

**GLENORCHY PLANNING AUTHORITY
ATTACHMENTS
MONDAY, 7 AUGUST 2023**

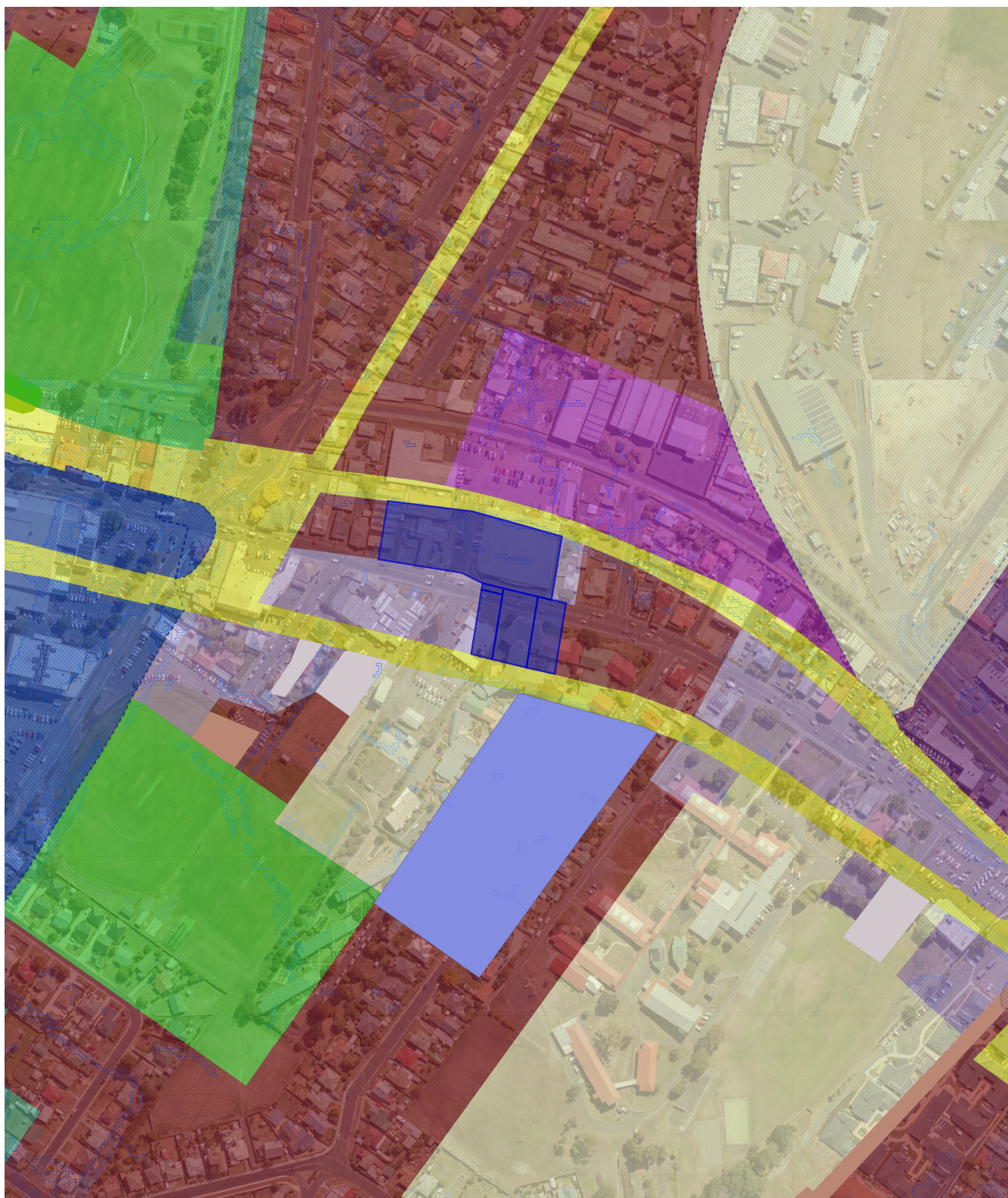


TABLE OF CONTENTS:

PLANNING

- 5. PROPOSED USE AND DEVELOPMENT - EXTENSION TO POLICE STATION (EMERGENCY SERVICES) - 315-319 MAIN ROAD GLENORCHY**
 - 1: GPA Attachments - 315-319 Main Road, Glenorchy 2

- 6. PROPOSED USE AND DEVELOPMENT – PARTIAL DEMOLITION AND MULTIPLE DWELLINGS (ONE EXISTING, TWO NEW) - 2-4 ASHBOURNE GROVE WEST MOONAH**
 - 1: GPA Attachment - 2-4 Ashbourne Grove, West Moonah . 28



www.thelist.tas.gov.au

COPYRIGHT AND DISCLAIMER. Map data is compiled from a variety of sources and hence its accuracy is variable. If you wish to make decisions based on this data you should consult with the relevant authorities. Apart from any use permitted under the Copyright Act 1968, no part of the report may be copied without the permission of the General Manager, Glenorchy Planning Authority.

DRAWING SCHEDULE

DA00	COVER PAGE	
DA01	SITE PLAN	
DA02	FLOOR PLAN	

GLENORCHY CITY COUNCIL

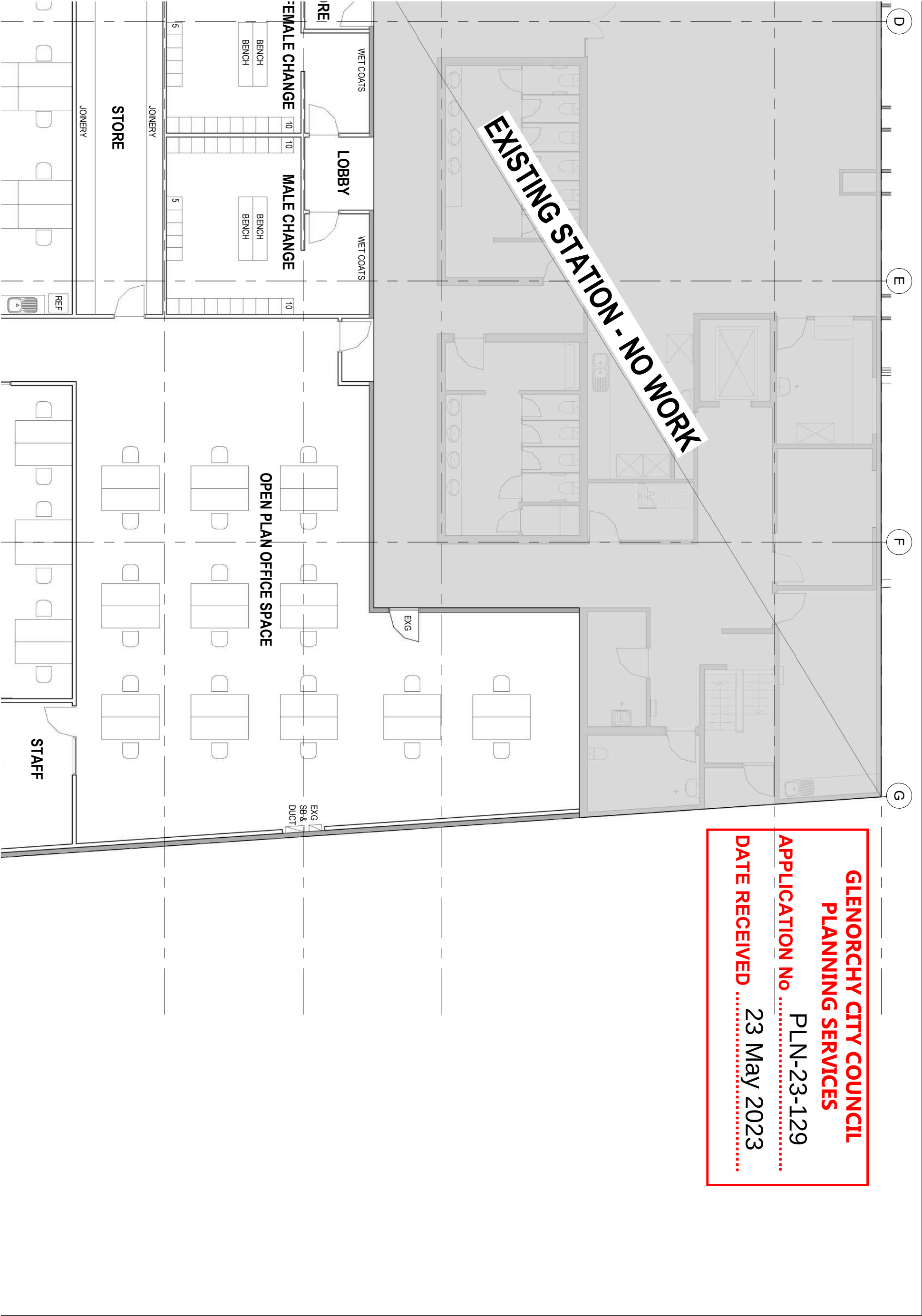
PLANNING SERVICES

APPLICATION No

PLN-23-129

DATE RECEIVED

23 May 2023





Temporary relocation of
staff from the Bridgewater
Police Station to the
Glenorchy Police Station

TRAFFIC STATEMENT

Hubble Traffic
June 2023

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

This report has been prepared specifically for the exclusive use of the client named in the report and to the extent necessary, Hubble Traffic Consulting disclaim responsibility for any loss or damage occasioned by use of or reliance upon this report, or the data produced herein, by any third party.

Version	Date	Reason for Issue
Draft	June 2023	Draft issued for client feedback
Final	June 2023	Final issued



Table of Contents

1.	Introduction.....	3
2.	Site location of the Glenorchy Police Station.....	4
3.	Harold Street characteristics.....	5
4.	Main Road characteristics.....	6
5.	Crash report for Harold Street and Main Road junction	7
6.	Development site	8
7.	Existing traffic generation.....	9
8.	Prediction of traffic generation from the temporary relocation	12
9.	Impact of additional traffic movements on Harold Street	13
10.	Existing vehicular access to development on-site car park	15
11.	Planning scheme.....	16
	11.1 C3.0 Road and Railway Assets Code	16
12.	Conclusion	18
13.	Appendix A – Traffic modelling results	19

1. Introduction

Lisa Karanagh (project manager) has engaged Hubble Traffic Consulting on behalf of the Department of Police, Fire, and Emergency Management, to consider the traffic impact of relocating approximately 58 operational and administration staff members from the Bridgewater Police Station to Glenorchy Police station. The relocation of staff is to allow for the demolition and construction of a new Bridgewater Police station.

The temporary Bridgewater Police Station will occupy space within the Glenorchy Station, for approximately 18 months until occupation of the new station. A temporary 'shopfront' station will also be established within the Bridgewater area, to manage day to day and face to face police business.

