



# **Glenorchy Planning Authority**

## **Meeting**

### **Monday, 16 February 2026**

## **AGENDA**

Notice is hereby given of a Meeting of the Glenorchy Planning Authority to be held at the Council Chambers commencing at 3:30pm.



## **GLENORCHY CITY COUNCIL**

Elected Members with an interest or concern in relation to a particular item on this Agenda, are invited to attend the meeting.

All application information is available to Elected Members for inspection upon request to the relevant Planning Officer.

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## **1 PLANNING AUTHORITY DECLARATION**

The Chairperson stated that the Glenorchy Planning Authority (GPA) intended to act as a Planning Authority under the Land Use Planning and Approvals Act 1993.

## **2 APOLOGIES**

## **3 PECUNIARY INTEREST NOTIFICATION**

## **4 CONFIRMATION OF MINUTES (OPEN MEETING)**

That the minutes of the Glenorchy Planning Authority meeting held on 27 January 2026 be confirmed.

## 5 PROPOSED USE AND DEVELOPMENT – 12 LOT SUBDIVISION PLUS ROAD AND PUBLIC OPEN SPACE – COACH ROAD, CHIGWELL

Author: Planning Officer – Adam Smee  
Qualified Person: Planning Officer – Adam Smee  
Property ID: 3256490

### **REPORT SUMMARY**

<b>Application No.:</b>	<b>PLN-25-153</b>
<b>Applicant:</b>	<b>MC Planners</b>
<b>Owner:</b>	<b>David Stewart Homes Pty Ltd</b>
<b>Zone:</b>	<b>General Residential Zone and Landscape Conservation Zone</b>
<b>Use Class</b>	<b>Subdivision (no use class)</b>
<b>Application Status:</b>	<b>Discretionary</b>
<b>Discretions:</b>	<b><i>8.6.1 Lot Design P1, P2, and P4;</i> <i>8.6.2 Roads P1,</i> <i>22.4.4 Landscape protection P1 and P2,</i> <i>22.5.1 Lot Design P1 and P4,</i> <i>C6.10.1 Lot design on a Local Heritage Place P1,</i> <i>C7.6.2 Clearance within a priority vegetation area P1.1 and P1.2,</i> <i>C7.7.2 Subdivision within a priority vegetation area P1.1 and P1.2,</i> <i>C8.6.1 Development within a scenic protection area P1.1 and P1.2.</i></b>
	<b>(The proposal meets all other applicable standards as demonstrated in the attached appendices)</b>

<b>Level 2 Activity?</b>	<b>No</b>
<b>42 Days Expires:</b>	<b>18 February 2026</b>
<b>Existing Land Use:</b>	<b>No existing land use (vacant site)</b>
<b>Representations:</b>	<b>One Representation</b>
<b>Recommendation:</b>	<b>Approval subject to conditions.</b>

## **REPORT IN DETAIL**

### **PROPOSAL**

The proposal is to subdivide the easternmost part of the subject property into 11 residential lots, a road lot, and a public open space (POS) lot. The remainder of the property would be contained within a balance lot with an area of approximately 71.47ha. A new road is proposed in order to provide frontage and access to the lots. The new road would extend from the current end of Coach Road and generally run parallel to nearby Cazaly Drive. Plans are included in Attachment 1.

The size of the proposed residential lots would vary from approximately 680m<sup>2</sup> to over 1400m<sup>2</sup>. The majority of the residential lots would have areas between 800m<sup>2</sup> and 900m<sup>2</sup>. The proposed POS lot would have an area of 4286m<sup>2</sup> and would include the land within the property between Faulkners Rivulet and the row of houses on the southern side of Coach Road.

The proposed residential lots would be provided with connections to reticulated services, including TasWater's water and sewer networks. The lots would also be provided with connections to infrastructure that would become part of Council's stormwater network.

### **SITE and LOCALITY**

The site is a large property at the western edge of the suburb of Chigwell. The property has an irregular shape and an area of approximately 73.33ha. The majority of the area of the property is native forest, although there is a cleared area within the western part (see figure 1 below). A track runs through the property from the end of Coach Road to the western boundary where it connects with the Lowes Ridge Fire Trail.

Faulkner Rivulet is contiguous with part of the property's eastern boundary. There is a large, established residential area to the south-east of the property, on the opposite side of the rivulet. There is a smaller residential area to the east of the site, between it and the rivulet, that is accessed via Boondar Street, Coach Road, and Cazaly Drive.

The majority of the area of the adjoining property to the north and west of the subject property is native forest, although there are cleared areas within the northern and eastern parts of this adjoining property. The adjoining property to the south is Council owned and also mostly native forest (see figures 1 and 2 below).

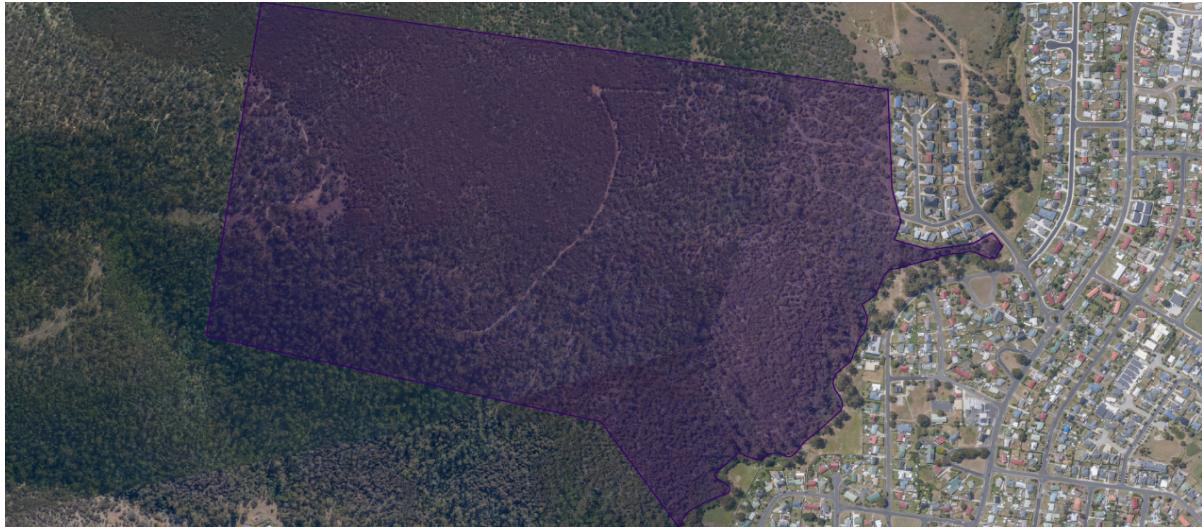


Figure 1: aerial view of subject property (shaded in purple) and surrounding area (source: GCC Spectrum GIS accessed 23/12/2025).



Figure 2: closer aerial view of the eastern part of the subject property (shaded in purple) and surrounding area (source: GCC Spectrum GIS accessed 23/12/2025).

## ZONE

The easternmost part of the property is within the General Residential Zone. The remainder of the property is with the Landscape Conservation Zone (see figure 3 below). The proposed residential lots and the POS lot would be within the part of the property that is within the General Residential Zone. The balance lot would be mostly within the Landscape Conservation Zone, although as proposed, a small part of this lot measuring approximately 269m<sup>2</sup> would be within the General Residential Zone.

The residential areas to the east of the property are within the General Residential Zone. The adjacent land that is contiguous with Faulkner Rivulet is within the Environmental Management Zone.

The adjoining land to the north and west is within the Landscape Conservation Zone. The Council owned land to the south is within the Environmental Management Zone (see figure 3 below).



Figure 3: aerial view of subject property (shaded in purple) and surrounding area with zoning overlay (source: GCC Spectrum GIS accessed 23/12/2025).

## BACKGROUND

Council issued a Planning Permit for a subdivision of the adjoining property to the north (15 Karambi Street) in August 2025 (see PLN-24-129). This subdivision is similar to that currently proposed as it includes the creation of residential lots within the part of the adjoining property that is within the General Residential Zone and a much larger balance lot within the Landscape Conservation Zone.

## ASSESSMENT

### STATE POLICIES, OBJECTIVES of LUPAA

There are no inconsistencies with any other State Policies or with the objectives of the *Land Use Planning and Approvals Act 1993* (LUPAA).

A condition is recommended requiring appropriate soil and water management to prevent erosion and the transport of sediments into surface waters, consistent with the State Policy on Water Quality Management.

**TASMANIAN PLANNING SCHEME - GLENORCHY 2021****State Planning Provisions (SPP)****Administration****Exemptions (Tables 4.1 – 4.6)**

No exemptions apply to the proposal.

**Planning Scheme Operation**

Pursuant to sub-clause 6.2.6, a subdivision does not need to be categorised into a use class.

**Other relevant definitions (Clause 3.0):**

*Subdivide means to divide the surface of a lot by creating estates or interests giving separate rights of occupation otherwise than by:*

- (a) *a lease of a building or of the land belonging to and contiguous to a building between the occupiers of that building;*
- (b) *a lease of airspace around or above a building;*
- (c) *a lease of a term not exceeding 10 years or for a term not capable of exceeding 10 years;*
- (d) *the creation of a lot on a strata scheme or a staged development scheme under the Strata Titles Act 1998; or*
- (e) *an order adhering existing parcels of land.*

*Subdivision means the act of subdividing or the lot subject to an act of subdividing.*

**General Provisions**

The following General Provisions of the Scheme apply to this proposal:

**7.10 Development not Required to be Categorised into a Use Class**

In accordance with sub-clause 7.10.1, an application seeking approval for development that does not need to be categorised into a use class may be approved at the discretion of the planning authority. Sub-clause 7.10.2 states that:

*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.*

Sub-clause 7.10.3 states that:

*In exercising its discretion under sub-clauses 7.10.1 and 7.10.2 of this planning scheme, the planning authority must have regard to:*

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- (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.

With regard to the matters raised in clause 7.10.3, the proposal is considered to be consistent with the purpose of the applicable zones. The proposal is considered to be consistent with purpose of the General Residential Zone because full infrastructure services would be provided for the proposed residential lots, and they are likely to accommodate a range of dwelling types. The proposal is also considered to provide for the efficient utilisation of available social, transport, and other service infrastructure. The proposal is considered to be consistent with purpose of the Landscape Conservation Zone as there would be no significant impact upon landscape values as a result of the proposed subdivision.

The proposal is considered to be consistent with the purpose of the applicable codes. The proposal is consistent with the purpose of the Parking and Sustainable Transport Code because access for pedestrians, vehicles, and cyclists would be provided within the proposed subdivision that is safe and adequate. The proposal would maintain the safety and efficiency of the road network and is therefore consistent with the purpose of the Road and Railway Assets Code.

The proposal is consistent with the purpose of the Local Historic Heritage Code because the local historic heritage significance of local places would be protected. The proposal is consistent with the purpose of the Natural Assets Code because impacts on natural assets and the natural ecological function of watercourses would be minimised.

The proposed subdivision would ensure that landscapes that are identified as important for their scenic values would be protected and is therefore consistent with the purpose of the Scenic Protection Code. The proposed subdivision would ensure that future development that is subject to risk from flood is appropriately located and managed, ensuring that the proposal is consistent with the purpose of the Flood-Prone Areas Hazard Code.

The proposed subdivision would ensure that future development is appropriately designed, located, serviced, and constructed to reduce the risk to human life and property caused by bushfires. The proposal is therefore consistent with the Bushfire-Prone Areas Code.

The proposal is consistent with the purpose of the Landslip Hazard Code because the proposed subdivision would ensure that tolerable risk can be achieved and maintained for the type, scale, and intensity and intended life of likely use and development on land within a landslip hazard area.

There are no relevant local area objectives or applicable specific area plan. The proposal is considered to be consistent with the matters raised by sub-clause 7.10.3.

The proposal is considered unlikely to have an unreasonable detrimental impact on adjoining uses or the amenity of the surrounding area. The proposed creation of residential lots on a part of the property that is adjacent to an established residential area is not considered likely to result in unreasonable impacts. While the proposal would have some impact upon the road network as a result of additional traffic generation, this impact is not considered to be unreasonable, as the network has sufficient capacity to absorb this impact.

The exercise of discretion under sub-clauses 7.10.1 and 7.10.2 is therefore recommended.

## **Zones**

The land is within the General Residential Zone and the Landscape Conservation Zone. The following development standards therefore apply to this proposal. As noted earlier, the proposed balance lot would be mostly within the Landscape Conservation Zone, however, a small part of this lot would be within the General Residential Zone.

There is no explanation provided in the application regarding this proposed arrangement. The part of the balance lot that would be within the General Residential Zone would be a narrow triangular shaped parcel of land with an area of approximately 269m<sup>2</sup>. This area of land is therefore unlikely to be viable as a separate future lot and it is clearly intended for a different purpose to the remainder of the balance lot.

Therefore, it is considered reasonable to require the part of the balance lot that is proposed within the General Residential Zone to be made part of the adjacent proposed residential lot (lot 1). A condition of approval to this effect should be included upon any Planning Permit issued for the proposal. A condition should also require the Bushfire Hazard Management Plan provided for the subdivision to be updated to reflect the required change in the boundaries of the balance lot and lot 1.

The below assessment of the proposal against the relevant Development Standards for Subdivisions is provided on the basis that the proposed balance lot will be entirely contained within the Landscape Conservation Zone, as required by the condition recommended above.

## **8.0 General Residential Zone - 8.6 Development Standards for Subdivisions**

### **8.6.1 Lot design P1**

Sub-clause (a)(i) of the acceptable solution A1 for clause 8.6.1 requires a proposed lot to be able to contain a minimum area of 10m x 15m with a gradient not steeper than 1 in 5. The proposal does not comply with this sub-clause because the gradient of several lots (lots 1 and lots 7 to 11) would be steeper than 1 in 5. The proposal therefore relies upon the performance criterion P1 for clause 8.6.1, which states that:

*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.*

The lots that would have gradients steeper than 1 in 5 are considered to have sufficient useable area and dimensions suitable for the likely intended use. While a subdivision is not required to be categorised into a use class, the proposed residential lots are most likely to be developed for residential purposes given the zoning of the land.

The relevant lots are considered to have sufficient useable area and dimensions suitable to allow houses to be built upon them. For example, the smaller of the lots that would have gradients steeper than 1 in 5 (lots 7, 8, 9, and 10) would have regular, generally rectangular shapes with the long axis generally orientated parallel to the prevailing slope. This arrangement is considered to adequately allow for future residential development, including access and parking for such development. The greater area of the larger lots that would have gradients steeper than 1 in 5 (lots 1 and 11) is considered to make adequate provision for future likely development upon these lots.

Given the regular shape of the proposed lots and the larger size of some of the lots that would have steeper gradients, the proposal is considered to comply with sub-clauses (a) and (b) of the above performance criterion, as future buildings upon the lots may be located so that requirements such as setbacks are met.

With regard to sub-clause (c), the topography of the site is sloping and relatively steep in places. It is also noted that the area available on the subject property for the creation of residential lots is roughly rectangular in shape, with the long axis of this area generally orientated parallel to the prevailing slope. In this context, the proposal is considered to be a reasonable response to the topography of the land.

While there are natural hazards present on the site, they do not appear to have affected the provision of minimum areas for each lot. It is noted that the area shown for each residential lot is outside of any mapped hazard area, save for the bushfire prone-areas overlay, which applies to the entire site. The proposal is therefore consistent with the above sub-clause (d).

The gradient of the lots that would have minimum areas with gradients steeper than 1 in 5 is not considered likely to unreasonably impact upon the provision of private open space (POS) for these lots. As discussed above, these lots either have favourable dimensions and orientation and/or larger areas that would make adequate provision for future residential development. The proposal is therefore considered to comply with sub-clause (e).

In terms of the orientation of roads and lots relative to the prevailing slope, the proposed subdivision would have an arrangement that is similar to that found to the south of the site. Both Boondar Street and Cazaly Drive to the east of the site are orientated generally perpendicular to the prevailing slope, similar to how the new road would be orientated within the proposed subdivision. The lots accessed from these existing streets are orientated with their long axes perpendicular to the prevailing slope. The gradient of the building areas for the majority of these existing lots is greater than 1 in 5. Therefore, the proposal is considered to be consistent with the pattern of development existing on established properties in the area and to therefore comply with sub-clause (f).

The proposal complies with the performance criterion P1 for clause 8.6.1 and therefore meets the standard.

#### 8.6.1 Lot design P2

The acceptable solution A2 for clause 8.6.1 requires each lot to have a frontage of not less than 12m. The proposal includes a lot (lot 11) that would have less than 12m of frontage. The proposal therefore relies upon the performance criterion P2 for clause 8.6.1, which states that:

*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.*

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As discussed earlier, while a subdivision is not required to be categorised into a use class, the proposed residential lots are most likely to be developed for residential purposes given the zoning of the land. The intended use of the lots is therefore considered to be for residential use, i.e. most likely for single and multiple dwellings.

The width of frontage proposed for lot 11 considered to adequately provide for future residential development. This lot would be provided with approximately 7.8m of frontage to the cul-de-sac proposed at the end of the new road. The lot would be wedge shaped so would widen from the frontage into the body of the lot. As discussed earlier, lot 11 would have an area of 1476m<sup>2</sup>. This larger area would ensure that access to future development upon the lot may be provided from the lot frontage. The proposal therefore complies with the above sub-clause (a).

None of the proposed lots would rely upon a right of way. Therefore, sub-clause (b) is not considered relevant.

While lot 11 would be sloping and would have a gradient greater than 1 in 5, this is not considered likely to cause issues for the provision of access to future development when considered with the reduced frontage proposed for the lot. As noted earlier, the lot would widen from the frontage, so is considered likely to be able to accommodate any retaining structure required for any access provided to future development upon the lot. Therefore, the frontage provided for lot 11 would be sufficient for the intended use having regard to the topography of the site. The proposal therefore complies with sub-clause (c).

The frontage provided for lot 11 is considered to have adequate functionality and useability. As discussed above, the frontage is considered to make adequate provision for access to future development upon the lot. It is also noted that the lot would be located at the end of the proposed road, which is likely to reduce potential traffic issues, such as sight distances considerations at the access point for example. The proposal is therefore considered to be consistent with sub-clause (d).

As noted above, lot 11 would be a larger lot. This larger area is likely to allow for adequate vehicle manoeuvring areas upon the respective lot. The reduced frontage proposed for this lot is not considered likely to significantly affect the ability to manoeuvre vehicles on the site. The proposal is therefore consistent with sub-clause (e).

The proposed subdivision would follow a similar layout to that found nearby to the north and east. For example, reduced frontages are more commonly found on the properties that have frontage to the cul-de-sacs to the east of the site. The proposal is therefore consistent with the pattern of development existing on established properties in the area, as required by sub-clause (f).

The proposal complies with the performance criterion P2 for clause 8.6.1 and therefore meets the standard.

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### 8.6.1 Lot design P4

The acceptable solution A4 for clause 8.6.1 requires a lot within a subdivision with a new road to have the long axis of the lot orientated within 30 degrees of north. The proposal includes several lots that would not have the long axis orientated within 30 degrees of north. Lots 4 to 11 would not have the long axis generally orientated to the north. The proposal therefore relies upon the performance criterion P4 for clause 8.6.1 which states that:

*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.*

The proposed lots that would not have the long axis orientated within 30 degrees of north would be larger lots. The smallest of these lots would have an area of 819m<sup>2</sup> which is larger than the minimum required. The topography of the site would assist in ensuring that adequate morning solar access is provided to future development upon these lots. Such development would be above the level of existing and likely development to the east so is likely to have solar access during morning periods.

Future development upon lots 4 to 11 may affect the solar access of other development upon other proposed lots at midday. However, lots 4 to 11 would generally have a depth greater than 40m relative to the respective frontage. Together with the larger lot size discussed above, this depth is considered likely to ensure that future development upon the lots may be sited so that impacts upon solar access around midday are reduced.

Lot 11 would be located at the northern end of the row of proposed residential lots, so would not be affected by overshadowing from future development upon the other lots. Future development upon this lot would be above existing development to the east given the topography of the land and separated from the dwelling on the adjoining property to the north by a distance of approximately 60m. Future development is unlikely to occur to the north-west or west of this lot.

The proposal is consistent with the above sub-clauses (a), (b) and (c) as the size, shape, and orientation of the relevant lots is considered to adequately allow for solar access for future dwellings given the topography of the site and the likely extent of overshadowing from adjoining properties.

There is no existing development on the site so sub-clause (d) is not considered relevant.

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The location of the new road within the subdivision is considered to allow for the proposed lots to be orientated to provide adequate solar access for future dwellings, to the extent that topography and other site constraints allow. The proposal is therefore consistent with sub-clause (e).

As also discussed earlier in the report, the proposal is consistent with the existing pattern of subdivision in the area. As noted earlier, the proposed road would have an orientation relative to the topography similar to Boondah Street and Cazaly Drive to the east. The proposed lots would have sizes similar to the existing lots accessed from these streets. The proposal is therefore consistent with sub-clause (f).

The proposal complies with the performance criterion P4 for clause 8.6.1 and therefore meets the standard.

#### 8.6.2 Roads P1

There is no acceptable solution for clause 8.6.2 which applies where a subdivision includes new roads. The proposal therefore relies upon the performance criterion for this clause, which states that:

*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.*

Council has not adopted a road network plan. The above sub-clause (a) is therefore not considered relevant. With regard to sub-clause (b), the proposal would create a no-through road at the edge of an established residential area, similar to other nearby roads. The proposal therefore complies with the above sub-clause (b) as it would not affect the road hierarchy.

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Sub-clause (c) considers whether connecting roads and pedestrian and cycling paths are needed to the boundaries of adjoining land in order to facilitate future subdivision potential. The land to the east of where the proposed road would be located has already been subdivided at standard residential density. The zoning of the land that would be retained within the proposed balance lot and that to the north and south of the site means that this land is unlikely to be subdivided at a significantly higher density in the near future. Therefore, connecting roads and pedestrian and cycling paths are not considered necessary.

With regard to sub-clause (d) of the above performance criterion, the proposal would provide connectivity with the surrounding road network to the extent possible given the location of the site. Given that the site is at the eastern edge of a residential area and that further subdivision to the north, south, or west of the proposed residential lots is unlikely, the proposed road is considered to provide sufficient connectivity. The proposed road would also minimise the travel distance between key destinations such as shops and services and public transport routes to the extent possible given the location of the site, as required by sub-clause (e).

The closest public transport route is a Metro Tasmania bus service that travels along Allunga Road to the south-east of the site. While the existing site frontage is within a 400m walking distance of the closest bus stop on Allunga Road, future development upon the proposed residential lots would not be within this walking distance of the bus stop. However, the proposal is considered to make some provision for access to this service by including footpaths. The proposed footpaths are also considered to make some provision for cyclists as required by sub-clause (g).

The above sub-clause (h) is not considered to apply because an arterial or collector road is not proposed. As discussed earlier, the proposed subdivision, including the proposed arrangement of roads, is considered to be a reasonable response to the topography of the site. The proposal is therefore consistent with sub-clause (i).

As noted earlier, the proposed balance lot has only limited subdivision potential given that it would be within the Landscape Conservation Zone. This zone makes only limited provision for further subdivision of this land. There are no balance lots on adjoining land with subdivision potential. The proposal is therefore consistent with sub-clause (j).

The proposal complies with the performance criterion for clause 8.6.2 and therefore meets the standard.

## **22.0 Landscape Conservation Zone**

### *22.4.4 Landscape protection P1*

The acceptable solution A1 for clause 22.4.4 requires works to be located within a building area. A1 is not met because work required to carry out the proposed subdivision would not be contained within a building area. The proposal therefore relies upon the performance criterion P1 for this clause which states that:

*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 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.*

With regard to sub-clause (a), there is only a limited area on the property from which native vegetation has been removed. The work required to carry out the proposed subdivision would not be located within this area. This work includes that associated with the construction of the proposed road as well as the establishment of Hazard Management Areas (HMA) for lots 1 and 11. A building area and HMA is also proposed on the balance lot.

With regard to sub-clause (b), the extent of the work associated with the construction of the proposed road within the Landscape Conservation Zone (LCZ) would be approximately 3500m<sup>2</sup>. The extent of the HMA required for lots 1 and 11 within the LCZ would be approximately 3000m<sup>2</sup>. The building area and HMA proposed on the balance lot would have an area of approximately 1.25ha. Therefore, the total extent of native vegetation proposed to be removed within the LCZ is approximately 1.9ha.

With regard to sub-clause (c) and any proposed remedial or mitigation measures or revegetation requirements, the application includes a Natural Values Assessment (NVA) that includes recommendations regarding weed management. These recommendations should be included upon any Planning Permit issued for the proposal.

With regard to sub-clause (d) and the provision of native habitat for native fauna, the NVA notes that:

“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”.

And that:

“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”.

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With regard to sub-clause (e) and the management and treatment of the balance of the site or native vegetation areas, no such management or treatment measure are proposed.

The design of the development is considered to minimise native vegetation removal by locating the majority of this removal within parts of the site where vegetation has been modified. As stated in the NVA:

“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”.

The proposal is therefore considered to comply with sub-clause (f).

With regard to sub-clause (g), while the application includes a Visual Impact Assessment (VIA), this assessment does not consider the impact of the building area and HMA proposed on the balance lot. As discussed later in the report in response to the Scenic Protection Code, the site is within a scenic protection area that has identified scenic value. It is considered that the proposal does not demonstrate that the impact upon landscape values of all proposed works, specifically the impact of the building area and HMA proposed on the balance lot, would be minimised. It has therefore not been demonstrated that the proposal is consistent with sub-clause (g).

However, given that the proposal is consistent with the remaining sub-clauses of the above performance criterion, it is considered reasonable to allow for further justification for the building area and HMA proposed on the balance lot to be provided. This further justification should include a revised VIA that demonstrates that the vegetation removal required to establish the HMA for the building area would minimise impact on landscape values.

Alternatively, a revised VIA may consider a building area and associated HMA in an alternative location where impact on landscape values would be minimised. Any alternative location for a building area for the balance lot would also require a revised Bushfire Hazard Management Plan and NVA to be provided. It is noted that the extent of vegetation removal required would be significantly reduced if the building area for the balance lot were located adjacent to the proposed road and residential lots, which would reduce the associated impact on landscape values.

A condition should be included upon any Planning Permit issued for the proposal requiring a revised VIA to be provided that demonstrates that the impact on landscape values of the building area and HMA on the balance lot would be minimised. The condition should also allow for a revised VIA to demonstrate that a building area and HMA in an alternative location upon the balance lot would minimise this impact.

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The condition should include a further alternative allowing for no building area to be approved upon the balance lot. If no building area is approved on the balance lot, any future proposal for development upon this lot would likely require a discretionary assessment against the relevant performance criteria, which would include a consideration of impacts upon landscape values.

The proposal complies with the performance criterion P1 for clause 22.4.4 and will meet the standard, provided that the condition discussed above is included upon any Planning Permit issued for the proposed development.

#### *22.4.4 Landscape protection P2*

The acceptable solution A2 for clause 22.4.4 requires works to be located within a building area or to be an alteration or extension to an existing building. A1 is not met because work required to carry out the proposed subdivision would not be contained within a building area and an alteration or extension to an existing building is not proposed. The proposal therefore relies upon the performance criterion P2.1 for this clause. Performance criterion P2.2 is not relevant because works less than 10m in elevation below a skyline or ridgeline are not proposed. The performance criterion P2.1 states that:

*Buildings 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.*

The work associated with construction of the proposed road as well as the establishment of HMA for lots 1 and 11 would be located within the lowest parts of the subject property. Only a relatively small part of the property would be impacted by this proposed work. Therefore, the topography and the size and shape of the site are considered to assist in minimising the impact of this work upon landscape values, as considered by sub-clauses (a) and (b).

The building area and associated HMA proposed for the balance lot would be located at a higher elevation than the proposed road and residential lots. While the proposed road and residential lots would be located between the 90m and the 100m contour, the balance lot building area would generally be on or around the 175m contour. The building area and HMA would also be separated from the other work proposed within the LCZ by a distance of over 200m.

The topography of the site is considered likely to make the work required to establish the balance lot building area and HMA more prominent within the landscape. As the land to the north of the site slopes downward toward the base of a valley, the vegetation removal required to establish the building area and HMA would be visible within the landscape when viewed from the north, as well as from the east of the site. It is also noted that the relatively large size of the site potentially allows for other locations for a building area for the balance lot that may have less impact upon landscape values. Therefore, as proposed, the balance lot building area and associated HMA are not considered to demonstrate consistency with the above sub-clauses (a) and (b).

However, as discussed earlier, further justification is required for the location of the balance lot building area and HMA. As discussed in the assessment of the proposal against the performance criterion P1 for clause 22.4.4, a revised VIA is considered necessary in order to demonstrate that these works and the future buildings they would allow for would be located to minimise impacts on landscape values. Therefore, the condition discussed earlier is also required to ensure that the performance criterion P2 for clause 22.4.4 is satisfied.

Sub-clause (c) is not considered relevant as a building is not currently proposed. Sub-clause (d) is also not considered relevant as there is no existing development upon the site other than several tracks.

The visual impact of the work associated with construction of the proposed road and the establishment of HMA for lots 1 and 11 is considered in the Visual Impact Assessment provided with the application. This assessment is considered to demonstrate that this impact would be minimised given that the extent of vegetation removal required is limited and would not extend above the maximum elevation of the existing cleared area on the adjoining property to the north. This aspect of the proposal is therefore considered to be consistent with sub-clause (e).

With regard to sub-clause (f), the VIA demonstrates that the impact upon landscape values of the work associated with construction of the proposed road, and the establishment of HMA for lots 1 and 11, would be reduced by existing vegetation within the surrounding area. This vegetation includes that adjacent to Faulkners Rivulet to the east and south-east of the site. The VIA does not demonstrate that screening vegetation would reduce the impact upon landscape values of the proposed balance lot building area and HMA.

The proposal complies with the performance criterion P2.1 for clause 22.4.4, and therefore meets the standard, provided that the condition discussed above is included upon any Planning Permit issued for the proposed development.

### 22.5.1 Lot Design P1

The acceptable solution A1 for clause 22.5.1 requires a lot proposed in a plan of subdivision to 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. An area demonstrating compliance with A1 is not shown on the plan of subdivision. An area is shown on the Bushfire Hazard Management Plan (BHMP) provided with the application; however, native vegetation has not been removed from this area and it would have a gradient steeper than 1 in 5. The proposal therefore relies upon the performance criterion P1 for this clause which states that:

*Each lot, or a proposed lot 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.*

Any building constructed in the area shown on the BHMP is likely to comply with the relevant Acceptable Solutions for development of buildings, such as those relating to setbacks for example. As discussed earlier, it is possible that an alternative location for the balance lot building area may be considered. The proposed balance lot is considered to have sufficient useable area and dimensions suitable for its intended likely use, given its relatively large area and dimensions. However, to ensure consistency with the above sub-clause (a), the condition discussed earlier that may potentially require a revision in the location of the balance lot building area should include advice that regard should be had to the relevant Acceptable Solutions for development of buildings on the lots when siting any alternative building area.

There are no existing buildings on the site, however, as noted above, the proposed balance lot is considered to have sufficient useable area and dimensions suitable for the intended location of buildings, consistent with sub-clause (b).

With regard to sub-clause (c), most of the vegetation on the balance lot would be retained. However, as discussed earlier, further demonstration regarding the impact of a building area upon this lot upon landscape values is required.

The area shown on the BHMP would be located in a less steep part of the proposed balance lot. This location also has a northerly and easterly aspect which is favourable for future residential development. The proposal is therefore considered to be consistent with sub-clause (d).

The proposed balance lot would have an area similar to the established properties in the area, consistent with sub-clause (e). The proposed balance lot would also have an area greater than 20ha.

The proposal complies with the performance criterion P1 for clause 22.5.1 and therefore meets the standard.

#### *22.5.1 Lot Design P4*

There is no acceptable solution A4 for clause 22.5.1. The proposal therefore relies upon the performance criterion P4 for the clause which states that:

*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.*

The proposed balance lot is considered likely to be capable of accommodating an on-site wastewater management system adequate for its intended use given its large size. It is also considered likely that any on-site wastewater management system installed upon the balance lot may be contained within the HMA required for any dwelling on the lot, which would minimise its environmental impact.

The proposal complies with the performance criterion P4 for clause 22.5.1 and therefore meets the standard.

### **Codes**

The following codes of the Scheme apply to this proposal:

#### **C2.0 Parking and Sustainable Transport Code**

In accordance with clause C2.2.1, the Parking and Sustainable Transport Code applies to all use and development. However, this code does not contain specific standards for subdivisions and there are no relevant buildings and works proposed to which the Development Standards for Buildings and Works provided at C2.6 would apply.

#### **C3.0 Road and Railway Assets Code**

The Road and Railway Assets Code applies to the proposal because new vehicle crossings are proposed. The proposal complies with the relevant Development Standards for Subdivision provided at C3.7 because the proposed lots would not be within a road or railway attenuation area.

