.000	-0.587	96.811	97.40
4.009	-0.586	96.810	97.40
4.162	-0.569	96.793	97.36
4.182	-0.566	96.791	97.36
4.184	-0.566	96.791	**97.35**
4.204	-0.564	96.789	**97.35**
4.459	-0.535	96.761	97.30
4.479	-0.511	96.780	97.29
4.612	-0.456	96.805	97.26
4.634	-0.447	96.809	**97.26**
4.909	-0.335	96.860	97.19
5.000	-0.313	96.862	97.19
6.000	-0.069	96.882	96.95
6.081	-0.049	96.884	96.93
6.099	-0.048	96.883	**96.93**
7.631	0.209	96.795	96.59
8.895	0.261	96.565	**96.30**
9.131	0.267	96.518	96.25
9.247	0.270	96.495	96.22
10.000	0.251	96.307	96.06
12.975	0.172	95.563	**95.39**
16.974	-0.005	94.563	94.57
17.011	-0.004	94.557	**94.56**
18.422	0.029	94.336	94.31
19.102	0.034	94.229	94.20
19.782	0.031	94.123	94.09
19.783	0.031	94.123	94.09
20.000	0.027	94.088	94.06
20.462	0.018	94.016	94.00
21.047	0.000	93.924	**93.92**
21.142			93.91
25.694			93.38

LONGITUDINAL SECTION
LOT 6 ACCESS Ch 0.000 to Ch 25.694
SCALES: HORIZONTAL 1:50 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:100 VERTICAL 1:100 @ A3

D. STEWART

No.	AMENDMENT	DATE	DRG No.	REFERENCE
A	ISSUED FOR APPROVAL	26.05.2025		
B	AMENDED AS PER COUNCIL RFIA	04.08.2025		
C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025		

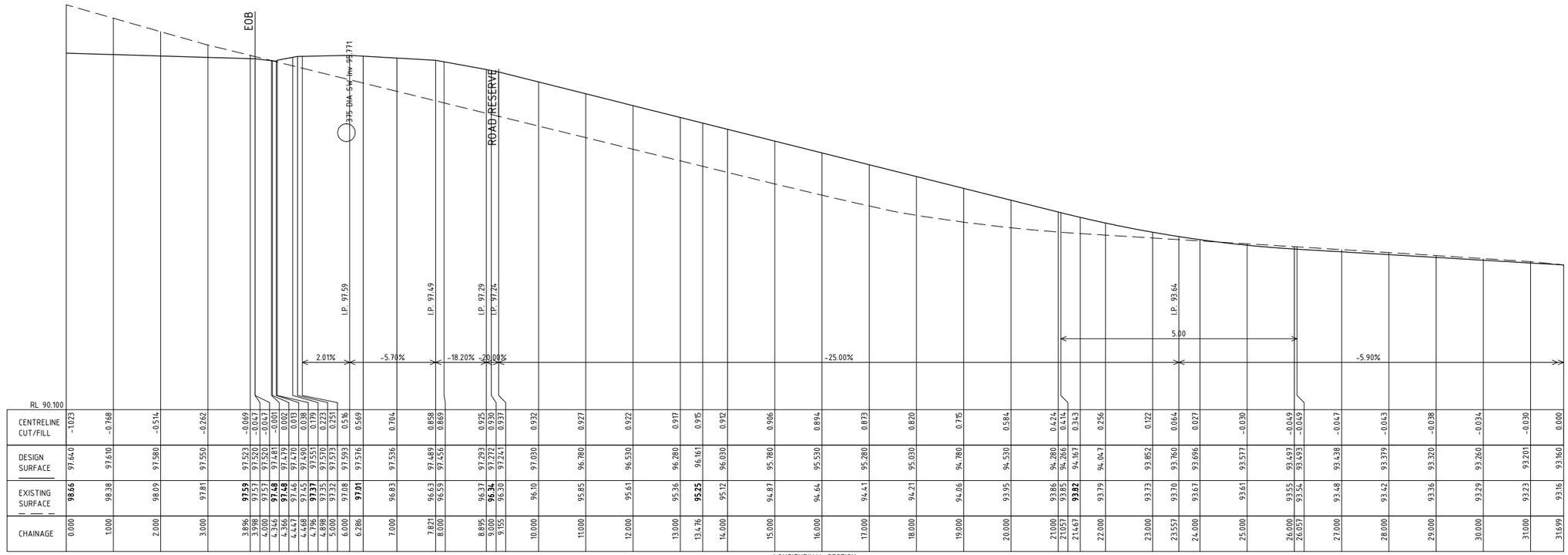
HUTCHINGS SPURR PTY. LTD.
CONSULTING ENGINEERS
23 ANTILL STREET, HOBART, 7000. PHONE (03) 6223 5020
A.C.N. 009 508 525 A.B.N. 39 009 508 525

STRUCTURAL
CIVIL
MUNICIPAL
PROJECT MANAGEMENT
SUB DIVISIONS

PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
FIRE TRAIL & DRIVEWAY LONG SECTIONS SHEET 04

SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

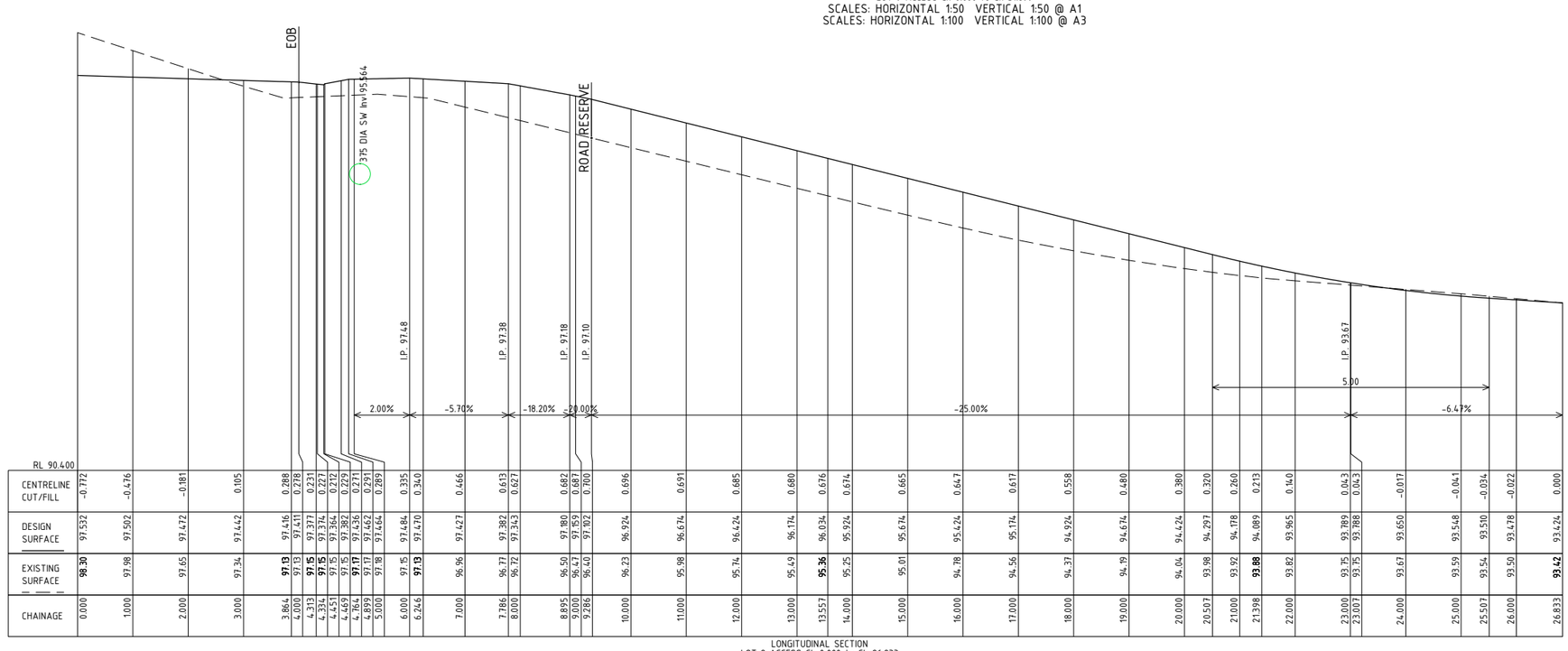
DRAWING No. 23188-S11
REVISION C
No--OF-- SHEETS



RL 90.100

CHAINAGE	CENTRELINE CUT/FILL	DESIGN SURFACE	EXISTING SURFACE
0.000	-1.023	97.640	**98.66**
1.000	-0.768	97.610	98.38
2.000	-0.514	97.580	98.09
3.000	-0.262	97.550	97.81
3.896	-0.069	97.523	**97.59**
3.998	-0.047	97.520	97.57
4.000	-0.047	97.520	97.57
4.346	-0.001	97.491	**97.49**
4.363	0.002	97.490	97.49
4.447	0.018	97.470	97.45
4.468	0.038	97.490	**97.37**
4.796	0.179	97.551	97.35
4.898	0.223	97.570	97.32
5.000	0.251	97.573	97.32
6.000	0.546	97.593	97.08
6.286	0.569	97.576	**97.01**
7.000	0.704	97.536	96.83
7.821	0.858	97.489	96.63
8.000	0.869	97.456	96.59
8.895	0.925	97.293	96.37
9.000	0.930	97.272	**96.34**
9.155	0.937	97.241	96.30
10.000	0.932	97.030	96.10
11.000	0.927	96.780	95.85
12.000	0.922	96.530	95.61
13.000	0.917	96.280	95.36
13.476	0.915	96.161	**95.25**
14.000	0.912	96.030	95.12
15.000	0.906	95.780	94.87
16.000	0.894	95.530	94.64
17.000	0.873	95.280	94.41
18.000	0.820	95.030	94.21
19.000	0.715	94.780	94.06
20.000	0.584	94.530	93.95
21.000	0.424	94.280	93.86
21.057	0.414	94.266	93.85
21.467	0.343	94.167	**93.82**
22.000	0.256	94.047	93.79
23.000	0.122	93.852	93.73
23.557	0.064	93.760	93.70
24.000	0.027	93.696	93.67
25.000	-0.030	93.577	93.61
26.000	-0.049	93.497	93.55
26.057	-0.049	93.493	93.54
27.000	-0.047	93.438	93.48
28.000	-0.043	93.379	93.42
29.000	-0.038	93.320	93.36
30.000	-0.034	93.260	93.29
31.000	-0.030	93.201	93.23
31.699	0.000	93.160	93.16

LONGITUDINAL SECTION
LOT 9 ACCESS Ch 0.000 to Ch 31.699
SCALES: HORIZONTAL 1:50 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:100 VERTICAL 1:100 @ A3



RL 90.400

CHAINAGE	CENTRELINE CUT/FILL	DESIGN SURFACE	EXISTING SURFACE
0.000	-0.772	97.532	**98.30**
1.000	-0.476	97.502	97.98
2.000	-0.181	97.472	97.65
3.000	0.105	97.442	97.34
3.864	0.288	97.416	**97.13**
4.000	0.278	97.411	97.13
4.313	0.231	97.377	**97.15**
4.334	0.227	97.374	**97.15**
4.445	0.212	97.364	**97.15**
4.469	0.210	97.362	97.15
4.764	0.271	97.436	**97.17**
4.899	0.291	97.462	97.17
5.000	0.289	97.464	97.18
6.000	0.335	97.484	97.15
6.246	0.340	97.470	**97.13**
7.000	0.466	97.427	96.96
7.786	0.613	97.382	96.77
8.000	0.627	97.343	96.72
8.895	0.682	97.180	96.50
9.000	0.687	97.159	96.47
9.286	0.700	97.102	96.40
10.000	0.696	96.924	96.23
11.000	0.691	96.674	95.98
12.000	0.685	96.424	95.74
13.000	0.680	96.174	95.49
13.557	0.676	96.034	**95.36**
14.000	0.674	95.924	95.25
15.000	0.665	95.674	95.01
16.000	0.647	95.424	94.78
17.000	0.617	95.174	94.56
18.000	0.558	94.924	94.37
19.000	0.480	94.674	94.19
20.000	0.380	94.424	94.04
20.507	0.320	94.297	93.98
21.000	0.260	94.178	93.92
21.398	0.213	94.089	**93.88**
22.000	0.140	93.965	93.82
23.000	0.043	93.789	93.75
23.007	0.043	93.788	93.75
24.000	-0.017	93.650	93.67
25.000	-0.041	93.548	93.59
25.507	-0.034	93.510	93.54
26.000	-0.022	93.478	93.50
26.833	0.000	93.424	**93.42**

LONGITUDINAL SECTION
LOT 8 ACCESS Ch 0.000 to Ch 26.833
SCALES: HORIZONTAL 1:50 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:100 VERTICAL 1:100 @ A3

D. STEWART

No.	AMENDMENT	DATE	DRG No.	REFERENCE
A	ISSUED FOR APPROVAL	26.05.2025		
B	AMENDED AS PER COUNCIL RFIA	04.08.2025		
C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025		

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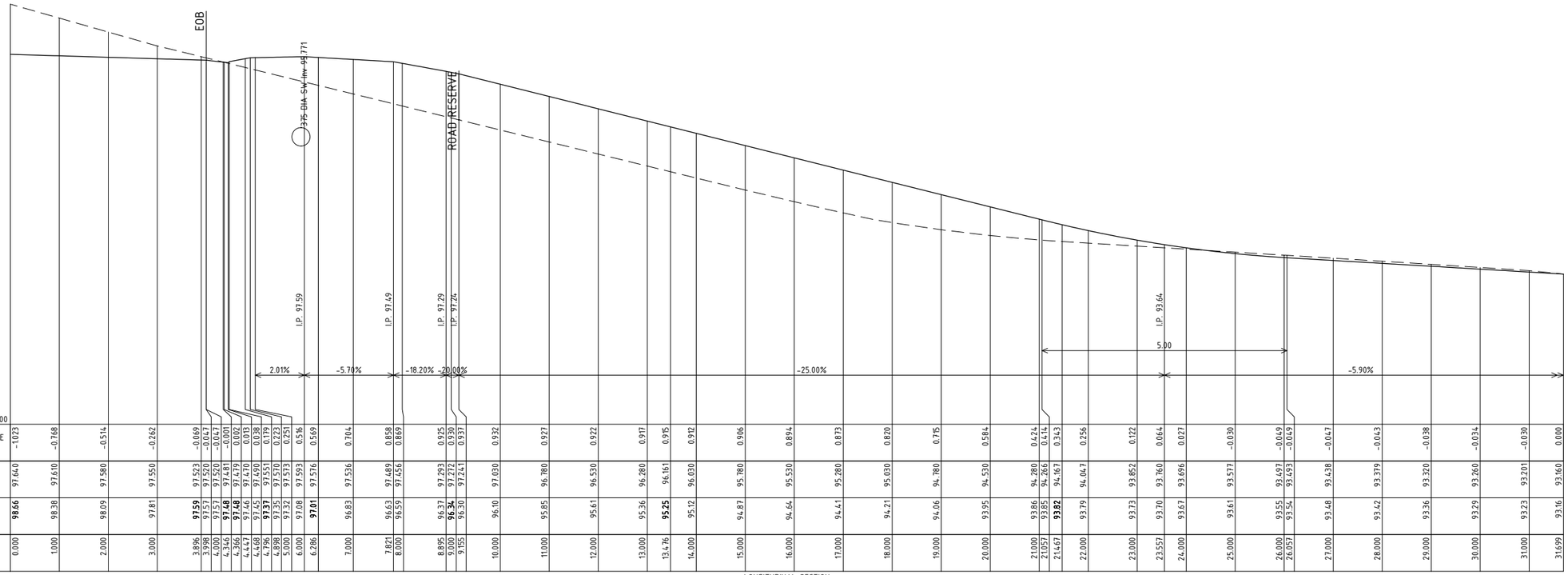
CIVIL
MUNICIPAL
PROJECT MANAGEMENT
SUB DIVISIONS

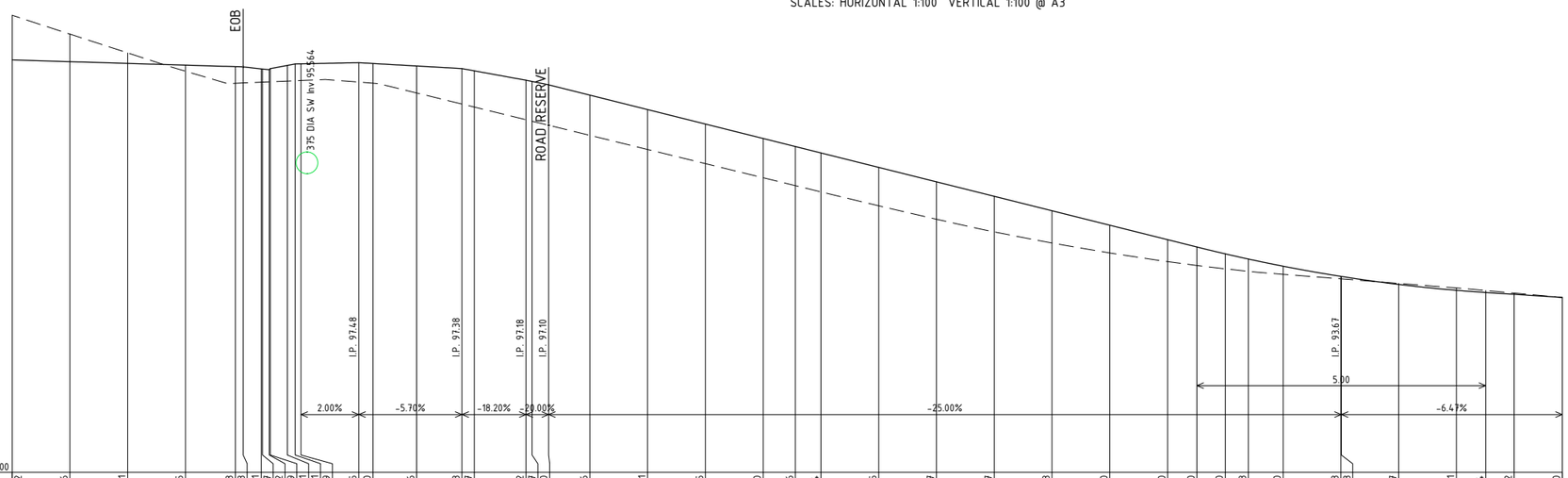
PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
FIRE TRAIL & DRIVEWAY LONG SECTIONS SHEET 05
SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED
DRAWING No. 23188-S12
REVISION C
No--OF-- SHEETS



RL 90.100

CHAINAGE	EXISTING SURFACE	DESIGN SURFACE	CENTRELINE CUT/FILL
0.000	**98.66**	97.640	-1.023
1.000	98.38	97.610	-0.768
2.000	98.09	97.580	-0.514
3.000	97.81	97.550	-0.262
3.896	**97.59**	97.523	-0.069
3.998	97.57	97.520	-0.047
4.000	97.57	97.520	-0.047
4.346	**97.48**	97.491	-0.001
4.447	97.46	97.470	0.013
4.447	97.45	97.490	0.038
4.796	**97.37**	97.551	0.179
4.898	97.35	97.570	0.223
5.000	97.32	97.573	0.251
6.000	97.08	97.593	0.516
6.286	**97.01**	97.576	0.569
7.000	96.83	97.536	0.704
7.821	96.63	97.489	0.858
8.000	96.59	97.456	0.869
8.895	96.37	97.293	0.925
9.000	**96.34**	97.272	0.930
9.155	96.30	97.241	0.937
10.000	96.10	97.030	0.932
11.000	95.85	96.780	0.927
12.000	95.61	96.530	0.922
13.000	95.36	96.280	0.917
13.476	**95.25**	96.161	0.915
14.000	95.12	96.030	0.912
15.000	94.87	95.780	0.906
16.000	94.64	95.530	0.894
17.000	94.41	95.280	0.873
18.000	94.21	95.030	0.820
19.000	94.06	94.780	0.715
20.000	93.95	94.530	0.584
21.000	93.86	94.280	0.424
21.057	93.85	94.266	0.414
21.467	**93.82**	94.167	0.343
22.000	93.79	94.047	0.256
23.000	93.73	93.852	0.122
23.557	93.70	93.760	0.064
24.000	93.67	93.696	0.027
25.000	93.61	93.577	-0.030
26.000	93.55	93.497	-0.049
26.057	93.54	93.493	-0.049
27.000	93.48	93.438	-0.047
28.000	93.42	93.379	-0.043
29.000	93.36	93.320	-0.038
30.000	93.29	93.260	-0.034
31.000	93.23	93.201	-0.030
31.699	93.16	93.160	0.000

LONGITUDINAL SECTION
LOT 9 ACCESS Ch 0.000 to Ch 31.699
SCALES: HORIZONTAL 1:50 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:100 VERTICAL 1:100 @ A3



RL 90.400

CHAINAGE	EXISTING SURFACE	DESIGN SURFACE	CENTRELINE CUT/FILL
0.000	**98.30**	97.532	-0.772
1.000	97.98	97.502	-0.476
2.000	97.65	97.472	-0.181
3.000	97.34	97.442	0.105
3.864	**97.13**	97.416	0.288
4.000	97.13	97.411	0.278
4.313	**97.15**	97.377	0.231
4.354	**97.15**	97.374	0.227
4.464	97.15	97.366	0.219
4.469	97.15	97.362	0.218
4.764	**97.17**	97.436	0.271
4.899	97.17	97.462	0.291
5.000	97.18	97.464	0.289
6.000	97.15	97.484	0.335
6.246	**97.13**	97.470	0.340
7.000	96.96	97.427	0.466
7.786	96.77	97.382	0.613
8.000	96.72	97.343	0.627
8.895	96.50	97.180	0.682
9.000	96.47	97.159	0.687
9.286	96.40	97.102	0.700
10.000	96.23	96.924	0.696
11.000	95.98	96.674	0.691
12.000	95.74	96.424	0.685
13.000	95.49	96.174	0.680
13.557	**95.36**	96.034	0.676
14.000	95.25	95.924	0.674
15.000	95.01	95.674	0.665
16.000	94.78	95.424	0.647
17.000	94.56	95.174	0.617
18.000	94.37	94.924	0.558
19.000	94.19	94.674	0.480
20.000	94.04	94.424	0.380
20.507	93.98	94.297	0.320
21.000	93.92	94.178	0.260
21.398	**93.88**	94.089	0.213
22.000	93.82	93.965	0.140
23.000	93.75	93.789	0.043
23.007	93.75	93.788	0.043
24.000	93.67	93.650	-0.017
25.000	93.59	93.548	-0.041
25.507	93.54	93.510	-0.034
26.000	93.50	93.478	-0.022
26.833	**93.42**	93.424	0.000

LONGITUDINAL SECTION
LOT 8 ACCESS Ch 0.000 to Ch 26.833
SCALES: HORIZONTAL 1:50 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:100 VERTICAL 1:100 @ A3

D. STEWART

No.	AMENDMENT	DATE	DRG No.	REFERENCE
A	ISSUED FOR APPROVAL	26.05.2025		
B	AMENDED AS PER COUNCIL RFIA	04.08.2025		
C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025		

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CONSULTING ENGINEERS
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A.C.N. 009 508 525 A.B.N. 39 009 508 525

STRUCTURAL
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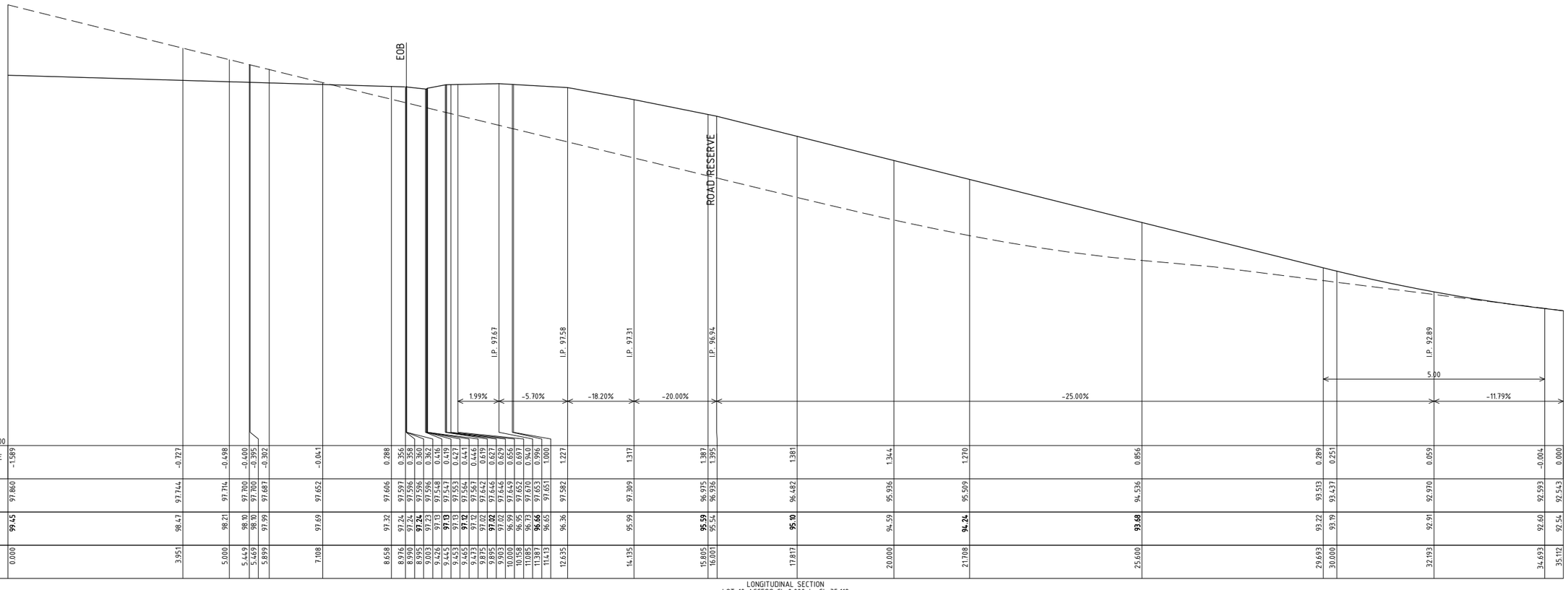
PROJECT MANAGEMENT
SUB DIVISIONS

PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
FIRE TRAIL & DRIVEWAY LONG SECTIONS SHEET 06

SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

DRAWING No. 23188-S13
REVISION (C)
No--OF-- SHEETS



CENTRELINE CUT/FILL	-1.589	-0.727	-0.498	-0.400	-0.395	-0.302	-0.041	0.288	0.356	0.358	0.360	0.362	0.416
DESIGN SURFACE	97.860	97.744	97.714	97.700	97.700	97.687	97.652	97.606	97.597	97.596	97.596	97.596	97.548
EXISTING SURFACE	**99.45**	98.47	98.21	98.10	98.10	97.99	97.69	97.32	97.24	97.24	**97.24**	97.23	97.13
CHAINAGE	0.000	3.951	5.000	5.449	5.469	5.899	7.108	8.658	8.976	8.990	8.995	9.003	9.426

CENTRELINE CUT/FILL	0.419	0.427	0.441	0.446	0.619	0.627	0.629	0.656	0.697	0.940	0.996	1.000	1.227
DESIGN SURFACE	97.547	97.553	97.564	97.567	97.642	97.646	97.646	97.649	97.652	97.670	97.653	97.651	97.582
EXISTING SURFACE	**97.13**	97.13	**97.12**	97.12	97.02	**97.02**	97.02	96.99	96.95	96.73	**96.66**	96.65	96.36
CHAINAGE	9.445	9.453	9.465	9.473	9.875	9.895	9.903	10.000	10.158	11.085	11.387	11.413	12.635

CENTRELINE CUT/FILL	1.317	1.387	1.395	1.381	1.344	1.270	0.856	0.289	0.251	0.059	-0.004	0.000
DESIGN SURFACE	97.309	96.975	96.936	96.482	95.936	95.509	94.536	93.513	93.437	92.970	92.593	92.543
EXISTING SURFACE	95.99	**95.59**	95.54	**95.10**	94.59	**94.24**	**93.68**	93.22	93.19	92.91	92.60	92.54
CHAINAGE	14.135	15.805	16.001	17.817	20.000	21.708	25.600	29.693	30.000	32.193	34.693	35.112

LONGITUDINAL SECTION
LOT 10 ACCESS Ch 0.000 to Ch 35.112
SCALES: HORIZONTAL 1:50 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:100 VERTICAL 1:100 @ A3

D. STEWART

No.	AMENDMENT	DATE	DRG No.	REFERENCE
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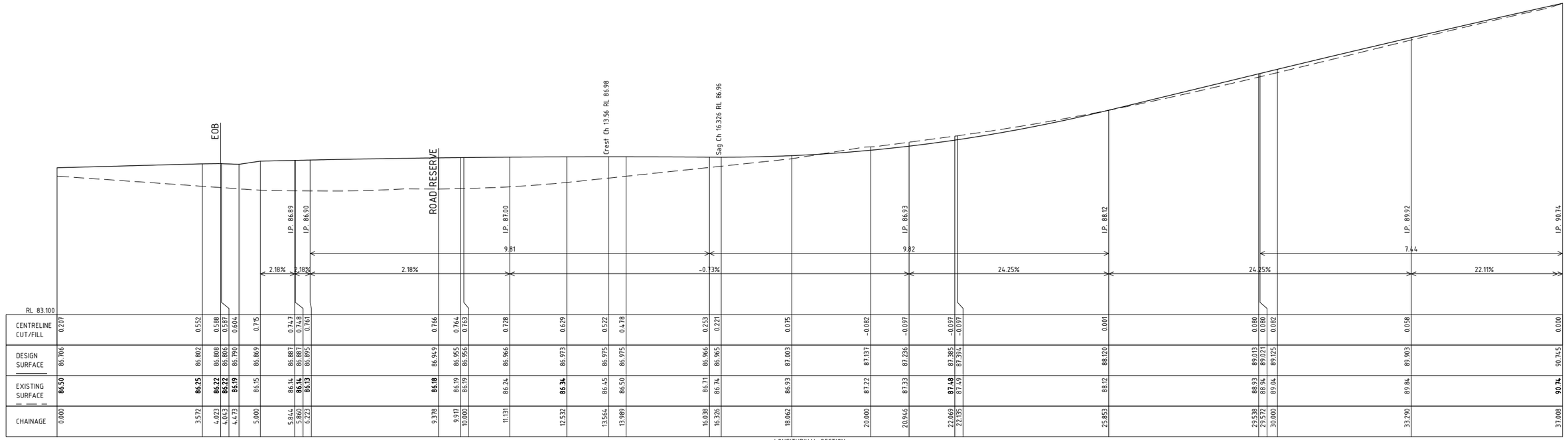
- STRUCTURAL
- CIVIL
- MUNICIPAL
- PROJECT MANAGEMENT
- SUB DIVISIONS

PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
FIRE TRAIL & DRIVEWAY LONG SECTIONS SHEET 07
SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED
DRAWING No. 23188-S14
REVISION Ⓒ
No.--OF -- SHEETS



LONGITUDINAL SECTION
EXISTING TRACK ACCESS Ch 0.000 to Ch 37.008
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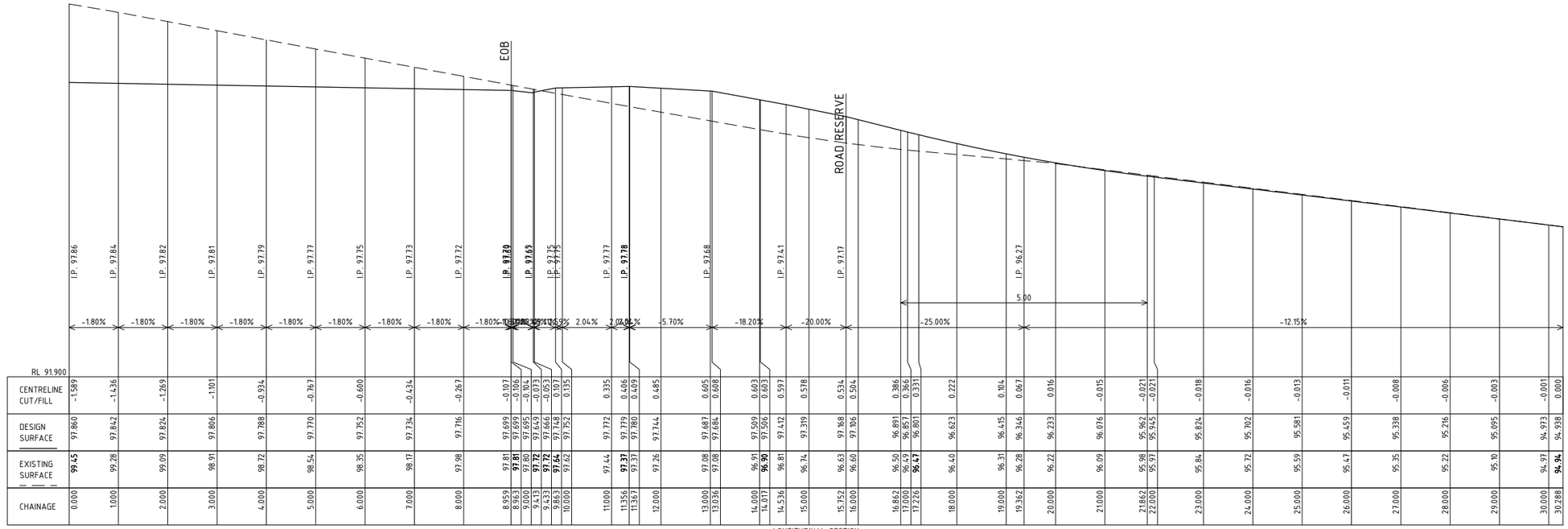
SCALES: HORIZONTAL 1:100 VERTICAL 1:100 @ A3



LONGITUDINAL SECTION
LOT 11 ACCESS Ch 0.000 to Ch 30.288
SCALES: HORIZONTAL 1:50 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:100 VERTICAL 1:100 @ A3

D. STEWART

No.	AMENDMENT	DATE	DRG No.	REFERENCE
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C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025		

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A.C.N. 009 508 525 A.B.N. 39 009 508 525

STRUCTURAL
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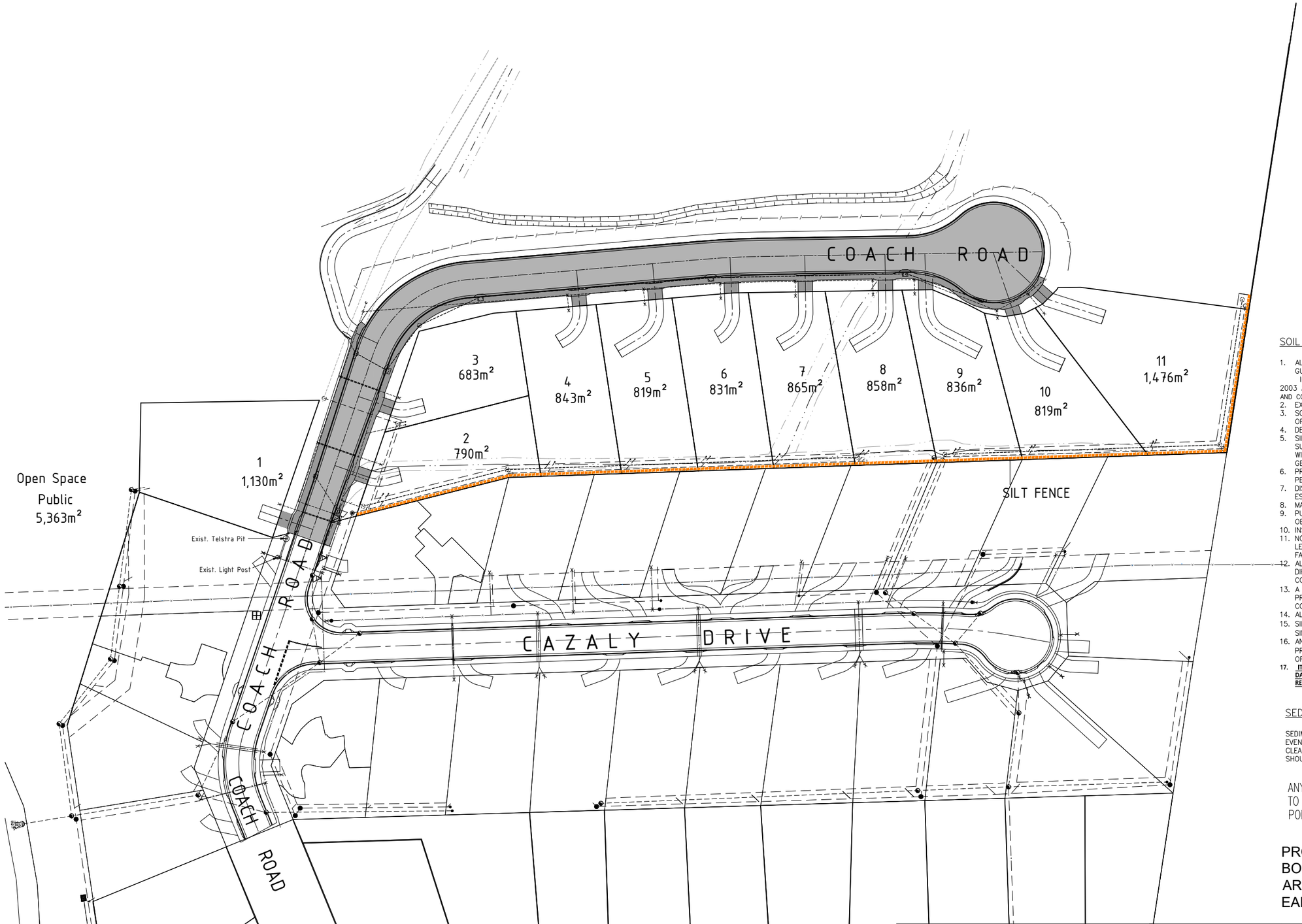
PROJECT MANAGEMENT
SUB DIVISIONS

PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
FIRE TRAIL & DRIVEWAY LONG SECTIONS SHEET 08

SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

DRAWING No. 23188-S15
REVISION C
No--OF-- SHEETS



05 STORMWATER MANAGEMENT PLAN
Scale: 1:500 @ A1 1:1000 @ A3

N

SOIL AND WATER MANAGEMENT NOTES

1. ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE FOLLOWING GUIDELINE PUBLICATIONS:
   IECA BEST PRACTICE SEDIMENT & EROSION CONTROL GUIDELINES NOV. 2003 AND NRM SOUTH STANDARD "SOIL & WATER MANAGEMENT ON BUILDING AND CONSTRUCTION SITES", USING THE MOST RECENT EDITION.
2. EXISTING RUBBISH TO BE REMOVED FROM SITE.
3. SOIL, BUILDING WASTE AND DEBRIS MUST ONLY LEAVE SITE IN AN ORDERLY FASHION AND TO BE DISPOSED OF AT AN APPROVED FACILITY.
4. DEBRIS OR WASTE MUST NOT BE BURNED ON SITE.
5. SILT FENCE SF1500 TO BE INSTALLED TO LOWER BOUNDARIES OF THE SUBDIVISION WHERE SHOWN, SILT FENCE TO BE SECURED IN ACCORDANCE WITH SILT FENCE 1000 & 1500 INSTALLATION SHEET AS PROVIDED BY GEOFABRICS AUSTRALIA PTY LTD
6. PROVIDE TEMPORARY SILT RETENTION TRAPS AT ALL OUTFALLS. INSTALL AS PER FACT SHEET 17
7. DISTURBANCE OF EXISTING SOILS AND VEGETATION TO BE MINIMISED ESPECIALLY ON LOTS ABOVE THE SUBDIVISION ROAD.
8. MATERIALS ARE ONLY TO BE STOCKPILED ON SITE AT DESIGNATED AREAS.
9. PUBLIC LAND, FOOTPATHS AND ROADS MUST NOT BE UNREASONABLY OBSTRUCTED OR USED FOR STORAGE.
10. INSTALL SILT FENCE TO LOWER SIDE OF MATERIALS STOCKPILED ON SITE
11. NO SOIL OR MUD IS TO BE TRACKED ONTO COUNCIL ROADS BY VEHICLES LEAVING THE SITE. MAINTAIN GRAVEL TURNING AREAS AS REQUIRED TO FACILITATE MANEUVERING.
12. ALL DISTURBED AREAS ARE TO BE RE-VEGETATED AS PER LANDSCAPING DIRECTIONS. NO CLEARING OUT IN THE EXISTING WATER COURSE WITHOUT COUNCIL APPROVAL
13. A SOIL & WATER MANAGEMENT PLAN (REFER ITEMS 1-10 SHALL BE PROVIDED PRIOR TO START OF WORKS NOTICE LODGMENT BY THE CONTRACTOR
14. ALL STOCKPILES TO BE LOCATED CLEAR OF ANY WATERCOURSE.
15. SILT RETENTION DEVICES TO USED TO BEST PRACTICE STANDARDS (OR SIMILAR APPROVED BY COUNCIL AS SUBMITTED BY CONTRACTOR)).
16. ANY DAMAGED OR UNCLEAN PRIVATE OR PUBLIC INFRASTRUCTURE MUST BE PROMPTLY RECTIFIED AT THE DEVELOPER'S COST , TO THE SATISFACTION OF THE GENERAL MANAGER.
17. **IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSTALL, MAINTAIN AND ADJUST ON A DAILY BASIS TO SUIT THE SITE CONDITIONS, AND AT END OF THE MAINTENANCE PERIOD, REMOVE ALL SEDIMENT CONTROL MEASURES.**

SEDIMENT BASINS

SEDIMENT BASINS WILL REQUIRE REGULAR INSPECTION, ESPECIALLY AFTER RAIN EVENTS AND SHOULD BE
CLEANED WHEN MORE THAN HALF FULL OF SEDIMENT. LITTER AND DEBRIS SHOULD BE REMOVED WHENEVER OBSERVED IN THE SEDIMENT BASIN.

ANY STOCKPILES
TO BE SURROUNDED BY MOUNDS AND SEDIMENT PONDS

PROVIDE SILT FENCE TO LOWER BOUNDARY OF SUBDIVISION, BELOW ANY AREAS, DISTURBED BY THE PRELIMINARY EARTHWORKS.

D. STEWART

No.	AMENDMENT	DATE	DRG No.	REFERENCE
A	ISSUED FOR APPROVAL	26.05.2025		
B	AMENDED AS PER COUNCIL RFIA	04.08.2025		
C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025		

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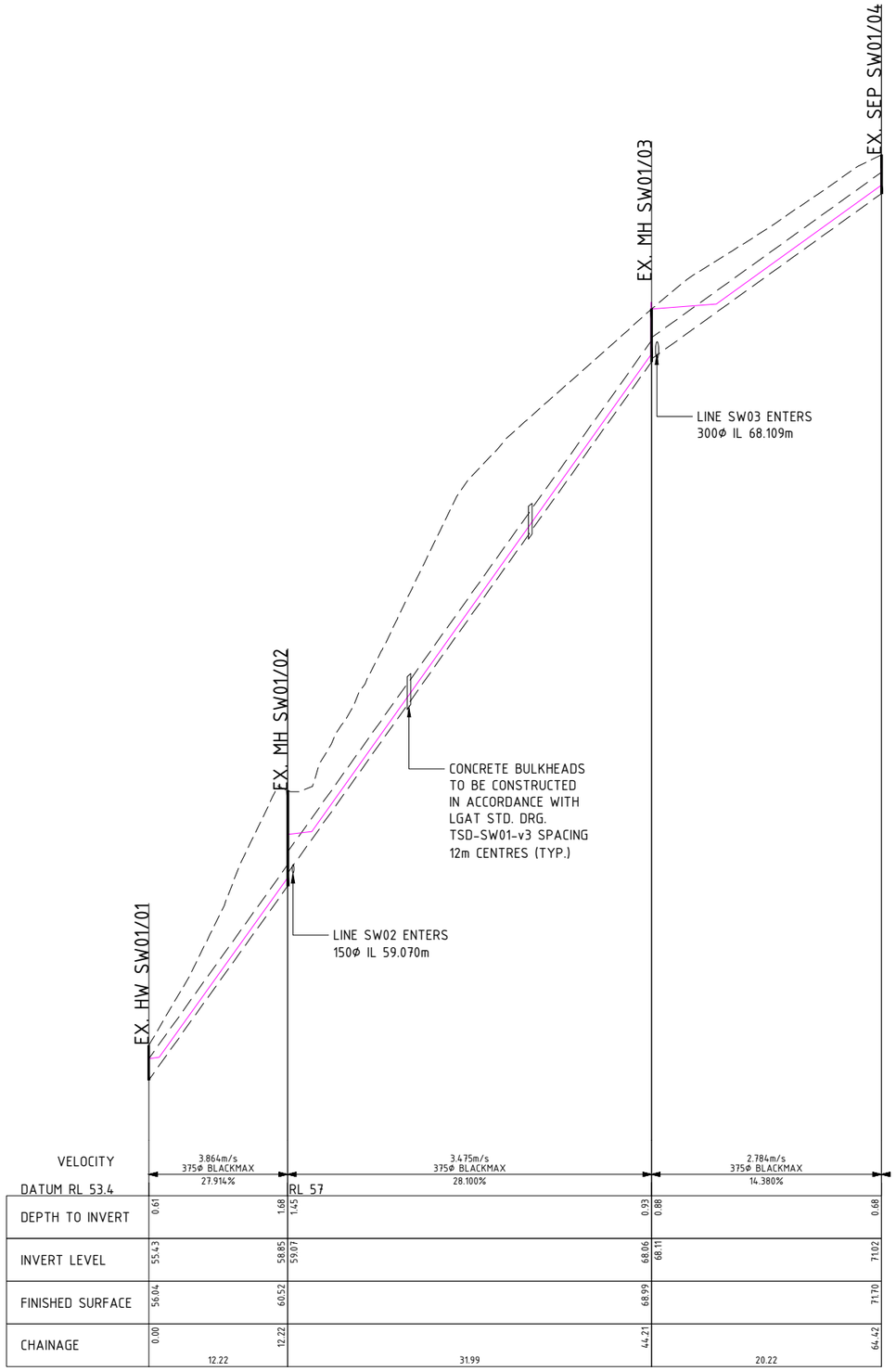
A.C.N. 009 508 525 A.B.N. 39 009 508 525
STRUCTURAL
CIVIL
MUNICIPAL
PROJECT MANAGEMENT
SUB DIVISIONS

PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
SOIL & WATER MANAGEMENT PLAN

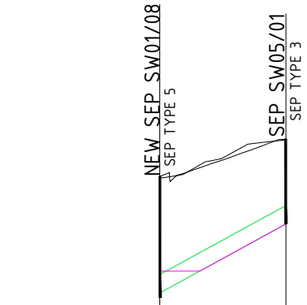
SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

DRAWING No. 23188-S16
REVISION C
No--OF-- SHEETS



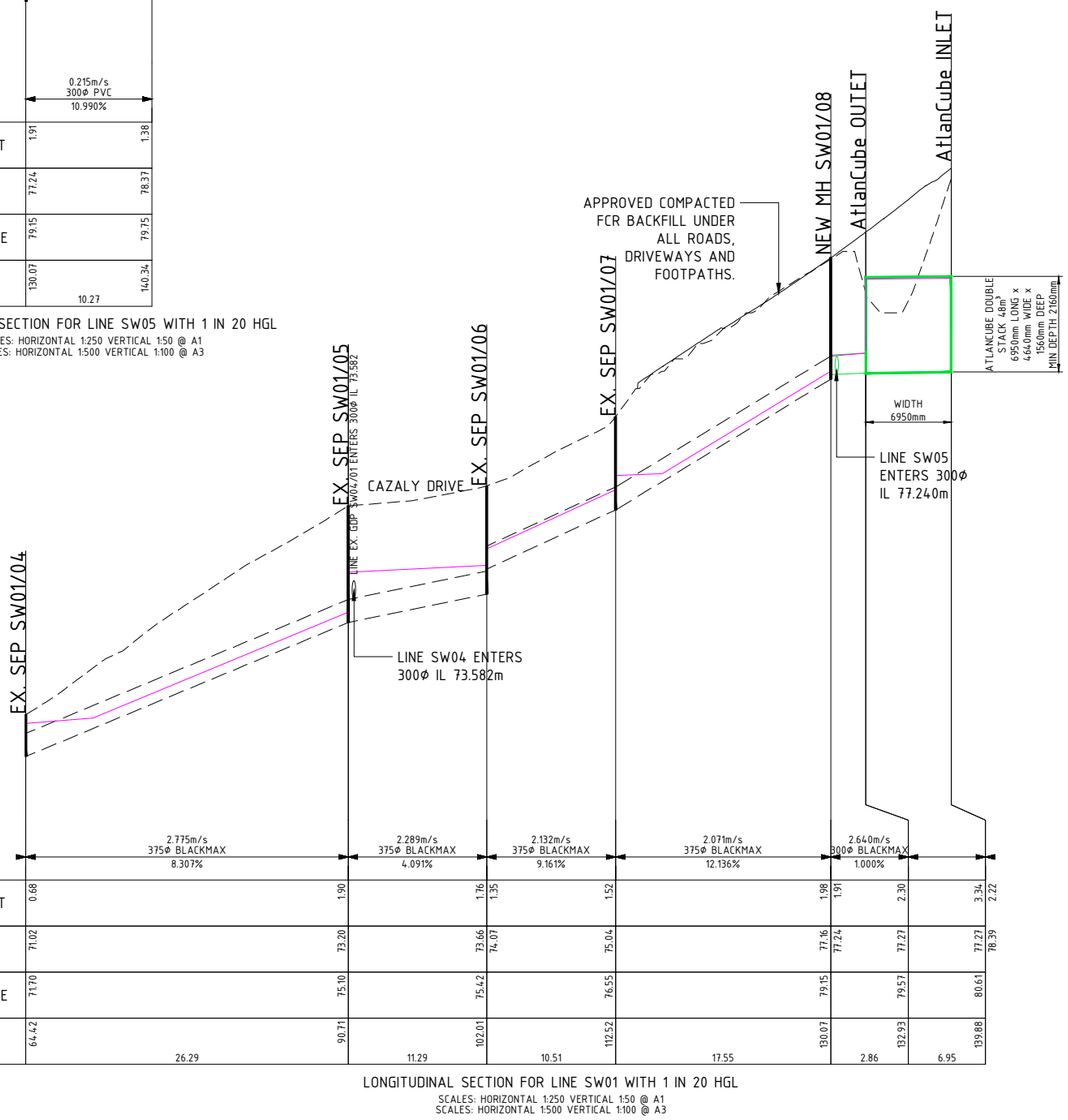
VELOCITY	3.864m/s 375Ø BLACKMAX 27.914%		3.475m/s 375Ø BLACKMAX 28.100%		2.784m/s 375Ø BLACKMAX 14.380%	
DATUM RL 53.4		RL 57				
DEPTH TO INVERT	0.61	1.68	1.45	0.93	0.88	0.68
INVERT LEVEL	55.43	58.85	59.07	68.06	68.11	71.02
FINISHED SURFACE	56.04	60.52		68.99		71.70
CHAINAGE	0.00	12.22		44.21		64.42
	12.22		31.99		20.22	