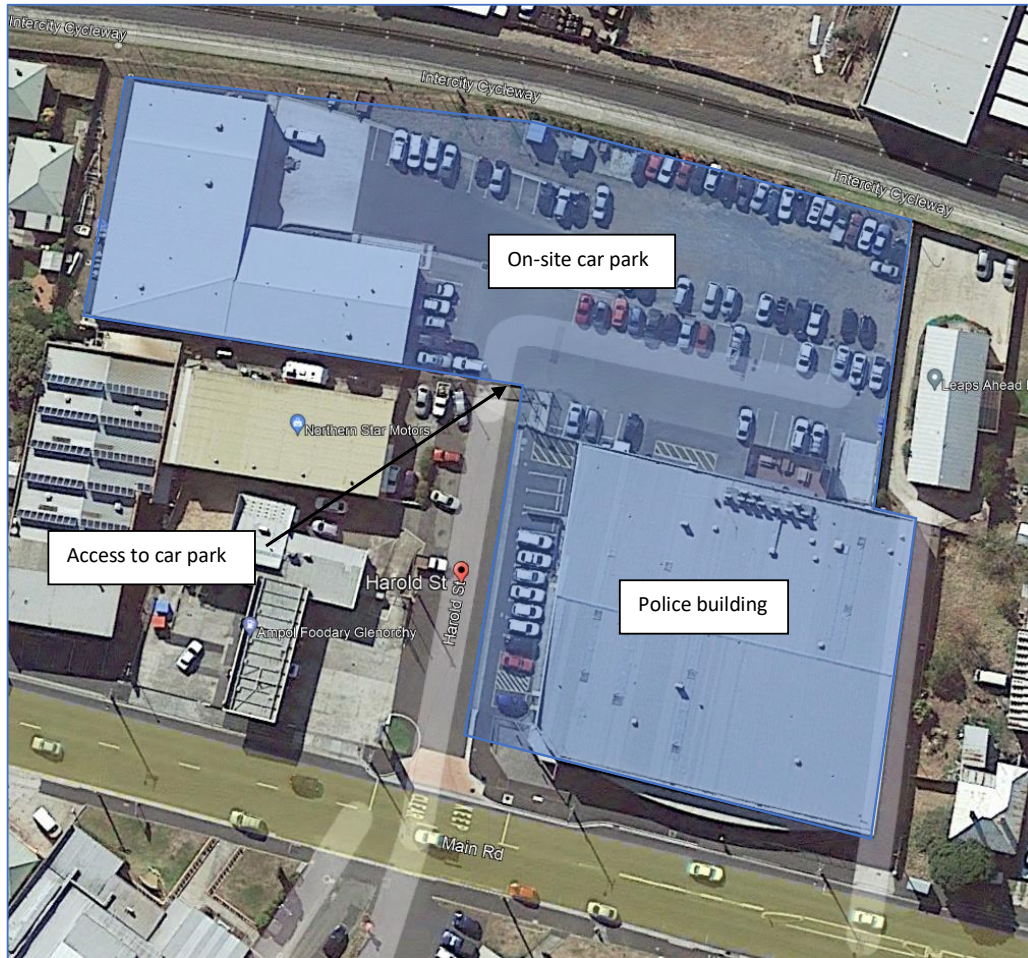
This report will consider shift changeovers, where Police officers assigned to the Bridgewater Division will be briefed at the Glenorchy Station at shift changeover and depart in Police vehicles for the Bridgewater Division. Some administrative and senior staff will remain within the Glenorchy Station during the workday.

This assessment will quantify the traffic impact against the Tasmanian Planning Code C3, Road and Railway Assets Code, and table C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction.

2. Site location of the Glenorchy Police Station

According to the LIST land information database, the Glenorchy Police Station is located at 315 to 319 Main Road, Glenorchy. The site occupies both the eastern and northern sides of Harold Street, with all vehicles accessing the property using the Main Road and Harold Street junction. At the end of Harold Street there is a large on-site car park within the police station site, with vehicular access controlled by a security gate.

2.0 – Site location of Glenorchy Police Station



3. Harold Street characteristics

Harold Street extends 60 metres in a northerly direction from Main Road, ending at the entrance to the Glenorchy Station's secured car parking compound. The street is of an urban standard, sealed bitumen road surface, a concrete dish drain operating along the eastern side, and ninety degree parking spaces provided along the side of the police building. On the opposite side the concrete kerbing is set back, allowing for ninety degree parking to occur.

Between the ninety degree parking spaces operating along both sides, there is sufficient road width to facilitate two-way traffic movements. The road alignment is straight, with a slight downhill vertical grade extending from Main Road. Although Harold Street intersects Main Road at a right angle, creating a standard T-Junction, a Give Way sign reinforces the traffic priority for Main Road motorists. The urban default speed limit of 50 km/h would apply along the street, with operating speeds expected to be lower than 50 km/h, due to the short length of the street.

Photograph 3.0 – Road standard of Harold Street



According to the LIST database, the police station occupies the eastern and northern side of the street, while along the western side there are two properties. The northwest corner property operates as a service station, with two vehicular crossovers on Main Road and one vehicular crossover onto Harold Street. The other property at 2 Harold Street, operates as a motor mechanical repair business.

4. Main Road characteristics

Within the surrounding road network, Main Road would operate as an important collector road, transferring traffic between residential areas and the nearest arterial road network.

The road is built to an urban road standard with a seal bitumen surface, concrete kerb and channel, concrete footpaths along both sides, and street lighting. There is one traffic lane operating in each direction, separated by a marked centreline, and on-street parallel parking on both sides.

Across the Harold Street junction, a 'Keep clear' pavement message is painted on the eastbound traffic lane, this is to ensure traffic does not queue across the junction, improving traffic efficiency for police and emergency vehicles leaving Harold Street. There are traffic signs located on approach to this junction, warning motorists that emergency vehicles can enter Main Road from Harold Street.

Directly opposite Harold Street there are vehicular accesses extending a considerable distance, these accesses prevent on-street parking, and creates an informal passing lane for through vehicles. This means a stationary vehicle turning right into Harold Street can be passed on the left, albeit the vehicle would need to slow considerably, which would improve traffic flow along Main Road.

Photograph 4.0 – Main Road at Harold Street



5. Crash report for Harold Street and Main Road junction

The Department of State Growth maintains a database of road crashes for the public road network, and interrogation of this database found five crashes reported along Harold Street in the last five years. All of the crashes involved a vehicle manoeuvring into and out of the ninety degree parking spaces, with all resulting in property damage only.

While ninety degree parking spaces increase the supply of on-street parking, it is common for this type of parking arrangement to lead to an increase in crash risk. Based on the function of the road and the relatively low operating speed of vehicles, this number of crashes does not signify a crash problem.

Four crashes were reported at the junction of Main Road with Harold Street in the last five years. One of the crashes was caused by a driver being unwell and losing control when travelling through the junction. Two crashes were caused by vehicles turning at the junction, and one involved a rear-end crash that occurred along Main Road. Three of the crashes resulted in property damage and one required first aid at the scene.

Overall, the junction crash type is typical for a collector road and does not indicate an over representation of crashes.



6. Development site

The diagram below demonstrates the extent of the police site, with existing buildings, on-site car parking to the rear, and ninety degree parking spaces along the eastern side of the building adjacent to Harold Street. The diagram indicates the proposed area within the existing building, where the relocated Bridgewater station staff would be accommodated.

At the rear of the site there are approximately 75 on-site car parking spaces that are located within a secured compound, with all vehicles accessing Harold Street via a locked gate. This car park contains police vehicles and private vehicles associated with the police officers and senior administration staff.

Along Harold Street there are 13 ninety degree parking spaces. On the eastern side there are two accessible parking spaces with a shared zone, six visitor spaces, and five spaces allocated for operational police vehicles.

Diagram 6.0 – Development site



7. Existing traffic generation

Operational police activities occur 24 hours a day, with police staff operating in three shifts, while the administrative and senior management staff work Monday to Friday between 7:00am and 5:00pm. Police vehicles not in use are stored in the secured parking compound as well as private vehicles of operational police officers. Some senior management staff are allocated parking spaces within the parking compound, while administrative staff are not allocated a parking space.

The project manager advised that the number of times the compound parking gate has been activated in the last six months is 12,530, based on 177 working days, this means on average the gate is activated 70 times per day. This number of average daily gate activation seems low, and may not take into consideration a vehicle trailing another vehicle when the gate opens, allowing multiple vehicles through the gate in a single activation.

Although the Glenorchy Station has 111 full time employees, due to the shift arrangement of the operational staff, the number of staff on site at any one time is significantly less, estimated at 60 staff.

Traffic generated by Harold Street

Manual traffic surveys were conducted at the junction of Main Road and Harold Street to determine the volume of traffic using Harold Street. The surveys were undertaken at 7:00am to 9:00am in the morning and 4:00pm to 6:00pm in the evening, when Main Road is expected to be operating with the heaviest traffic flows.

During the morning two hour period, Harold Street generated 72 two-way vehicle movements, with 60 percent of these movements generated by the police secured car park. The mechanical repair business generated two vehicle movements, with the other vehicle movements generated by vehicles accessing the on-street parking spaces. In the evening two-hour period, a similar number of movements were generated, with the police secured car park generating about half of the vehicle movements.

Overall, the number of vehicle movements generated in the peak hour periods is relatively low, 44 two-way movements in the morning peak hour (7:00am to 8:00am) and 40 two-way movements in the evening peak hour (4:00pm to 5:00pm). The manual survey traffic data is shown in the following two tables, with the rows highlighted in yellow representing the peak hour.

Table 7.0A – Manual traffic survey for Harold Street – Morning period

Time	Police car park		Mechanical repairs		Other (parking)		Total		Total two-way
	Entering	Leaving	Entering	Leaving	Entering	Leaving	Entering	Leaving	
7.00–7.15am	2	6	0	0	3	3	5	8	13
7.15–7.30am	3	0	1	0	0	0	4	0	4
7.30–7.45am	10	2	0	0	1	1	11	3	14
7.45–8.00am	8	2	0	0	0	3	8	5	13
8.00–8.15am	4	0	0	0	2	2	6	2	8
8.15–8.30am	1	1	0	0	1	2	2	3	5
8.30–8.45am	1	2	1	0	1	1	3	3	6
8.45–9.00am	0	1	0	0	5	3	5	4	9
Total	29	14	2	0	13	14	44	28	72
Peak hour	23	10	1	0	4	7	28	16	44



T: 0416 064 755
E: Hubbletraffic@outlook.com
W: Hubbletraffic.com.au

Table 7.0B – Manual traffic survey for Harold Street – Evening period

Time	Police car park		Mechanical repairs		Other (parking)		Total		Total two-way
	Entering	Leaving	Entering	Leaving	Entering	Leaving	Entering	Leaving	
4:00-4:15pm	3	8	0	0	3	4	6	12	18
4:15-4:30pm	0	2	0	0	5	4	5	6	11
4:30-4:45pm	1	1	0	1	1	2	2	4	6
4:45-5:00pm	1	2	0	0	0	2	1	4	5
5:00-5:15pm	0	4	0	0	4	3	4	7	11
5:15-5:30pm	1	2	0	0	2	1	3	3	6
5:30-5:45pm	0	5	0	0	1	1	1	6	7
5:45-6:00pm	1	6	0	0	1	0	2	6	8
Total	7	30	0	1	17	17	24	48	72
Peak hour	5	13	0	1	9	12	14	26	40

On-street parking survey

During the same period of the above manual traffic survey, a parking survey was undertaken on the on-street parking spaces along both sides of Harold Street. The survey recorded the number of vehicles parked in the spaces on a 15 minute interval, rather than recording all vehicles entering and leaving the spaces.