## C6.0 Local Historic Heritage Code

The Local Historic Heritage Code applies to the proposal because development is proposed on land within a local heritage place. *Table C6.1 Local Heritage Places* within Local Provisions Schedule of the planning scheme identifies the “19th century culvert sandstone head-walls and brick arch” within the easternmost part of the property, close to its frontage with Boondah Street, as a local heritage place.

### *C6.10.1 Lot design on a Local Heritage Place P1*

There is no acceptable solution for clause C6.10.1 which applies where subdivision of land within a local heritage place is proposed. The proposal therefore relies upon the performance criterion for the clause which states that:

*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.*

The proposal is considered to have no impact upon the heritage significance of the local heritage place identified on the site, as there are no works or other development proposed in the vicinity of the place. However, to ensure that the heritage significance of the place is protected during construction of the proposed subdivision, any Construction Management Plan (CMP) provided for it should have regard to protection of the heritage place. Any condition of approval requiring a CMP should include a requirement for the plan to include measures to protect the heritage significance of the place on the site.

There is no historic development pattern in the area. The local heritage place would be retained within the proposed public open space lot which is considered to ensure that the head-walls and brick arch are retained within an open setting.

The proposal complies with the performance criterion for the clause C6.10.1 and therefore meets the standard.

## C7.0 Natural Assets Code

The Natural Assets Code applies to development on land within a priority vegetation area that is also within the Landscape Conservation Zone.

### *C7.6.2 Clearance within a priority vegetation area P1.1 and P1.2*

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The acceptable solution for clause C7.6.2 requires clearance of native vegetation within a priority vegetation area to be within a building area. The proposal does not comply with the acceptable solution because clearance of native vegetation within a priority vegetation area is proposed that would not be within a building area. The proposal therefore relies upon the performance criteria for this clause which states that:

*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.*

Council's Natural Areas Environment Officer has assessed the proposal against the above performance criteria and confirmed that it complies, noting that the proposed "subdivision appropriately manages impacts on priority vegetation and is considered to comply with the Tasmanian Planning Scheme".

The proposal complies with the performance criteria for clause C7.6.2 and complies with the standard.

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### *C7.7.2 Subdivision within a priority vegetation area P1.1 and P1.2*

The acceptable solution for clause 7.7.2 A1 requires subdivision within a priority vegetation area to be for the purposes of creating separate lots for existing buildings; be required for public use by the Crown, a council, or a State authority; be required for the provision of Utilities; be for the consolidation of a lot; or not include any works (excluding boundary fencing), building area, bushfire hazard management area, services or vehicular access within a priority vegetation area. The proposal does not comply with the acceptable solution because it is for the provision of a road lot to service new General Residential zoned lots, and for the creation of a new, vacant lot in the Landscape Conservation zone. The proposal therefore relies on the performance criteria for this standard, which states that:

#### *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 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 on-going 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;*

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- (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.

Council's Natural Areas Environment Officer has assessed the proposal against the above performance criteria and confirmed that it complies, noting that the proposed "subdivision appropriately manages impacts on priority vegetation and is considered to comply with the Tasmanian Planning Scheme".

The proposal complies with the performance criteria for clause C7.7.2 and therefore meets the standard.

## **C8.0 Scenic Protection Code**

### *C8.6.1 Development within a scenic protection area P1.1 and P1.2*

The acceptable solution for clause C8.6.1 requires works, including destruction of vegetation, within a scenic protection area to be on land that is not less than 50m in elevation below a skyline and to not total more than 500m<sup>2</sup> in extent.

The proposal may include the destruction of vegetation on land that is not less than 50m in elevation below a skyline. A "skyline" is defined as "a line along the top of a hill or mountain that forms an outline against the sky". The eastern part of the site, where some of the proposed vegetation destruction would occur, is clearly not at the top of a hill or mountain. However, as shown in the below image (figure 4) taken from the Visual Impact Assessment provided with the application, this part of the property may present as a skyline when viewed from the south.



Figure 4: image taken from the Visual Impact Assessment provided with the application showing the view toward the site from Arunta Crescent to the south. The location of impacts associated with the construction of the proposed road and residential lots is indicated by the red line.

The proposal also includes the destruction of vegetation within a scenic protection area that would total more than 500m<sup>2</sup> in extent. As this area does not include the part of the property that is within the General Residential Zone, the extent of this destruction includes only land within the Landscape Conservation Zone (LCZ). As discussed earlier in the assessment provided against clause 22.4.4, the vegetation removal proposed within this zone includes that required in order to construct the proposed road and to establish HMA for lots 1 and 11. The balance lot building area and HMA are also proposed within the LCZ. The total extent of vegetation destruction proposed within the LCZ is approximately 1.9ha.

The proposal therefore relies upon the performance criteria for clause C8.6.1, P1.1 and P1.2. Performance criterion P1.1 states that:

*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.

The subject property is partly within the Glenorchy Hinterland Scenic Protection Area. This area is listed in *Table C8.1 Scenic Protection Areas*. The scenic value of the area is listed in this table as:

*Well defined and visually significant skyline and ridgeline, that is heavily vegetated and generally confines urban development to the lower foothills, and forms a distinctive backdrop to the City.*

*The Collinvale and Glenlusk farming land use pattern which has resulted in a mosaic of generally small, cleared paddocks dotted with the occasional settlers' cottage or farmhouses.*

*The dominant sense of nature above the foothills created by bushland and areas of rocky terrain.*

The vegetation removal associated with construction of the proposed road and the establishment of HMA for lots 1 and 11 is considered to have limited impact upon the scenic value of the scenic protection area. This vegetation removal would be limited to parts of the site that are not heavily vegetated, as the vegetation in these parts has previously been cleared or modified.

While the vegetation in the location where the balance lot building area and HMA are proposed also appears to have been modified, vegetation removal in this location would have a greater impact on scenic value as it would occur at a higher elevation and would therefore be more visible within the landscape.

The construction of the proposed road and the establishment of HMA for lots 1 and 11 would not extend urban development beyond the lower foothills within the area. While this work would extend a residential area, it would be contained within the lower parts of the site.

However, as the proposed balance lot building area and associated HMA would occur at a higher elevation, this aspect of the proposal may potentially give the appearance of urban development extending beyond the lower foothills within the area. The vegetation removal required to establish the building area and HMA would be well above and visually separated from the residential area to the east of the site. This aspect of the proposal may therefore potentially affect the backdrop provided by the scenic protection area.

To ensure that this potential impact is minimised, the condition discussed earlier requiring a revised Visual Impact Assessment to be provided for the balance lot building area should require any revised VIA to demonstrate consistency with the scenic values provided for the scenic protection area. Provided that it can be demonstrated that the proposal would not extend urban development beyond the lower foothills within the area, it is not considered likely to affect the dominant sense of nature above the foothills.

The site is not within either the Collinsvale or Glenlusk areas so would not affect the farming land use pattern within these areas. The proposal is therefore considered to be generally consistent with the scenic values of the scenic protection area, subject to further demonstration regarding the impact of the balance lot building area and HMA.

With regard more specifically to the sub-clauses provided for the above performance criteria, the vegetation removal associated with construction of the proposed road and the establishment of HMA for lots 1 and 11 is considered to comply with these standards. However, further justification is required in order to demonstrate that the vegetation removal associated with the proposed balance lot building area and HMA complies.

With regard to P1.1(a) and the nature of vegetation to be removed, the vegetation proposed for removal within the scenic protection area is generally limited to regrowth vegetation that makes less contribution to the values of the area, than other, more established vegetation within other parts of the site. As noted earlier, the NVA provided with the application states that:

“The subdivision has been strategically located within an area that is predominantly modified land, minimizing the impact on native vegetation”.

The proposal is considered to be consistent with P1.1 (a).

With regard to P1.1(b), the area of vegetation proposed to be removed in order to construct the proposed road and to establish HMA for lots 1 and 11 would be limited. This area would be approximately 6500m<sup>2</sup> in size and would be relatively narrow. The area would be contained in a relatively narrow band that would extend less than 20m beyond the proposed residential lots.

However, a larger area of vegetation removal would be required to establish the proposed balance lot building area and HMA. Therefore, further justification for this removal should be provided, as discussed previously. It is noted however, that the vegetation upon the majority of the area of the property which is within the scenic protection area would be retained regardless of where a building area is located upon the balance lot and would therefore continue to contribute to the values of the area.

With regard to sub-clause P1.1(c) The proposal is considered to have some regard for the topography of the site by mostly locating vegetation removal within the lower parts of the property. The proposed road and residential lots would be located between the 90m and the 100m contour.

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However, the building area and associated HMA proposed for the balance lot would be located at a higher elevation. The building area would generally be on the 175m contour while the HMA would include surrounding land between the 150m and 200m contours. As discussed earlier, the topography of the site is considered likely to result in the destruction of vegetation required to establish the balance lot building area and HMA being more visible within the landscape. This aspect of the proposal may therefore have an increased impact on the scenic value of the scenic protection area.

With regard to sub-clause P1.1(d), the proposal is considered likely to have only limited impact upon a skyline. The destruction of vegetation is proposed upon only one part of the site that may be considered to be a skyline. As discussed above, the easternmost part of the site may provide a skyline when viewed from the south and may also present a skyline when viewed from the north. However, as this part of the site does not present as a skyline when viewed from any other direction, the impact of the vegetation destruction proposed within this part upon a skyline would be limited.

With regard to sub-clause P1.1(e) and the nature of the reduction in scenic value, the impact upon this value caused by the construction of the proposed road and the establishment of HMA for lots 1 and 11 is likely to be limited. However, further demonstration regarding the impact of the balance lot building area and HMA upon the scenic value of the area is required, as discussed above.

Sub-clause P1.1(f) requires consideration of the purpose of any management objectives identified in the relevant Local Provisions Schedule. Similarly to above, the construction of the proposed road and the establishment of HMA for lots 1 and 11 is considered to be consistent with the management objectives listed for the Glenorchy Hinterland Scenic Protection Area. However, further demonstration regarding how the balance lot building area and HMA would be consistent with these objectives is required. Therefore, the condition referred to earlier should also require any revised VIA to demonstrate consistency with these objectives.

The proposal is considered to comply with the performance criterion P1.1 for clause C8.6.1, and meet the standard, provided that further demonstration regarding the impact of the balance lot building area and HMA is provided, as discussed above.

Performance criterion P1.2 for clause C8.6.1 states that:

*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;*

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- (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.*

While no buildings are proposed at this stage, the proposal includes a building area within the scenic protection area. The proposal also includes works such as the construction of the proposed road and the associated vegetation removal. The proposal also includes the vegetation removal required to establish the HMA for lots 1 and 11, as well as that required for the HMA surrounding the balance lot building area.

With regard to sub-clause P1.2(a), the impact of the proposal upon the scenic value of the scenic protection area within regard to the topography of the site has been considered earlier, in response to sub-clause P1.1(c).

Sub-clauses P1.2(b) and P1.2(c) are not relevant because a driveway or access track, or external building finishes are not proposed at this stage.

With regard to sub-clause P1.2(d), as discussed above, the proposed road and the vegetation removal required to establish the HMA for lots 1 and 11 are considered to be designed and located to minimise impacts upon scenic values. However, as also discussed, further demonstration and justification for the impact of the proposed balance lot building area and HMA is considered necessary.

With regard to sub-clause P1.2(e), cut and fill is required in order to construct the proposed road. As shown on the cross sections provided in the civil plans included in the application, predominantly cut is required in order to construct road, although some fill would also be used on the lower side of the road. Given the height of the proposed cut (up to approximately 4.5m) there is potential for this work to have an impact upon the scenic value of the scenic protection area.

Therefore, a condition of approval should require landscaping to be provided where cut and fill is required. The condition should require a landscaping plan for these areas to be prepared by a suitably qualified person. The plan should be consistent with the scenic values and management objectives. The plan should also be consistent with the BHMP provided for the subdivision.

The condition should require the landscaping plan to be implemented and maintained by the developer until plants are established. The plan should include recommendations regarding the time period and maintenance required in order to establish any recommended plants.

The civil plans suggest that a “barrier fence” is required at top of the batter embankment that would be created as a result of the proposed cut. The plans show that the barrier fence would be approximately 100m long and it may therefore potentially have some impact upon scenic values. Therefore, the landscaping plan should also include this barrier fence to ensure that this potential impact is mitigated.

As discussed earlier, while the proposal may include works upon a skyline, the impact of these works upon scenic values would be limited as the site presents as a skyline from only limited vantage points. The proposal is therefore consistent with sub-clause P1.2(f).

The Visual Impact Assessment provided with the application is considered to demonstrate that existing development and vegetation within the surrounding area would provide screening of the proposed works, as considered by sub-clause P1.2(g).

As discussed earlier, the proposal is generally considered to be consistent with the management objectives listed for the Glenorchy Hinterland Scenic Protection Area. However, further demonstration regarding how the balance lot building area and HMA would be consistent with these objectives is required. Therefore, the condition referred to earlier should also require any revised VIA to demonstrate consistency with these objectives.

The proposal is considered to comply with the performance criterion P1.2 for clause C8.6.1, and meet the standard, provided that further demonstration regarding the impact of the balance lot building area and HMA is provided, as discussed above.

### **C12.0 Flood-Prone Areas Hazard Code**

Council’s Development Engineer advises that:

“Balance lot and portions of the proposed public open space are subjected to Flood Prone Areas Hazard code due to the existing major overland watercourse, Faulkner’s Rivluet. However, proposed subdivision lots and all infrastructure are outside of the flood prone zones and comfortably satisfies the acceptable solutions without the need for any flood protection measures”.

### **C13.0 Bushfire-Prone Areas Code**

The application includes a Bushfire Hazard Report (BHR) and Bushfire Hazard Management Plan (BHMP) that demonstrates compliance with the relevant acceptable solutions within this code. However, the BHR and the BHMP state that a part 5 agreement is necessary in order to allow for the hazard management area (HMA) required for lots 1 and 11 to encroach onto the proposed balance lot. This arrangement would effectively require Council to become party to an agreement that allows for vegetation management on a private property in order to facilitate future development upon other private properties. It is not necessary or desirable for Council to be party to an agreement that would deal with a matter that is otherwise solely between private property owners.

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It is also noted that the relevant standard within the code (i.e., clause C13.6.1 (c)) requires a part 5 agreement only where “hazard management areas are to be located on land external to the proposed subdivision”. As all proposed hazard management areas would be located within the subject property, this standard is not considered to apply.

The establishment and maintenance of the HMA required for lots 1 and 11 upon the balance lot may be secured via easements over the relevant parts of the latter lot, that would benefit the former lots. Therefore, a condition of approval should require the BHR and BHMP to be revised to reflect that the HMA required for lots 1 and 11 upon the balance lot will be secured via easements rather than a part 5 agreement. The condition should state that the required easements should be shown on the final plan of survey and included in any schedule of easements provided for the subdivision.

As discussed earlier, a condition of approval should require the BHMP to be updated to reflect the required change in the boundaries of the balance lot and lot 1. The condition should also require an updated planning certificate (i.e., the Bushfire-Prone Areas Code Certificate Under S51(2)(D) *Land Use Planning and Approvals Act 1993* that accompanied the BHR) to be provided. While the Tasmania Fire Service has confirmed that the author of the BHR is currently accredited to certify the BHMP, they were not accredited at the time that the certificate was prepared. The current certificate therefore states that the author has only provisional accreditation within the required scope. Therefore, to ensure that a planning certificate from a suitably accredited bushfire practitioner is provided, the condition should require an updated certificate to be provided to Council prior to the sealing of the final plan of subdivision.

### **State Planning Provisions - Applied, Adopted or Incorporated Documents**

There are no applied, adopted or incorporated documents.

### **Glenorchy Local Provisions Schedule (GLPS)**

#### **Local Area objectives**

The local area objectives of the Scheme do not apply to this proposal.

#### **Particular Purpose Zones**

The particular purpose zones of the Scheme do not apply to this proposal.

#### **Specific Area Plans**

The specific area plans of the Scheme do not apply to this proposal.

#### **GLE-Site Specific Qualifications**

The site-specific qualifications of the Scheme do not apply to this proposal.

## **GLE-Code lists**

The following code lists of the Scheme apply to this proposal:

*GLE-Table C6.1 Local Heritage Places and GLE-Table C8.1 Scenic Protection Areas.*

These code lists have been considered earlier in the report in response to the relevant code provisions.

## **GLE-Applied, Adopted and Incorporated Document**

There are no applied, adopted or incorporated documents.

## **INTERNAL REFERRALS**

### **Development Engineer**

The application was referred to Council's Development Engineer who has provided comments regarding the Road and Railway Assets Code, Natural Assets Code, Flood-Prone Areas Hazard Code, and the Landslip Hazard Code, set out above under the relevant Codes or in the attached Appendices. The Development Engineer has also provided conditions of approval for inclusion upon any Planning Permit issued for the proposal.

### **Environmental Co-ordinator**

The application was referred to Council's Environmental Co-ordinator. Council's Natural Areas Environment Officer has assessed the proposal against the Natural Assets Code and recommended conditions of approval regarding weed management, as set out above under the relevant Code.

### **Traffic**

The application was referred to Council's Senior Transport Engineer who has provided comments regarding the likely traffic generation associated with the proposal and the proposed road layout. The transport engineer has also recommended a condition of approval requiring access to the bushland on the property to be restricted.

### **Waste Management**

The application was referred to Council's Waste Management section. Council's Acting Waste Services Co-ordinator has confirmed that waste services may be provided for future development upon the proposed residential lots via Council's standard bin service collected fortnightly.

## EXTERNAL REFERRALS

### TasWater

The application was referred to TasWater which has provided a Submission to Planning Authority Notice in response. The standard condition of approval referring to this notice should be included upon any Planning Permit issued of the proposal.

## REPRESENTATIONS

The application was advertised for the statutory 14-day period and one representation was received. The issues raised in the representation are as follows:

### Issue:

The application includes insufficient information to demonstrate compliance with the performance criteria P1 and P4 for clause 8.6.1 *Lot design*.

### Planner Response:

The application includes a consultant planning report that addresses the relevant development standards, including clause 8.6.1. While the response to this clause provided in the planning report is relatively brief, there is considered to be adequate information available in the application to allow Council to assess the proposal against clause 8.6.1. It is noted that the proposed residential lots are generally larger and wider than the minimums required and that this may allow future development upon them to be sited to maximise solar access.

### Issue:

The application does not demonstrate compliance with the performance criteria P1 and P2 for clause 22.4.4 *Landscape protection*. Specifically, “the application does not include an adequate assessment of the road and embankment against identified landscape values”.

### Planner Response:

The application includes a Visual Impact Assessment that shows the position of the proposed road and residential lots within the landscape from various vantage points within the surrounding area. The VIA does not include photomontages that show the likely visual impact of the proposal. However, the assessment is considered to demonstrate that the proposed road and residential lots would be located within a lower part of the subject property and adjacent to existing residential development where associated visual impacts would be minimised.

**Issue:**

Further consideration is required regarding the proposal's compliance with the Scenic Protection Code. Specifically, the "impact upon the scenic value of the Glenorchy hinterland that arises principally due to the road and embankment works" requires further consideration.

**Planner Response:**

As discussed above, the position of the proposed road and the associated embankment are indicated in the VIA submitted with the application. It is also noted that a condition requiring a landscaping plan to be developed for the embankment is recommended, which is likely to reduce the impact of the works.

**Issue:**

The proposed road and embankment do not suit the public convenience because they give rise to an unacceptable risk to public safety. The application should therefore be refused in the exercise of discretion under s85 of the *Local Government (Building Miscellaneous Provisions) Act 1993*.

**Planner Response:**

The application was referred to Council's Development Engineer and its Senior Transport Engineer. In response to the issues raised in the representation, the officers advise that "Council officers view is that the proposed road provides for the public convenience and satisfactory inter-communication, to the residents of the subdivision and surrounding area". It is noted that the plans showing the design of the proposed road have been prepared by a suitably qualified engineer.

**Issue:**

There is further a need to consider the connectivity or intercommunication between the site and adjoining land. Specifically, the proposed road should provide an extension through to the adjoining land to the north.

**Planner Response:**

As mentioned earlier in background section of the report, Council has recently issued planning approval for the adjoining property to the north of the site to be subdivided similarly to the current proposal. It is noted that access to all of the lots within the approved subdivision would be via an extension of Boondah Street and Branscombe Road. It is also noted that the approved subdivision would generally subdivide the adjoining property to the full extent possible under the current applicable planning scheme standards.

While further subdivision of the adjoining property may be possible via an amendment to the planning scheme, it is not considered reasonable to require the current proposal to make provision for access to any further subdivision of the adjoining property. It is noted that the arrangement of the proposed road and residential lots would not preclude the provision of access to the adjoining property, subject to negotiation between the respective property owners.

**Issue:**

Given the history of anti-social behaviour on the site, there is a need for enhanced passive surveillance of the proposed road and clear limitations upon access to the balance lot.

**Planner Response:**

While the planning scheme does not generally attempt to control behaviour, it is considered that the proposal would reduce the likelihood of anti-social behaviour upon what would become the balance lot by allowing for limited access to this land. Access to the property from the end of Coach Road is currently unrestricted. The proposal would restrict access to the balance lot to a defined access point with a gate. Council's Senior Transport Engineer has recommended a condition of approval requiring further engineering drawings provided for the proposal to detail barrier fencing to prevent motor cycle access to the bushland that would be contained within the balance lot.

There is no standard in the planning scheme that would require future development upon the proposed residential lots to provide passive surveillance of the proposed road. While clause *8.4.7 Frontage fences for all dwellings* requires fences to allow for passive surveillance, there is no other standard that requires such surveillance to be provided. For example, there is no current standard that requires windows to be provided within the elevation of the dwelling that faces the site frontage in order to provide passive surveillance. Therefore, there is considered to be no basis for a requirement for enhanced passive surveillance of the proposed road, as suggested in the representation.

**CONCLUSION**

The proposal relies upon a number of performance criteria in order to comply with the applicable standards of the Scheme. The proposal is assessed as satisfying the performance criteria and complies with the applicable standards.

The proposal is assessed as complying with all other development standards in the General Residential Zone and the Landscape Conservation Zone, as well as the applicable standards of the Parking and Sustainable Transport Code, Road and Rail Asset Code, Local Historic Heritage Code, Natural Areas Code, Scenic Protection Code, Flood-Prone Areas Hazard Code, and the Bushfire-Prone Areas Code.

The application was publicly advertised for the statutory 14-day period and one representation was received raising concerns regarding compliance with relevant development standards, access to an adjoining property and the proposed balance lot, and provision for future passive surveillance of the proposed road.

The proposal is consistent with the Scheme's applicable zone and code purpose statements.

## **RECOMMENDATION**

That a permit be granted for the 12 Lot Subdivision, plus road and public open space, at Coach Road, Chigwell subject to the following conditions:

### **Planning**

1. Use and development must be substantially in accordance with planning permit application No. PLN-25-153 and endorsed documents, except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater, and set out in the attached Submission to Planning Authority Notice, reference No. TWDA 2025/00707-GCC dated 1 July 2025, form part of this permit.
3. The boundary between lot 1 and the balance lot must be revised so that it aligns with the zone boundary shown on the approved plan of subdivision. This revision must be shown on the final plan of subdivision.
4. Prior to sealing of the final plan, the Bushfire Hazard Report (BHR) and Bushfire Hazard Management Plan (BHMP) provided for the subdivision must be revised to reflect the boundary revision required by condition 3. The BHR and BHMP must also be revised to reflect that establishment and maintenance of the Hazard Management Areas required for lots 1 and 11 upon the balance lot must be secured via easements.
5. Prior to sealing of the final plan, an amended Bushfire-Prone Areas Code Certificate Under S51(2)(D) *Land Use Planning and Approvals Act 1993* relating to the revised Bushfire Hazard Report and Bushfire Hazard Management Plan and endorsed by a suitably accredited bushfire hazard practitioner must be provided to Council.
6. Easements must be created over the balance lot that allow for the owners of lots 1 and 11 to establish and maintain Hazard Management Areas on the balance lot that are consistent with those shown on a Bushfire Hazard Management Plan revised in accordance with condition 4. The easements must be included in any Schedule of Easements submitted to Council together with any final plan for the subdivision.
7. Either:

(a) Prior to sealing of the final plan, a revised Visual Impact Assessment (VIA) must be provided that demonstrates the impact of the building area and associated Hazard Management Area (HMA) shown on the Bushfire Hazard Management Plan (BHMP) for the balance lot. The revised VIA must demonstrate, to the satisfaction of Council's Lead Statutory Planner, that the destruction of vegetation and works associated with the building area and HMA would not cause an unreasonable reduction of the scenic value of the Glenorchy Hinterland Scenic Protection Area (GHSPA). The revised VIA must have regard to the scenic value and management objectives prescribed for this area in Table C8.1 of the *Tasmanian Planning Scheme – Glenorchy*. The balance lot building area must be shown on the final plan of survey.

or,

(b) If it cannot be demonstrated that the building area and associated HMA shown on the BHMP for the balance lot would not cause an unreasonable reduction of the scenic value of the GHSPA, a building area and HMA may be created in an alternative location upon this lot. A revised VIA that demonstrates, to the satisfaction of Council's Lead Statutory Planner, that the destruction of vegetation and works associated with the alternative building area and HMA would not cause an unreasonable reduction of the scenic value of the GHSPA must be provided prior to sealing the final plan. The revised VIA must have regard to the scenic value and management objectives prescribed for this area in Table C8.1 of the *Tasmanian Planning Scheme – Glenorchy*. Any alternative balance lot building area must be shown on the final plan of survey. Regard should be had to the relevant Acceptable Solutions for development of buildings on the lots when siting any alternative building area for the balance lot.

or,

(c) If it cannot be demonstrated that the building area and associated HMA shown on the BHMP for the balance lot would not cause an unreasonable reduction of the scenic value of the GHSPA, a building area must not be created on the balance lot via the subdivision.

8. Landscaping must be provided for any area where cut or fill is required, except for those areas to be covered by road pavement, crossovers, driveways and other paved surfaces.

Prior to the commencement of works, the developer must submit to Council a landscaping plan that shows landscaping of the relevant areas where cut and fill is required. The landscaping plan must:

(a) be prepared by a suitably qualified person,

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- (b) demonstrate, to the satisfaction of Council's Lead Statutory Planner, that the required landscaping would be consistent with the scenic value and management objectives prescribed for the Glenorchy Hinterland Scenic Protection Area;
- (c) be consistent with any Bushfire Hazard Management Plan provided for the subdivision,
- (d) include recommendations regarding the period and maintenance required in order to establish any recommended plants, and,
- (e) include materials and dimensions for any barrier fence provided at the top of the embankment shown on the approval civil plans.

Once approved by Council, the landscaping plan must be implemented and maintained by the developer until plants are established in accordance with any relevant recommendations made in the plan.

## **Engineering**

9. Prior to the commencement of works on site, including demolition, submit an Erosion and Sediment Control (ESC) plan detailing proposed sediment and erosion control measures to the satisfaction of Council's Development Engineer.

The approved control measures must be installed prior to any disturbance of soil or construction activity such as concrete cutting, demolition and must be regularly inspected and maintained during the construction and demolition period to prevent soil and other materials entering the local stormwater system, roadways, or adjoining properties.

The approved control measures must remain in place until such time as all construction activity likely to generate sediment has been completed or all disturbed areas have been stabilised using vegetation and/or restored or sealed to the satisfaction of the Council.

The approved Erosion and Sediment Control plan (ESC) forms part of this permit and must be complied with.

*Advice: For further information please refer to Erosion and Sediment Control (ESC) Fact Sheets published by the Department of Primary Industries, Parks, Waters and Environment. These are available from Council or online at [www.derwentestuary.org.au/stormwater/](http://www.derwentestuary.org.au/stormwater/)*

10. The loading and unloading of goods from vehicles, including construction materials and equipment, must only be carried out on the land.

11. The property owner is to ensure that Council's Road Assets and Infrastructure are protected during the demolition and building process. The owner is to ensure that damage to road assets, footpaths, kerb and channel, drainage pits, nature strips and other services is kept to a minimum and any damaged assets are reinstated. Should damages occur, the repair costs associated with such damages are the responsibility of the property owner. If reinstatement works are not undertaken promptly or to Council's satisfaction, Council may elect to reinstate or rectify any defects and recover the expenses reasonably incurred in doing so from the property owner.
12. Prior to the commencement of works, including demolition and excavation, a Construction Management Plan, must be submitted and approved as a Condition Endorsement, to the satisfaction of the Council. The plan must provide details of the following:
  - (a) Hours for construction activity in accordance with any other condition of this permit;
  - (b) Measures to control noise, dust, water and sediment laden runoff;
  - (c) Measures relating to removal of hazardous or dangerous material from the site, where applicable;
  - (d) Measures to ensure that the heritage significance of the local heritage place identified on the site ("19th century culvert sandstone head-walls and brick arch" within the easternmost part of the property, close to its frontage with Boondah Street and Arunta Crescent) is protected during construction;
  - (e) A plan showing the location of parking areas for construction and sub-contractors' vehicles on and surrounding the site, to ensure that vehicles associated with construction activity cause minimum disruption to surrounding premises. Any basement car park on the land must be made available for use by sub-contractors/tradespersons upon completion of such areas, without delay;
  - (f) A Traffic Management Plan showing truck routes to and from the site;
  - (g) Swept path analysis demonstrating the ability for trucks to enter and exit the site in a safe manner for the largest anticipated truck associated with the construction;
  - (h) A plan showing the location and design of a vehicle wash-down bay for construction vehicles on the site;
  - (i) Measures to ensure that sub-contractors/tradespersons operating on the site are aware of the contents of the construction management plan;
  - (j) Contact details of key construction site staff;

- (k) A site plan showing the location of any site sheds, on-site amenities, building waste storage and the like, noting that Council does not support site sheds on Council road reserves; and
- (l) Any other relevant matters.

*Advice: This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.*

13. Engineering design drawings must be submitted to and approved by Council's Development Engineer prior to the commencement of works. The engineering drawings must:
  - (a) Be certified by a qualified and experienced Engineer;
  - (b) Clearly distinguish between public and private infrastructure;
  - (c) Include provision for future development within the catchment to be adequately and efficiently serviced, i.e., via appropriate easements;
  - (d) Show the final Lot boundaries, with each Lot serviced separately by Council infrastructure and all private plumbing contained within each lot;
  - (e) Specify lot connection sizes, depths, and locations such that as much as practicable of the lots can be drained via gravity;
  - (f) Show any existing connections. Any redundant connections must be sealed by the Council at the owner's expense prior to sealing of the final plan;
  - (g) Show in both plan and long-section the proposed stormwater mains, including but not limited to, connections, flows, velocities, hydraulic grade lines, clearances, cover, gradients, sizing, material, pipe class, adequate working platforms around manholes, easements, and inspection openings;
  - (h) Remove reference to any proposed On-site detention device (OSD) from engineering plans and stormwater management report and submit revised documentation;
  - (i) Remove reference to any proposed On-site Stormwater Quality treatment devices (WSUD) from engineering plans and stormwater management report and submit revised documentation;
  - (j) Be substantially in accordance with the LGAT Standard Drawings and Tasmanian Subdivision Guidelines 2013. All work required by this condition must be undertaken in accordance with the approved engineered drawings.
14. The new stormwater infrastructure must be constructed prior to the sealing of the final plan/issue of a final certificate.

15. Digital copies of a post construction work CCTV video and associated report(s) of any proposed Council stormwater main must be submitted to the satisfaction of Council after completion of all work but prior to the issue of any Certificate of Completion.
16. Prior to the commencement of the use or development, a new stormwater connection as per approved concept engineer plans titled 23188 Sxx by Hutchings Spurr Pty Ltd, must be installed to Council's public stormwater connection point. The detailed design of the connection must comply with the LGAT drawing and be submitted for approval prior to the issuing of the building permit or the commencement of works (whichever occurs first). Any existing stormwater connections that are abandoned must be decommissioned and sealed at the owner's expense.
17. The stormwater connection(s) must be constructed by a suitably qualified person, inspected by Council's Plumbing Surveyor, and completed to the satisfaction of Council. The applicant must notify the relevant Council officer for an inspection prior to backfilling.

*Advice: If the stormwater connection works are not left exposed for inspection, Council may require the Applicant to undertake a CCTV inspection at the Applicant's cost. A digital copy of the CCTV inspection video, along with the associated report(s), must be submitted to Council prior to the issuance of any Certificate of Completion.*

18. No works are to commence until the detailed design plans have been approved by Council. This condition must be satisfied through the Condition Endorsement process, with all required supporting information submitted to the satisfaction of Council's Development Engineer.
19. A detailed estimate of all public civil works must be submitted to Council, and the engineering drawing approval fee must be paid, prior to the issue of approved engineering drawings through the Condition Endorsement process or the granting of any Building Approval, whichever occurs first.
20. The engineering drawing approval fee will be calculated as a percentage of the value of public civil works, in accordance with Council's Fees and Charges Register applicable at the time the plans are submitted for Condition Endorsement.
21. The developer shall undertake engineering design drawings, which include a minimum sealed traffic width of 6.9m to be complied with Bushfire Hazard Report (Mat Clark BFP-180) requirements along with footpath on lowest side of the road. The engineering drawings must be submitted to Council, to the satisfaction of the director of Infrastructure and Works. The works shall be installed as per the engineering drawings by the developer prior to tiles being issued.

