

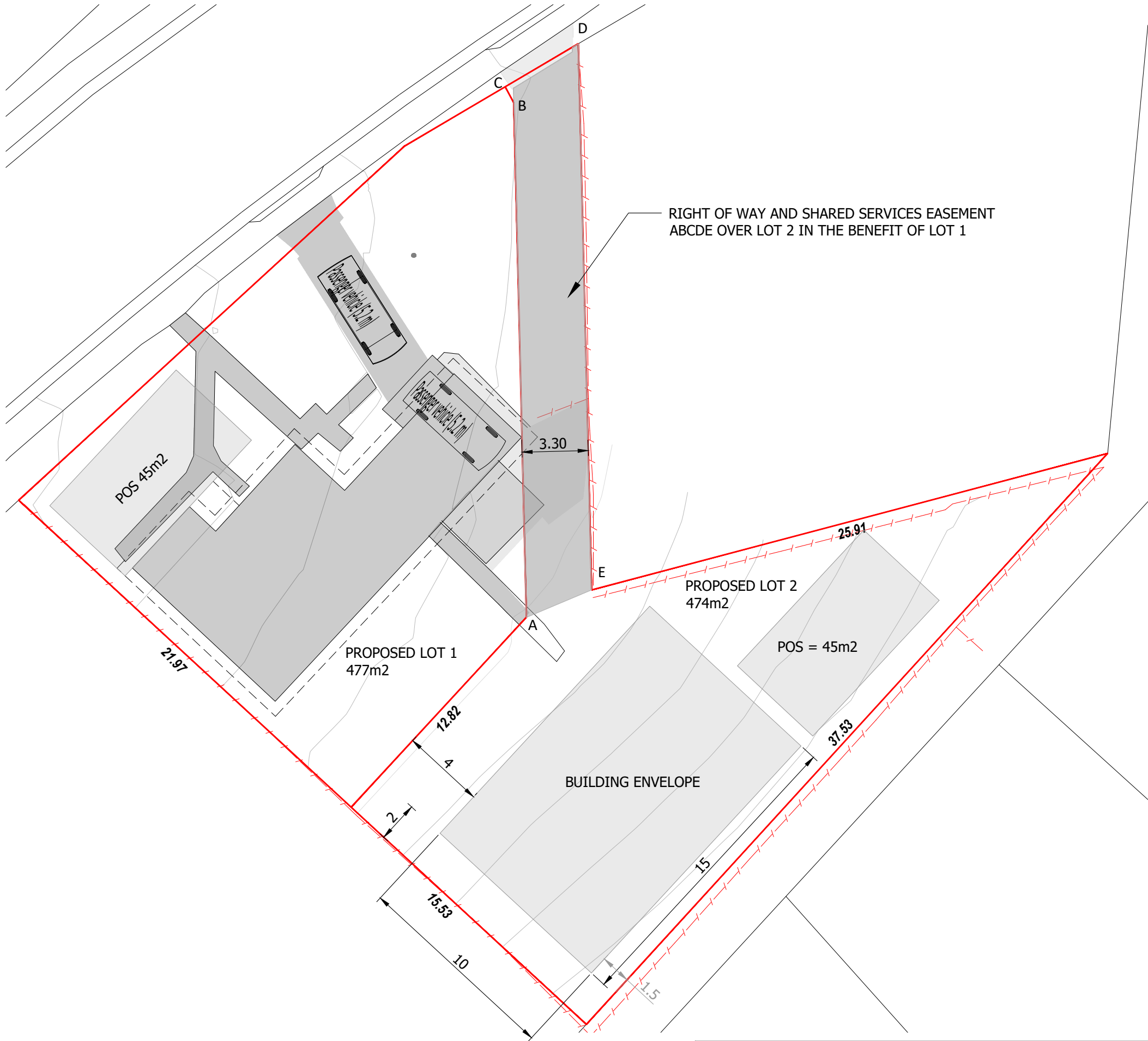
DEVELOPMENT APPLICATION

APPLICATION NUMBER:	PLN-24-156
PROPOSED DEVELOPMENT:	Two lot subdivision
LOCATION:	5 Second Avenue West Moonah
APPLICANT:	S R Pulford
ADVERTISING START DATE:	24/07/2026
ADVERTISING EXPIRY DATE:	07/08/2026

Plans and documentation are available for inspection at Council's Offices, located at 374 Main Road, Glenorchy between 8.30 am and 5.00 pm, Monday to Friday (excluding public holidays) and the plans are available on Glenorchy City Council's website (www.gcc.tas.gov.au) until **07/08/2026**.

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

Representations must be received by no later than 11.59 pm on **07/08/2026**, or for postal and hand delivered representations, by 5.00 pm on **07/08/2026**.