In total, there are 21 parking spaces within the street, 13 along the eastern side, and eight along the western side. Two are signed as accessible parking spaces, five spaces allocated for police vehicles, with the remaining 14 spaces available for visitors. The survey data demonstrates that the on-street parking demand is reasonably low, with a maximum of five vehicles parked at the end of the 15 minute survey period, indicating there is a sufficient supply of parking to accommodate the demand, with spare parking capacity.

Table 7.0C – Parking survey

Time	Police vehicles	Other vehicles	Total
7:00am	2	1	3
7:15am	2	1	3
7:30am	2	1	3
7:45am	1	2	3
8:00am	1	2	3
8:15am	1	2	3
8:30am	2	2	4
8:45am	1	2	3
9:00am	1	3	4
4:00pm	2	2	4
4:15pm	2	2	4
4:30pm	2	2	4
4:45pm	2	2	4
5:00pm	2	2	4
5:15pm	2	1	3
5:30pm	2	1	3
5:45pm	2	2	4
6:00pm	3	2	5

The peak hour traffic flows have been extracted from the manual traffic survey data and is represented in the following two diagrams. These flows will be used within the traffic modelling to quantify the traffic performance of the junction, under peak hour traffic conditions.

Diagram 7.0 – Morning peak hour traffic flows

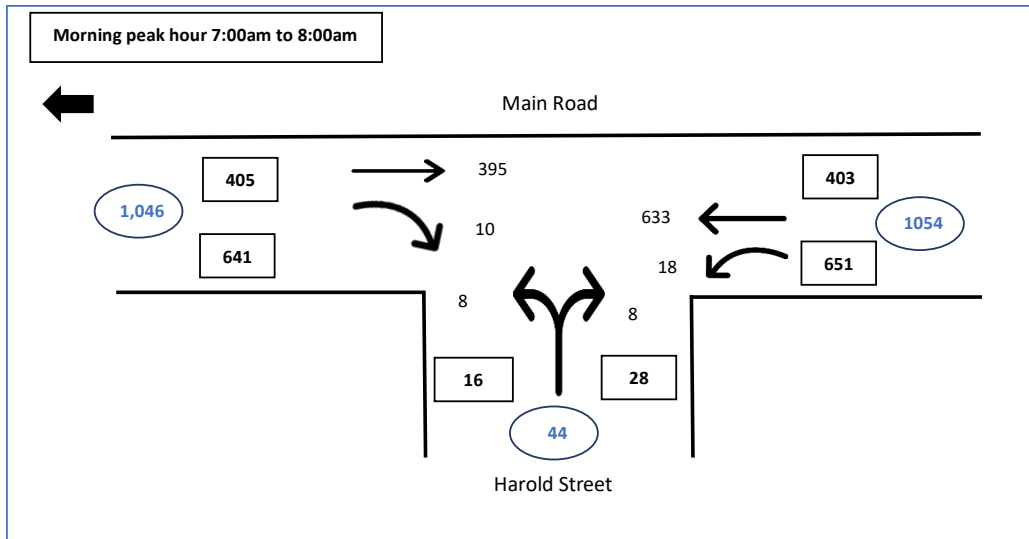
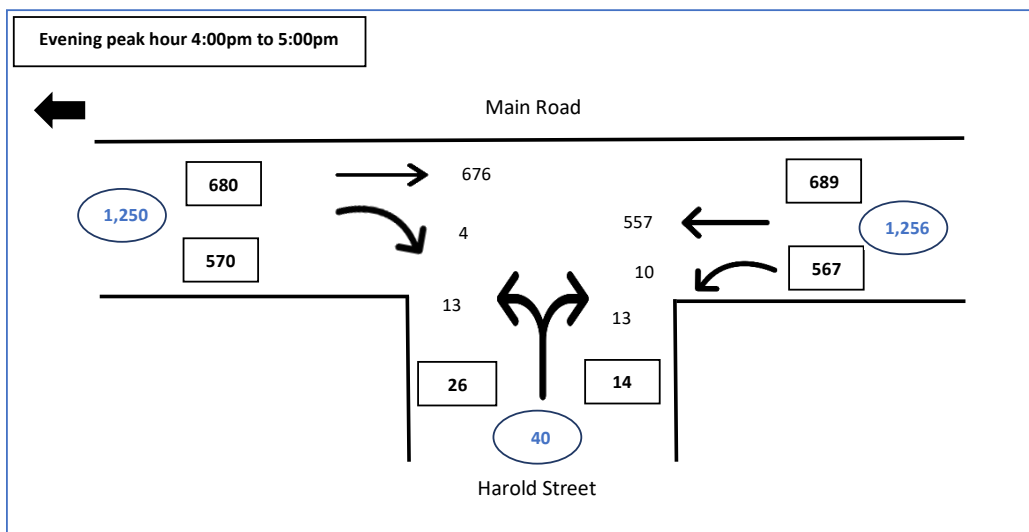


Diagram 7.0B – Evening peak hour traffic flow



8. Prediction of traffic generation from the temporary relocation

Operational police officers

The project manager has advised that 58 full time employees are expected to be relocated from the Bridgewater Station, this includes operational police offices, senior management staff, and administrative staff. Similar to the Glenorchy Station, the operational offices operate on three shifts, police vehicles when not in operation will be stored within the on-site secured vehicle compound, and this compound will be used to store the private vehicle of each of the operational officers. This means that each operational officer is likely to generate four daily vehicle movements; one trip when they arrive in their private vehicle, a second trip as they leave in a police vehicle (many vehicles occupied by two officers), with the opposite occurring as the operational police vehicle returns.

According to the project manager, there are 31 operational police officers operating on three shifts, for a typical work day, the day shift operates with the highest number of officers at 16, with ten officers operating during the afternoon shift and five during the night shift. These operational vehicles have the potential to generate 100 daily movements, with a worst case scenario of 25 vehicle movements in any one hour period.

Senior management staff

It is expected that five senior management staff will be allocated a parking space within the secured parking compound. As these staff work standard weekday hours, they are likely to generate one trip in the morning and one trip in the evening peak hour period and have the potential to generate ten daily trips.

Administrative staff

Administrative staff will not be allocated on-site parking and they will not generate any additional vehicle trips onto Harold Street.

Visitors

A temporary 'shopfront' station will be established within the Bridgewater area, to manage day to day and face to face police business in Bridgewater. This suggests the temporary relocation is not likely to generate additional visitor trips.

Based on the available information, this assessment predicts the temporary relocation is expected to generate a low number of additional vehicle trips using Harold Street of 110 daily trips, with 29 of these trips expected to occur in the morning and evening peak hour periods, as demonstrated in the table below

Table 8.0 – Prediction of additional vehicle trips using Harold Street

Activity	Daily Trips	Peak Hour (morning)		Peak hour (evening)	
		Entering	Leaving	Entering	Leaving
Operational police officers	100	16	8	8	16
Senior management staff	10	5	0	0	5
Administration staff	0	0	0	0	0
Total	110	21	8	8	21

9. Impact of additional traffic movements on Harold Street

The simplest method to determine the traffic performance at a junction is to use SIDRA Intersection traffic modelling software, which uses gap acceptance theory to determine the average delay, queue lengths and degree of saturation, which are all measures of traffic congestion and level of service.

Level of Service (LOS) is a quantifiable assessment of the factors that contribute to the traffic performance, which includes traffic density, gaps in traffic streams, expected delays, and queues. For junctions, there are six levels from A to E, with A providing the highest level for give-way controlled junctions, meaning motorists are not incurring delays, with ample gaps in the traffic stream for vehicles to turn freely and safely, without disrupting other users. The following table provides a reference to the level of service for the various traffic controls, extracted from the RTA Guide.

Extract 9.0 – Level of service for junctions based on RTA Guide

Table 4.2 Level of service criteria for intersections			
Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Signs
A	< 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity; at signals, incidents will cause excessive delays Roundabouts require other control mode	At capacity, requires other control mode

A traffic model was developed within the SIDRA traffic modelling software to replicate the Main Road and Harold Street junction, using the manual peak hour traffic data, to quantify the existing junction performance.

Existing peak hour traffic conditions

The traffic modelling of the existing traffic conditions indicates the junction is moderately trafficked, during the morning peak hour all motorists receive the highest level of traffic efficiency, level of service LOS A. The Degree of Saturation (DOS) is a measure of how busy the junction is operating, the modelling determined the current traffic condition is operating at DOS of 0.334, or 33 percent of the junction traffic capacity, indicating there is spare traffic capacity.

In the evening peak hour, the traffic flow along Main Road is slightly busier, and turning right out of Harold Street becomes slightly delayed, with the average delay being 15.8 seconds, and this movement is considered to be operating at level of service, LOS B. While all other movements are operating at level of service LOS A. The junction DOS is estimated at 0.351, or 35 percent of the junction traffic capacity, indicating there is spare traffic capacity.

Traffic conditions with additional traffic

An additional 29 peak hour trips predicted to be generated by the temporary relocation have been assigned to the junction, with 21 entering and eight leaving in the morning peak hour, with the opposite occurring in the evening peak hour.

During the morning peak hour period, traffic modelling demonstrates that the additional vehicles are not expected to cause any adverse traffic impact, with motorists to continue to operate at the highest level of traffic performance, LOS A.

During the evening peak hour, traffic modelling demonstrates no deterioration in traffic conditions, the delay to the vehicles turning right out is predicted to increase marginally, with the average delay increasing to 16.3 seconds. Overall, motorists will receive a suitable level of traffic performance.

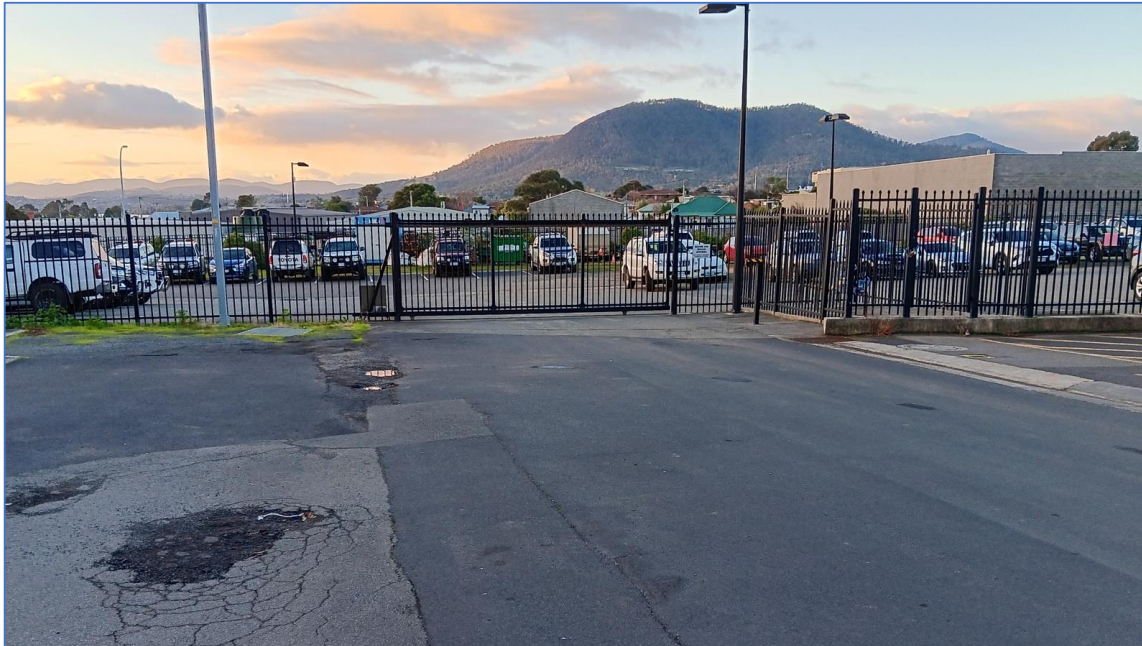
Table 9.0 – Comparison of traffic modelling with relocation of the police station

Period	Scenario	Total vehicles	DOS	Worst average delay	LOS	Max queue
Morning peak hour	Existing	1072	0.334	12.6 secs	A	1.1 metres
	Relocation	1101	0.341	12.9 secs	A	2.0 metres
Evening peak hour	Existing	1273	0.351	15.8 secs	B	1.3 metres
	Relocation	1303	0.355	16.3 secs	B	2.3 metres

10. Existing vehicular access to development on-site car park

The vehicular access to the development site is via a controlled gate and is located at the end of Harold Street. All vehicles entering and leaving the development site will travel in a straight direction, with the available sight distance being unrestricted, and suitable for the prevailing operating speed of vehicles using Harold Street.