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Detailed drawings of all road infrastructure associated with the subdivision for the approval of the Council must be submitted and approved as a Condition Endorsement, to the satisfaction of the Director of Infrastructure and Works and Development Engineer. All road infrastructure drawings are to be designed by a suitably qualified and experienced engineer in accordance with the Institute of Public Works Engineering's 'Tasmanian Standard Drawings and Guidelines', the Department of State Growth Specifications and all other relevant standards, guidelines and procedures.

*Advice: Minimum road pavement widths to be in compliance with Table 1, Road requirements, IPWEA TSD R06. Design drawings shall include, but not be limited to:*

- (a) Fully dimensioned horizontal and vertical geometry, including the intersections;
- (b) Construction details in typical cross sections;
- (c) Drainage details;
- (d) Crossfalls;
- (e) Kerb lines;
- (f) Spot levels;
- (g) Stormwater pits and reticulation details;
- (h) Pipe material, class and gradients;
- (i) Pedestrian and vehicle safety barriers;
- (j) Traffic management signage;
- (k) Traffic management devices;
- (l) Footpath details (footpaths to be constructed using concrete);
- (m) Kerb ramp details and locations;
- (n) Long section of road showing grades;
- (o) Road cross sections;
- (p) Details of any benching required for the road construction; and
- (q) All weather access to stormwater devices.

*The design drawings when/if approved by the Council's Director Infrastructure Services will be issued as the Council-approved engineering drawings. The approved plans must be complied with.*

22. As part of the Engineering Drawings the developer shall detail where barrier fencing is required on the south and western sides of the footpath and future footpath, alongside the bush land, to prevent motor bikes entering the road including at the fire trail. This shall be to the satisfaction of the Development Engineer and be undertake as per the approved engineering works.

23. Prior to the approval of the engineering drawings, design of any excavation and/or any earth retaining structures (e.g. western embankments, cuttings, retaining walls) and associated structural certificates for any structures must be submitted to council for condition endorsement having regard to:
  - (a) Be in accordance with AS4678,
  - (b) Take into account any additional surcharge loadings as required by relevant Australian Standards,
  - (c) Take into account and reference accordingly any Geotechnical findings,
  - (d) Detail any mitigation measures required,
  - (e) The structure certificated and/or design should note accordingly the above,
  - (f) Include a safe design of structures assessment in accordance with *The Safe Design of Structures Code of Practice 2018*, and,
  - (g) Amenity and safety of the road and footpath users and inhabitants of new cul-de-sac.

All work required by this condition must be constructed undertaken in accordance with the approved engineering drawings.

24. Where filling is required as part of the subdivision works or site rehabilitation, the fill area must be cleared of all organic material and debris before placement.
25. All filling must be placed, compacted, and tested to approved design levels in accordance with *AS 3798 – 2007 Guidelines on Earthworks for Commercial and Residential Developments* (including Amendment No. 1, 8 May 2008).
26. For all controlled fill areas greater than 300 mm in depth, documentation certified by a suitably qualified engineer must be provided specifying fill depths and achieved densities, to the satisfaction of Council's Development Engineer.
27. Prior to the issue of Engineering drawing approval, plans showing the detailed design of the new vehicle crossings must be submitted and approved as a Condition Endorsement, to the satisfaction of the Council's Development Engineer. The design and construction must be in accordance with the Tasmanian standard drawing TSD-R09-v3 between the kerb and the property boundary. The vehicle crossing must be completed prior to the occupancy of the dwelling.
  - (a) Design driveway access onto the lots with gradients that comply with AS2890 and LGAT drawings.
  - (b) Long and cross sections of the road, footpaths, walkways and driveways onto each lot.
  - (c) Include designs of any excavation and/or any earth-retaining structures (e.g. embankments, cuttings, retaining walls) and associated structural certificates for any structures such as vehicle parking

(d) Minimum carriageway width is to be no less than 3 metres and to be complied with Bushfire Hazard Report (Mat Clark BFP-180) requirements.

28. Street lighting must be provided in accordance with AS/NZS 1158 series. A street lighting plan must be submitted to and approved by Council's Development Engineer as part of the engineering design drawings.

29. All street lighting infrastructure, and any associated works, must be located clear of the 1.2m footpath to be constructed.

30. All street lighting works must be completed in accordance with the approved street lighting plan and engineering drawings prior to the sealing of the final subdivision plan.

31. The developer must arrange a compliance inspection with Council for all civil works approved by Council's Development Engineer. This inspection must occur prior to the commencement of the use or within 20 days of completion of the works, whichever occurs sooner. A minimum of five (5) business days' notice must be provided to Council to arrange the inspection.

32. All private sewer, stormwater and water services must be provided so that each lot is serviced independently, with all private infrastructure located entirely within the boundaries of the lot it serves or contained within an appropriate registered easement.

A detailed services plan—showing existing services, proposed (or as-constructed) private services, Council mains, and service access for each lot—must be prepared by a civil engineer or other suitably qualified designer and submitted to Council for approval prior to the sealing of the final plan.

33. To demonstrate compliance with previous Condition, the developer must provide Council with:

- services plan clearly showing the location, alignment, and separation of all relevant private services for each lot, and
- covering letter certifying that all engineering works required by the planning permit have been completed and that all services are wholly contained within their respective lots or within registered easements.

This certification must be provided by a qualified person, being a professional engineer, professional surveyor, or other person acceptable to Council.

The final plan will not be processed for sealing until this documentation is received and accepted by Council.

34. All public open space areas must be shown as lots on the Final Plan with the notation, "Public Open Space".

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35. An original of each of the Plan of Subdivision and Schedule of Easements must be submitted to Council for sealing.
36. Any lots described as “public open space”, “public access way”, “road” or “to be acquired by the Highway Authority” on the Final Plan must be transferred to the Council at the time of sealing for a nominal sum of \$1.00 and must be accompanied by a Memorandum of Transfer to the Glenorchy City Council, all documentation in relation to discharges of any Mortgages, caveats or the like, and all relevant registrable dealings. This Transfer must be executed by the vendor, identifying the lot(s) to be transferred and the applicant is responsible for all Land Titles Office and stamp duty fees and charges.

The applicant remains responsible for ensuring that any Land Titles Office requisitions are effectively resolved, and the applicant must meet the costs of such requisition

37. Fees for engineering drawing approval, subdivision asset data collection, and stormwater connection inspections must be paid as specified in Council’s Fees and Charges Register for the relevant financial year.
38. Prior to the sealing of the final plan, private sewer, stormwater (including surface drainage) and water services/connections are to be entirely separate to each lot and contained wholly within the lots served.
39. Prior to the sealing of the final plan, the developer must verify compliance with the above condition by supplying the Council with as-installed services plan(S) clearly indicating the location and details of all relevant services (entirely contained within their respective lots or appropriate easements). The as-installed services plan must be accompanied by certification from a suitably qualified person that all engineering work required by this permit has been completed.

*Advice: Any final plan submitted for sealing will not be processed unless it is accompanied by documentation by a suitably qualified person that clearly certifies that this condition has been satisfied and that all the work required by This condition has been completed. A 'suitably qualified person' must be a Professional Engineer or Professional Surveyor or other persons acceptable to Council.*

## **Environmental**

40. Weed Management Plan (WMP) and Hygiene.
  - (a) Weed control:

Prior to commencement of works, all identified weeds within the footprint of works must be controlled via appropriate methods as per the DNRE guidelines. It is also recommended that any declared weeds onsite are controlled through a weed management plan to remain compliant with the General Biosecurity Duty and the *Biosecurity Act 2019*. Any recommendations made in the Natural Values Assessment provided by Enviro-Dynamics (dated) should also be implemented.

(b) Hygiene measures:

Measures should be put in place to clean all plant, machinery, and imported material prior to entry onsite and prevent any new infestations. Measures should follow the practices outline by DNRE's Weed and Disease Planning and Hygiene Guidelines, Tasmanian Coastal Works Manual: a best practice management guide for changing coastlines (Page & Thorp) and Wetlands and Waterways Works Manual.

Advice: <https://nre.tas.gov.au/invasive-species/weeds/weed-hygiene>

(c) Public Open Space:

The Weed Management Plan must be implemented and maintained by the developer for a minimum period of three (3) years from the transfer of the Public Open Space to Council. An agreement must be entered into to ensure that this work is carried out to the satisfaction of Council's coordinator Recreation and Environment prior to the sealing of the final plan of subdivision.

## **Advice to Applicant**

*This advice does not form part of the permit but is provided for the information of the applicant.*

### **General Manager's Consent for Stormwater Management**

Any conditions and/or advice as set out in the attached General Manager's Consent for Stormwater Management, reference No. PLN-25-153 dated 15 January 2026, is associated with this permit.

### **Other Permits**

Please be aware that this planning permit is a planning approval issued under the *Tasmanian Planning Scheme - Glenorchy*. You should consult with an accredited Building Surveyor prior to commencing this use or work to ensure all relevant requirements of the *Building Act 2016* are complied with.

In addition to this planning permit, a building permit and/or plumbing permit may also be required. If further clarification is required, please contact Council's Building Section on 6216 6800.

### **Waste Services**

Waste services to the proposed subdivision in Coach Road Chigwell would be Council's standard bin service collected fortnightly.

- Council's Standard Bin Service includes one (1) x 140L wheelie bin for Waste, one (1) x 240L wheelie bin for Recycling, and one (1) x 240L for FOGO wheelie bin to each of the lots, collected fortnightly.
- A level surface clear of the road pavement is to be provided for bin collection points.
- A subdivision needs to have enough kerbside area for placement of wheelie bins; all bins are to be placed on the kerbside for collection.
- For new subdivisions the footpath must be designed and constructed to accommodate the placement of bins. Recommend footpath width to each lot to meet the minimum accessible footpath width (1.5 metre), and would need to comply with Councils 2024 Footpath Policy.
- For new properties and subdivisions to have a waste service all new road construction must ensure that forward continuous movement for a waste collection vehicle is available.
- Turning heads of cul-de-sacs shall be a minimum of 18 metre diameter inside the kerb to allow for the continuous forward movement of a heavy rigid vehicle, tandem 22.5 ton capacity.
- In an area with an overhead obstruction such as a tree canopy a minimum height of 5.0 metres needs to be allowed for contractor's collection vehicle including access to the lifting arm.
- Council's Waste Services Contractor collection trucks will not enter any multiple unit dwellings to collect and empty the wheelie bins unless approved by Council.

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### **Attachment 1 – Site Plan, Development Plans and TasWater SPAN**

**APPENDIX****8.0 General Residential Zone**

Standard	Acceptable Solution	Proposed	Complies?
<b>8.6 Development Standards for Subdivision</b>			
<b>8.6.1 Lot Design</b>	<p><b>A1</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, must:</p> <ul style="list-style-type: none"> <li>(a) have an area of not less than 450m<sup>2</sup> and: <ul style="list-style-type: none"> <li>(i) be able to contain a minimum area of 10m x 15m with a gradient not steeper than 1 in 5, clear of: <ul style="list-style-type: none"> <li>a. all setbacks required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; and</li> <li>b. easements or other title restrictions that limit or restrict development;</li> </ul> </li> <li>and</li> <li>(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;</li> </ul> </li> <li>(b) be required for public use by the Crown, a council or a State authority;</li> <li>(c) be required for the provision of Utilities; or</li> <li>(d) be for the consolidation of a lot with another lot provided each lot is within the same zone.</li> </ul>	<p>A1(a): Met, all proposed lots would have an area greater than 450m<sup>2</sup>.</p> <p>A1(a)(i): Not met, the gradient of the areas of several lots (lots 1 and lots 7 to 11) would be steeper than 1 in 5.</p> <p>A1(a)(i) a.: Met, proposed areas meet the required setbacks.</p> <p>A1(a)(i) b.: Met, proposed areas are shown clear of easements.</p> <p>A1(a)(ii): N/A, there are no existing buildings on the site.</p> <p>A1(b): the proposed POS lot satisfies this sub-clause as it would be for public use.</p> <p>A1(c): the proposed road lot satisfy this sub-clause as it would be for the provision of utilities.</p> <p>A1(d): N/A, lot consolidation is not proposed.</p>	No

	<b>A2</b>  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.	Not met, lot 11 would have less than 12m of frontage.	No
	<b>A3</b>  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.	Met, see DE report.	Yes
	<b>A4</b>  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.	Not met, the long axis of several lots (lots 4 to 11) would not be orientated within 30 degrees of north.	No
<b>8.6.2</b>  <b>Roads</b>	<b>A1</b>  The subdivision includes no new roads.	Not met, the subdivision includes a new road.	No
<b>8.6.3</b>  <b>Services</b>	<b>A1</b>  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.	Met, the civil plans show that each lot would be provided with a connection to a water main to be installed within the proposed road reservation (services not required for POS or road lots).	Yes

	<b>A2</b>  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.	Met, the civil plans show that each lot would be provided with a connection to a reticulated sewerage system.	Yes
	<b>A3</b>  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.	Met, the civil plans show that each lot would be provided with a connection to a public stormwater system.	Yes

## 22.0 Landscape Conservation Zone

Standard	Acceptable Solution	Proposed	Complies?
<b>22.4 Development Standards for Buildings and Works</b>			
<b>22.4.4 Landscape protection</b>	<b>A1</b>  Building and works must be located within a building area, if shown on a sealed plan.	A1 is not met because the work proposed to create the new road would not be contained within a building area.	No
	<b>A2</b>  Buildings and works must:  (a) be located within a building area, if shown on a sealed plan; or	A1 is not met because the work proposed to create the new road would not be contained within a building area or alteration or extension to an existing building.	No

	<ul style="list-style-type: none"> <li>(b) be an alteration or extension to an existing building providing it is not more than the existing building height; and</li> <li>(c) not include cut and fill greater than 1m; and</li> <li>(d) be not less than 10m in elevation below a skyline or ridgeline.</li> </ul>		
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### 22.5 Development Standards for Subdivision

<b>22.5.1</b>	<b>A1</b>		
<b>Lot Design</b>	<p>Each lot, or a proposed lot in a plan of subdivision, must:</p> <ul style="list-style-type: none"> <li>(a) have an area of not less than 50ha and:           <ul style="list-style-type: none"> <li>(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:               <ul style="list-style-type: none"> <li>a. all setbacks required by clause 22.4.2 A2, A3 and A4; and</li> <li>b. easements or other title restrictions that limit or restrict development; and</li> </ul> </li> <li>(ii) existing buildings are consistent with the setback required by clause 22.4.2 A2, A3 and A4;</li> </ul> </li> </ul>	<p>A1(a): Met, the proposed balance lot would have an area greater than 50ha. The balance lot is not shown on the proposed subdivision plan but given the area of the subject property (73.33ha) and the area of the proposed GRZ lots, POS lot, and road lot (18,624m<sup>2</sup>), it would have an area greater than 71 ha.</p> <p>A1(a)(i): Not met, the required area is not shown on the proposed subdivision plan. A 25m x 25m area is shown on the BHMP, however, native vegetation has not been removed from this area and it would have a gradient steeper than 1 in 5. This area would be clear of the relevant setbacks, easements, and other title restrictions.</p>	No

	<ul style="list-style-type: none"> <li>(b) be required for public use by the Crown, a council or a State authority;</li> <li>(c) be required for the provision of Utilities; or</li> <li>(d) be for the consolidation of a lot with another lot provided each lot is within the same zone.</li> </ul>	<p>A1(a)(ii): N/A, there are no existing buildings on the site.</p> <p>A1(b): N/A, the proposed balance lot is not for public use.</p> <p>A1(c): N/A, the proposed balance lot is not for the provision of utilities.</p> <p>A1(d): N/A, lot consolidation is not proposed.</p>	
	<p><b>A2</b></p> <p>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 40m.</p>	Met, the proposed balance lot would have a frontage of more than 40m	Yes
	<p><b>A3</b></p> <p>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.</p>	Met, see DE report.	Yes
	<p><b>A4</b></p> <p>No acceptable solution.</p>	No acceptable solution.	No

## C2.0 Parking and Sustainable Transport Code

Standard	Acceptable Solution	Proposed	Complies ?
<b>C2.5 Use Standards</b>			
<b>C2.5.1</b> <b>Car parking numbers</b>	<b>A1</b> <p>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</p> <ul style="list-style-type: none"> <li>(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;</li> <li>(b) the site is contained within a parking precinct plan and subject to Clause C2.7;</li> <li>(c) the site is subject to Clause C2.5.5; or</li> <li>(d) it relates to an intensification of an existing use or development or a change of use where: <ul style="list-style-type: none"> <li>(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which</li> </ul> </li> </ul>		NA

Standard	Acceptable Solution	Proposed	Complies ?
	<p>case no additional on-site car parking is required; or</p> <p>(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:</p> $N = A + (C - B)$ <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on site car parking spaces</p> <p>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p>C= Number of on-site car parking spaces required for the proposed use</p>		

Standard	Acceptable Solution	Proposed	Complies ?
	or development specified in Table C2.1.		
<b>C2.5.2</b> <b>Bicycle parking numbers</b>	<b>A1</b>  Bicycle parking spaces must: <ul style="list-style-type: none"> <li>(a) be provided on the site or within 50m of the site; and</li> <li>(b) be no less than the number specified in Table C2.1.</li> </ul>		NA
<b>C2.5.3</b> <b>Motorcycle parking numbers</b> <i>This applies to:</i> <i>Business and Professional Services;</i> <i>Community Meeting and Entertainment;</i> <i>Custodial Facility;</i> <i>Crematoria and Cemeteries;</i>	<b>A1</b>  The number of on-site motorcycle parking spaces for all uses must: <ul style="list-style-type: none"> <li>(a) be no less than the number specified in Table C2.4; and</li> <li>(b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.</li> </ul>		NA

Standard	Acceptable Solution	Proposed	Complies ?
<p><i>Educational and Occasional Care; Food Services; General Retail and Hire; Hospital Services; Hotel Industry; Pleasure Boat Facility; Residential if for a communal residence, multiple dwellings or hostel use; Sports and Recreation; and Tourist Operation.</i></p>			
<p><b>C2.5.4 Loading bays</b>  <i>This applies to: Bulky Goods Sales; General Retail and Hire; Manufacturing and Processing; and</i></p>	<p><b>A1</b></p> <p>A loading bay must be provided for uses with a floor area of more than 1000m<sup>2</sup> in a single occupancy.</p>		NA

Standard	Acceptable Solution	Proposed	Complies ?
Storage.			
<b>C2.5.5</b> <b>Number of car parking spaces within the General Residential Zone and Inner Residential Zone</b> <i>This applies to:</i> <i>Business and Professional Services;</i> <i>Community Meeting and Entertainment;</i> <i>Educational and Occasional Care;</i> <i>Emergency Services;</i> <i>Food Services;</i> <i>General Retail and Hire;</i> <i>Sports and Recreation;</i> <i>and</i>	<b>A1</b> <p>Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for:</p> <ul style="list-style-type: none"> <li>(a) Food Services uses up to 100m<sup>2</sup> floor area or 30 seats, whichever is the greater; and</li> <li>(b) General Retail and Hire uses up to 100m<sup>2</sup> floor area or 30 seats, whichever is the greater;</li> </ul> <p>provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.</p>		NA

Standard	Acceptable Solution	Proposed	Complies ?
<i>Utilities, if not for minor utilities.</i>			
<b>C2.6 Development Standards for Building Works</b>			
<b>C2.6.1</b> <b>Construction of parking areas</b>	<b>A1</b>  All parking, access ways, manoeuvring and circulation spaces must: <ul style="list-style-type: none"> <li data-bbox="568 782 1219 846">(a) be constructed with a durable all weather pavement;</li> <li data-bbox="568 878 1219 989">(b) be drained to the public stormwater system, or contain stormwater on the site; and</li> <li data-bbox="568 1021 1219 1338">(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.</li> </ul>		NA

Standard	Acceptable Solution	Proposed	Complies ?
<b>C2.6.2</b> <b>Design and layout of parking areas</b>	<p><b>A1.1</b></p> <p>Parking, access ways, manoeuvring and circulation spaces must either:</p> <p>(a) comply with the following:</p> <ul style="list-style-type: none"> <li>(i) have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>;</li> <li>(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</li> <li>(iii) have an access width not less than the requirements in Table C2.2;</li> <li>(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;</li> <li>(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements</li> </ul>		NA

Standard	Acceptable Solution	Proposed	Complies ?
	<p>in Table C2.3 where there are 3 or more car parking spaces;</p> <p>(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and</p> <p>(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or</p> <p>(b) comply with <i>Australian Standard AS 2890- Parking facilities, Parts 1-6.</i></p>		
	<p><b>A1.2</b></p> <p>Parking spaces provided for use by persons with a disability must satisfy the following:</p> <p>(a) be located as close as practicable to the main entry point to the building;</p> <p>(b) be incorporated into the overall car park design; and</p>		

Standard	Acceptable Solution	Proposed	Complies ?
	(c) be designed and constructed in accordance with <i>Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities</i> . [S35]		
<b>C2.6.3</b> <b>Number of accesses for vehicles</b>	<p><b>A1</b></p> <p>The number of accesses provided for each frontage must:</p> <p>(a) be no more than 1; or</p> <p>(b) no more than the existing number of accesses</p> <p>whichever is the greater.</p>	One access per lot is provided	yes
	<p><b>A2</b></p> <p>Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.</p>		NA
<b>C2.6.4</b> <b>Lighting of parking areas within the General Business</b>	<p><b>A1</b></p> <p>In car parks within the General Business Zone and Central Business Zone, parking and vehicle</p>		NA

Standard	Acceptable Solution	Proposed	Complies ?
<b>Zone and Central Business Zone</b>	<p>circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 “Basis of Design” and Clause 3.6 “Car Parks” in <i>Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements.</i></p>		
<b>C2.6.5</b> <b>Pedestrian access</b>	<p><b>A1.1</b></p> <p>Uses that require 10 or more car parking spaces must:</p> <p class="list-item-l1">(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:</p> <p class="list-item-l2">(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or</p> <p class="list-item-l2">(ii) protective devices such as bollards, guard rails or planters between the</p>		NA

Standard	Acceptable Solution	Proposed	Complies ?
	<p>footpath and the access way or parking aisle; and</p> <p>(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.</p> <p><b>A1.2</b></p> <p>In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.</p>		
<b>C2.6.6</b> <b>Loading bays</b>	<p><b>A1</b></p> <p>The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS 2890.2-2002, Parking facilities, Part 2: Offstreet commercial vehicle facilities</i>, for the type of vehicles likely to use the site.</p>		NA
	<b>A2</b>		NA

Standard	Acceptable Solution	Proposed	Complies ?
	<p>The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with <i>Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities Off-street commercial vehicle facilities.</i></p>		
<b>C2.6.7</b> <b>Bicycle parking and storage facilities within the General Business Zone and Central Business Zone</b>	<b>A1</b> <p>Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 “Basis of Design” and clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.</p>		NA
	<b>A2</b> <p>Bicycle parking spaces must:</p> <p>(a) have dimensions not less than:</p> <p>(i) 1.7m in length;</p>		NA

Standard	Acceptable Solution	Proposed	Complies ?
	<p>(ii) 1.2m in height; and</p> <p>(iii) 0.7m in width at the handlebars;</p> <p>(b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and</p> <p>(c) include a rail or hoop to lock a bicycle that satisfies <i>Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking</i>.</p>		
<b>C2.6.8</b> <b>Siting of parking and turning areas</b>	<b>A1</b> <p>Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.</p>		NA
	<b>A2</b>		NA

Standard	Acceptable Solution	Proposed	Complies ?
	<p>Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must:</p> <ul style="list-style-type: none"> <li>(a) have no new vehicle accesses, unless an existing access is removed;</li> <li>(b) retain an active street frontage; and</li> <li>(c) not result in parked cars being visible from public places in the adjacent roads.</li> </ul>		

### C2.7 Parking Precinct Plan

<b>C2.7.1</b> <b>Parking Precinct Plan</b>	<b>A1</b> <p>Within a parking precinct plan, onsite parking must:</p> <ul style="list-style-type: none"> <li>(a) not be provided; or</li> <li>(b) not be increased above existing parking numbers.</li> </ul>		NA
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#### Footnotes

[S35] Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016.

### C3 Road and Railway Assets Code

Standard	Acceptable Solution	Proposed	Complies?
<b>C3.5 Use Standards</b>			
<b>C3.5.1</b>  <b>Traffic generation at a vehicle crossing, level crossing or new junction</b>	<p><b>A1.1</b></p> <p>For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:</p> <ul style="list-style-type: none"> <li>(a) a new junction;</li> <li>(b) a new vehicle crossing; or</li> <li>(c) a new level crossing.</li> </ul> <p><b>A1.2</b></p> <p>For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.</p> <p><b>A1.3</b></p> <p>For the rail network, written consent for a new private level crossing to serve the use and</p>	<p>The proposed development is not expected to have any significant detrimental impacts on the surrounding road network in terms of traffic efficiency or road safety</p>	YES

Standard	Acceptable Solution	Proposed	Complies?
	<p>development has been issued by the rail authority.</p> <p><b>A1.4</b></p> <p>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</p> <ul style="list-style-type: none"> <li>(a) the amounts in Table C3.1; or</li> <li>(b) allowed by a licence issued under Part IVA of the <i>Roads and Jetties Act 1935</i> in respect to a limited access road.</li> </ul> <p><b>A1.5</b></p> <p>Vehicular traffic must be able to enter and leave a major road in a forward direction.</p>		
<b>C3.6 Development Standards for Buildings and Works</b>			

Standard	Acceptable Solution	Proposed	Complies?
<b>C3.6.1</b> <b>Habitable buildings for sensitive uses within a road or railway attenuation area</b>	<b>A1</b> <p>Unless within a building area on a sealed plan approved under this planning scheme, habitable buildings for a sensitive use within a road or railway attenuation area, must be:</p> <ul style="list-style-type: none"> <li>(a) within a row of existing habitable buildings for sensitive uses and no closer to the existing or future major road or rail network than the adjoining habitable building;</li> <li>(b) an extension which extends no closer to the existing or future major road or rail network than: <ul style="list-style-type: none"> <li>(i) the existing habitable building; or</li> <li>(ii) an adjoining habitable building for a ser</li> </ul> </li> <li>(c) located or designed so that external noise levels are not more than the level in Table C3.2 measured in accordance with Part D of the <i>Noise Measurement Procedures Manual, 2nd edition, July 2008</i>.</li> </ul>		NA
<b>C3.7 Development Standards for Subdivision</b>			

Standard	Acceptable Solution	Proposed	Complies?
<b>C3.7.1</b> <b>Subdivision for sensitive uses within a road or railway attenuation area</b>	<b>A1</b>  A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.		NA

**C6.0 Local Historic Heritage Code**

Standard	Acceptable Solution	Proposed	Complies?
<b>C6.6 Development Standards for Local Heritage Places</b>			
<b>C6.6.1</b> <b>Demolition</b>	<b>A1</b>  No Acceptable Solution.		N/A
<b>C6.6.2</b> <b>Site coverage</b>	<b>A1</b>  No Acceptable Solution.		N/A
<b>C6.6.3</b> <b>Height and bulk of buildings</b>	<b>A1</b>  No Acceptable Solution.		N/A
<b>C6.6.4</b>	<b>A1</b>  No Acceptable Solution.		N/A

Standard	Acceptable Solution	Proposed	Complies?
<b>Siting of buildings and structures</b>			
<b>C6.6.5</b> <b>Fences</b>	<b>A1</b>  New fences and gates on local heritage places must be designed and constructed to match existing original fences on the site.		N/A
<b>C6.6.6</b> <b>Roof form and materials</b>	<b>A1</b>  Replacement roofs on local heritage places which will be visible from any road or public open space adjoining the site, must be of a form and material to match the existing roof being replaced.		N/A
<b>C6.6.7</b> <b>Building alterations, excluding roof form and materials</b>	<b>A1</b>  No Acceptable Solution.		N/A
<b>C6.6.8</b> <b>Outbuildings and structures</b>	<b>A1</b>  Outbuildings and structures on local heritage places must:  (a) not be located in the front setback;		N/A

Standard	Acceptable Solution	Proposed	Complies?
	<ul style="list-style-type: none"> <li>(b) not be visible from any road or public open space adjoining the site;</li> <li>(c) not have a side that is longer than 3m;</li> <li>(d) have a gross floor area less than 9m<sup>2</sup>;</li> <li>(e) have a combined total area of all outbuildings on the site of not more than 20m<sup>2</sup>;</li> <li>(f) have a maximum height less than 2.4m above existing ground level;</li> <li>(g) not have a maximum change of level as a result of cut or fill of more than 1m; and</li> <li>(h) not encroach on any service easement or be located within 1m of any underground service.</li> </ul>		
<b>C6.6.9</b> <b>Driveways and parking for non-residential purposes</b>	<b>A1</b> Parking areas for non-residential purposes on local heritage places must be located behind the building line of buildings located or proposed on a site.		N/A
<b>C6.6.10</b>	<b>A1</b>		N/A

Standard	Acceptable Solution	Proposed	Complies?
<b>Removal, destruction or lopping of trees, or removal of vegetation, that is specifically part of a local heritage place</b>	No Acceptable Solution.		
<b>C6.7 Development Standards for Local Heritage Precincts and Local Historic Landscape Precincts</b>			
Not applicable. There are no Local Heritage Precincts or Local Historic Landscape Precincts in the municipality.			
<b>C6.8 Development Standards for Places or Precincts of Archaeological Potential</b>			
Not applicable.			
<b>C6.9 Significant Trees</b>			
<b>C6.9.1 Significant Trees</b>	<b>A1</b> No Acceptable Solution.		N/A
	<b>A2</b> No Acceptable Solution.		N/A

Standard	Acceptable Solution	Proposed	Complies?
<b>C6.10 Development Standards for Subdivision</b>			
<b>C6.10.1</b> <b>Lot design on a local heritage place</b>	<b>A1</b> No Acceptable Solution.		No
<b>C6.10.2</b> <b>Lot design for a local heritage precinct or a local historic landscape precinct</b>	Not applicable. There are no Local Heritage Precincts or Local Historic Landscape Precincts in the municipality.	Not applicable.	NA
<b>C6.10.3</b> <b>Subdivision works for places or precincts of archaeological potential</b>	Not applicable. There are no Places or Precincts of Archaeological Potential in the municipality.	Not applicable.	NA

**C7.0 Natural Assets Code**

Standard	Acceptable Solution	Proposed	Complies?
<b>C7.6 Development Standards for Buildings and Works</b>			

Standard	Acceptable Solution	Proposed	Complies?
<b>C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area</b>	<p><b>A1</b></p> <p>Buildings and works within a waterway and coastal protection area must:</p> <ul style="list-style-type: none"> <li>(a) be within a building area on a sealed plan approved under this planning scheme;</li> <li>(b) in relation to a Class 4 watercourse, be for a crossing or bridge not more than 5m in width; or</li> <li>(c) if within the spatial extent of tidal waters, be an extension to an existing boat ramp, car park, jetty, marina, marine farming shore facility or slipway that is not more than 20% of the area of the facility existing at the effective date.</li> </ul>		N/A
	<p><b>A2</b></p> <p>Buildings and works within a future coastal refugia area must be located within a building area on a sealed plan approved under this planning scheme.</p>		N/A
	<p><b>A3</b></p> <p>Development within a waterway and coastal protection area or a future coastal refugia area</p>		N/A

Standard	Acceptable Solution	Proposed	Complies?
	must not involve a new stormwater point discharge into a watercourse, wetland or lake.		
	<b>A4</b>  Dredging or reclamation must not occur within a waterway and coastal protection area or a future coastal refugia area.		N/A
	<b>A5</b>  Coastal protection works or watercourse erosion or inundation protection works must not occur within a waterway and coastal protection area or a future coastal refugia area.		N/A
<b>C7.6.2 Clearance within a priority vegetation area</b>	<b>A1</b>  Clearance of native vegetation within a priority vegetation area must be within a building area on a sealed plan approved under this planning scheme.		No
<b>C7.7 Development Standards for Subdivision</b>			
<b>C7.7.1 Subdivision within a waterway and coastal protection area or a</b>	<b>A1</b>  Each lot, or a lot proposed in a plan of subdivision, within a waterway and coastal		N/A