LONGITUDINAL SECTION FOR LINE SW01 WITH 1 IN 20 HGL
SCALES: HORIZONTAL 1:250 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:500 VERTICAL 1:100 @ A3



VELOCITY	0.215m/s 300Ø PVC 10.990%		
DATUM RL 75.2			
DEPTH TO INVERT	1.91		1.38
INVERT LEVEL	77.24		78.37
FINISHED SURFACE	79.15		79.75
CHAINAGE	130.07	10.27	140.34

LONGITUDINAL SECTION FOR LINE SW05 WITH 1 IN 20 HGL
SCALES: HORIZONTAL 1:250 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:500 VERTICAL 1:100 @ A3



VELOCITY	2.775m/s 375Ø BLACKMAX 8.307%		2.289m/s 375Ø BLACKMAX 4.091%		2.132m/s 375Ø BLACKMAX 9.161%		2.071m/s 375Ø BLACKMAX 12.136%		2.640m/s 300Ø BLACKMAX 1.000%	
DATUM RL 69.00										
DEPTH TO INVERT	0.68	1.90	1.76	1.35	1.52		1.98	1.91	2.30	3.34 2.22
INVERT LEVEL	71.02	73.20	73.66	74.07	75.04		77.16	77.24	77.27	77.27 78.39
FINISHED SURFACE	71.70	75.10	75.42		76.55		79.15		79.57	80.61
CHAINAGE	64.42	90.71	102.01		112.52		130.07		132.93	139.88
	26.29		11.29	10.51		17.55		2.86	6.95	

LONGITUDINAL SECTION FOR LINE SW01 WITH 1 IN 20 HGL
SCALES: HORIZONTAL 1:250 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:500 VERTICAL 1:100 @ A3

D. STEWART

No.	AMENDMENT	DATE	DRG No.	REFERENCE
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B	AMENDED AS PER COUNCIL RFIA	04.08.2025		
C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025		

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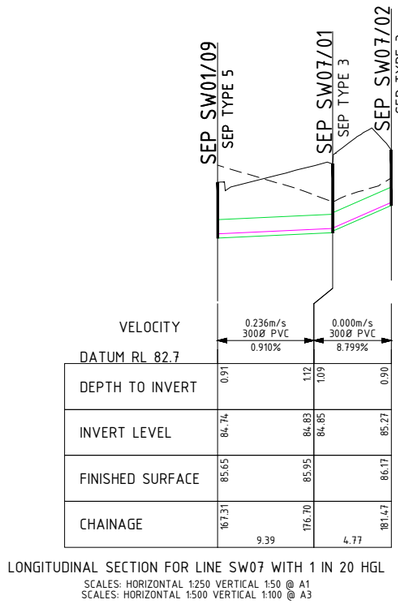
- SUB DIVISIONS

PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
STORMWATER LONG SECTIONS SHEET 01

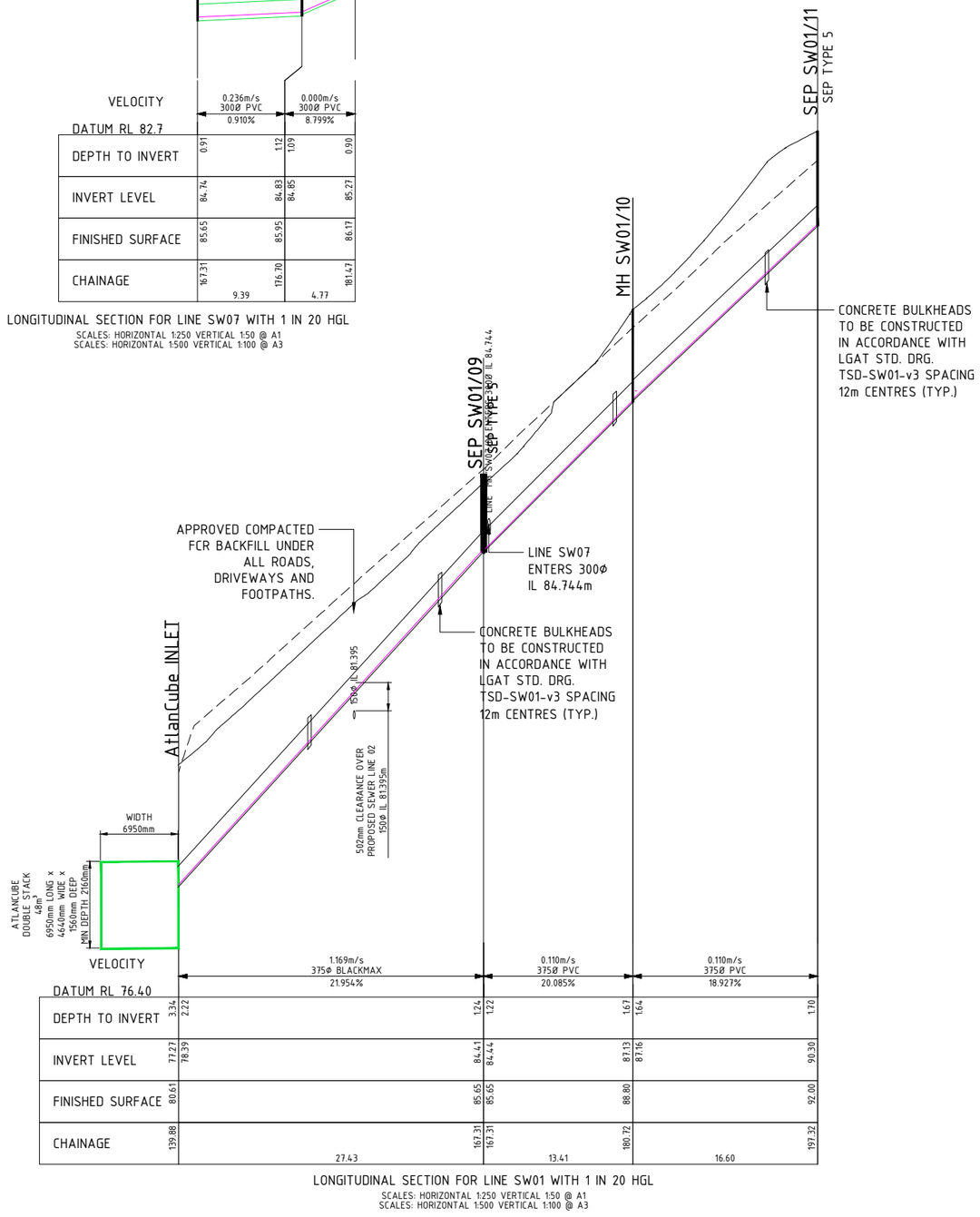
SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

DRAWING No. 23188-S17 REVISION C
No.-OF-- SHEETS



VELOCITY		0.236m/s 300Ø PVC 0.910%		0.000m/s 300Ø PVC 8.799%	
DATUM RL 82.7					
DEPTH TO INVERT	0.91		1.12 1.09		0.90
INVERT LEVEL	84.74		84.83 84.85		85.27
FINISHED SURFACE	85.65		85.95		86.17
CHAINAGE	167.31	9.39	176.70	4.77	181.47

LONGITUDINAL SECTION FOR LINE SW07 WITH 1 IN 20 HGL
SCALES: HORIZONTAL 1:250 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:500 VERTICAL 1:100 @ A3



VELOCITY		1.169m/s 375Ø BLACKMAX 21.954%		0.110m/s 375Ø PVC 20.085%		0.110m/s 375Ø PVC 18.927%	
DATUM RL 76.40							
DEPTH TO INVERT	3.34	2.22	1.24	1.22	1.67	1.64	1.70
INVERT LEVEL	77.27	78.39	84.41	84.44	87.13	87.16	90.30
FINISHED SURFACE	80.61		85.65	85.65	88.80		92.00
CHAINAGE	139.88		167.31	167.31	180.72		197.32
		27.43		13.41		16.60	

LONGITUDINAL SECTION FOR LINE SW01 WITH 1 IN 20 HGL
SCALES: HORIZONTAL 1:250 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:500 VERTICAL 1:100 @ A3

D. STEWART

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B	AMENDED AS PER COUNCIL RFIA	04.08.2025		
C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025		

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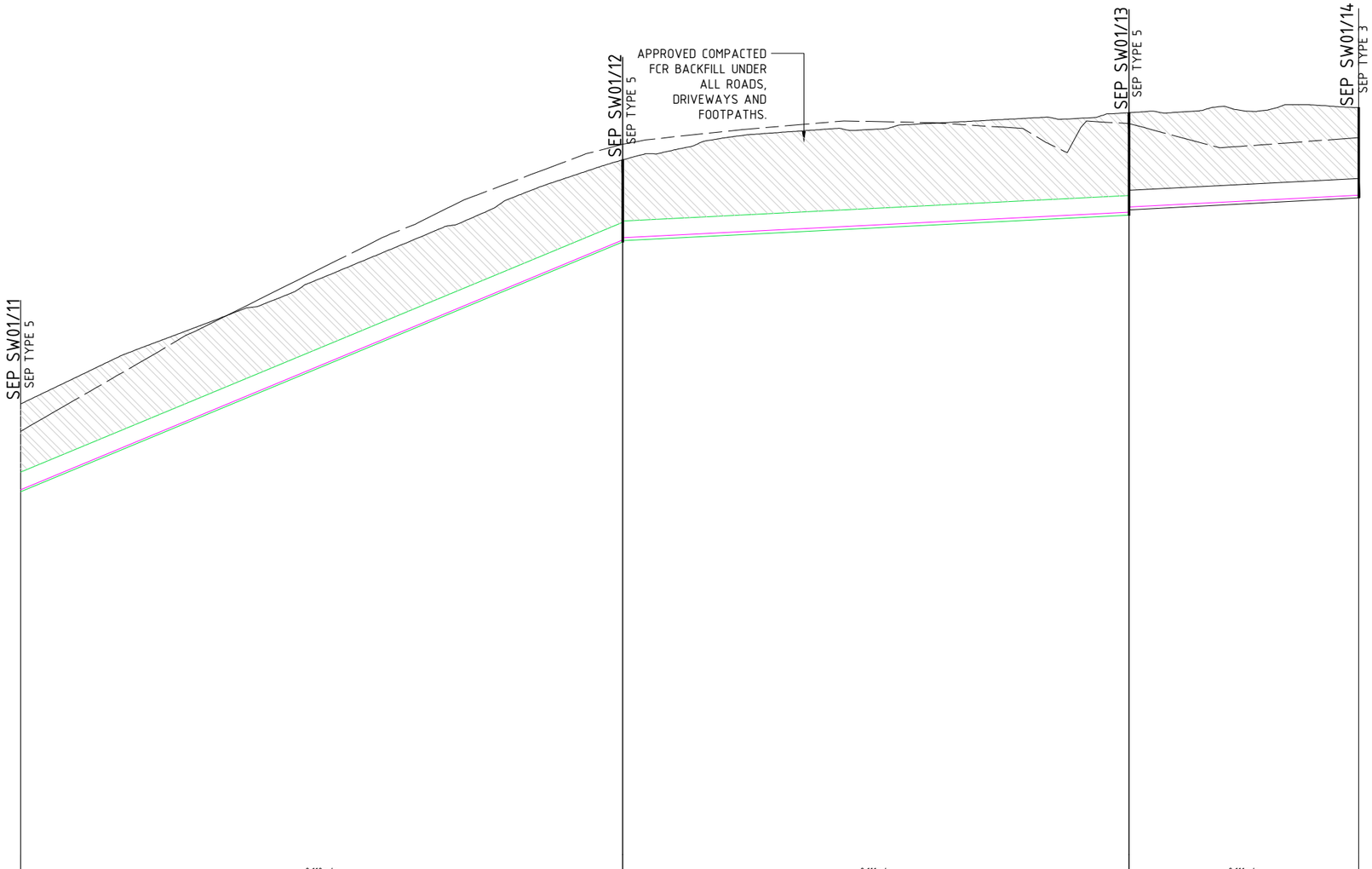
SUB DIVISIONS

PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
STORMWATER LONG SECTIONS SHEET 02

SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

DRAWING No. 23188-S18
REVISION C
No--OF-- SHEETS



VELOCITY	0.110m/s 375ø BLACKMAX 8.285%	0.111m/s 375ø BLACKMAX 1.000%	0.111m/s 375ø BLACKMAX 1.028%
DATUM RL 82.4		RL 93.1	
DEPTH TO INVERT	1.68 … 1.57	1.54 … 1.96	1.86 … 1.73
INVERT LEVEL	90.33 … 95.10	95.13 … 95.61	95.72 … 95.94
FINISHED SURFACE	96.67	97.57	97.67
CHAINAGE	254.99 … 57.67	303.49 … 48.50	325.47 … 21.99

LONGITUDINAL SECTION FOR LINE SW01 WITH 1 IN 20 HGL

SCALES: HORIZONTAL 1:250 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:500 VERTICAL 1:100 @ A3

D. STEWART

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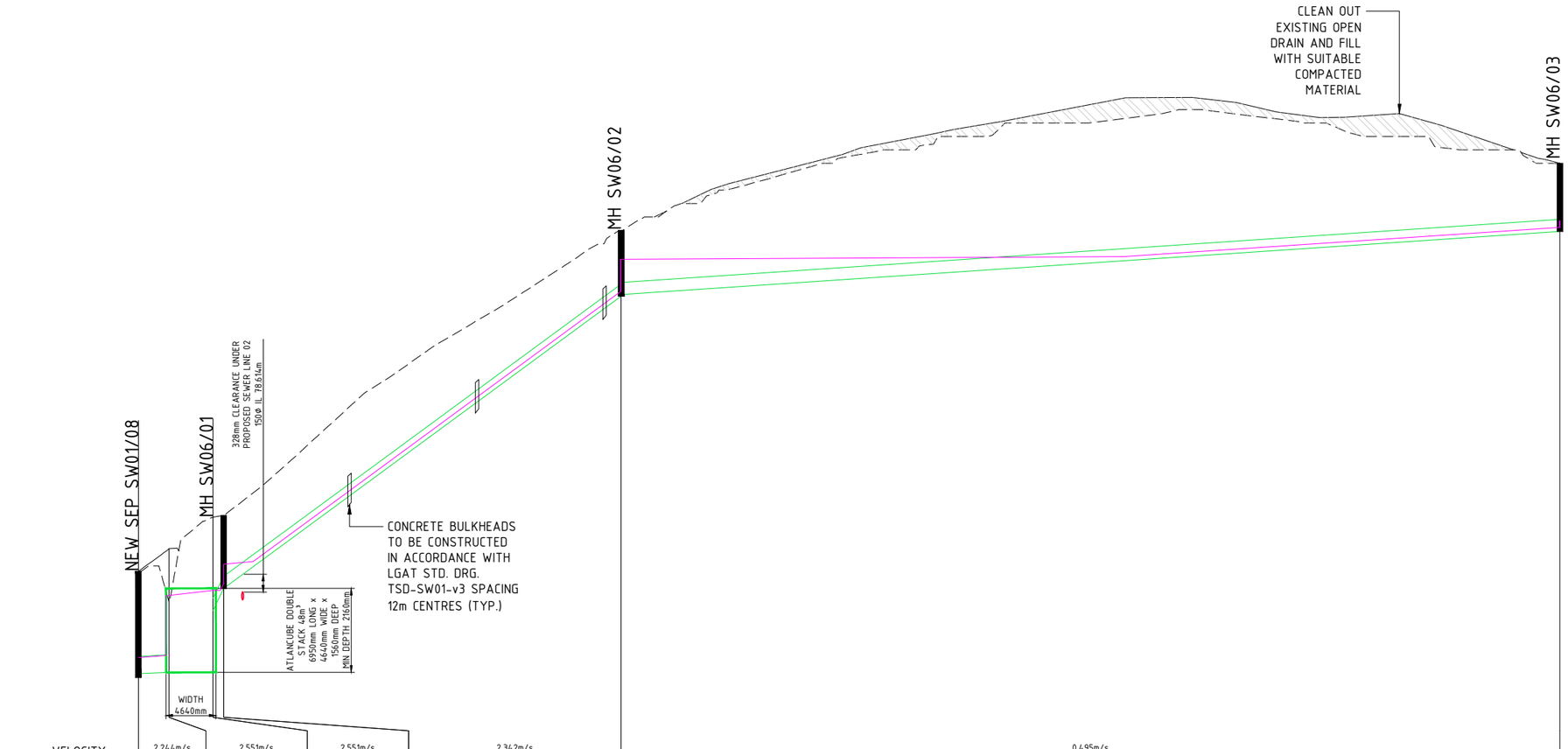
SUB DIVISIONS

PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
STORMWATER LONG SECTIONS SHEET 03

SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

DRAWING No. 23188-S19 REVISION C
No--OF -- SHEETS



VELOCITY	2.244m/s 375Ø BLACKMAX 1.000%	2.551m/s 225Ø Class 2 RCP 0.000%	2.551m/s 225Ø Class 2 RCP 40.902%	2.342m/s 225Ø PVC 14.689%	0.495m/s 225Ø PVC 1.343%	
DATUM RL 75.2						
DEPTH TO INVERT	1.91 2.30	2.27 2.87	1.74 1.36	1.35 1.22	1.20 1.27	
INVERT LEVEL	77.24 77.27	77.27 77.27	78.42 78.83	84.28 84.30	85.48	
FINISHED SURFACE	79.15 79.57	80.16 80.19	85.50 86.75			
CHAINAGE	130.07 132.93	137.02 138.03	175.07 262.58			
	2.86	4.09	1.00	37.05	87.50	

LONGITUDINAL SECTION FOR LINE SW06

SCALES: HORIZONTAL 1:250 @ A1 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:500 @ A3VERTICAL 1:100 @ A3

D. STEWART

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SUB DIVISIONS

PROPOSED 11 LOT SUBDIVISION @
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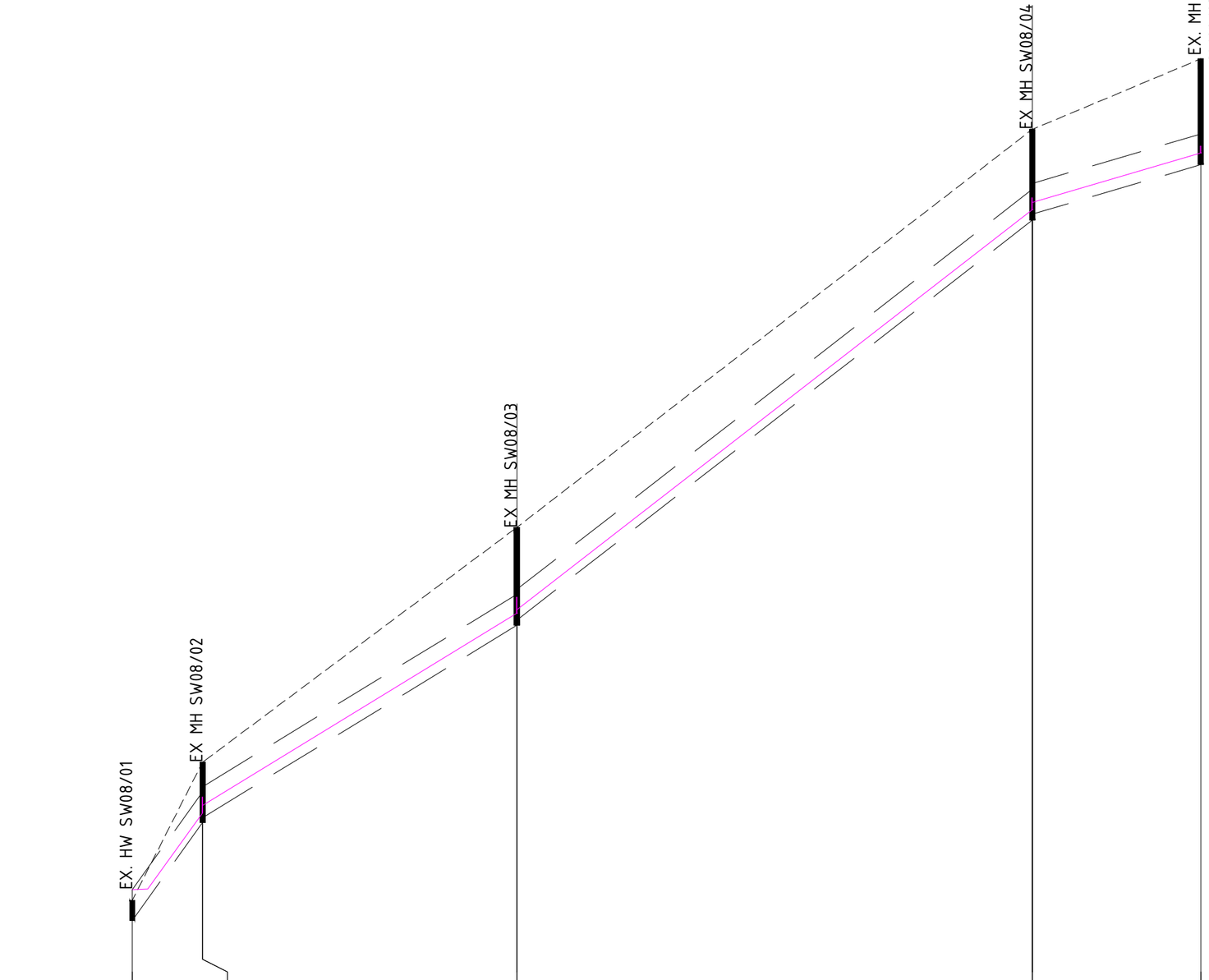
STORMWATER LONG SECTIONS SHEET 04

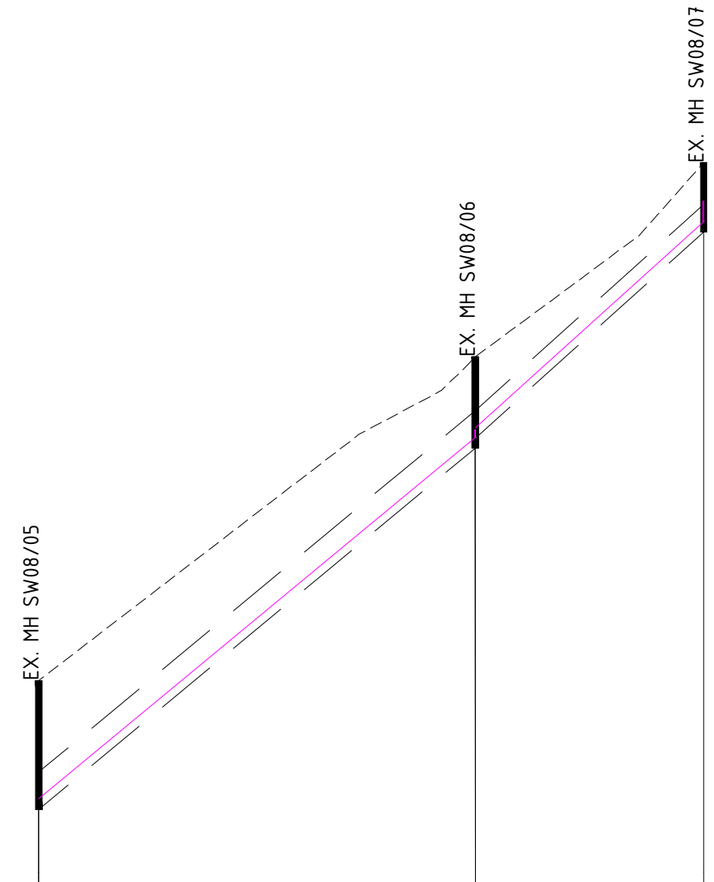
SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

DRAWING No. 23188-S20 REVISION C
No--OF -- SHEETS



VELOCITY		2.502m/s EX. 600Φ PIPE 27.766%		2.504m/s EX. 600Φ PIPE 12.242%		2.144m/s EX. 600Φ PIPE 15.512%		1.643m/s EX. 600Φ PIPE 5.877%	
DATUM RL									
DEPTH TO INVERT	0.40	1.20	1.10	1.94	1.84	1.80	1.68	2.10	
INVERT LEVEL	44.00	45.94	46.04	49.86	49.96	57.90	58.02	59.00	
FINISHED SURFACE									
CHAINAGE	0.00	6.99	6.99	38.19	31.20	89.38	51.19	106.10	16.73

LONGITUDINAL SECTION FOR LINE SW08 WITH 1 IN 20 HGL
SCALES: HORIZONTAL 1:250 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:500 VERTICAL 1:100 @ A3



VELOCITY		1.566m/s EX. 600Φ PIPE 16.553%		2.259m/s EX. 450Φ PIPE 18.047%	
DATUM RL 57	RL 57				
DEPTH TO INVERT	2.10	1.49	1.33	1.13	
INVERT LEVEL	59.00	64.89	65.05	68.41	
FINISHED SURFACE		66.38		69.54	
CHAINAGE	106.10	141.72	160.34	35.62	18.62

LONGITUDINAL SECTION FOR LINE SW08 WITH 1 IN 20 HGL
SCALES: HORIZONTAL 1:250 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:500 VERTICAL 1:100 @ A3

D. STEWART

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- PROJECT MANAGEMENT
- SUB DIVISIONS

PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
STORMWATER LONG SECTIONS SHEET 05

SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

DRAWING No. 23188-S21
REVISION C
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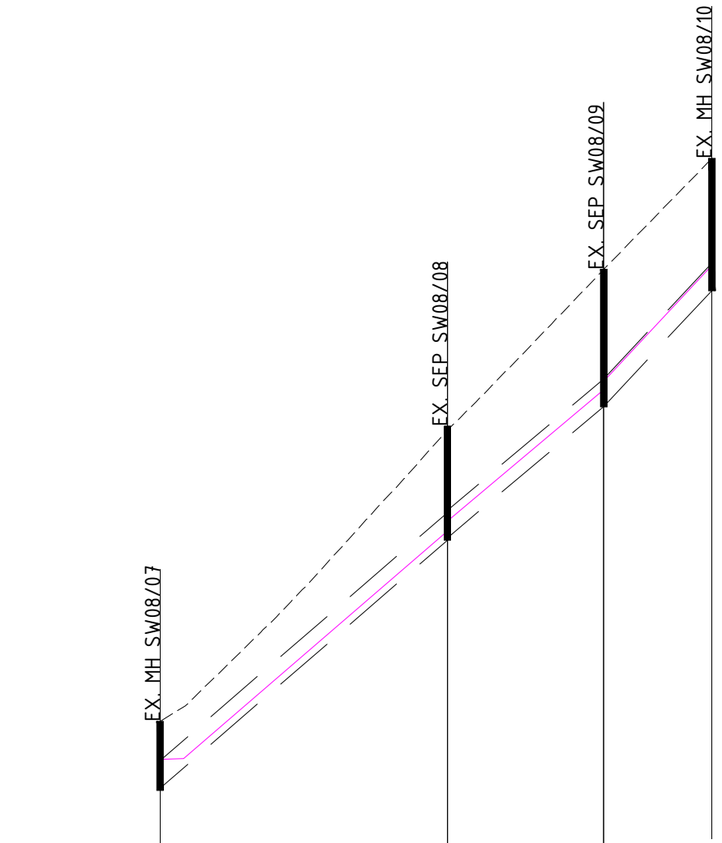
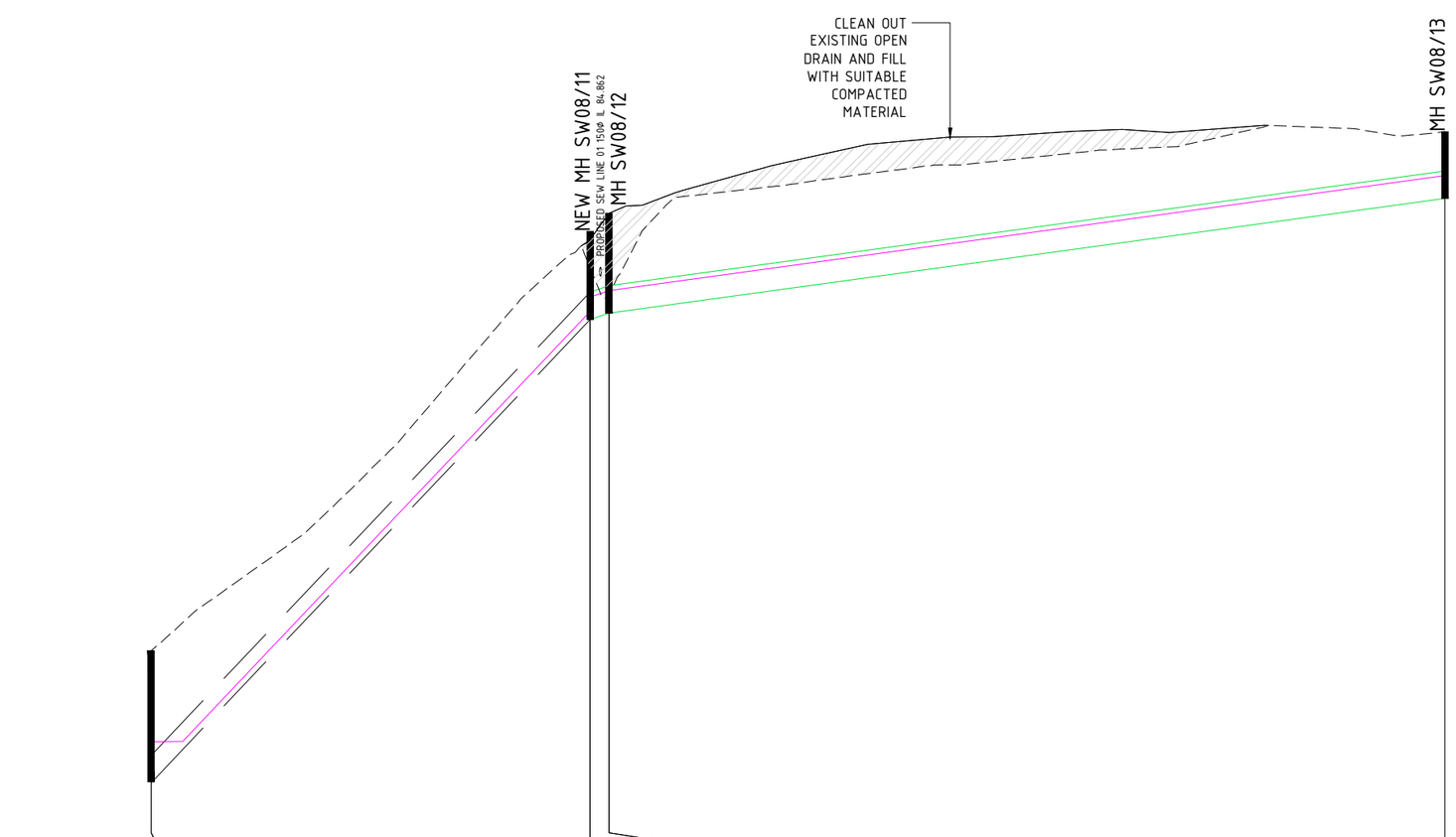


VELOCITY		1.785m/s 450Ø Class 2 RCP 17.255%		1.652m/s 450Ø Class 2 RCP 16.795%		1.587m/s 450Ø Class 2 RCP 21.422%	
DATUM RL 66.4							
DEPTH TO INVERT	1.09		1.86	1.82		2.24	
INVERT LEVEL	68.45		72.50	72.54		74.68	
FINISHED SURFACE	69.54		74.29			76.91	
CHAINAGE	160.34	23.44	183.78	12.74		196.52	8.82

LONGITUDINAL SECTION FOR LINE SW08 WITH 1 IN 20 HGL

SCALES: HORIZONTAL 1:250 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:500 VERTICAL 1:100 @ A3



VELOCITY		1.482m/s 450Ø Class 2 RCP 21.095%		0.259m/s 450Ø BLACKMAX 6.767%		0.300m/s 450Ø BLACKMAX 2.746%	
DATUM RL 74.5							
DEPTH TO INVERT	2.15	2.17	1.44	1.64		1.09	
INVERT LEVEL	76.56	76.55	84.16	84.26		86.15	
FINISHED SURFACE	78.72		85.47	85.90		87.24	
CHAINAGE	205.34	36.06	241.40	1.54	242.95	68.65	311.60

LONGITUDINAL SECTION FOR LINE SW08 WITH 1 IN 20 HGL

SCALES: HORIZONTAL 1:250 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:500 VERTICAL 1:100 @ A3

D. STEWART

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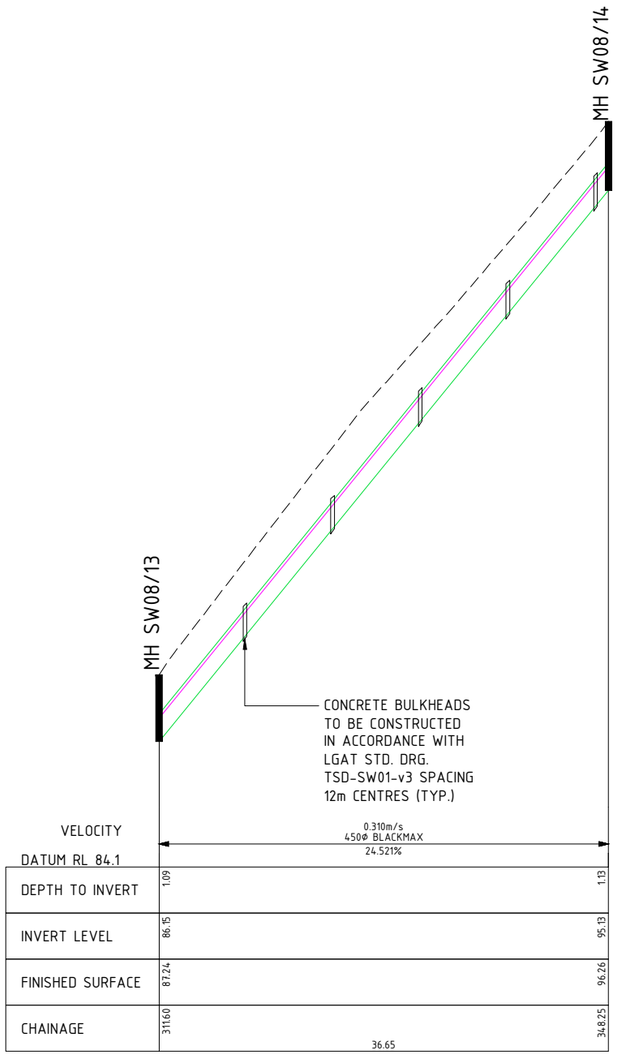
PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
STORMWATER LONG SECTIONS SHEET 07

SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

DRAWING No. 23188-S22 REVISION C
No--OF-- SHEETS



LONGITUDINAL SECTION FOR LINE SW08 WITH 1 IN 20 HGL

SCALES: HORIZONTAL 1:250 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:500 VERTICAL 1:100 @ A3

D. STEWART

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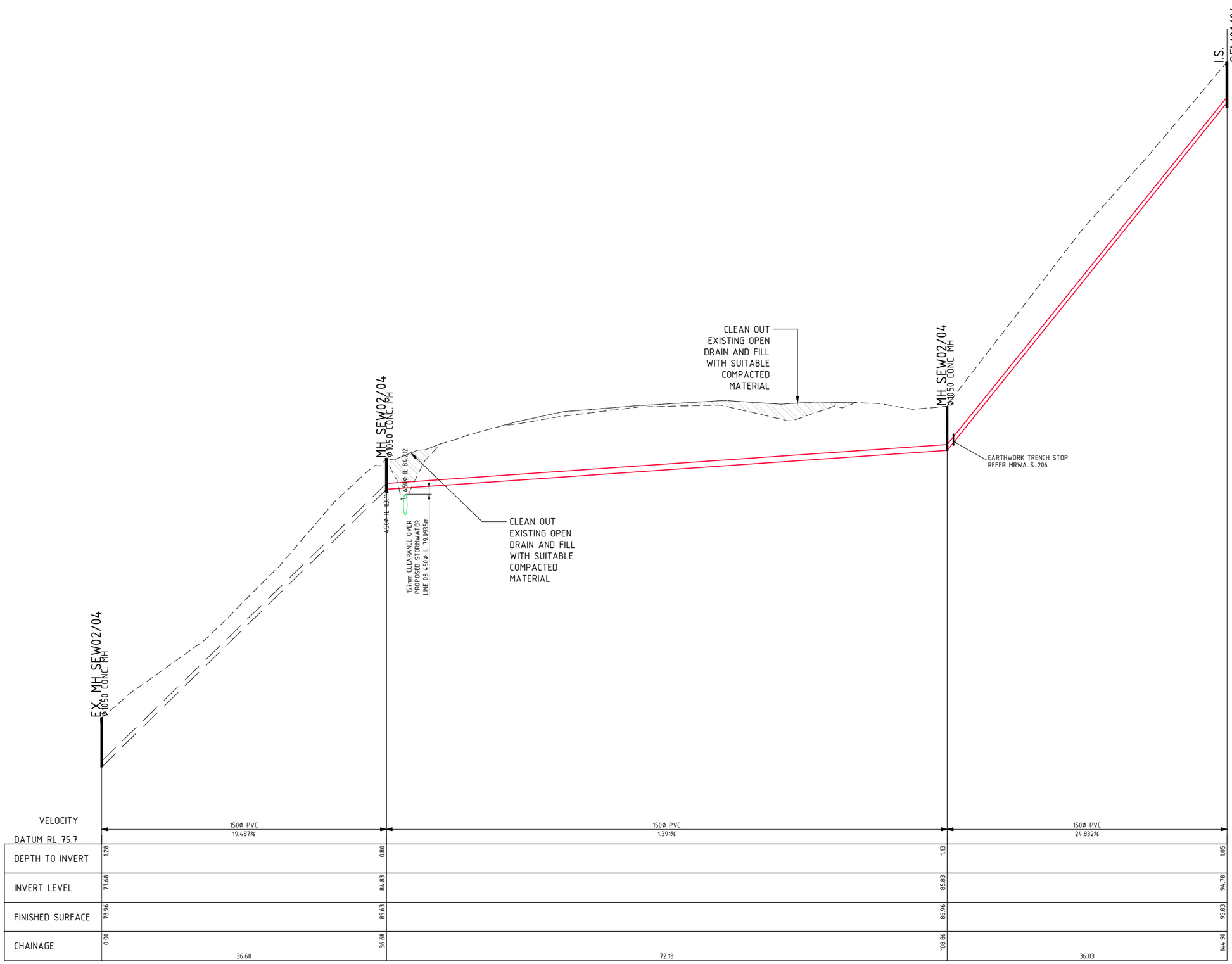
PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
STORMWATER LONG SECTIONS SHEET 07

SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

DRAWING No. 23188-S23
REVISION C
No--OF-- SHEETS



DEPTH TO INVERT	1.28	0.80	1.13	1.05
INVERT LEVEL	77.68	84.83	85.83	94.78
FINISHED SURFACE	78.96	85.63	86.96	95.83
CHAINAGE	0.00	36.68	108.86	144.90
	36.68	72.18	36.03	

LONGITUDINAL SECTION FOR LINE SEW01

SCALES: HORIZONTAL 1:250 VERTICAL 1:50 A1
SCALES: HORIZONTAL 1:500 VERTICAL 1:100 A3

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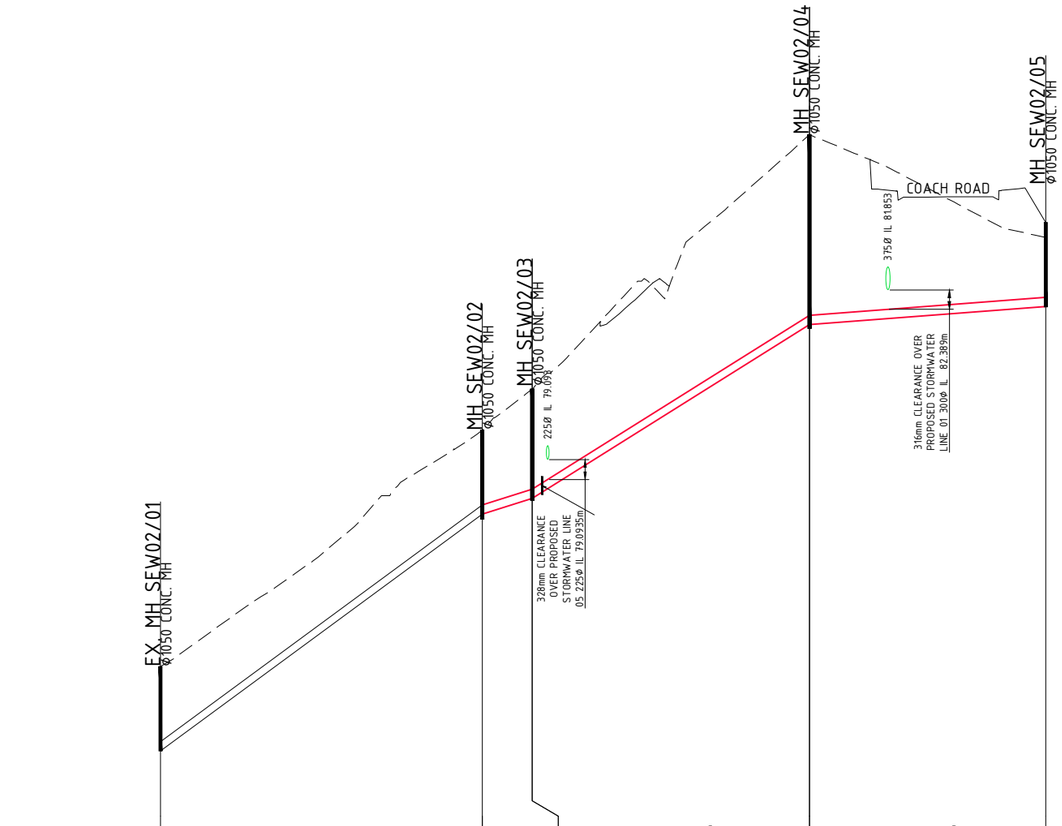
PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
SEWER LONG SECTIONS SHEET 01

SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

DRAWING No. 23188-S24
REVISION C
No.--OF -- SHEETS



VELOCITY DATUM RL 72.3		150Ø PVC 14.709%		150Ø PVC 6.362%		BACKFILL Ⓑ 150⌀ PVC-U SWJ SN8 12.540% EMBEDMENT ⓘ		BACKFILL Ⓐ 150⌀ PVC-U SWJ SN8 1.520% EMBEDMENT ⓒ	
DEPTH TO INVERT	1.38		1.37		1.78		3.09		1.37
INVERT LEVEL	74.34		78.20		78.46		81.29		81.59
FINISHED SURFACE	75.72		79.57		80.24		84.39		82.96
CHAINAGE	0.00	26.25	26.25	4.09	30.33	22.60	52.93	19.27	72.21

LONGITUDINAL SECTION FOR LINE SEW02

SCALES: HORIZONTAL 1:250 VERTICAL 1:50 A1
SCALES: HORIZONTAL 1:500 VERTICAL 1:100 A3

D. STEWART

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B	AMENDED AS PER COUNCIL RFIA	04.08.2025		
C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025		

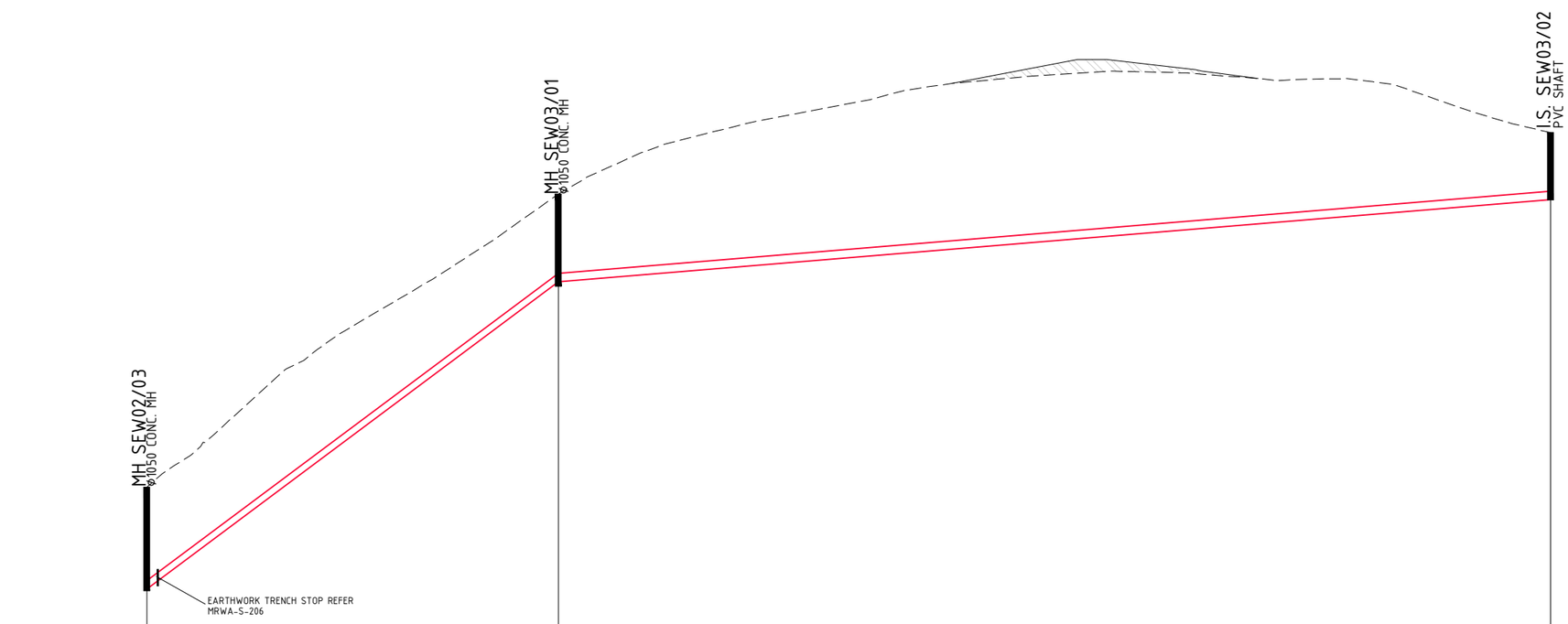
HUTCHINGS SPURR PTY. LTD.
CONSULTING ENGINEERS
23 ANTILL STREET, HOBART, 7000. PHONE (03) 6223 5020
A.C.N. 009 508 525 A.B.N. 39 009 508 525

- STRUCTURAL
- CIVIL
- MUNICIPAL
- PROJECT MANAGEMENT
- SUB DIVISIONS

PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
SEWER LONG SECTIONS SHEET 02

SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

DRAWING No. 23188-S25
REVISION Ⓒ
No.--OF -- SHEETS



VELOCITY			
DATUM RL 76.4			
DEPTH TO INVERT	1.81	1.57	1.19
INVERT LEVEL	78.46	83.93	85.40
FINISHED SURFACE	80.27	85.50	86.59
CHAINAGE	30.33	67.00	155.40
	36.67	88.40	

LONGITUDINAL SECTION FOR LINE SEW03

SCALES: HORIZONTAL 1:250 VERTICAL 1:50 A1
SCALES: HORIZONTAL 1:500 VERTICAL 1:100 A3

D. STEWART

No.	AMENDMENT	DATE	DRG No.	REFERENCE
A	ISSUED FOR APPROVAL	26.05.2025		
B	AMENDED AS PER COUNCIL RFIA	04.08.2025		
C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025		

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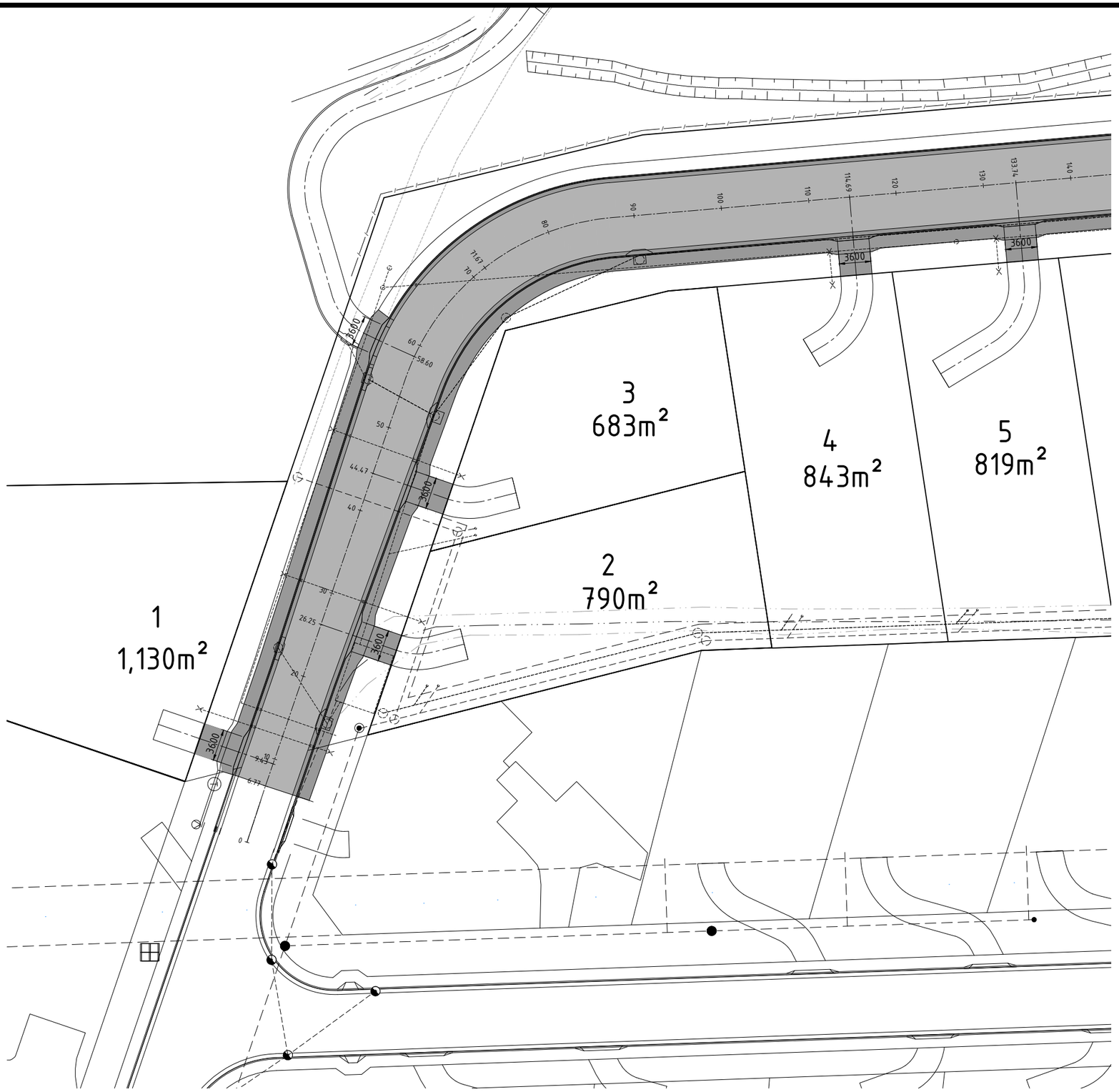
- STRUCTURAL
- CIVIL
- MUNICIPAL
- PROJECT MANAGEMENT
- SUB DIVISIONS

PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
SEWER LONG SECTIONS SHEET 03

SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

DRAWING No. 23188-S26
REVISION C
No--OF-- SHEETS



06 LOT ACCESS LOCATION & DIMENSIONED CROSSOVER PLAN SHEET 01

Scale: 1:250 @ A1 1:500 @ A3

D. STEWART

No.	AMENDMENT	DATE	DRG No.	REFERENCE
A	ISSUED FOR APPROVAL	26.05.2025		
B	AMENDED AS PER COUNCIL RFIA	04.08.2025		
C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025		

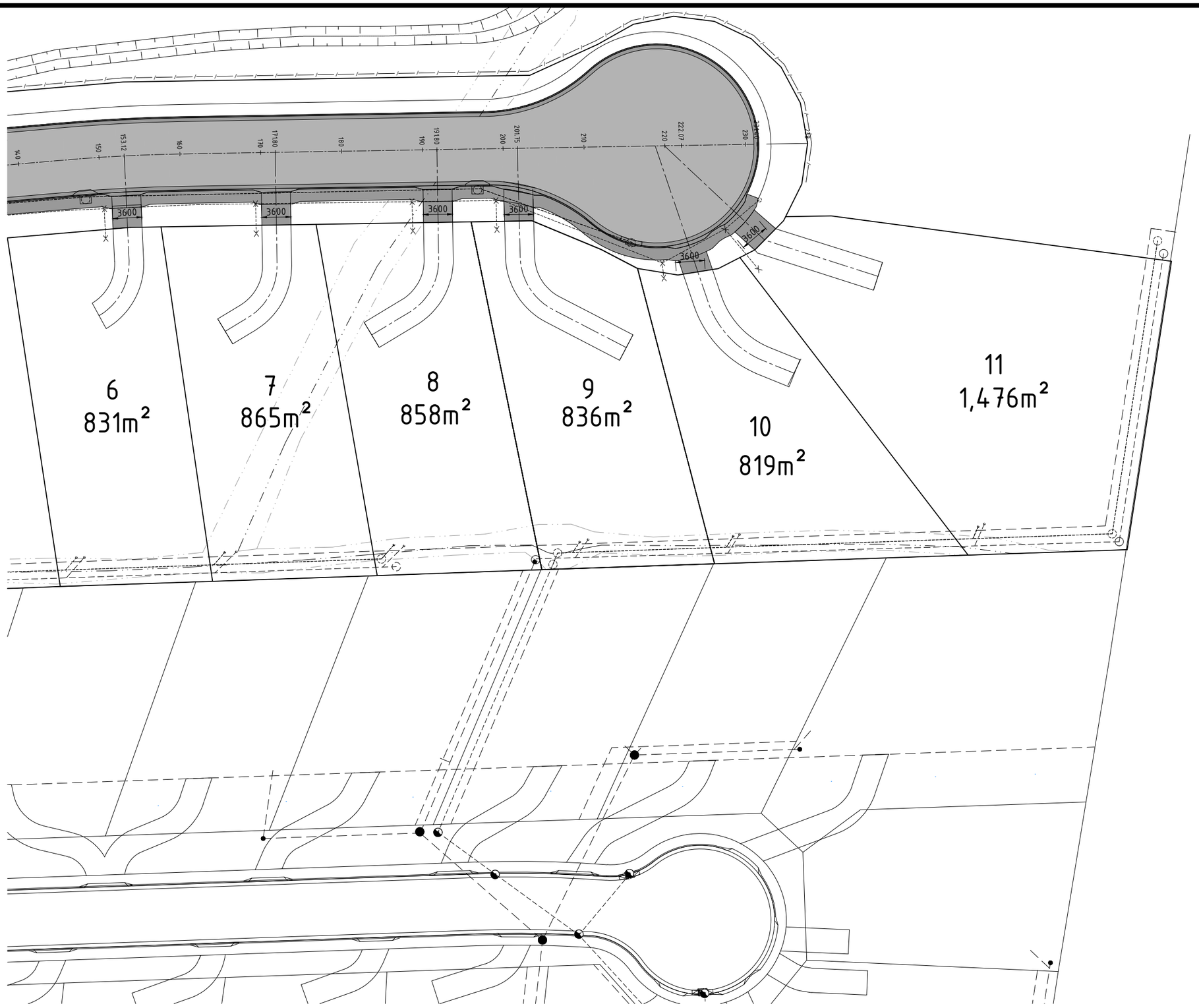
HUTCHINGS SPURR PTY. LTD.
CONSULTING ENGINEERS
23 ANTILL STREET, HOBART, 7000. PHONE (03) 6223 5020
A.C.N. 009 508 525 A.B.N. 39 009 508 525

STRUCTURAL
CIVIL
MUNICIPAL
PROJECT MANAGEMENT
SUB DIVISIONS

PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
PROPOSED ROAD & STORMWATER PLANS SHEET 01

SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

DRAWING No. 23188-S27 REVISION C
No--OF-- SHEETS



07 LOT ACCESS LOCATION & DIMENSIONED CROSSOVER PLAN SHEET 01

Scale: 1:250 @ A1 1:500 @ A3

N

D. STEWART

No.	AMENDMENT	DATE	DRG No.	REFERENCE
A	ISSUED FOR APPROVAL	26.05.2025		
B	AMENDED AS PER COUNCIL RFIA	04.08.2025		
C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025		

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CONSULTING ENGINEERS
23 ANTILL STREET, HOBART, 7000. PHONE (03) 6223 5020
A.C.N. 009 508 525 A.B.N. 39 009 508 525

- STRUCTURAL
- CIVIL
- MUNICIPAL
- PROJECT MANAGEMENT
- SUB DIVISIONS

PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
PROPOSED ROAD & STORMWATER PLANS SHEET 01

SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

DRAWING No. 23188-S28 REVISION C
No--OF-- SHEETS

Planning Report

14 Lot Subdivision and associated works
Lot 1 Coach Road, Chigwell

For David Stewart Homes Pty Ltd
May 2025

Table of Contents

Issuing Office: 2/129 Bathurst Street, Hobart, 7000 MC Planners Project No.								
Document Issue Status								
Ver.	Issue Date	Description	Originator		Checked		Approved	
1	29.05.2025	First Issue	BD	26.05	PC	27.05	MC	5.6

Summary

Use:	Residential
Development:	14 lot subdivision, including Balance, Public Open Space (Lot 400), and Road (Lot 100).
Location:	Lot 1 Coach Road, Chigwell
Certificate of Title:	Volume 16655 Folio 3
Property ID:	3256490
Planning Authority:	Glenorchy City Council
Planning Policy:	Tasmanian Planning Scheme – Glenorchy
GM/Crown Consent:	Yes
Applicant:	David Stewart Homes Pty Ltd
Date of Assessment:	June 2025
Assessor:	Peter Coney

The development application relies on the performance criteria of the following provisions of the *Tasmanian Planning Scheme (Glenorchy)*:

- 8.6.1 P1, P2 & P4 Lot design;
- 8.6.2 P1 Roads;
- 22.4.4 P1, P2.1 & P2.2 Landscape protection;
- 22.5.1 P1, P3 & P4 Lot design;
- C6.10.1 P1 Lot design on a Local Heritage Place;
- C7.6.2 P1.1 & P1.1 Clearance within a priority vegetation area;
- C7.7.2 P1.1 & P1.2 Subdivision within a priority vegetation area;
- C8.6.1 P1.1 & P1.2 Development within a scenic protection area; and
- C12.6.1 P1 Buildings and works within a flood-prone hazard area.

Whilst relying on the Performance Criteria of these clauses, the development meets the objectives and purpose of the General Residential Zone and the Landscape Conservation Zone and complies with the *Tasmanian Planning Scheme (Glenorchy)*

Introduction

MC Planners have been engaged by David Stewart Homes Pty Ltd to prepare a development application for a 14 lot subdivision and associated works at Lot 1 Coach Road, Chigwell.

The report details the proposed development and provides an assessment against the provisions of the *Tasmanian Planning Scheme (Glenorchy)* ('the Planning Scheme').

The proposal has been considered against the 'General Residential Zone' [8.0] and the 'Landscape Conservation Zone' [22.0].

Development on the site is subject to several Codes which it is required to be assessed against:

- Parking and Sustainable Transport Code [C2.0];
- Road and Railway Assets Code [C3.0];
- Natural Assets Code [C7.0];
- Scenic Protection Code [8.0];
- Flood-Prone Areas Hazard Code [C12.0];
- Bushfire-Prone Areas Code [13.0] and;
- Landslip Hazard Code [15.0]

Site Location and Context

The subject site is located at Lot 1 Coach Road (CT166553/1), Chigwell (see Figure 1). The site has a total area of 73.33ha and has frontage to Coach Road.

The site is moderately vegetated and adjoins woodland to the north, residential land to the east, and Council reserve land to the south and west. There is moderate sloping across the site, with slopes ranging between flat and steep at 21^0 to 30^0.

Within the area of subdivision, Urban areas (FUR), Eucalyptus viminalis grassy forest and woodland (DVG), and Eucalyptus globulus dry forest and woodland are identified.

The site is at the edge of the urban area of the Glenorchy City, at the lower reaches of the foothills of Mount Faulkner.

Refer to the Titles in Appendix A for full details.

Figure 1. Subject Site (CT166553/1) in dark blue (source: LISTmap, Accessed 18/02/2025 - annotated).

Proposed Use and Development

The proposal is for a 14 lot subdivision including a Balance Lot, an Open Space Lot (Lot 400) and a Road Lot (Lot 100) to be provided as an extension of Coach Road.

The purpose of the subdivision is to provide for residential lots, as well as an open space lot to be transferred to the Glenorchy City Council for the purpose of passive recreation.

The proposal includes the development of a road to facilitate the subdivision, as well as works for the provision of services connections for each lot, and to drain stormwater from the proposed road. These works, as well as proposed Bushfire Hazard Management Areas will require the modification of areas of native vegetation.

The proposal is more fully set out in the Appendices to this report.

Policy Assessment

The development site is located on land zoned 'General Residential' and 'Landscape Conservation' (see Figure 2).

The site is subject to the Priority vegetation area and Bushfire-prone areas overlays over the entire property. The Local heritage place (see Figure 3), Waterway and coastal protection area (see Figure 4), Scenic protection area (see Figure 5), Flood-prone areas (see Figure 6), and Low and medium landslip hazard band (see Figure 7) overlays are also present on the site.

The nature of the proposal and the location of the site requires that the proposal be considered against the following Scheme elements:

- Development Not Required to be Categorised into a Use Class [7.10];
- General Residential Zone [8.0];
- Landscape Conservation Zone [22.0];
- Parking and Sustainable Transport Code [C2.0];
- Road and Railway Assets Code [C3.0];
- Local Historic Heritage Code [C7.0];
- Natural Assets Code [C7.0];
- Scenic Protection Code [8.0];
- Flood-Prone Areas Hazard Code [C12.0];
- Bushfire-Prone Areas Code [13.0]; and
- Landslip Hazard Code [15.0].

The following section provides an assessment of the proposal against each of the above-listed Scheme elements.

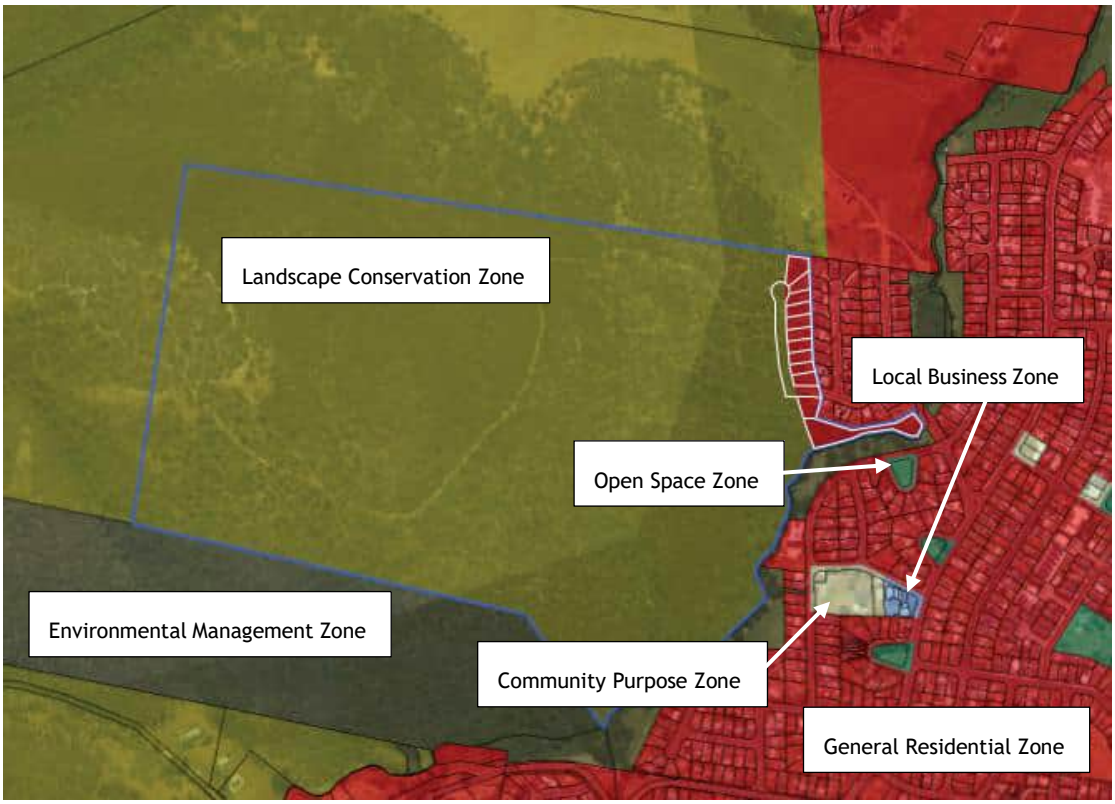

Figure 2. Application of zones within the locality (source: LISTmap, Accessed 18/02/2025 - annotated).

Figure 3. Local heritage place overlay (source: LISTmap, Accessed 19/02/2025 - annotated).

Figure 4. Waterway and coastal protection area overlay (source: LISTmap, Accessed 19/02/2025 - annotated).

Figure 5. Scenic protection area overlay (source: LISTmap, Accessed 19/02/2025 - annotated).

Figure 6. Flood-prone areas overlay (source: LISTmap, Accessed 19/02/2025 - annotated).

Figure 7. Low and medium landslip hazard band overlay (source: LISTmap, Accessed 19/02/2025 - annotated).

Tasmanian Planning Scheme

General Provision [7.10] Development Not Required to be Categorised into a Use Class

The proposal involves the subdivision of a block of land formed by CT 166553/1 (see Figure 1). Under clause 6.2.6 of the Scheme, subdivision is a type of development not required to be categorised into a use class.

Clause 7.10 of the Scheme provides that development which is not required to be categorised into a Use Class, and to which clause 6.8.2 applies may be approved at the discretion of the planning authority.

Clause 6.8.2 is relevant in that it provides that the planning authority has discretion under clause 7.10 to refuse or permit a development that is not required to be categorised into a use class if:

(a) there are no applicable standards that apply to the development; or

(b) the use or development relies on any Performance Criteria to demonstrate compliance with an applicable standard; and

(c) the development is not Prohibited under any other provision of this planning scheme.

For the proposal, the subdivision complies with each Acceptable Solution of an applicable standard, with the exception of clauses 8.6.1 Lot design and 8.6.2 Roads, 22.4.4 Landscape protection, 22.5.1 Lot design, C6.10.1 Lot design on a Local Heritage Place, C7.6.2 Clearance within a priority vegetation area, C7.7.2 Subdivision within a priority vegetation area, C8.6.1 Development within a scenic protection area; and C12.6.1 Buildings and works within a flood-prone hazard area.

Therefore, per (b) of clause 6.8.2, Clause 7.10 is relevant.

Under clause 7.10.2 an application must only be approved under sub-clause 7.10.1 if there is no unreasonable detrimental impact on adjoining uses or the amenity of the surrounding area. On this, the proposed subdivision is unlikely to have any unreasonable impact on adjoining sites, as the proposal is for a modest subdivision to suburban densities, which has been designed along the zone boundary in order to fulfill the strategic intent for residential land supply whilst having a minimal impact on the qualities of the land within he Landscape Conservation Zone.

Under 7.10.3, the matters a planning authority is to have regard to in exercising discretion under clauses 7.10.1 and 7.10.2 are set out as follows:

(a) the purpose of the applicable zone;

(b) the purpose of any applicable code;

(c) any relevant local area objectives; and

(d) the purpose of any applicable specific area plan.

(e)

For (a) the applicable zone is the General Residential Zone.

8.0 General Residential Zone

The purpose of the 8.0 General Residential Zone is:

8.1.1 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.

8.1.2 To minimise for the efficient utilisation of available social, transport and other service infrastructure.

8.1.3 To provide for non-residential use that:

(a) primarily serves the local community; and

(b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off-site impacts.

8.1.4 To provide for Visitor Accommodation that is compatible with residential character.

Response:

When considering the intended purpose of the lots, this subdivision is consistent with the purposes of the General Residential Zone in that it will accommodate residential use at suburban densities.

The proposal accords to the purpose of the General Residential Zone.

22.0 Landscape Conservation Zone

The purpose of the 22.0 Landscape Conservation Zone is:

22.1.1 To provide for the protection, conservation, and management of landscape values.

22.1.2 To provide for compatible use or development that does not adversely impact on the protection, conservation, and management of the landscape values.

Response: The Balance Lot and the Road Lot (Lot 100) are the only lots located within the Landscape Conservation Zone. The development of the road will minimise any vegetation clearance to already degraded areas and is compatible with the existing road structure. The proposed new fire trail connection road will be constructed to a minimum width to further encourage vegetation preservation. The provision of an indicative dwelling site on the balance lot perpetuates an existing single dwelling right and so does not offend the Zone purpose per 22.1.1.

The proposed subdivision is in accordance with the purpose of the Landscape Conservation Zone.

For (b) the applicable codes are: C2.0 Parking and Sustainable Transport Code, C3.0 Road and Railway Assets Code, C6.0 Local Historic Heritage Code, C7.0 Natural Assets Code, C8.0 Scenic Protection Code, C12.0 Flood-Prone Areas Hazard Code, C13.0 Bushfire-Prone Areas Code and the C16.0 Safeguarding of Airports Code.

C2.0 Parking and Sustainable Transport Code

The purpose of the C2.0 Parking and Sustainable Transport Code is:

C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development.

C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.

C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.

C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.

C2.1.5 To ensure that parking spaces and accesses meet appropriate standards.

C2.1.6 To provide for parking precincts and pedestrian priority streets.

Through consideration of the limited application of standards of this code for the proposal, the provision of vehicle accesses for each lot is considered to fulfill the purpose of the code.

C3.0 Road and Railway Assets Code

The purpose of the C3.0 Road and Railway Assets Code is:

C3.1.1 To protect the safety and efficiency of the road and railway networks;

C3.1.2 To reduce conflicts between sensitive uses and major roads and the rail network.

The proposed subdivision does not involve a sensitive use within proximity to a major road. The proposed access ways for each lot will reflect the existing streetscape. As such, the proposal is considered to be in accordance with the purpose of the Code.

C6.0 Local Historic Heritage Code

The purpose of the Local Historic Heritage Code is:

C6.1.1 To recognise and protect:

(a) the local historic heritage significance of local places, precinct, landscapes, and areas of archaeological potential; and

(b) significant trees.

C6.1.2 This code does not apply to Aboriginal heritage values.

Though the proposed subdivision involves land which contains an area listed within the relevant heritage code, the proposal will not of itself affect this item, its curtilage, or require any development which has the potential to impact the heritage place. As such the proposal is considered to fulfill the purpose of the Local Historic Heritage Code.

C7.0 Natural Assets Code

The purpose of the Natural Assets Code is:

C7.1.1 To minimise impacts on water quality, natural assets including native riparian vegetation, river condition and the natural ecological function of watercourses, wetlands, and lakes.

C7.1.2 To minimise impacts on coastal and foreshore assets, native littoral vegetation, natural coastal processes, and the natural ecological function of the coast.

C7.13 To protect vulnerable coastal areas to enable natural processes to continue to occur, including the landward transgression of sand dunes, wetlands, saltmarshes and other sensitive coastal habitats due to sea-level rise.

C7.14 To minimise impacts on identified priority vegetation.

C7.1.5 To minimise impacts on threatened fauna species by minimising clearance significant habitat.

The subdivision will involve vegetation clearance within a Priority vegetation area. This clearance is limited to trees within the *Eucalyptus viminalis* community, which is not identified as a threatened species community. The lot layout and location of the driveway have been specifically sited and designed to minimise the amount of clearance required, as informed by a natural values assessment. Further, the Waterway and coastal protection area overlay is located predominately within Lot 400 which will be required for Council public use. As such, the proposed subdivision is in accordance with the purpose of the Natural Assets Code as the proposal has been designed to minimise impacts on native and threatened flora and fauna in the area.

C8.0 Scenic Protection Code

The purpose of the Scenic Protection Code is:

C8.1.1 To recognise and protect landscapes that are identified as important for their scenic values.

The subdivision has been designed to minimise impacts on native vegetation and threatened flora and fauna in the area. As such, these design measures will ensure that the scenic values, being the extent of native vegetation of the site will be retained. A Visual Impact Assessment has been undertaken (Appendix F) with find the impact on vegetation acceptable and includes recommendations to reduce visual impact. Therefore, the proposal is considered to fulfill the purpose of the code.

C12.0 Flood-Prone Areas Hazard Code

The purpose of the C12.0 Flood-prone areas code is:

C12.1.1 To ensure that use and development subject to risk from flood is appropriately located and managed, so that:

(a) people, property and infrastructure are not exposed to an unacceptable level of risk;

(b) future costs associated with options for adaption, protection, retreat or abandonment of property and infrastructure are minimised; and

(c) it does not increase the risk from flood to other land or public infrastructure.

C12.1.2 To preclude development on land that will unreasonably affect flood flow or be affected by permanent or periodic flood.

The flood risk apparent on site is to be appropriately managed through stormwater management solutions and carriage over overland flow through the road design. In mitigating risk, the purpose of the code is fulfilled by the nature of the use and development.

C13.0 Bushfire-Prone Areas Code

The purpose of the C13.0 Bushfire prone areas code is:

C13.1.1 To ensure that use and development is appropriately designed, located, serviced, and constructed, to reduce the risk to human life and property, and the cost to the community, caused by bushfires.

The proposal is supported by a Bushfire hazard management report, which identifies through compliance with applicable standards of the code that the purpose of the code is fulfilled by the nature of the use and development.

C15.0 Landslip Hazard Code

The purpose of the C15.0 Landslip Code is:

C15.1.1 To ensure that tolerable risk can be achieved and maintained for the type, scale, and intensity and intended life of use or development on land within a landslip hazard area.

Only the Balance Lot and Lot 400 are located within the Landslip Hazard Area Code. As there will be no buildings or works on either of these lots, there will be no significant increase of risk. As such, the proposed subdivision is in accordance with the Code purpose.

For (c & d) of clause 7.10, these are not relevant as the land is not subject to any Local Area Objectives or a Specific Area Plan.

In summary, Clause 7.10 is relevant for the subdivision of land reliant on the performance criteria of applicable standards. The proposed subdivision is considered to be supportable on the grounds that the use and development facilitated is in accordance with the purpose of the applicable zones and codes. The subdivision itself does not otherwise present any unreasonable detrimental impact on an adjoining use, or the amenity of the surrounding area.

General Residential Zone [8.0]

The site is zoned *General Residential* in the *Tasmanian Planning Scheme (Glenorchy)*.

8.2 Use Table

The proposal is for subdivision, which is not required to be categorised into a use class. Therefore, clause 8.2 is not applicable.

8.3 Use Standards

As the subdivision does not involve any use, clause 8.3 and all sub-clauses are not applicable.

8.4 Development Standards for Dwellings

The proposal does not involve dwelling development, therefore clause 8.4 and all sub-clauses are not applicable.

8.5 Development Standards for Non-dwellings

The proposal does not involve non-dwelling development, therefore clause 8.5 and all sub-clauses are not applicable.

8.6 Development Standards for Subdivision

8.6.1 Lot design

A1 *Each lot, or a lot proposed in a plan of subdivision, must:* *(a) have an area of not less than 450m2 and:* *(i) be able to contain a minimum area of 10m x 15m with a gradient not steeper than 1 in 5, clear of: a. all setbacks required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; and b. easements or other title restrictions that limit or restrict development; and* *(ii) existing buildings are consistent with the setback required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2;* *(b) be required for public use by the Crown, a council or a State authority;* *(c) be required for the provision of Utilities; or* *(d) be for the consolidation of a lot with another lot provided each lot is within the same zone.*	*P1* *Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:* *(a) the relevant requirements for development of buildings on the lots;* *(b) the intended location of buildings on the lots;* *(c) the topography of the site;* *(d) the presence of any natural hazards;* *(e) adequate provision of private open space; and* *(f) the pattern of development existing on established properties in the area.*

Lot 400 is required for public use by the Council, complying with (b). As the remaining lots within the Zone have a gradient greater than 1 in 5 (i), the proposal does not comply with the acceptable solution and P1 must be addressed.

Although the proposed lots are located on land with a gradient greater than 1 in 5, the lots are able to contain a 10m x 15m building area with a 4.5m and 5.5m frontage setback for dwellings and garages and buildings not exceeding 8.5m in height. Further the lots will be greater than 450m^2 in area affording sufficient building areas (a).

Any future buildings on the lots will be located within a 10m x 15m building area clear of setback requirements. Building placement will also follow the existing pattern of development in the area (b).

The site is located on a slope. As such, the lay of the land necessitates that the lot layout be as proposed to ensure that the lots are in accordance with the lot size and setback requirements and the existing development pattern in the area. The topography of the site requires that the lots be located on land with a gradient greater than 1 in 5, however, will not further impact the lots compliance with the Scheme (c).

There are no code overlays over the proposed subdivision area within the Zone. As such, there are no natural hazards over the area of subdivision, with the exception of bushfire hazard, which will be managed by Appendix D Bushfire Hazard Management Report (d).

As displayed by the existing properties adjoining the site, there is adequate private open space for lots despite a gradient greater than 1 in 5 (e).

The proposed lot layout will follow the existing pattern of development at Cazaly Drive, Boondar Street and Coach Road. Existing properties on the named streets have a gradient greater than 1 in 5. As such, the proposal will follow the existing pattern of development in the area (f).

The proposal is considered to comply with the performance criteria P1

A2 *Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a frontage not less than 12m.*	*P2* *Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:* *(a) the width of frontage proposed, if any;* *(b) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access;* *(c) the topography of the site;* *(d) the functionality and useability of the frontage;* *(e) the ability to manoeuvre vehicles on the site; and* *(f) the pattern of development existing on established properties in the area, and is not less than 3.6m wide.*

All of the lots, excluding Lot 11, have a frontage greater than 12m, complying with A2. As such, P2 must be addressed for Lot 11.

The frontage of Lot 11 is 7.8m in width. As the future use of the site will be residential, the proposed frontage width is sufficient for the intended use and reflects residential sites in the area (a).

Only Lot 11 has use of the frontage as an access way (b).

The site is moderately sloped. The slope of the site will not significantly impact access to and from the site from the frontage (c).

The frontage is functional for the intended use of the site. There will be a low number of vehicles entering and leaving the lot and there will be no commercial vehicles on the lot. Therefore, the proposed frontage width is sufficient for the future use of the lot (d).

The frontage width will not inhibit vehicular movement on the site, as demonstrated by 17 Cazaly Drive, located directly behind Lot 11. This site has a frontage width of 7.2m and has adequate turning area on site. Similarly, Lot 11 will have adequate vehicular turning space on the site which will be sufficient for future residential use (e).

The proposed frontage for Lot 11 is consistent with existing development in the area. 17 Cazaly Drive, located directly behind Lot 11, has a frontage of only 7.2m in width. The frontage widths of 20 and 22 Cazaly Drive are 8m and 7.6m. As such, the proposed frontage

of Lot 11 is consistent with the existing lot frontages in the established area. Further, the proposed frontage width is greater than 3.6m in width (f).

The proposal is considered to comply with the performance criteria P2

A3 *Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.*	*P3* ***

Each of the proposed lots will have sufficient vehicular access to the new proposed road (Lot 100). Lot 400 will have vehicular access to Boondar Street. As such, the proposal complies with A3.

A4 *Any lot in a subdivision with a new road, must have the long axis of the lot between 30 degrees west of true north and 30 degrees east of true north.*	*P4* *Subdivision must provide for solar orientation of lots adequate to provide solar access for future dwellings, having regard to:* *(a) the size, shape and orientation of the lots;* *(b) the topography of the site;* *(c) the extent of overshadowing from adjoining properties;* *(d) any development on the site;* *(e) the location of roads and access to lots; and* *(f) the existing pattern of subdivision in the area.*

As the proposed lots do not have a long axis between 30 degrees west of true north and 30 degrees east of true north, P4 must be addressed.

The proposed lots, which are located on an east facing slope with views towards the Derwent River, will follow the existing pattern of development in the area. The lots follow the same size and shape patterns of lots at Cazaly Drive, which accommodate single dwellings. As the site is located on a slope, the location and orientation of the proposed lots are in accordance with the topography of the site and existing development in the area (a & b).

The proposal is considered to comply with the performance criteria P4

As the proposed lots are located on a slope above the existing lots at Cazaly Drive, the lots will not experience significant overshadowing from the adjoining properties (c).

There are no proposed dwellings on the site. The proposed road (Lot 100) will be located behind the proposed lots (d).

The proposed road will be located on the western boundary of the proposed lots. The proposed road will not be visible from the east end of Coach Road and Boondar Street and will not cause significant overshadowing to the proposed lots (e)

The proposed subdivision will be in compliance with existing pattern of subdivision displayed at Cazaly Drive, Boondar Street and Coach Road. The lot layout follows the format of single dwelling lots with views towards the Derwent River and Mount Direction (f).

As such, the proposal is considered to comply with clause 8.6.1.

8.6.2 Roads

A1 *The subdivision includes no new roads.*	*P1* *The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety and convenience for vehicles, pedestrians and cyclists, having regard to:* *(a) any road network plan adopted by the council;* *(b) the existing and proposed road hierarchy;* *(c) the need for connecting roads and pedestrian and cycling paths, to common boundaries with adjoining land, to facilitate future subdivision potential;* *(d) maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks;* *(e) minimising the travel distance between key destinations such as shops and services and public transport routes;* *(f) access to public transport;* *(g) the efficient and safe movement of pedestrians, cyclists and public transport;* *(h) the need to provide bicycle infrastructure on new arterial and collector roads in accordance with the Guide to Road Design Part 6A: Paths for Walking and Cycling 2016;* *(i) the topography of the site; and* *(j) the future subdivision potential of any balance lots on adjoining or adjacent land.*

As the subdivision involves a new road (Lot 100) connected to Coach Road, P1 must be addressed:

There is no road network plan for the area (a).

The proposed road is a continuation of Coach Road, which will terminate at a cul de sac. This is fitting in that connectivity with land to the north is of no value owed to its current zoning and being outside of the Urban Growth Boundary. Connectivity to the north via Boondar Street however is available for land which is appropriately zoned. Therefore, the proposal is in accordance with the existing road hierarchy, providing access and connectivity for future residents, whilst supporting connectivity to future development areas as relevant (b & j).

The Road lot will connect the proposed residential lots to Coach Road for vehicle, pedestrian, and cyclist movement. The site is at the edge of the urban area of Glenorchy and connectivity further north and west is not considered appropriate (c).

The proposed subdivision area is within 300m of a bus stop. Further the proposed road will be a continuation of Coach Road, which provides connectivity for vehicles, pedestrian, and cyclists to Allunga Road and Berridale Road, which connect to the Brooker Highway (d & f).

The proposed road provides a logical extension of Coach Road, which will afford practical travel distances to shops, services, and public transportation routes in Either Claremont or Glenorchy, as accessed via the Brooker Highway (e).

The proposed road will create safer pedestrian and cyclist access to the future residential lots. As there are no existing public transport routes on Coach Road, the proposed road will not impact the efficiency and safety of public transportation, and it is not an arterial or collector road (g & h).

The topography of the site does not allow the proposed lots to be connected to Coach Road or any other road due to the shape of the site. The site only has one vehicular access way, which is to Coach Road, and does not provide adequate access for the future residential use of the lots. As such, the proposed road is required for the connection of the proposed lots (i).

For (j), similar to (b), direct connectivity to the balance lot is of limited benefit owed to the split zoning of the site, and extent of the Urban Growth Boundary.

The proposal is therefore considered to comply with the performance criteria P1.

8.6.3 Services

A1 *Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a full water supply service.*	*P1* ***

Each of the proposed lots has access to a full water supply service, with the exception of Lot 400 which is a public open space lot, complying with A1.

A2 *Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.*	*P2* ***

Each of the proposed lots has access to a reticulated sewerage system, with the exception of Lot 400 which is a public open space lot, complying with A2.

A3 *Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.*	*P3* ***

Each of the proposed lots will have connection to a public stormwater connection running along the boundary of the site, complying with A3.

As such, the proposal complies with clause 8.6.3.

Landscape Conservation Zone [22.0]

The site is zoned *Landscape Conservation* in the *Tasmanian Planning Scheme (Glenorchy)*.

The Balance Lot and the Road Lot (Lot 100) are the only lots located within the *Landscape Conservation Zone*. As such, the Balance Lot and Lot 100 are the only lots which will be assessed against the standards of the *Zone*.

22.2 Use Table

The proposal is for subdivision, which is not required to be categorised into a use class. Therefore, clause 8.2 is not applicable.

22.3 Use Standards

The proposal does not include any proposed use. Though the Bushfire Hazard Management Report identifies a building area on the balance lot, this is indicative only. As such, clause 8.3 and all sub-clauses are not applicable.

22.4 Development Standards for Buildings and Works

The proposed subdivision does not include any buildings, though does include works for the provision of a road, and services to facilitate the subdivision. As such, only clause 22.4.4 of the development standards for buildings and works are applicable to the proposal.

22.4.4 Landscape Protection

A1 *Building and works must be located within a building area, if shown on a sealed plan.*	*P1* *Building and works must be located to minimise native vegetation removal and the impact on landscape values, having regard to:* *(a) the extent of the area from which vegetation has been removed;* *(b) the extent of the native vegetation to be removed;* *(c) any remedial or mitigation measures or revegetation requirements;* *(d) provision for native habitat for native fauna;* *(e) the management and treatment of the balance of the site or native vegetation areas;* *(f) the type, size, and design of development; and* *(g) the landscape values of the site and surrounding area.*

As there are no shown building areas on the titles (refer to Appendix A), the proposal therefore does not comply with the acceptable solution and P1 must be addressed.

The proposed subdivision is located at the eastern boundary of the site, close to existing residential development. The vegetation decreases in density toward the east, and the proposal is reliant on modification to this existing area, retaining more contiguous and intact tracts of vegetation at the higher elevations. Further, the proposed new fire trail connection road will be constructed to a minimum width to encourage vegetation preservation (a & b).

The proposed fire trail connection is to be constructed to a minimum width standard as a mitigation measure for vegetation preservation. Further, the proposed access road to the subdivision and lot layout have been designed to avoid significant trees and native vegetation (c).

The provision of the Balance Lot and Lot 400 for public open space are for the provision of untouched habitat for existing native vegetation (d).

Vegetation on the site will be continually maintained in accordance with the proposed vegetation management strategy in Appendix D Bushfire Hazard Management Report (e).

The proposed area of development is approximately 2.5ha in area, which is less than 5% of the total site area. As such, the development will be of minimal impact to the vegetation on site as the size of the development is significantly small in relation to the site size. Further, although the proposal is for future residential development, the Balance Lot and Lot 400 will ensure vegetation conservation within the development area (f).

The landscape value of the site is predominately in the on-site vegetation at the middle and western boundary of the site. As the Road Lot is located near the eastern boundary of the site it will not significantly impact the vegetation of scenic value on the site. The majority of vegetation is located on the Balance Lot and will be retained, with the exception of vegetation within the hazard management area. Some of the required bushfire protection measures include regular removal of ground fuels such as fallen branches; sticks; leaves; bark and lawn clippings, maintenance of lawn to a height of less than 100mm, clearance of accumulated leaves and other debris from roof gutters and the pruning of trees to maintain horizontal separation of 2m between canopies. As these protection measures do not involve the removal of significant vegetation, proposed vegetation management for the bushfire hazard management requirements will not significantly impact the ability to retain vegetation and protect landscape values on the Balance Lot (g).

The proposal is considered to comply with the performance criteria P1

A2 *Buildings and works must:* *(a) be located within a building area, if shown on a sealed plan; or* *(b) be an alteration or extension to an existing building providing it is not more than the existing building height; and* *(c) not include cut and fill greater than 1m; and* *(d) be not less than 10m in elevation below a skyline or ridgeline.*	*P2.1* *Building and works must be located to minimise impacts on landscape values, having regard to:* *(a) the topography of the site;* *(b) the size and shape of the site;* *(c) the proposed building height, size and bulk;* *(d) any constraints imposed by existing development;* *(e) visual impact when viewed from roads and public places; and* *(f) any screening vegetation.* *P2.2* *If the building and works are less than 10m in elevation below a skyline or ridgeline, there are no suitable building areas.*

The proposed subdivision does not comply with the acceptable solution. As such, P2.1 and P2.2 are relevant.

For P1.1, the vegetation on the east boundary of the site, adjoining the existing residential development in the area, is thinner. As such, having the proposed subdivision located on the east boundary of the site will minimise vegetation clearance. Further, the provision of the Balance Lot and Lot 400 will facilitate landscape conservation within the development area (a).

The proposed area of development is approximately 2.5ha in area, which is less than 5% of the total site area. As such, the development will be of minimal impact to the vegetation on site as the size of the development is significantly small in relation to the site size (b).

There are no buildings proposed. The proposed road will avoid significant trees and native vegetation. Further, the proposed road connection to the existing fire trail has been designed to the minimum width standard to preserve landscapes in the area (c).

There is no existing development on the site (d).

The proposal will only be partially visible from the existing public road. The existing tree coverage on the site and sloping of the area help to conceal the view of the development area (e).

There is no screening vegetation proposed (f).

For P2.2, the proposed subdivision area is not located less than 10m in elevation below a skyline or ridgeline.

Therefore, the proposal is considered to comply with clause 22.4.4.

22.5 Development Standards for Subdivision

22.5.1 Lot design

A1 *Each lot, or a proposed lot in a plan of subdivision, must:* *(a) have an area of not less than 50ha and:* *(i) be able to contain a minimum area of 25m x 25m, where native vegetation cover has been removed, with a gradient not steeper than 1 in 5, clear of:* *a. all setbacks required by clause 22.4.2 A2, A3 and A4; and* *b. easements or other title restrictions that limit or restrict development; and* *(ii) existing buildings are consistent with the setback required by clause 22.4.2 A2, A3 and A4;* *(b) be required for public use by the Crown, a council or a State authority;* *(c) be required for the provision of Utilities; or* *(d) be for the consolidation of a lot with another lot provided each lot is within the same zone.*	*P1* *Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:* *(a) the relevant Acceptable Solutions for development of buildings on the lots;* *(b) existing buildings and the location of intended buildings on the lot;* *(c) the ability to retain vegetation and protect landscape values on each lot;* *(d) the topography of the site; and* *(e) the pattern of development existing on established properties in the area,* *and must have an area not less than 20ha.*

The Road Lot is required for public use by the Council (b). Therefore, the Lot 100 complies with A1.

However, the Balance Lot does not comply with the acceptable solution as it has a slope greater than 1 in 5. Therefore, P1 must be addressed.

There are no existing or proposed buildings on the lot (a & b).

Although there will be a bushfire hazard management area over the lot, the vegetation on the Balance Lot will remain largely untouched. Some of the required bushfire protection measures include regular removal of ground fuels such as fallen branches; sticks; leaves; bark and lawn clippings, maintenance of lawn to a height of less than 100mm, clearance of accumulated leaves and other debris from roof gutters and the pruning of trees to maintain horizontal separation of 2m between canopies. As these protection measures do not involve the removal of significant vegetation, proposed vegetation management for the bushfire hazard management requirements will not significantly impact the ability to retain vegetation and protect land scape values on the Balance Lot (c).

The site is sloped and highly vegetated. There is no proposed use for the site within the development (d).

The Balance Lot is adjoined by large Council owned lots which reflect the vegetative state of the Balance Lot. Further, the lot is approximately 70ha in area (e).

As such, the proposal is considered to comply with P1.

A2 *Each lot, or a proposed lot in a plan of subdivision, excluding those for public open space, a riparian or littoral reserve or Utilities must have a frontage of not less than 40m.*	*P2* ***

The Balance Lot will have a frontage greater than 40m. As Lot 100 is a road, it is not required to have a frontage. Consequently, the proposed subdivision complies with A2.

A3 *Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.*	*P3* *Each lot, or a lot proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary of a lot, if any, having regard to:* *(a) the topography of the site;* *(b) the length of the access;* *(c) the distance between the lot or building area and the carriageway;* *(d) the nature of the road and the traffic; and* *(e) the anticipated nature of vehicles likely to access the site.*

The balance lot is reliant on the existing vehicle access location, though this will be upgraded in accordance with the requirements of the road authority.

The proposal is considered to comply with the performance criteria P3.

A4 *No Acceptable Solution.*	*P4* *Each lot, or a lot proposed in a plan of subdivision, must be capable of accommodating an on-site wastewater management system adequate for the intended use and development of the land, which minimises any environmental impacts.*

As there is no acceptable solution A4, P4 must be addressed.

Though no residential use is proposed at this time, by virtue of its size, the Balance Lot is considered capable of accommodating a wastewater management system on the lot.

For the road lot, due to its function as a road, the lot is not required to accommodate an on-site wastewater management system.

As such the proposed subdivision is considered to comply with clause 22.5.1.

Parking and Sustainable Transport Code [C2.0]

There are no exemptions from the *Parking and Sustainable Transport Code* (C2.2.1), therefore provisions under C2.0 must be considered.

C2.5 Use Standards

There are no use standards applicable for the proposal.

C2.6 Development Standards for Buildings and Works

C2.6.1 Construction of parking areas

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, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.*	*P1* ***

All proposed accessways to the residential lots will be constructed from impervious and sealed surfaces (a & c) and will be drained to the public stormwater system (b).

As such, the proposal complies with clause C2.6.1.

C2.6.2 Design and layout of parking areas

As there are no proposed parking areas, clause C2.6.2 is not applicable.

C2.6.3 Number of accesses for vehicles

A1 *The number of accesses provided for each frontage must:* *(a) be no more than 1; or* *(b) no more than the existing number of accesses, whichever is the greater.*	*P1* ***

There is one proposed accessway for each lot (a), complying with A1.

A2 *Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.*	*P2* ***

As the proposed subdivision is not located within the Central Business Zone or a pedestrian priority street, A2 is not appliable.

Therefore, the proposal complies with clause C2.6.3.

C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone

The subject site is not located within either the General Business Zone or the Central Business Zone. Therefore, clause C2.6.4 is not applicable.

C2.6.5 Pedestrian access

The proposal does not provide for parking areas for more than 10 vehicles. Clause C2.6.5 is therefore not applicable.

C2.6.6 Loading bays

As the proposed subdivision does not involve loading bays, clause C2.6.6 is not applicable.

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone

The subject site is not located within either the General Business Zone or the Central Business Zone. Therefore, clause C2.6.7 is not applicable.

C2.6.8 Siting of parking and turning areas

As the subject site is not located within the Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone, A1 and A2 are not applicable.

Therefore, clause C2.6.8 is not an applicable standard.

C2.7 Parking Precinct Plan

As the subject site is not located within a parking precinct plan, clause C2.7 is not applicable.

Road and Railway Assets Code [C3.0]

There are no exemptions from the *Road and Railway Assets Code* (C3.4.1), therefore provisions under C3.0 must be considered.

C3.5 Use Standards

There are no applicable use standards for the proposal.

C3.6 Development Standards for Buildings and Works

Though the proposal includes works, there are no applicable development standards

C3.7 Development Standards for Subdivision

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

As the proposed subdivision is not located within a road or railway attenuation area, clause C3.7.1 is not applicable.

Local Historic Heritage Code [C6.0]

The site is located within the *Local Historic Heritage Place Overlay* in the *Tasmanian Planning Scheme (Glenorchy)*, as there is a local heritage place on the site.

The identified local heritage place (LPS Reference Number: GLE-C6.1.23), is located within the proposed Open Space Lot and will remain unaltered with sufficient curtilage.

Notwithstanding the limited impact of the proposal, the development standards for subdivision are considered to be applicable.

C6.10 Development Standards for Subdivision

C6.10.1 Lot design on a Local Heritage Place

A1 *No Acceptable Solution.*	*P1* *Subdivision must not cause an unacceptable impact on the local historic heritage significance of a local heritage place, having regard to:* *(a) the local historic heritage significance of the local heritage place identified in the relevant Local Provisions Schedule;* *(b) the historic development pattern of the area;*

	(c) the separation of buildings or structures from their original setting; *(d) the lot sizes, dimensions, frontage, access and orientation;* *(e) the suitability of the proposed lots for their intended uses; and* *(f) the removal of vegetation, trees or garden settings.*

As there is no acceptable solution (A1), P1 must be addressed.

For (a), the significance of the place is understood from the entry in the code list relevant for GLE – C6.1.23, being that C19th culvert evident within the listed area, and its relationship to a historic carriageway. The culvert of itself has significance in demonstrating construction techniques within its fabric, but as well represents the provision of infrastructure through a system of indentured labour during the C19th. Further, the culvert demarcates a historic carriageway no longer evident in the vicinity, thus an important vestige of this broader infrastructure.

The listing is specifically that area inside of a 10m radius from a spot reference, and this is shown in figure 8 (see below).

The proposal does not interrupt a historic development pattern per (b), does not separate structures from their setting, nor limit the curtilage unsympathetically per (c & d), and is entirely suitable to be retained within a public open space lot per (e).

For (f), no vegetation removal is required within the listed area.

Having regard for the significance of the place, the impact of the proposed subdivision is limited to the introduction of an additional boundary, over 150m from the edge of the site. This will not introduce any works within the listed area, nor will it divorce the place from its setting, considered to be within the extent of the area as shown.

The proposal is considered to comply with clause C6.10.1.

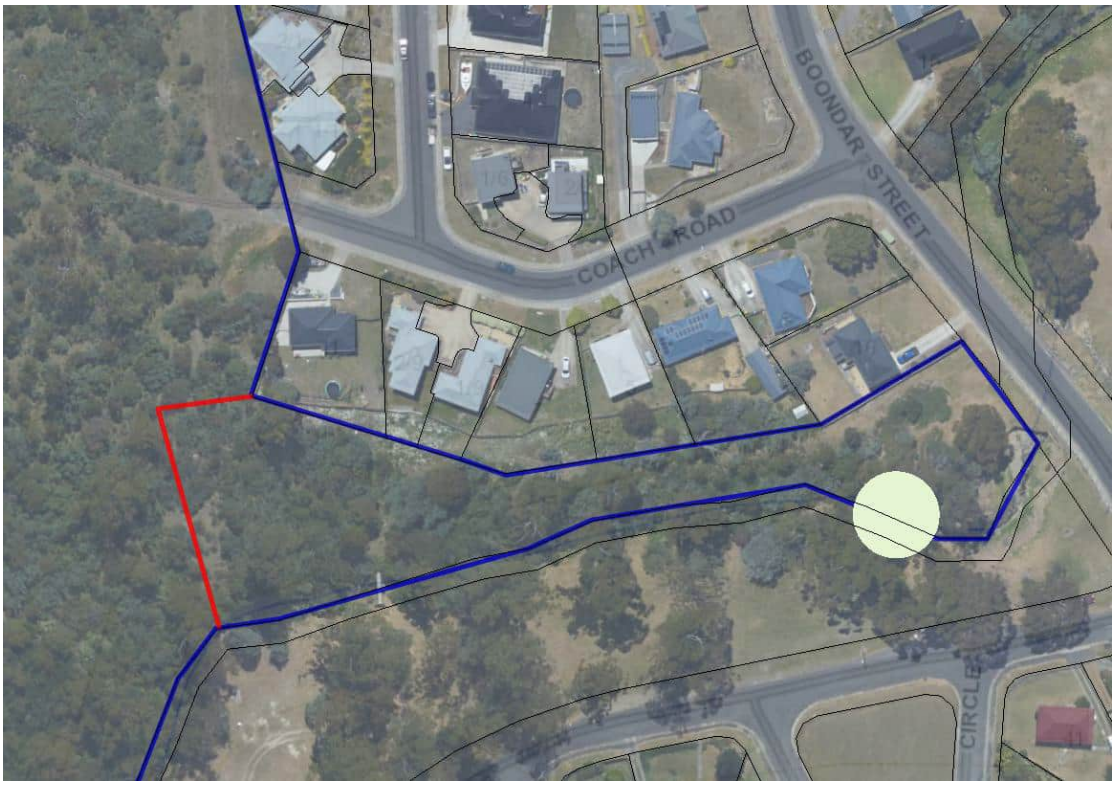

Figure 8. The extent of the listing (green) shown relative to the site (blue) and the proposed new lot boundary for the public open space lot (red) (Source LISTmap – accessed 27 March 2025 – Annotated).

Natural Assets Code [C7.0]

The site is located within the *Priority Vegetations Areas and Waterway and Coastal Protection Areas Overlays* in the *Tasmanian Planning Scheme (Glenorchy)*.