Photograph 10.0 – Vehicle access into the development site car park compound



11. Planning scheme

11.1 C3.0 Road and Railway Assets Code

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

The temporary relocation of the Bridgewater Police Station personnel to the existing Glenorchy Station is expected to generate additional vehicle movements, which will exceed 40 daily vehicle movements and must be assessed under the performance criteria P1.

Performance criteria	Assessment
To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions:	
a) The increase in traffic caused by the use;	The development is expected to generate an additional 100 daily vehicle movements, with up to 29 of these movements expected to occur within each of the two peak hour periods.
b) The nature of the traffic generated by the use,	Light vehicles less than 5.5 metres in length are expected to be the primary vehicle generated by staff and police vehicles. This type of vehicle is compatible with existing vehicles using the surrounding local road network and are not expected to cause any adverse safety or traffic efficiency impact.
c) The nature and efficiency of the access or junction;	This assessment predicts additional vehicles generated by this relocated use, will access the secured on-site car park compound located at the end of Harold Street. With this car park located at the end of Harold Street, vehicles will enter and leave in a straight direction and motorists will have adequate sight distance to enter and leave in a safe and efficient manner.
d) The nature and category of the road;	Harold Street is a short dead-end street servicing three commercial properties, is of an urban road standard, sealed bitumen surface, and concrete kerbing. The road alignment is straight, there is sufficient road width to accommodate two-way traffic movements, and the road standard is suitable to accommodate additional vehicles without causing any adverse impacts.
e) The speed limit and traffic flow of the road;	While the default speed limit applies, operational speed of vehicles, is expected to be lower, due to the short length of the street. All additional vehicles will need to turn at the junction of Harold Street and Main Road. Traffic modelling demonstrates motorists are currently receiving a high level of traffic efficiency at the junction, and the predicted increase in vehicle movements is not expected to cause any deterioration in traffic performance.
f) Any alternative access to a road;	None
g) The need for the use;	The temporary relocation is required to allow for the construction of a new police station at Bridgewater, which will benefit the wider community.

h) Any traffic impact assessment; and	This independent traffic impact assessment found no reason for this development not to proceed.
i) Any written advice received from the road authority.	Aware of none.

12. Conclusion

This assessment quantified that the temporary relocation of police operations from the Bridgewater Police Station to the Glenorchy Police Station, is expected to generate a low number of additional vehicle movements on Harold Street and the surrounding road network.

Additional vehicles associated with the Bridgewater police operation activities will be accommodated within the Glenorchy Police Station's existing on-site car park, creating no parking overflow to the surrounding road network. While administrative staff vehicles will not be accommodated on-site.

Traffic analysis and modelling demonstrates Harold Street, and the surrounding road network has sufficient spare traffic capacity to absorb the additional traffic movements, without causing any adverse impact.

This traffic assessment found no reason for this temporary relocation not to proceed.

13. Appendix A – Traffic modelling results

Existing traffic performance for morning peak hour (7:00am to 8:00am)

MOVEMENT SUMMARY								
 Site: 101 [Harold Street with Main Road - existing morning peak hour]								
New Site Site Category: (None) Giveaway / Yield (Two-Way)								
Movement Performance - Vehicles								
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Harold Street								
1	L2	8	0.0	0.030	8.2	LOS A	0.1	0.7
3	R2	8	0.0	0.030	12.6	LOS A	0.1	0.7
Approach		16	0.0	0.030	10.4	LOS A	0.1	0.7
East: Main Road (Glenorchy)								
4	L2	18	0.0	0.334	5.6	LOS A	0.0	0.0
5	T1	633	0.0	0.334	0.0	LOS A	0.0	0.0
Approach		651	0.0	0.334	0.2	NA	0.0	0.0
West: Main Road (Moonah)								
11	T1	395	0.0	0.214	0.2	LOS A	0.2	1.1
12	R2	10	0.0	0.214	9.2	LOS A	0.2	1.1
Approach		405	0.0	0.214	0.4	NA	0.2	1.1
All Vehicles		1072	0.0	0.334	0.4	NA	0.2	1.1

Existing traffic performance for evening peak hour (4:00pm to 5:00pm)

MOVEMENT SUMMARY								
 Site: 101 [Harold Street with Main Road - existing eveing peak hour]								
New Site Site Category: (None) Giveaway / Yield (Two-Way)								
Movement Performance - Vehicles								
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Harold Street								
1	L2	13	0.0	0.058	7.8	LOS A	0.2	1.3
3	R2	13	0.0	0.058	15.8	LOS B	0.2	1.3
Approach		26	0.0	0.058	11.8	LOS A	0.2	1.3
East: Main Road (Glenorchy)								
4	L2	10	0.0	0.291	5.6	LOS A	0.0	0.0
5	T1	557	0.0	0.291	0.0	LOS A	0.0	0.0
Approach		567	0.0	0.291	0.1	NA	0.0	0.0
West: Main Road (Moonah)								
11	T1	676	0.0	0.351	0.0	LOS A	0.1	0.5
12	R2	4	0.0	0.351	9.2	LOS A	0.1	0.5
Approach		680	0.0	0.351	0.1	NA	0.1	0.5
All Vehicles		1273	0.0	0.351	0.4	NA	0.2	1.3



T: 0416 064 755
 E: Hubbletraffic@outlook.com
 W: Hubbletraffic.com.au

Morning peak hour with additional vehicle movements from the relocation of police operations

MOVEMENT SUMMARY								
▽ Site: 101 [Harold Street with Main Road - morning peak hour with relocation traffic]								
New Site Site Category: (None) Giveaway / Yield (Two-Way)								
Movement Performance - Vehicles								
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Harold Street								
1	L2	12	0.0	0.045	8.3	LOS A	0.1	1.0
3	R2	12	0.0	0.045	12.9	LOS A	0.1	1.0
Approach		24	0.0	0.045	10.6	LOS A	0.1	1.0
East: Main Road (Glenorchy)								
4	L2	31	0.0	0.341	5.6	LOS A	0.0	0.0
5	T1	633	0.0	0.341	0.0	LOS A	0.0	0.0
Approach		664	0.0	0.341	0.3	NA	0.0	0.0
West: Main Road (Moonah)								
11	T1	395	0.0	0.224	0.3	LOS A	0.3	2.0
12	R2	18	0.0	0.224	9.4	LOS A	0.3	2.0
Approach		413	0.0	0.224	0.7	NA	0.3	2.0
All Vehicles		1101	0.0	0.341	0.7	NA	0.3	2.0

Evening peak hour with additional vehicle movements from the relocation of police operations

MOVEMENT SUMMARY								
▽ Site: 101 [Harold Street with Main Road - eveing peak hour with relocation traffic]								
New Site Site Category: (None) Giveaway / Yield (Two-Way)								
Movement Performance - Vehicles								
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m
South: Harold Street								
1	L2	25	0.0	0.105	7.8	LOS A	0.3	2.3
3	R2	23	0.0	0.105	16.3	LOS B	0.3	2.3
Approach		48	0.0	0.105	11.9	LOS A	0.3	2.3
East: Main Road (Glenorchy)								
4	L2	14	0.0	0.293	5.6	LOS A	0.0	0.0
5	T1	557	0.0	0.293	0.0	LOS A	0.0	0.0
Approach		571	0.0	0.293	0.2	NA	0.0	0.0
West: Main Road (Moonah)								
11	T1	676	0.0	0.355	0.1	LOS A	0.2	1.1
12	R2	8	0.0	0.355	9.3	LOS A	0.2	1.1
Approach		684	0.0	0.355	0.2	NA	0.2	1.1
All Vehicles		1303	0.0	0.355	0.6	NA	0.3	2.3

TasRail Standard Notes for Non-Operational Lines (V2021)

- Stormwater or effluent is not permitted to be discharged onto rail land or into the rail drainage system. Should there be a requirement for a service or asset to be installed on rail land in order to connect into an authorised stormwater or other outlet, a separate TasRail Permit is required and will only be approved subject to terms and conditions (costs apply). A Permit Application Form is available by contacting property@tasrail.com.au
- Any excavation within 3 metres of the rail boundary line requires a separate TasRail Permit from property@tasrail.com.au in accordance with s41 of the *Rail Infrastructure Act 2009*. A minimum of seven (7) business days notice is required, but earlier engagement is recommended.
- Although the railway line through this area is currently non-operational, it is reserved for future transport use. For this reason TasRail recommends any person building, developing or purchasing property near rail corridor land take into account potential exposure to train and/or transport noise and vibration particularly in relation to building design, material specifications and lifestyle. It should also be noted that TasRail is required to ensure that planning and development proposals do not impede or preclude future transport use of the rail corridor.
- No obstruction, installation or works of any kind are permitted inside railway land for any purpose including for structures, unauthorised vehicles, drainage, water pipes, stormwater discharge, electrical or service infrastructure, storage of materials, vegetation clearing, inspections etc. All access enquiries should be directed to property@tasrail.com.au
- If the proposed development interfaces with a rail crossing and/or rail corridor land it is recommended you contact property@tasrail.com.au to discuss the proposed interface ahead of the planning process. Consideration should also be given to the orientation and siting of above ground structures on adjoining land as well as landscaping to ensure there is no potential to obscure or obstruct the line of sight with respect to a railway crossing.
- As per the *Rail Infrastructure Act 2007*, the Rail Infrastructure Manager (TasRail) may remove and dispose of unauthorised or unlawful service infrastructure and take such other action as it sees fit. Where this occurs, TasRail may recover its costs of doing so as a debt due to TasRail from that person and retain if applicable any proceeds of disposal. No action lies against TasRail for removing or disposing of the unauthorised or unlawful service infrastructure.
- Using or creating an unauthorised railway crossing is unsafe and strictly prohibited. All access enquiries should be directed to property@tasrail.com.au
- As railway land is Crown Land, the Rail Infrastructure Manager is not required to contribute to the cost of boundary fencing.
- Access to the railway corridor or rail land for any purpose is strictly prohibited without a Permit issued by TasRail.