Standard	Acceptable Solution	Proposed	Complies?
<b>future coastal refugia area</b>	<p>protection area or a future coastal refugia area, must:</p> <ul style="list-style-type: none"> <li>(a) be for the creation of separate lots for existing buildings;</li> <li>(b) be required for public use by the Crown, a council, or a State authority;</li> <li>(c) be required for the provision of Utilities;</li> <li>(d) be for the consolidation of a lot; or</li> <li>(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.</li> </ul>		
<b>C7.7.2 Subdivision within a priority vegetation area</b>	<p><b>A1</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must:</p> <ul style="list-style-type: none"> <li>(a) be for the purposes of creating separate lots for existing buildings;</li> <li>(b) be required for public use by the Crown, a council, or a State authority;</li> <li>(c) be required for the provision of Utilities;</li> </ul>		No

Standard	Acceptable Solution	Proposed	Complies?
	<p>(d) be for the consolidation of a lot; or</p> <p>(e) not include any works (excluding boundary fencing), building area, bushfire hazard management area, services or vehicular access within a priority vegetation area.</p>		

#### C8.0 Scenic Protection Code

Standard	Acceptable Solution	Proposed	Complies?
<b>C8.6 Development Standards for Buildings and Works</b>			
<b>C8.6.1 Development within a scenic protection area</b>	<p><b>A1</b></p> <p>Buildings or works, including destruction of vegetation, within a scenic protection area must:</p> <p>(a) be on land not less than 50m in elevation below a skyline; and</p> <p>(b) not total more than 500m<sup>2</sup> in extent.</p>	<p>A1(b) is not met because the construction of the proposed road and establishment of HMA for the building area for the balance lot would be within a scenic protection area and more than 500m<sup>2</sup> in extent.</p>	No

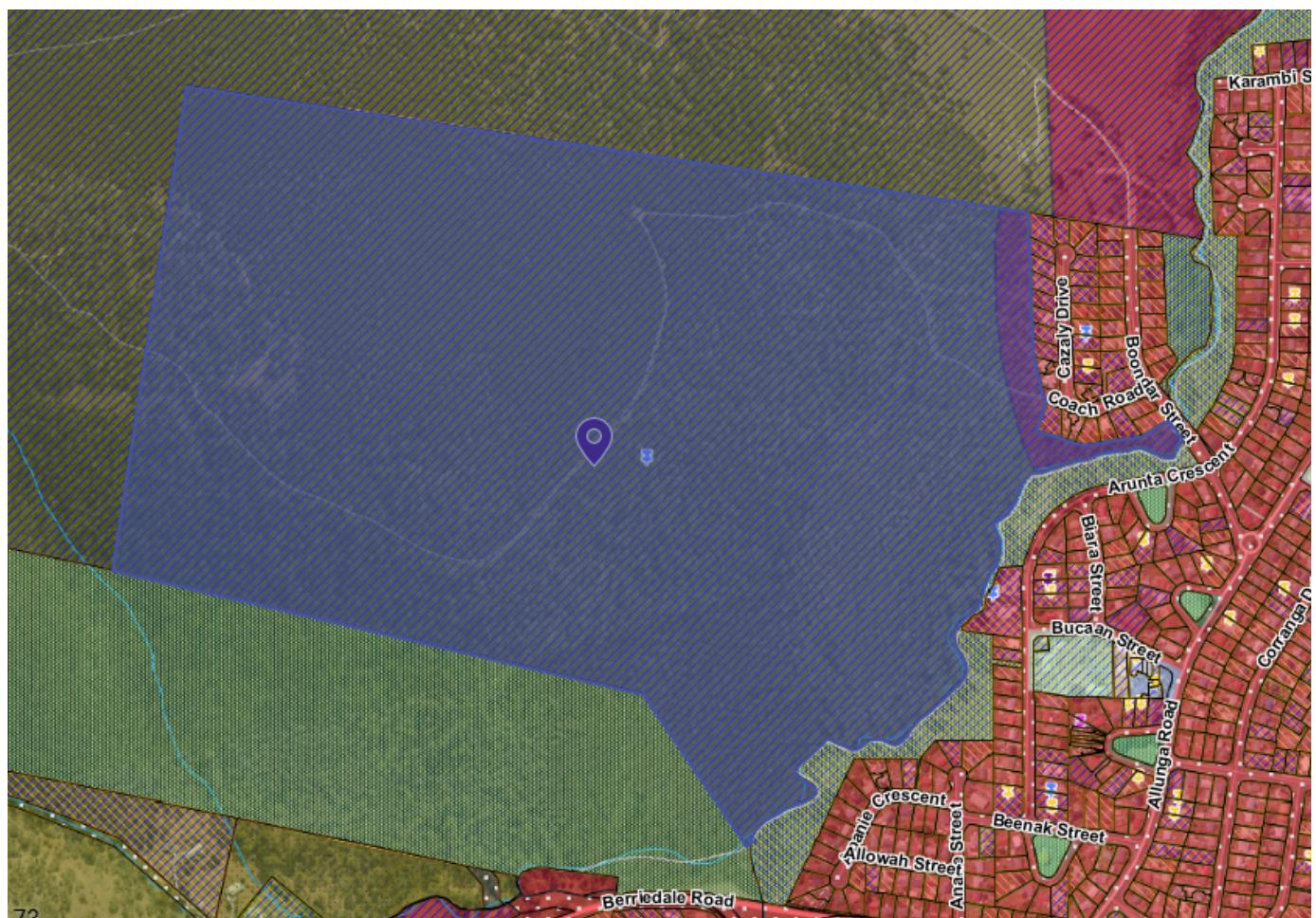
**C12.0 Flood-Prone Areas Hazard Code**

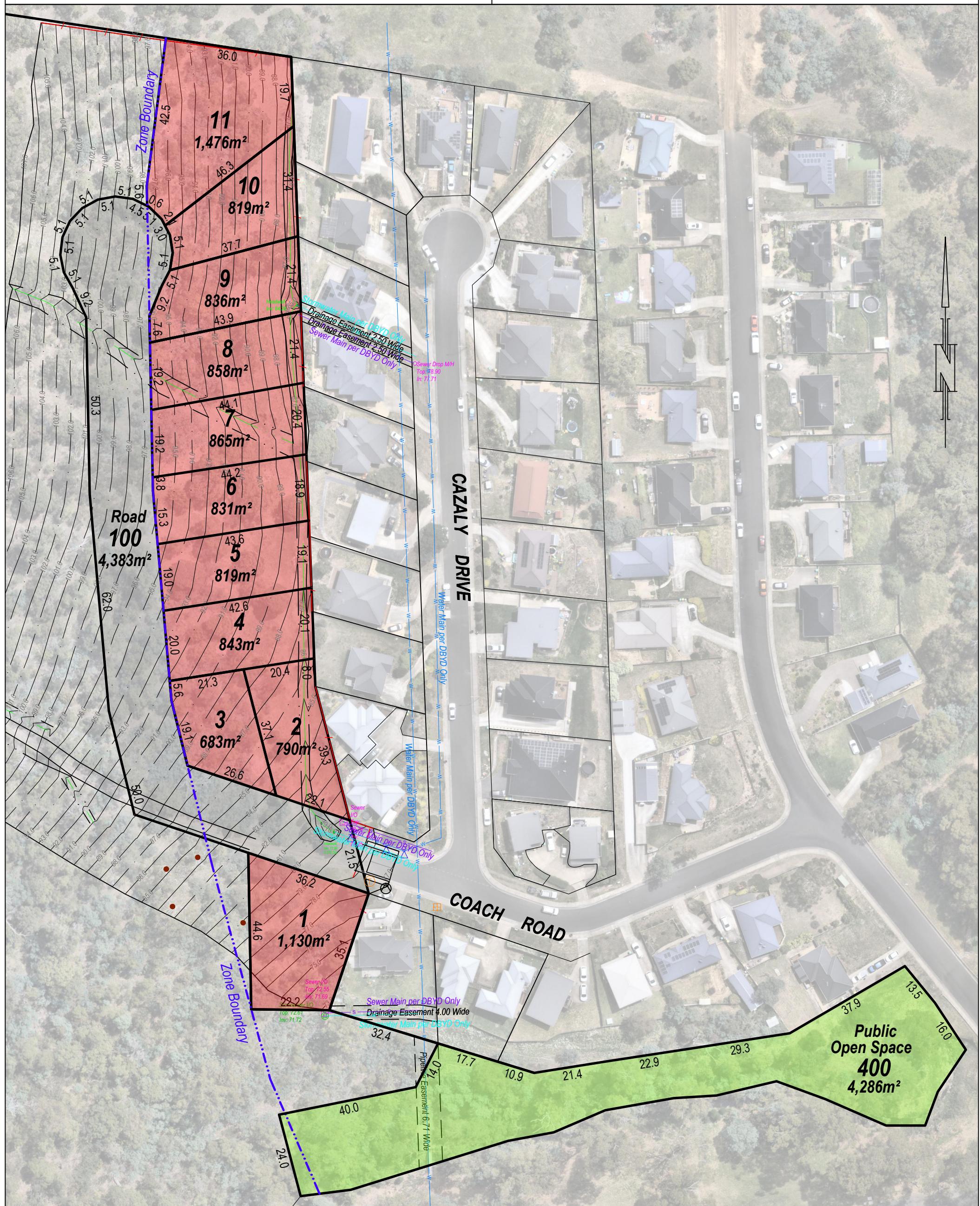
Standard	Acceptable Solution	Proposed	Complies?
<b>C12.5 Use Standards</b>			
<b>C12.5.1</b> <b>Uses within a flood-prone hazard area</b>	<b>A1</b>  No Acceptable Solution.	NA	
<b>C12.5.2</b> <b>Critical use, hazardous use or vulnerable use</b>	<b>A1</b>  No Acceptable Solution.	NA	
	<b>A2</b>  No Acceptable Solution.	NA	
	<b>A3</b>  No Acceptable Solution.	NA	
	<b>A4</b>  No Acceptable Solution.	NA	
<b>C12.6 Development Standards for Buildings and Works</b>			
<b>C12.6.1</b>	<b>A1</b>  No Acceptable Solution.	Proposed works (roads and service infrastructure) are outside of flood-prone hazard area	Discretion applied

Standard	Acceptable Solution	Proposed	Complies?
<b>Buildings and works within a flood-prone hazard area</b>			
<b>C12.7 Development Standards for Subdivision</b>			
<b>C12.7.1</b> <b>Subdivision within a flood-prone hazard area</b>	<p><b>A1</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, within a flood-prone hazard area, must:</p> <ul style="list-style-type: none"> <li>(a) be able to contain a building area, vehicle access, and services, that are wholly located outside a flood-prone hazard area;</li> <li>(b) be for the creation of separate lots for existing buildings;</li> <li>(c) be required for public use by the Crown, a council or a State authority; or</li> <li>(d) be required for the provision of Utilities.</li> </ul>	Meets the acceptable criteria	Yes

**Attachment 1 – Site Plan, Development Plans and Taswater SPAN – Coach Road,  
Chigwell**

## Plan showing the location of the application site





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
REV	AMENDMENTS	DRAWN	DATE	APPR.

<b>OWNER:</b>	David Stewart Homes Pty Ltd	<b>Proposed Subdivision</b>	
<b>TITLE REFERENCE:</b>	C.T.166553/1		
<b>LOCATION:</b>	Lot 1 Coach Road	<b>Date:</b>	Reference:
	<b>CHIGWELL</b>	17-2-2025	STEWD06 14817-10
<b>Scale:</b>	1:1000 (A3)	<b>Municipality:</b>	Glenorchy

## DRAWING LISTS

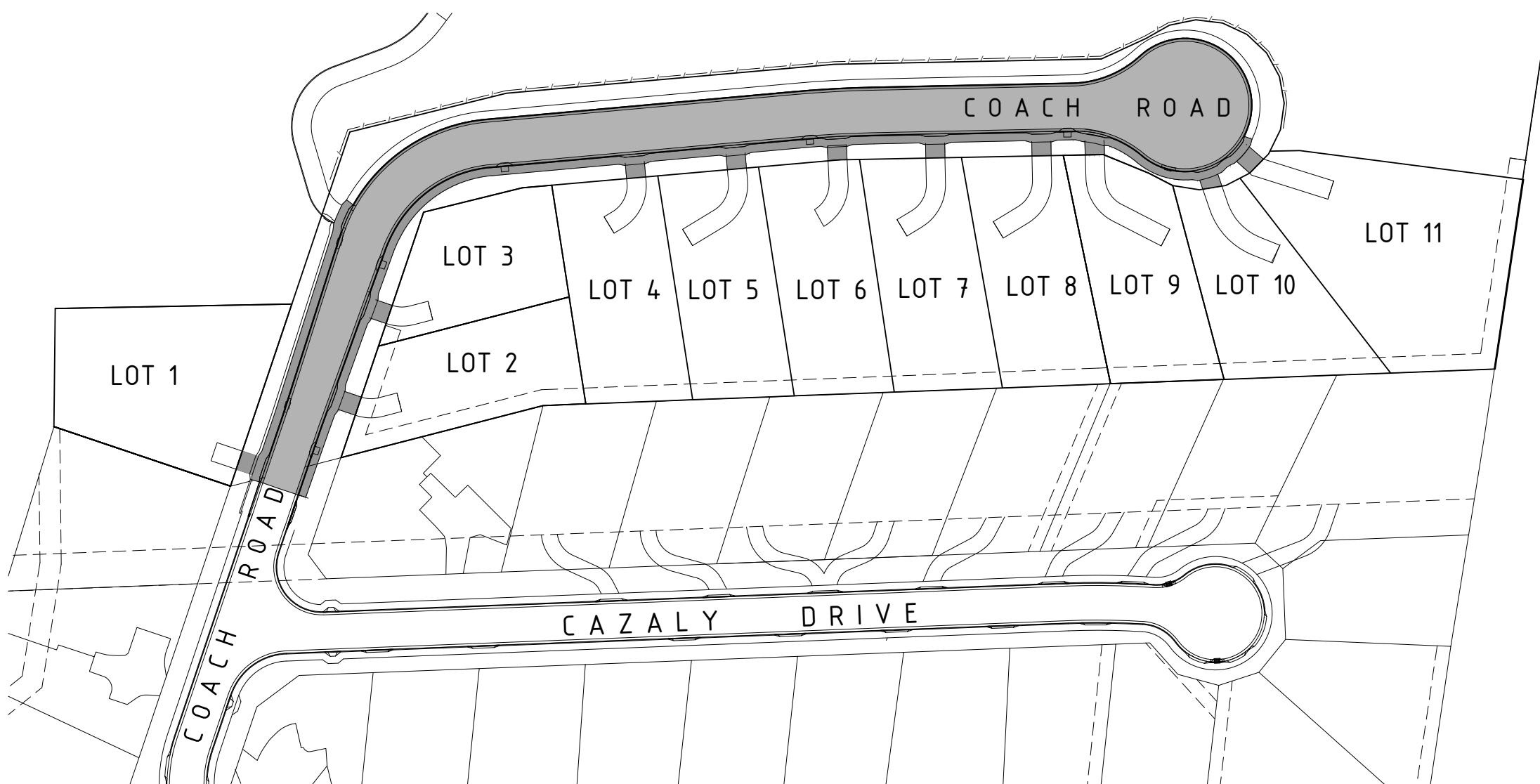
23188/00 REV B COVER SHEET  
 23188/01 REV B ROAD & STORMWATER PLAN SHEET 01  
 23188/02 REV B ROAD & STORMWATER PLAN SHEET 02  
 23188/03 REV B SEWER PLAN SHEET 01  
 23188/04 REV B WATER RETICULATION SHEET 01  
 23188/05 REV B COACH ROAD LONG SECTIONS & CROSS SECTIONS SHEET 01  
 23188/06 REV B COACH ROAD LONG SECTIONS & CROSS SECTIONS SHEET 02  
 23188/07 REV B COACH ROAD LONG SECTIONS & CROSS SECTIONS SHEET 03  
 23188/08 REV B FIRE TRAIL & DRIVEWAY LONG SECTIONS SHEET 01  
 23188/09 REV B FIRE TRAIL & DRIVEWAY LONG SECTIONS SHEET 02  
 23188/10 REV B FIRE TRAIL & DRIVEWAY LONG SECTIONS SHEET 03  
 23188/11 REV B FIRE TRAIL & DRIVEWAY LONG SECTIONS SHEET 04  
 23188/12 REV B FIRE TRAIL & DRIVEWAY LONG SECTIONS SHEET 05  
 23188/13 REV B FIRE TRAIL & DRIVEWAY LONG SECTIONS SHEET 06  
 23188/14 REV B FIRE TRAIL & DRIVEWAY LONG SECTIONS SHEET 07  
 23188/15 REV B FIRE TRAIL & DRIVEWAY LONG SECTIONS SHEET 08  
 23188/16 REV B SOIL & WATER MANAGEMENT PLAN  
 23188/17 REV B STORMWATER LONGITUDINAL SECTIONS SHEET 01  
 23188/18 REV B STORMWATER LONGITUDINAL SECTIONS SHEET 02  
 23188/19 REV B STORMWATER LONGITUDINAL SECTIONS SHEET 03  
 23188/20 REV B STORMWATER LONGITUDINAL SECTIONS SHEET 04  
 23188/21 REV B STORMWATER LONGITUDINAL SECTIONS SHEET 05  
 23188/22 REV B STORMWATER LONGITUDINAL SECTIONS SHEET 06  
 23188/23 REV B STORMWATER LONGITUDINAL SECTIONS SHEET 07  
 23188/24 REV B SEWER LONGITUDINAL SECTIONS SHEET 01  
 23188/25 REV B SEWER LONGITUDINAL SECTIONS SHEET 02  
 23188/26 REV B SEWER LONGITUDINAL SECTIONS SHEET 03  
 23188/27 REV B LOT ACCESS LOCATION & DIMENSIONED CROSSOVER PLAN SHEET 01  
 23188/28 REV B LOT ACCESS LOCATION & DIMENSIONED CROSSOVER PLAN SHEET 02

## TASWATER INFRASTRUCTURE SEWER NOTES:

- 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.
- ALL SEWER PIPES TO BE 150mm UPVC CLASS SNC AT 1.65m MINIMUM FALL U.N.O.
- FOR MINIMUM COVER OVER PIPES, REFER MRWA- S- 201, TABLE 201-C
- ALL PRODUCTS USED IN CONSTRUCTION TO COMPLY WITH THE CITY WEST WATER MATERIAL LIST
- ALL SEWER WORKS MUST BE TESTED AND INSPECTED BY 'TASWATER' PRIOR TO BACKFILL.
- ALL LIVE SEWER CONNECTIONS ARE TO BE DONE BY TASWATER AT THE DEVELOPERS COST.
- ALL MAINTENANCE STRUCTURES TO BE CONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING
  - MRWA-S-309 MAINTENANCE HOLES - GENERAL CONSTRUCTION REQUIREMENTS
  - MRWA-S-310 CONCRETE MAINTENANCE HOLES - BASE CONSTRUCTION
  - MRWA-S-311 CONCRETE MAINTENANCE HOLES - INTERNAL DROP
- ALL WORK TO BE DONE BY CONTRACTOR AT DEVELOPERS COST U.N.O.
- 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 TO HAVE BEEN CONSIDERED IN THE DESIGN.
- ALL MAINTENANCE/INSPECTION MHS IN TRAFFICABLE AREAS TO HAVE MIN CLASS 'D' LIDS.
- 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
- BULKHEADS AND TRENCH STOPS TO BE IN CONSTRUCTED ACCORDING WITH DRG. MRWA-S-205. 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
- 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 SUPPLEMENT.

## TRAFFIC MANAGEMENT NOTES:

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



## 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 REFERENCE 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 VEHICLE CROSSINGS  
 TSD-P24.v3 GCMS

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  
 TSD-SW02.v3 STORMWATER MANHOLES Ø100 - Ø600 DIA PIPES  
 TSD-SW03.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

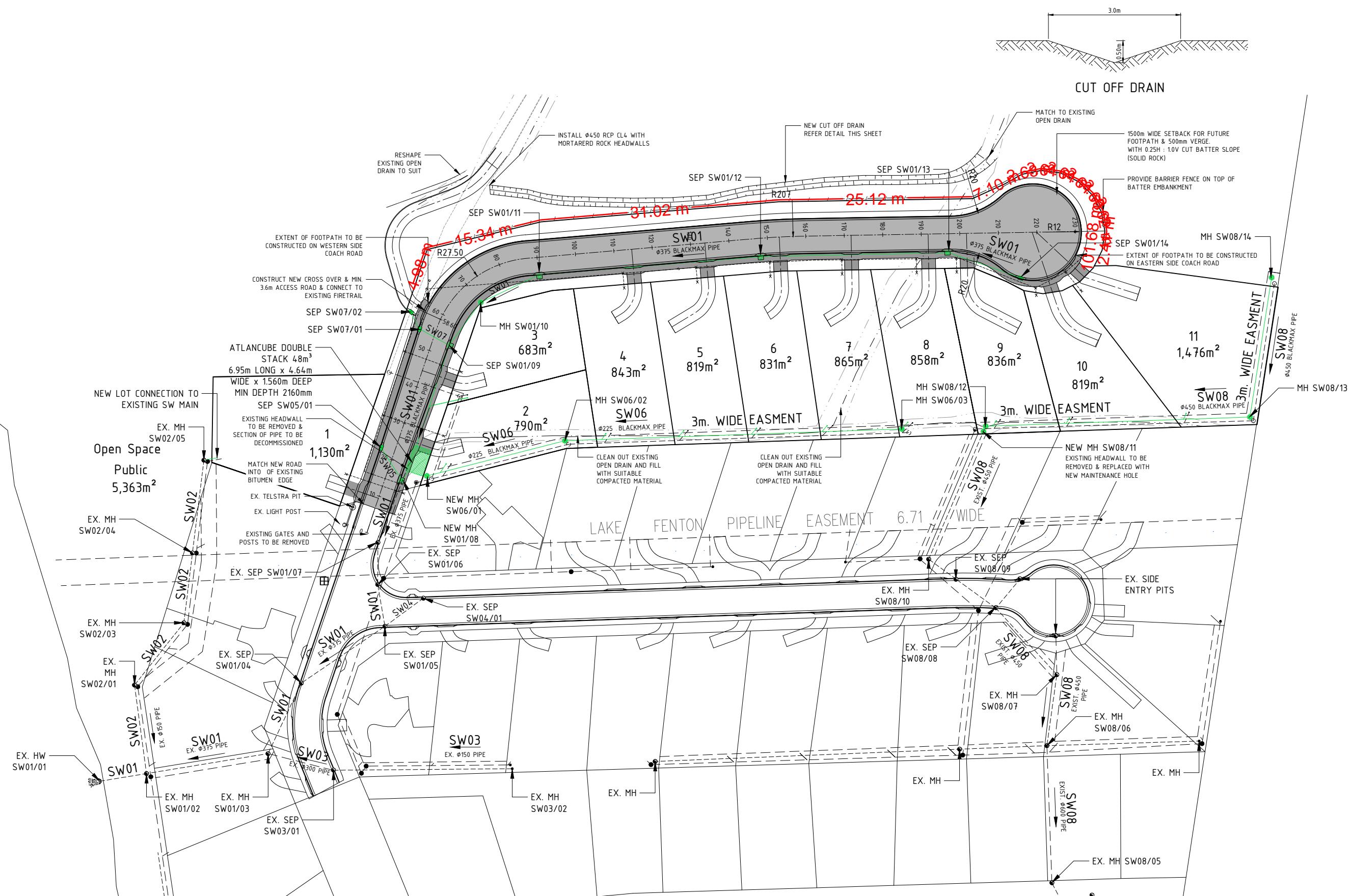
00 SITE PLAN

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

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D. STEWART

No.	AMENDMENT	DATE	DRG No.	REFERENCE
A	ISSUED FOR APPROVAL	26.05.2025		11 LOTS FROM PLN-04-02462-01
B	AMENDED AS PER COUNCIL RFA	04.08.2025		LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025		COVER SHEET
				SCALE As Noted
				DRAWN M. FRAWLEY DATE AUG. 2025
				APPROVED
				DRAWING No. 23188-S00
				REVISION
				No. OF SHEETS



01 ROAD & STORMWATER PLAN SHEET 01

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



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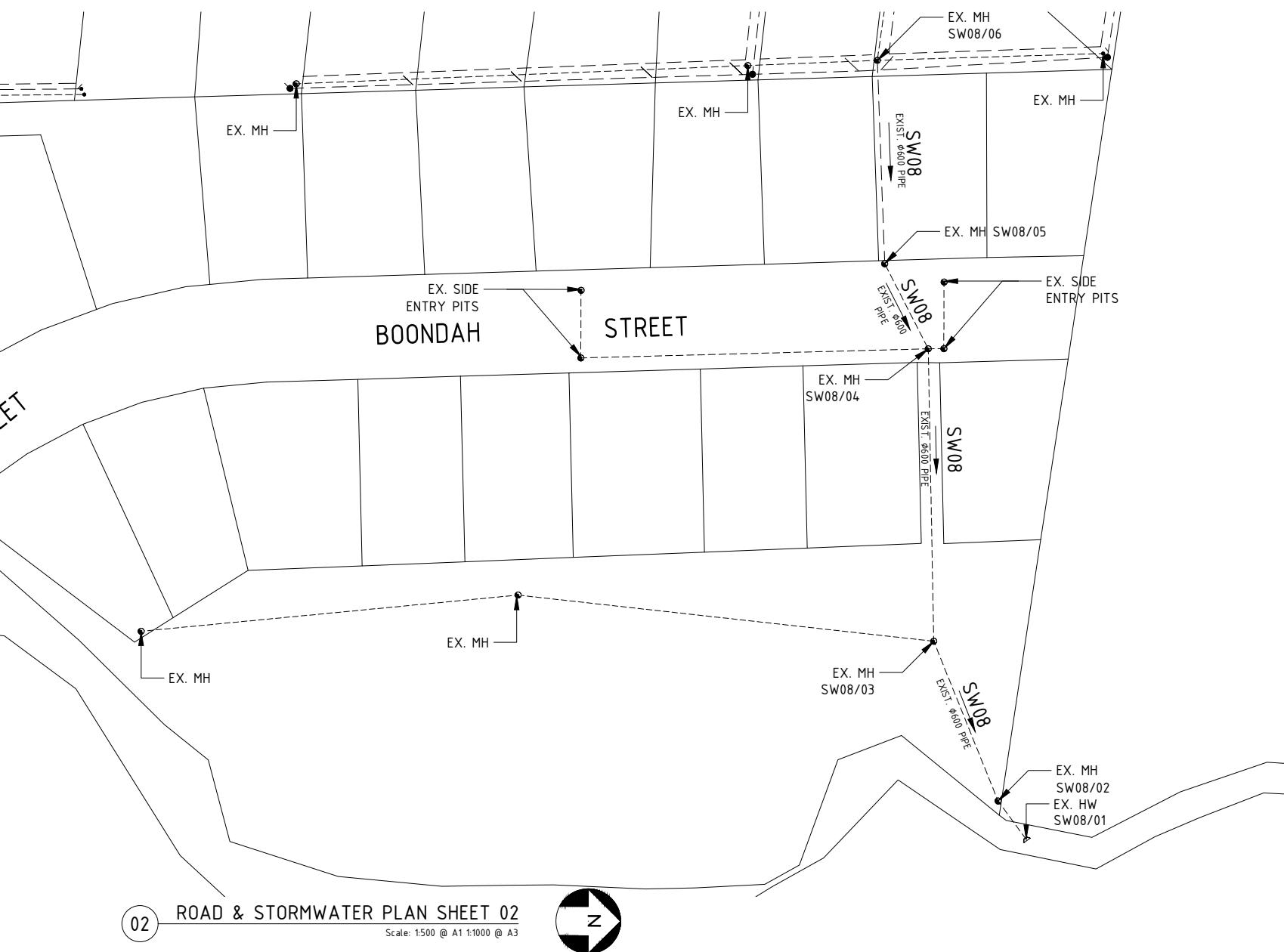
STRUCTURAL  
CIVIL  
MUNICIPAL  
PROJECT  
MANAGEMENT  
SUB DIVISIONS

No.	AMENDMENT	DATE	DRG No.	REFERENCE
A	ISSUED FOR APPROVAL	26.05.2025		PROPOSED 11 LOT SUBDIVISION @
B	AMENDED AS PER COUNCIL RFIA	04.08.2025		LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025		PROPOSED ROAD & STORMWATER PLANS SHEET 01

SCALE  
DRAWN M. FRAWLEY DATE AUG. 2025  
APPROVED

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No. of Sheets



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C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025		

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SUB DIVISIONS

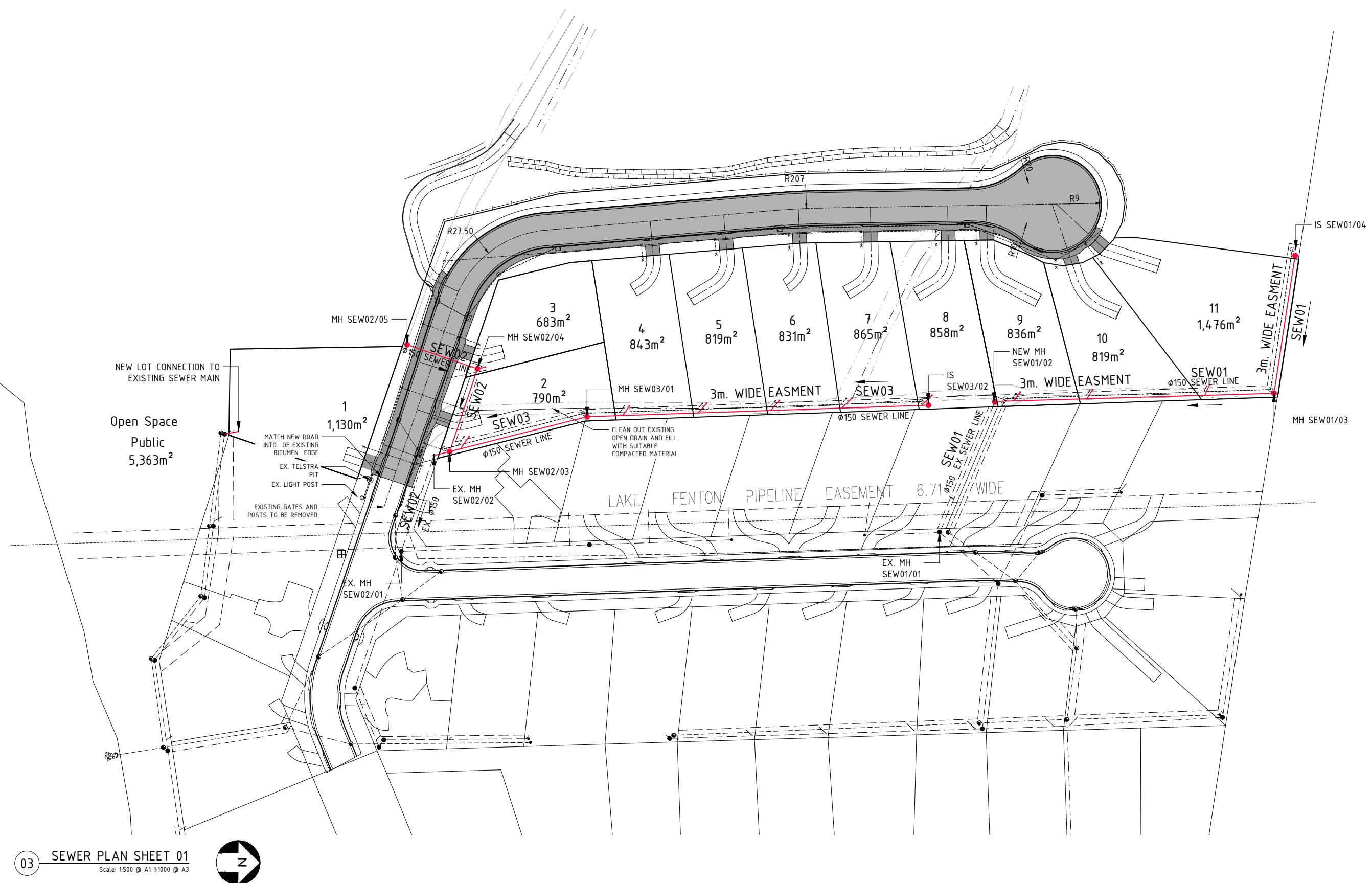
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PROPOSED 11 LOT SUBDIVISION @  
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1

PROPOSED ROAD & STORMWATER PLANS SHEET 02

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23188-S02 C  
No. OF SHEETS



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MANAGEMENT  
SUB DIVISIONS

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

No. OF SHEETS

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		

04 WATER RETICULATION PLAN

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



Open Space  
Public  
5,363m<sup>2</sup>

1 1,130m<sup>2</sup>  
2 790m<sup>2</sup>  
3 683m<sup>2</sup>

4 843m<sup>2</sup>  
5 819m<sup>2</sup>  
6 831m<sup>2</sup>

7 865m<sup>2</sup>  
8 858m<sup>2</sup>  
9 836m<sup>2</sup>

10 819m<sup>2</sup>  
11 1,476m<sup>2</sup>

Φ100 FIRE HYDRANT  
Φ100 FIRE HYDRANT  
Φ100 oPVC CLASS 16 R.R.J. WATERMAIN

Φ100 FIRE HYDRANT

Φ150 oPVC CLASS 16 R.R.J. WATERMAIN  
Φ150 CONDUIT  
Φ150 CONDUIT

Φ150 CONDUIT  
S.H.C.