C7.6 Development Standards for Buildings and Works

The proposal includes works for the provision of a road and services, as well as hazard management areas. These works are not however within the waterway coastal protection area, which has been applied to Faulkners rivulet, in the proposed public open space lot.

C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area

As there are no proposed buildings or works within a Waterway and Coastal Protection Area, clause C7.6.1 is not applicable.

C7.6.2 Clearance within a priority vegetation area

A1 *Clearance of native vegetation within a priority vegetation area must be within a building area on a sealed plan approved under this planning scheme.*	*P1.1* *Clearance of native vegetation within a priority vegetation area must be for:* *(a) an existing use on the site, provided any clearance is contained within the minimum area necessary to be cleared to provide adequate*

	bushfire protection, as recommended by the Tasmania Fire Service or an accredited person; *(b) buildings and works associated with the construction of a single dwelling or an associated outbuilding;* *(c) subdivision in the General Residential Zone or Low Density Residential Zone;* *(d) use or development that will result in significant long term social and economic benefits and there is no feasible alternative location or design;* *(e) clearance of native vegetation where it is demonstrated that on-going pre-existing management cannot ensure the survival of the priority vegetation and there is little potential for long-term persistence; or* *(f) the clearance of native vegetation that is of limited scale relative to the extent of priority vegetation on the site.* *P1.2* *Clearance of native vegetation within a priority vegetation area must minimise adverse impacts on priority vegetation, having regard to:* *(a) the design and location of buildings and works and any constraints such as topography or land hazards;* *(b) any particular requirements for the buildings and works;* *(c) minimising impacts resulting from bushfire hazard management measures through siting and fire-resistant design of habitable buildings;* *(d) any mitigation measures implemented to minimise the residual impacts on priority vegetation;* *(e) any on-site biodiversity offsets; and* *(f) any existing cleared areas on the site.*

The proposal includes clearance of vegetation for provision of a road, services and hazard management areas to support the proposed subdivision. This development is not within a building area on a sealed plan per A1 and so is reliant on the performance criteria.

In addressing the performance criteria, much of the development complies with P1.1 (c), in that the proposed lots are within the General Residential Zone. For the vegetation clearance within the Landscape Conservation Zone, this clearance is limited to that required for hazard management areas, the provision of a road to realise the residential development potential of land within the General Residential Zone and the provision of a connection road to the existing fire trail. As such, clearance within the Landscape Conservation Zone to facilitate additional housing on land identified for that purpose is considered to comply with P1 (d), especially noting the lack of feasible alternatives.

For P1.2 the impact of the vegetation clearance for this development has been addressed in the supporting Natural Values Assessment (Appendix E), though this report is predominately focussed on clause C7.7.2 Subdivision within a priority vegetation area, the criteria within

C7.6.2 are largely identical, and the outcomes are transferable to the objective of C7.6.2 Clearance within a priority vegetation area; namely:

The siting of the development being in the modified areas of the site as the buildings and works have been sited to avoid significant trees and native vegetation (a).

There are no specific requirements for the proposed works and any future buildings (b).

The extent of bushfire hazard management areas has been designed to the minimum safest requirement to minimise vegetation clearance. Further details regarding the bushfire hazard management areas are contained in Appendix D Bushfire Hazard Management Report (c).

The Balance Lot and Lot 400 have been provided to maintain native vegetation on the site and, specifically, within the development area. Lot 400 particularly will act as an on-site biodiversity offset (d & e).

There are no existing cleared areas on the site (f).

The proposal is considered to comply with the Performance Criteria.

C7.7 Development Standards for Subdivision

C7.7.1 Subdivision within a waterway and coastal protection area or a future coastal refugia area

A1 *Each lot, or a lot proposed in a plan of subdivision, within a waterway and coastal protection area or a future coastal refugia area, must:* *(a) be for the creation of separate lots for existing buildings;* *(b) be required for public use by the Crown, a council, or a State authority;* *(c) be required for the provision of Utilities;* *(d) be for the consolidation of a lot; or* *(e) not include any works (excluding boundary fencing), building area, services, bushfire hazard management area or vehicular access within a waterway and coastal protection area or future coastal refugia area.*	*P1* ***

The Public Open Space Lot (Lot 400) is the only lot located within the Waterway and coastal protection area overlay. Lot 400 will be required for use by the Council for public open space (b).

Therefore, the proposed subdivision complies with the acceptable solution of clause C7.7.1

C7.7.2 Subdivision within a priority vegetation area

A1 *Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must:* *(a) be for the purposes of creating separate lots for existing buildings;*	*P1.1* *Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must be for:* *(a) subdivision for an existing use on the site, provided any clearance is contained within the minimum area necessary to be cleared to provide*

(b) be required for public use by the Crown, a council, or a State authority; *(c) be required for the provision of Utilities;* *(d) be for the consolidation of a lot; or* *(e) not include any works (excluding boundary fencing), building area, bushfire hazard management area, services or vehicular access within a priority vegetation area.*	*adequate bushfire protection, as recommended by the Tasmania Fire Service or an accredited person;* *(b) subdivision for the construction of a single dwelling or an associated outbuilding;* *(c) subdivision in the General Residential Zone or Low Density Residential Zone;* *(d) use or development that will result in significant long term social and economic benefits and there is no feasible alternative location or design;* *(e) subdivision involving clearance of native vegetation where it is demonstrated that ongoing pre-existing management cannot ensure the survival of the priority vegetation and there is little potential for long-term persistence; or* *(f) subdivision involving clearance of native vegetation that is of limited scale relative to the extent of priority vegetation on the site.* *P1.2* *Works association with subdivision within a priority vegetation area must minimise adverse impacts on priority vegetation, having regard to:* *(a) the design and location of any works, future development likely to be facilitated by the subdivision, and any constraints such as topography or land hazards;* *(b) any particular requirements for the works and future development likely to be facilitated by the subdivision;* *(c) the need to minimise impacts resulting from bushfire hazard management measures through siting and fire-resistant design of any future habitable buildings;* *(d) any mitigation measures implemented to minimise the residual impacts on priority vegetation;* *(e) any on-site biodiversity offsets; and* *(f) any existing cleared areas on the site.*

The entire site is located within the Priority vegetation area overlay. Lot 100 and Lot 400 are required for public use by the Council per (a), complying with A1. The remaining lots, Lots 1 to 11 and the Balance Lot, must be assessed against P1.1 and P1.2.

Lots 1 to 11 are located within the General Residential Zone, complying with (c).

For the Balance Lot, the subdivision will include the clearance of native vegetation including Eucalyptus viminalis grassy forest and woodland (DVG). As a large portion of the site has coverage by this vegetation, the proposed scale of vegetation clearance is of a limited scale in comparison to the scale of the vegetation on the site (f).

For P1.2, the proposal will involve crossovers to the proposed lots and works for stormwater and sewer management. These works will be located within the lots, minimising further vegetation removal on the site (a).

There are no particular requirements for works on the site, as the works will not significantly impact the on-site vegetation. Further, any future works on the Balance Lot is unlikely to cause a great impact to the on-site vegetation as detailed in Appendix E Natural Values Assessment (b).

As found in Appendix D Bushfire Hazard Management Plan, the proposed BAL rating of the site is BAL-19. Subject to this, impact to existing vegetation on the site will be minimised as per the requirements in Appendix D Bushfire Hazard Management Report and Appendix E Natural Values Assessment (c).

There will be no clearance of vegetation on the Balance Lot except for bushfire hazard management measures. Further, as found in Appendix E Natural Values Assessment, there are no threatened flora and fauna species identified on Lots 1 to 11. As such, there will be no significant impact on priority vegetation in the area of subdivision (d).

There are no threatened flora and fauna species identified in the area of subdivision (e).

There is a partially cleared area on the site in the location of Lots 1 to 11 (f).

Therefore, the proposal is considered to comply with clause C7.7.2 through the performance criteria P1.1 and P1.2.

Scenic Protection Code [C8.0]

The site is partially located within the *Scenic Protection Area Overlay* in the *Tasmanian Planning Scheme (Glenorchy),* by reason of the Balance Lot and the Road Lot (Lot 100).

C8.6. Development Standards for Buildings and Works

C8.6.1 Development within a scenic protection area

A1 *Buildings or works, including destruction of vegetation, within a scenic protection area must:* *(a) be on land not less than 50m in elevation below a skyline; and* *(b) not total more than 500m2 in extent.*	*P1.1* *Destruction of vegetation within a scenic protection area must not cause an unreasonable impact on the scenic value of a scenic protection area, having regard to:* *(a) the nature of the vegetation to be removed;* *(b) the area of vegetation to be removed;* *(c) the topography of the site;* *(d) any visual impact on a skyline;* *(e) the nature of the reduction of the scenic value; and* *(f) the purpose of any management objectives identified in the relevant Local Provisions Schedule.* *P1.2* *Buildings or works within a scenic protection area must not cause an unreasonable reduction of the scenic value of a scenic protection area, having regard to:* *(a) the topography of the site;*

	(b) the location of, and materials used in construction of, driveways or access tracks; *(c) proposed reflectance and colour of external finishes;* *(d) design and proposed location of the buildings or works;* *(e) the extent of any cut or fill required;* *(f) any visual impact on a skyline;* *(g) any existing or proposed screening; and* *(h) the purpose of any management objectives identified in the relevant Local Provisions Schedule.*

The area of works exceeds 500m^2 at 1.55ha. As such, the acceptable solution (A1) is not met and P1.1 and P1.2 must be addressed.

The vegetation to be removed has been surveyed in the Natural Values Assessment in Appendix A. Some significant vegetation was identified near the works area but this has been retained through re-design (a).

The area to be removed is 1.55ha which includes the lots, road and the batter on the top side of the road. Some of this area is already cleared directly behind the existing houses on Cazaly Drive and for the existing fire trail to the balance lot which is included in this figure (b).

A Visual Impact Assessment has also been undertaken for the development area (Appendix F) and this considers the topography of the site and found the visual impact is acceptable given the new housing will be partly screened by existing housing on Cazaly Drive, vegetation along Faulkners Rivulet and the topography which screens the site from the Brooker Highway and areas between the highway and the river (c) (e).

The development of the road will not impact any skyline/ridgeline as the proposed subdivision is not located on or immediately below either a skyline or ridgeline. Further, the vegetation of the site to the west of the proposed road will not be removed and will continue to act as a scenic backdrop (refer to Appendix F) (d).

As per the management objectives in GLE-Table C8.1 Scenic Protection Areas in the Glenorchy Local Provisions Schedule, the proposed subdivision and development of a road will not have a significant impact on the scenic values of the Glenorchy hinterland. The proposed lots are not orientated towards either Collins Cap or Mount Wellington, nor will they affect views to such features. The lots will continue the line of existing development in the lower foothills below the skyline. The proposed lots are not clearly visible within the range of view towards Collins Cap and Mount Wellington and will not significantly impact the Glenorchy hinterland. The proposed road will be developed along the contours of the site, minimising the requirements for retaining walls and earthworks for cut and fill. Further, the majority of vegetation on site, specifically within the Balance Lot and Lot 400, will be retained to provide screening and preserve the visual character of the area. As such, the proposal is considered to comply with the management objectives of the Glenorchy Local Provisions Schedule (f).

P1.2

The proposed road is located behind the properties on Coach Road and Cazaly Drive. Further, as the site slopes up from Cazaly Drive, the proposed road will not be visible from the existing properties due to the sloped topography of the site (a).

As the access track is existing along the alignment of Coach Road, the road extension follows this alignment before turning immediately along the contour, the visual impact of the road

itself is negligible. The access track to the house site on the balance lot is not included in the proposed works for this application, but retains the alignment of the existing fire trail (b).

The road will be asphalt and the road batter will be revegetated. The Visual Impact Assessment recommends future houses have low reflectance values of less than 40% and the use of dark natural tones of grey, green or brown (c) (d).

Due to the slope of the site, cut and fill will be involved in the development of the Road Lot. There will be a 2:1 batter on the upper side of the road is approximately 1.8m high, but will be revegetated. Details regarding the extent of cut and fill are enclosed in Appendix C Civil Report (e).

The development of the road will not impact a skyline as the proposed development area is not located on a skyline (f).

There is no proposed screening. Due to the sloping of the proposed lots, screening is not likely to be required (g).

As per the management objectives in GLE-Table C8.1 Scenic Protection Areas in the Glenorchy Local Provisions Schedule, the primary purpose of the management objectives is to the retain the scenic value of the Glenorchy hinterland. The proposed lots are not orientated towards either Collins Cap or Mount Wellington. The lots will continue the line of existing development in the lower foothills below the skyline. The proposed lots are not clearly visible within the range of view towards Collins Cap and Mount Wellington and will not significantly impact the Glenorchy hinterland or the view of Mt Faulkner to the north-west of the site. The proposed development will be in accordance with the existing development along the lower foothills. As such, the proposal is considered to comply with the management objectives of the Glenorchy Local Provisions Schedule (h).

As such, the proposed works will not cause an unreasonable loss of scenic value and are considered to comply with both P1.1 and P1.2 of clause C8.6.2.

C8.6.2 Development within a scenic road corridor

The proposed subdivision is not located within a scenic road corridor. As such, clause C8.6.2 is not applicable.

Flood-Prone Areas Hazard Code [12.0]

The site is located within the *Flood-Prone Areas Overlay* in the *Tasmanian Planning Scheme (Glenorchy)*.

The Balance Lot, the Public Open Space Lot (Lot 400), and the Road Lot (Lot 100) are the only lots located within the *Flood-Prone Areas Overlay*. As such, the Balance Lot, the Public Open Space Lot (Lot 400), and Lot 100 are the only lots which will be assessed against the standards of the *Code*.

C12.5 Use Standards

As the proposed development is for a subdivision and is not required to be classified into a use class, clause C12.5 and all sub-clauses are not applicable.

C12.6 Development Standards for Buildings and Works

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

A1 *No Acceptable Solution.*	*P1.1* *Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to:* *(a) the type, form, scale and intended duration of the development;* *(b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures;* *(c) any advice from a State authority, regulated entity or a council; and* *(d) the advice contained in a flood hazard report.* *P1.2* *A flood hazard report also demonstrates that the building and works:* *(a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and* *(b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.*

As there is no acceptable solution (A1), P1.1 and P1.2 must be addressed.

The proposed works is a road at Lot 100. The proposed road will have stormwater drainage systems within the road/drain, which will provide natural drainage in flooding events (a).

The proposed road will not increase flood risk to the area (b).

Details regarding flood hazard on the site are enclosed within Appendix C Civil Design Drawings (c & d).

For P1.2, details regarding flood hazard on the site are enclosed within Appendix C Civil Design Drawings (a & b).

C12.7 Development Standards for Subdivision

C12.7.1 Subdivision within a flood-prone hazard area

A1 *Each lot, or a lot proposed in a plan of subdivision, within a flood-prone hazard area, must:* *(a) be able to contain a building area, vehicle access, and services, that are wholly located outside a flood-prone hazard area;* *(b) be for the creation of separate lots for existing buildings;*	*P1* ***

(c) be required for public use by the Crown, a council or a State authority; or *(d) be required for the provision of Utilities.*	

The Balance Lots is able to accommodate a building area, vehicle access, and services outside of the flood-prone hazard area (a).

For the Public Open Space Lot (Lot 400) and the Road Lot (Lot 100), the lots are required for public use by the Council (c).

Therefore, the proposed subdivision complies with clause C12.7.1.

Bushfire-Prone Areas Code [13.0]

The site is located within the *Bushfire-Prone Areas Overlay* in the *Tasmanian Planning Scheme (Glenorchy)*.

As the entire site is located within the *Bushfire-Prone Area Code*, a Bushfire Hazard Management Report has been provided as a response to the Code in Appendix D. As such, the clauses under the *Code* have been addressed within the Bushfire Hazard Management Report.

Landslip Hazard Code [C15.0]

The site includes land which is subject to the *Low and Medium Landslip Hazard Bands* in the *Tasmanian Planning Scheme (Glenorchy)*. These are limited to the Balance Lot and the Public Open Space Lot (Lot 400).

C15.5 Use Standards

As the proposed development is for a subdivision and is not required to be classified into a use class, clause C15.5 and all sub-clauses are not applicable.

C15.6 Development Standards for Buildings and Works

As there are no proposed buildings or works located within the Landslip Hazard Code, clause C15.6 and all sub-clauses are not applicable.

C15.7 Development Standards for Subdivision

C15.7.1 Subdivision within a landslip hazard area

A1 *Each lot, or a lot proposed in a plan of subdivision, within a landslip hazard area, must:* *(a) be able to contain a building area, vehicle access, and services, that are wholly located outside a landslip hazard area;*	*P1* ***

(b) be for the creation of separate lots for existing buildings; *(c) be required for public use by the Crown, a council or a State authority; or* *(d) be required for the provision of Utilities.*	

The Balance Lots is able to accommodate a building area, vehicle access, and services outside of the Landslip hazard area (a).

For the Public Open Space Lot (Lot 400), the lot is required for public use by the Council (c).

Therefore, the proposed subdivision complies with clause C15.7.1.

Conclusion

This report has been prepared in support of a Planning Application for 14 lot subdivision, including a Balance Lot, a Public Open Space Lot (Lot 400), and a Road Lot (Lot 100) at Lot 1 Coach Road, Chigwell.

The application is to be lodged with the Glenorchy City Council for assessment.

This proposal is for the subdivision of 1 property, which is situated on land zoned 'General Residential' and 'Landscape Conservation,' into 14 lots.

The proposal has been considered against the development standards of Zone, and the proposal generates the following discretions under the *Tasmanian Planning Scheme (Glenorchy)*:

- 8.6.1 P1, P2 & P4 Lot design;
- 8.6.2 P1 Roads;
- 22.4.4 P1, P2.1 & P2.2 Landscape protection;
- 22.5.1 P1, P3 & P4 Lot design;
- C6.10.1 P1 Lot design on a Local Heritage Place;
- C7.6.2 P1.1 & P1.1 Clearance within a priority vegetation area;
- C7.7.2 P1.1 & P1.2 Subdivision within a priority vegetation area;
- C8.6.1 P1.1 & P1.2 Development within a scenic protection area; and
- C12.6.1 P1 Buildings and works within a flood-prone hazard area.

The proposal has been assessed against all relevant scheme criteria and is found to either comply with the Acceptable Solutions or satisfy the relevant Performance Criteria. The application is considered to be acceptable with respect to the Planning Scheme requirements and therefore ought to be supported by the Planning Authority.

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environmental solutions for a changing world

Natural Values Assessment

Lot 1 Coach Road, Chigwell

Client: David Stewart
Prepared by: Fiona Walsh

February 2025

Contents

1 Introduction

This natural values report has been prepared as a requirement of a development application under the Tasmanian Planning Scheme - Glenorchy.

Enviro-dynamics has been contracted to undertake this natural values assessment on behalf of the proponent. The assessment identifies the natural values of the site including the type and extent of vegetation communities, presence of threatened species and threatened fauna habitat. It also maps weed infestations and identifies any other threats present. Any potential impacts to natural values posed by the development are then analysed against the requirements of the relevant legislation.

2 Background

2.1 Site Description

The site (*Title No: 166553/1*) covers approximately 72 hectares and is accessed via Coach Road (Figure 1). The area surveyed during the site visit was an area of approximately 10 hectares in the northeastern part of the site where the development is proposed (Figure 2). Residential housing is located along the eastern boundary, while the remaining boundaries are surrounded by native vegetation. The site is positioned on the eastern side of Lowes Ridge, with the western property boundary extending to the ridge's summit (Figure 2??). Elevation ranges from 60 to 320 meters above sea level, and the underlying geology consists primarily of Jurassic dolerite.

The site is predominantly zoned Landscape Conservation, with a small portion designated as General Residential along the eastern edge, west of the existing houses. The proposed subdivision will be located within this General Residential section.

This report specifically addresses the following codes and overlays under the *Natural Assets Code* within the *Tasmanian Planning Scheme – Glenorchy*:

- Biodiversity Protection Area
- Waterway and Coastal Protection Area

The site is also subject to overlays for Bushfire Prone Area, Scenic Protection Area, Flood Prone Area, and Landslip Hazard Area however, these codes are outside the scope of this report.

Figure 1: Site Location

2.2 Proposal

The development proposal for the site includes an 11-lot subdivision, incorporating public open space and a building envelope suitable for a single dwelling within the balance lot. The proposed subdivision plan is shown in Figure 2.

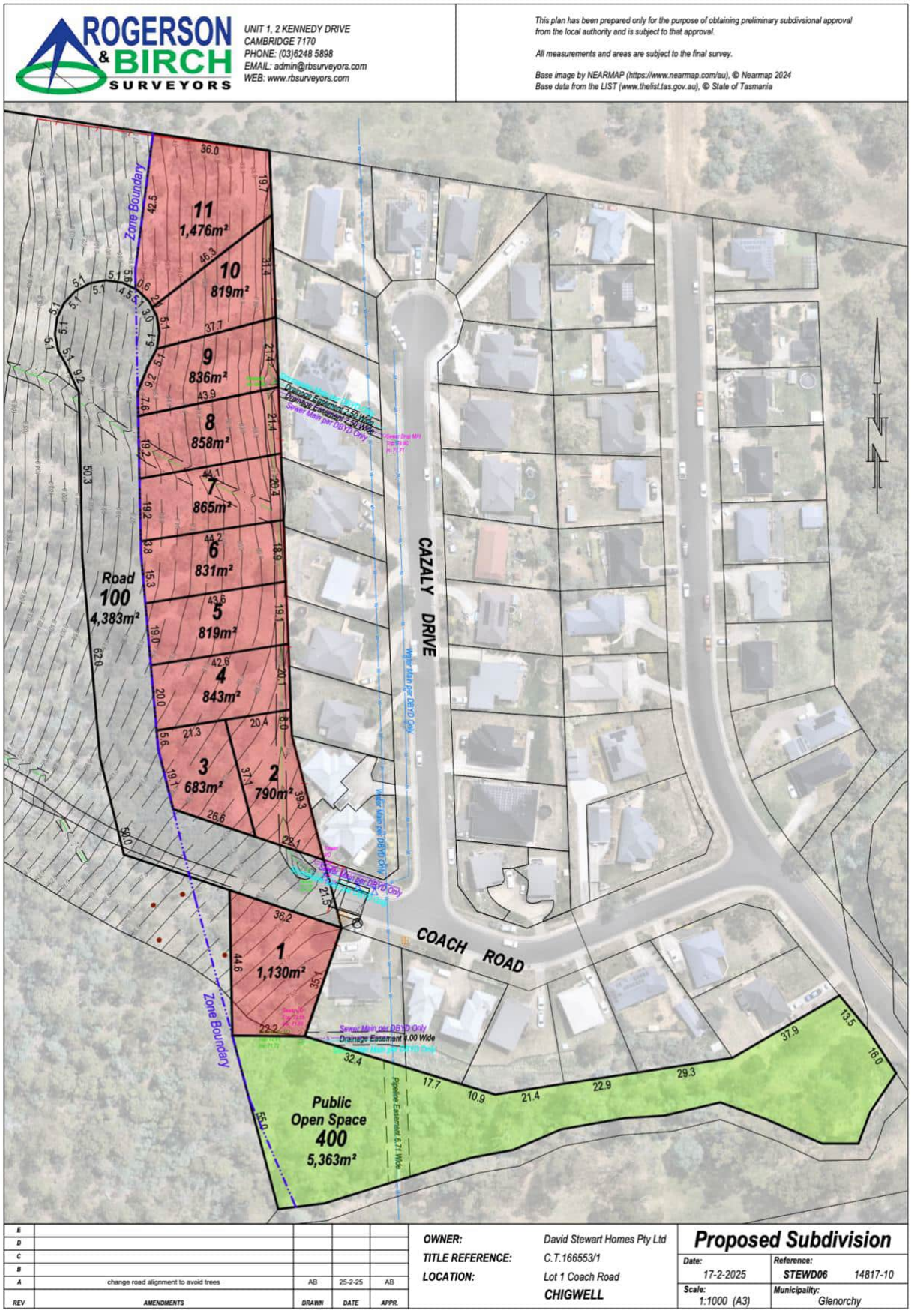

Figure 2: Proposed subdivision plan as supplied by the proponent

3 Methods

The natural values assessment was undertaken in two stages: desktop analysis and field survey.

3.1 Desktop analysis

The desktop analysis involved extracting data from the following sources:

- Natural Values Atlas report, generated 4th February 2025 (NRE 2023)
- Protected Matters Search, generated 4th February 2025 (DCCEEW 2024)
- LIST map.

3.2 Field survey

The field survey was undertaken on the 6th of February 2024. Vegetation communities on the site were assessed and classified according to TASVEG 4.0. All vascular plant species encountered were recorded, with an emphasis on detecting rare and threatened species. Searches for potential threatened fauna habitat e.g. tree hollows and den sites, and other evidence e.g. scats, diggings and tracks were also undertaken. No detailed fauna surveys were conducted.

Locations of threatened flora, fauna habitat and significant weeds were mapped using Mergin Maps (merginmaps.com) on an iPhone handheld device with built in GPS at an accuracy of between 3.5 and 5 m. Population data was captured e.g. numbers of individuals, area occupied and density. Geographic datum used was GDA94 Zone 55.

Taxonomic nomenclature for flora follows the latest Census of Vascular Plants of Tasmania (Baker & de Salas 2024). Classification of vegetation communities is in accordance with Kitchener and Harris (2013) and TASVEG 4.0.

3.3 Limitations of the survey

Whilst every effort was made to compile a complete list of vascular plants and identify threatened fauna and their habitat, a single survey is unlikely to detect all species present due to seasonal/temporal variations. Some plants could not be identified to a species level and some species may have been overlooked due to a lack of fertile material. It is also possible that additional species are present but were dormant at the time of survey e.g. annuals, ephemerals.

4 Natural Values Assessment

This section outlines the findings of the desktop analysis and field survey, including a description of any vegetation communities, threatened flora, fauna habitat values and weeds identified. A full taxonomic list identified on site is available in Appendix 1.

4.1 Vegetation Communities

Three native and one modified vegetation communities were identified during the field survey, as per the TASVEG 4.0 classification system.

- *Eucalyptus globulus* dry forest and woodland (DGL) **
- *Eucalyptus pulchella* forest and woodland (DPU)
- *Allocasuarina verticillata* forest (NAV)

The distribution of vegetation communities is illustrated in Figure 3 below.

** Denotes the community is listed as threatened under the *Nature Conservation Act 2005*

***Eucalyptus globulus* dry forest and woodland (DGL)**

Listed as a threatened vegetation community under the NCA.

> *Description from Harris and Kitchener, 2005.*
> *Eucalyptus globulus dry forest and woodland is dominated by a canopy of E. globulus that varies in height from about 40 m in productive coastal areas to < 20 m on poor soils in more arid inland areas. The understorey in this forest community is usually dominated by native grasses and Lomandra longifolia, with a sparse cover of tall shrubs and a sparse low shrub layer.*

Approximately 40 hectares of DGL are present within the property boundary, primarily in the southern part of the site. It extends along a small drainage line to the east, located behind existing houses on Coach Road. While this area is relatively degraded with a high proportion of introduced species, the condition improves further west where there is less disturbance.

***Eucalyptus pulchella* forest and woodland (DPU)**

> *Description from Harris and Kitchener, 2005*
> *Eucalyptus pulchella forest and woodland is normally dominated by E. pulchella, although this tree species is not always present; hybrids between E. amygdalina and E. pulchella and genetic variants of E. amygdalina may dominate. They are dry sclerophyll communities with a forest or woodland structure and tree height rarely exceeding 25 m. The understorey is usually*

dominated by native grasses and Lomandra longifolia, but with a sparse cover of tall to medium shrubs as well as a sparse, low, shrub layer.

The DPU community is dominated by *Eucalyptus pulchella*, with scattered *Eucalyptus viminalis* present. Much of the vegetation appears to be regrowth, with very few large trees. The understory consists mainly of *Bursaria spinosa*, *Allocasuarina verticillata*, and *Acacia dealbata*, with a grassy ground layer and scattered herbaceous natives. Areas closest to the modified land are more degraded, featuring a denser understory, which gradually opens up further up the slope.

***Allocasuarina verticillata* forest (NAV)**

Description from Harris and Kitchener, 2005.
Allocasuarina verticillata forest (NAV) varies from pure stands with 100% litter layer or with little else but leaf litter beneath the trees, to woodlands in which umbrageous trees are interspersed in a species-rich sward dominated by tussock grasses. These woodlands and forests are on very dry sites. Some have emergent eucalypts or Callitris rhomboidea.

Allocasuarina forest is present higher up the slope, closer to the ridgeline. This community is dominated by *Allocasuarina verticillata*, with scattered *Bursaria spinosa*. The ground layer is sparse, with minimal herbs and grasses, which is characteristic of this vegetation type.

Plate 1: Looking south toward the edge of DGL

Plate 2: Modified land where the subdivision is proposed, looking northeast

Plate 3: Understory within DPU

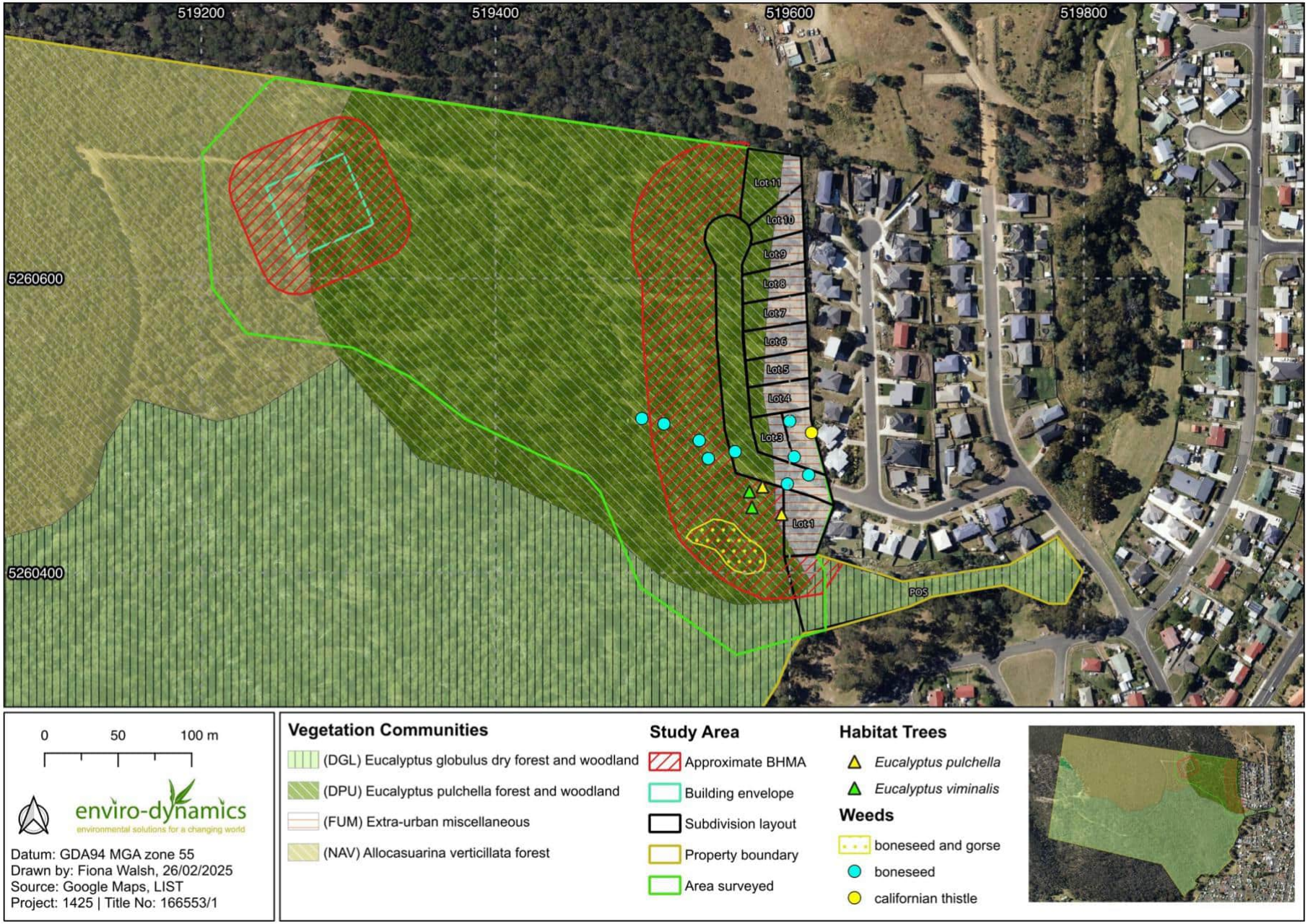

Figure 3: Weeds and Natural Values recorded on site

4.2 Flora

A total of 50 vascular plants were recorded during the survey, of which 14 are introduced species.

4.2.1 Threatened Flora

No threatened flora species listed under the *Threatened Species Protection Act 1995* (TSPA) or the *Environment Protection and Biodiversity Conservation Act 1999* (EPBCA) were recorded during the survey.

A search of the Natural Values Atlas (NRE database) indicated that a number of threatened flora species have been recorded within 5 km of the site, although none within 500m.

The site survey found no habitat within the survey area which would be suitable for threatened flora species. The area has been highly modified and is in a degraded condition with a high number of introduced species present.

Those with no suitable habitat or no conceivable chance of occurring (such as marine species) are listed in Appendix 2.

4.2.2 Weeds

A range of introduced species were recorded on-site (Table 1, Figure 3). Of these, three are listed as declared pests under the *Biosecurity Act 2019* (BA) and two are also classified as Weeds of National Significance (WoNS):

- Boneseed (*Chrysanthemoides monilifera subsp. monilifera*)
- Californian thistle (*Cirsium arvense* var. *arvense*)
- Gorse (*Ulex europaeus*)

All these species within the Glenorchy municipality are classed as Zone B weeds, which includes those Tasmanian municipalities for which containment of the declared weed is the principal management objective. Such municipalities host large, widespread infestations of the declared weed that are not deemed eradicable because the feasibility of effective management is low at this time.

Table 1: Declared weeds present on site

Species	Comment	BA Zone	WoNs
boneseed *Chrysanthemoides monilifera subsp. monilifera*	Found mainly along the edges of the existing access track close to the access from Coach Road.	Zone B Containment	YES
californian thistle *Cirsium arvense* var. *arvense*	One isolated patch at the back of the houses,	Zone B Containment	-

Species	Comment	BA Zone	WoNs
gorse *Ulex europaeus*	Large infestation along with boneseed to the south of the access road near the access from Coach Road.	Zone B Containment	YES

4.3 Fauna

4.3.1 Threatened fauna

No threatened fauna species listed under the *Threatened Species Protection Act 1995* (TSPA) or under the *Environment Protection and Biodiversity Act 1999* (EPBCA) were recorded during the survey.

4.3.2 Threatened fauna habitat

Habitat for three species listed under the *Threatened Species Protection Act 1995* (TSPA) and/or the *Environment Protection and Biodiversity Conservation Act 1999* (EPBCA) was recorded on-site during the survey:

- Swift parrot (*Lathamus discolor*) – TSPA: Endangered / EPBCA: Critically Endangered
- Eastern barred bandicoot (*Perameles gunnii)* – TSPA: Endangered / EPBCA: Vulnerable

Potential hollow-bearing trees (Figure 3) and areas of *Eucalyptus globulus* forest recorded on-site provide habitat for swift parrot nesting and foraging.
Grassy woodlands present on the site offers suitable habitat for the eastern barred bandicoot.

A search of the Natural Values Atlas (NRE database) indicated that several threatened flora species have been recorded within 5 km of the site. Those recorded within 500 m or within 5 km and have suitable habitat on site are addressed in the table below. Those with no suitable habitat and no conceivable chance of occurring (such as marine species) are listed in Appendix 2.

Table 2: Threatened fauna species recorded on the Natural Values Atlas within 5 km of the site. (EPBCA) CR = Critically Endangered, EN = Endangered, VU = Vulnerable (TSPA) e = endangered, v = vulnerable, r= rare

Species	Status TSPA / EPBCA	Records 500m / 5 km	Comment
Dasyurus maculatus subsp. *maculatus* Spotted-tailed quoll	r / VU	0 / 4	Habitat for the spotted-tailed quoll is coastal scrub, riparian areas, rainforest, wet forest, damp forest, dry forest and blackwood swamp forest (mature and regrowth), particularly where structurally complex areas are present, and includes remnant patches in cleared agricultural and or plantation areas. **Species may move through the site, although no denning habitat present.**

Species	Status TSPA / EPBCA	Records 500m / 5 km	Comment
Dasyurus viverrinus Eastern quoll	- / EN	1 / 27	Habitat for the eastern quoll includes rainforest, heathland, alpine areas, and scrub. However, it seems to prefer dry forest and native grassland mosaics which are bounded by agricultural land. **Species may move through the site, although no denning habitat present.**
Lathamus discolor Swift parrot	e / CR	5 / 50	During the breeding season, nectar from Tasmanian blue gum (*Eucalyptus globulus*) and black gum (*Eucalyptus ovata*) flowers are the primary food source for the species. These eucalypts are patchily distributed, and their flowering patterns are erratic and unpredictable, often leading to only a small proportion of swift parrot habitat being available for breeding in any one year. Swift parrots breed in tree hollows in mature eucalypts within foraging range of a flower source. **Habitat present in the form of large trees and *E. globulus* forest, although will not be significantly impacted.**
Perameles gunnii Eastern barred bandicoot	- / VU	2 / 42	Potential habitat for the eastern barred bandicoot is forests with a grassy understorey, native and exotic open vegetation types including woodlands and open grasslands, particularly in landscapes with a mosaic of agricultural land and remnant bushland. **Species may utilise the site, adapts well to modified landscapes within the vicinity of agricultural or native landscapes, although this habitat will not be significantly impacted.**
Sarcophilus harrisii Tasmanian devil	e / EN	0 / 60	This species lives in a wide range of habitats across Tasmania, especially in landscapes with a mosaic of pasture and woodland. **Species may move through the site, although no denning habitat present.**

5 Development Impacts and Legislation

The following section outlines the impacts of the proposed development on natural values and provides an assessment of the proposal against the relevant legislation.

Impacts on natural values

The proposed subdivision will require the clearance of less than 1 hectare of *Eucalyptus pulchella* forest and woodland (DPU). Additionally, up to 2 hectares may be impacted due to the bushfire Hazard Management Area (HMA). This vegetation community covers approximately 8 hectares on-site and is not listed as threatened under the *Nature Conservation Act* 2002 (NCA).

There may also be up to 0.07 hectares of *Eucalyptus globulus* dry forest and woodland (DGL) impacted due to the BHMA. While DGL is a threatened vegetation community, the affected area represents a very small portion of a much larger area (~40 hectares) extending across the entire title.

The building envelope designated within the balance lot will require minimal clearing of native vegetation (Figure 3). This site was strategically chosen due to its open nature, lack of large trees, and previous disturbance, as it is located adjacent to an existing access track.

The subdivision design prioritizes habitat tree retention, ensuring that significant trees are preserved on-site wherever possible.

5.1 Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*

> *A person must not take an action that has, will have or is likely to have a significant impact on any of the matters of national environmental significance without approval from the Australian Government Minister for the Environment (the Minister).*

Although suitable habitat for two species listed under the EPBCA—swift parrots and eastern barred bandicoots—exists on-site, the proposed development will not result in impacts significant enough to trigger referral under the EPBC Act.

5.2 Tasmanian *Threatened Species Protection Act 1995*

> *In Tasmania, threatened species (flora and fauna) are protected under the Tasmanian Threatened Species Protection Act 1995. Under this Act, a permit is required to knowingly "take" (which includes kill, injure, catch, damage, destroy and collect), keep, trade in or process any specimen of a listed species.*

Habitat on site which would be suitable for swift parrots (TSPA endangered), trees for nesting and *Eucalyptus globulus* for foraging and nesting will not be impacted.

5.3 Tasmanian *Nature Conservation Act 2002*

There is one threatened vegetation community on-site, *Eucalyptus globulus* dry forest and woodland (DGL). While there may be a minor impact due to the bushfire hazard management area, no trees will need to be removed, and the impact is not considered significant.

5.4 Tasmanian *Biosecurity Act 2019*

Three declared weeds were recorded on site, boneseed, Californian thistle and gorse which are Zone B species. Zone B classifications are those which have infestations that are not deemed eradicable, and the objective for these species is to contain them and prevent the spread neighbouring properties.

These will need to be managed in accordance with the relevant Statutory Weed Management Plans following the best practise prescriptions as laid out in the *Weed and Disease Planning and Hygiene Guidelines - Preventing the spread of weeds and diseases in Tasmania* (DPIPWE, Stewart and Askey-Doran, 2015)

5.5 Tasmanian Planning Scheme - Glenorchy

Parts of the site subject to the Natural Assets Code (C7.0) due to the priority vegetation overlay covering the native vegetation communities within the site and a waterway and coastal protection overlay along the southern boundary. Requirements relating to natural values are addressed below.

The Waterway and Coastal Protection areas will not be impacted by the proposal, as all works are situated outside of this overlay.

C7.7.2 - Subdivision within a priority vegetation area

Response: Acceptable solutions cannot be met; therefore, performance criteria must be addressed.

P1.1 - Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must be for:

> (a) subdivision for an existing use on the site, provided any clearance is contained within the minimum area necessary to be cleared to provide adequate bushfire protection, as recommended by the Tasmanian Fire Service or an accredited person;

Response: The proposed subdivision will require the clearance of less than 1 hectare of *Eucalyptus pulchella* forest and woodland (DPU). Additionally, up to 2 hectares may be impacted due to the HMA. This vegetation community covers approximately 8 hectares on-site and is not listed as threatened under the *Nature Conservation Act* 2002 (NCA).

> (b) subdivision for the construction of a single dwelling or an associated outbuilding;

Response: N/A

(c) subdivision in the General Residential Zone or Low Density Residential Zone;

Response: The subdivision is within the General Residential zone.

(d) use or development that will result in significant long term social and economic benefits and there is no feasible alternative location or design;

Response: The subdivision has been strategically located within an area that is predominantly modified land, minimizing the impact on native vegetation. The amount of native vegetation to be impacted has been kept to a minimum.

(e) subdivision involving clearance of native vegetation where it is demonstrated that on-going pre-existing management cannot ensure the survival of the priority vegetation and there is little potential for long-term persistence; or

Response: The native vegetation within the proposed subdivision area is in a degraded condition, and its removal within this area will not significantly impact the surrounding vegetation community.

(f) subdivision involving clearance of native vegetation that is of limited scale relative to the extent of priority vegetation on the site.

Response: The proposed subdivision will require the clearance of less than 1 hectare of *Eucalyptus pulchella* forest and woodland (DPU). Additionally, up to 2 hectares may be impacted due to the HMA This vegetation community covers approximately 8 hectares on-site and is not listed as threatened under the NCA.

P1.2 - Works association with subdivision within a priority vegetation area must minimise adverse impacts on priority vegetation, having regard to:

(a) the design and location of any works, future development likely to be facilitated by the subdivision, and any constraints such as topography or land hazards;

Response: The subdivision has been strategically located within an area that is predominantly modified land, minimizing the impact on native vegetation. The proposed location for lots 1 to 11 is the most suitable on site as it backs on to neighbouring existing houses.

(b) any particular requirements for the works and future development likely to be facilitated by the subdivision;

Response: No future works or development are proposed.

(c) the need to minimise impacts resulting from bushfire hazard management measures through siting and fire-resistant design of any future habitable buildings;

Response: Dwellings will be constructed to an appropriate BAL rating, and trees will be retained where possible, ensuring canopy separation can be achieved.

(d) any mitigation measures implemented to minimise the residual impacts on priority vegetation;

Response: The subdivision has been strategically located within an area that is predominantly modified land, minimizing the impact on native vegetation. The amount of native vegetation to be impacted has been kept to a minimum.

(e) any on-site biodiversity offsets; and

Response: N/A

(f) any existing cleared areas on the site.

Response: The subdivision has been strategically located within an area that is predominantly modified land, minimizing the impact on native vegetation. The amount of native vegetation to be impacted has been kept to a minimum.

6 Conclusion and Recommendations

The natural values of land at Lot 1 Coach Road, Chigwell were assessed as part of a development application for a new subdivision.

Habitat for two threatened species, eastern barred bandicoots, and swift parrots, as observed on-site however, it will not be significantly impacted. The subdivision has been designed to avoid habitat trees and is positioned primarily within modified land, minimizing the impact on native vegetation.

Eucalyptus globulus dry forest and woodland (DGL) is present on-site, however, it is located outside the proposed subdivision impact area and will not be affected by the development.

Council may consider incorporating the following recommendations into a planning permit, in the event the proposed development is approved.

Recommendations:

- All declared weeds (i.e. Montpellier broom) and environmental weeds must be controlled in accordance with the Statutory Weed Management Plan and the *Weed and Disease Planning and Hygiene Guidelines - Preventing the spread of weeds and diseases in Tasmania* (DPIPWE, Stewart and Askey-Doran, 2015). Weed management should be undertaken prior to the commencement of works.
- Any soil or gravel imported to the site for construction or landscaping purposes should be from a weed free source to prevent the establishment of further introduced species on the site.

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Appendix 1 – Vascular Plant Species List

Recorder: Fiona Walsh **Date:** Thursday, 6 February 2025

Dicotyledons

ASTERACEAE			
Chrysanthemoides monilifera subsp.	boneseed	i	d
Cirsium vulgare	spear thistle	i	
Dittrichia graveolens	stinkweed	i	
Euchiton japonicus	common cottonleaf		
Hypochaeris radicata	rough catsear	i	
Lagenophora stipitata	blue bottledaisy		
Leptorhynchos squamatus subsp.	scaly buttons		
Leucanthemum vulgare	oxeye daisy	i	
Senecio quadridentatus	cotton fireweed		
BRASSICACEAE			
Brassica rapa	turnip	i	
CAMPANULACEAE			
Wahlenbergia sp.			
CARYOPHYLLACEAE			
Cerastium glomeratum	sticky mouse-ear	i	
CASUARINACEAE			
Allocasuarina littoralis	black sheoak		
ERICACEAE			
Epacris impressa	common heath		
Lissanthe strigosa subsp. subulata	peachberry heath		
Styphelia humifusa	native cranberry		
FABACEAE			
Acacia dealbata subsp. dealbata	silver wattle		
Acacia melanoxylon	blackwood		
Bossiaea prostrata	creeping bossia		
GENTIANACEAE			

Centaurium erythraea	common centaury	i
LINACEAE		
Linum trigynum	french flax	i
MYRSINACEAE		
Lysimachia arvensis	scarlet pimpernel	i
MYRTACEAE		
Eucalyptus globulus subsp. globulus	tasmanian blue gum	
Eucalyptus pulchella	white peppermint	end
Eucalyptus viminalis subsp. viminalis	white gum	
OXALIDACEAE		
Oxalis perennans	grassland woodsorrel	
PITTOSPORACEAE		
Bursaria spinosa subsp. spinosa	prickly box	
PLANTAGINACEAE		
Plantago coronopus subsp. coronopus	slender buckshorn plantain	i
Plantago lanceolata	ribwort plantain	i
POLYGALACEAE		
Comesperma volubile	blue lovecreeper	
ROSACEAE		
Acaena novae-zelandiae	common buzzy	
Acaena ovina	hairy sheepsburr	
RUBIACEAE		
Galium sp.		
SANTALACEAE		
Exocarpos cupressiformis	common native-cherry	
THYMELAEACEAE		
Pimelea humilis	dwarf riceflower	

Monocotyledons

ASPARAGACEAE		
Lomandra longifolia	sagg	

CYPERACEAE		
Carex breviculmis	shortstem sedge	
Carex sp.		
Lepidosperma laterale	variable swordsedge	
Schoenus sp.		
HEMEROCALLIDACEAE		
Dianella brevicaulis	shortstem flaxlily	
JUNCACEAE		
Juncus sarophorus	broom rush	
POACEAE		
Agrostis sp.	bent	
Aira caryophyllea subsp. caryophyllea	silvery hairgrass	i
Austrostipa sp.		
Microlaena stipoides var. stipoides	weeping grass	
Phalaris aquatica	toowoomba canarygrass	i
Poa rodwayi	velvet tussockgrass	
Rytidosperma sp.		
Themeda triandra	kangaroo grass	

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end = Tasmanian endemic i = introduced

d = declared weed ~ *(Weed Management Act 1999)*

CR = Critically Endangered, EN = Endangered, VU = Vulnerable ~ *(Environment Protection and Biodiversity Conservation Act 1999)*

e = endangered v = vulnerable r= rare ~ *(Tasmanian Threatened Species Protection Act 1995)*

Appendix 2 – Natural Values Atlas Records within 5 km

Verified threatened flora records within 5 km of the project area; SS = Tasmanian Threatened Species Protection Act 1995, NS = Commonwealth Environment Protection and Biodiversity Conservation Act 1999

Threatened flora within 5000 metres

Verified Records

Species	Common Name	SS	NS	Bio	Observation Count	Last Recorded
Acacia axillaris	midlands wattle	v	VU	e	1	05-Oct-1978
Acacia ulicifolia	juniper wattle	r		n	1	07-Apr-1995
Anogramma leptophylla	annual fern	v		n	3	27-Sep-2021
Aphelia gracilis	slender fanwort	r		n	1	01-Jan-1993
Asperula scoparia subsp. scoparia	prickly woodruff	r		n	5	29-Oct-2021
Atriplex suberecta	sprawling saltbush	v		n	2	18-Oct-1999
Austrostipa bigeniculata	doublejointed speargrass	r		n	2	22-May-2007
Bolboschoenus caldwellii	sea clubsedge	r		n	10	23-Nov-2023
Brachyscome rigidula	cutleaf daisy	v		n	1	01-Jan-1985
Caladenia caudata	tailed spider-orchid	v	VU	e	20	29-Sep-2011
Caladenia filamentosa	daddy longlegs	r		n	2	22-Oct-1947
Calocephalus lacteus	milky beautyheads	r		n	1	06-Feb-2023
Calystegia sepium subsp. sepium	swamp bindweed	r		n	1	23-Oct-2019
Carex gunniana	mountain sedge	r		n	2	01-Dec-1907
Damasonium minus	starfruit	r		n	1	21-Apr-1917
Dianella amoena	grassland flaxlily	r	EN	n	9	15-Feb-2022
Diuris palustris	swamp doubletail	e		n	6	16-Oct-1977
Eucalyptus risdonii	risdon peppermint	r		e	2	10-Apr-2015
Goodenia paradoxa	spur velleia	v		n	6	15-Oct-2004
Haloragis aspera	rough raspwort	v		n	1	01-Jan-1895
Hovea tasmanica	rockfield purplepea	r		e	9	09-Feb-2021
Lachnagrostis robusta	tall blowngrass	r		n	1	23-Dec-1943
Lepidium hyssopifolium	soft peppercress	e	EN	n	5	04-Nov-1991
Olearia hookeri	crimsontip daisybush	r		e	4	31-Oct-1931
Parietaria debilis	shade pellitory	r		n	1	06-Nov-1996
Pellaea calidirupium	hotrock fern	r		n	3	20-Oct-2021
Phyllangium divergens	wiry mitrewort	v		n	2	11-Nov-1911
Pimelea curviflora	curved riceflower	p		n	1	01-Jan-1945
Pterostylis ziegeleri	grassland greenhood	v	VU	e	1	11-Nov-1911
Ruppia megacarpa	largefruit seatassel	r		n	2	04-Mar-2011
Scleranthus fasciculatus	spreading knawel	v		n	8	20-Jan-2023
Senecio squarrosus	leafy fireweed	r		n	3	26-Jun-2023
Spyridium vexilliferum var. vexilliferum	helicopter bush	r		n	13	30-Jul-2022
Teucrium corymbosum	forest germander	r		n	3	24-Feb-2010
Tricoryne elatior	yellow rushlily	v		n	1	16-Jan-1881
Uncinia elegans	handsome hooksedge	r		t	1	08-Jan-1996
Vittadinia gracilis	woolly new-holland-daisy	r		n	21	18-Sep-2018
Vittadinia muelleri	narrowleaf new-holland-daisy	r		n	266	26-Feb-2024
Vittadinia muelleri (broad sense)	narrow leaf new holland daisy	p		n	4	10-Mar-2000

Verified threatened fauna records within 5 km of the project area; SS = Tasmanian Threatened Species Protection Act 1995, NS = Commonwealth Environment Protection and Biodiversity Conservation Act 1999

Threatened fauna within 5000 metres

Verified Records

Species	Common Name	SS	NS	Bio	Observation Count	Last Recorded
Accipiter novaehollandiae	grey goshawk	e		n	39	30-Jul-2023
Alcedo azurea subsp. diemenensis	azure kingfisher or azure kingfisher (tasmanian)	e	EN	e	2	23-Sep-1961
Ammoniropa vigens	Ammonite Pinwheel Snail	e	CR	e	1	12-Dec-2003
Aquila audax	wedge-tailed eagle	pe	PEN	n	39	26-Mar-2023
Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	e	EN	e	11	23-Nov-2024
Arctocephalus forsteri subsp. doriferus	new zealand fur seal	r		n	2	18-Apr-2005
Arctocephalus tropicalis	sub-antarctic fur seal	e	VU	n	1	12-May-2021
Botaurus poiciloptilus	australasian bittern		EN	n	1	13-Jul-1997
Dasyurus maculatus	spotted-tailed quoll	r	VU	n	3	15-Apr-2019
Dasyurus maculatus subsp. maculatus	spotted-tailed quoll	r	VU	n	1	01-Jan-1992
Dasyurus viverrinus	eastern quoll		EN	n	27	08-Mar-2023
Eubalaena australis	southern right whale	e	EN	m	1	16-Jul-2000
Gallinago hardwickii	lathams snipe		VU	n	145	07-Mar-2024
Haliaeetus leucogaster	white-bellied sea-eagle	v		n	51	31-Mar-2023
Hirundapus caudacutus	white-throated needletail		VU	n	1	01-Jan-1992
Lathamus discolor	swift parrot	e	CR	mbe	50	03-Nov-2022
Litoria raniformis	green and gold frog	v	VU	n	1	14-Dec-1970
Mirounga leonina subsp. macquariensis	southern elephant seal	pe	PVU	n	2	19-Jan-1982
Neophema chrysostoma	blue-winged parrot		VU	n	4	10-Dec-2023
Pardalotus quadragintus	forty-spotted pardalote	e	EN	e	8	07-Nov-1922
Perameles gunnii	eastern barred bandicoot		VU	n	41	02-Dec-2023
Podiceps cristatus	great crested grebe	v		n	26	08-Apr-2024
Sarcophilus harrisii	tasmanian devil	e	EN	e	60	22-Dec-2023
Sterna striata	white-fronted tern	v		n	1	04-Mar-2013
Sternula albifrons subsp. sinensis	little tern	e		n	1	30-Apr-2022
Theclinesthes serpentatus	chequered blue	pr		n	1	22-Feb-2023
Thinornis cucullatus	hooded plover		PVU	ae	1	25-Dec-1915
Tyto novaehollandiae	masked owl	pe	PVU	n	10	13-Jun-2007

APPENDIX F

Visual Impact Assessment

VISUAL IMPACT ASSESSMENT

This visual impact assessment describes potential effects on the visual resources of the setting from changes in the composition and quality of views, people's response to likely changes and the overall effect on visual amenity.