© Glenorchy City Council

2-4 Ashbourne Grove, West Moonah TAS 7009

31-Jul-2023

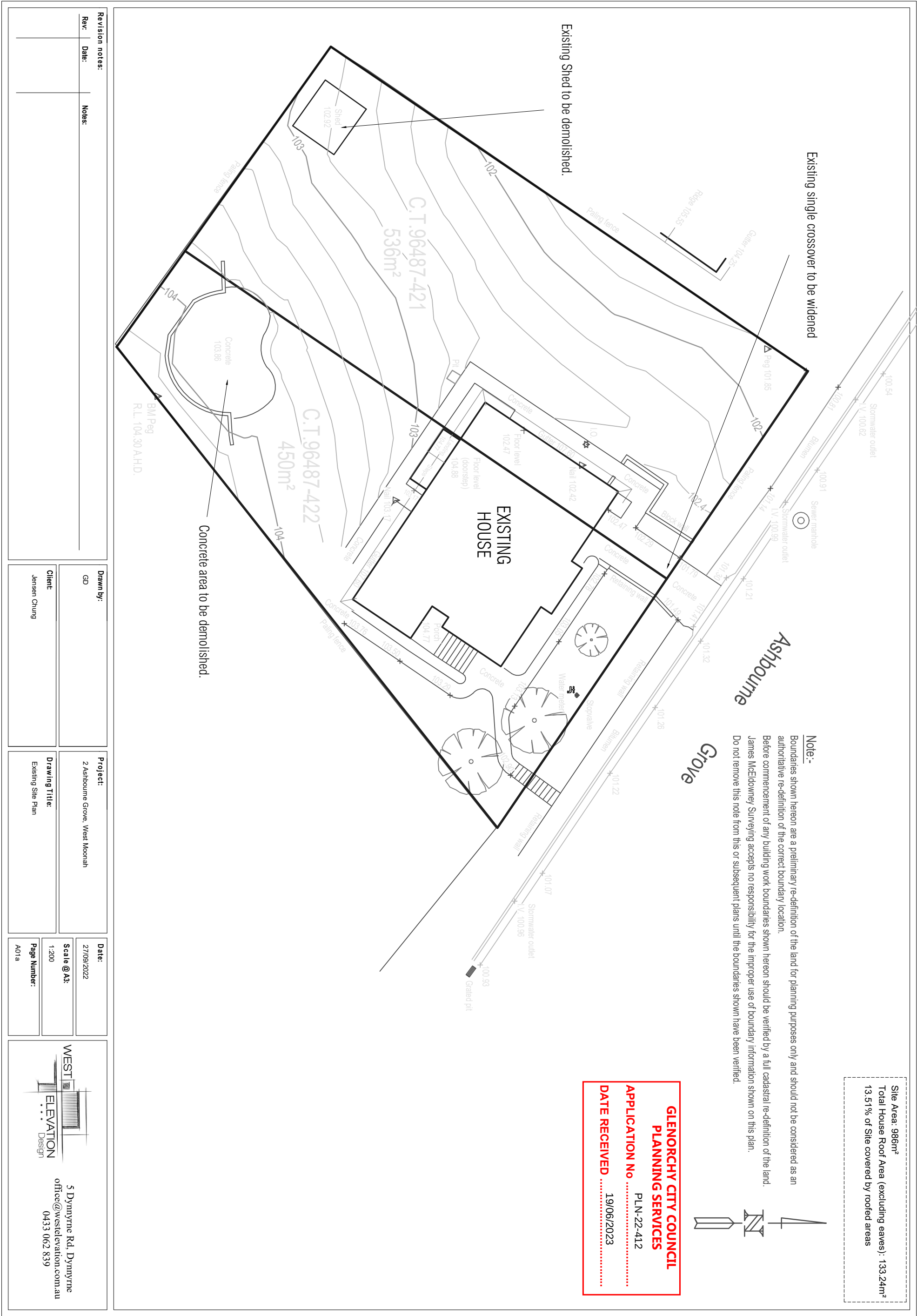


The graphic information on this map is produced by Glenorchy City Council. As errors or omissions may occur please verify data before any projects are commenced. The representation of roads or tracks is no evidence of right of way. This map is not to be used as a site plan for making an application to council.



50 m

GLENCORCHY CITY COUNCIL PLANNING SERVICES APPLICATION No PLN-22-412 DATE RECEIVED 19/06/2023									
Project Ashbourne Grove Unit Development									
West Elevation Lic Number: 337666325 office@westelevation.com.au 0433 062 839 www.westelevation.com.au									
Job Number: J1160									
Drawn by: GD									
Client: Jensen Chung									
Project: 2 Ashbourne Grove, West Meonah									
Drawing Title: Cover Page									
Date: 27/09/2022									
Scale @ A3: N/A									
Page Number: A00									
5 Dynmyrne Rd, Dynmyrne office@westelevation.com.au 0433 062 839									
WEST ELEVATION ... Design									
Revision notes:									
Rev: 01 Date: 27/09/22 Notes: Construction Documentation Completed									





- For other than single dwelling, inspection opening for maintenance of site stormwater drains shall be extended to and capped at the finished surface level and installed at:
- each point of connection
 - even spacings not more than 30m apart
 - each end of inclined jump-up that exceed 6m in length
 - each connection of an existing site stormwater drain and at any change of direction greater than 45 degrees

2no. New ID20 water meters & ID25 manifold to be supplied by TasWater at developers cost and installed in common land, clear of any obstructions allowing for unfettered access. New DN32 ID25 SDR11 PE100 PN16 water connection as per TWS-W-0002 (Sheet 09). All works to be completed by TasWater at developers cost.

Note:-
Boundaries shown hereon are a preliminary re-definition of the land for planning purposes only and should not be considered as an authoritative re-definition of the correct boundary location.
Before commencement of any building work boundaries shown hereon should be verified by a full cadastral re-definition of the land. James McElowney Surveying accepts no responsibility for the improper use of boundary information shown on this plan.
Do not remove this note from this or subsequent plans until the boundaries shown have been verified.

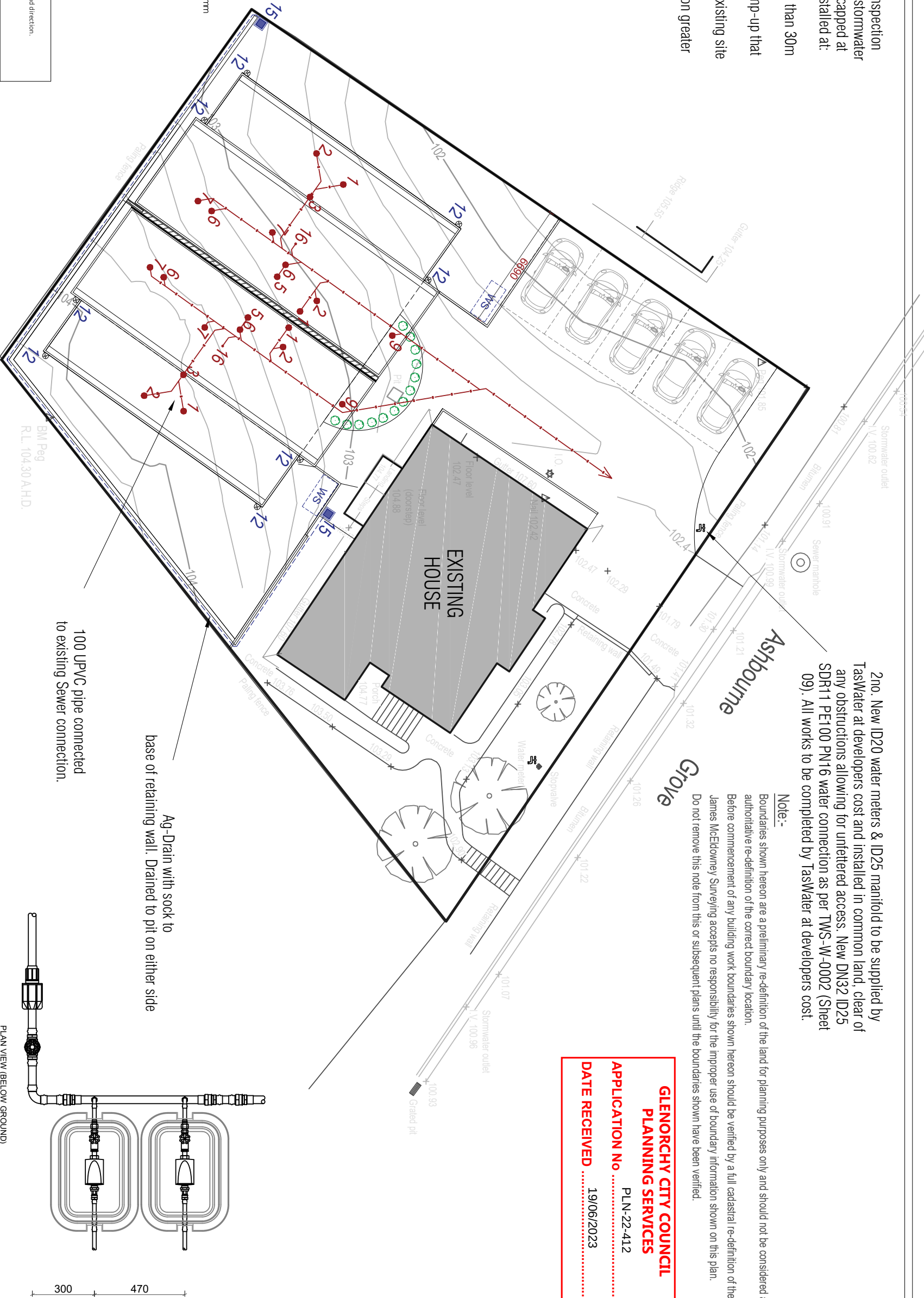
**GLENORCHY CITY COUNCIL
PLANNING SERVICES**
APPLICATION No PLN-22-412
DATE RECEIVED 19/06/2023

ALL PLUMBING TO BE IN ACCORDANCE WITH AS3500
SEWER & STORMWATER TO MAINS CONNECTIONS. PLUMBER TO VERIFY LOCATION ON SITE
ALL STORMWATER PITS TO BE DESIGNED IN ACCORDANCE WITH AS3500-SECTION 8.6
MINIMUM GRADIENT ON PIPES AS PER AS3500 7.3.5
DN90 = 1:100
DN100 = 1:100
MINIMUM GRADIENT ON SEWER PIPES AS PER AS3500:2000 4.4
DN65 = 1:40
DN100 = 1:60
DN150 = 1:100

- DRAINAGE LEGEND**
- 1 WC-100mm
 - 2 HAND BASIN-40mm
 - 3 SHOWER-50mm
 - 4 BATH-40mm
 - 5 LAUNDRY TROUGH-50mm
 - 6 WASHING MACHINE
 - 7 KITCHEN SINK-50mm
 - 8 VENT-50mm
 - 9 TAP CHARGED ORG ni 150mm below FL
 - 10 RAINWATER PIPE
 - 11 INSPECTION OPENING TO GROUND LEVEL-100mm
 - 12 DOWNPIPE-75/90mm
 - 13 450mm GRADED PIT
 - 14 SPREADER PIPE-75/90mm
 - 15 300mm graded with grate drain
 - 16 PLUMBING STACK FROM UPSTAIRS

GUTTERS & Downpipes to comply with BCA part 3.5.2
PLUMBER TO CONFIRM ALL DETAILS ON SITE PRIOR TO COMMENCING ANY WORK AND BE INSPECTED AND APPROVED BY A QUALIFIED ENGINEER.