Φ150 CONDUIT  
S.H.C.

Φ150 CONDUIT  
S.H.C.

EXIST. Ø150 PVC (SEW)  
EXIST. Ø150 RCP (CLASS 2 SW)

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SUB DIVISIONS

PROPOSED 11 LOT SUBDIVISION @

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

PROPOSED WATER RETICULATION PLAN

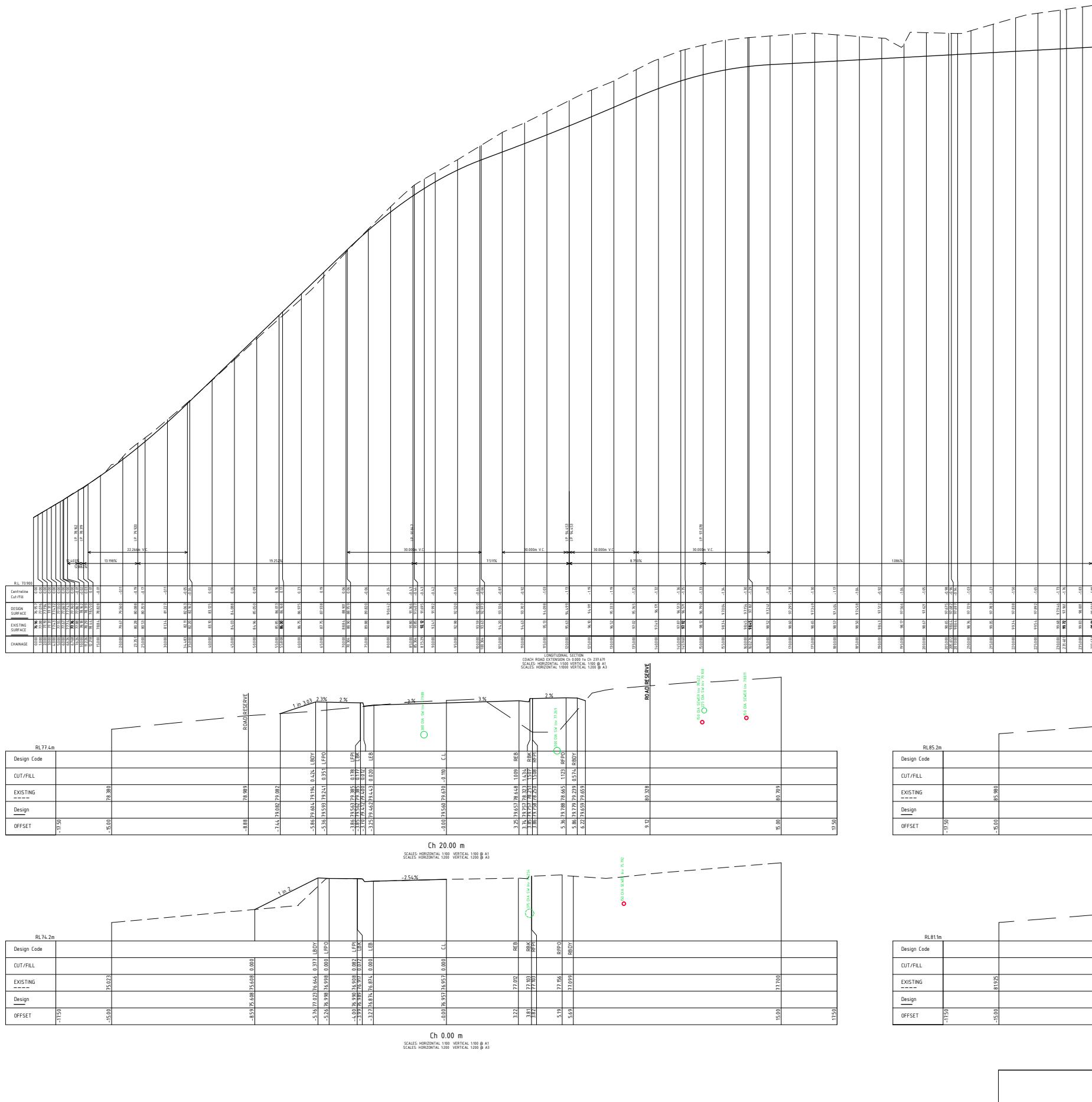
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APPROVED

DRAWING No. 23188-S04

REVISION C



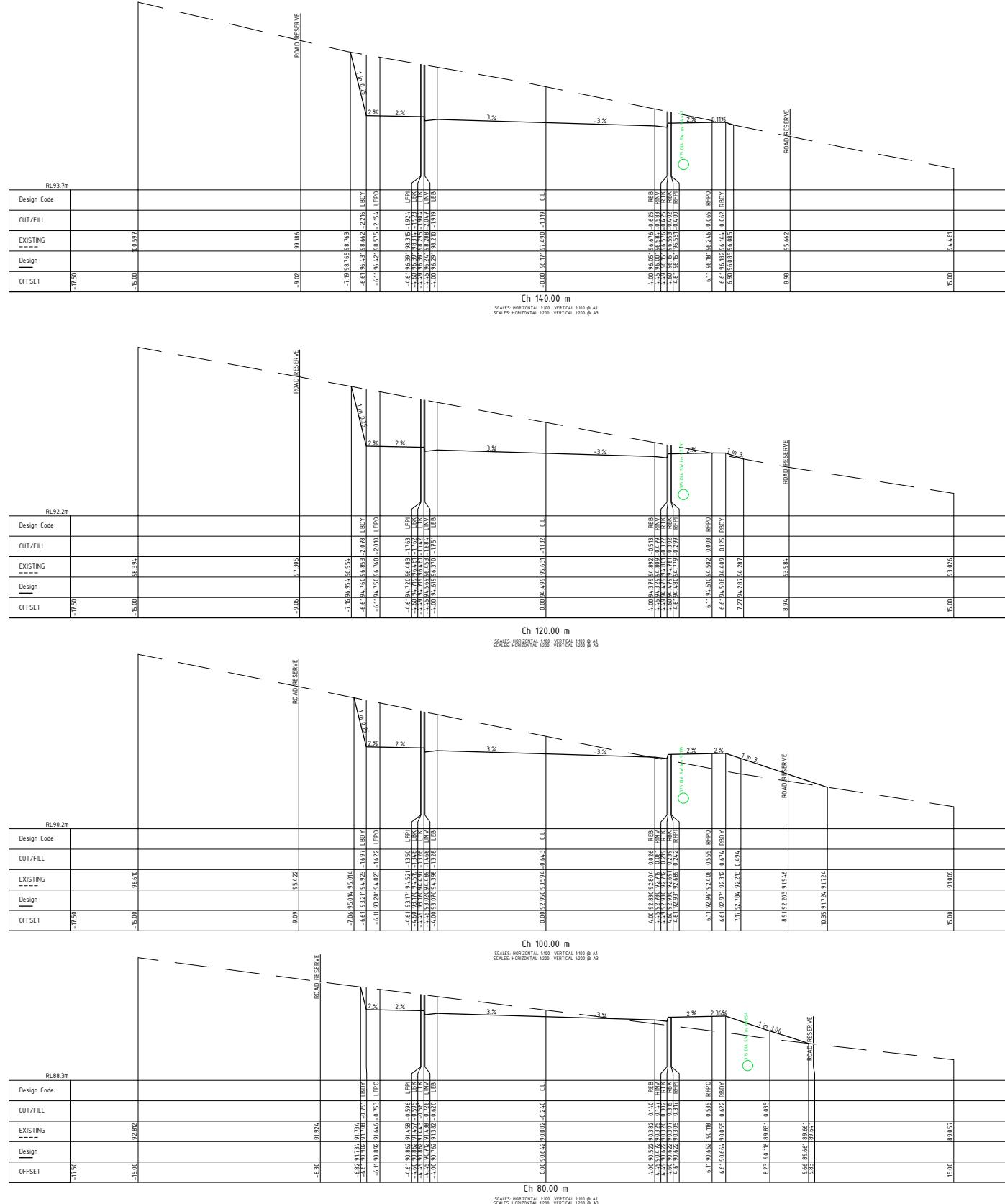
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					23 ANTILL STREET, HOBART, 7000. PHONE (03) 6223 5020 A.C.N. 009 508 525 A.B.N. 39 009 508 525	SUB DIVISIONS
No.	AMENDMENT	DATE	DRG No.	REFERENCE	PROPOSED 11 LOT SUBDIVISION @	
A	ISSUED FOR APPROVAL	26.05.2025			LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1	
B	AMENDED AS PER COUNCIL RFIA	04.08.2025			COACH ROAD LONG SECTIONS & CROSS SECTIONS SHEET 01	
C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025			SCALE As Noted	DRAWING No.
					DRAWN M. FRAWLEY DATE AUG. 2025	REVISION
					APPROVED	23188-S05 C



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D. STEWART				
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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

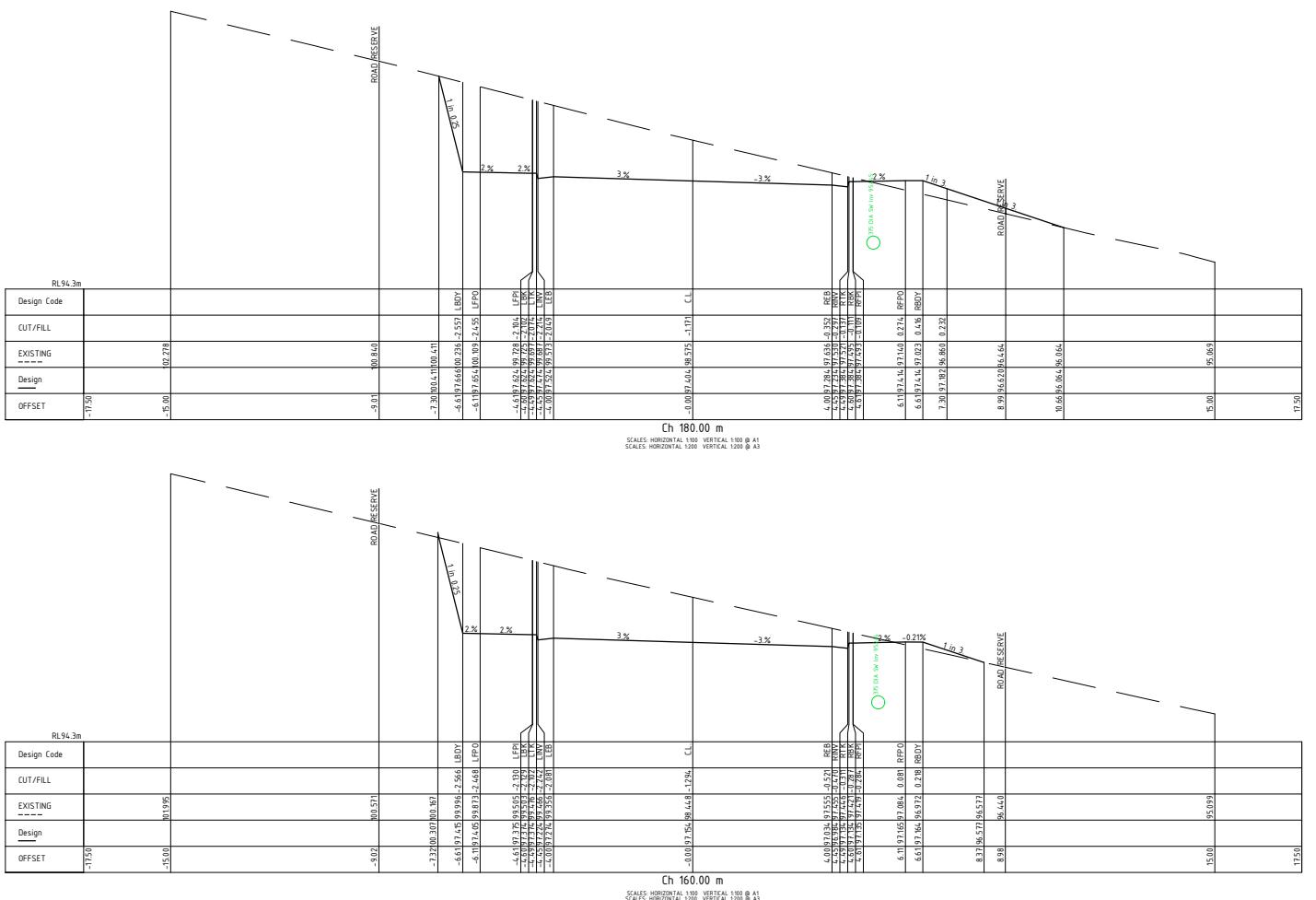
DRAWN M. FRAWLEY DATE AUG. 2025

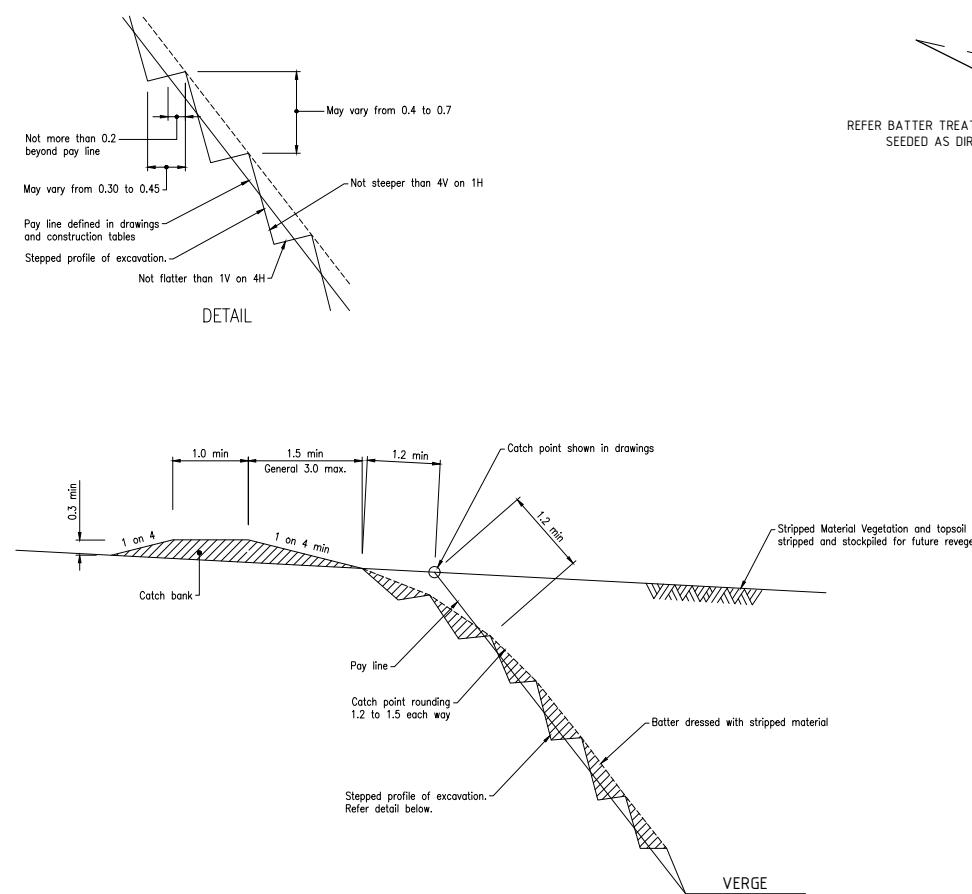
DRAWING No. 23188-S06

REVISION C

No. OF SHEETS

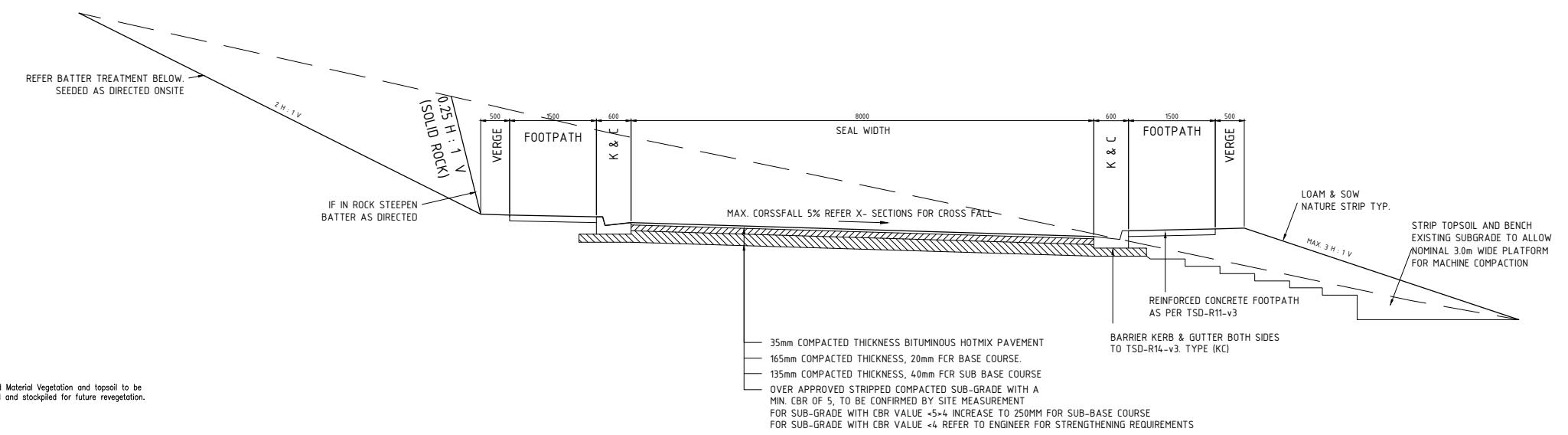
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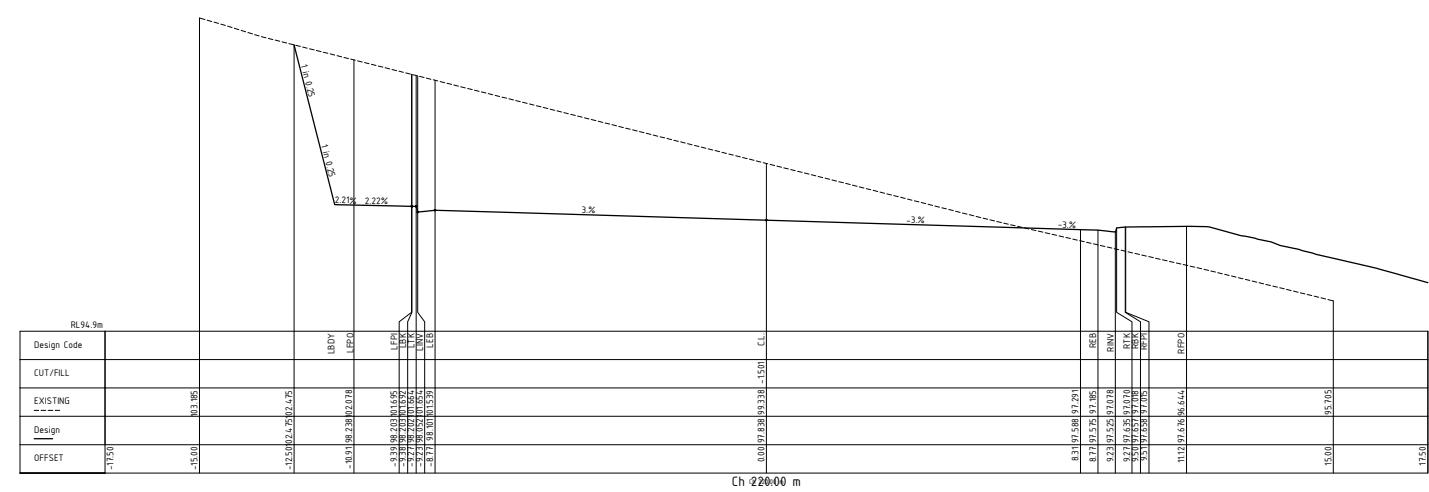
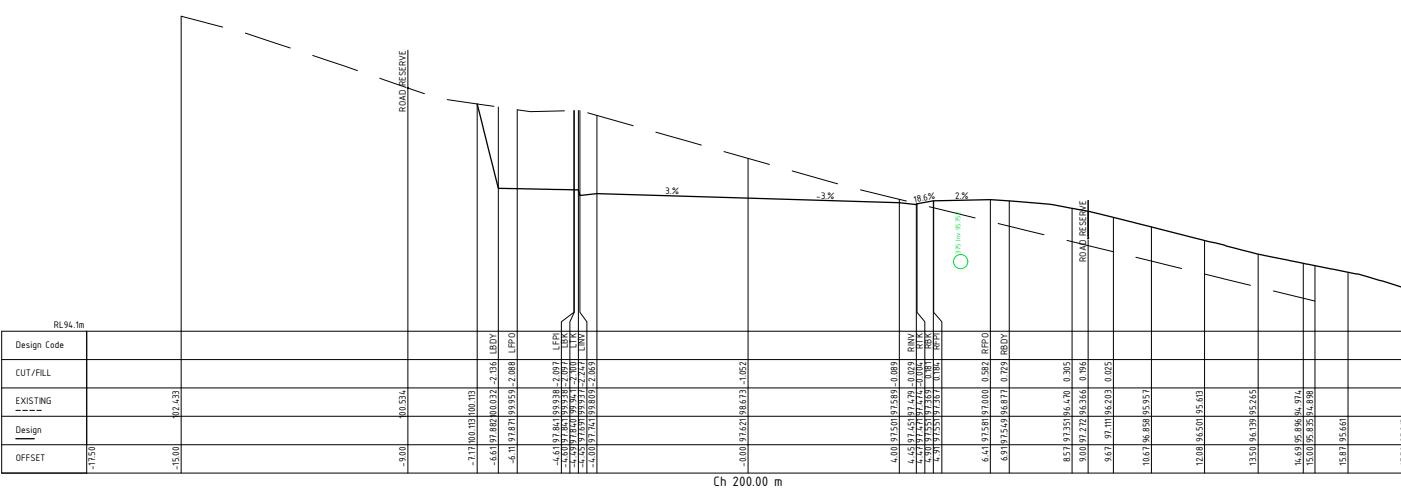
**NOTES:**

## SECTION - CUT BATTER



### TYPICAL CROSS SECTION

COACH ROAD  
NOT TO SCALE



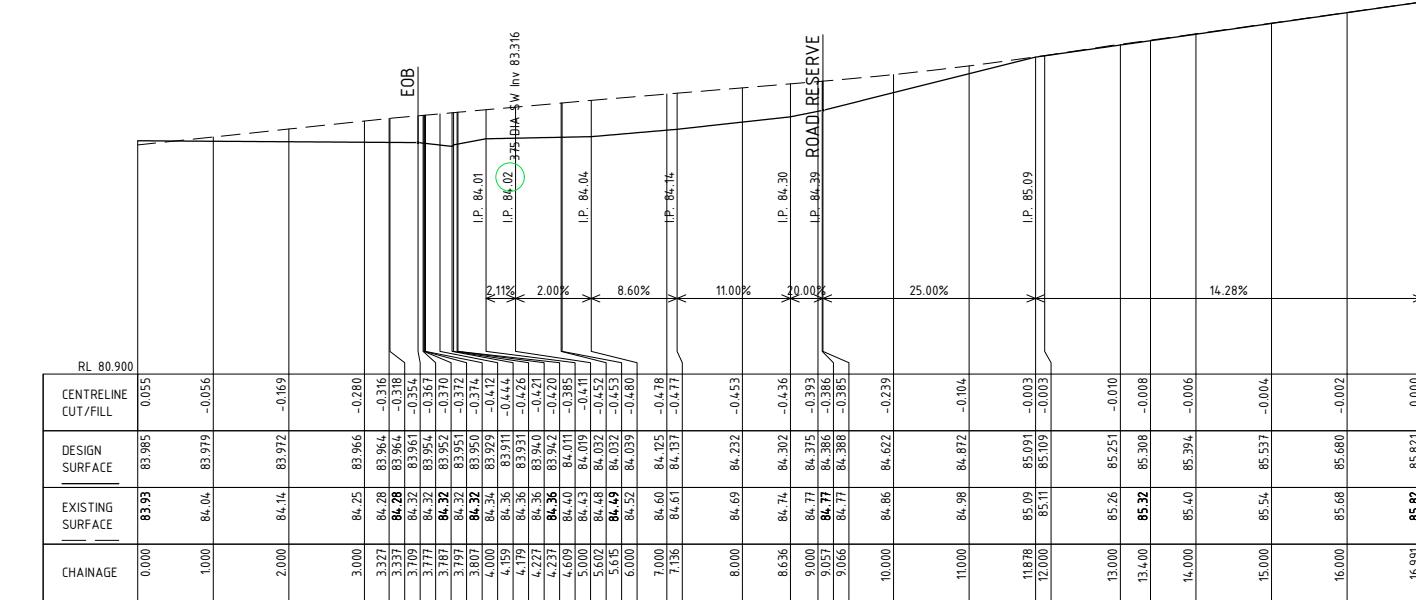
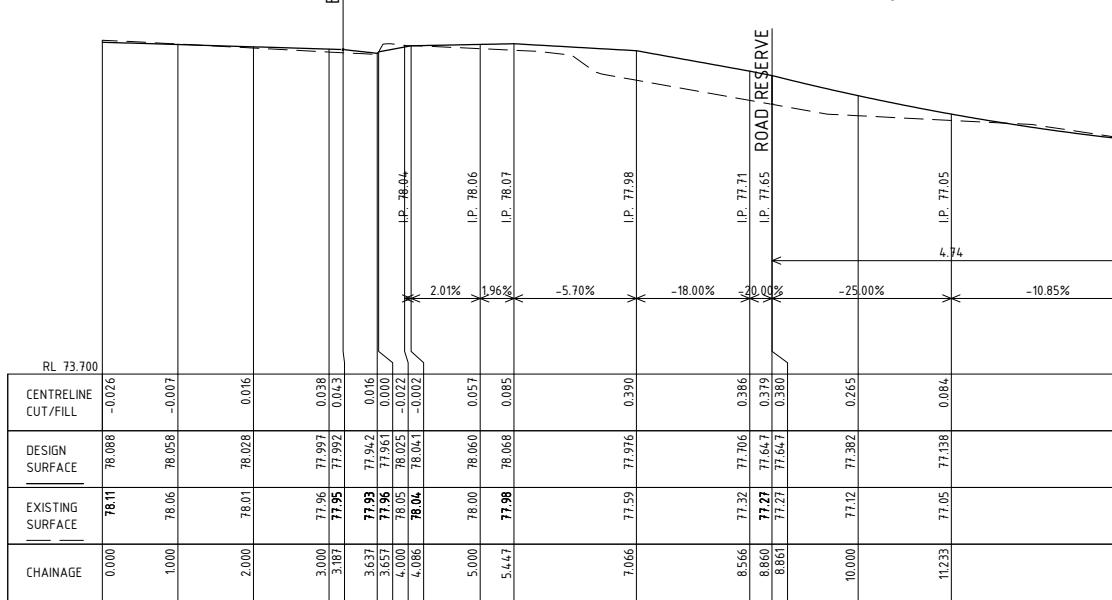
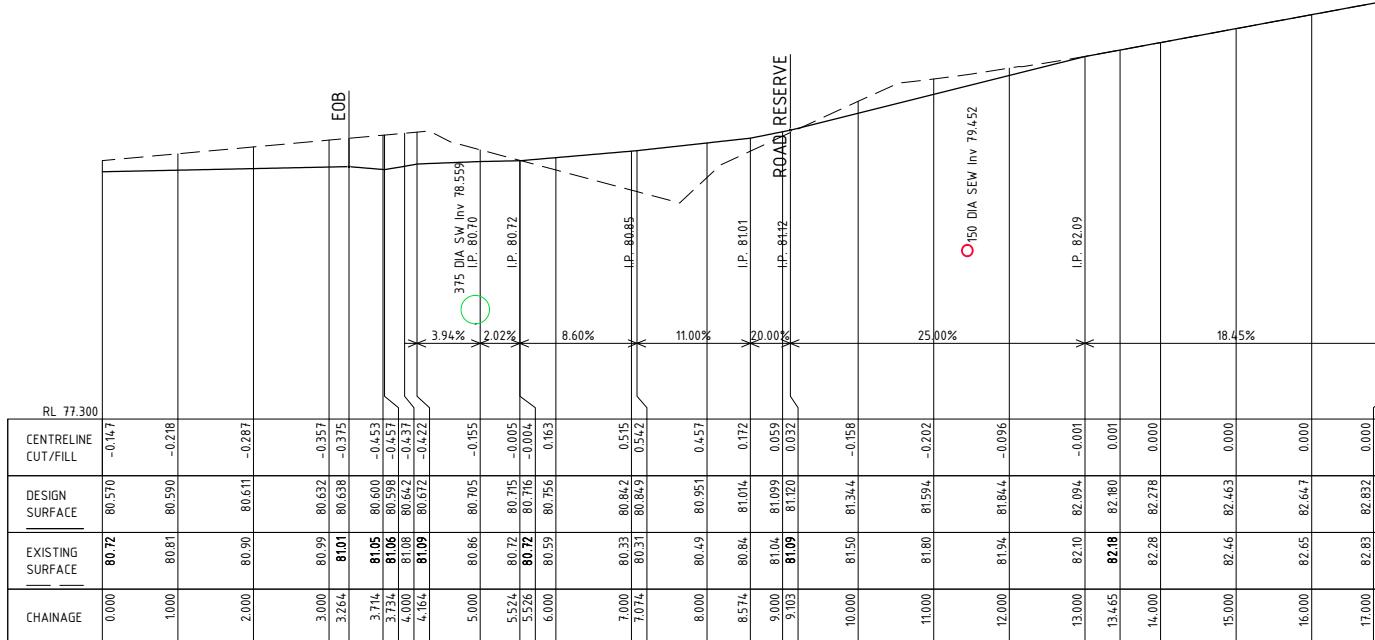
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D. STEWART

The logo for Hutchings Spurr Pty. Ltd. features a stylized 'H' and 'S' intertwined. To the right of the logo, the company name 'HUTCHINGS SPURR PTY. LTD.' is written in a bold, sans-serif font, with 'CONSULTING ENGINEERS' in a slightly smaller font below it. Below the company name, the address '23 ANTILL STREET, HOBART, 7000.' is followed by 'PHONE (03) 6223 5020' and 'A.C.N. 009 508 525' on the left, and 'A.B.N. 39 009 508 525' on the right.