					JOB NAME: #####	DRAWN BY: SP		CHECKED BY: CHCK	
					DESCRIPTION: PROPOSED 1 LOT AND BALANCE SUBDIVISION 5 SECOND AVENUE, WEST MOONAH.	SCALE: 1: 200			
						DATE: 17 APRIL 2024			
						JOB NUMBER		SHEET	Size
							1 of 9	A3	
					DRAWING: LOT LAYOUT				
		NO: CHANGE		CKD	DATE				

PROPOSED SW KERB CONNECTION
TO IPWEA STD DRG TSD-SW29.
SEE SHEETS 7 AND 8 FOR DETAILS.
DARKER SHADE SHOWS CONCRETE
REPLACEMENT AREA.

- PROPOSED 450x450 GRATED SW PITS.

- PROPOSED GRAVITY SW PIPE

PROPOSED 50 OD PE 100 PN 16 SW RISING MAIN

PROPOSED PIPE AND PIT SIZE SUBJECT TO PLUMBING PERMIT

- PROPOSED 75 OD PE 100 PN 16 SW RISING MAIN

PROPOSED LOT 1
477m2

PROPOSED LOT 2
474m2

PROPOSED NETCO 5000L
POLYETHYLENE PACKAGED
PUMP STATION WITH
VXM15/35 PEDROLLO
SUBMERSIBLE VORTEX
PUMP BY NETCO PUMPS
AND EQUIPMENT. INSTALL
TO MANUFACTURERS
WRITTEN INSTRUCTIONS.
REFER PUMP STATION
SPECIFICATION
FOR REQUIREMENTS

- SURCHARGE PIT FROM PUMP STATION

NEW PUMPED STORMWATER

NEW GRAVITY STORMWATER

EXISTING STORMWATER

EXISTING PRIVATE SEWER

NEW PRIVATE SEWER

NEW WATER

EXISTING TASWATER SEWER

OH ELECTRICITY

PUMP STATION SPECIFICATION:

— PUMP STATION TO BE IN ACCORDANCE WITH
AS3500.3:2021 SECTION 8 PUMPED SYSTEMS AND THE
STANDARDS REFERENCED WITHIN

–PE PUMP CHAMBER WITH MINIMUM STORAGE VOLUME OF 4.8m³

-AUTOMATIC DUPLICATED TWIN SUBMERSIBLE PUMPS, SECURELY FIXED TO THE WET WELL, CAPABLE OF PUMPING MINIMUM 4.0L/S WITH STAINLESS STEEL LIFTING CHAIN. MAXIMUM PUMP DISCHARGE IS NOT TO EXCEED THE ASSUMED RECEIVING PIPE CAPACITY OF 5L/S (KERB CONNECTION). PUMP CONTROLS TO BE SET TO ENABLE ALTERNATE PUMP OPERATION AT EACH START. IN THE EVENT OF THAT A PUMP FAILS TO OPERATE WHEN WATER LEVEL IN THE WET WELL REACHES PUMP START, THE OTHER PUMP SHALL BE ACTIVATED AND A VISIBLE ALARM INITIATED. IN THE EVENT BOTH PUMPS FAIL TO OPERATE, AN AUDIBLE ALARM SHALL BE INITIATED

—LOT 1 TOTAL HEAD LOSS: 9.99m

—LOT 2 TOTAL HEAD LOSS: 9.3m

-PUMPS SHALL BE FITTED WITH A GATE VALVE AND A NON-RETURN VALVE ON THE DELIVERY SIDE OF EACH PUMP AND BE ACCESSIBLE WITHOUT ENTERING THE THE WET WELL

-PUMPS SHALL HAVE FLANGES OR UNIONS INSTALLED TO FACILITATE REMOVAL

-PUMPS SHALL BE CONTROLLED SO AS TO LIMIT THE NUMBER OF STARTS PER HOUR TO WITHIN THE CAPACITY OF THE ELECTRICAL MOTORS AND EQUIPMENT. PUMPS SHALL, AS FAR AS PRACTICABLE, EMPTY THE CONTENTS OF THE WET WELL AT EACH OPERATION

–ACCESS LADDER IN ACCORDANCE WITH AS3500.3:2021
CLAUSE 7.5.5.4

-NON TRAFFICABLE SEALED REMOVABLE COVER

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-24-156

DATE RECEIVED: 9 July 2026

- NEW PUMPED STORMWATER
- NEW GRAVITY STORMWATER
- EXISTING STORMWATER
- EXISTING PRIVATE SEWER
- NEW PRIVATE SEWER
- NEW WATER
- EXISTING TASWATER SEWER
- OH ELECTRICITY

NEW WATER CONNECTION BY TASWATER AT DEVELOPERS COST.
CONNECTION PER TWS-W-0002 DN 20 AND DN25 BELOW GROUND
(LOW HAZARD). RUN Ø25mm PN12 POLY IN TO LOT PROPER.