NOTE -
Location of drainage pipes indication only of type and direction.
Contractor to verify the location of drainage pipes within existing boundary of site.



**GLENORCHY CITY COUNCIL
PLANNING SERVICES**

APPLICATION No PLN-22-412

DATE RECEIVED 19/06/2023

DRAINAGE LEGEND

- WC - 100mm
- HAND BASIN - 40mm
- SHOWER - 50mm
- BATH - 40mm
- LAUNDRY TROUGH - 50mm
- WASHING MACHINE
- KITCHEN SINK - 50mm
- VENT - 50mm
- TAP OFF WAGED ORG min 150mm below FFL
- RAIN WATER PIPE
- INSPECTION OPENING TO GROUND LEVEL - 100mm
- DOWNPIPE - 75/50mm
- 450mm GRADED PIT
- SPREADER PIPE - 75/50mm
- 300mm graded pit with graded drain

Notes:

- Gutters & Downpipes to comply with BCA Part 3.5.2
- PLUMBER TO CONFIRM ALL DETAILS ON SITE PRIOR TO COMMENCING ANY WORK AND BE INSPECTED AND APPROVED BY A QUALIFIED ENGINEER.

NOTE - Location of drainage pipes indication only of type and direction. Contractor to verify the location of drainage pipes within existing boundary of site.

Revision notes:

Rev.	Date:	Notes:

Project Information:

Drawn by:	Project:	Date:
GD	2 Ashbourne Grove, West Moona	27/09/2022

Client: Jensen Chung

Drawing Title: First Floor Drainage Plan

Scale @ A3: 1:200

Page Number: A02b

WEST ELEVATION Design

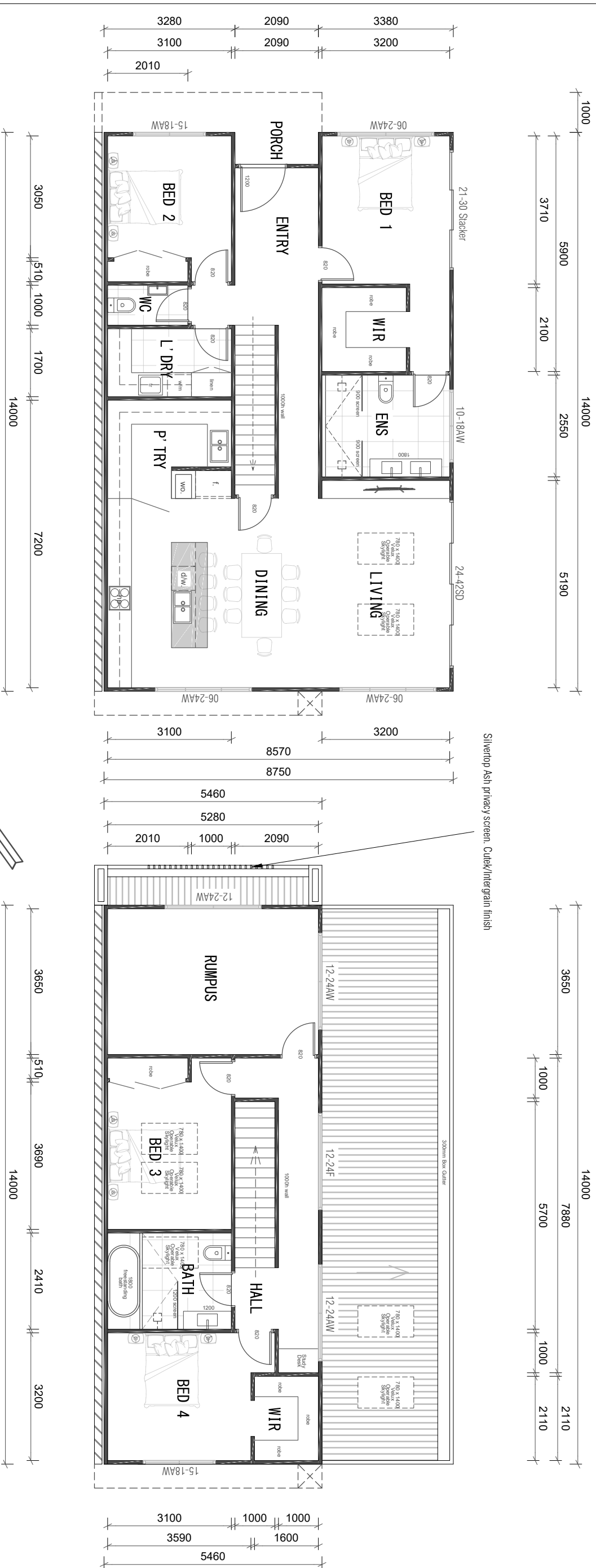
5 Dymyrie Rd, Dymyrie
office@westelevation.com.au
0433 062 839





Attachments - Glenorchy Planning Authority - 7 August 2023

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No PLAN-22-412
DATE RECEIVED 19/06/2023



GROUND FLOOR PLAN
GROUND FLOOR AREA 120.83m²

FIRST FLOOR PLAN
FIRST FLOOR AREA 76.44m²
TOTAL FLOOR AREA 197.27m²

Revision notes:		Drawn by:		Date:	
Rev:	Date:	Notes:		27/09/2022	
		Client:		Jensen Chung	
		Project:		2 Ashbourne Grove	
		Drawing Title:		Proposed Unit 2 Floor Plan	
		Scale @ A3:		1:100	
		Page Number:		A03c	
		WEST ELEVATION		5 Dymyrie Rd, Dymyrie office@westelevation.com.au 0433 062 839	

ALL PLUMBING TO BE IN ACCORDANCE WITH AS3500
BOX GUTTERS, SUMPS, RAIN WATER HEAD OVERFLOWS
& DOWNPIPES TO COMPLY WITH NCC & AS/NZS
3500.3:2018 3.3.7 &3.7.8

SEWER & STORMWATER TO MAINS CONNECTIONS,
PLUMBER TO VERIFY LOCATION ON SITE

ALL STORMWATER PITS TO BE DESIGNED IN
ACCORDANCE WITH AS3500 - 2018.3.7.5.2.1

MINIMUM GRADIENT ON PIPES AS PER AS3500 7.3.5
DN90 = 1:100
DN100 = 1:100

MINIMUM GRADIENT ON SEWER PIPES AS PER
AS3500:2000 4.4
DN65 = 1:40
DN100 = 1:60
DN 150 = 1:100

ROOFWATER DRAINAGE
Refer to Part 3.5.2 BCA Gutters and Downpipes for more details

Rainfall intensity (Hobart) - eaves gutters - 99ml/hour (1 in 20 years)
- valley/box gutters - 155ml/hour (1 in 100 years)

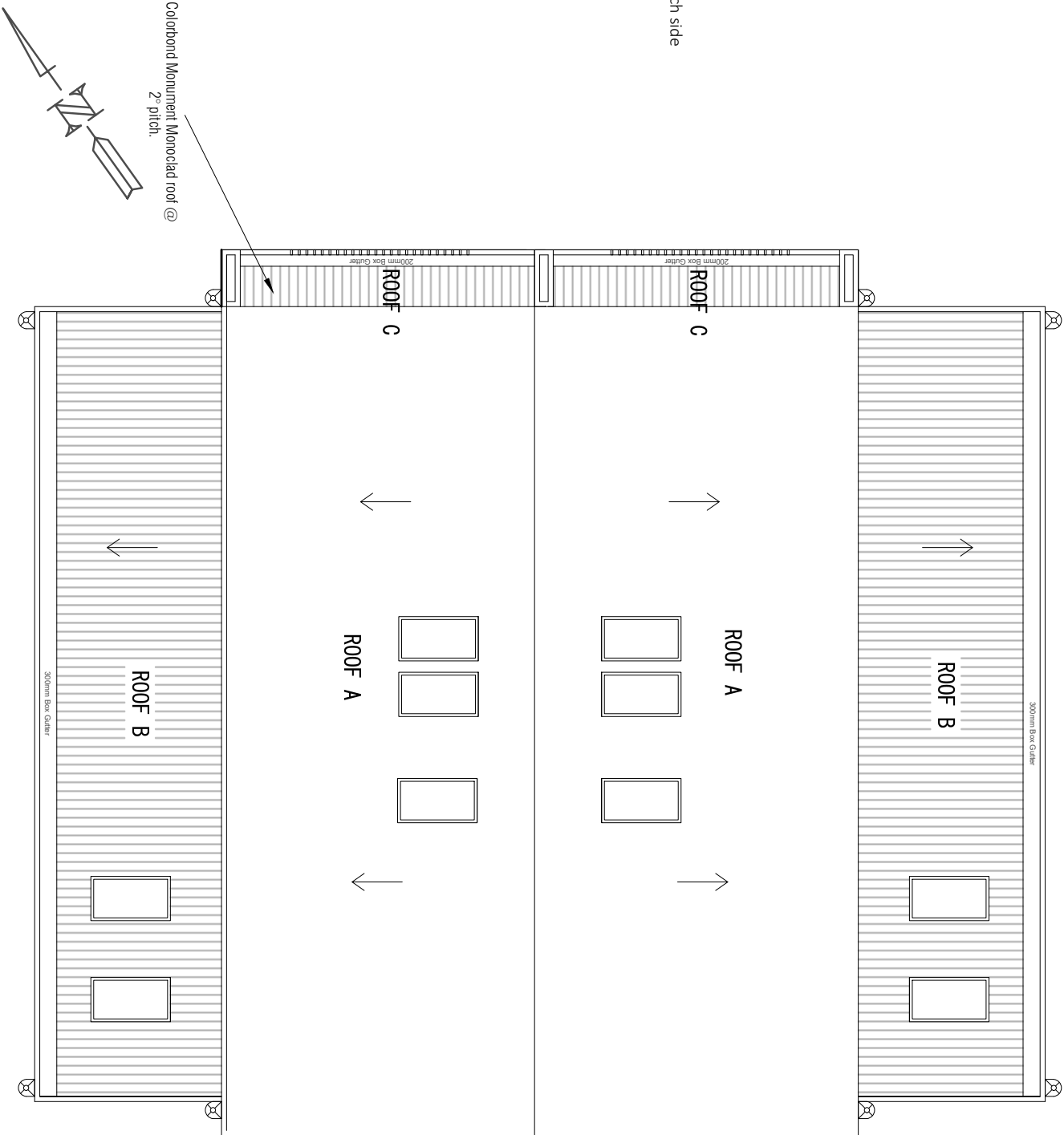
Size of downpipes (max 12m spacings) - 90mm dia. min.
Size of eaves gutter (min 1:500 fall) - 115D min.
Size of box gutter (min 1:100 fall), not more than 12.5 % pitch.
Valley gutters - 400mm min width not less than 150mm roof covering overhang each side
of the gutter or not more than 12.5 % - must be designed as a box gutter.