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

D. STEWART					 <b>HUTCHINGS SPURR PTY. LTD. CONSULTING ENGINEERS</b> 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	
No.	AMENDMENT	DATE	DRG No.	REFERENCE	PROPOSED 11 LOT SUBDIVISION @		
A	ISSUED FOR APPROVAL	26.05.2025			LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1		
B	AMENDED AS PER COUNCIL RFIA	04.08.2025			COACH ROAD LONG SECTIONS & CROSS SECTIONS SHEET 02		
C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025			SCALE As Noted	DRAWING No.	REVISION
					DRAWN M. FRAWLEY DATE AUG. 2025		
					APPROVED	23188-S07	C
					No. OF -- SHEETS		



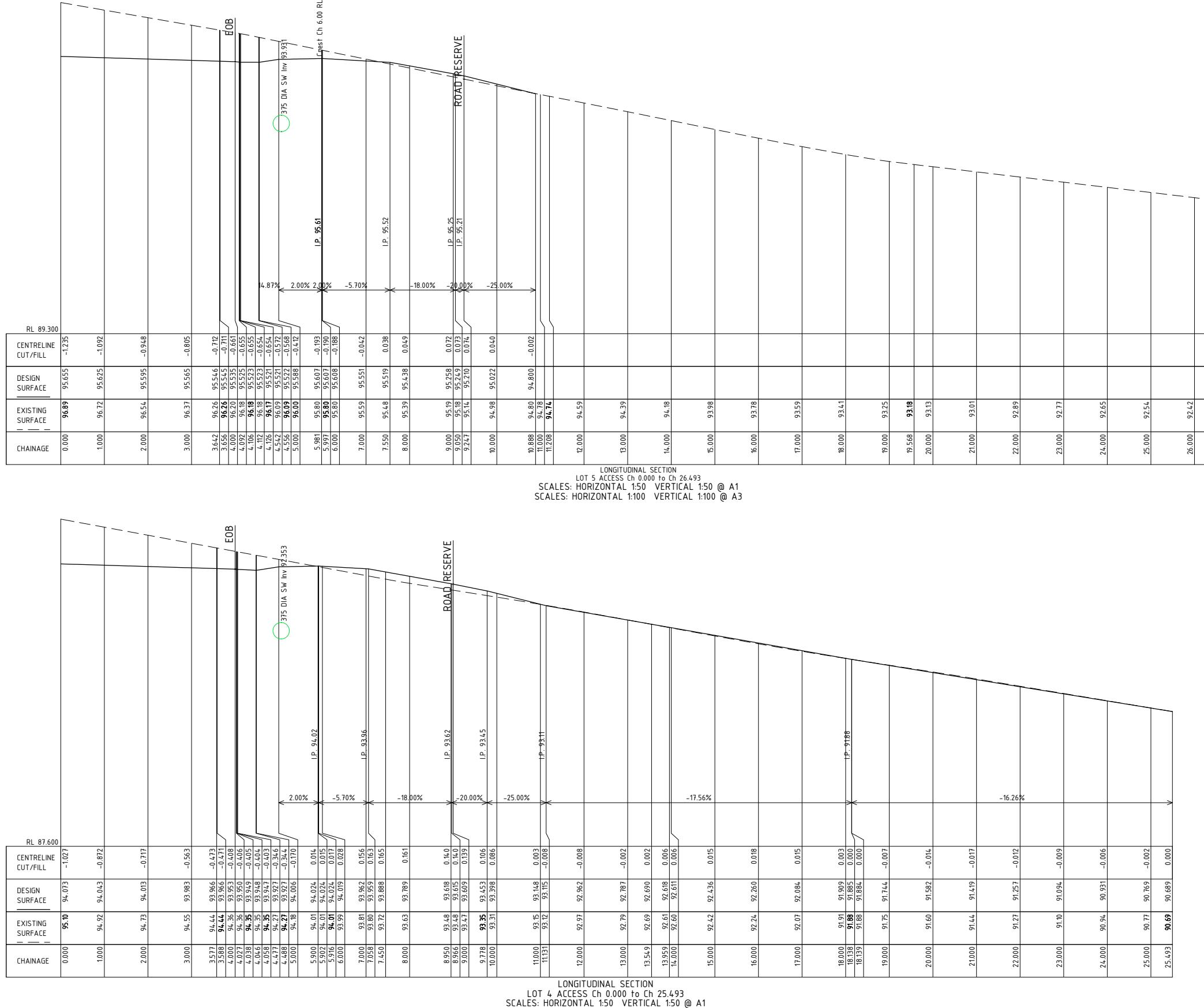
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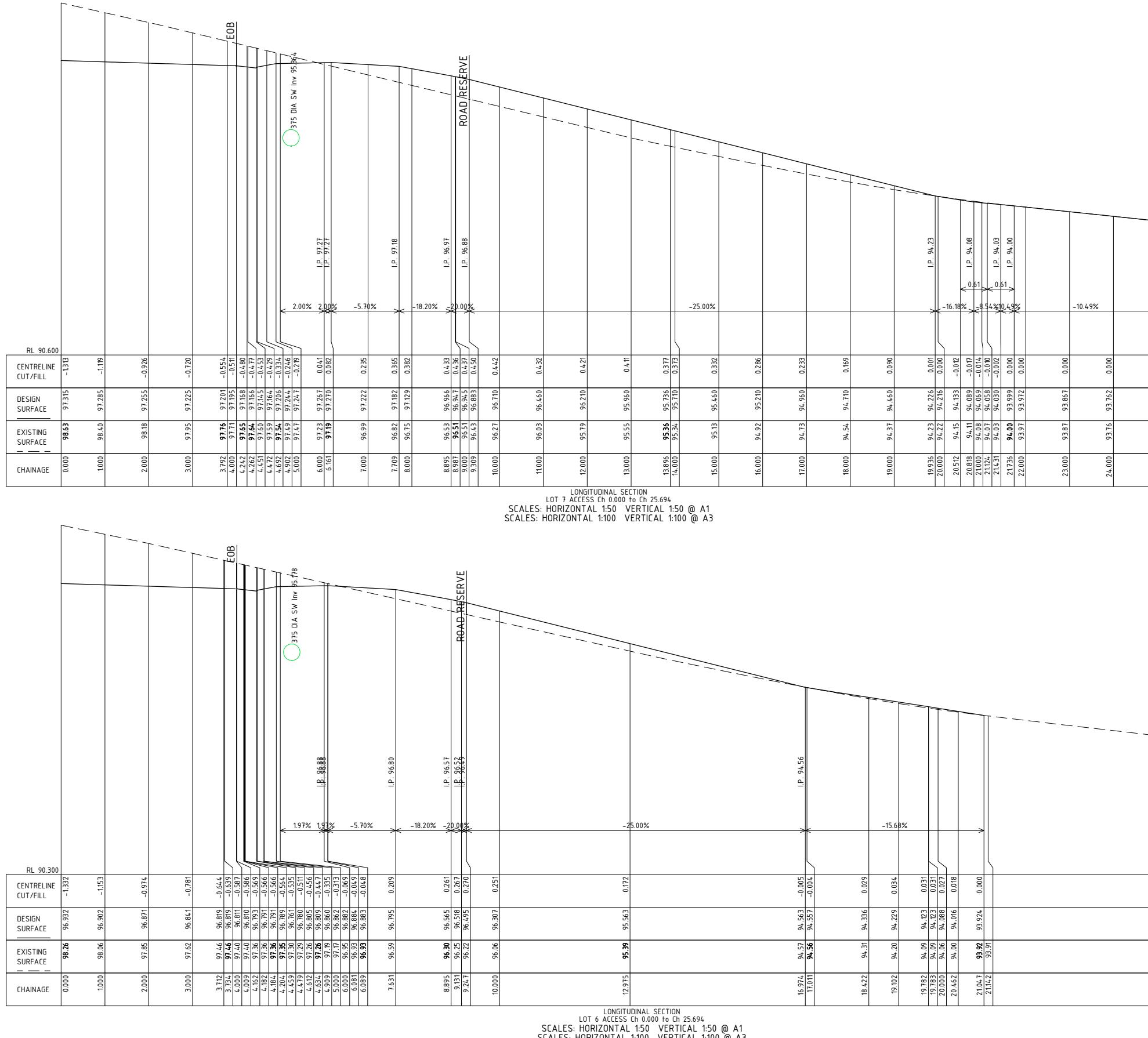
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- ^ CIVIL
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- ^ PROJECT
- ^ MANAGEMENT
- ^ SUB DIVISIONS

<b>D. STEWART</b>					 <b>HUTCHINGS SPURR PTY. LTD. CONSULTING ENGINEERS</b> 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	
<b>No.</b> <b>AMENDMENT</b> <b>DATE</b> <b>DRG No.</b> <b>REFERENCE</b>	<b>PROPOSED 11 LOT SUBDIVISION @</b>					<b>REVISION</b> <b>DRAWING No.</b> <b>23188-S08</b>	
	A	ISSUED FOR APPROVAL	26.05.2025				LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
	B	AMENDED AS PER COUNCIL RFIA	04.08.2025				FIRE TRAIL & DRIVEWAY LONG SECTIONS SHEET 01
	C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025				SCALE As Noted
							DRAWN M. FRAWLEY DATE AUG. 2025
							APPROVED





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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 03

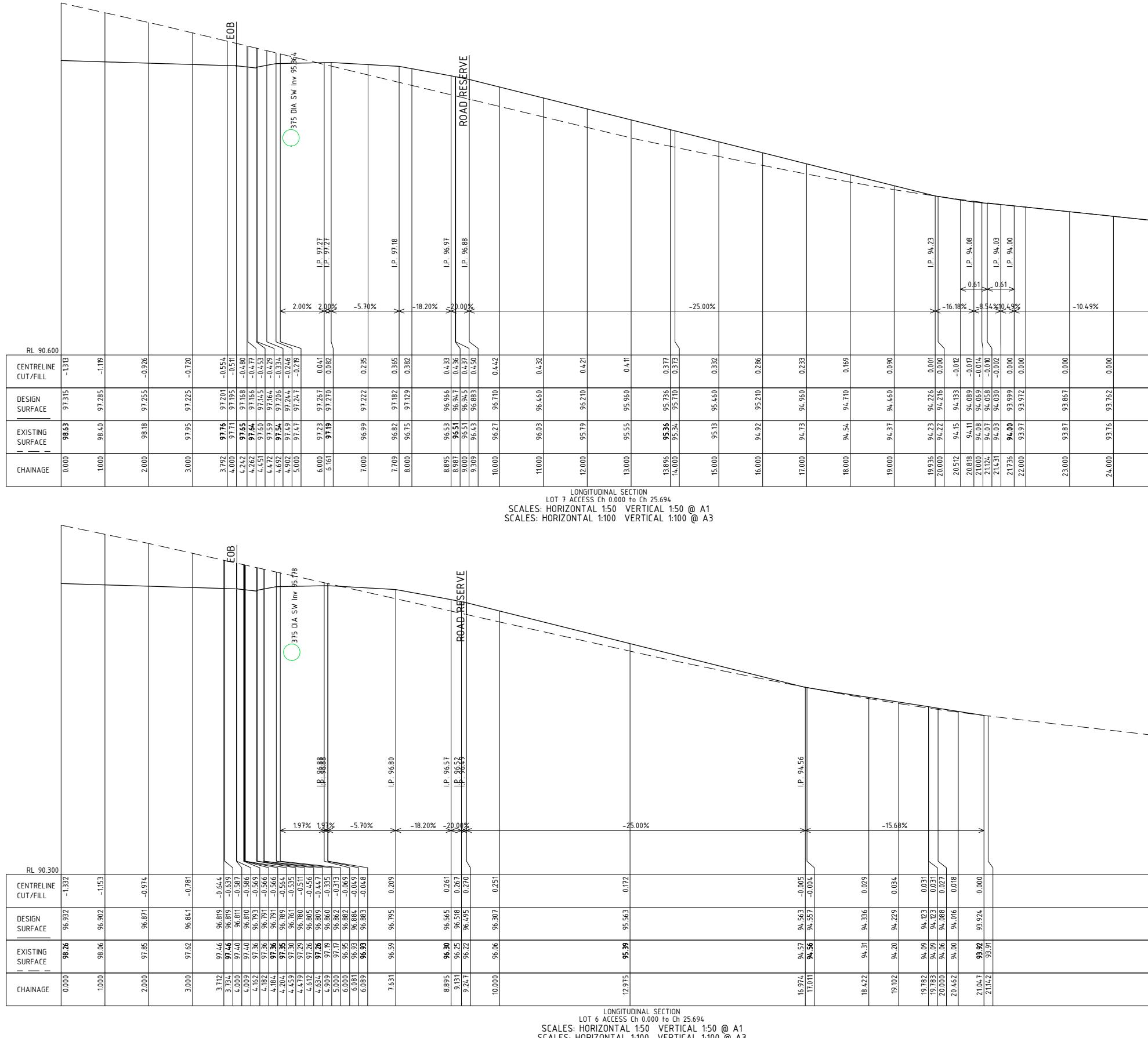
SCALE As Noted

DRAWN M. FRAWLEY DATE AUG. 2025

APPROVED

23188-S10

No--OF-- SHEETS



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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 04

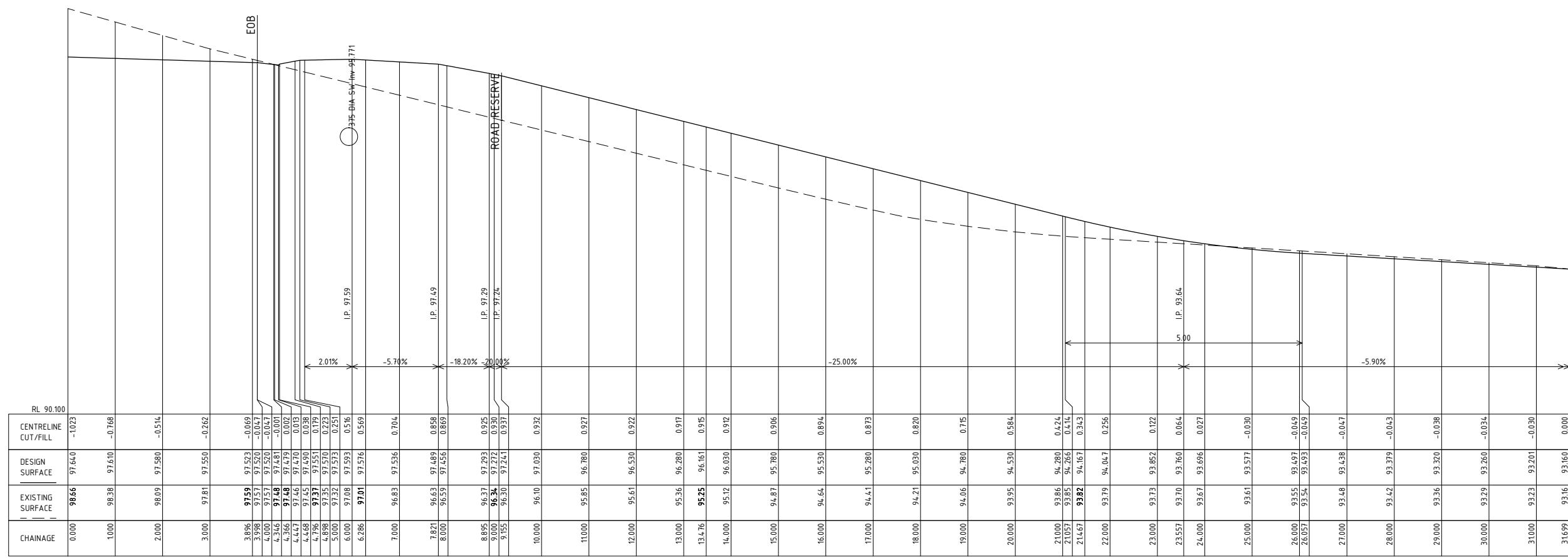
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DRAWN M. FRAWLEY DATE AUG. 2025

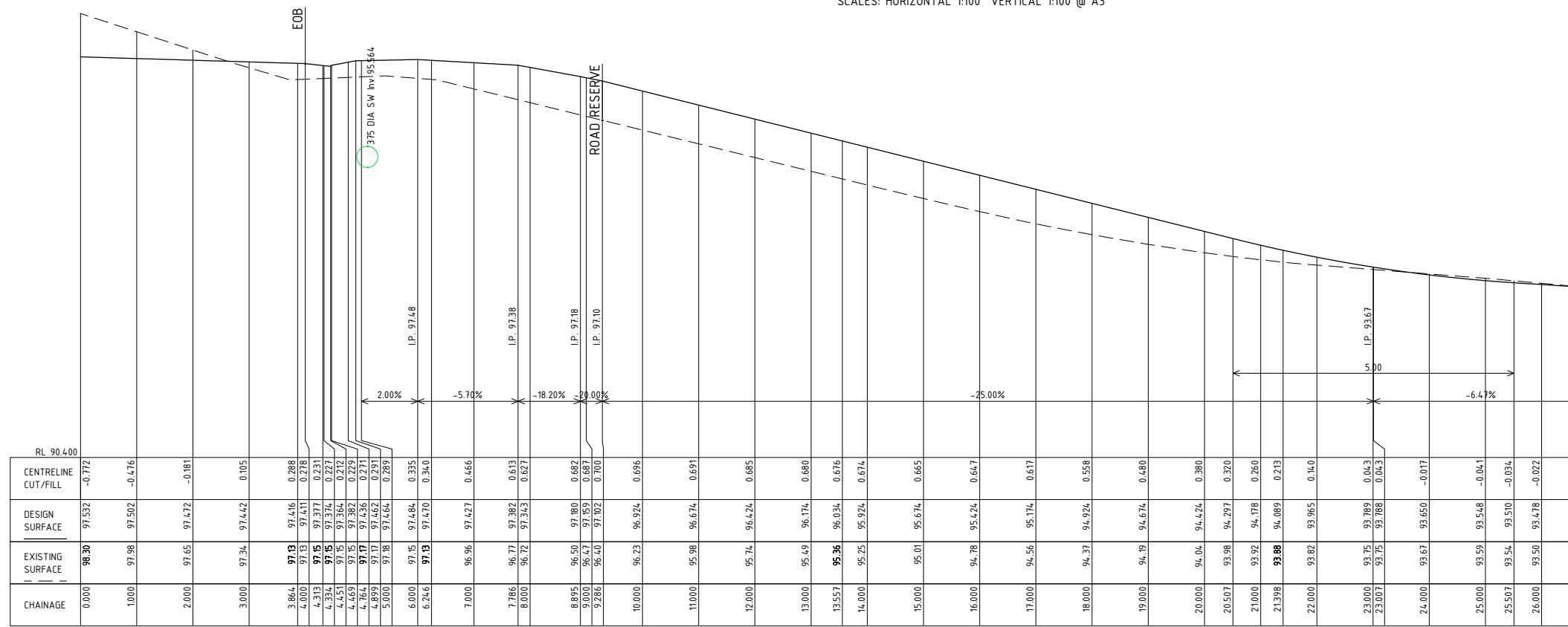
APPROVED

23188-S11

No--Off-- SHEETS



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



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

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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 05

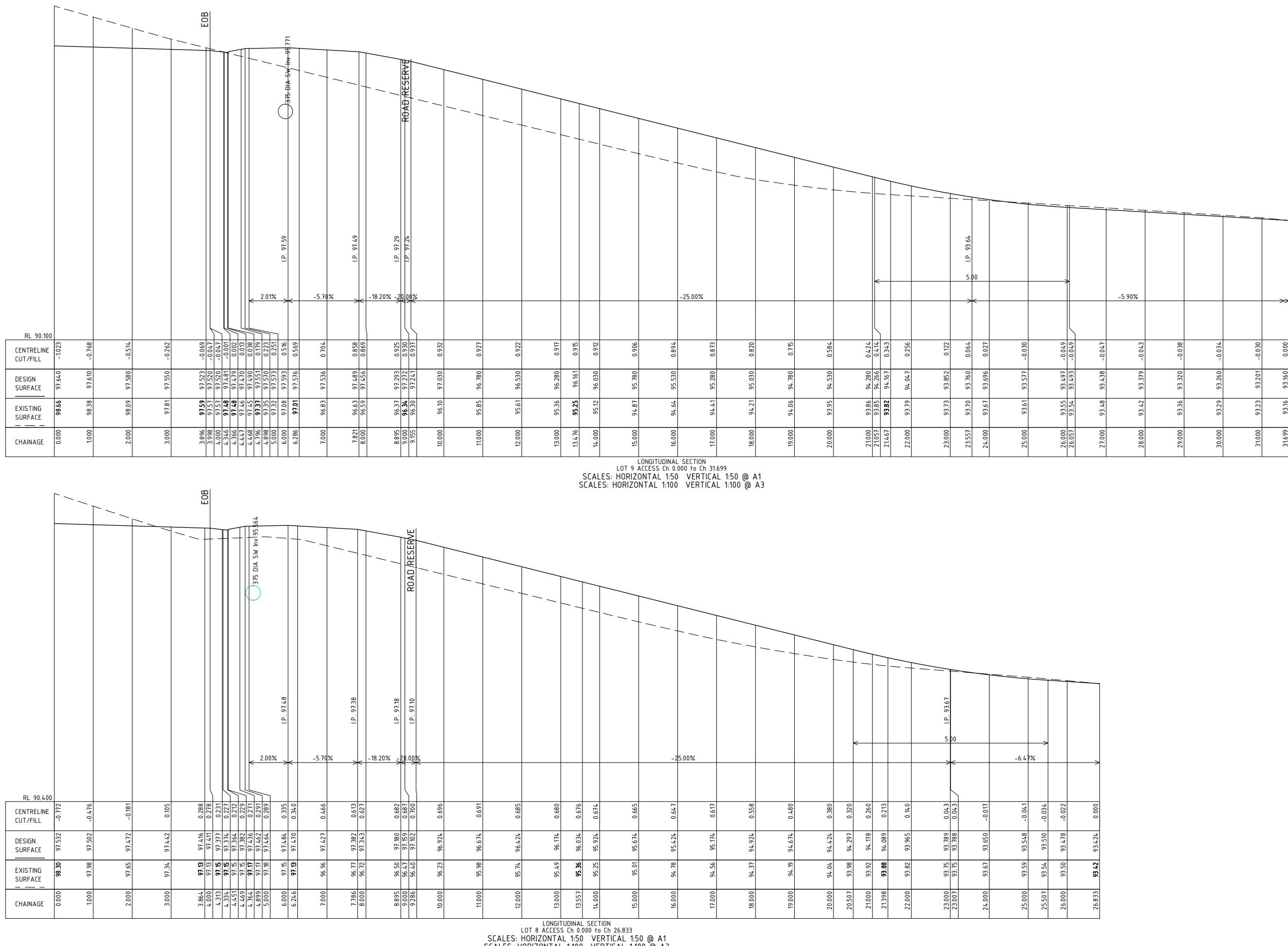
SCALE As Noted

DRAWN M. FRAWLEY DATE AUG. 2025

APPROVED

23188-S12

No--OF-- SHEETS



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

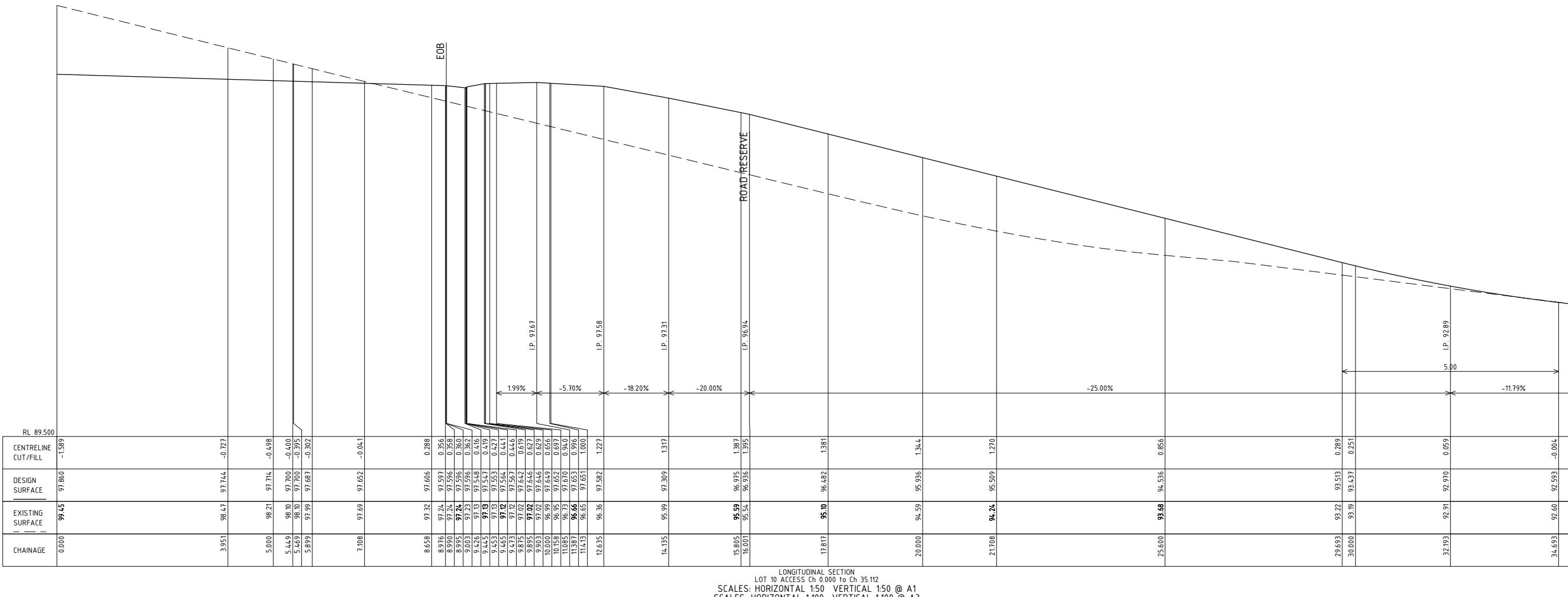
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- ^ STRUCTURAL
- ^ CIVIL
- ^ MUNICIPAL
- ^ PROJECT
- ^ MANAGEMENT
- ^ SUB DIVISIONS

D. STEWART					 <b>HUTCHINGS SPURR PTY. LTD.</b> <b>CONSULTING ENGINEERS</b> 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	
No.	AMENDMENT	DATE	DRG No.	REFERENCE	PROPOSED 11 LOT SUBDIVISION @		
A	ISSUED FOR APPROVAL	26.05.2025			LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1		
B	AMENDED AS PER COUNCIL RFIA	04.08.2025			FIRE TRAIL & DRIVEWAY LONG SECTIONS SHEET 06		
C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025			SCALE As Noted	DRAWING No.	REVISION
					DRAWN M. FRAWLEY	DATE AUG. 2025	
					APPROVED		
<span style="font-size: small;">HED AND NEITHER HOD IN ANY TY. LTD.</span>					<span style="font-size: small;">No. OF -- SHEETS</span>		
<span style="font-size: large;">23188-S13</span>					<span style="font-size: large;">C</span>		



LONGITUDINAL SECTION  
LOT 10 ACCESS Ch 0.000 to Ch 35.112  
SCALE: HORIZONTAL 1:50 VERTICAL 1:50 @ A  
SCALE: HORIZONTAL 1:100 VERTICAL 1:100 @ A

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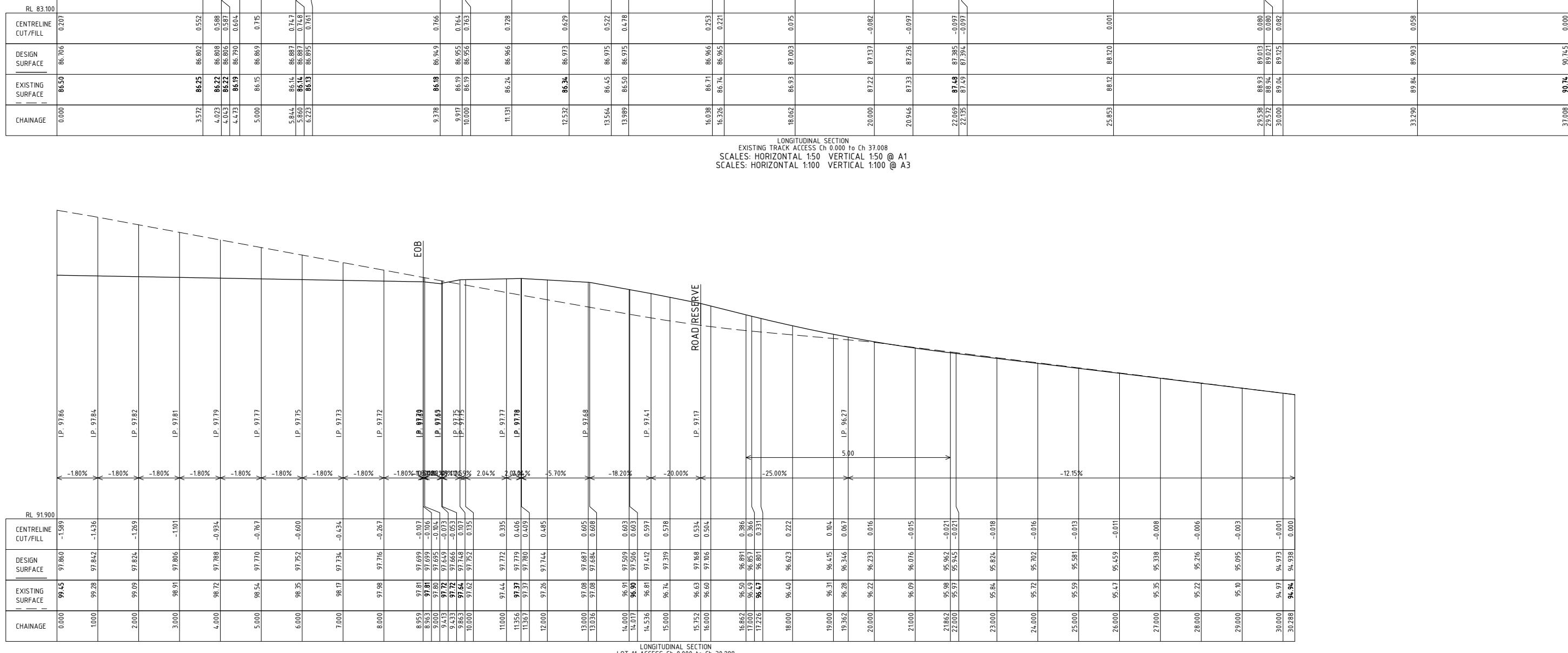
D. STEWART



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

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

 <b>D. STEWART</b>					<b>HUTCHINGS SPURR PTY. LTD.</b> <b>CONSULTING ENGINEERS</b> 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	
AND ER NY TD.	AMENDMENT		DATE	DRG No.	REFERENCE	PROPOSED 11 LOT SUBDIVISION @		
	A	ISSUED FOR APPROVAL	26.05.2025			LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1		
	B	AMENDED AS PER COUNCIL RFIA	04.08.2025			FIRE TRAIL & DRIVEWAY LONG SECTIONS SHEET 07		
	C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025			SCALE	As Noted	
						DRAWN	M. FRAWLEY	DATE AUG. 2025
						APPROVED		
					DRAWING No.		REVISION	
					23188-S14		(C)	
					No--OF-- SHEET 5			



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D. STEWART

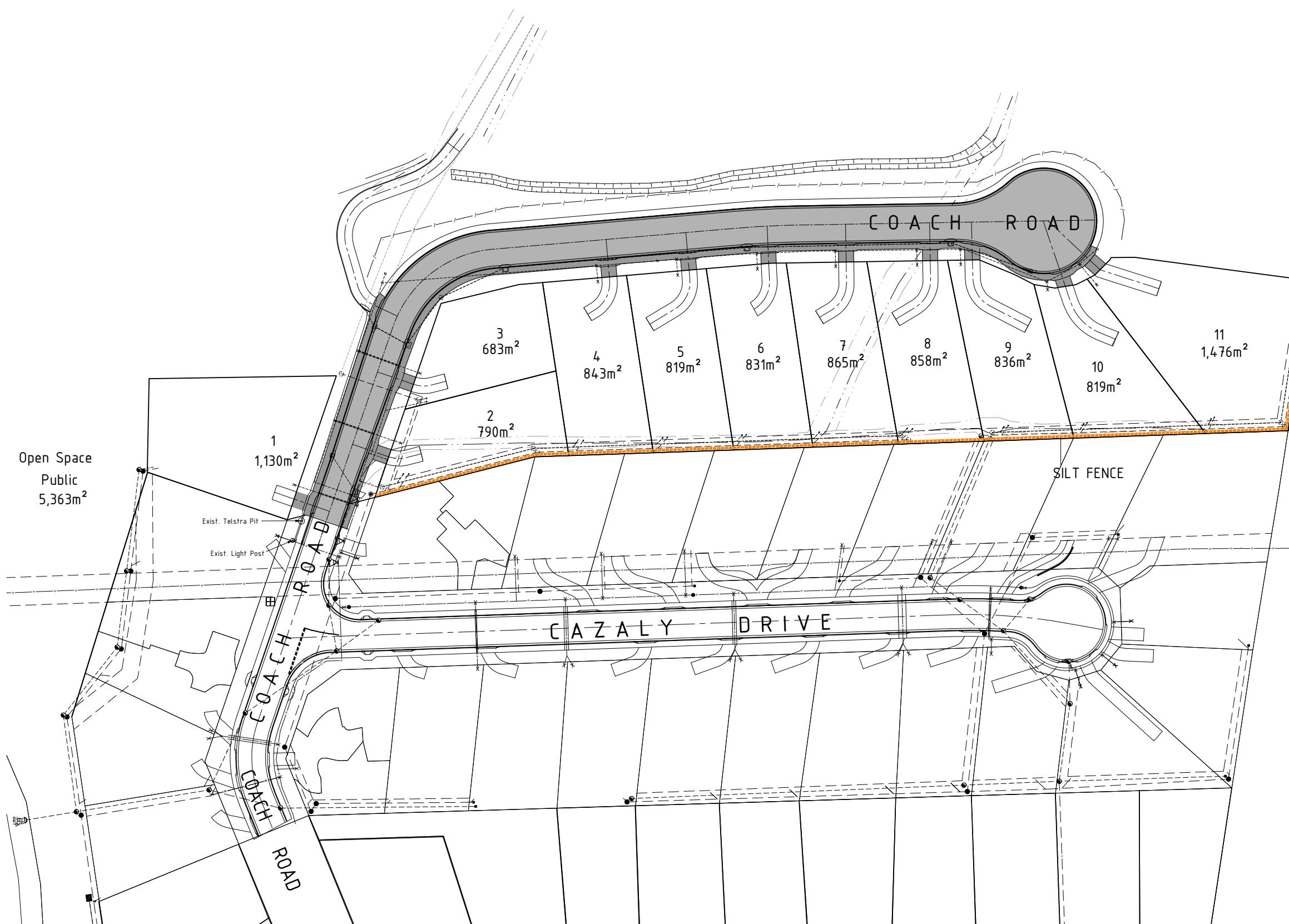
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A.C.N. 009 508 525 A.B.N. 39 009 508 525