The scope of this study has been informed by a project brief from David Stewart Homes and includes the following elements:

- Baseline visual values for the 14 Lot Subdivision at Lot 1 Coach Road and the broader Lowes Ridge area;
- Impact assessment for visual values related to the new development proposal
- The likely sensitivity of visual receptors to development-related changes
- Potential impact mitigation measures or strategies
- Overall evaluation of the development proposal in terms of visual effects

In order to identify potential visual impact(s) the assessment process must have a clear, logical and repeatable approach to the identification of effects and categorisation of impacts. This is the methodology.

Assessment methodology

Tasmania does not have guidance at the State level directed towards an approved methodology to undertake Visual Impact Assessments (VIA).

The overall method applied to assess visual impacts selected by the report authors is broadly based on principles outlined in The Guidance for Landscape and Visual Impact Assessment (GLVIA), Third Edition (2013) prepared by the Landscape Institute and Institute of Environmental Management and Assessment, Spon Press, April 2013, which represents a 'best practice' approach within the United Kingdom and has been extensively trialled since 1995 on a range of project types including extractive industry projects, wind farms, property and road infrastructure development.

Selection of viewpoints

The potential viewpoints identified within this study and represented within the photo images meet the following criteria:

- Locations nominated were considered to be the most likely places where there may be an impact.
- Publicly accessible viewpoints were identified as being the most likely areas of potential visual impact. Within these areas, the most representative and the likely 'worst case' visual impact locations were chosen.
- List Hill-shade layer was utilised to determine sites that would be likely to be impacted without the impact of the intervening topography (refer to Figure 1 below).
- Only the subdivision area has been considered in this assessment, not the house site higher on the ridge, given the access track to the house site is existing, the cleared are around the house site is extremely small given the scale of Lowes Ridge and no dwelling is proposed as part of the application.

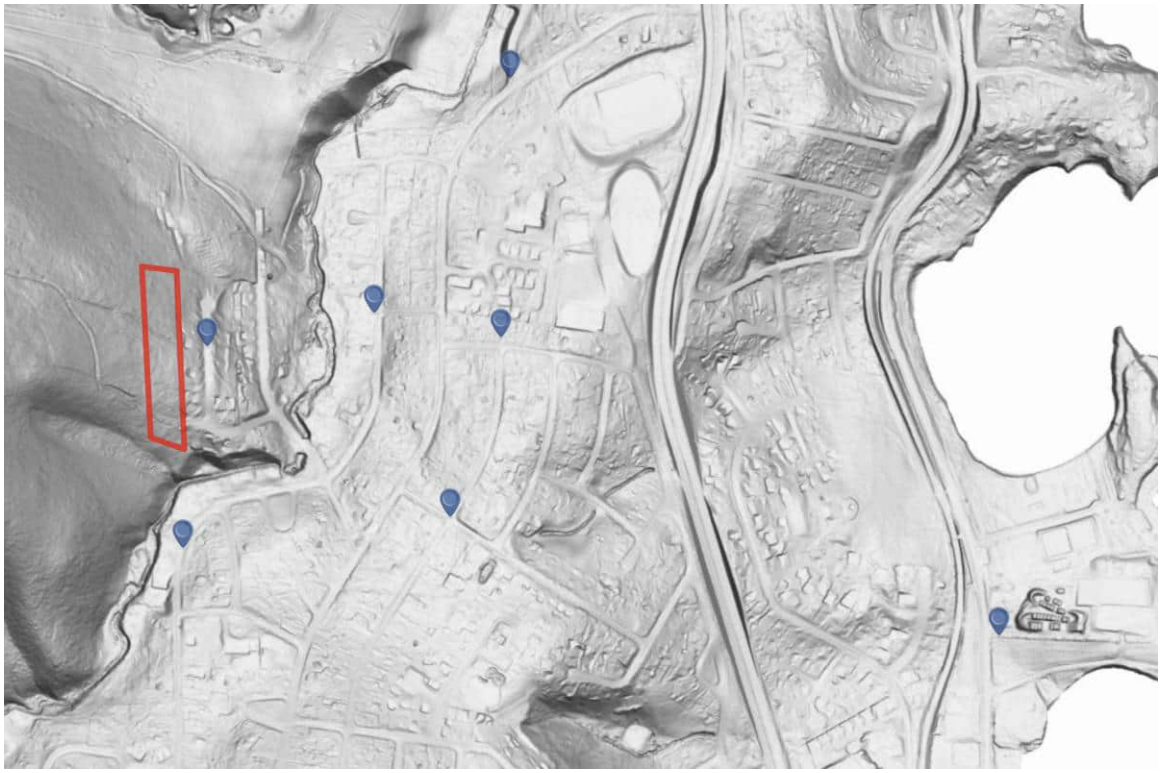


Figure 1 – Hillshade Gray Layer with View Points (Source: TheList Annotated)

Impact Assessment

Views of the proposal area are not visible from the Brooker Highway due to a large cutting on the western side of the highway and an elevated area between the Highway and Faulkners Rivulet (effectively the base of the Lowes Ridge). Vegetation along Faulkners Rivulet itself also plays a significant role in reducing visual impact of the site from medium distance perspectives.

Due to the scale of the future dwellings and the elevation of the site, the proposal will be visible from a number of vantage points in the locality. Of these, the following are considered the most relevant:

1. Short perspective views west from Cazaly Place (40m);
2. Short perspective views west from Coach Road (40m);
3. Medium perspective views from Arunta Crescent Street (150m);
4. Medium perspective views from Karwin Street (300m);
5. Medium perspective views from Danina Street (420m);
6. Medium perspective views from Kilpa Street (480m); and
7. Long perspective views from Tamboon Road (930m).

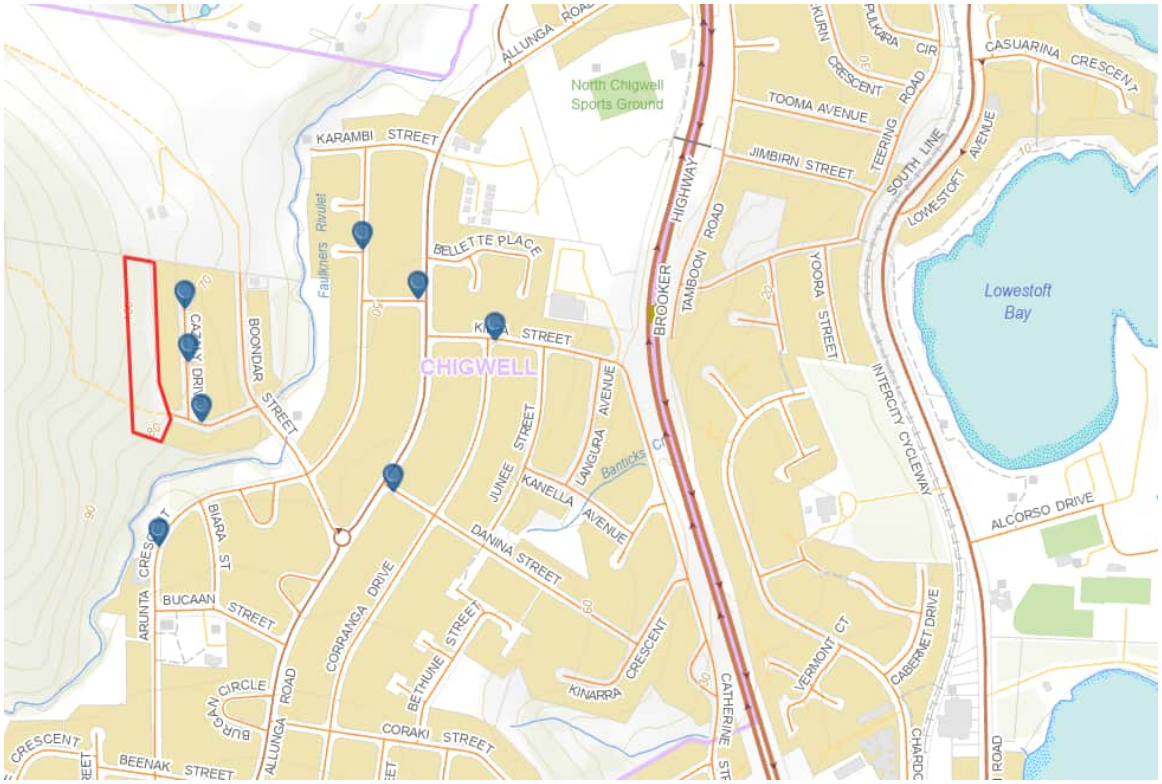


Figure 2 – Site Locations Considered (Source: TheList Annotated).

1. Views West from Cazaly Place

From the view looking west from the length of Cazaly Place, future dwellings within the proposed subdivision area will be visible (refer to Figure 3.1) behind the existing dwellings on the western side of the street. The sensitivity of views at this location are considered high as the proposed area will be visible from residences located on both the east and west sides of the street. The slope of the site will place future dwellings above the existing dwellings on the western side of the street but these will be visible below the existing roofline when viewed from Cazaly Place.

Existing residential development along the western side of the street will obscure views to the future dwellings within the subdivision. Further, vegetation points at the middle of the street and at the cul-de-sac, will also block views of the proposed area from Cazaly Place.


(a)

(b)

Figure 3.1 – View of proposed area (in red) from Cazaly Drive – looking west from the south (a) and the north ends of Cazaly Drive.(b).

2. Views West from Coach Road

From the view looking west from the top of Coach Road, future dwellings and the proposed road within the subdivision area will be visible (refer to Figure 3.2) behind the existing dwellings on the western

side of Cazaly Drive and southern side of Coach Road. The sensitivity of views at this location are considered high as the proposed area will be visible from residences located on both the east and west sides of Cazaly Drive and the north and south sides of Coach Road. The area of subdivision slopes upwards towards the north and downwards towards the south. As such, the slope of the site will place future dwellings above the existing dwellings on the western side of Cazaly Drive and above the existing dwelling at the top of Coach Road. The future dwellings will be visible below the existing roofline of Cazaly Drive and above the existing roofline of Coach Road when viewed from Coach Road.

Existing residential development along the western side of Cazaly Drive will obscure views to the future dwellings within the subdivision. Further, existing residential development and vegetation at the top of Coach Road will also block views of the proposed development area from Coach Road. The vista of the bushland up Coach Road will be largely maintained given the road extension is on this alignment and there are no dwellings on the top side of the new road.

(a)

(b)

Figure 3.2 - View of proposed area (in red) from Coach Road - looking north-west (a) and west (b) from the junction of Coach Road and Cazaly Drive.

3. Views North and West from Arunta Crescent

Arunta Crescent wraps from Beenak Street to Karambi Street and offers view points from which the proposed subdivision area will be visible (refer to Figure 3.3). From the view point between Bucaan and Biara Street, the proposed subdivision area is only partially visible through trees and vegetation along Faulkners Rivulet. As such, the sensitivity of views at this location are considered medium as, although there are residences located on the eastern side of the street, the area on the western side of the street is public open space and is heavily vegetated. Further, the future dwellings proposed at the top of Coach Road will be in alignment with the existing dwellings on the southern side of Coach Road, which is mostly obscured by vegetation from Arunta Crescent.

From the view at the intersection at Kalinda Court, the sensitivity of views at this location are considered medium as the proposed area will be visible from a number of residences located along the length of Arunta Cresent from Boondar Street to Karambi Street, but at a distance of approximately 250m.

The slope of the site will place future dwellings above the existing dwellings on Cazaly Drive when viewed from Arunta Cresent between Boondar Street and Karambi Street.

Existing vegetation along the length of Arunta Crescent obscure consistent views of the proposed area from the street.

(a)

(b)

Figure 3.3 - View (3) from Balfour Place looking east from (a) existing (b) proposed.

4. Views West from Karwin Street

From the view looking west from the intersection at Karwin Street and Allunga Road, future dwellings within the proposed subdivision area will be visible (refer to Figure 3.4) behind the existing dwellings on the western side of the Cazaly Drive. The sensitivity of views at this location are considered high as the proposed area will be visible from residences located at both Karwin Street and Allunga Drive. The slope of the site will place future dwellings above the existing dwellings on the western side of Cazaly Drive.

From the view point at Karwin Street and Allunga Drive, there is existing vegetation which partially blocks the view towards the future dwellings. Further, there is an existing cleared area of land to the north-west of the site. From Karwin Street, the proposed future dwellings located above the existing dwellings at Cazaly Drive will create greater symmetry in the view towards Lowes Ridge as the height of the development will be in alignment with the cleared area to the north-west of the subdivision area.

Figure 3.4 - View (4) from the intersection of Karwin Street and Allunga Road looking west at the subdivision area (solid red) and existing cleared area to the north-west (dashed red).

5. Views West from Danina Street

From the view looking west from the intersection at Danina Street and Allunga Road, future dwellings within the proposed subdivision area will be visible (refer to Figure 3.5) behind the existing dwellings on the western side of the Cazaly Drive. The sensitivity of views at this location are considered medium as the proposed area will be visible from residences located along the length of Danina Street and at Allunga Drive and Corranga Drive at distance of . The slope of the site will place future dwellings above the existing dwellings on the western side of Cazaly Drive.

From the view point at Danina Street and Allunga Drive there is existing vegetation which partially blocks the view towards the future dwellings. Further, it is evident from this view point that the future dwellings will follow the curve of the existing dwellings on Lowes Ridge. As such, the future dwellings will contribute to the visual symmetry of the ridge and the existing pattern of development.

Figure 3.5 – View (5) from the intersection of Danina Street and Allunga Road looking west at the subdivision area (solid red).

6. Views West from Kilpa Street

From the view looking west from the intersection at Kilpa Street and Corranga Road, future dwellings within the proposed subdivision area will be visible (refer to Figure 3.6) behind the existing dwellings on the western side of the Cazaly Drive. The sensitivity of views at this location are considered high as the proposed area will be visible from residences located along the length of Kilpa Street and at Allunga Drive and Corona Drive. The slope of the site will place future dwellings above the existing dwellings on the western side of Cazaly Drive.

From the view point at Kilpa Street and Allunga Drive there is existing vegetation which partially blocks the view towards the future dwellings. Further, from this view point, the future dwellings will create greater visual symmetry of Lowes Ridge as the future dwellings will not only follow the curve of the existing dwellings on Lowes Ridge, but will also alignment with the cleared area to the north-west of the subdivision area on the ridge.

Figure 3.6 - View (6) from the intersection of Kilpa Street and Corranga Road looking west at the subdivision area (solid red) and existing cleared area to the north-west (dashed red).

7. Views West from Tamboon Road

The view from Tamboon Road, including the intersections at Jimbirn Street, Tooma Avenue and Yarra Place, is the only location on the eastern side of the Brooker Highway which has consistent views of the subdivision area. As such, from the view looking west from Tamboon Road, future dwellings within the proposed subdivision area will be visible behind the existing dwellings on the western side of the Cazaly Drive (refer to Figure 3.7). The sensitivity of views at this location are considered low as the proposed area will be visible from residences located along Tamboon Road between Jimbirn Street and Yarra Place from a distance of . The proposed area will also be visible from residences located at the top of Jimbirn Street, Tooma Avenue and Yarra Place. The slope of the site will place future dwellings above the existing dwellings on the western side of Cazaly Drive.

From the view point at Tamboon Road there is existing vegetation and fencing structures along the Brooker Highway which partially block the view towards the future dwellings.

(a)

(b)

Figure 3.7 - View of proposed area (in red) from Tamboon Road - looking west (a) and (b).

Mitigation & Enhancement Measures

The objective of mitigation is to avoid, reduce, remedy or offset any significant adverse effects on the environment arising from the proposed development. Mitigation may also compensate for unavoidable effects or residual impacts. Mitigation measures may potentially involve modifications to intrinsic parts of the proposed development design or other measures, including off-site changes that reduce negative impacts.

The detailed design process considered:

Arrival views: Any vegetation clearance along the access route to the balance lot should be the minimum required for bushfire protection and the road surface should be gravel, asphalt or concrete coloured to a dark natural tone.

Structure: Retaining walls should be avoided in preference to earth batters, but where required should be coloured to a dark natural tone.

Lightweight materials: N/A.

Reflective values: Exterior building finishes should have a light reflectance value not more than 40%.

Colour treatments: Dark natural tones of grey, green or brown should be utilised.

Maintenance of existing site vegetation: Existing vegetation should be retained unless for works or bushfire requirements. Hazard Management areas should be limited to what is necessary under the Bushfire Hazard Management Plan. Clear felling is not required outside the works area.

Screen planting: Batters should be revegetated with erosion protection, soil and native species. No street trees are required.

Conclusion

The proposed subdivision and future housing is likely to represent a relatively low and acceptable level of visual impact on the scenic qualities of the landscape. Measures to decrease the visual impact have been recommended.

MATTHEW CLARK
PLANNERS

Bushfire Hazard Report

14 Lot Subdivision

Lot 1 Coach Road, Chigwell

For David Stewart Homes Pty Ltd

December 2025

Mat Clark BFP-180

Table of Contents

VERSION CONTROL				
Version	**Date**	**Author**	**Reviewer**	**Description**
1.0	07.04.2025	MC	CM	Preliminary Issue
2.0	26.08.2025	MC	SG	TFS Update 1
3.0	28.11.2025	MC	SG	TFS Update 2
4.0	12.12.25	MC	MC	Final Issue

1. Introduction

MC Planners have been engaged by David Stewart Homes Pty Ltd to prepare a bushfire hazard assessment for a 14 lot subdivision (including a road lot, a public open space lot and the balance lot). The address of the subdivision is Lot 1 Coach Road, Chigwell. The author, Matthew Clark, is a provisionally Accredited Person under Part 4A of the *Fire Service Act 1979* (BFP-180) for 1 & 3a Provisional (2, 3b and 3c).

The proposed 14 lot subdivision is within a bushfire-prone area necessitating an assessment against the Bushfire-Prone Areas Code of the *Tasmanian Planning Scheme (Glenorchy)*.

This report considers:

- Whether the site is within a bushfire-prone area;
- The characteristics of the site and surrounding land;
- The proposed use and development that may be threatened by bushfire hazards;
- The applicable Bushfire Attack Level (BAL) rating;
- Appropriate bushfire hazard mitigation measures; and
- Compliance with planning requirements pertaining to bushfire hazards.

In order to demonstrate compliance with the Bushfire-Prone Areas Code this report includes a Certificate of Compliance (for planning purposes).

2. Site Location and Context

The address of the subject site is Lot 1 Coach Road, Chigwell, which is identified by PID 3256490 and CT 166553/1 (refer to Figure 1). The subject site has an area of 73.33ha.

There are no existing structures on the site, except for a fire trail which runs through the site and a heritage listed stone bridge, located on the frontage of Bondar Street. The property is densely vegetated and is subject to steep slopes ranging between 3^0 to 5^0 and 15^0 to 20^0.

To the north of the site is heavily vegetated land and residential urban land. East of the site is a residential urban area. To the south of the site is heavily vegetated land and a residential urban area. The area to the west of the site is heavily vegetated land linking to the Wellington Range.

There is access to the site from Coach Road, which is a Council road. Coach Road is 18m in width. There is an existing hydrant on the corner of Coach Road and Cazaly Drive (refer to Appendix C - Photo 17).

The majority of the property is zoned Landscape Conservation, with the eastern boundary being zoned General Residential. The site is surrounded by Landscape Conservation and General Residential zoning to the north, the General Residential Zone to the east and the Environmental Management Zone on the east and southern boundaries. There is Landscape Conservation zoning to the west (refer to Figure 2).

There is both Priority Vegetation and Landslip Hazard overlays on the site (refer to Figure 3). No other overlays apply to the site. The location of the building envelope on the balance title is entirely within the Priority Vegetation but not the Landslip Hazard overlay. The area of the HMA includes sensitive areas of Eucalyptus Pulchella and Viminalis which can be retained. The site also subject to the Scenic Protection Code.

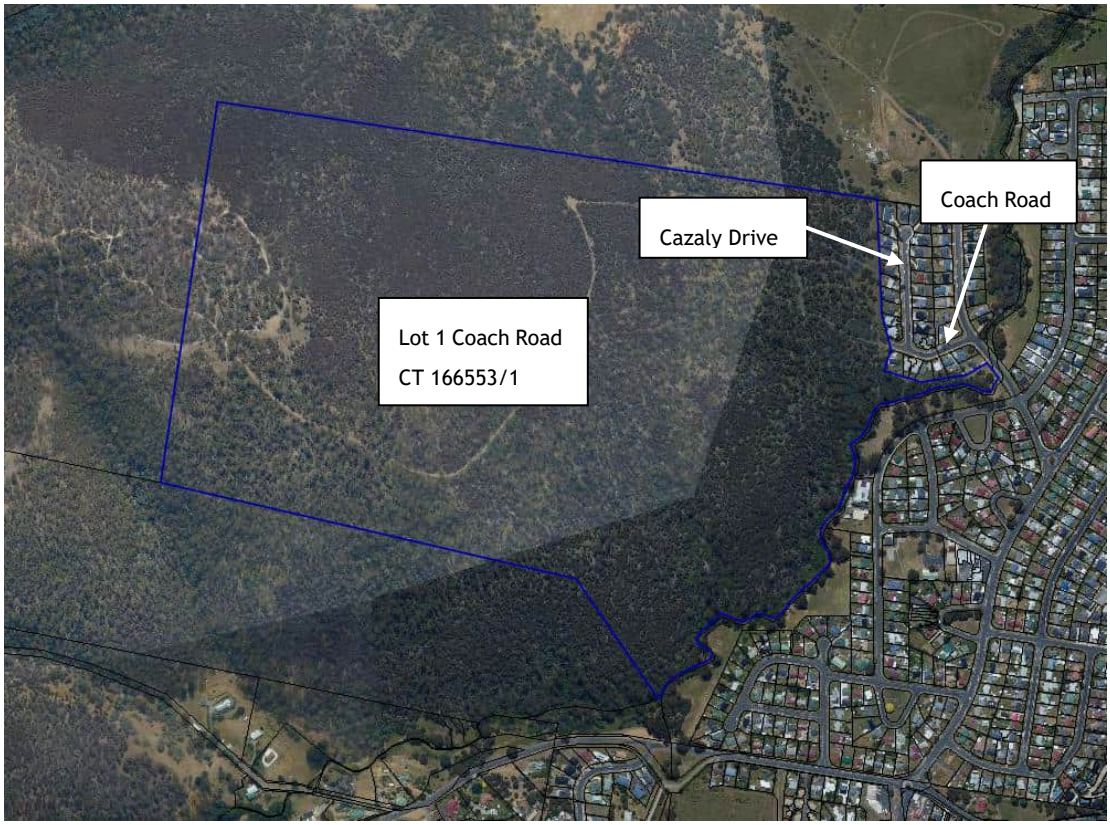


Figure 1: Aerial view of site (outlined in blue) and surrounding land (source: thelist map accessed 04/03/2025).

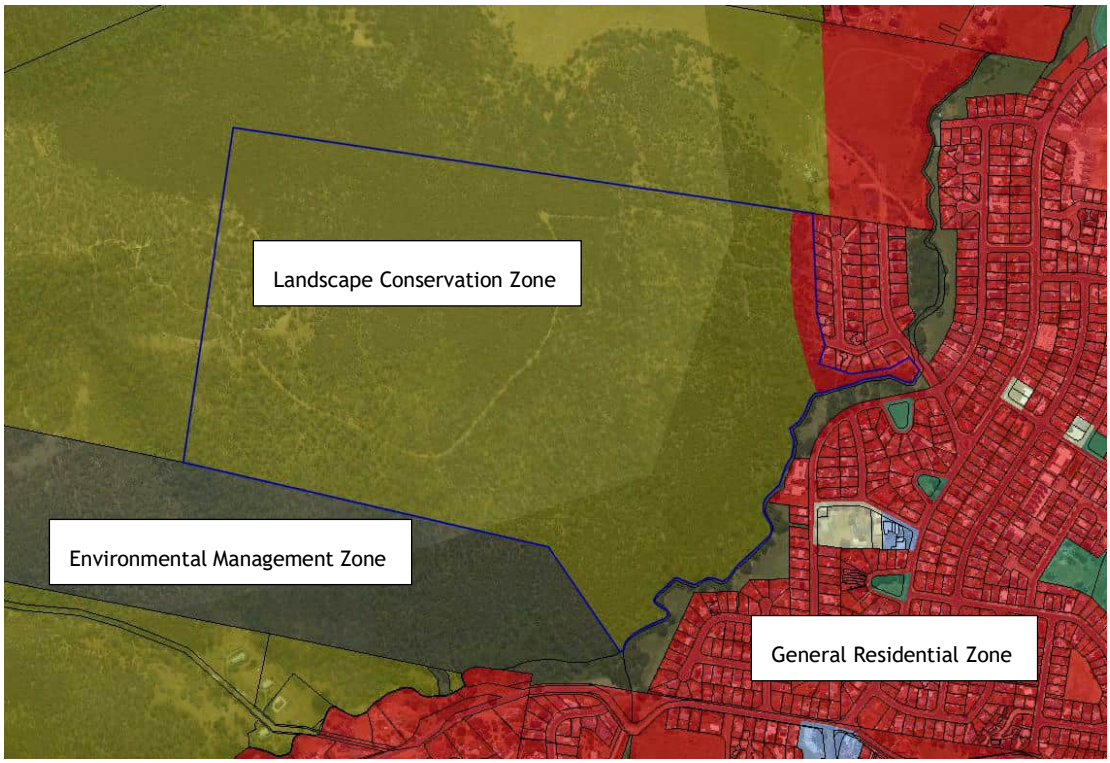


Figure 2: Zoning of surrounding land (source: theList map accessed 04/03/2025).

Figure 3: shows the Landslip Hazard overlay (brown hatch) and the priority vegetation overlay (green hatch) (source: theList map accessed 19/08/2025).

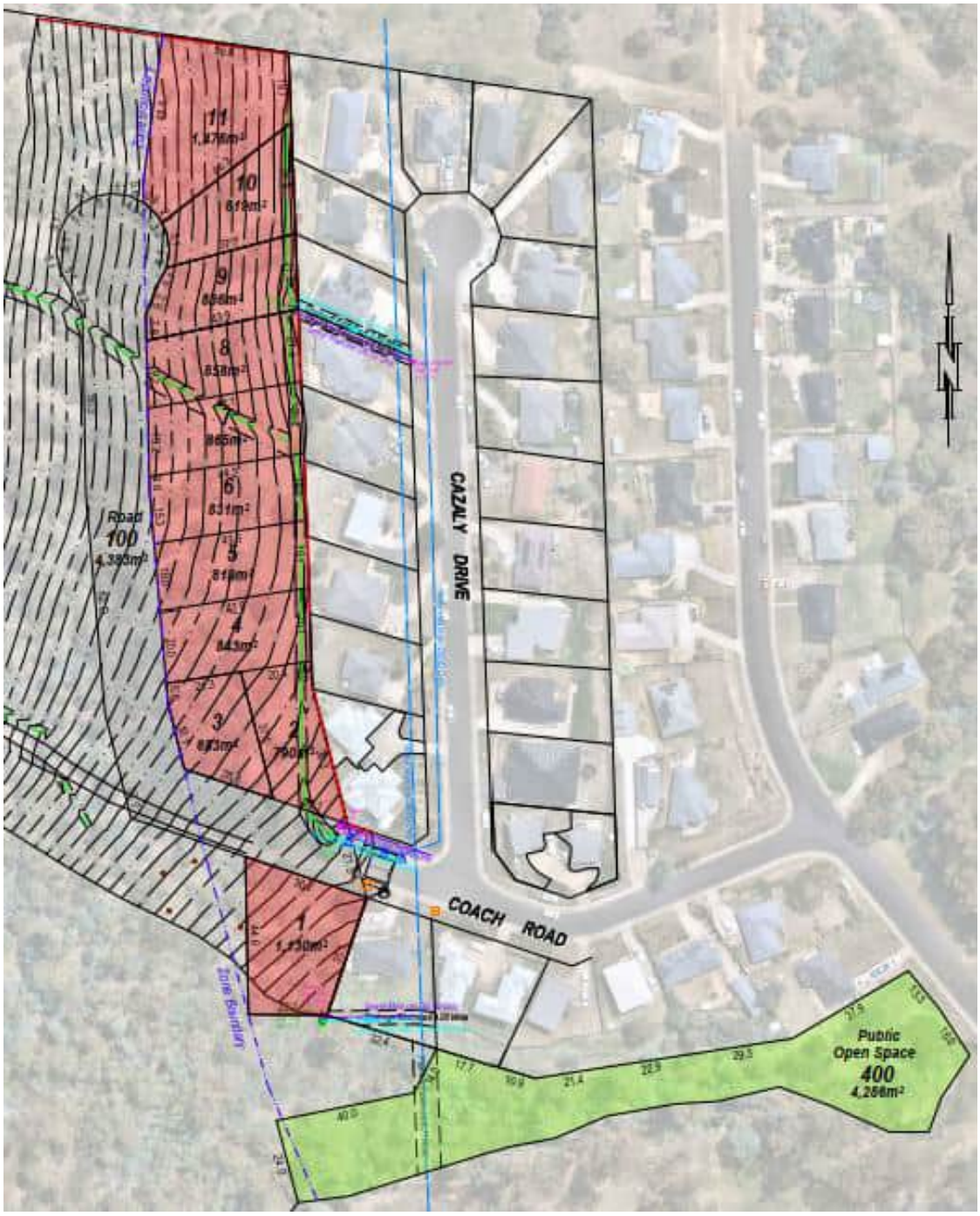


Figure 4: Proposed subdivision plan dated 17th February 2025.

3. Use and Development

The proposal is for a 14 lot subdivision, including a Balance Lot, an Open Space Lot (Lot 400) and a Road Lot (Lot 100), which will connect to Coach Road.

As subdivision is not required to be classified into a use class, there is no classification of use for the proposal.

Whilst there is no proposal to construct a dwelling on the balance lot, clause 22.5.1 Lot design requires a 25mx25m building area to be shown on all lots in the zone.

The development is not staged.

The proposal details are in Appendix B Proposal Plans.

4. Bushfire Assessment

Vegetation and Effective Slope

Vegetation and relevant effective slopes within 100m of the proposed lots has been assessed and classified in accordance with AS 3959:2018. AS3959 C2.2.3.1 notes that *"in assessing vegetation, care should be exercised to ensure that a sufficient level of distance is used to determine predominant vegetation. This may necessitate the consideration of vegetation out to distances in excess of 100 metres from the site"*.

A site visit was conducted on the 6th June 2025.

Figure 6 shows the land within 100m of the proposed development in red as this is the minimum area for consideration under AS 3959-2018. The fire run from the west is particularly long and is the main fire risk source.

See Appendix C for site Photos.

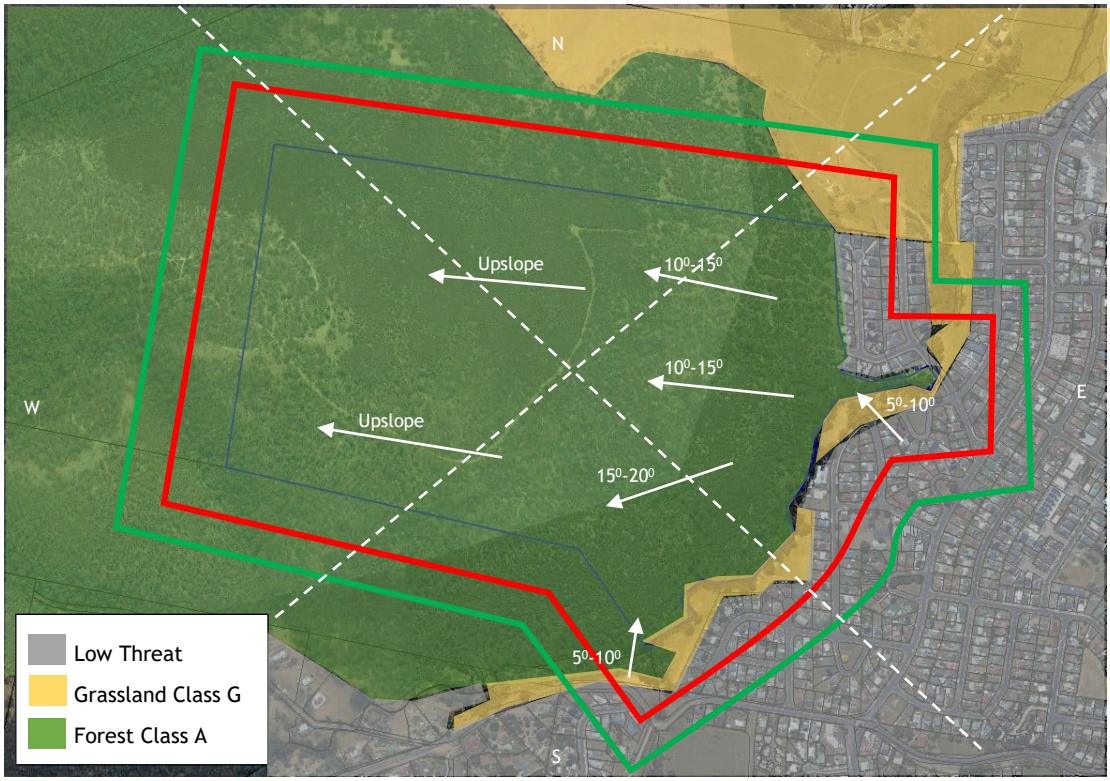


Figure 5: shows land within 100m of the proposed development (red) as this is the minimum area for consideration under AS 3959-2018. Land 140m away (green) shown for context).

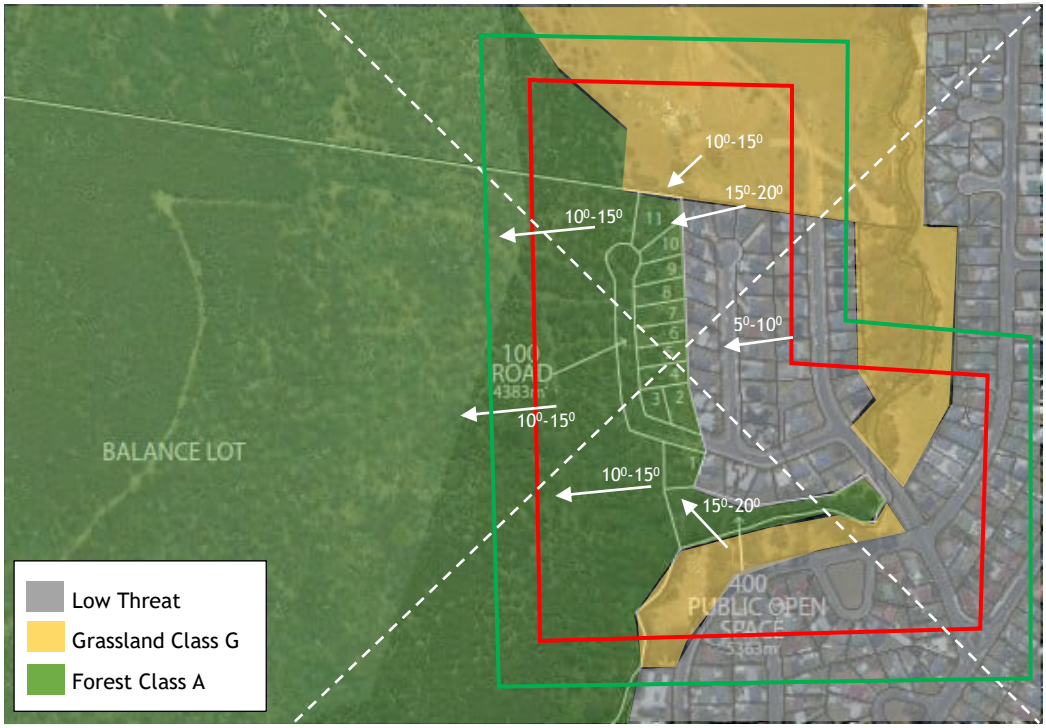


Figure 6: shows land within 100m of lots 1-11 (red) and 140m (green) for context). Slopes shown are actual not effective slopes.

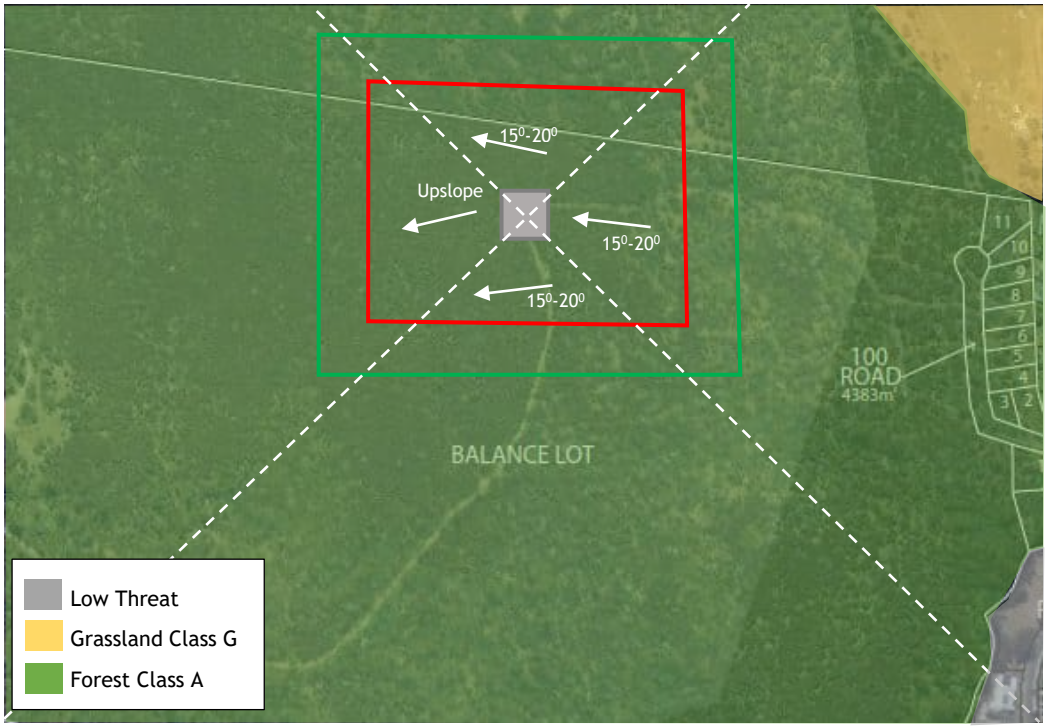


Figure 7: shows land within 100m of the Balance Lot building area (red) and 140m away (green) for context). Slopes shown are actual not effective slopes.

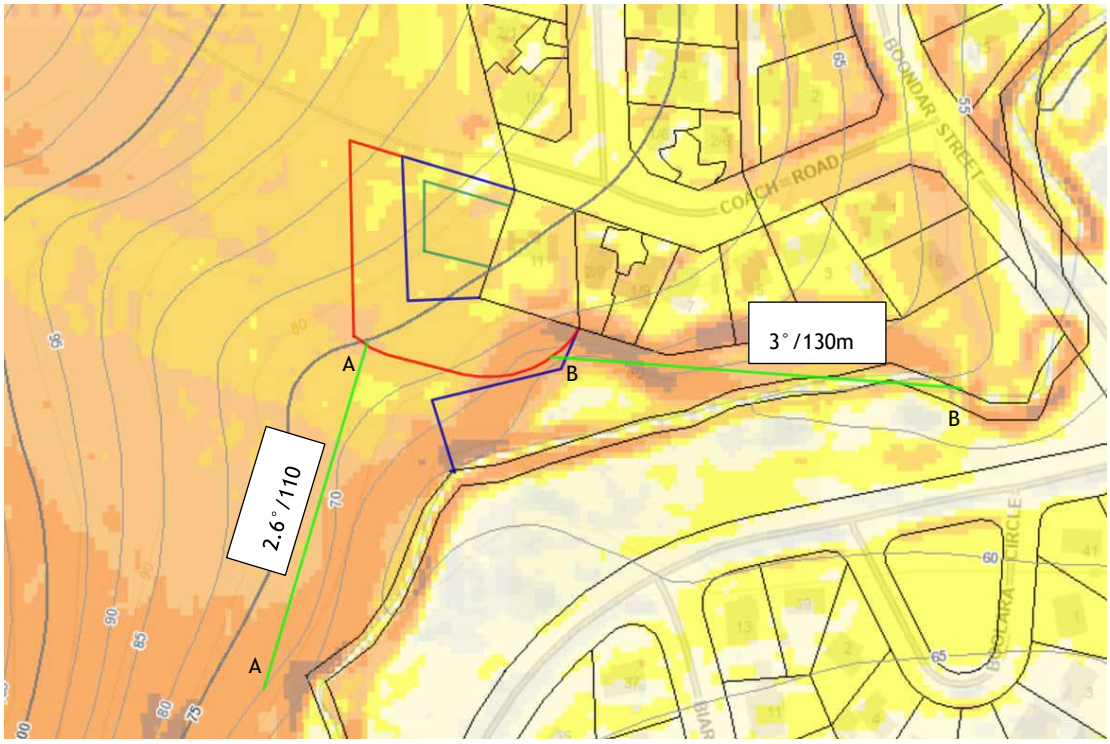


Figure 8: Lot 1 Downslope Transects

Table 1 Slope Transects

Downslope Transects Excluding HMA				
	Length	Upper AHD	Lower AHD	Slope (downslope)
Transect A	110m	75m	70m	2.6°
Transect B	130m	62m	55m	3°

The vegetation is also part of a narrow band to the east ranging from 15-56m wide. The short fire run from the creek (approximately 35m) with the steepest slopes (15-30 degrees) is not the worst-case scenario as an ignition at the base of the slope would not have time to build up to full speed or width by the time it met the HMA. However, a fire approaching from the south (Transect A) or east (Transect B) could reach full speed with a greater fire head width. The transects in Table 1 and Figure 8 show these transects at a 0-5 degree slope. Given the range of slopes in the area, the moisture content within Faulkners Rivulet and the transects of the likely fire direction, an effective slope of 5-10 degrees has been adopted for the area south of Lot 1.

Land excluded from the assessment is as follows:

- Land to the east, is all low threat in accordance with the Bushfire Hazard Advisory Note 01 (BAHN 01) given the lots are zoned General Residential and the lots are less the 1500m^2.

Bushfire Attack Level

This section sets out the required separation distances from bushfire-prone vegetation to achieve the required BAL. The relevant fire danger index for this assessment is FDI 50. Table 1 below considers the effective slope and the required BAL separation distances.

Table 1 – Lots-1-14

Lot		North	East	South	West
1	Vegetation, within 100m of lot boundaries	Class A Forest	Class A Forest	Class A Forest	Class A Forest
	Slope (degrees)	Upslope 0^0	Downslope 5-10°	Downslope 0-5°	Upslope 0^0
	Existing setbacks	53m	Nil	Nil	Nil
	BAL rating existing vegetation	BAL-Low	BAL-FZ	BAL-FZ	BAL-FZ
	Proposed setbacks	53m	34m	34m	23m
	BAL rating proposed setbacks	BAL-12.5	BAL-19	BAL-19	BAL-19
	BAL rating with setbacks/HMA	BAL-19			
2	Vegetation, within 100m of lot boundaries	Class A Forest	Low threat vegetation (BAHN 01)	Class A Forest	Class A Forest
	Slope (degrees)	Upslope 0^0	Downslope 5-10°	Upslope 0^0	Upslope 0^0
	Existing setbacks	50m	Nil	18m	39m
	BAL rating existing vegetation	BAL-Low	BAL-Low	BAL-40	BAL-12.5
	Proposed setbacks	50m	Nil	32m	39m
	BAL rating proposed setbacks	BAL12.5	BAL-Low	BAL-12.5	BAL-12.5
	BAL rating with setbacks/HMA	BAL-12.5			
3-10	Vegetation, within 100m of lot boundaries	Class A Forest	Low threat vegetation (BAHN 01)	Class A Forest	Class A Forest
	Slope (degrees)	Upslope 0^0	Downslope 5-10°	Upslope 0°	Upslope 0°

Lot		North	East	South	West
	Existing setbacks	7-25m	Nil	18m	18m
	BAL rating existing vegetation	BAL-FZ	BAL-Low	BAL-29	BAL-29
	Proposed setbacks	23m	Nil	23m	23m
	BAL rating proposed setbacks	BAL19	BAL-Low	BAL-19	BAL-19
	BAL rating with setbacks/HMA	BAL-19			
11	Vegetation, within 100m of lot boundaries	Class G Grassland	Low threat vegetation (BAHN 01)	Class A Forest	Class A Forest
	Slope (degrees)	Downslope 10-15^0	Downslope 5-10°	Upslope 0°	Upslope 0°
	Existing setbacks	Nil	Nil	31m	Nil
	BAL rating existing vegetation	BAL-FZ	BAL-Low	BAL-19	BAL-FZ
	Proposed setbacks	13m	Nil	31m	23m
	BAL rating proposed setbacks	BAL19	BAL-Low	BAL-19	BAL-19
	BAL rating with setbacks/HMA	BAL 19			
Balance Lot	Vegetation, within 100m of lot boundaries	Class A Forest	Class A Forest	Class A Forest	Class A Forest
	Slope (degrees)	Downslope 15-20°	Upslope 0^0	Downslope 15-20°	Downslope 15-20°
	BAL rating existing vegetation	BAL-FZ	BAL-FZ	BAL-FZ	BAL-FZ
	Proposed setbacks	51m	51m	51m	23m
	BAL rating proposed setbacks	BAL-19m	BAL-19	BAL-19	BAL-19
	BAL rating with setbacks/HMA	BAL-19			

Table 2 Setbacks From Vegetation

	Slope	Grassland	Forest
BAL Low	all	50m	100m
BAL 12.5	Flat Upslope	N/A	32m
	0-5°	N/A	N/A
	5-10°	19m	46m
	10-15°	N/A	N/A
	15-20°	N/A	N/A
BAL 19	Flat Upslope	N/A	23m
	0-5°	N/A	N/A
	5-10°	N/A	34m
	10-15°	N/A	N/A
	15-20°	N/A	51m

Table 3 Lot BAL Ratings

	Lot Numbers	Notes
BAL 12.5	2	
BAL 19	1, 3-11 and Balance Lot	Lot 11 requires a 13m setback to the north and a 7m setback to the west for BAL 19 construction. Lots 3-10 require a 5m setback to the western boundary for BAL 19 construction. Lot 1 requires a 7m setback to the western boundary and 10m setback to the southern boundary for BAL 19 construction. Lot 1 and 11 are subject to hazard management of the adjoining property.