Number of downpipes/spreader pipes required - 4 minimum per unit

*DP denotes Downpipe
*SP denotes Spreader to lower roof
*All RH's (rainwater heads) to be fitted with overflow protectors
and to be set 25mm below freeboard of box gutter for additional
protection Min. dimensions 400 width x 150 length x100 depth

UNIT1ROOFA: 76.79m²
UNIT1ROOFB: 40.07m²
UNIT1ROOFC: 3.68m²
UNIT2ROOFA: 80.49m²
UNIT2ROOFB: 40.07m²
UNIT2ROOFC: 3.58m²

- KEY:
-  denotes roof/gate
 - DP  denotes downpipe
 -  denotes direction of fall
 -  Eaves/Vent



GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No PLN-22-412

DATE RECEIVED 19/06/2023

Revision notes:		
Rev.	Date:	Notes:

Drawn by: GD	Project: 2 Ashbourne Grove, West Moonah	Date: 27/09/2022
Client: Jensen Chung	Drawing Title: Ground Floor Roof Plan	Scale @ A3: 1:100
		Page Number: A04a

WEST

ELEVATION

Design

5 Dymyrrne Rd, Dymyrrne
office@westelevation.com.au
0433 062 839

ALL PLUMBING TO BE IN ACCORDANCE WITH AS3500
BOX GUTTERS, SUMPS, RAIN WATER HEAD OVERFLOWS
& DOWNPIPES TO COMPLY WITH NCC & AS/NZS
3500.3:2018 3.7 & 3.7.8

SEWER & STORMWATER TO MAINS CONNECTIONS,
PLUMBER TO VERIFY LOCATION ON SITE

ALL STORMWATER PITS TO BE DESIGNED IN
ACCORDANCE WITH AS3500 - 2018.3.7.5.2.1

MINIMUM GRADIENT ON PIPES AS PER AS3500 7.3.5

DN90 = 1:100
DN100 = 1:100

MINIMUM GRADIENT ON SEWER PIPES AS PER
AS3500:2000 4.4

DN65 = 1:40
DN100 = 1:60
DN 150 = 1:100

ROOFWATER DRAINAGE
Refer to Part 3.5.2 BCA Gutters and Downpipes for more details

Rainfall intensity (Hobart) - eaves gutters - 99ml/hour (1 in 20 years)
- valley/box gutters - 155ml/hour (1 in 100 years)

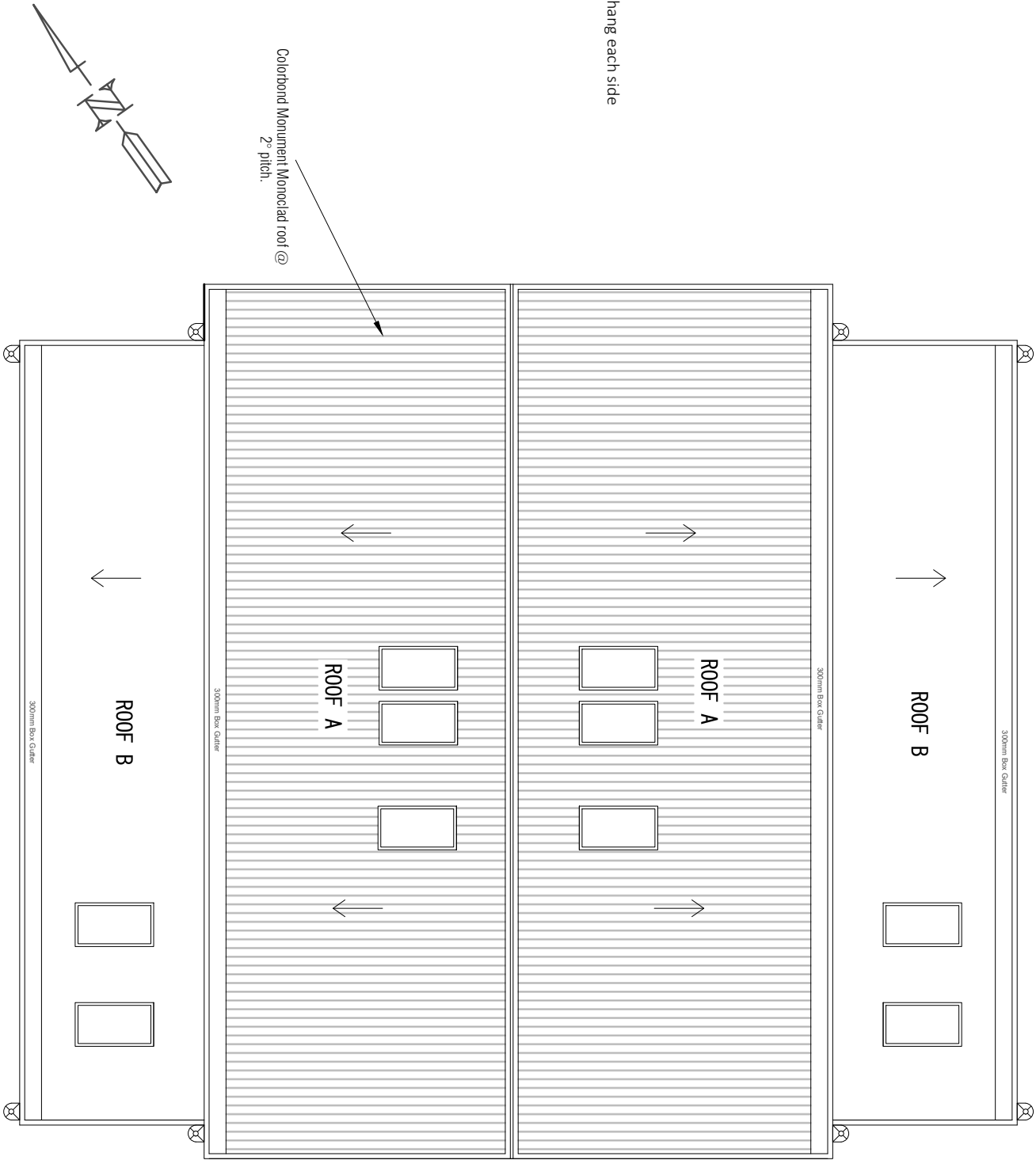
Size of downpipes (max 12m spacings) - 90mm dia. min.
Size of eaves gutter (min 1:500 fall) - 115D min.
Size of box gutter (min 1:100 fall), not more than 12.5 % pitch.
Valley gutters - 400mm min width not less than 150mm roof covering overhang each side
of the gutter or not more than 12.5 % - must be designed as a box gutter.

Number of downpipes/spreader pipes required - 4 minimum per unit

* DP denotes Downpipe
* SP denotes Spreader to lower roof
* All RH's (rainwater heads) to be fitted with overflow protectors
and to be set 25mm below freeboard of box gutter for additional
protection Min. dimensions 400 width x 150 length x100 depth

UNIT1:ROOF A:	76.79m²
UNIT1:ROOF B:	40.07m²
UNIT1:ROOF C:	3.68m²
UNIT2:ROOF A:	80.49m²
UNIT2:ROOF B:	40.07m²
UNIT2:ROOF C:	3.58m²

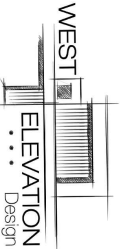
- KEY:
-  denotes roofing area
 -  denotes downpipe
 -  denotes direction of fall
 -  Eaves Vert



GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No PLN-22-412
DATE RECEIVED 19/06/2023

Revision notes:		
Rev.	Date:	Notes:

Drawn by:		Date:	
GD		27/09/2022	
Client:		Scale @ A3:	
Jensen Chung		1:100	
Project:		Page Number:	
2 Ashbourne Grove, West Moonah		A04b	
Drawing Title:			
First Floor Roof Plan			



5 Dymyrie Rd, Dymyrie
office@westelevation.com.au
0433 062 839

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No PLN-22-412
DATE RECEIVED 19/06/2023

The diagram consists of two architectural elevation drawings of a building unit.

NORTH - EAST ELEVATION: This drawing shows the front facade of the building. It features a central entrance door flanked by windows. The roofline is indicated by a dashed line labeled "Natural Ground Level". Dimensions include a total width of 2700mm and a height of 2400mm. Annotations specify materials like "Colorbond monument mat", "Nailsrip cladding on 35mm battens", and "Selected Timber 1200 front door". A note mentions "See site plan for screening plants to screen bedroom windows".

NORTH - WEST ELEVATION: This drawing shows the side profile of the building. It includes a large window and a door. Dimensions show a width of 2700mm and a height of 2400mm. Annotations specify materials like "Colorbond monument mat", "Nailsrip cladding on 35mm battens", and "Selected Timber 1200 front door". A note mentions "See site plan for screening plants to screen bedroom windows".