STRUCTURAL  
CIVIL  
MUNICIPAL  
PROJECT  
MANAGEMENT  
SUB DIVISIONS

PROPOSED 11 LOT SUBDIVISION @				
LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1				
FIRE TRAIL & DRIVEWAY LONG SECTIONS SHEET 08				
SCALE	As Noted	DATE	DRAWN	DRAWING No.
1:50	04/08/2025	31.10.2025	M. FRAWLEY	AUG. 2025
APPROVED				

23188-S15

No--OF-- SHEETS



#### 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 TRACED 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.

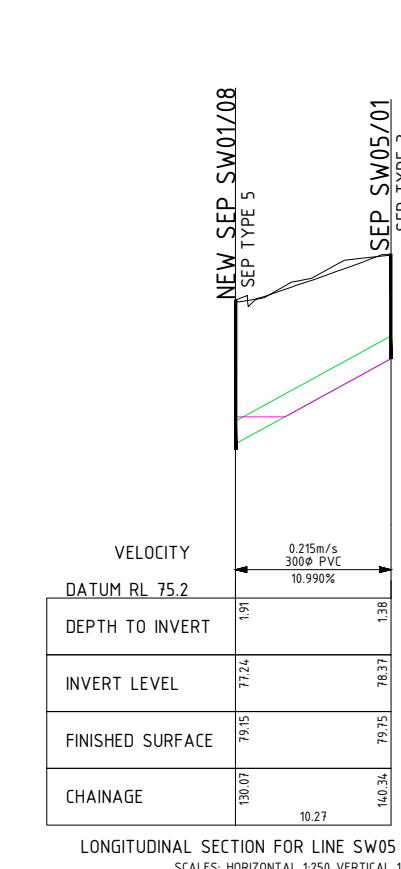
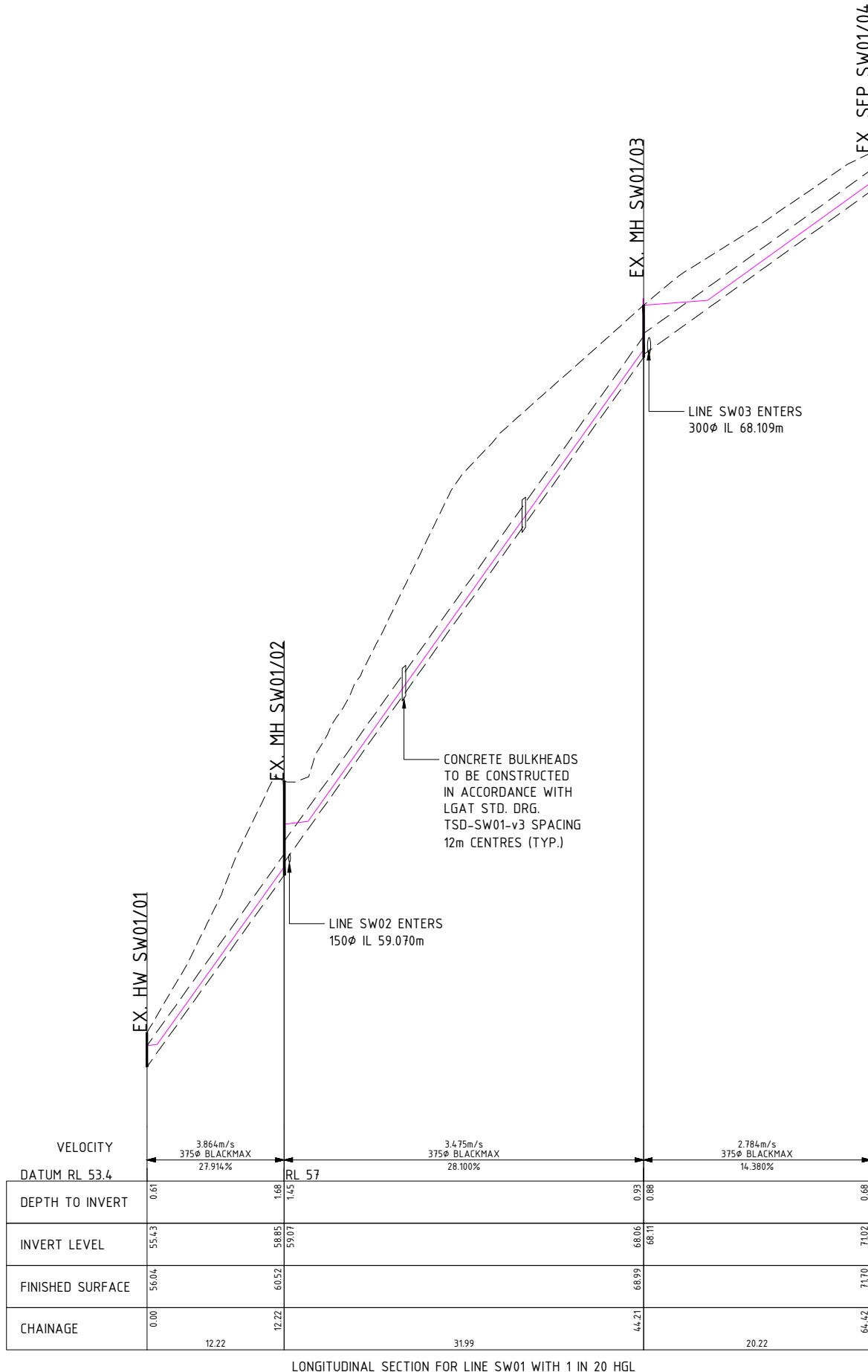
ANY STOCKPILES TO BE SURROUNDED BY MOUNDS AND SEDIMENT PONDS

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

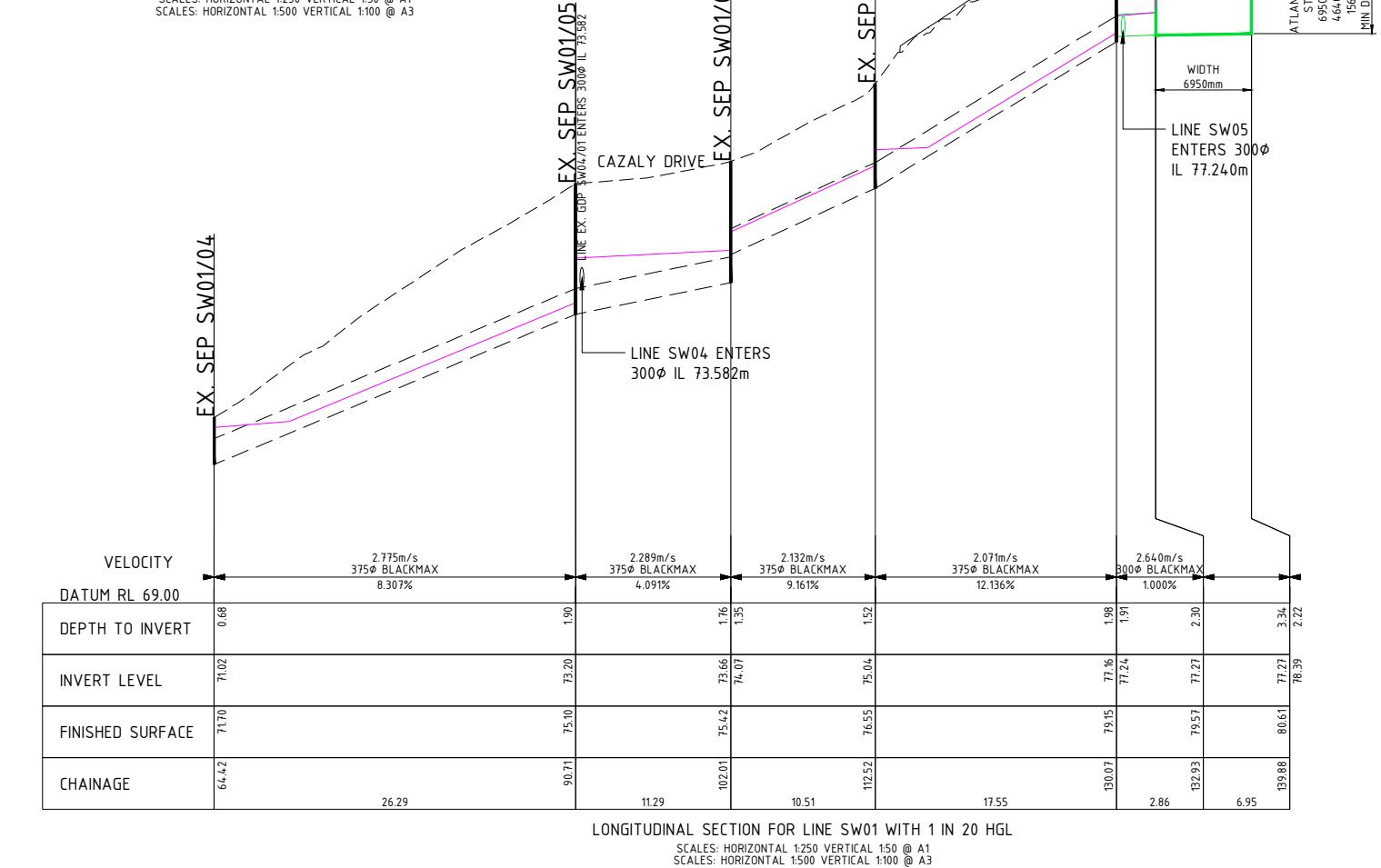
D. STEWART

D. STEWART					STRUCTURAL CIVIL MUNICIPAL PROJECT MANAGEMENT SUB DIVISIONS	
No.	AMENDMENT	DATE	DRG No.	REFERENCE	PROPOSED 11 LOT SUBDIVISION @ LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1	
A	ISSUED FOR APPROVAL	26.05.2025			SOIL & WATER MANAGEMENT PLAN	
B	AMENDED AS PER COUNCIL RFIA	04.08.2025			SCALE	As Noted
C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025			DRAWN	M. FRAWLEY DATE AUG. 2025
					APPROVED	
					DRAWING No. 23188-S16	

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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



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		

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

STORMWATER LONG SECTIONS SHEET 01

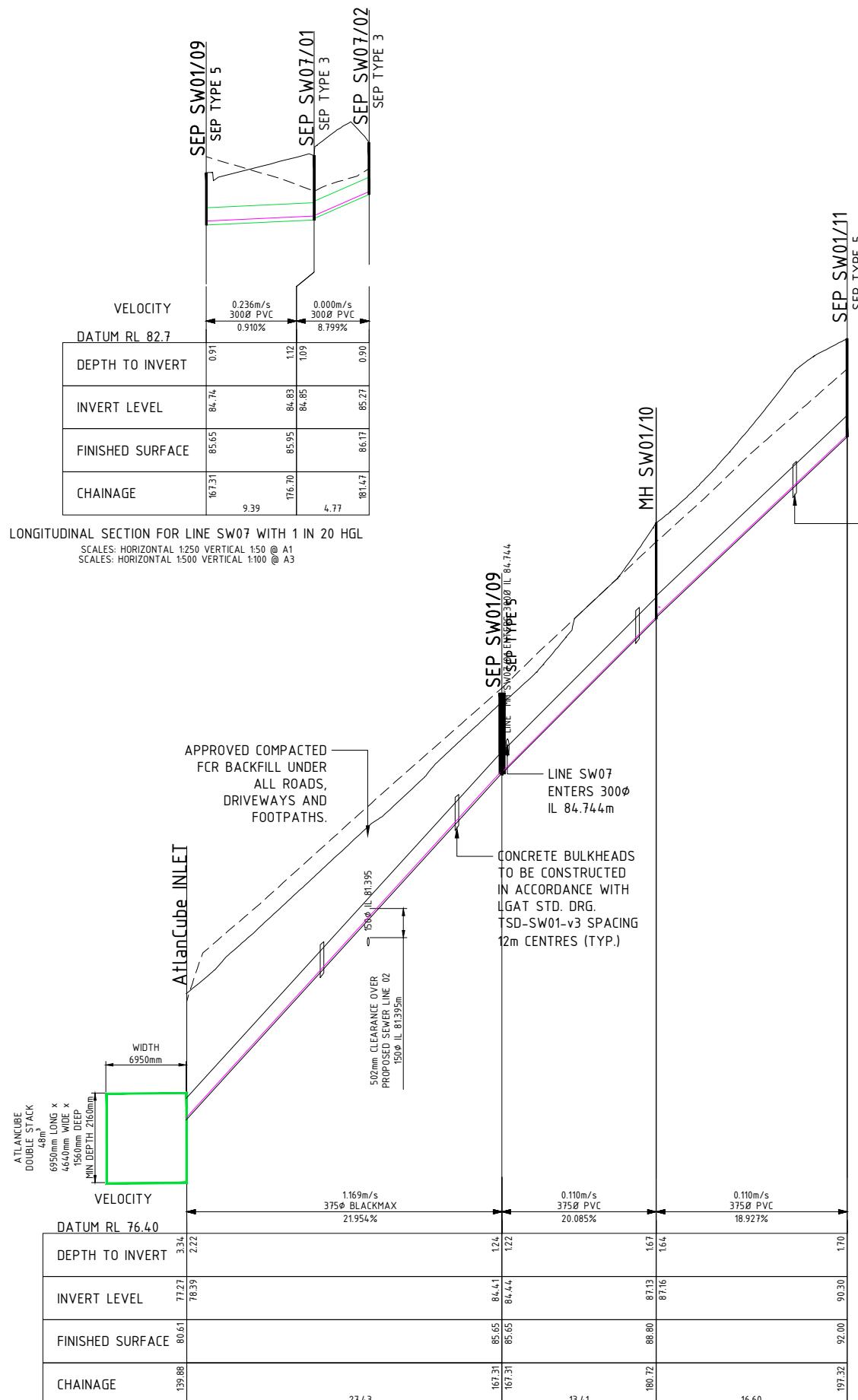
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DRAWN M. FRAWLEY DATE AUG. 2025  
APPROVED

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

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CIVIL  
MUNICIPAL  
PROJECT  
MANAGEMENT  
SUB DIVISIONS

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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		

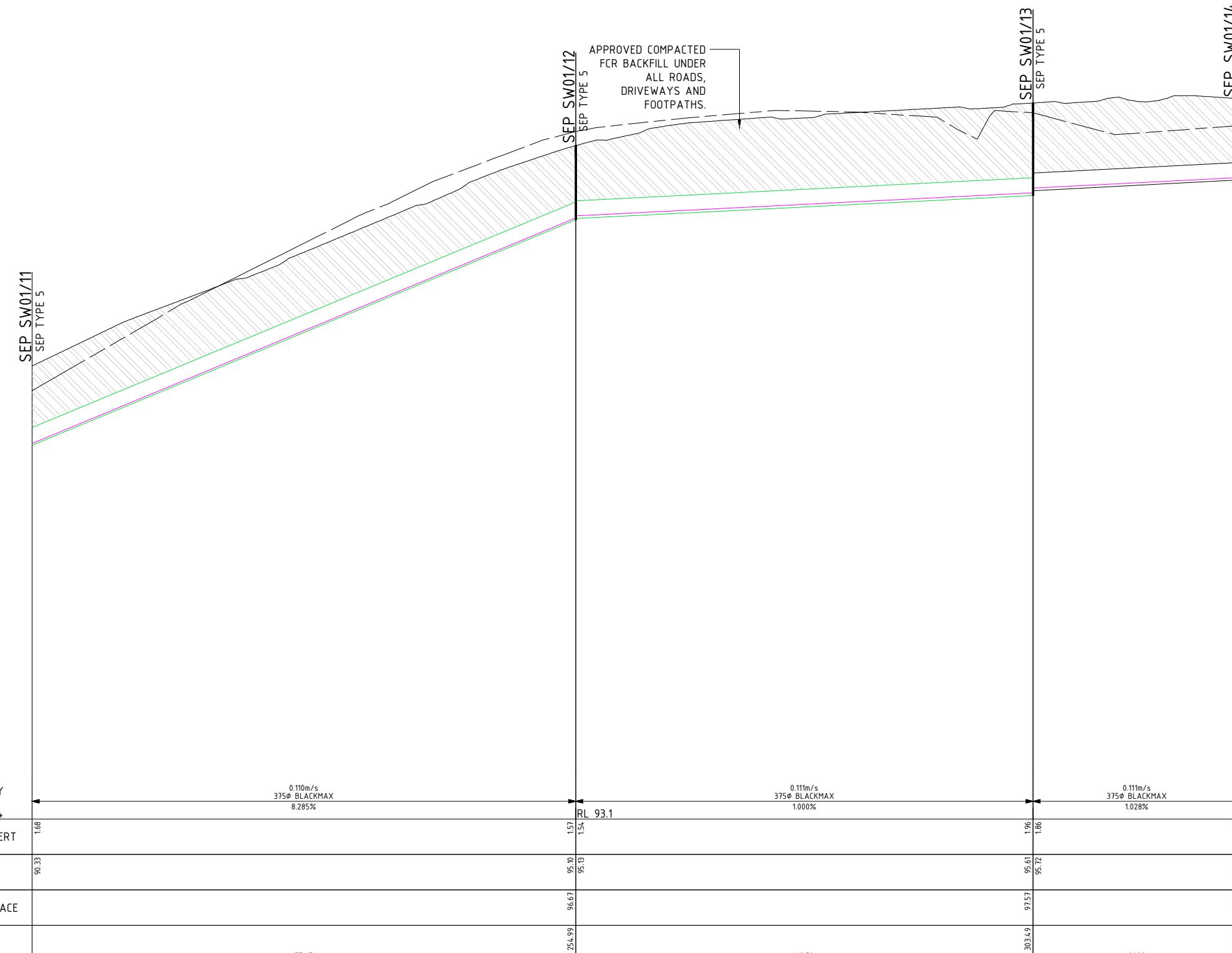
STRUCTURAL  
CIVIL  
MUNICIPAL  
PROJECT  
MANAGEMENT  
SUB DIVISIONS

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



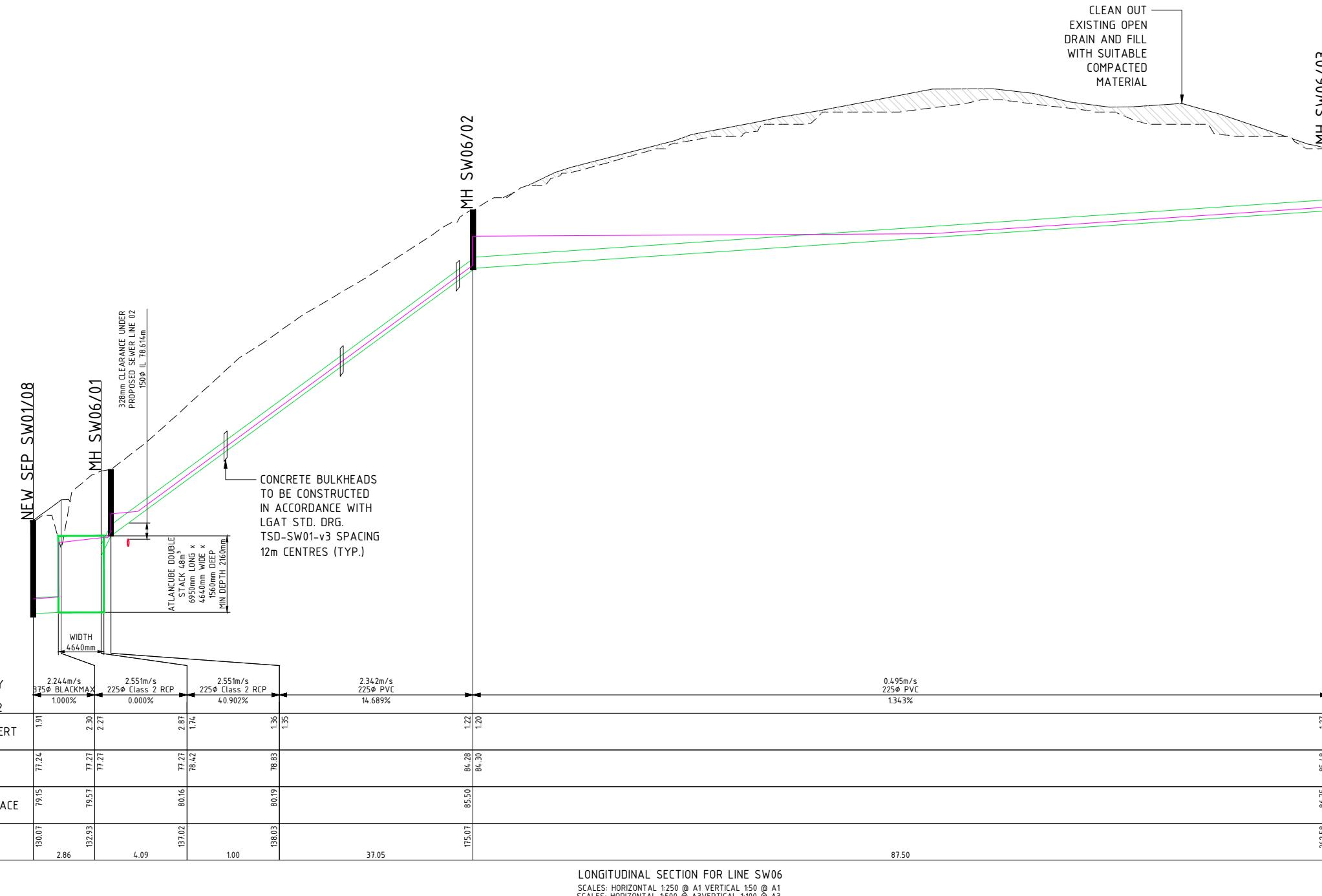
LONGITUDINAL SECTION FOR LINE SW01 WITH 1 IN 20 HGL  
 SCALES: HORIZONTAL 1:250 VERTICAL 1:50 @ A1  
 SCALES: HORIZONTAL 1:500 VERTICAL 1:100 @ A3

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D. STEWART

No.	AMENDMENT	DATE	DRG No.	REFERENCE	PROPOSED 11 LOT SUBDIVISION @
A	ISSUED FOR APPROVAL	26.05.2025			LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1
B	AMENDED AS PER COUNCIL RFIA	04.08.2025			STORMWATER LONG SECTIONS SHEET 03
C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025			SCALE As Noted
					DRAWN M. FRAWLEY DATE AUG. 2025
					APPROVED

DRAWING No. 23188-S19 (C)  
 No. OF SHEETS



LONGITUDINAL SECTION FOR LINE SW06  
SCALES: HORIZONTAL 1:250 @ A1 VERTICAL 1:50 @ A1  
SCALES: HORIZONTAL 1:500 @ A3 VERTICAL 1:100 @ A3

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

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

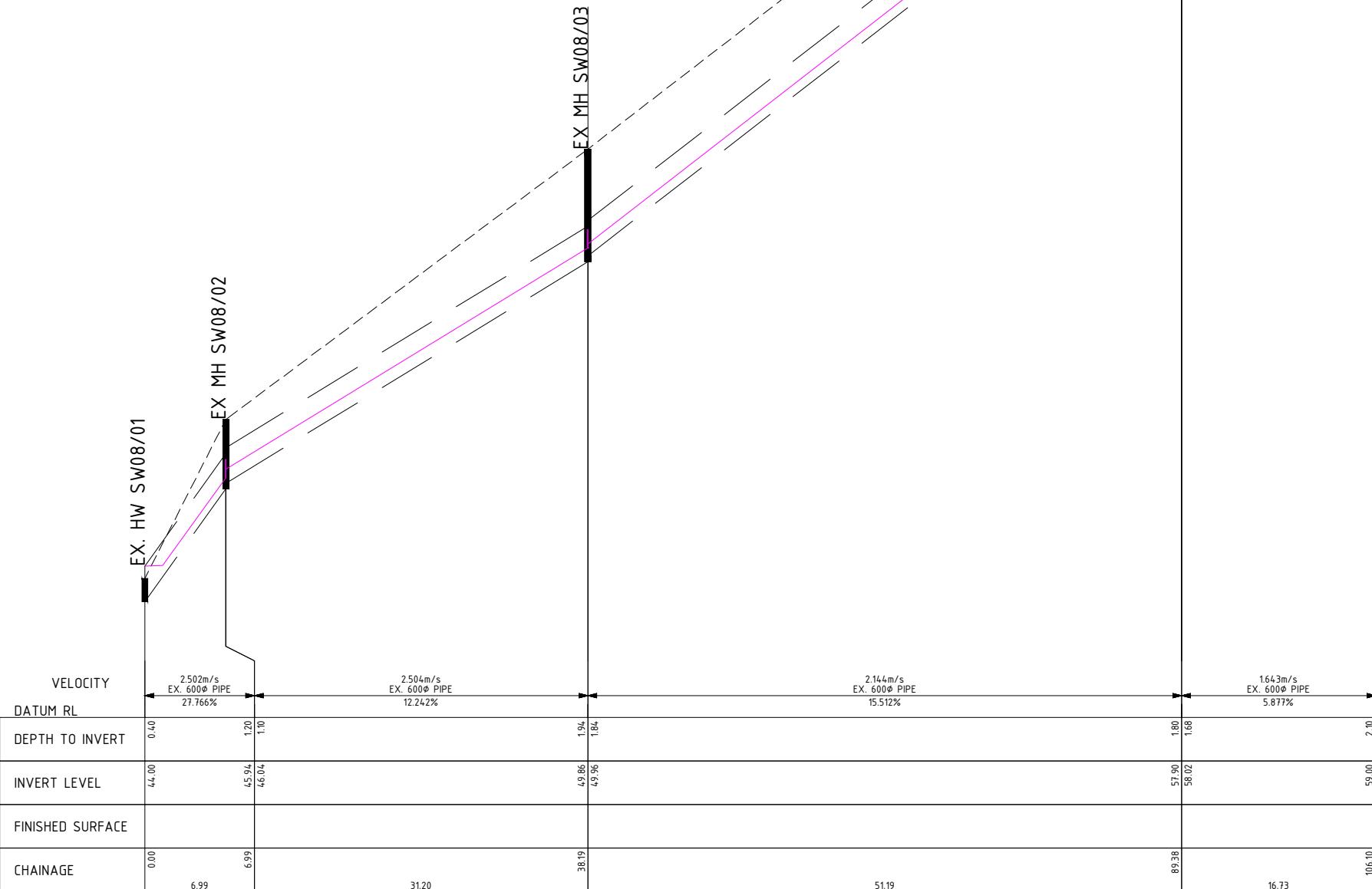
STORMWATER LONG SECTIONS SHEET 04

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

DRAWING No. 23188-S20  
REVISION C

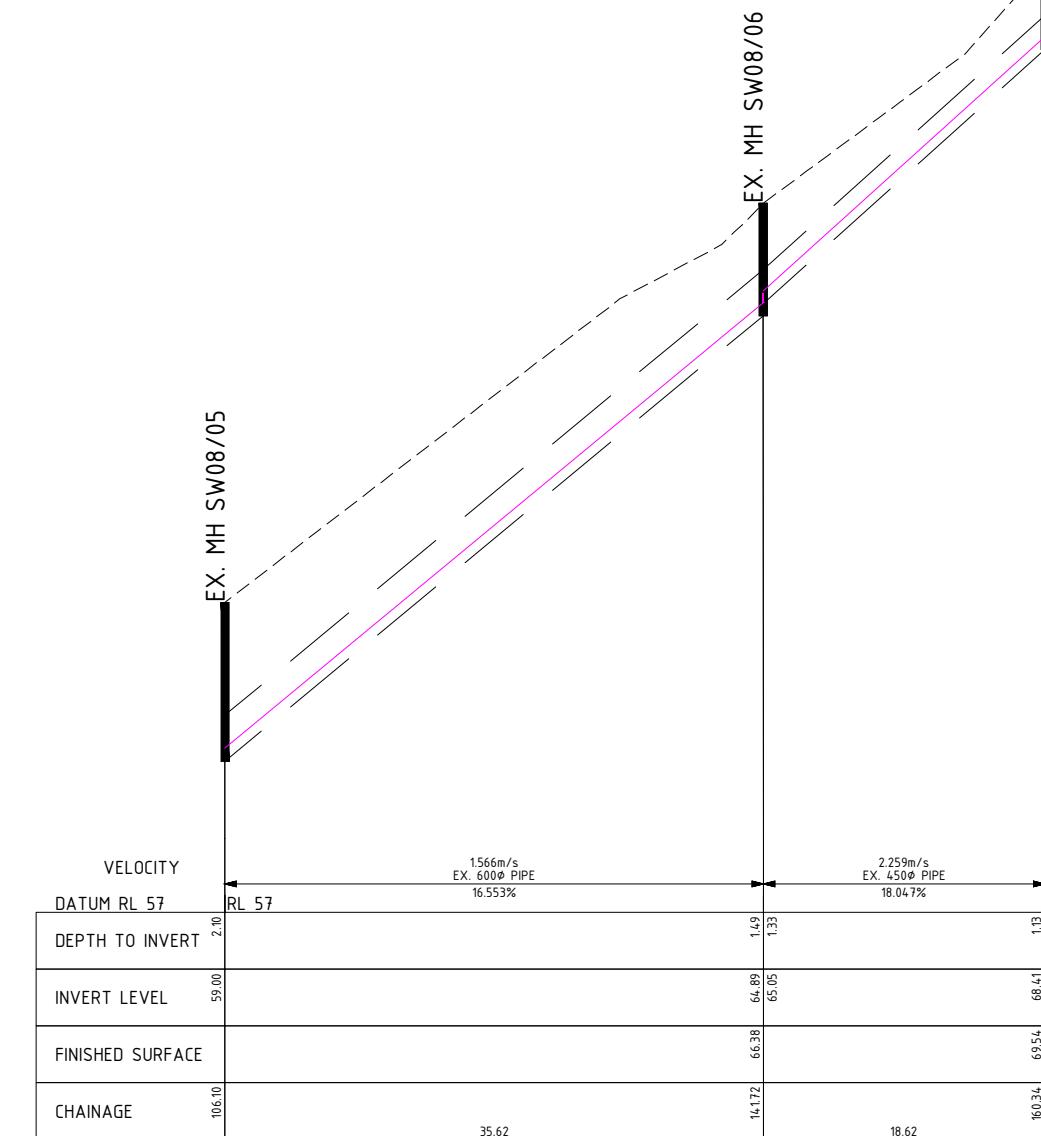
STRUCTURAL  
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MUNICIPAL  
PROJECT  
MANAGEMENT  
SUB DIVISIONS

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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