5. Bushfire Protection Measures

During a bushfire event, a number of bushfire attack mechanisms may threaten buildings and occupants, including:

- Radiant heat;
- Direct flame contact;
- Ember attack; and
- Wind.

The key bushfire attack mechanism is wind-borne embers and debris.

A range of bushfire protection measures are recommended to improve the resilience of the proposed development and achieve a tolerable level of residual risk for occupants. The protection measures outlined in this section have been consolidated in a Bushfire Hazard Management Plan (BHMP - see Appendix B).

Additional measures to reduce and improve resilience are also recommended but are at the discretion of the developer and future developers within the development.

5.1 Hazard Management Area

The Hazard Management Area ('HMA') refers to land that is managed in a minimum fuel condition so as to reduce the potential exposure of habitable buildings and occupants to radiant heat and flames and to provide defendable space. The effectiveness of the hazard management areas is reliant on ongoing maintenance by landowners. A Hazard Management Area ('HMA') is to be established and maintained in a minimum fuel condition with sufficient separation for BAL 12.5 or BAL-19 as shown on the BHMP.

Management prescriptions are provided in Table 4. Landscaping using fire-retardant species (including certain tree species) may be beneficial in terms of limiting wind velocity and providing shielding from ember attack (as well as limiting potential erosion and sedimentation).

Table 4 – Hazard Management Area Prescriptions

Within 10m of habitable buildings	No storage of flammable materials (e.g. firewood); Avoid locating flammable garden materials near vulnerable building elements such as glazed windows/doors, decks and eaves (e.g. non-fire- retardant plants and combustible mulches); Non-flammable features such as paths, driveways and paved areas are encouraged around habitable buildings.
Trees within HMA	Maintain canopy separation of approximately 2.0m; Ensure no branches overhang habitable buildings; Remove tree branches within 2.0m of ground level below; Locate any new tree plantings 1.5 x their mature height from buildings; Avoid planting trees with loose, stringy or ribbon bark.
Understory vegetation within HMA	Maintain grass cover at <100mm; Maintain shrubs to <2.0m height; Shrubs to be maintained in clumps so as to not form contiguous vegetation (i.e. clumps up to 10sqm in area, separated from each other by at least 10m); Avoid locating shrubs directly underneath trees; Periodically remove dead leaves, bark and branches from underneath trees and around habitable buildings.

The Hazard Management Area (HMA) excluding the balance lot is to be established in accordance with the Bushfire Hazard Management Plan, implemented by the developer and verified by the civil site superintendent prior to issue of titles.

The Hazard Management Area includes the area to protect the buildings, as well as the access and water supplies. Vegetation in the Hazard Management Area (the entire site) is to be managed and maintained in a minimum fuel condition, Low Threat vegetation in accordance with AS3959-2018.

Maintenance Schedule:

- Removal of fallen limbs, leaf & bark litter
- Maintain lawns short (less than 100mm)
- Remove pine bark and other flammable garden mulch
- Complete under-brushing and thin out the understorey
- Prune low hanging trees to ensure separation from ground litter
- Prune larger trees to establish and maintain horizontal and vertical canopy separation
- Minimise storage of petroleum fuels
- Maintain road access to the buildings to be defended and water storage area
- Remove fallen limbs, leaf & bark litter from roofs, gutters and around the building
- Remove vegetation or combustible materials are to be located within 1.5m of the building's external walls.

A Part 5 agreement is required on the Balance Lot to manage the HMA around Lots 1 and 11. The Part 5 Agreement for each of these lots will need to allow for the owners of Lots 1 and 11 to manage the HMA on the balance lot adjoining their respective properties.

The Road lot (Lot 100) is an essential part of the required setbacks required, but is not part of the HMA. Accordingly, the infrastructure in the road reserve needs to be constructed to ensure low flammability. As such, the road batters on the upslope side of the new road must be both a low flammability/low maintenance solution. Acceptable examples are: concrete, stonework, paving, rock rapping, or a low maintenance/low flammability vegetated ground cover (not grass) approved by Council. Noting the site is under a scenic protection overlay, the solution will need to have a low visual impact.

5.2 Construction Standards

Any future habitable buildings on all lots (excepting Lot 2) must be designed and constructed to a minimum of BAL19 under AS3959-2018 unless the setback or exceptions apply as discussed below. Lot 2 must be designed and constructed to a minimum of BAL12.5 under AS3959-2018. Any habitable building on the balance lot must be designed and constructed to a minimum of BAL19 under AS3959-2018. The building area for the balance lot is shown on the attached BHMP.

Lots 3-10 can achieve a BAL 19 rating if the dwellings are set back 5m from the frontage (the planning scheme requirement under the Acceptable Solution is 4.5m). For Lots 3-10 no shielding applies to any elevations.

Lots 1 and 11 are BAL 19 and habitable buildings must be designed and constructed to a minimum of BAL 19 under AS3959-2018 and no shielding applies to any elevations.

Habitable buildings on Lot 2 must be designed and constructed to a minimum of BAL 12.5 and no shielding applies to any elevations.

The minimum setbacks from bushfire-prone vegetation are demonstrated on the BHMP.

Compliance with the Compliance with AS3959 as per the NCC requirements must be confirmed by the Building Surveyor prior to occupancy or as otherwise approved by the Tasmanian Fire Service. The design plans must be also verified as compliant by the Building Surveyor prior to the issue of a certificate of likely compliance and verified by the building surveyor prior to occupancy.

5.3 Access

This proposal includes a new road connection from Coach Road. The proposed road will retain the existing structure of Coach Road, which is approximately 18m in width. A cul-de-sac with a paved diameter of 24m is proposed. The road is to comply with the standards of Table C13.1. As noted above, the road batters on the upslope side of the new road must be both a low flammability/low maintenance solution. Acceptable examples are: concrete, stonework, paving, rock rapping, or a low maintenance/low flammability vegetated ground cover (not grass) approved by Council. Noting the site is under a scenic protection overlay, the solution will need to have a low visual impact.

The access road to the dwelling site on the balance lot is currently a 3m fire trail, with passing bays at various locations. This fire trail will need to be upgraded to the standard of Table C13.2 should a dwelling be located on the balance lot in accordance with the BHMP. This access currently does not have sufficient width in some sections, and some sections are above 17 degrees and would thus require sealing where the slope exceeds 10 degrees to be compliant. There is no formal turning point at the proposed dwelling site so this would need to be established if a dwelling is located on the Balance Lot.

A fire trail is not proposed nor considered necessary, so the standards contained within Table C13.3 are not relevant.

Subject to implementation of the Table C13.1 to the road and Table C13.2 to the balance lot access, the proposal will comply with clause C13.6.2 of the Code.

Table C13.1 – Standards for Roads		
Element		Requirements
A.	Roads	Unless the development standards in the zone require a higher standard, the following apply: (a) two-wheel drive, all-weather construction; (b) load capacity of at least 20t, including for bridges and culverts; (c) minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac road; (d) minimum vertical clearance of 4m; (e) minimum horizontal clearance of 2m from the edge of the carriageway; (f) cross falls of less than 3 degrees (1:20 or 5%); (g) maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; (h) curves have a minimum inner radius of 10m; (i) dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7metres in width; (j) dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius; and (k) carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with Australian Standard AS1743-2001 Road signs-Specifications.

Table C13.2 – Standards for Property Access		
Element		Requirements
A.	Property access length is less than 30m; or access is not required for a fire appliance to access a fire fighting water point.	There are no specified design and construction requirements.

B.	Property access length is 30m or greater; or access is required for a fire appliance to a fire fighting water point.	The following design and construction requirements apply to property access: (a) all-weather construction; (b) load capacity of at least 20t, including for bridges and culverts; (c) minimum carriageway width of 4m; (d) minimum vertical clearance of 4m; (e) minimum horizontal clearance of 0.5m from the edge of the carriageway; (f) cross falls of less than 3 degrees (1:20 or 5%); (g) dips less than 7 degrees (1:8 or 12.5%) entry and exit angle; (h) curves with a minimum inner radius of 10m; (i) maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; and (j) terminate with a turning area for fire appliances provided by one of the following: (i) a turning circle with a minimum outer radius of 10m; or (ii) a property access encircling the building; or (ii) a hammerhead "T" or "Y" turning head 4m wide and 8m long.
C.	Property access length is 200m or greater.	The following design and construction requirements apply to property access: (a) the requirements for B above; and (b) passing bays of 2m additional carriageway width and 20m length provided every 200m.
D.	Property access length is greater than 30m, and access is provided to 3 or more properties.	Not applicable to this development

Compliance with Table C13.1 must be verified by the civil site superintendent prior to the issue of titles. If a dwelling is constructed on the balance lot compliance with Table C13.2 must be verified by the Building Surveyor prior to occupancy.

5.4 Water Supply for Firefighting

Arrangements for fire-fighting water supply for the proposed lots must comply with Table C13.4 or C13.5 of the Code.

There is currently a reticulated water supply to the subject site. There are 5 water hydrants on Cazaly Drive, Boondar Street, and Arunta Crescent. As hose lays from the hydrants in Cazaly Drive will exceed 120m, two new hydrants will be required within the Coach Road extension.

The balance lot will require a compliant static supply in accordance with Table C13.5 if a dwelling is proposed on that lot.

Table C13.4 – Reticulated Water Supply for Fire Fighting		
Element		Requirements
A.	Distance between building area to be protected and water supply.	The following requirements apply: (a) the building area to be protected must be located within 120m of a fire hydrant; and (b) the distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area
B.	Design criteria for fire hydrants.	The following requirements apply: (a) fire hydrant system must be designed and constructed in accordance with *TasWater Supplement to Water Supply Code of Australia, WSA 03-2011-3.1 MRWA 2nd edition*; and (b) fire hydrants are not installed in parking areas.
C.	Signage for static water connections.	The fire fighting water point for a static water supply must be identified by a sign permanently fixed to the exterior of the assembly in a visible location. The sign must comply with: (a) water tank signage requirements of *Australian Standard AS 2304-2011 Water storage tanks for fire protection systems*; or (b) *Water Supply Signage Guideline, version 1.0*, Tasmanian Fire Service, February 2017
D.	Hardstand	A hardstand area for fire appliances must be provided: (a) no more than 3m from the hydrant, measured as a hose lay; (b) no closer than 6m from the building area to be protected; (c) with a minimum width of 3m constructed to the same standard as the carriageway; and (d) connected to the property access by a carriageway equivalent to the standard of the property access.

Table C13.5 – Static Water Supply for fire fighting		
Element		Requirements
A.	Distance between building area to be protected and water supply.	The following requirements apply: (a) the building area to be protected must be located within 90m of the fire fighting water point of a static water supply; and (b) the distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area.
B.	Static water supplies.	The static water supply: (a) may have a remotely located offtake connected to the static water supply; (b) may be a supply for combined use (fire fighting and other uses) but the specified minimum quantity of fire fighting water must be available at all times; (c) must be a minimum of 10,000L per building area to be protected. This volume of water must not be used for any other purpose including fire fighting sprinkler or spray systems; (d) must be metal, concrete, or lagged by non-combustible materials if above ground; and (e) if a tank can be located so it is shielded in all directions in compliance with Section 3.5 of *Australian Standard AS3959-2018 Construction of buildings in bushfire-prone areas*, the tank may be

		constructed of any material provided that the lowest 400mm of the tank exterior is protected by: (i) metal; (ii) non-combustible material; or (iii) fibre-cement a minimum of 6mm thickness
C.	Signage for static water connections.	The fire fighting water point for a static water supply must be identified by a sign permanently fixed to the exterior of the assembly in a visible location. The sign must comply with: (a) water tank signage requirements of *Australian Standard AS 2304-2011 Water storage tanks for fire protection systems*; or (b) *Water Supply Signage Guideline, version 1.0*, Tasmanian Fire Service, February 2017
D.	Hardstand	A hardstand area for fire appliances must be: (a) no more than 3m from the firefighting water point, measured as a hose lay (including the minimum water level in dams, swimming pools and the like); (b) no closer than 6m from the building area to be protected; (c) a minimum width of 3m constructed to the same standard as the carriageway; and (d) connected to the property access by a carriageway equivalent to the standard of the property access.

Compliance with Table C13.4 must be verified by the civil site superintendent prior to the issue of titles. If a dwelling is constructed on the balance lot compliance with Table C13.5 must be verified by the Building Surveyor prior to occupancy.

5.5 Optional Protection Measures

The following recommendations are not specifically regulated under any planning or building standards at present hence do not form part of the Bushfire Hazard Management Plan. If implemented, however, they will improve bushfire protection for future occupants.

Electrical Infrastructure

Overhead power lines are a common source of unplanned fires, particularly during high wind conditions. Where practicable, electricity connections to properties should be provided underground to remove this potential fire source.

Building Design

Building configuration can be used to improve building resilience. It is recommended that future developers of buildings within the site consider adopting the following design features:

- Simple roof shapes with roof pitch at 18 degrees or greater, to reduce the potential for ember accumulation. This measure ought to be combined with non-combustible gutter guards to prevent accumulation within the guttering;
- Simple building shapes are preferable, as they reduce the opportunity for embers and debris to be trapped against the building within re-entrant corners;
- Keep walls as low as possible. Large expansive walls present greater surface area to wind turbulence and radiant heat;
- Slab-on-ground construction is generally more resilient than suspended slab construction.

6. Conclusion

The subject site is located in a bushfire-prone area.

The attached Bushfire Hazard Management Plan, prepared for a 14 lot subdivision, including 11 residential lots, 1 Road Lot (Lot 100), 1 Public Open Space Lot (Lot 400) and a Balance Lot, outlines the required protection measures for the proposed lots including hazard management areas, building siting and construction, access, and water supply standards. Protection measures will reduce bushfire risk to future residents, developments and firefighters, as outlined in this report and the associated bushfire hazard management plan.

Key points of the Bushfire Report are:

- The determined Bushfire Attack Level for subdivision Lots 1, 3-11 and the Balance Lot is BAL-19. Lots 2 achieves BAL-12.5 ;
- Lots 3 to 11 must maintain a 5m setback from the proposed road frontage to the west to maintain a BAL of 19 for all habitable buildings;
- Lot 1 must have a setback of 7m from its western boundary and 10m from its southern boundary to maintain a BAL of 19 for habitable buildings;
- Lot 11 must also maintain a 13m setback from its northern boundary to maintain a BAL of 19 for habitable buildings;
- The Balance Lot must achieve habitable setback distances of 51m to the south and west and 23m to the north and east to be managed at BAL-19.
- No shielding applies to Lots 3-10.
- A Part 5 agreement is required on the Balance title to facilitate a HMA to both a depth of 16m adjacent to Lots 11, and 16m upslope (west) and 34m to the south and east around Lot 1. The Lot 1 & 11 owners are required to have the right to maintain the HMA on the Balance Lot;
- The road reserve (Lot 100) batters are only to include low flammability/low maintenance treatments or groundcovers (approved by Council) and visual impact must be considered;
- New hydrants are required on the road extension to meet the minimum hose lays;
- If a dwelling is proposed on the Balance Lot then the access upgrades and a static water supply will be required;
- No staging is proposed, and thus temporary turning heads and interim hazard protection is not considered. If staging is introduced this Bushfire Hazard Management Report will need to be updated; and
- It is recommended Council condition compliance with this BHMR and the Part 5 agreement requirements in any permit issued.

Compliance with the Code for the subdivision must be verified by the Civil Site Superintendent prior to the issue of titles. Compliance with the Directors Determination for buildings must be verified by the Building Surveyor prior to occupancy.

The Bushfire Hazard Management Plan is certified as being compliant with the Bushfire-Prone Areas Code of the *Tasmanian Planning Scheme (Glenorchy)*.

7. References

Tasmanian Planning Scheme – Bushfire Prone Areas Code

Department of Primary Industries and Water, The LIST www.thelist.tas.gov.au

Director of Building Control, 2024, Director's Determination - Bushfire Hazard Areas, Version No.1.2 Department of Justice (Tasmania).

Standards Australia, 2018, AS 3959-2018 – Construction of buildings in bushfire-prone areas, Standards Australia, Sydney.

APPENDIX A

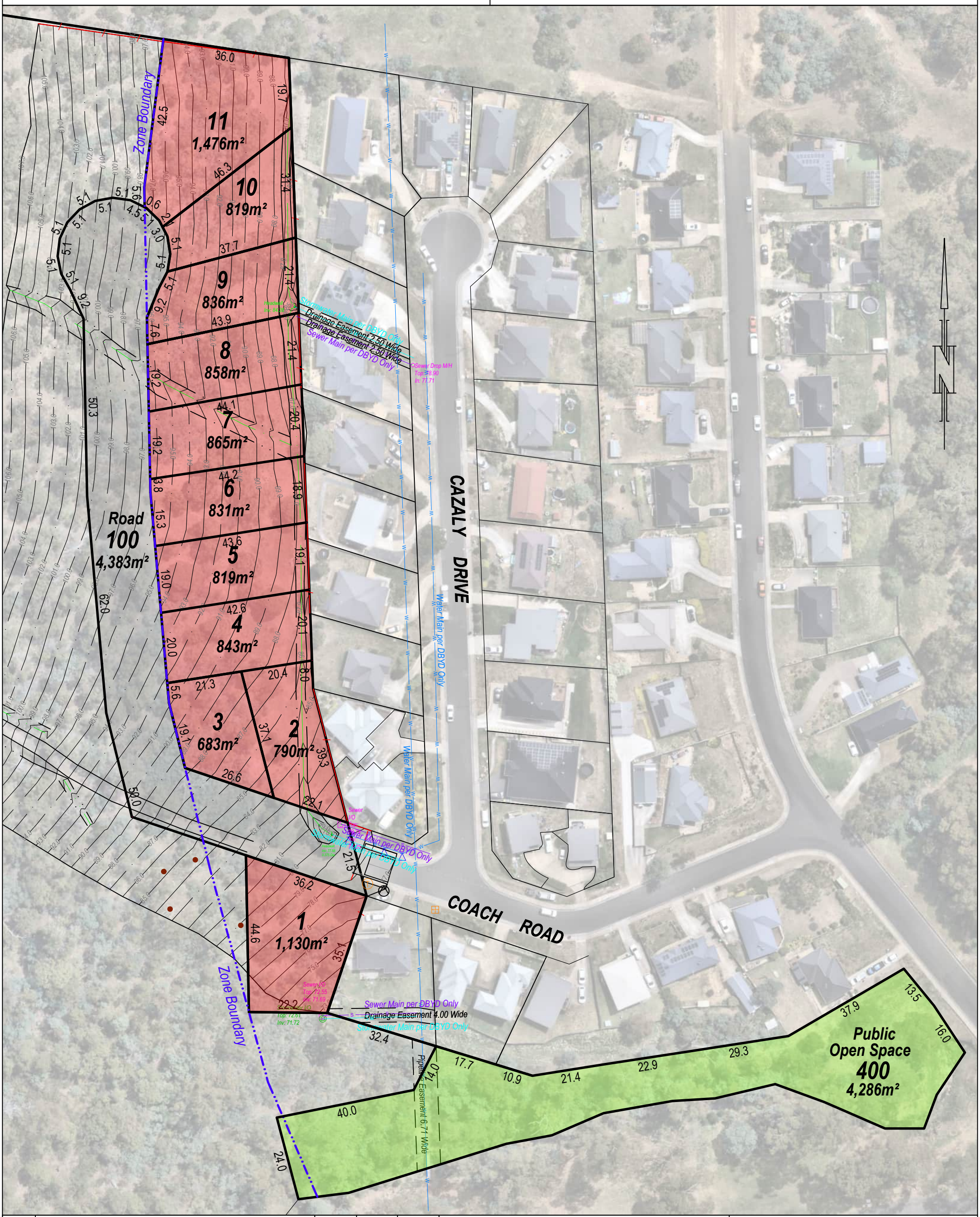
Proposal Plans

ROGERSON & BIRCH SURVEYORS

UNIT 1, 2 KENNEDY DRIVE
CAMBRIDGE 7170
PHONE: (03)6248 5898
EMAIL: admin@rbsurveyors.com
WEB: www.rbsurveyors.com

This plan has been prepared only for the purpose of obtaining preliminary subdivsional approval from the local authority and is subject to that approval.

All measurements and areas are subject to the final survey.

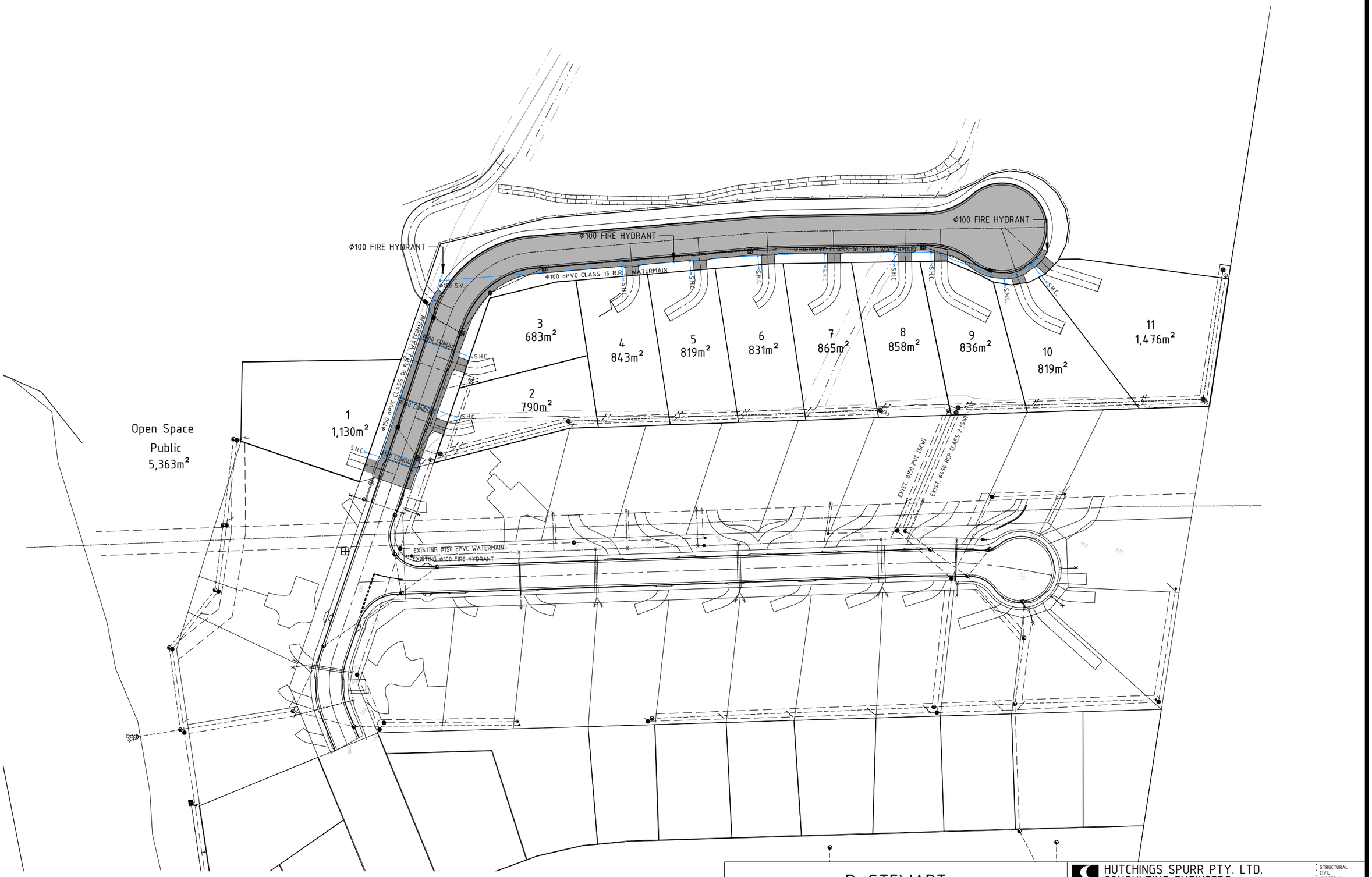


REV	AMENDMENTS	DRAWN	DATE	APPR.
E				
D				
C				
B	changes to Lot 400 (HMA's)	AB	17-11-25	AB
A	change road alignment to avoid trees	AB	25-2-25	AB

OWNER: David Stewart Homes Pty Ltd
TITLE REFERENCE: C.T.166553/1
LOCATION: Lot 1 Coach Road
CHIGWELL

Proposed Subdivision

Date:	Reference:
17-2-2025	STEWD06 14817-10
Scale: 1:1000 (A3)	**Municipality:** Glenorchy



04 WATER RETICULATION PLAN

Scale: 1:500 @ A1 1:1000 @ A3

D. STEWART

No.	AMENDMENT	DATE	DRG No.	REFERENCE
A	ISSUED FOR APPROVAL	26.05.2025		
B	AMENDED AS PER COUNCIL RFIA	04.08.2025		
C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025		

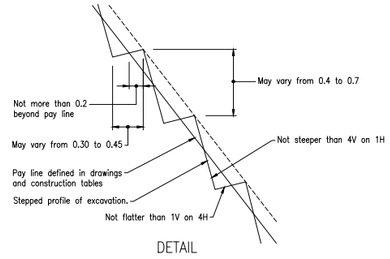
HUTCHINGS SPURR PTY. LTD.
CONSULTING ENGINEERS
23 ANTILL STREET, HOBART, 7000. PHONE (03) 6223 5020
A.C.N. 009 508 525 A.B.N. 39 009 508 525

- STRUCTURAL
- CIVIL
- MUNICIPAL
- PROJECT MANAGEMENT
- SUB DIVISIONS

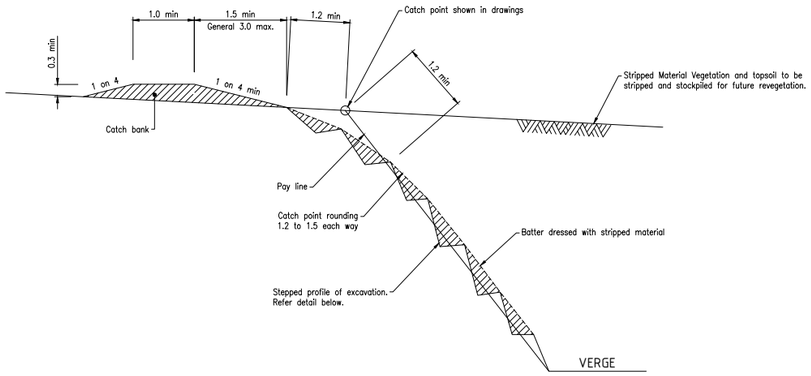
PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
PROPOSED WATER RETICULATION PLAN

SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

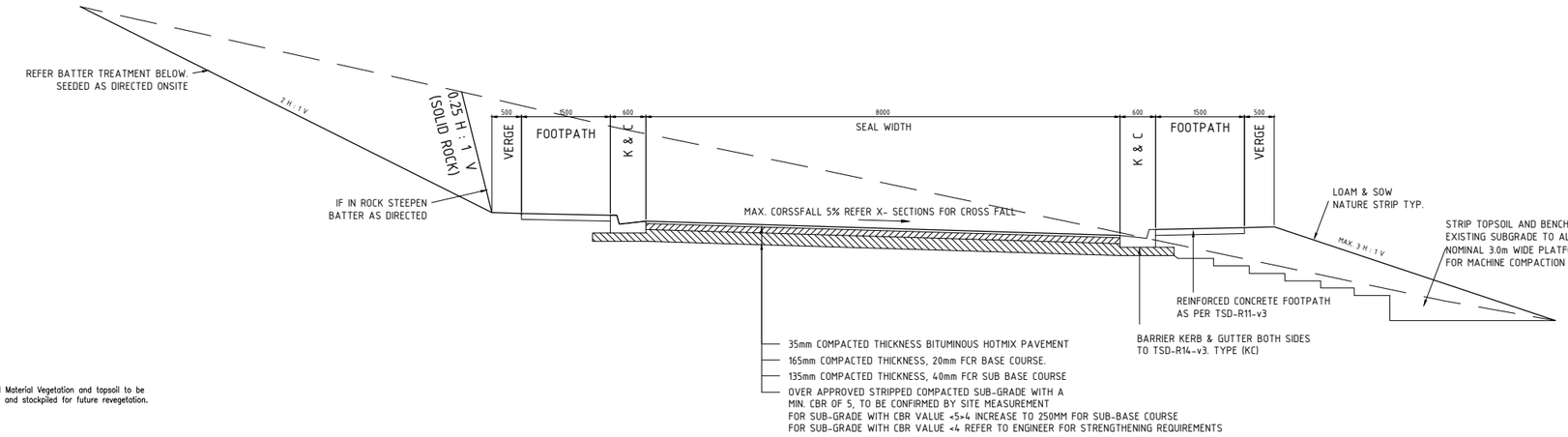
DRAWING No. 23188-S04 REVISION C
No--OF-- SHEETS



DETAIL



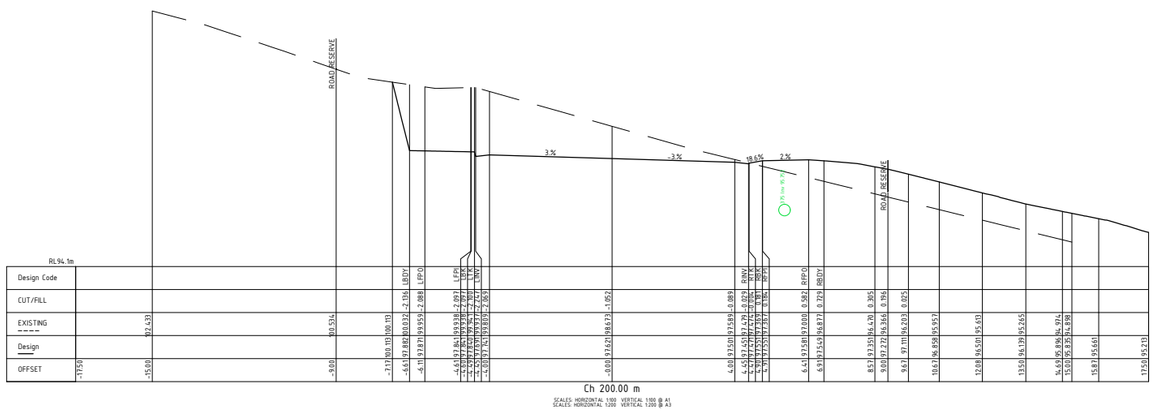
SECTION – CUT BATTER

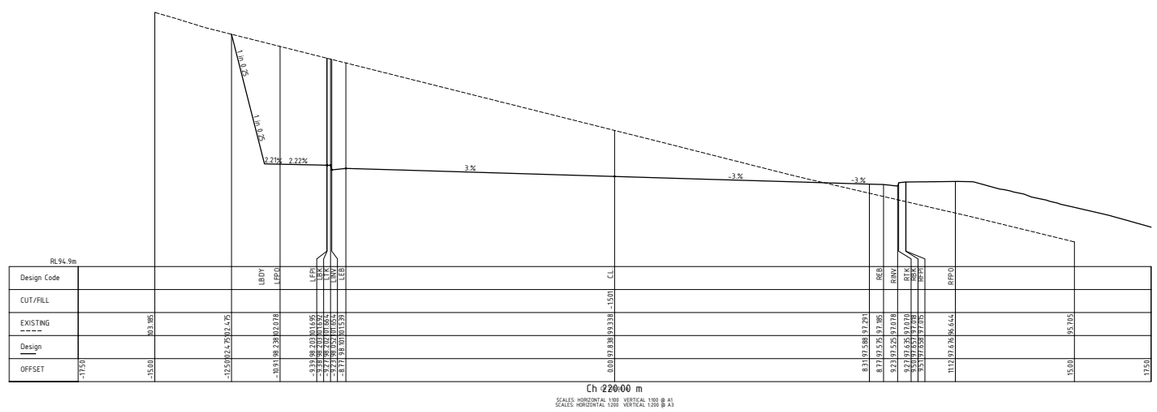


TYPICAL CROSS SECTION

COACH ROAD
NOT TO SCALE

NOTES:
1. Do not use in Sodic (Dispersive) Soils.
2. DIMENSIONS are in metres unless shown otherwise.





D. STEWART

No.	AMENDMENT	DATE	DRG No.	REFERENCE
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CONSULTING ENGINEERS
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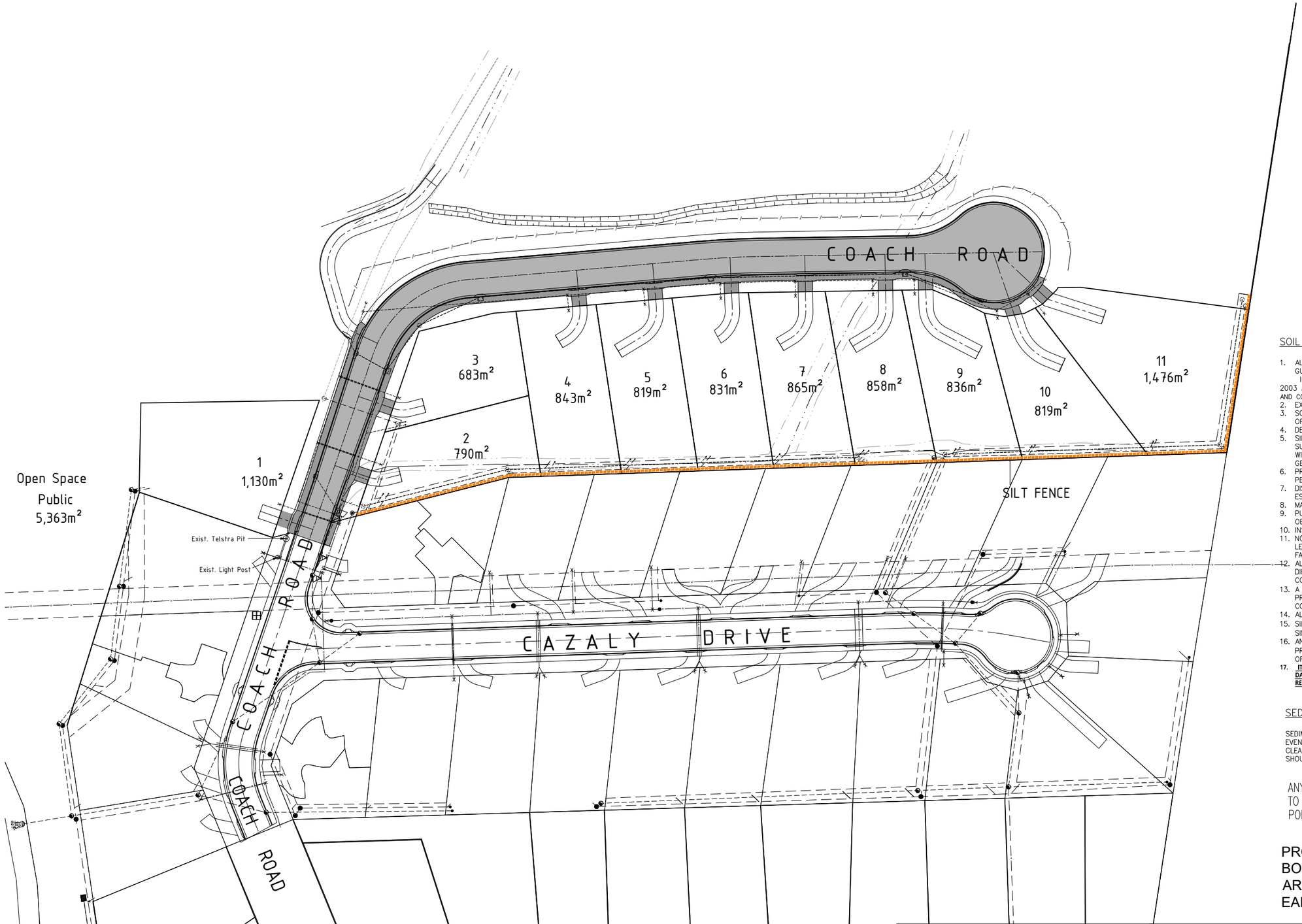
A.C.N. 009 508 525 A.B.N. 39 009 508 525

- STRUCTURAL
- CIVIL
- MUNICIPAL
- PROJECT MANAGEMENT
- SUB DIVISIONS

PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
COACH ROAD LONG SECTIONS & CROSS SECTIONS SHEET 02

SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

DRAWING No. 23188-S07 REVISION C
No--OF-- SHEETS



05 STORMWATER MANAGEMENT PLAN
Scale: 1:500 @ A1 1:1000 @ A3

N

SOIL AND WATER MANAGEMENT NOTES

1. ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE FOLLOWING GUIDELINE PUBLICATIONS:
   IECA BEST PRACTICE SEDIMENT & EROSION CONTROL GUIDELINES NOV. 2003 AND NRM SOUTH STANDARD "SOIL & WATER MANAGEMENT ON BUILDING AND CONSTRUCTION SITES", USING THE MOST RECENT EDITION.
2. EXISTING RUBBISH TO BE REMOVED FROM SITE.
3. SOIL, BUILDING WASTE AND DEBRIS MUST ONLY LEAVE SITE IN AN ORDERLY FASHION AND TO BE DISPOSED OF AT AN APPROVED FACILITY.
4. DEBRIS OR WASTE MUST NOT BE BURNED ON SITE.
5. SILT FENCE SF1500 TO BE INSTALLED TO LOWER BOUNDARIES OF THE SUBDIVISION WHERE SHOWN, SILT FENCE TO BE SECURED IN ACCORDANCE WITH SILT FENCE 1000 & 1500 INSTALLATION SHEET AS PROVIDED BY GEOFABRICS AUSTRALIA PTY LTD
6. PROVIDE TEMPORARY SILT RETENTION TRAPS AT ALL OUTFALLS. INSTALL AS PER FACT SHEET 17
7. DISTURBANCE OF EXISTING SOILS AND VEGETATION TO BE MINIMISED ESPECIALLY ON LOTS ABOVE THE SUBDIVISION ROAD.
8. MATERIALS ARE ONLY TO BE STOCKPILED ON SITE AT DESIGNATED AREAS.
9. PUBLIC LAND, FOOTPATHS AND ROADS MUST NOT BE UNREASONABLY OBSTRUCTED OR USED FOR STORAGE.
10. INSTALL SILT FENCE TO LOWER SIDE OF MATERIALS STOCKPILED ON SITE
11. NO SOIL OR MUD IS TO BE TRACKED ONTO COUNCIL ROADS BY VEHICLES LEAVING THE SITE. MAINTAIN GRAVEL TURNING AREAS AS REQUIRED TO FACILITATE MANEUVERING.
12. ALL DISTURBED AREAS ARE TO BE RE-VEGETATED AS PER LANDSCAPING DIRECTIONS. NO CLEARING OUT IN THE EXISTING WATER COURSE WITHOUT COUNCIL APPROVAL
13. A SOIL & WATER MANAGEMENT PLAN (REFER ITEMS 1-10 SHALL BE PROVIDED PRIOR TO START OF WORKS NOTICE LODGMENT BY THE CONTRACTOR
14. ALL STOCKPILES TO BE LOCATED CLEAR OF ANY WATERCOURSE.
15. SILT RETENTION DEVICES TO USED TO BEST PRACTICE STANDARDS (OR SIMILAR APPROVED BY COUNCIL AS SUBMITTED BY CONTRACTOR)).
16. ANY DAMAGED OR UNCLEAN PRIVATE OR PUBLIC INFRASTRUCTURE MUST BE PROMPTLY RECTIFIED AT THE DEVELOPER'S COST , TO THE SATISFACTION OF THE GENERAL MANAGER.
17. **IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSTALL, MAINTAIN AND ADJUST ON A DAILY BASIS TO SUIT THE SITE CONDITIONS, AND AT END OF THE MAINTENANCE PERIOD, REMOVE ALL SEDIMENT CONTROL MEASURES.**

SEDIMENT BASINS

SEDIMENT BASINS WILL REQUIRE REGULAR INSPECTION, ESPECIALLY AFTER RAIN EVENTS AND SHOULD BE
CLEANED WHEN MORE THAN HALF FULL OF SEDIMENT. LITTER AND DEBRIS SHOULD BE REMOVED WHENEVER OBSERVED IN THE SEDIMENT BASIN.

ANY STOCKPILES
TO BE SURROUNDED BY MOUNDS AND SEDIMENT PONDS

PROVIDE SILT FENCE TO LOWER BOUNDARY OF SUBDIVISION, BELOW ANY AREAS, DISTURBED BY THE PRELIMINARY EARTHWORKS.

D. STEWART

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C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025		

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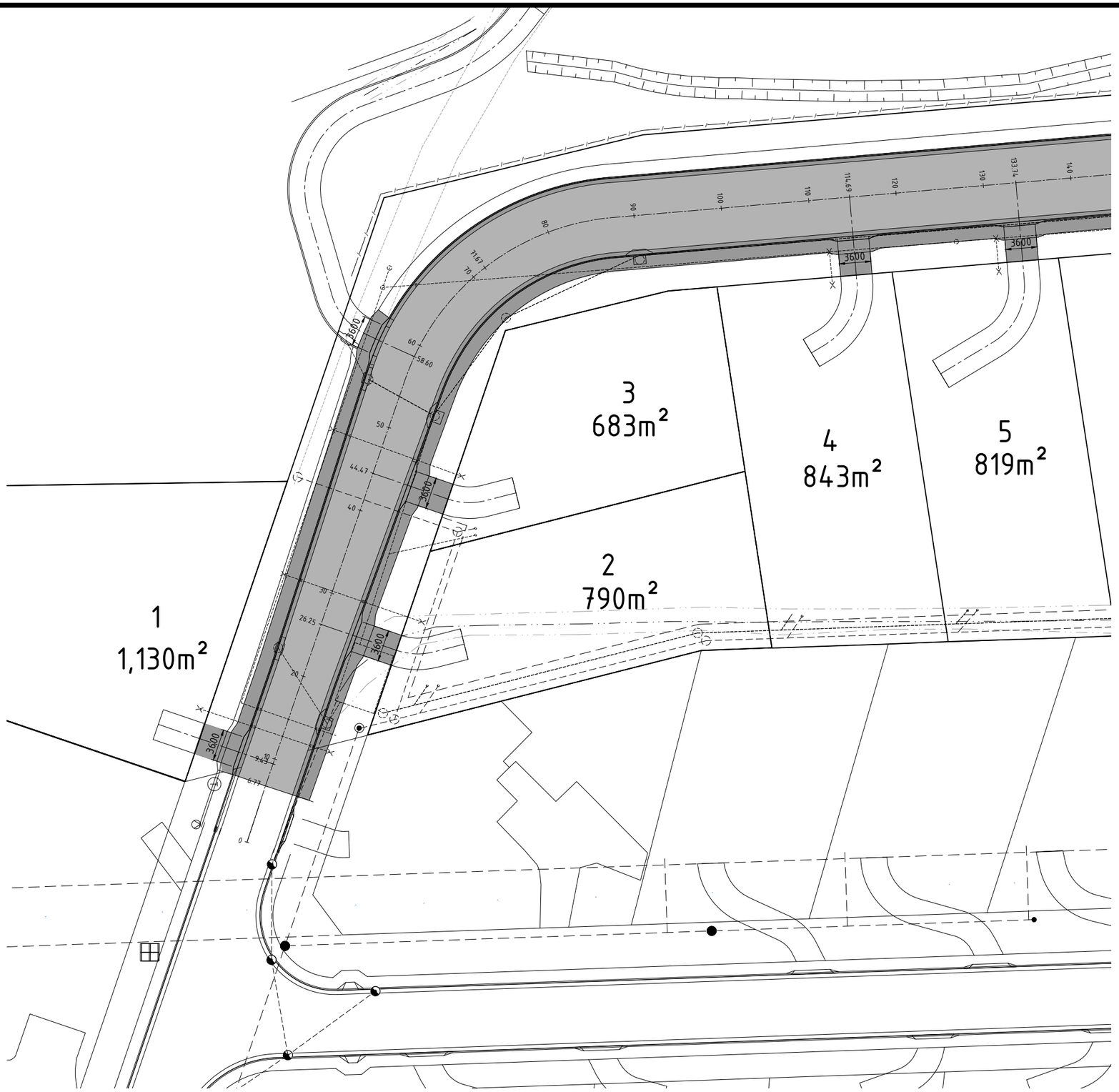
CONSULTING ENGINEERS
23 ANTILL STREET, HOBART, 7000. PHONE (03) 6223 5020
A.C.N. 009 508 525 A.B.N. 39 009 508 525

STRUCTURAL
CIVIL
MUNICIPAL
PROJECT MANAGEMENT
SUB DIVISIONS

PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
SOIL & WATER MANAGEMENT PLAN

SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

DRAWING No. 23188-S16
REVISION C
No--OF-- SHEETS



06 LOT ACCESS LOCATION & DIMENSIONED CROSSOVER PLAN SHEET 01

Scale: 1:250 @ A1 1:500 @ A3

N

D. STEWART

No.	AMENDMENT	DATE	DRG No.	REFERENCE
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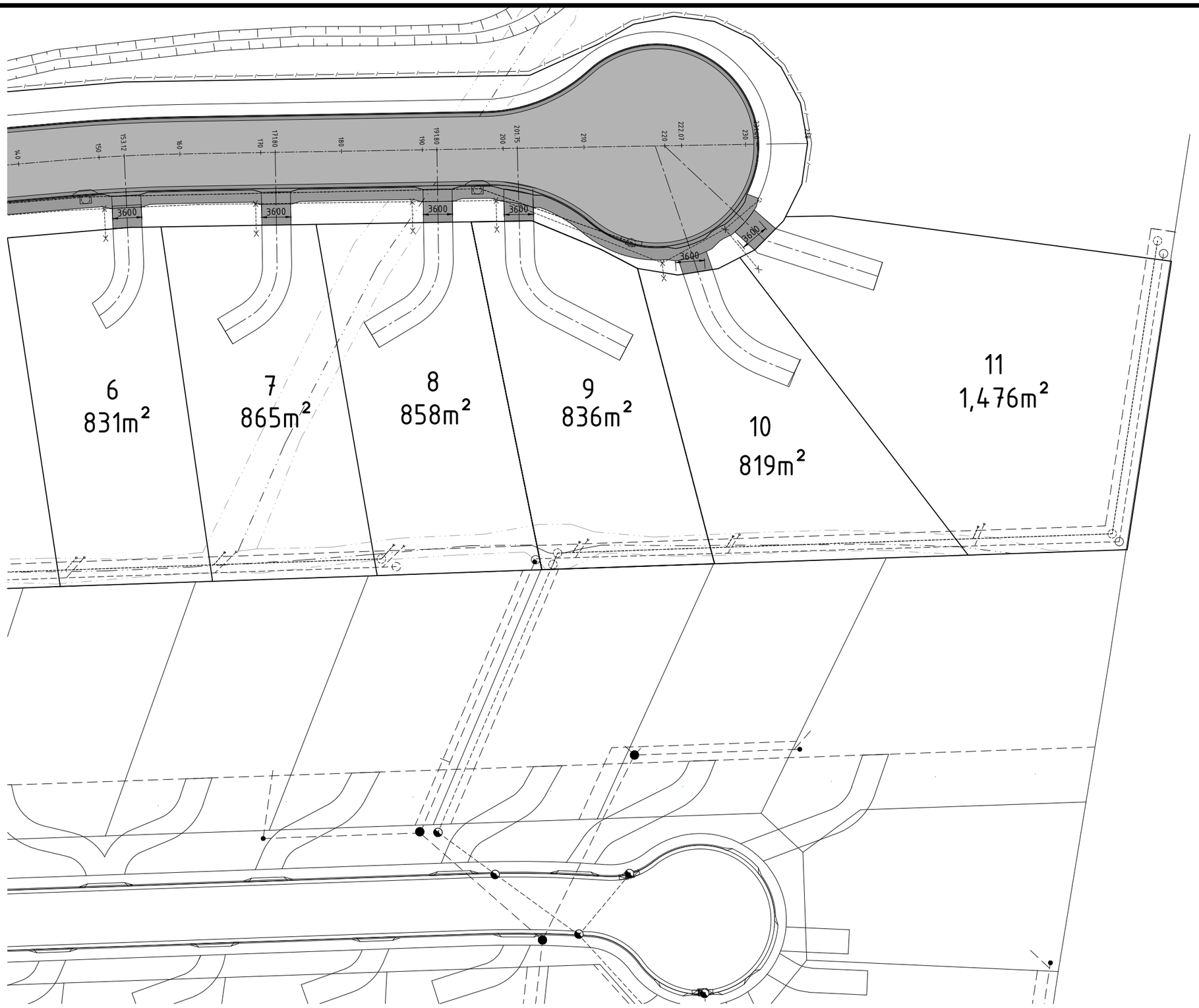
A.C.N. 009 508 525 A.B.N. 39 009 508 525

STRUCTURAL
CIVIL
MUNICIPAL
PROJECT MANAGEMENT
SUB DIVISIONS

PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
PROPOSED ROAD & STORMWATER PLANS SHEET 01

SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

DRAWING No. 23188-S27 REVISION C
No--OF-- SHEETS



07 LOT ACCESS LOCATION & DIMENSIONED CROSSOVER PLAN SHEET 01

Scale: 1:250 @ A1 1:500 @ A3

N

D. STEWART

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A.C.N. 009 508 525 A.B.N. 39 009 508 525

- STRUCTURAL
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- PROJECT MANAGEMENT
- SUB DIVISIONS

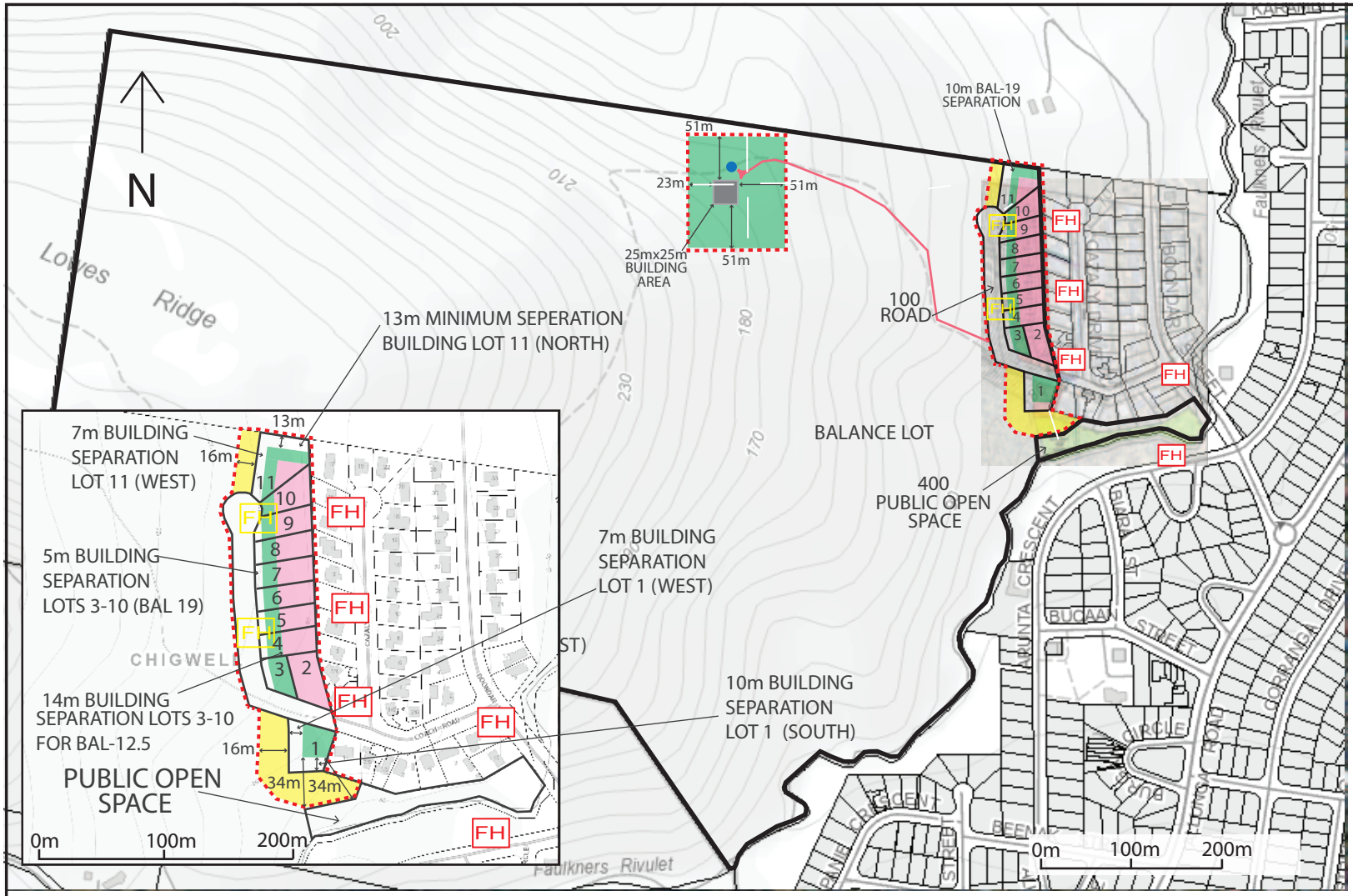
PROPOSED 11 LOT SUBDIVISION @
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
PROPOSED ROAD & STORMWATER PLANS SHEET 01

SCALE As Noted
DRAWN M. FRAWLEY DATE AUG. 2025
APPROVED

DRAWING No. 23188-S28 REVISION C
No--OF-- SHEETS

APPENDIX B

Bushfire Hazard Management Plan



LEGEND

- BAL 12.5
- BAL 19
- Part 5 Agreement
- Hazard Management Area
- Indicative New Fire Hydrant
- Indicative Existing Fire Hydrant
- Building area
- Indicative access/ turning
- Static water supply

BHMP NOTES:

1. THIS PLAN MUST BE READ IN CONJUNCTION WITH THE BUSHFIRE HAZARD REPORT (BHR) DATED NOVEMBER 2025 PREPARED BY BUSHFIRE PRACTITIONER MAT CLARK (BFP-180), (ACCRED 1 & 3A PROV 2, 3B & 3C)
2. THE SUBJECT LOT 1 COACH ROAD, CHIGWELL (CT 166553/1).
3. THE HAZARD MANAGEMENT AREAS (HMA) INDICATED ON THIS PLAN MUST BE ESTABLISHED BY THE DEVELOPER AND VERIFIED BY THE CIVIL SITE SUPERINTENDENT PRIOR TO SEALING OF TITLES IN ACCORDANCE WITH SECTION 5.1 OF BHR.
4. PROPERTY ACCESS ARRANGEMENTS MUST COMPLY WITH SECTION 5.3 OF THE BHR.
5. FIRE FIGHTING WATER SUPPLY ARRANGEMENTS MUST COMPLY WITH SECTION 5.4 OF THE BHR.
6. A PART 5 AGREEMENT ON THE BALANCE LOT IS REQUIRED TO ENABLE THE OWNERS OF LOTS 1 & 11 TO MAINTAIN THE HMA.
7. NO STAGING IS ACCOMMODATED ON THIS PLAN.