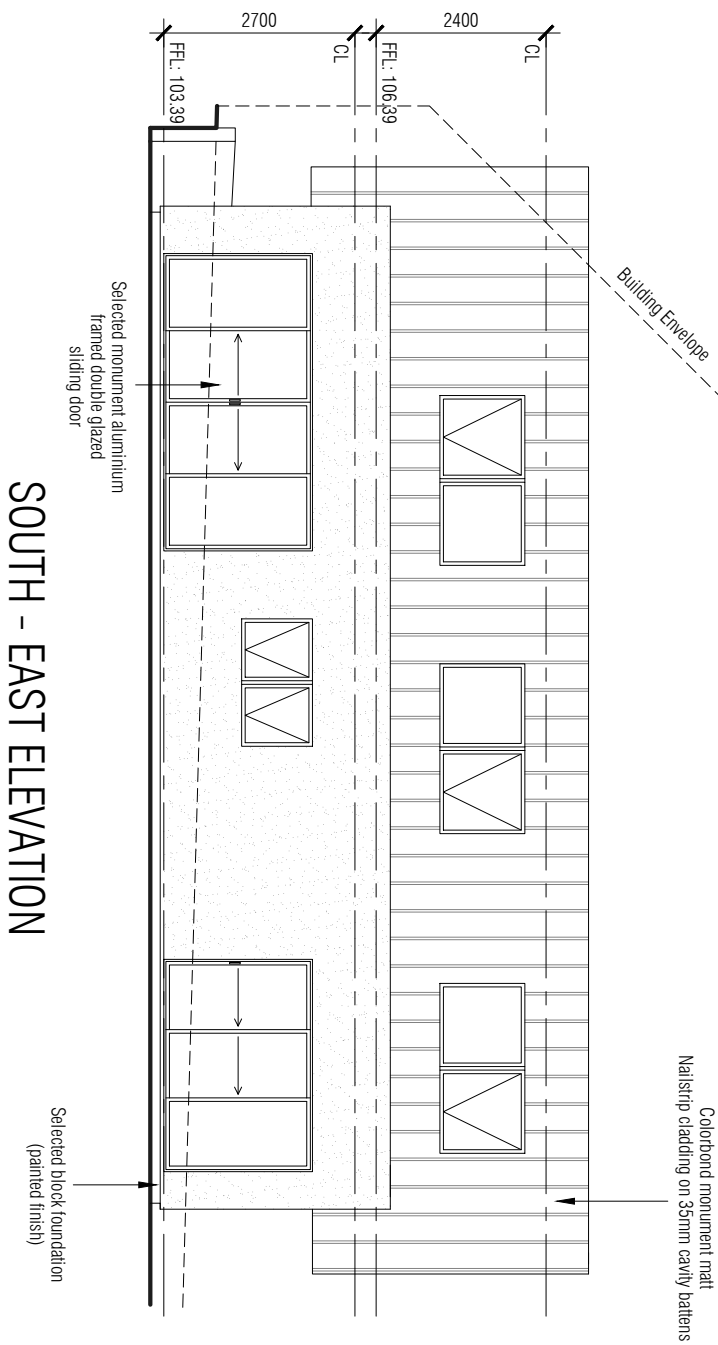
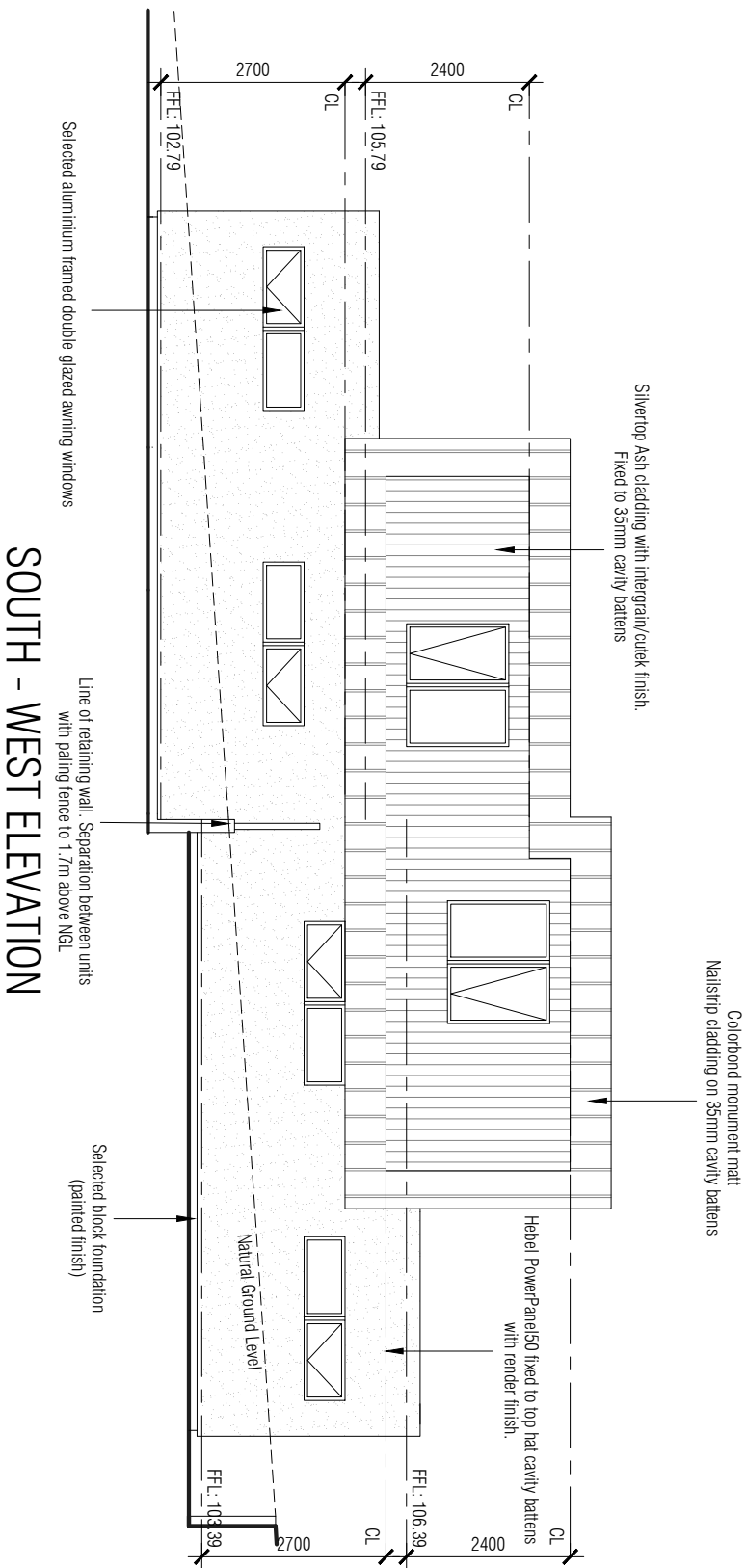
Revision notes:	
Rev:	Date:
	Notes:

Drawn by: GD	Project: 2 Ashbourne Grove, West Moorah
Client: Jensen Chung	Drawing Title: Proposed Unit Elevations
Date: 27/09/2022	Page Number: A06a
Scale @ A3: 1:100	WEST ELEVATION Design
5 Dymyryne Rd, Dymyryne office@westelevation.com.au 0433 062 839	

**GLENORCHY CITY COUNCIL
PLANNING SERVICES**

APPLICATION No PLN-22-412

DATE RECEIVED 19/06/2023



Revision notes:		Drawn by:	
Rev:	Date:	Project:	
		2 Ashbourne Grove, West Moonah	
		Date:	
		27/09/2022	
		Scale @ A3:	
		1:100	
		Page Number:	
		A06b	
		Client:	
		Jensen Chung	
		Drawing Title:	
		Proposed Unit Elevations	
			
		5 Dymyrrne Rd, Dymyrrne office@westelevation.com.au 0433 062 839	

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No PLN-22-412
DATE RECEIVED 19/06/2023

THE BUSHFIRE ATTACK LEVEL FOR THIS SITE
HAS BEEN CATEGORISED AS
BAL - LOW
IN ACCORDANCE WITH AS 3959-2018
"CONSTRUCTION OF BUILDINGS IN BUSHFIRE
PRONE AREAS".

Revision notes:	
Rev.	Date:
	Notes:

Drawn by: GD	Project: 2 Ashbourne Grove, West Moorah
Client: Jensen Chung	Drawing Title: BAL PLAN
Date: 27/09/2022	Scale @ A3: 1:1000
Page Number: A08a	WEST ELEVATION Design 5 Dymyryne Rd, Dymyryne office@westelevation.com.au 0433 062 839



EXTERNAL RENDER 1

A 01

Scale N/A



EXTERNAL RENDER 2

A 02

Scale N/A

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No PLN-22-412
DATE RECEIVED 19/06/2023



EXTERNAL RENDER 3

A 03

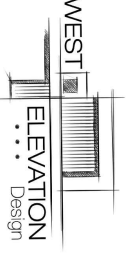
Scale N/A



EXTERNAL RENDER 4

A 04

Scale N/A

Revision notes:		Drawn by:		Date:	
Rev:	Date:	Notes:	GD	27/09/2022	
			Client:	Drawing Title:	Scale @ A3:
			Jensen Chung	External Perspectives	1:100
				Page Number:	
				A08b	
 WEST ELEVATION Design 5 Dymyrrne Rd, Dymyrrne office@westelevation.com.au 0433 062 839					



Submission to Planning Authority Notice

Council Planning Permit No.	PLN-22-412	Council notice date	14/11/2022
TasWater details			
TasWater Reference No.	TWDA 2022/01846-GCC	Date of response	21/11/2022
TasWater Contact	Rachael Towns	Phone No.	0436 615 228p
Response issued to			
Council name	GLENORCHY CITY COUNCIL		
Contact details	gccmail@gcc.tas.gov.au		
Development details			
Address	2 ASHBOURNE GR, WEST MOONAH	Property ID (PID)	5407109
Description of development	Multiple Dwellings x 3 (1 ex, 2 new)		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
West Elevation Design	A02a	-	27/09/2022
Conditions			
Pursuant to the <i>Water and Sewerage Industry Act 2008</i> (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 system and connection to the development 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. DEVELOPMENT ASSESSMENT FEES 3. The applicant or landowner as the case may be, must pay a development assessment fee of \$226.71 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.			
Advice			
Water Submetering As of July 1 2022, TasWater's Sub-Metering Policy no longer permits TasWater sub-meters to be installed for new developments. Please ensure plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) reflect this. For clarity, TasWater does not object to private sub-metering arrangements. Further information is available on our website (www.taswater.com.au) within our Sub-Metering Policy and Water Metering Guidelines. 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](#)
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 www.taswater.com.au/Development/Service-location 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.

TasWater Contact Details

Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

**Attachment 1 – Conditions of General Manager’s Consent**

1. The stormwater works must be substantially in accordance with the approved drawings except as otherwise required as a condition of the General Manager’s Consent.
2. No stormwater works are to commence until the Related Planning Permit has force and effect. (Please refer to Advice in Attachment 2.)
3. This consent remains valid while the Related Planning Permit continues to have force and effect. If the Related Planning Permit lapses pursuant to Section 53(5) of the *Land Use Planning and Approvals Act 1993*, this consent also lapses.
4. All internal hydraulic service works required for the development must be at the Developer’s expense and must comply with the requirements of Council’s Plumbing Surveyor. Any alterations or works to the public stormwater system must be undertaken by Council at the developer’s cost.
5. The property owner is to ensure that Council’s Road Assets and Infrastructure are protected during the construction of the stormwater works. 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.
6. 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.
7. On-site stormwater detention with a capacity of 5,000 of litres must be provided so that stormwater discharged from the site does not exceed the pre-development stormwater runoff for 1 in 20 ARI (5% AEP) storm event. The stormwater detention tank must be included in the Plumbing Application.



Attachment 2 – Advice

Related Planning Permit

Please ensure you have obtained a copy of the Related Planning Permit before undertaking stormwater works. In addition to complying with the conditions of this consent, all stormwater works must be undertaken in a manner that is consistent with the approved plans and conditions of the Related Planning Permit for the use/development.

Planning permits for which representations were received do not have force and effect until 14 days after notice is served on the representors. Planning permits may also be subject of an appeal by the applicant or representors to the Resource Management and Planning Appeals Tribunal (RMPAT). Where an appeal is lodged the permit does not have force and effect until the appeal is determined or abandoned. To confirm whether the Related Planning Permit has force and effect, please contact Council's Planning Section on (03) 6216 6800.

Other Permits

Please be aware that this consent is for stormwater works and has been issued under the *Urban Drainage Act 2013*. You should consult with an accredited Building Surveyor prior to commencing work to ensure all relevant requirements of the Building Act 2016 are complied with. In addition to this consent, a building permit and/or plumbing permit may also be required. If further clarification is required, please contact Council's Building Section on (03) 6216 6800.

Other Services

The designer must ensure that the needs of all providers including TasWater, TasGas, TasNetworks, and Telstra are catered for both in the construction of the stormwater works. Underground service providers should be contacted for line marking of their services and any requirements or conditions they may have prior to commencing any works on site. Phone 1100, Dial Before You Dig or visit www.dialbeforeyoudig.com.au for information on the location of underground services and cables in relation to the proposed development prior to commencing any works on site.