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

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SUB DIVISIONS

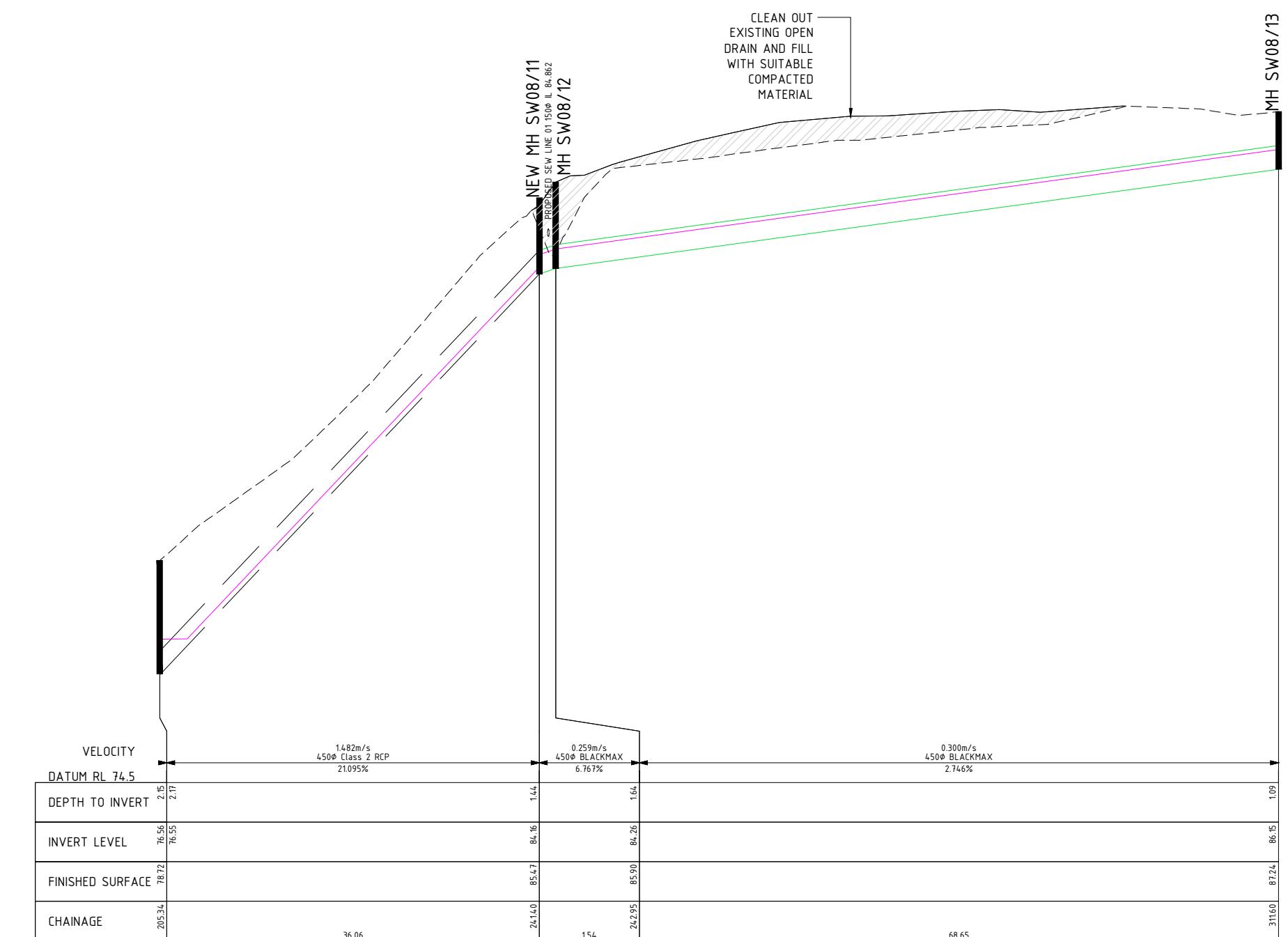
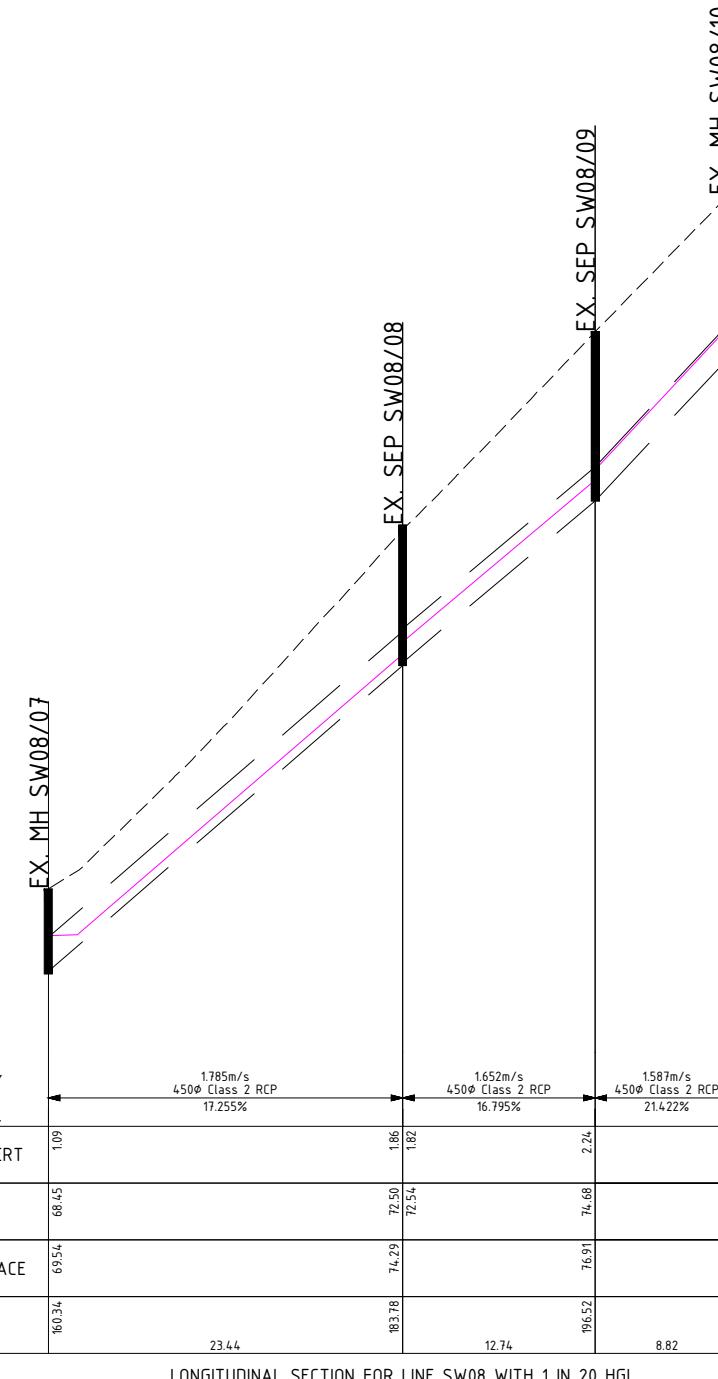
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LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1

STORMWATER LONG SECTIONS SHEET 05

SCALE As Noted  
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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 07

SCALE As Noted

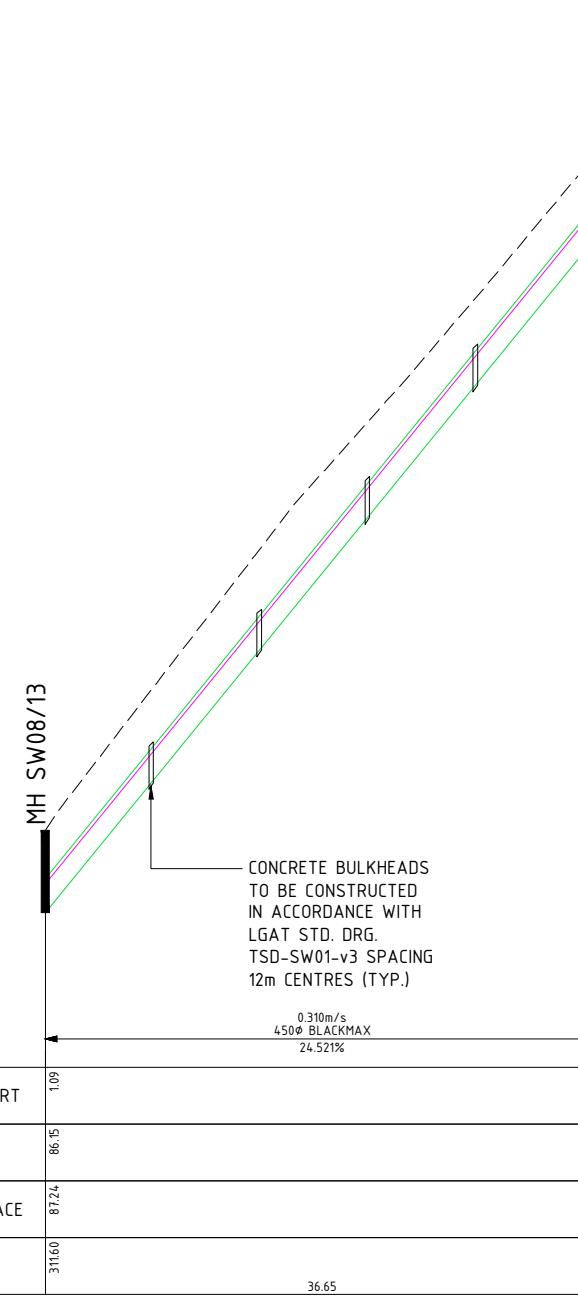
DRAWN M. FRAWLEY DATE AUG. 2025

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C	AMENDED CULDESAC WIDTH TO R12m	31.10.2025		

STRUCTURAL  
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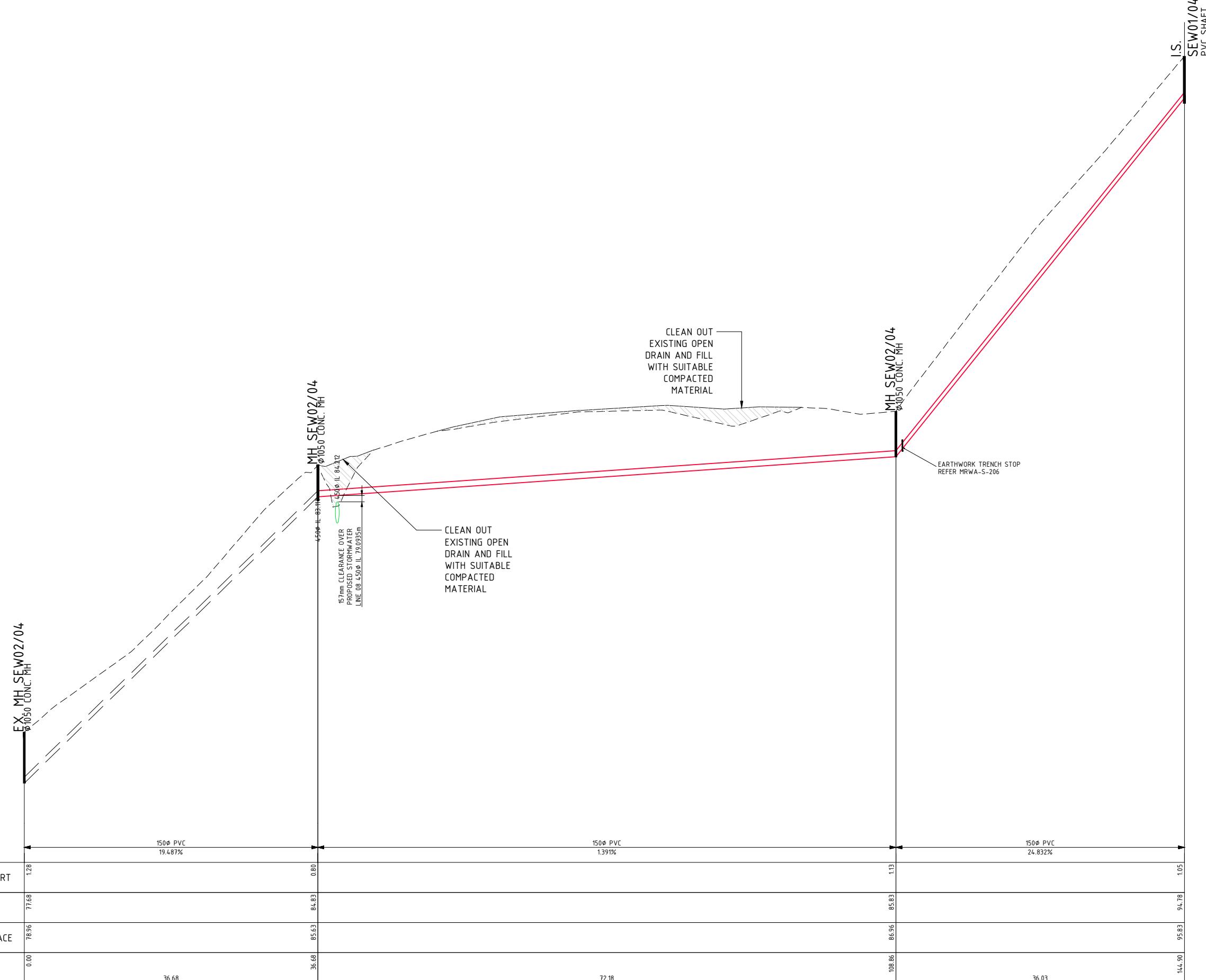
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STORMWATER LONG SECTIONS SHEET 07

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

DRAWING No. REVISION  
23188-S23 C

No. OF SHEETS



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

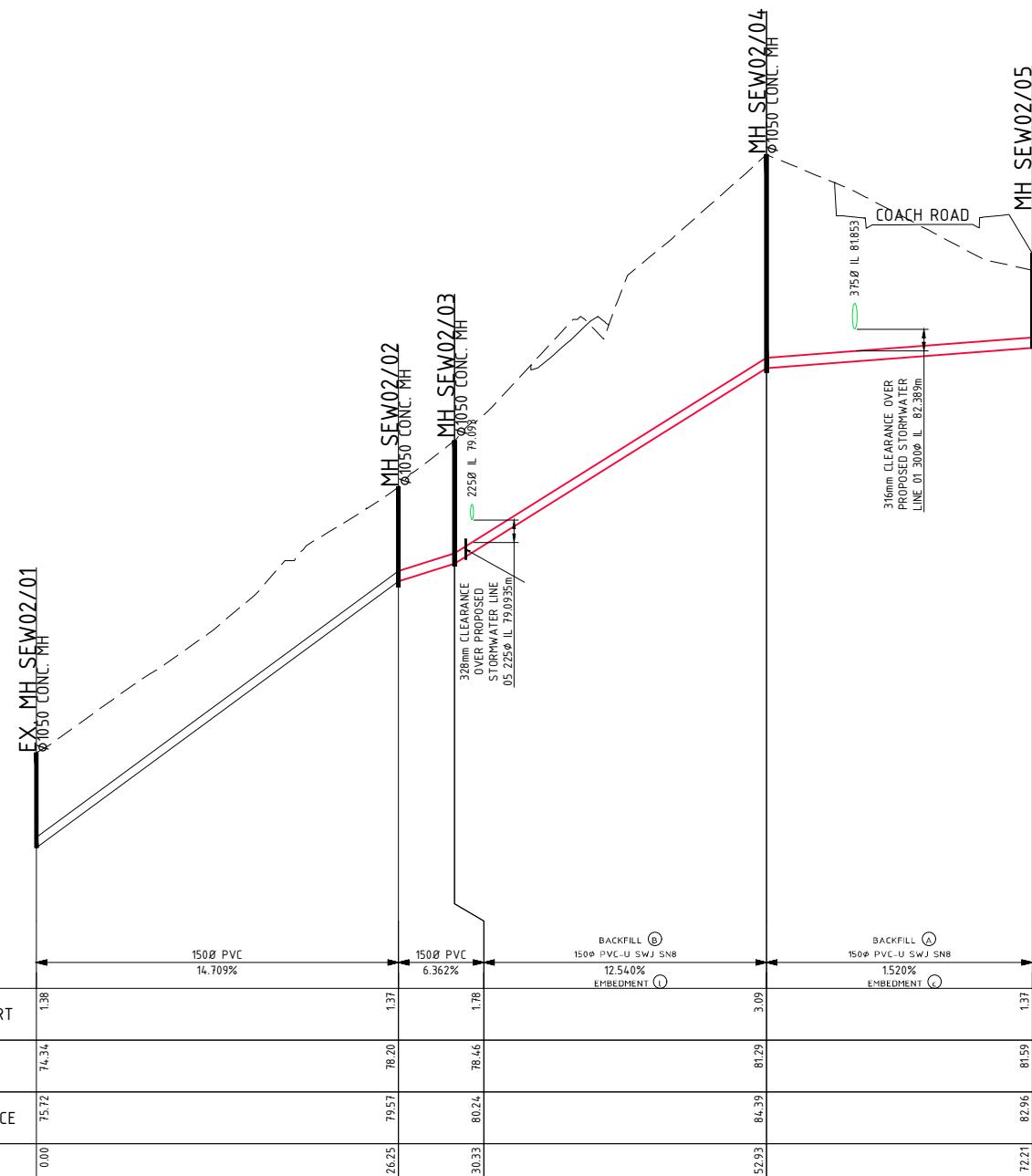
DRAWN M. FRAWLEY DATE AUG. 2025

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DRAWING No. 23188-S24

REVISION

No. of Sheets



LONGITUDINAL SECTION FOR LINE SEW02  
SCALES: HORIZONTAL 1:250 VERTICAL 1:50 A1  
SCALES: HORIZONTAL 1:500 VERTICAL 1:100 A3

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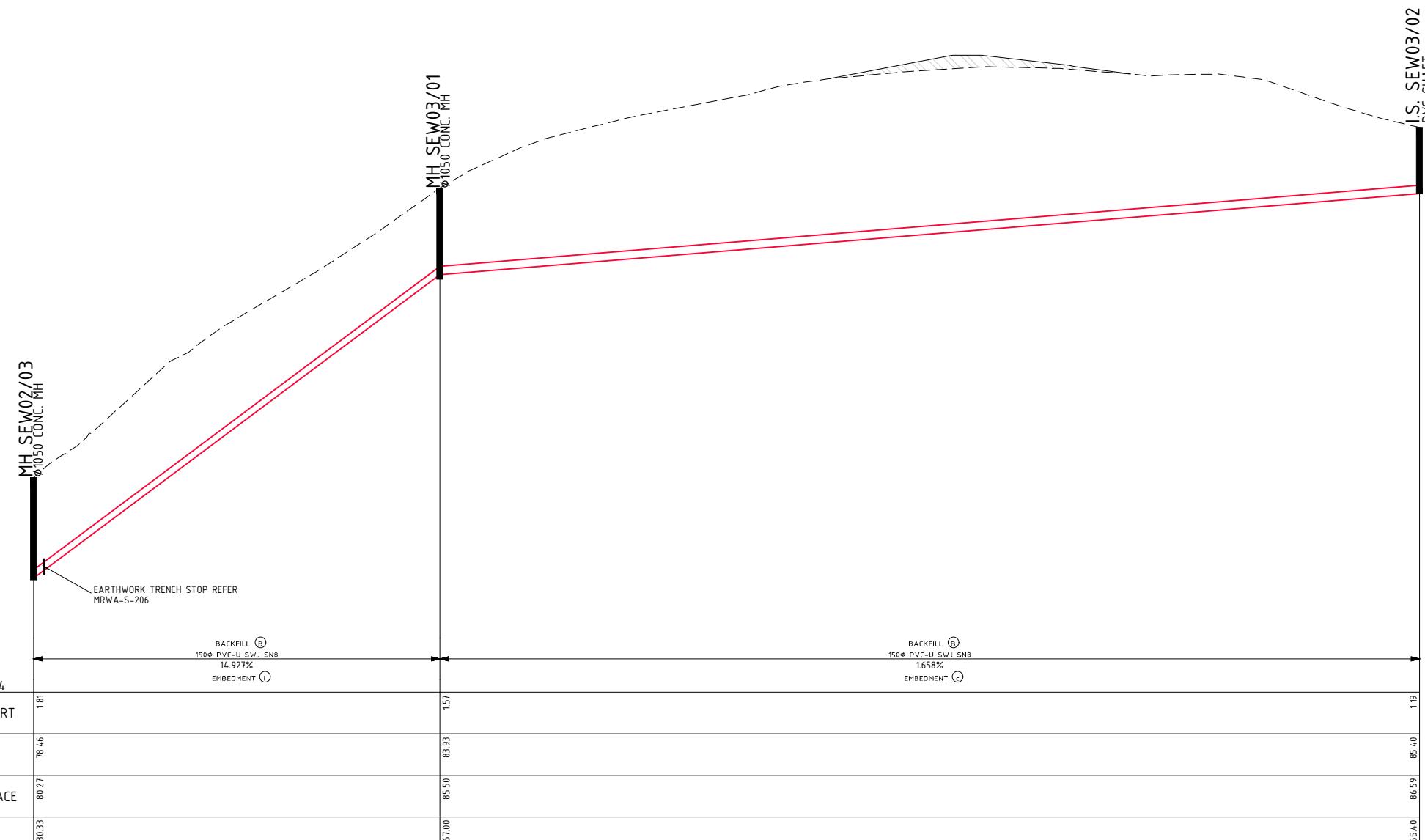
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LOT 1 COACH RD CHIGWELL TAS 7011. PID 3256490. TITLE 166553/1

SEWER LONG SECTIONS SHEET 02

SCALE As Noted  
DRAWN M. FRAWLEY DATE AUG. 2025

DRAWING No. 23188-S25  
REVISION C  
No. of Sheets

No.	AMENDMENT	DATE	DRG No.	REFERENCE
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LONGITUDINAL SECTION FOR LINE SEW03  
SCALES: HORIZONTAL 1:250 VERTICAL 1:50 A1  
SCALES: HORIZONTAL 1:500 VERTICAL 1:100 A3

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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

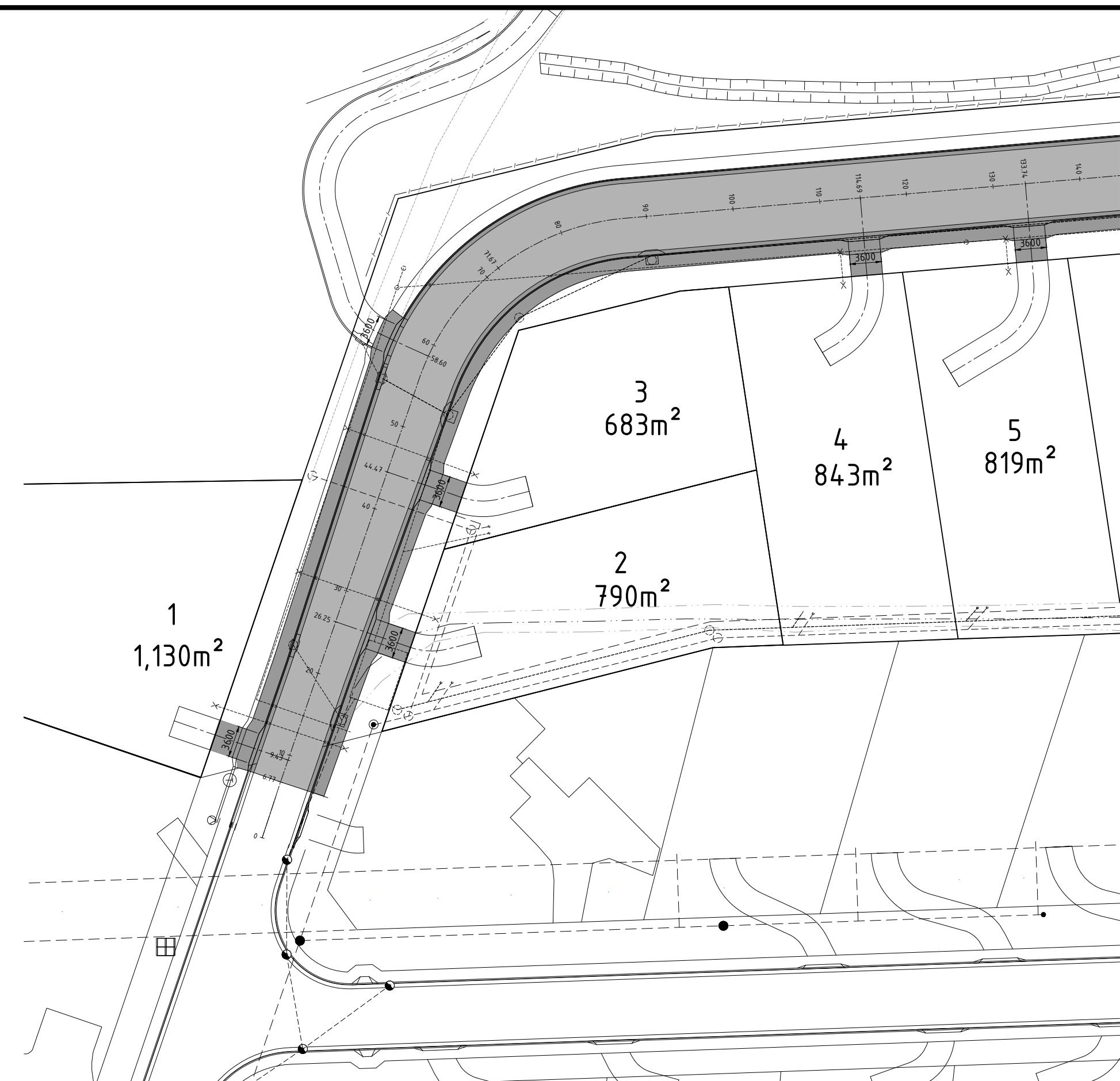
DRAWN M. FRAWLEY DATE AUG. 2025

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No. of Sheets



06 LOT ACCESS LOCATION & DIMENSIONED CROSSOVER PLAN SHEET 01

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



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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

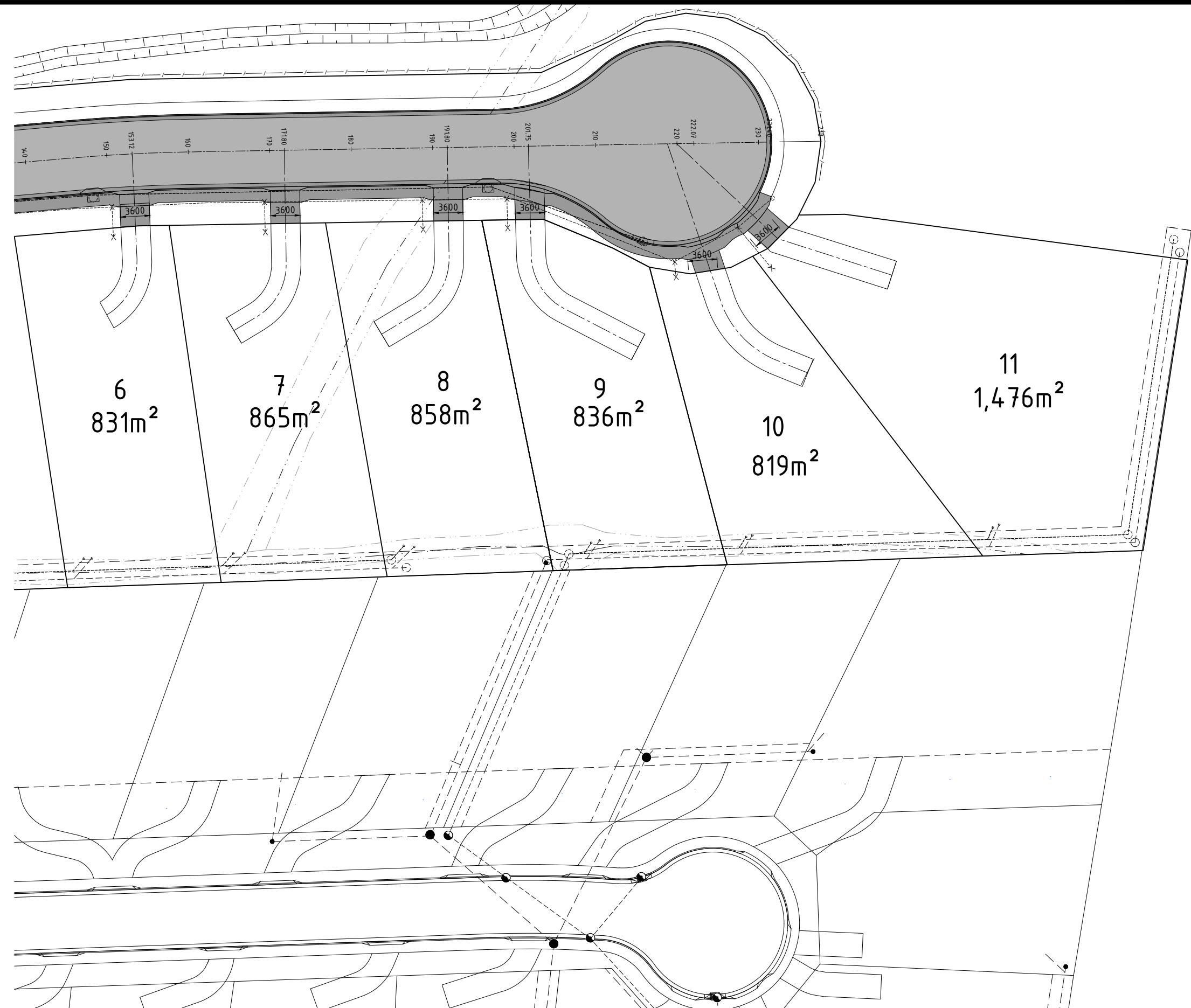
APPROVED

DRAWING No.

REVISION

23188-S27

No. OF SHEETS



07 LOT ACCESS LOCATION & DIMENSIONED CROSSOVER PLAN SHEET 01

Scale: 1:250 @ A1 1500 @ A3



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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. REVISION  
23188-S28

No--OF-- SHEETS

# Submission to Planning Authority Notice

## Application details

Council Planning Permit No.	PLN-25-153
Council notice date	23/06/2025
TasWater Reference No.	TWDA 2025/00707-GCC
Date of response	01/07/2025
TasWater Contact	Al Cole
Phone No.	0439605108

## Response issued to

Council name	GLENORCHY CITY COUNCIL
Contact details	gccmail@gcc.tas.gov.au
Development details	
Address	LOT 1 COACH RD, CHIGWELL
Property ID (PID)	3256490
Description of development	Subdivision – 11 Lots + Balance, Public Open Space and Road Lot

## Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Issue date
Rogerson and Birch	Proposed Subdivision	A	25/02/2025
Hutchings Spurr	Sewer and Water Plans	A	26/05/2025

## Conditions

Pursuant to the *Water and Sewerage Industry Act 2008* (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:

### CONNECTIONS, METERING & BACKFLOW

1. A suitably sized water supply with metered connection and sewerage connection to each lot of the development, excluding land zoned 'Landscape Conservation' (the balance land) & Public Open Space Lot 400, must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
3. Prior to commencing construction of the subdivision, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.

### ASSET CREATION & INFRASTRUCTURE WORKS

4. Prior to applying for Engineering Design Approval, the developer must physically locate all existing infrastructure to provide sufficient information for accurate design and physical works to be undertaken.
5. Plans submitted with the application for Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.
6. Prior to applying for a Permit to Construct new infrastructure the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction.
7. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.
8. Prior to undertaking any works related to water and sewerage, physical markers must be in place that clearly identify where water and/or sewer connections are to be made in accordance with any approved plan to TasWater's satisfaction.
9. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.
10. Prior to the issue of a Consent to Register a Legal Document all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, are to be completed generally as shown on, and in accordance with, the plans listed in the schedule of drawings/documents, and are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.
11. After testing, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.
12. At practical completion of the water and sewerage works and prior to TasWater issuing a Consent to a Register Legal Document, the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:
  - a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved.
  - b. A request for a joint on-site inspection with TasWater's authorised representative must be made.
  - c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee.
  - d. Work As Constructed drawings and documentation must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.

Upon TasWater issuing a Certificate of Practical Completion, the newly constructed infrastructure is deemed to have transferred to TasWater.

13. After the Certificate of Practical Completion has been issued, a 12-month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12-month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". TasWater will release any security held for the defect's liability period.
14. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.
15. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.
16. A construction management plan must be submitted with the application for TasWater Engineering Design Approval. The construction management plan must detail how the new TasWater infrastructure will be constructed while maintaining current levels of services provided by TasWater to the community. The construction plan must also include a risk assessment and contingency plans covering major risks to TasWater during any works. The construction plan must be to the satisfaction of TasWater prior to TasWater's Engineering Design Approval being issued.

### **FINAL PLANS, EASEMENTS & ENDORSEMENTS**

17. Prior to the Sealing of the Final Plan of Survey, a Consent to Register a Legal Document must be obtained from TasWater as evidence of compliance with these conditions when application for sealing is made.  
*Advice: Council will refer the Final Plan of Survey to TasWater requesting Consent to Register a Legal Document be issued directly to them on behalf of the applicant.*
18. Pipeline easements, to TasWater's satisfaction, must be created over any existing or proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions.

### **DEVELOPER CHARGES**

19. Prior to TasWater issuing a Consent to Register a Legal Document the applicant or landowner as the case may be, must pay a developer charge totalling \$38,654.00 to TasWater for water and sewerage infrastructure for 11 additional Equivalent Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.
20. In the event Council approves a staging plan, prior to TasWater issuing a Consent to Register a Legal Document for each stage, the developer must pay the developer charges commensurate with the number of Equivalent Tenements in each stage, as approved by Council.

### **DEVELOPMENT ASSESSMENT FEES**

21. The applicant or landowner as the case may be, must pay a development assessment fee of \$802.53 and a Consent to Register a Legal Document fee of \$265.98 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.

The payment is required within 30 days of the issue of an invoice by TasWater.

In the event Council approves a staging plan, a Consent to Register a Legal Document fee for each stage, must be paid commensurate with the number of Equivalent Tenements in each stage, as approved by Council.

## Advice

### General

For information on TasWater development standards, please visit

<https://www.taswater.com.au/building-and-development/technical-standards>

For application forms please visit

<https://www.taswater.com.au/building-and-development/development-application-form>

### Important Notice Regarding Plumbing Plans and Associated Costs

The SPAN includes references to documents submitted as part of the application. These plans are acceptable for planning purposes only and are subject to further detailed assessment and review during the next stage of the development proposal.

TasWater's assessment staff will ensure that the design contains sufficient detail to assess compliance with relevant codes and regulations. Additionally, the plans must be clear enough for a TasWater contractor to carry out any water or sewerage-related work.

Depending on the nature of the project, your application may require Building and/or Plumbing permits or could be exempt from these requirements. Regardless, TasWater's assessment process and associated time are recoverable through an assessment fee.

Please be aware that your consultant may need to make revisions to their documentation to ensure the details are fit for construction. Any costs associated with updating these plans should be discussed directly with your consultant.

### Developer Charges

For information on Developer Charges please visit the following webpage –

<https://www.taswater.com.au/building-and-development/developer-charges>

### Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

- a. A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater.
- b. TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit <https://www.taswater.com.au/building-and-development/service-locations> for a list of companies.
- c. Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

## Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.