MC PLANNERS

ACN 667 411 234 ABN 52 667 411 234
0362 887 248 planning@mcplanners.com.au
www.mcplanners.com.au
2/129 Bathurst St Hobart Tasmania

PROJECT
LOT 1 COACH ROAD, CHIGWELL

TITLE
BUSHFIRE HAZARD MANAGEMENT PLAN

SCALES @	PLOT DATE
DO NOT SCALE	11/12/2025
PROJECT NO	DRAWING NO
24180	24180-B01

BUILDING DESIGN & CONSTRUCTION.

- HABITABLE BUILDING AND ASSOCIATED OUTBUILDINGS MUST BE DESIGNED AND CONSTRUCTED TO COMPLY WITH AS 3959:2018 FOR BAL-12.5 AND BAL-19 REQUIREMENTS AS DESIGNATED.
- NO SPECIFIC CONSTRUCTION REQUIREMENTS FOR OUT-BUILDINGS FIRE SEPARATED FROM THE HABITABLE BUILDING IN ACCORDANCE WITH AS-3959 CLAUSE 3.2 OR WITH GREATER THAN 6M SEPARATION FROM THE HABITABLE BUILDING.
- THIS PLAN HAS BEEN PREPARED ONLY FOR THE PURPOSE OF OBTAINING PLANNING APPROVAL AND BUILDING APPROVALS FROM THE LOCAL AUTHORITY AND IS SUBJECT TO THAT APPROVAL. ALL MEASUREMENTS AND AREAS ARE SUBJECT TO THE FINAL SURVEY.

PROPERTY ACCESS

- THE ROAD EXTENSION NEEDS TO BE CONSTRUCTED TO THE STANDARDS IN TABLE C13.1 OF THE CODE AND CONFIRMATION OF COMPLIANCE IS REQUIRED BY THE CIVIL SITE SUPERINTENDENT PRIOR TO ISSUE OF TITLES.
-THE UPSLOPE ROAD BATTER IS TO BE CONCRETE/STONE OR OTHER LOW FLAMABILITY/LOW MAINTENANCE PLANTING SOLUTION APPROVED BY COUNCIL.
-IF A DWELLING IS PROPOSED ON THE BALANCE LOT THE ACCESS MUST BE COMPLIANT WITH TABLE C13.2 OF THE CODE AND CONFIRMATION VERIFIED BY THE BUILDING SURVEYOR PRIOR TO OCCUPANCY.

WATER SUPPLY FOR FIREFIGHTING

- WATER SUPPLY FOR FIRE FIGHTING IS TO BE BY THE NEW AND EXISTING HYDRANTS IN ACCORDANCE WITH TABLE C13.4 OF THE CODE AND CONFIRMED BY THE CIVIL SITE SUPERINTENDENT PRIOR TO THE ISSUE OF TITLES.
- IF A DWELLING IS PROPOSED ON THE BALANCE LOT A STATIC WATER SUPPLY IS REQUIRED COMPLIANT WITH TABLE C13.5 AND CONFIRMATION VERIFIED BY THE BUILDING SURVEYOR PRIOR TO OCCUPANCY.

HAZARD MANAGEMENT AREAS - HMA

-THE HAZARD MANAGEMENT AREA (EXCLUDING THE BALANCE LOT) IS TO BE IN A MINIMUM FUEL CONDITION PRIOR TO THE SEALING OF TITLES AND CONFIRMED BY THE CIVIL SITE SUPERINTENDANT.
-IF A DWELLING IS CONSTRUCTED ON THE BALANCE LOT THE HMA IS TO BE IN A MINIMUM FUEL CONDITION PRIOR TO OCCUPANCY AND VERIFIED BY THE BUILDING SURVEYOR.
-VEGETATION IN THE HMA IS TO BE MANAGED AND MAINTAINED BY THE RESPECTIVE LOT OWNERS IN A MINIMAL FUEL CONDITION IN PERPETUITY, ENSURING FUELS ARE REDUCED SUFFICIENTLY AND OTHER HAZARDS ARE REMOVED.
- LIMITED AMOUNTS OF LOW FLAMMABILITY PLANTS ARE ACCEPTABLE WITHIN THE HMA; INCLUDING MAINTAINED LAWN, LOW GROWING PLANTS , LOW FLAMMABILITY ORNAMENTAL GARDENS, VEGETABLE GARDENS AND THE LIKE.
- DO NOT PLANT ADJACENT TO WALLS & DECKS OR DIRECTLY UNDER GLAZED ELEMENTS.
- REGULARLY REMOVE GROUND FUELS SUCH AS FALLEN BRANCHES, STICKS, LEAVES, BARK, LAWN CLIPPINGS ETC.
- MAINTAIN LAWN TO A HEIGHT LESS THAN 100mm.
- THIN-OUT UNDERSTORY VEGETATION AND PRUNE LOW-HANGING TREE BRANCHES 2M FROM THE GROUND.
- PRUNE TREES TO MAINTAIN HORIZONTAL SEPARATION OF 2M BETWEEN CANOPIES.
- SELECTIVELY POSITION TREES AND SHRUBS TO CREATE DISCONTINUOUS ROWS AND CLUMPS.
- MINIMISE STORAGE OF FLAMMABLE MATERIALS SUCH AS FIREWOOD AND BUILDING MATERIALS.

BAL RATINGS PER LOT

BAL 19 LOTS: 1, 3 TO 11 & BALANCE LOT
BAL 12.5 LOT: 2

APPENDIX C

Site Photos

Photo 1: View west from the eastern boundary of the site (access fire trail to the balance lot building site).

Photo 2: View east from the eastern boundary of the site (end of Coach Road).

Photo 3: View north-east from fire trail running through the site.

Photo 4: View north-west from fire trail running through the site.

Photo 5: View south-west from fire trail running through the site.

Photo 6: View north-west from fire trail running through the site.

Photo 7: View east from fire trail running through the site.

Photo 8: View north-east from fire trail running through the site.

Photo 9: View north-east from fire trail running through the site.

Photo 10: View south-west from fire trail running through the site.

Photo 11: View south from fire trail running through the site (proposed future house site to the left).

Photo 12: View south-east from proposed future house site.

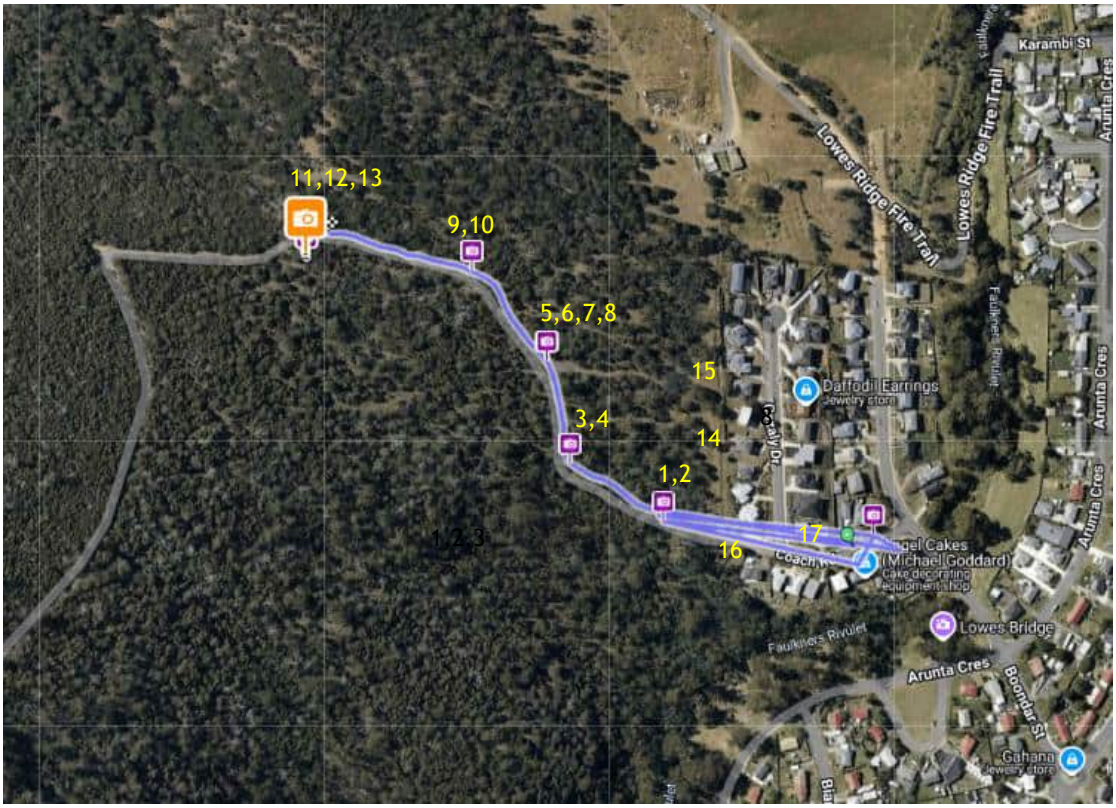
Photo 13: View south-east from proposed future house site.

Photo 14: View north along behind houses on Cazaly Drive.

Photo 15: View west along behind houses on Cazaly Drive.

Photo 16: View south along western fence of 11 Coach Road.

Photo 17: View west from junction of Coach Road and Cazaly Drive (hydrant point on right).



Aerial photo with photo locations.

APPENDIX D

Owners Consent for Part 5 Agreement

Mat Clark

From: Capitol Group <ss@capitolgrouptas.com>
Sent: Thursday, 28 August 2025 9:36 AM
To: Mat Clark
Subject: RE: Lot 1 Coach Road Chigwell

Thank you Matt
I agree with the terms.

Kind Regards
For
David Stewart

From: Mat Clark <mat@mcplanners.com.au>
Sent: Tuesday, 26 August 2025 5:58 PM
To: Capitol Group <ss@capitolgrouptas.com>
Subject: Lot 1 Coach Road Chigwell

Hi David,

This is making its way slowly through the system. Tas Fire Service has suggested we reduce the Hazard Management Areas as much as we can to reduce the impact on Lot 1 and Lot 11 owners.

They are also tightening up on having consent for agreements on the title for Hazard Management.

Can you please confirm by return email that you are amenable to an agreement on the title for future lot owners of Lots 1 and 11 to manage the bushfire risk on the balance lot. At the moment the depth of this is 16m and generally involves keeping tree canopies separated by 2m, clearing branches within 2m of the ground and removing ground fuel load (slashing/mowing etc).

Regards

MC PLANNERS

Mat Clark
MC Planners

0362887248 | 0404803772 | www.mcplanners.com.au

mat@mcplanners.com.au

2/129 Bathurst Street,
Hobart Tas. 7000

MC Planners respectfully acknowledges the First Peoples of Australia who are the traditional owners of the land on which we live and work.

News feed: MC Planners is currently seeking a part time experienced planner. Enquire at emily@mcplanners.com.au.

APPENDIX E

Certificate of Compliance

BUSHFIRE-PRONE AREAS CODE

CERTIFICATE[1] UNDER S51(2)(d) *LAND USE PLANNING AND APPROVALS ACT 1993*

1. Land to which certificate applies

The subject site includes property that is proposed for use and development and includes all properties upon which works are proposed for bushfire protection purposes.

Street address:	Lot 1 Coach Road, Chigwell
Certificate of Title / PID:	CT 166553/1 & PID 3255490

2. Proposed Use or Development

Description of proposed Use and Development:	14 lot subdivision
Applicable Planning Scheme:	Tasmanian Planning Scheme – Glenorchy

3. Documents relied upon

This certificate relates to the following documents:

Title	Author	Date	Version
Bushfire Hazard Management Report	Mat Clark	12.12.2025	4.0

[1] This document is the approved form of certification for this purpose and must not be altered from its original form.

4. Nature of Certificate

The following requirements are applicable to the proposed use and development:

☐	**E1.4 / C13.4 – Use or development exempt from this Code**	
	Compliance test	**Compliance Requirement**
☐	E1.4(a) / C13.4.1(a)	Insufficient increase in risk

☐	**E1.5.1 / C13.5.1 – Vulnerable Uses**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.5.1 P1 / C13.5.1 P1	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☐	E1.5.1 A2 / C13.5.1 A2	Emergency management strategy
☐	E1.5.1 A3 / C13.5.1 A2	Bushfire hazard management plan

☐	**E1.5.2 / C13.5.2 – Hazardous Uses**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.5.2 P1 / C13.5.2 P1	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☐	E1.5.2 A2 / C13.5.2 A2	Emergency management strategy
☐	E1.5.2 A3 / C13.5.2 A3	Bushfire hazard management plan

☒	**E1.6.1 / C13.6.1 Subdivision: Provision of hazard management areas**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.6.1 P1 / C13.6.1 P1	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☐	E1.6.1 A1 (a) / C13.6.1 A1(a)	Insufficient increase in risk
☒	E1.6.1 A1 (b) / C13.6.1 A1(b)	Provides BAL-19 for all lots (including any lot designated as 'balance')
☒	E1.6.1 A1(c) / C13.6.1 A1(c)	Consent for Part 5 Agreement

☐	**E1.6.2 / C13.6.2 Subdivision: Public and fire fighting access**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.6.2 P1 / C13.6.2 P1	***Planning authority discretion required. A proposal cannot be certified as compliant with P1.***
☐	E1.6.2 A1 (a) / C13.6.2 A1 (a)	Insufficient increase in risk
☒	E1.6.2 A1 (b) / C13.6.2 A1 (b)	Access complies with relevant Tables

☒	**E1.6.3 / C13.1.6.3 Subdivision: Provision of water supply for fire fighting purposes**	
	Acceptable Solution	**Compliance Requirement**
☐	E1.6.3 A1 (a) / C13.6.3 A1 (a)	Insufficient increase in risk
☒	E1.6.3 A1 (b) / C13.6.3 A1 (b)	Reticulated water supply complies with relevant Table
☐	E1.6.3 A1 (c) / C13.6.3 A1 (c)	Water supply consistent with the objective
☐	E1.6.3 A2 (a) / C13.6.3 A2 (a)	Insufficient increase in risk
☒	E1.6.3 A2 (b) / C13.6.3 A2 (b)	Static water supply complies with relevant Table
☐	E1.6.3 A2 (c) / C13.6.3 A2 (c)	Static water supply consistent with the objective

5. Bushfire Hazard Practitioner

Name:	Mat Clark	**Phone No:**	0404803772
Postal Address:	2/129 Bathurst Street Hobart	**Email Address:**	mat@mcplanners.com.au
Accreditation No:	BFP-180	**Scope:**	1, 3A Provisional (2, 3B, & 3C)

6. Certification

I certify that in accordance with the authority given under Part 4A of the *Fire Service Act 1979* that the proposed use and development:

☐ Is exempt from the requirement Bushfire-Prone Areas Code because, having regard to the objective of all applicable standards in the Code, there is considered to be an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures, or

☒ The Bushfire Hazard Management Plan/s identified in Section 3 of this certificate is/are in accordance with the Chief Officer's requirements and compliant with the relevant **Acceptable Solutions** identified in Section 4 of this Certificate.

Signed:
certifier

Name: Matthew Clark **Date:** 12.12.25

Certificate Number: BFP-180

(for Practitioner Use only)

STORMWATER MANAGEMENT REPORT

Lot 1 Coach Road, Chigwell

Prepared on behalf of David Stewart

May 2025

pinion ADVISORY

ABN 87 648 234 975

1300 746 466
hello@pinionadvisory.com
pinionadvisory.com

Office locations

SA	TAS	VIC	QLD	NSW
Adelaide	Devonport	Bright	Beenleigh	Dubbo
Clare	Hobart	Mildura	Wondai	Sydney
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Naracoorte				

Author
Robert Hunt
Engineer

Project team
Water

Document status
Rev A

Date	Status/issue	Reason for revision	Reviewed by	Authorised by
12 May 2025	Rev A	For Development Approval	B Nadler	B Nadler

Contents

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APPENDICES

1 Introduction

Pinion Advisory have been engaged by David Stewart to provide a stormwater management report for compliance with the Glenorchy City Council (GCC) Stormwater Management Policy Ver 2.1 to obtain Development Approval in relation to a proposed 11 lot subdivision (plus balance) at Lot 1 Coach Road, Chigwell.

The report also considers the advice provided by GCC in an email to Hutchings Spurr Consulting Engineers [dated: 06/03/2025]. The following items have been addressed:

- *Centralised OSD is preferred if provided, however the location in terms of accessibility for convenient maintenance and protection from flooding has to be factored in.*
- *Preference is for the proposed roadway to convey the 1% AEP (including climate change allowance) overland flows from uphill through Coach Road into the public stormwater system. Please include your model input outputs (or even the model result file) with your submissions to undertake the assessment.*
- *You are required to undertake necessary design/modelling works to understand the level of treatment/device(s) required and cost contribution will be calculated guided by that solution.*

Figure 1: Locality and Site Plan

2 Design Standards

The design report is primarily guided by the following documents:

- Glenorchy City Council Stormwater Management Policy Ver 2.1
- Tasmanian Stormwater Policy Guidance and Standards for Development (2021)
- Australian Rainfall & Runoff 2016, Book 9: Runoff in Urban Areas[1]
- AS/NZS 3500.3 – Plumbing and drainage Part 3: Stormwater drainage

The following assumptions and formulae are utilised:

- Stormwater infrastructure and detention systems in residential areas are required to control the 5% AEP. All subsequent calculations are based on 5% AEP rainfall event.
- Rainfall data was obtained from the Bureau of Meteorology (BOM).
- Flow rates were calculated using the Rational Method.
- Boyd's Formula was used to determine required storage volumes.
- The 'orifice equation' was used to size outlet orifice sizes.

3 Stormwater Quantity Assessment

3.1 PRE DEVELOPMENT

3.1.1 Stormwater Infrastructure

There is no existing underground stormwater infrastructure on the proposed site. A cutoff drain flows through the property and along its eastern boundary.

Refer Appendix 4 - Hutchings Spurr Design Drawings.

3.1.2 Catchment Characteristics

The proposed development at Lot 1 Coach Road, Chigwell will occupy only a small section of the overall title – with the subdivision footprint approximately 14,500m^2.

The current site is entirely undeveloped, with the surface mostly covered by grass and bush land except for a couple of existing fire trails crossing the site (Figure 2 & Figure 3).

[1] Ball J, Babister M, Nathan R, Weeks W, Weinmann E, Retallick M, Testoni I, (Editors), *Australian Rainfall and Runoff: A Guide to Flood Estimation*, Commonwealth of Australia (Geoscience Australia), 2019.

Figure 2: Site Surface Characteristics (LISTMap, Sate Aerial Photo)

Figure 3: Google Street View, May 2024

The runoff coefficient of the existing surface has not been calculated formally, but with a mostly pervious covering, it is estimated to be in the 0.4-0.5 range. This is less than the recommended minimum permissible site discharge (PSD) coefficient defined in the GCC Stormwater Management Policy. As such the PSD will be calculated using a runoff coefficient of 0.55.

Predevelopment flows follow the natural contours, and whilst the site can be split into separate catchments based on these drainage paths, the flows are not captured by the piped infrastructure (or at least their capture is not targeted) and assessment of the catchments is not required.

3.1.3 Time of Concentration (Faulkner's Rivulet Catchment)

In determining the storm duration used to calculate the PSD, consideration is given to the critical time of concentration (TOC) of the broader Faulkner's Rivulet catchment. The site is located above the developed area, and a reasonable distance upstream from the outlet into the River Derwent, but the overall catchment still extends all the way up to Glenlusk. As such and a 30-minute critical TOC has been adopted.

3.2 POST DEVELOPMENT

3.2.1 Stormwater Infrastructure

The site servicing and stormwater network has been designed by Hutchings Spurr Consulting Engineers.

Stormwater runoff from the proposed development will be collected in new pits and pipework installed on the site as shown in Figure 4 & Appendix 4. All connections have invert levels which allow drainage by gravity of all water collected on-site, and connections are made directly into existing downstream infrastructure.

Due to the site contouring, the stormwater network for the subdivision has been separated into three catchments:

1. Lot 1 connects to an existing DN150 pipe that runs along the southern side of the Nos. 5-11 Coach Rd properties.
2. The new roadway, and Lots 2-8 will connect into the existing DN375 within Coach Rd.
3. Lots 9-11 will connect to an existing DN450 line that runs between 11 & 13 Cazaly Drive.

All networks eventually discharge in Faulkner's Rivulet.

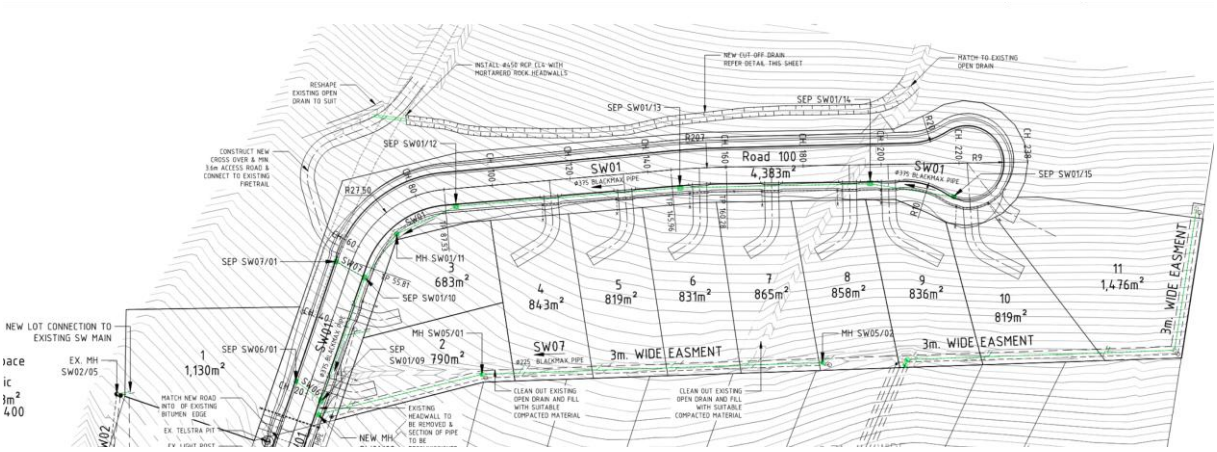


Figure 4: Hutchings Spurr – Site Stormwater Plan

3.2.2 Catchment Characteristics

Assessment of similar residential subdivisions in the area indicate that once fully developed with a dwelling, driveway and garages, etc. the lots will end up being about 50% hardstand, and the remainder landscaping, etc. As such a runoff coefficient of 0.7 was adopted for the developed lots.

The roadway and footpath areas were assigned runoff coefficients of 0.9, with the verge assumed to be pervious, and as such was assigned a runoff coefficient of 0.4. Both these values are in line with the GCC Stormwater Management Policy.

The new catchment areas following development of the site are as follows:

Table 1: Post development catchment areas

Description	Unit	1	2	3
Catchment Area	m^2	1,130	10,000	3,120

3.2.3 Time of Concentration (Developed Site)

A conservative 5-minute site time of concentration will be adopted for the post development scenario.

3.3 STORMWATER CALCULATIONS

3.3.1 Post Development Flow Rates

The following table summarises the post development flow rates that will be generated by each catchment from the new subdivision.

Table 2: Post development catchment summary

Description	Unit	1	2	3
Catchment Area	m^2	1,130	10,000	3,120
TOC	mins	5	5	5
Runoff Coefficent	(-)	0.7	0.7	0.7
Flows (5% AEP @ TOC)	m^3/s	0.02	0.13	0.06

3.3.2 Downstream Network Capacity Assessment

Pinion Advisory Engineer Robert Hunt discussed the complications and practicalities of installing detention systems on the development site with GCC Stormwater Engineer Dan Egodawatte on the 12/05/2025. In this conversation it was agreed that detention would only be required for Catchment 2, if it could be proven that the immediate downstream networks of Catchments 1 & 3 have capacity for the additional flow (ie. to their outlet into Faulkner's Rivulet). Whilst Catchment 2, being the largest of the three, offered the best opportunity for a detention system that would both limit the impact on the broader downstream network (ie. all the way down to the Derwent River outfall) and still offer a practical design outcome.

Table 3: Existing downstream catchment flow rates

Development Condition	Unit	1	2	3
Downstream Catchment Area	m^2	800	16,000	26,000
Downstream Catchment TOC	mins	5	5	5
Downstream Catchment C-value	-	0.7	0.7	0.7
Pre D Downstream Catchment Flow	m^3/s	0.013	0.28	0.45
Additional Flow (New Development)	m^3/s	0.02	0.13	0.06
Post D Total Catchment Flow	m^3/s	0.033	0.41	0.51
Existing Downstream Pipe Size	mm	150	375	450
Min. Pipe Grade	%	2	4	18
Min. Downstream Pipe Capacity	m^3/s	0.027	0.44	1.3
Capacity Check	-	0.027<0.033	0.44 >= 0.41	1.3 >= 0.51
Detention Required	-	N	Y	N

**Downstream pipe size and minimum grade are based on the lowest capacity pipe length in the downstream network.*

Table 3 indicates Catchment 3 has plenty of additional capacity, whilst Catchment 1 is just under capacity for the additional flow. The weak point within Catchment 1 is due to the flat length of DN150 pipe that runs underneath the Fenton Water Main. This means the nearest point of likely surcharge are the manholes on the downstream side of the Nos. 9 & 11 Coach Road. As a result, any surcharge would only run down the steep embankment into Faulkner's Rivulet, and increasing the inflow is seen as extremely low risk. As access to potential detention tanks for these catchments would be very limited, providing a system for Catchment 1 or 3 is unpractical, as it would only create onerous maintenance schedules for assets that would be unlikely to provide any meaningful outcome to the performance of the broader stormwater network.

Whilst the immediate downstream network of Catchment 2 does just have capacity for the additional flow, it is the largest catchment area from the developed site and as such offers the best opportunity to provide improvement to the capacity of the broader stormwater network. The accessible location of the asset also allows for effective maintenance.

3.3.3 On-site Detention (OSD)

Based on the previous catchment review, only the central catchment (No. 2) requires detention.

Table 4: Flow rate

Development Condition	Storm Event	Flow Rate
Predevelopment, critical storm	5% AEP, 30-min duration	57 l/s
Post Development, critical storm (as per detention calculations)	5% AEP, 10-min duration	131 l/s

**The 5% AEP, 30-minute duration predevelopment flow rate of 57 l/s defines the permissible site discharge (PSD).*

To restrict the post development flow across all storm durations to the PSD, a detention volume of 45m^3 is required.

Table 5: Detention and orifice summary

Catchment	Catchment Area (m^2)	Detention Volume (m^3)	PSD (l/s)	Orifice (mm)
2	10,000	45	57	150

Lots 2-8 and the road reserve will be serviced by a larger central detention system. As this is proposed to service multiple dwellings, GCC would take ownership of the tank and become responsible for its maintenance. This asset will be easily accessed for maintenance purposes off Coach Road.

Storage can be provided with Atlan Cubes (or approved equivalent), which are a modular detention solution from proprietary provider Atlan Stormwater.

The orifice size is based on an assumed driving head of 1.5m. The final orifice size is dependent on the detailed design of the detention tank.

The detention tank requires an overflow pipe that is the same size as the downstream pipe. This must be installed above the top water level.

The network is to be designed such that surcharge from the network occurs in the nearest SEP within Coach Road.

Refer Appendix 1 – Stormwater Calculations. An example Maintenance Plan has also been included as Appendix 2.

Installation Requirements (Example)

The following requirements apply to each tank:

- Outlet orifice must be sized according to Section 3.3.3. The orifice is to be constructed in accordance with Section 7.10 of AS/NZS 3500.3:2021.
- The orifice is to be protected from blockage and debris build up by installing a "trash grate".
- Access to the "trash grate"/orifice to allow cleaning/removal must be included.
- An overflow outlet sized according to Section 3.3.3 must be present on the detention system.
- The detention system must be installed in such a way that the tank can fill to overflow level without any upstream openings surcharging. The principal civil designer is responsible for ensuring compliant design.

4 Stormwater Quality Design

A compliant stormwater treatment system has been designed using proprietary products from Ocean Protect.

The system considers the site as a single catchment. Due to the site constraints, it is not feasible to provide a compliant treatment system that can achieve the pollutant reduction targets on all three catchments, as such a system will designed for the overall site, and the clause within the GCC Stormwater Management Policy allowing for a cash contribution to offset the treatment infrastructure will be invoked.
Preliminary Design:

- 3 x OceanGuards with 200µm mesh bags (OG-200)
- 1 x JellyFish JF1200-1-1 (1375mm Cartridges) (460mm Head)

The site has been modelled in MUSIC, using the following guidelines and parameters:

- MUSIC Version 6.3.0
- Rainfall station Ellerslie Road Station 094029 Jan 1990 to 01 Jun 2010 6min
- Melbourne Water Music Guidelines 2018 utilising modified % impervious area, rainfall threshold, soil properties & pollutant concentration
- No drainage routing between nodes.

The MUSIC model is required to meet the following pollutant reduction targets as specified in the GCC Stormwater Management Policy:

- 80% Total Suspended Solids Reduction
- 45% Total Phosphorus Reduction
- 45% Total Nitrogen Reduction
- 90% Gross Pollutant Reduction

The MUSIC results for the proposed system are as follows:

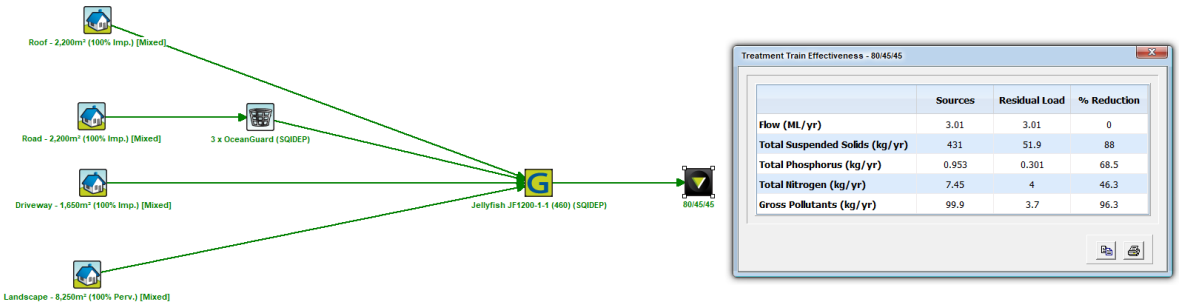


Figure 5: MUSIC Model Schematic and Results Summary

5 Overland Flow Management

Hutchings Spurr Consulting Engineers have proposed a cutoff drain along the upstream side of the development boundary. Whilst GCC would prefer the roadway to control the overland flow, this would result in overland flow travelling all the way down Coach Road to its intersection with Boondar Street (as forcing a road low point on the western side of Lot 1 is not feasible). As such, it is proposed to divert the flow around the western side of the development and discharge directly into Faulkner's Rivulet to the south.

As this cutoff drain is to replace a natural overland flow path it is required to have capacity to pass the 1% AEP plus climate change (1% AEP + CC) flow. The channel is proposed to be concrete lined with rock pitching. This will ensure the risks of scouring and erosion are mitigated.

The rational method was used to determine the expected flows from the upstream catchment. Pinion Advisory acknowledge that there are reservations associated with the reliability of the rational method for catchments of this size and nature. However, as these calculations are being undertaken on an ungauged catchment the results are considered as reliable as those produced by a runoff-routing model. The conservative nature of the analysis further reduces the need for more complex modelling.

The upstream catchment was determined to be 8Ha of undeveloped bushland and grassland. Bransby-William's formula was used to determine a TOC of 15-minutes.

Development Condition	Storm Event	Flow Rate
Upstream catchment, peak flow	1% AEP + CC, 15-min duration	1m^3/s

Civil3D Add-on Hydraflow Express was utilised to determine a suitable channel cross section to convey the 1% AEP + CC flow. The cut-off drain proposed by Hutchings Spurr Engineers (3m top width, 0.5m deep) is adequately sized assuming the channel maintains a slope of 2% or greater.

At 2% the channel has a capacity of 1.4m^3/s. If the slope reduces below this grade, an increased channel section will be required.

Refer Appendix 3 - Overland Flow Channel Analysis.

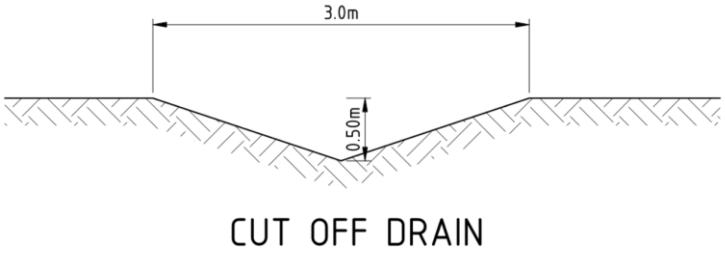


Figure 6: Proposed cut-off drain

6 Conclusions and Recommendations

The proposed stormwater system complies with best practices and Glenorchy City Council requirements in all aspects.

The proposed stormwater detention system provides a practical solution for the site and ensures adequate flow restriction to ensure the 5% AEP post development runoff can be restricted to the PSD for all storm durations.

The proposed stormwater treatment system will provide the necessary pollutant reduction targets.

The proposed overland flow path can safely convey the major (1% AEP + CC) storm event around the perimeter of the development, and discharge safely into Faulkner's Rivulet.

Appendix 1 Stormwater Calculations

STORMWATER CALCULATIONS
Proposed Site Catchment 1

PROJECT DESCRIPTION:	ON-SITE DETENTION, NEW DWELLLING	**DATE:**	12/05/2025
PROJECT ADDRESS:	LOT 1 COACH ROAD, CHIGWELL	**DESIGNED:**	*RH*
PROJECT NUMBER:	160STEWD-CONS	**REVIEWED:**	*BN*
REVISION:	DA		

pinion ADVISORY

SITE PARAMETERS

	Post Development	
Site Area	1130	m^2
Effective Impervious Area	842	m^2
Percentage Impervious	75	%
Runoff Coefficient	0.70	(-)
Time of Concentration	5	mins

PEAK CATCHMENT FLOWS FOR GIVEN AEP AT T.O.C.

	Post Development		
AEP	**$I_{tc,Y}$ (mm/h)**	**Flow (L/s)**	**Flow + 18% CC (L/s)**
10%	73.4	16.1	18.9
5%	86.3	19.8	23.4
2%	104.0	26.2	30.9
1%	119.0	31.2	36.8

Catchment Flow	19.8	L/s

STORMWATER CALCULATIONS
Proposed Site Catchment 2

PROJECT DESCRIPTION:	ON-SITE DETENTION, NEW DWELLLING	**DATE:**	12/05/2025
PROJECT ADDRESS:	LOT 1 COACH ROAD, CHIGWELL	**DESIGNED:**	*RH*
PROJECT NUMBER:	160STEWD-CONS	**REVIEWED:**	*BN*
REVISION:	DA		

pinion ADVISORY

SITE PARAMETERS

	Pre Development		Post Development	
Site Area	10000	m^2	10000	m^2
Effective Impervious Area	5680	m^2	7480	m^2
Percentage Impervious	57	%	75	%
Runoff Coefficient	0.55	(-)	0.70	(-)
Time of Concentration	30	mins	10	mins

Note: TOC for Pre Development is the Critical Catchment TOC

PEAK CATCHMENT FLOWS FOR GIVEN AEP AT T.O.C.

	Pre Development			Post Development		
AEP	**$I_{tc,Y}$ (mm/h)**	**Flow (L/s)**	**Flow + 18% CC (L/s)**	**$I_{tc,Y}$ (mm/h)**	**Flow (L/s)**	**Flow + 18% CC (L/s)**
10%	29.7	45.77	54.0	54.2	105.2	124.2
5%	35.1	56.80	67.0	64.4	131.3	154.9
2%	42.8	75.86	89.5	79.3	177.1	208.9
1%	49.2	90.99	107.4	91.6	213.4	251.8

Allowable Site Discharge:	56.8	L/s

DETENTION VOLUME AND ORIFICE SIZING

Detention			
Storm Duration (min)	**Tank Inflow (L/s)**	**Tank Outflow (L/s)**	**Storage (m3)**
10	131.2	56.8	45

	Orifice	
Head (Above Orifice):	1.5	m
No. of Orifice:	1	(-)
Total Orifice Flow:	56.1	L/s
Orifice Diameter:	150	mm

STORMWATER CALCULATIONS
Proposed Site Catchment 3

PROJECT DESCRIPTION:	ON-SITE DETENTION, NEW DWELLLING	**DATE:**	12/05/2025
PROJECT ADDRESS:	LOT 1 COACH ROAD, CHIGWELL	**DESIGNED:**	*RH*
PROJECT NUMBER:	160STEWD-CONS	**REVIEWED:**	*BN*
REVISION:	DA		

pinion ADVISORY

SITE PARAMETERS

	Post Development	
Site Area	3120	m^2
Effective Impervious Area	2328	m^2
Percentage Impervious	75	%
Runoff Coefficient	0.70	(-)
Time of Concentration	5	mins

PEAK CATCHMENT FLOWS FOR GIVEN AEP AT T.O.C.

	Post Development		
AEP	**$I_{tc,Y}$ (mm/h)**	**Flow (L/s)**	**Flow + 18% CC (L/s)**
10%	73.4	44.4	52.4
5%	86.3	54.8	64.6
2%	104.0	72.3	85.3
1%	119.0	86.3	101.9

Catchment Flow	54.8	L/s

STORMWATER CALCULATIONS
Existing Downstream Catchment 1

PROJECT DESCRIPTION:	ON-SITE DETENTION, NEW DWELLLING	**DATE:**	12/05/2025
PROJECT ADDRESS:	LOT 1 COACH ROAD, CHIGWELL	**DESIGNED:**	*RH*
PROJECT NUMBER:	160STEWD-CONS	**REVIEWED:**	*BN*
REVISION:	DA		

pinion ADVISORY

SITE PARAMETERS

	Pre Development	
Site Area	750	m^2
Effective Impervious Area	564	m^2
Percentage Impervious	75	%
Runoff Coefficient	0.70	(-)
Time of Concentration	5	mins

PEAK CATCHMENT FLOWS FOR GIVEN AEP AT T.O.C.

	Pre Development		
AEP	**$I_{tc,Y}$ (mm/h)**	**Flow (L/s)**	**Flow + 18% CC (L/s)**
10%	73.4	10.74	12.7
5%	86.3	13.26	15.6
2%	104.0	17.50	20.6
1%	119.0	20.89	24.6

Catchment Flow Rate	13.3	L/s

STORMWATER CALCULATIONS
Existing Downstream Catchment 2

PROJECT DESCRIPTION:	ON-SITE DETENTION, NEW DWELLLING	**DATE:**	12/05/2025
PROJECT ADDRESS:	LOT 1 COACH ROAD, CHIGWELL	**DESIGNED:**	*RH*
PROJECT NUMBER:	160STEWD-CONS	**REVIEWED:**	*BN*
REVISION:	DA		

SITE PARAMETERS

	Pre Development	
Site Area	16000	m^2
Effective Impervious Area	11950	m^2
Percentage Impervious	75	%
Runoff Coefficient	0.70	(-)
Time of Concentration	5	mins

PEAK CATCHMENT FLOWS FOR GIVEN AEP AT T.O.C.

	Pre Development		
AEP	**$I_{tc,Y}$ (mm/h)**	**Flow (L/s)**	**Flow + 18% CC (L/s)**
10%	73.4	227.72	268.7
5%	86.3	281.13	331.7
2%	104.0	371.06	437.8
1%	119.0	443.03	522.8

Catchment Flow Rate	281.1	L/s

STORMWATER CALCULATIONS
Existing Downstream Catchment 3

PROJECT DESCRIPTION:	ON-SITE DETENTION, NEW DWELLLING	**DATE:**	12/05/2025
PROJECT ADDRESS:	LOT 1 COACH ROAD, CHIGWELL	**DESIGNED:**	*RH*
PROJECT NUMBER:	160STEWD-CONS	**REVIEWED:**	*BN*
REVISION:	DA		

SITE PARAMETERS

	Pre Development	
Site Area	26000	m^2
Effective Impervious Area	19400	m^2
Percentage Impervious	75	%
Runoff Coefficient	0.70	(-)
Time of Concentration	5	mins

PEAK CATCHMENT FLOWS FOR GIVEN AEP AT T.O.C.

	Pre Development		
AEP	**$I_{tc,Y}$ (mm/h)**	**Flow (L/s)**	**Flow + 18% CC (L/s)**
10%	73.4	369.74	436.3
5%	86.3	456.46	538.6
2%	104.0	602.47	710.9
1%	119.0	719.34	848.8

Allowable Site Discharge:	456.5	L/s

Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Tuesday, May 13 2025

DN150 PVC @ 2%

Circular

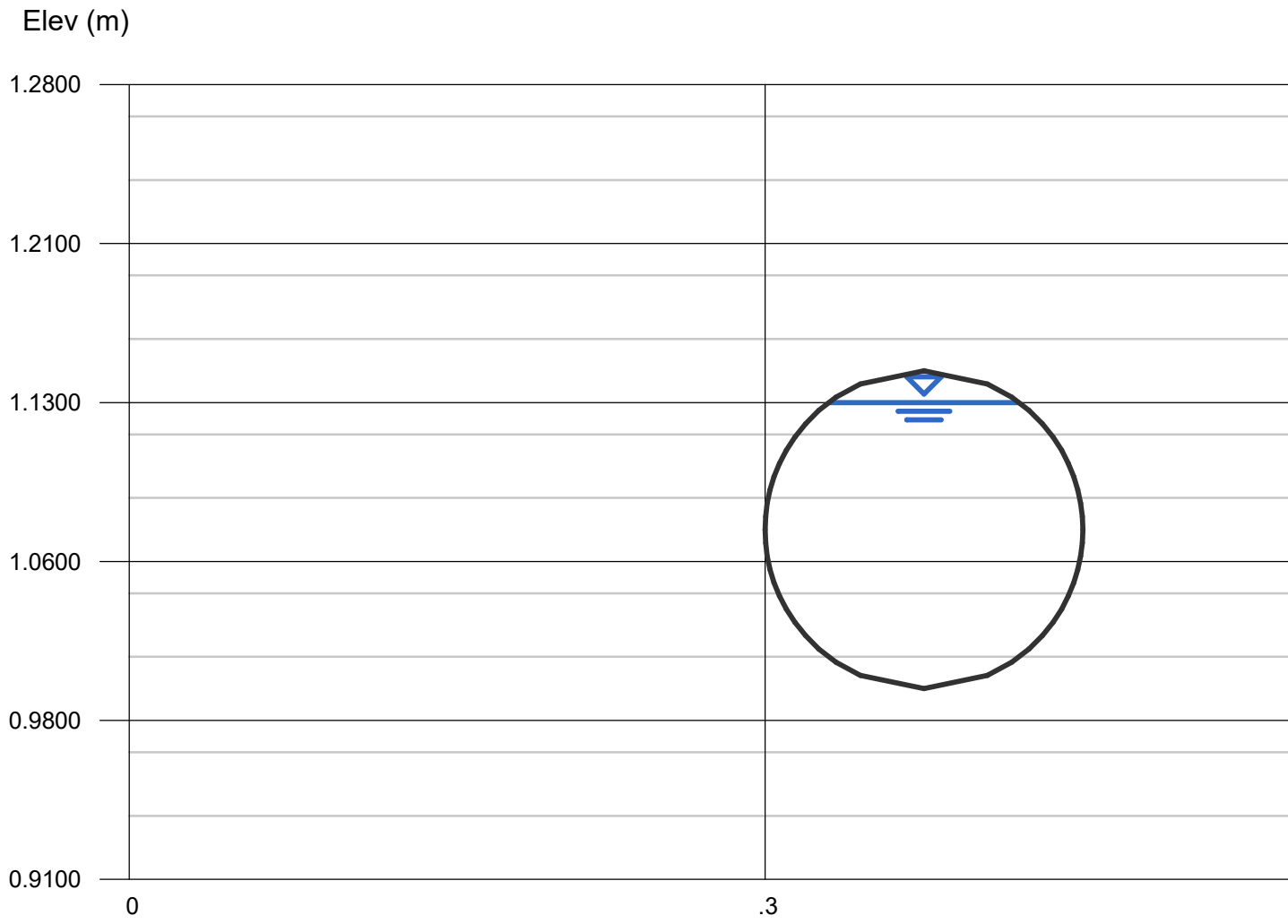
Diameter (m)	= 0.1500
Invert Elev (m)	= 1.0000
Slope (%)	= 2.0000
N-Value	= 0.011

Calculations

Compute by:	Q vs Depth
No. Increments	= 10

Highlighted

Depth (m)	= 0.1350
Q (cms)	= 0.027
Area (sqm)	= 0.0168
Velocity (m/s)	= 1.6182
Wetted Perim (m)	= 0.3750
Crit Depth, Yc (m)	= 0.1433
Top Width (m)	= 0.0898
EGL (m)	= 0.2686



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Tuesday, May 13 2025

DN375 PP @ 4%

Circular

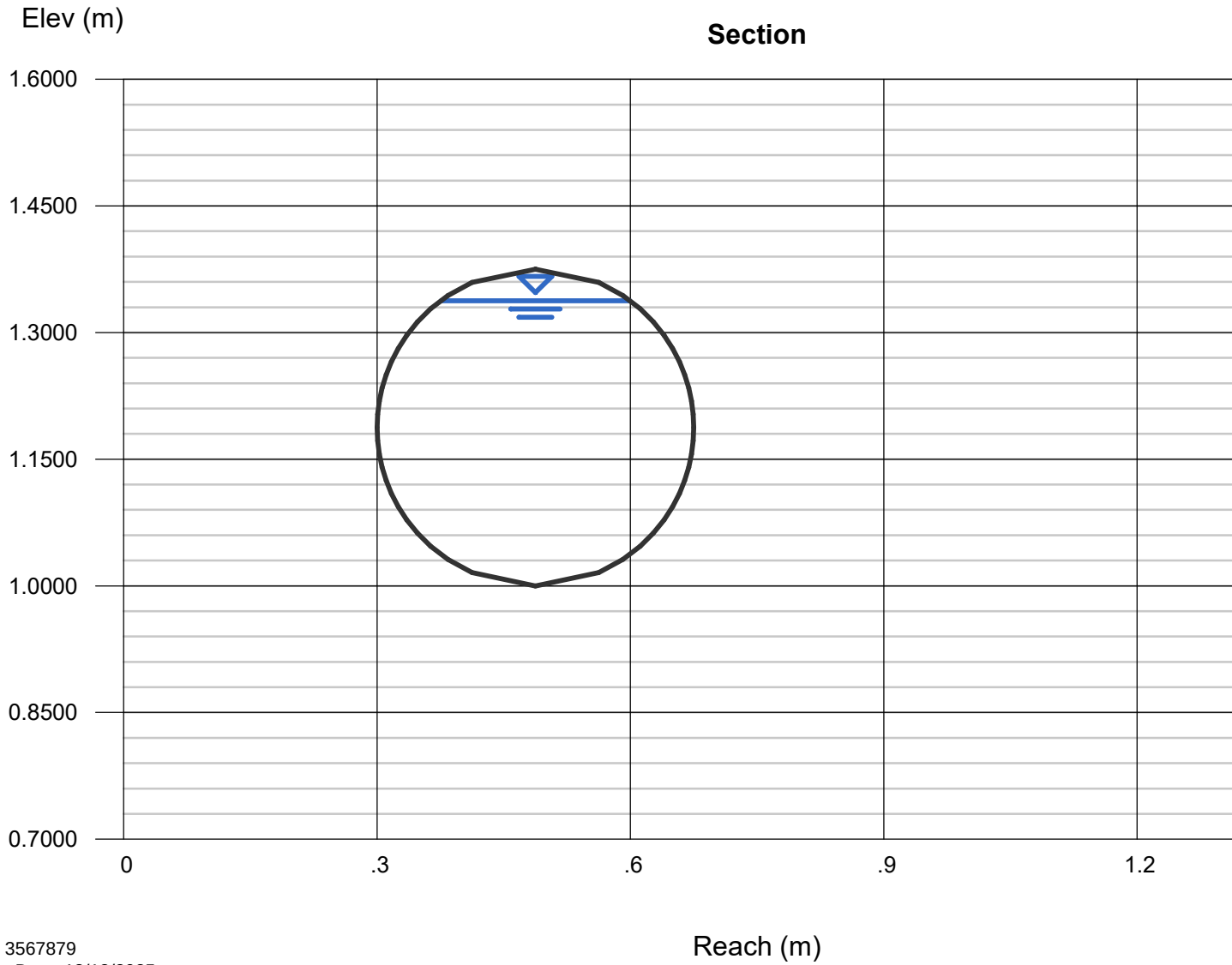
Diameter (m)	= 0.3750
Invert Elev (m)	= 1.0000
Slope (%)	= 4.0000
N-Value	= 0.011

Calculations

Compute by:	Q vs Depth
No. Increments	= 10

Highlighted

Depth (m)	= 0.3375
Q (cms)	= 0.4417
Area (sqm)	= 0.1047
Velocity (m/s)	= 4.2166
Wetted Perim (m)	= 0.9375
Crit Depth, Yc (m)	= 0.3749
Top Width (m)	= 0.2244
EGL (m)	= 1.2444



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Tuesday, May 13 2025

DN450PP @ 18%

Circular

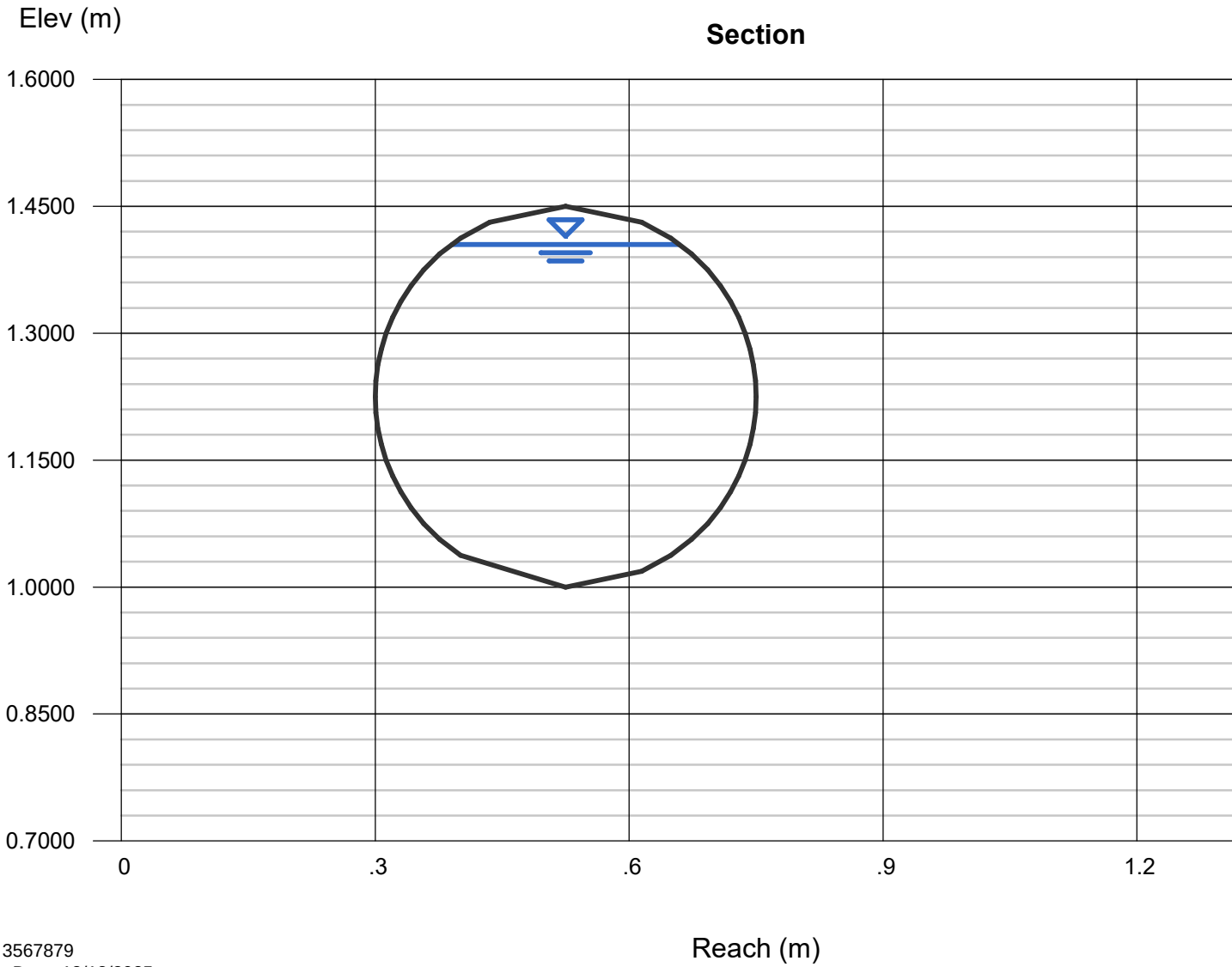
Diameter (m)	= 0.4500
Invert Elev (m)	= 1.0000
Slope (%)	= 18.0000
N-Value	= 0.011

Calculations

Compute by:	Q vs Depth
No. Increments	= 10

Highlighted

Depth (m)	= 0.4050
Q (cms)	= 1.5237
Area (sqm)	= 0.1508
Velocity (m/s)	= 10.1014
Wetted Perim (m)	= 1.1250
Crit Depth, Yc (m)	= 0.4481
Top Width (m)	= 0.2693
EGL (m)	= 5.6098



Appendix 2 Maintenance Plan (Example)

MAINTENANCE REQUIREMENTS

The maintenance requirements for the detention system are shown in Table 4.

Table 6: OSD Maintenance Requirements

Task	Description	Frequency
General cleaning and inspection	General inspection and cleaning of tank/basin and orifice. - Visual inspection of detention system and "trash grate"/orifice condition - Any build-up of silt/debris to be removed - Any blockage of "trash grate"/orifice to be removed	Once every 4 months, or after a significant storm event. Performed in conjunction of cleaning of other drainage infrastructure such as gutters and drains.

Appendix 3 Overland Flow Channel Analysis

STORMWATER CALCULATIONS
Overland Flow Channel - Upstream Catchment

PROJECT DESCRIPTION:	ON-SITE DETENTION, NEW DWELLLING	**DATE:**	12/05/2025
PROJECT ADDRESS:	LOT 1 COACH ROAD, CHIGWELL	**DESIGNED:**	*RH*
PROJECT NUMBER:	160STEWD-CONS	**REVIEWED:**	*BN*
REVISION:	DA		

CATCHMENT PARAMETERS

	Pre Development	
Catchment Area	80000	m^2
Effective Impervious Area	32000	m^2
Percentage Impervious	40	%
Runoff Coefficient	0.42	(-)
Flow Path Length	700	m
Elevation Change (Flow Path)	200	m
Time of Concentration	15	mins

PEAK CATCHMENT FLOWS FOR GIVEN AEP AT T.O.C.

	Pre Development		
AEP	**$I_{tc,Y}$ (mm/h)**	**Flow (L/s)**	**Flow + 18% CC (L/s)**
10%	43.9	410.06	483.9
5%	52.3	512.95	605.3
2%	64.5	692.85	817.6
1%	74.7	837.31	988.0

Upstream Catchment Flow	988.0	L/s

Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Friday, May 9 2025

Lot 1 Coach Rd - Overland Flow Diversion Channel

Triangular

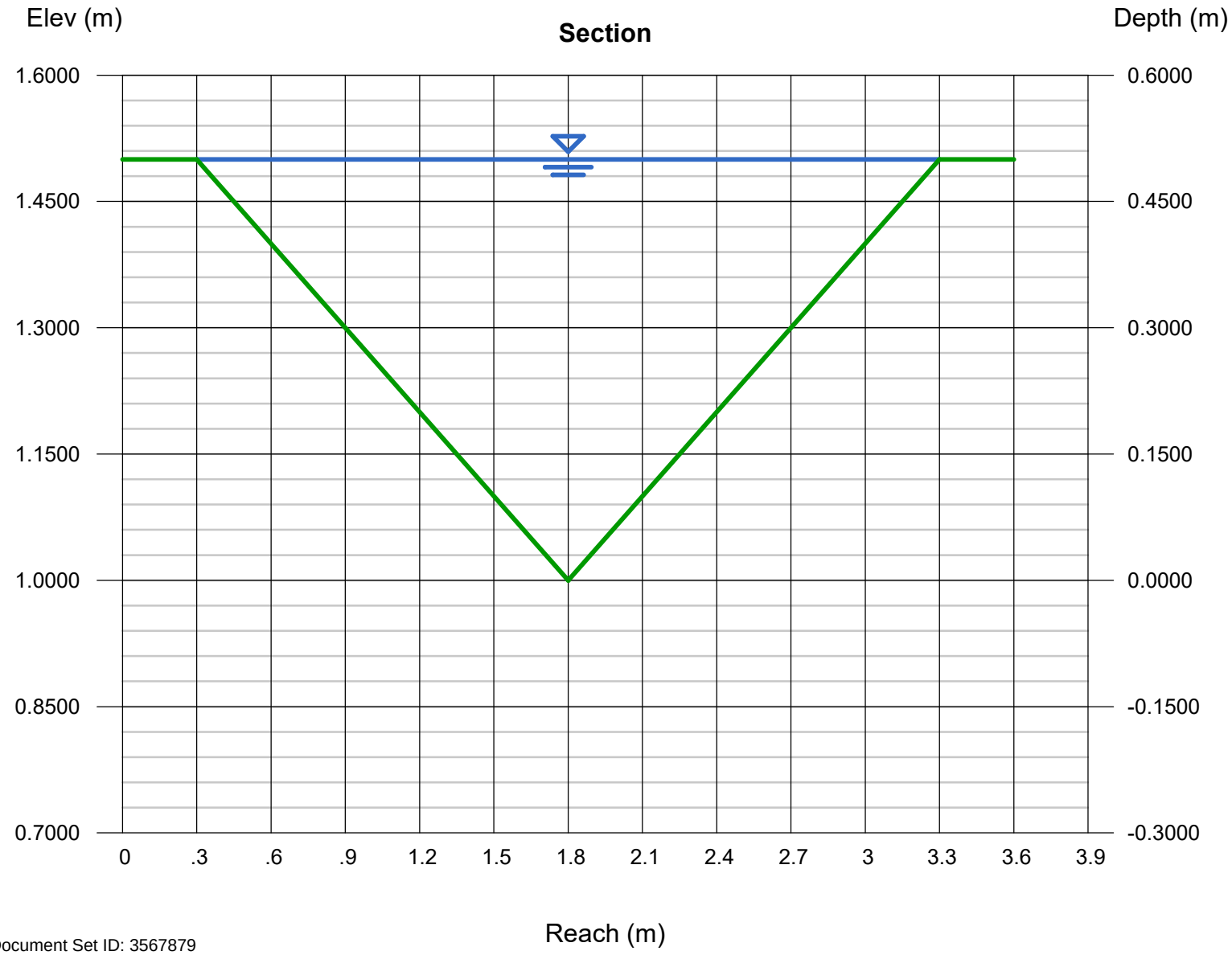
Side Slopes (z:1)	= 3.0000, 3.0000
Total Depth (m)	= 0.5000
Invert Elev (m)	= 1.0000
Slope (%)	= 2.0000
N-Value	= 0.030

Calculations

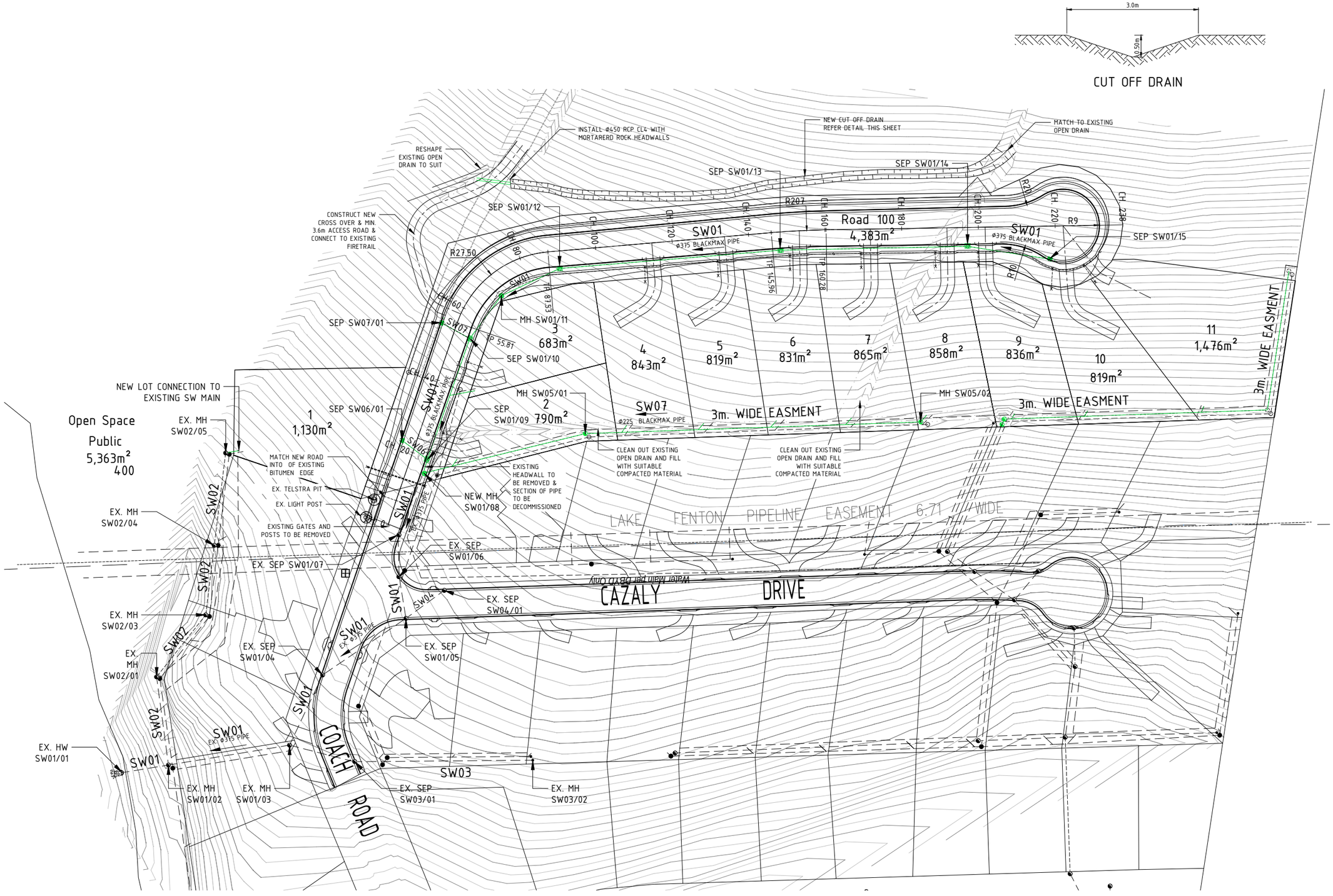
Compute by:	Q vs Depth
No. Increments	= 10

Highlighted

Depth (m)	= 0.5000
Q (cms)	= 1.3546
Area (sqm)	= 0.7500
Velocity (m/s)	= 1.8062
Wetted Perim (m)	= 3.1623
Crit Depth, Yc (m)	= 0.5000
Top Width (m)	= 3.0000
EGL (m)	= 0.6664



Appendix 4 Hutchings Spurr Design Drawings



01 ROAD & STORMWATER PLAN SHEET 01

Scale: 1:500 @ A1 1:1000 @ A3

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PROPSOSED ROAD & STORMWATER PLANS SHEET 01

SCALE	As Noted	DRAWING No.	REVISION
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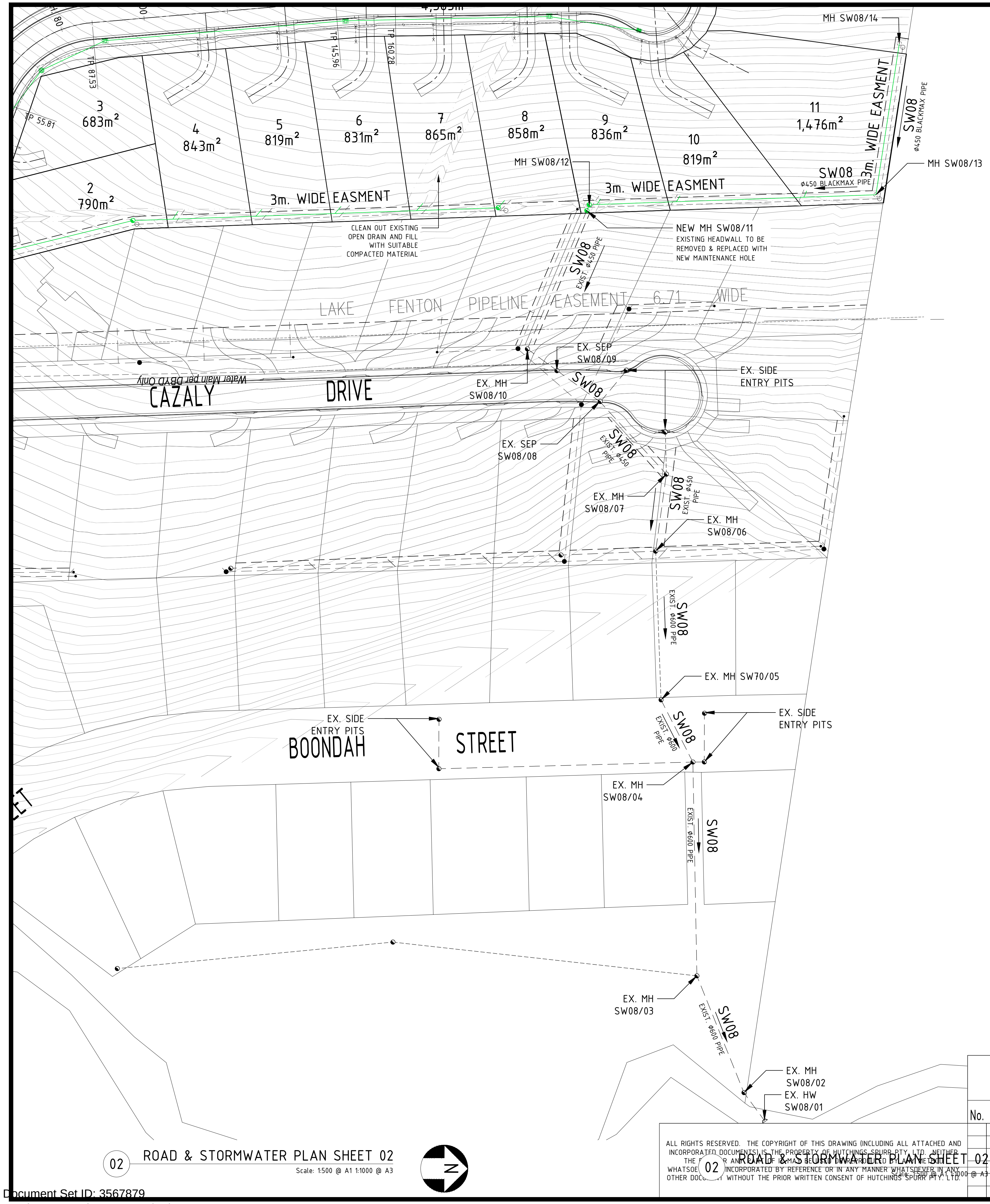

02 ROAD & STORMWATER PLAN SHEET 02
Scale: 1:500 @ A1 1:1000 @ A3

D. STEWART

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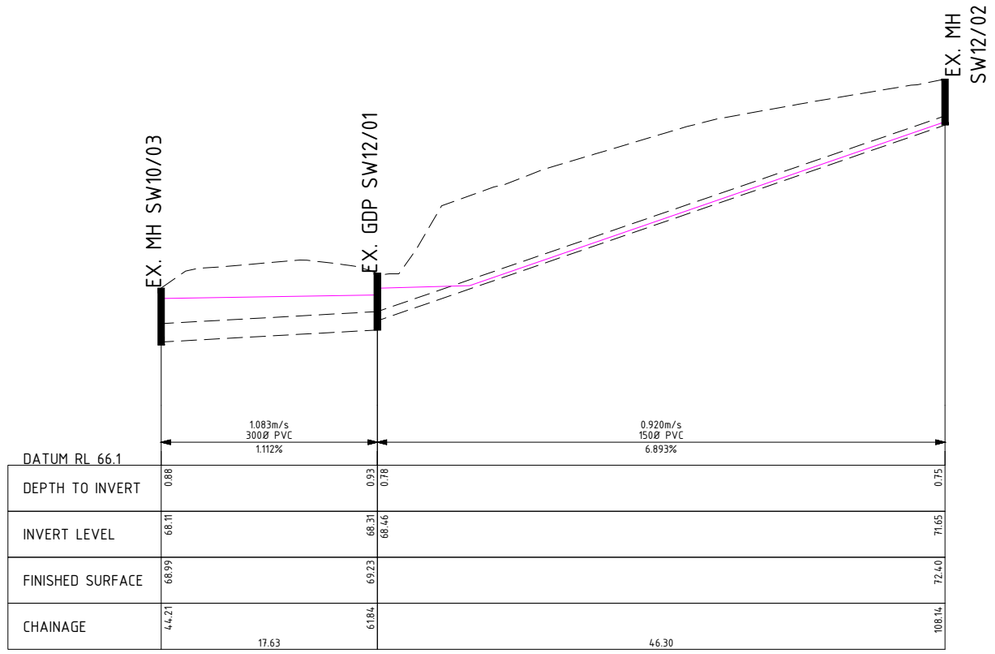
PROPSOSED ROAD & STORMWATER PLANS SHEET 02

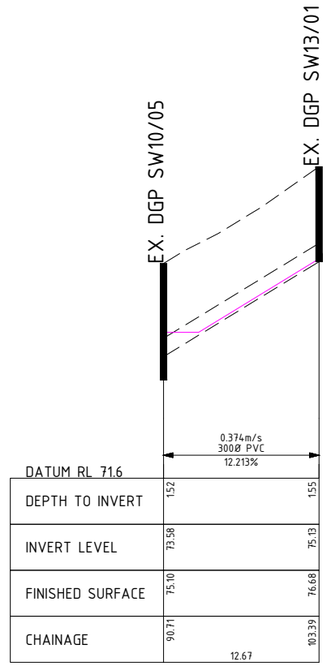
SCALE As Noted
DRAWN M. FRAWLEY DATE 17.03.2025
APPROVED --
DRAWING No. 23188-SW1
REVISION P1
No.--OF-- SHEETS



DATUM RL 66.1

DEPTH TO INVERT	0.88	0.93	0.78	0.75
INVERT LEVEL	68.11	68.31	68.46	71.65
FINISHED SURFACE	68.99	69.23		72.40
CHAINAGE	44.21	61.84		108.14
	17.63		46.30	

LONGITUDINAL SECTION FOR LINE SW12 HGL FREQUENCY 1:20
SCALES: HORIZONTAL 1:250 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:250 VERTICAL 1:50 @ A3



DATUM RL 71.6

DEPTH TO INVERT	1.52		1.55
INVERT LEVEL	73.58		75.13
FINISHED SURFACE	75.10		76.68
CHAINAGE	90.71		103.39
	12.67		

LONGITUDINAL SECTION FOR LINE SW13 HGL FREQUENCY 1:20
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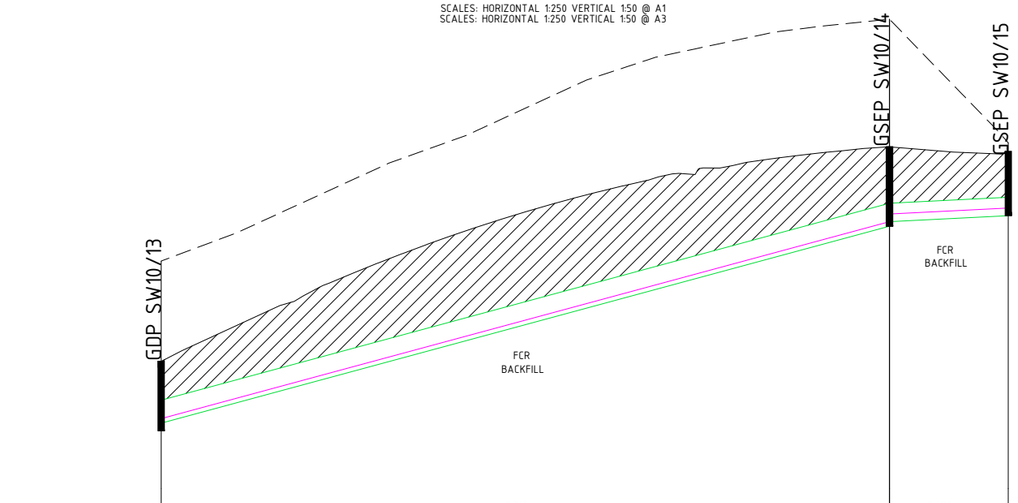
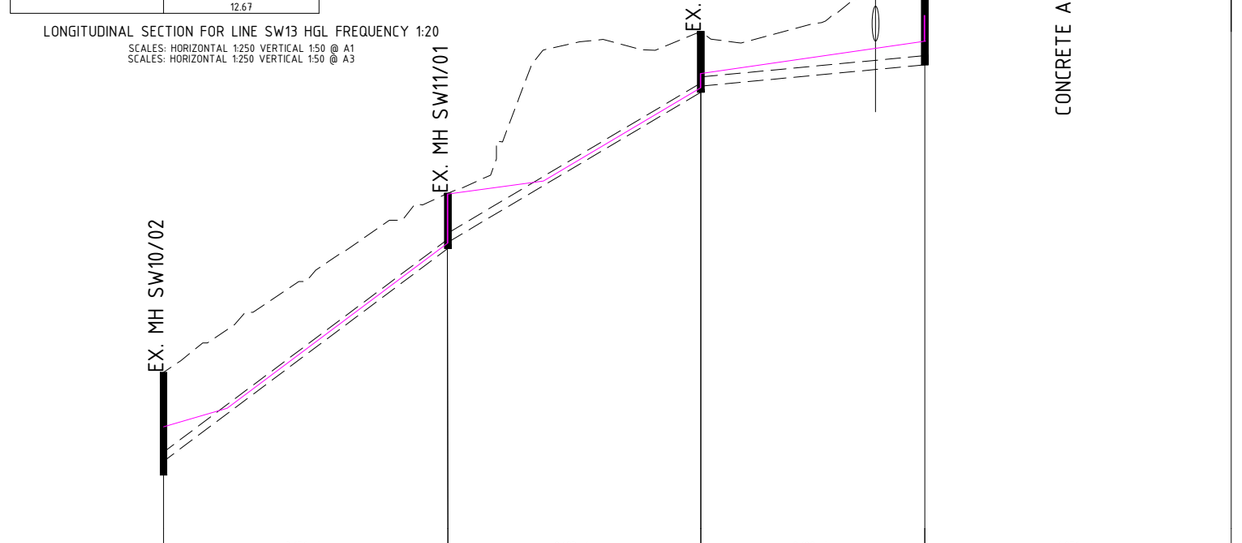
SCALES: HORIZONTAL 1:250 VERTICAL 1:50 @ A3



DATUM RL 89.9

DEPTH TO INVERT	1.01	1.30	1.22	1.05
INVERT LEVEL	91.94	95.15	95.23	95.32
FINISHED SURFACE	92.95	96.45		96.37
CHAINAGE	241.85	301.24		310.93
	59.39		9.69	

LONGITUDINAL SECTION FOR LINE SW10 HGL FREQUENCY 1:20
SCALES: HORIZONTAL 1:250 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:250 VERTICAL 1:50 @ A3



DATUM RL 57

DEPTH TO INVERT	1.45	0.90	0.80	0.99	0.89	2.26	0.64	0.81
INVERT LEVEL	59.07	62.54	62.64	65.09	65.19	65.53	67.16	71.72
FINISHED SURFACE	60.52	63.44		66.08		67.80		72.53
CHAINAGE	12.22	35.41		56.04		74.30		99.29
	23.19		20.63		18.26		24.99	

LONGITUDINAL SECTION FOR LINE SW11 HGL FREQUENCY 1:20
SCALES: HORIZONTAL 1:250 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:250 VERTICAL 1:50 @ A3

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STORMWATER LONGITUDINAL SECTIONS SHEET 08

SCALE As Noted
DRAWN M. FRAWLEY DATE 17.03.2025
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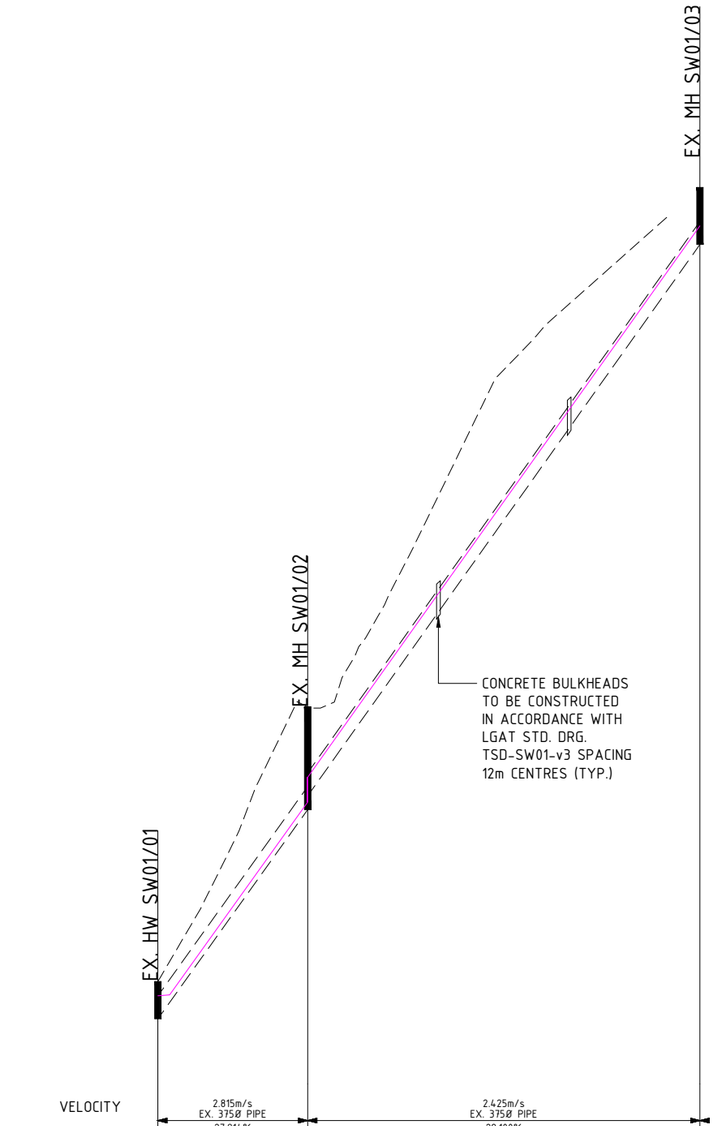
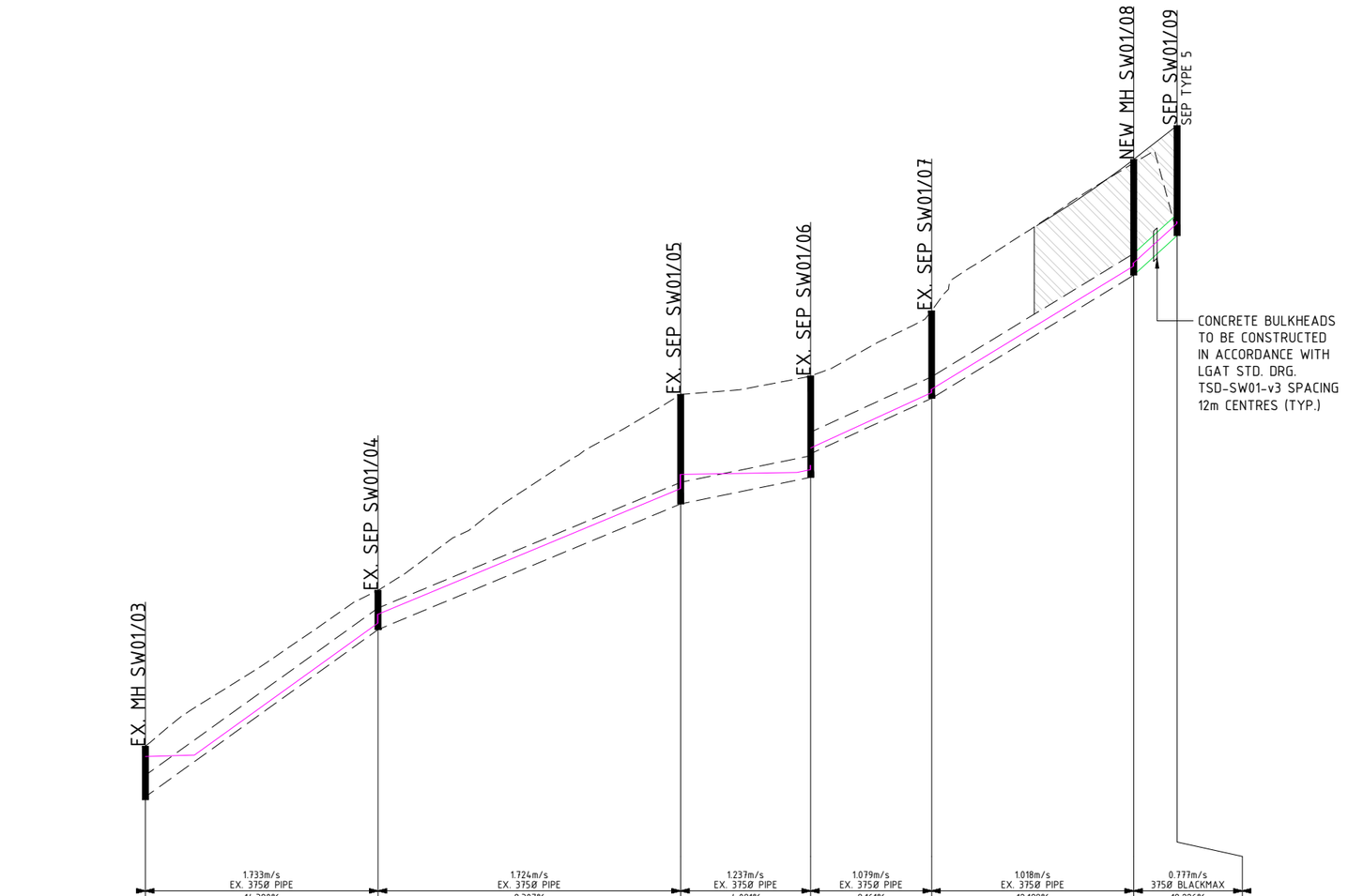


VELOCITY		2.815m/s EX. 375Ø PIPE 27.914%		2.425m/s EX. 375Ø PIPE 28.100%	
DATUM RL 53.4					
DEPTH TO INVERT	0.61	1.68	1.45		0.93
INVERT LEVEL	55.43	58.85	59.07		68.06
FINISHED SURFACE	56.04	60.52			68.99
CHAINAGE	0.00	12.22		31.99	44.21

LONGITUDINAL SECTION FOR LINE SW01 WITH 1 IN 20 HGL

SCALES: HORIZONTAL 1:250 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:500 VERTICAL 1:100 @ A3



		1.733m/s EX. 375Ø PIPE 14.380%		1.724m/s EX. 375Ø PIPE 8.307%		1.237m/s EX. 375Ø PIPE 4.091%		1.079m/s EX. 375Ø PIPE 9.161%		1.018m/s EX. 375Ø PIPE 12.189%		0.777m/s 375Ø BLACKMAX 18.226%	
DATUM RL 66.1													
DEPTH TO INVERT	0.93	0.88	0.68		1.90	1.76	1.35	1.52		2.01		1.91	
INVERT LEVEL	68.06	68.11	71.02		73.20	73.66	74.07	75.04		77.17		77.86	
FINISHED SURFACE	68.99		71.70		75.10	75.42		76.56		79.19		79.78	
CHAINAGE	44.21	64.42		90.71		102.01		112.52	130.07		133.84		
		20.22		26.29		11.29	10.51		17.55		3.77		

LONGITUDINAL SECTION FOR LINE SW01 WITH 1 IN 20 HGL

SCALES: HORIZONTAL 1:250 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:500 VERTICAL 1:100 @ A3

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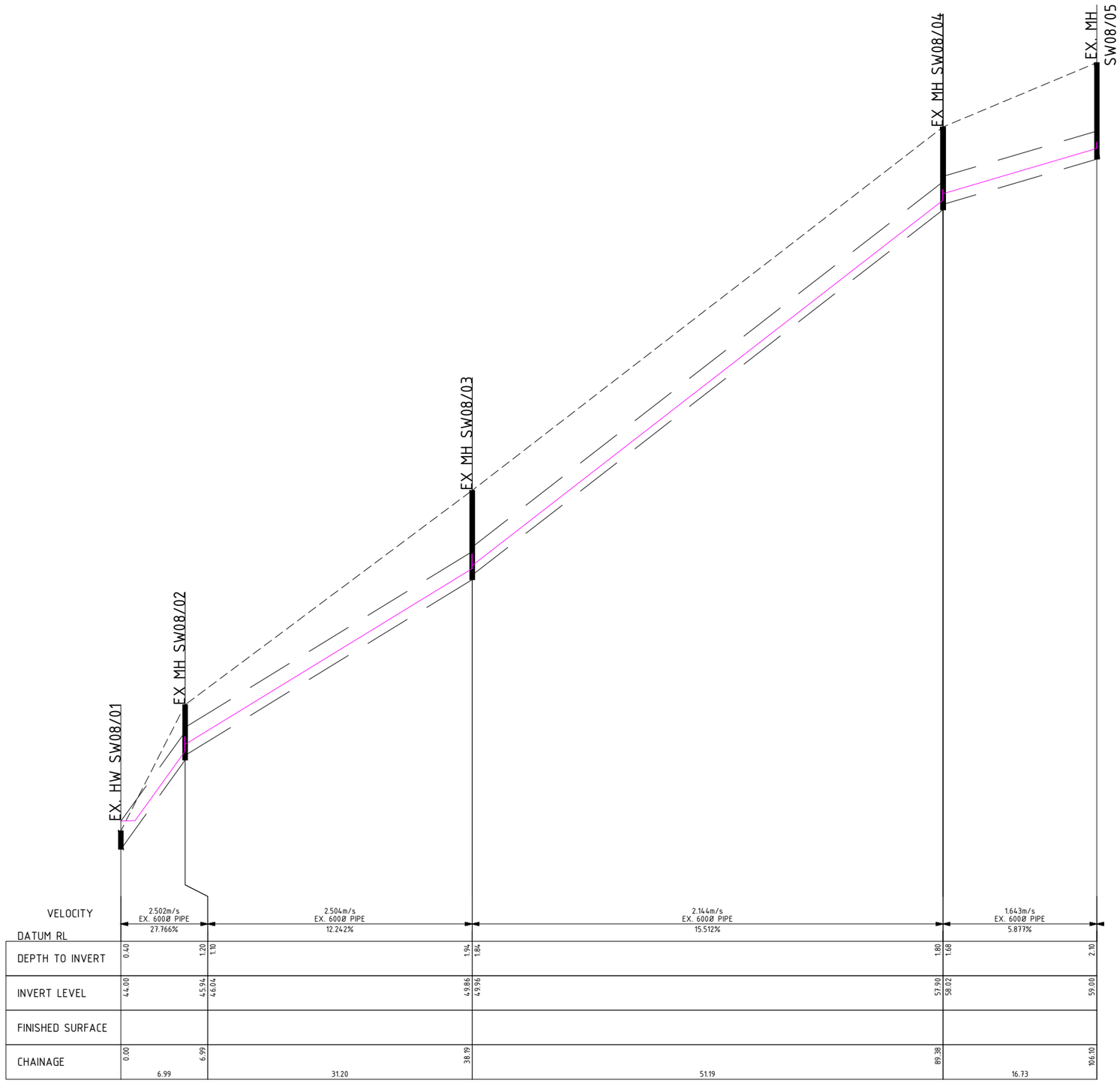

VELOCITY	2.502m/s EX. 600Ø PIPE 27.766%	2.504m/s EX. 600Ø PIPE 12.242%	2.144m/s EX. 600Ø PIPE 15.512%	1.643m/s EX. 600Ø PIPE 5.877%
DATUM RL				
DEPTH TO INVERT	0.40 1.20	1.10 1.94	1.84 1.80	1.68 2.10
INVERT LEVEL	44.00 45.94	46.04 49.86	49.96 57.90	58.02 59.00
FINISHED SURFACE				
CHAINAGE	0.00 6.99 6.99	38.19 31.20	89.38 51.19	106.10 16.73

LONGITUNDINAL SECTION FOR LINE SW08 WITH 1 IN 20 HGL

SCALES: HORIZONTAL 1:250 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:500 VERTICAL 1:100 @ A3

VELOCITY	1.566m/s EX. 600Ø PIPE 16.553%	2.259m/s EX. 450Ø PIPE 18.047%
DATUM RL 57	RL 57	
DEPTH TO INVERT	2.10 1.49	1.33 1.13
INVERT LEVEL	59.00 64.89	65.05 68.41
FINISHED SURFACE	66.38	69.54
CHAINAGE	106.10 141.72 35.62	160.34 18.62

LONGITUDINAL SECTION FOR LINE SW08 WITH 1 IN 20 HGL

SCALES: HORIZONTAL 1:250 VERTICAL 1:50 @ A1
SCALES: HORIZONTAL 1:500 VERTICAL 1:100 @ A3

No.	AMENDMENT	DATE	DRG No.	REFERENCE

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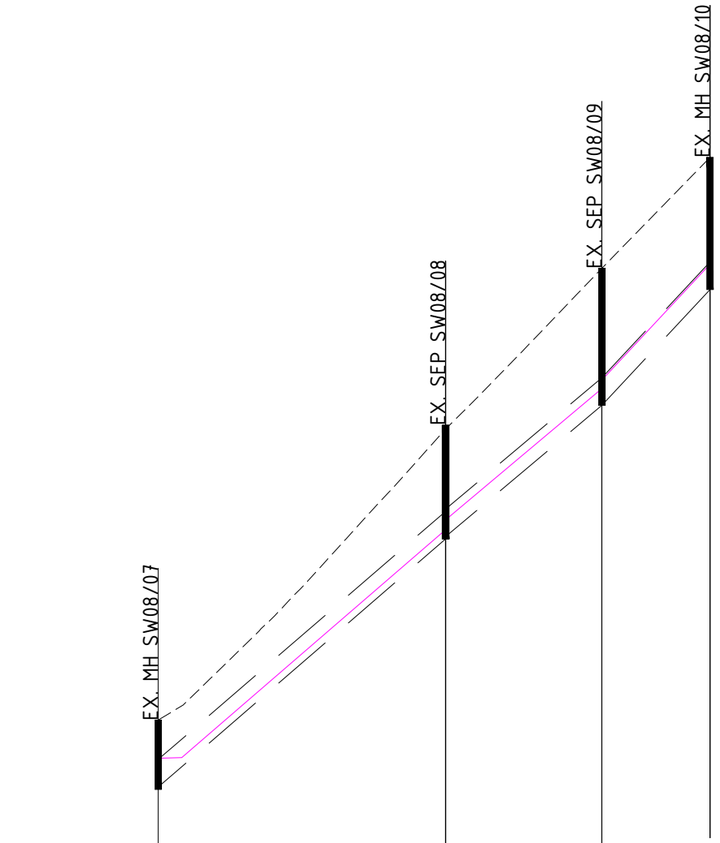
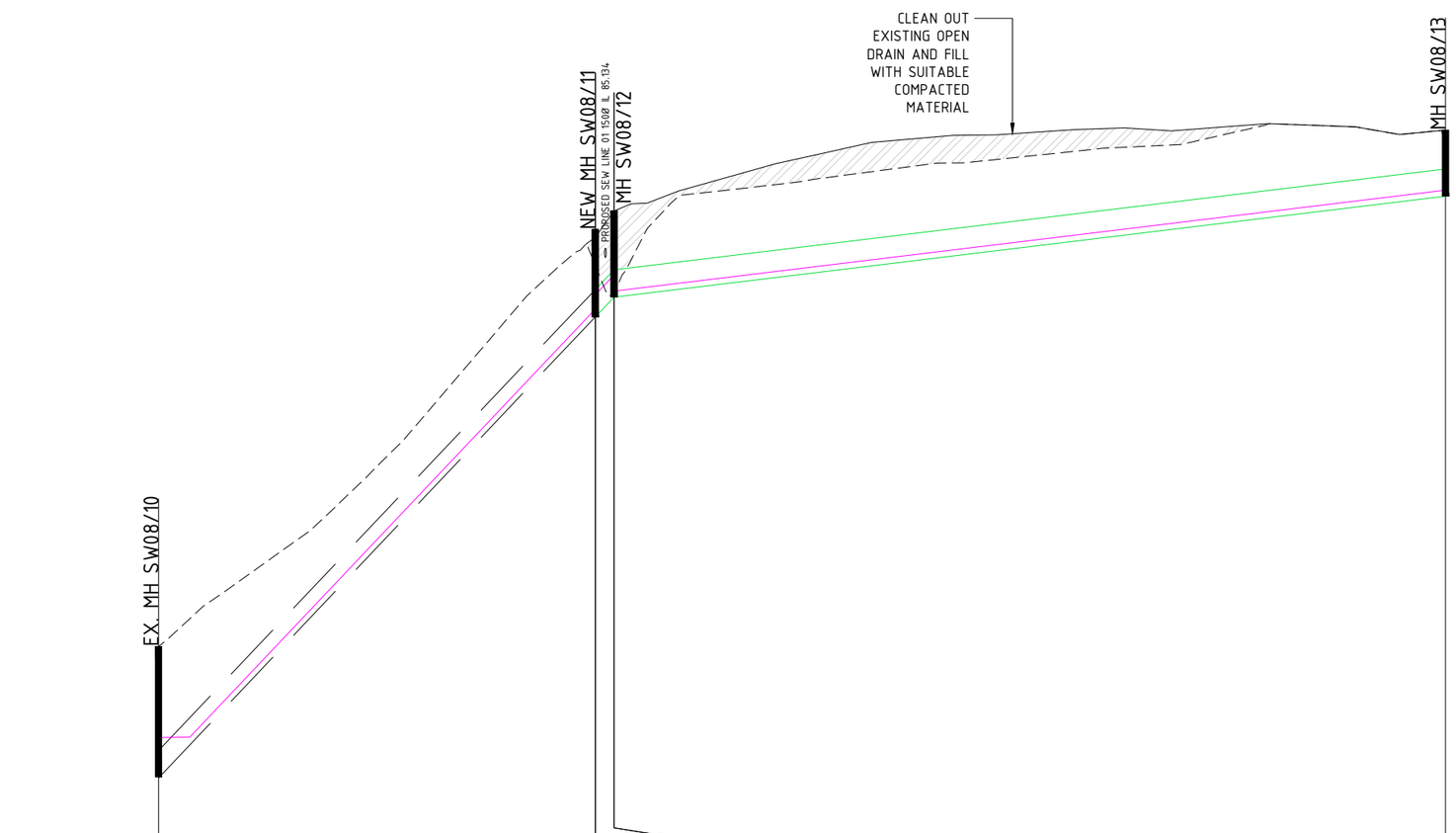


VELOCITY		1.785m/s 450Ø Class 2 RCP 17.255%		1.652m/s 450Ø Class 2 RCP 16.795%		1.587m/s 450Ø Class 2 RCP 21.422%	
DATUM RL 66.4							
DEPTH TO INVERT	1.09		1.86		2.24		
INVERT LEVEL	68.45		72.50	72.54	74.68		
FINISHED SURFACE	69.54		74.29		76.91		
CHAINAGE	160.34	23.44	183.78	12.74	196.52	8.82	



VELOCITY		1.473m/s 450Ø Class 2 RCP 21.095%		0.257m/s 450Ø Class 2 RCP 21.095%		0.300m/s 450Ø Class 2 RCP 2.424%	
DATUM RL 74.5							
DEPTH TO INVERT	2.15	2.17	1.44	1.42		1.09	
INVERT LEVEL	76.56	76.55	84.16	84.48		86.15	
FINISHED SURFACE	78.72		85.01	84.55		87.24	
CHAINAGE	205.34	36.06	241.40	1.54	242.95	68.65	311.60

LONGITUNDINAL SECTION FOR LINE SW08
SCALES: HORIZONTAL 1:250 VERTICAL 1:50

No.	AMENDMENT	DATE	DRG No.	REFERENCE

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