PROPOSED DN100 PROPERTY CONNECTION
TO SERVICE LOT 1 WITH END OF LINE
ARRANGEMENT TYPE 1 TO MRWA-S-302
BY TASWATER AT DEVELOPERS COST

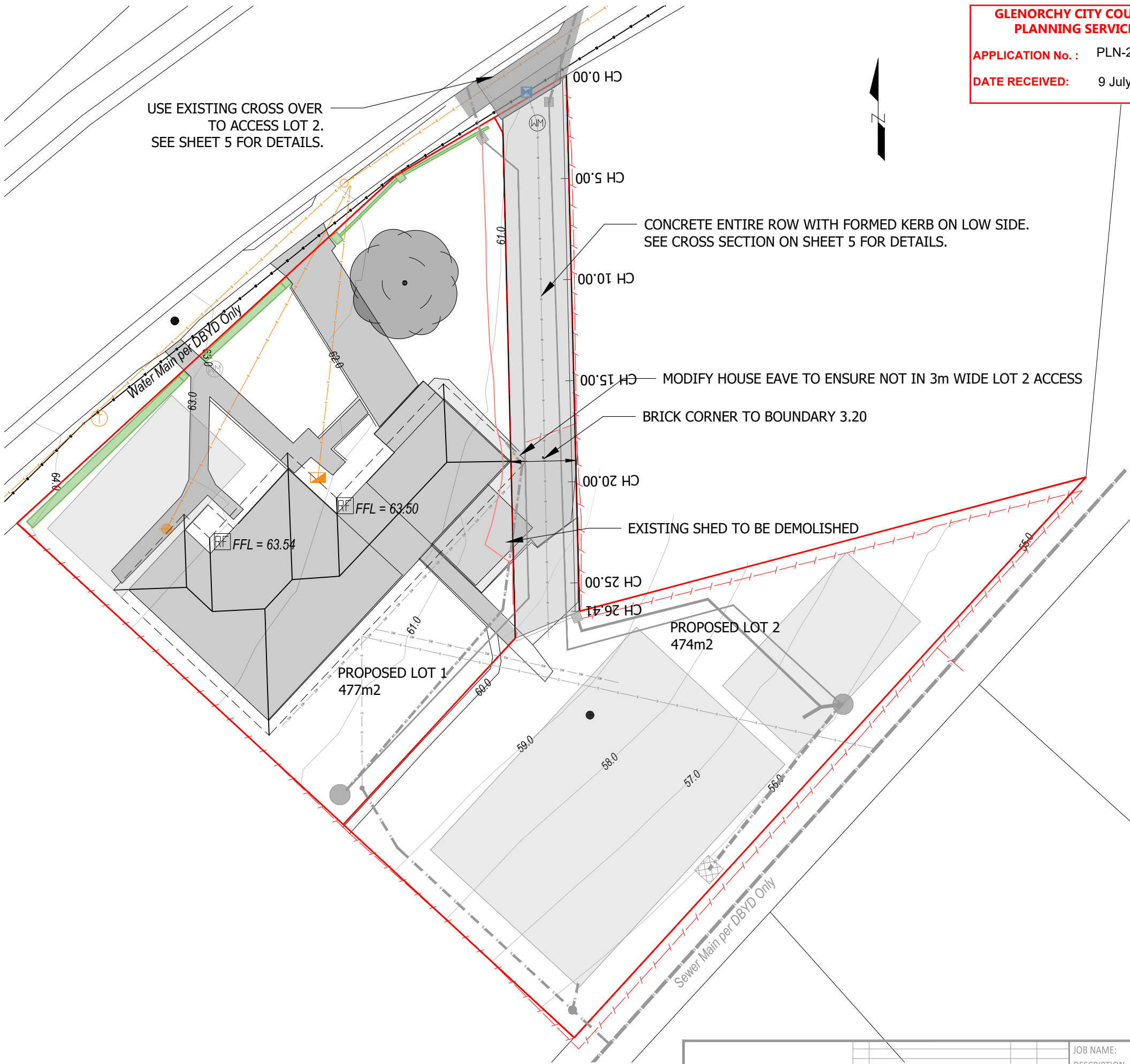
TASWATER OWNED DN100 SEWER MAIN
(SPUR BRANCH) IN NEW TASWATER EASEMENT.
BY TASWATER AT DEVELOPERS COST

DN100 CONNECTION FOR LOT 2 FROM NEW DN100 SPUR BRANCH.
PROPOSED DN100 TYPE 1A CONNECTION
WITH IO RISER TO SURFACE TO SERVICE
LOT 2 TO MRWA-S-302.
BY TASWATER AT DEVELOPERS COST.

ASSUMED EXISTING CONNECTION. ONCE LOCATED,
CAP CONNECTION TO RENDER REDUNDANT.
BY TASWATER AT DEVELOPERS COST

PROPOSED DN100 TYPE 1A CONNECTION
TO EXISTING TASWATER SEWER MAIN TO
MRWA-S-302. BY TASWATER AT DEVELOPERS COSTS

						JOB NAME: #####	DRAWN BY: SP	CHECKED BY: CHCK	
						DESCRIPTION: PROPOSED 1 LOT AND BALANCE SUBDIVISION 5 SECOND AVENUE, WEST MOONAH.	SCALE: 1: 200		
							DATE: 17 APRIL 2024		
							JOB NUMBER	SHEET	Size
								3 of 9	A3
	NO: CHANGE		CKD	DATE	DRAWING: SEWER AND WATER LAYOUT				

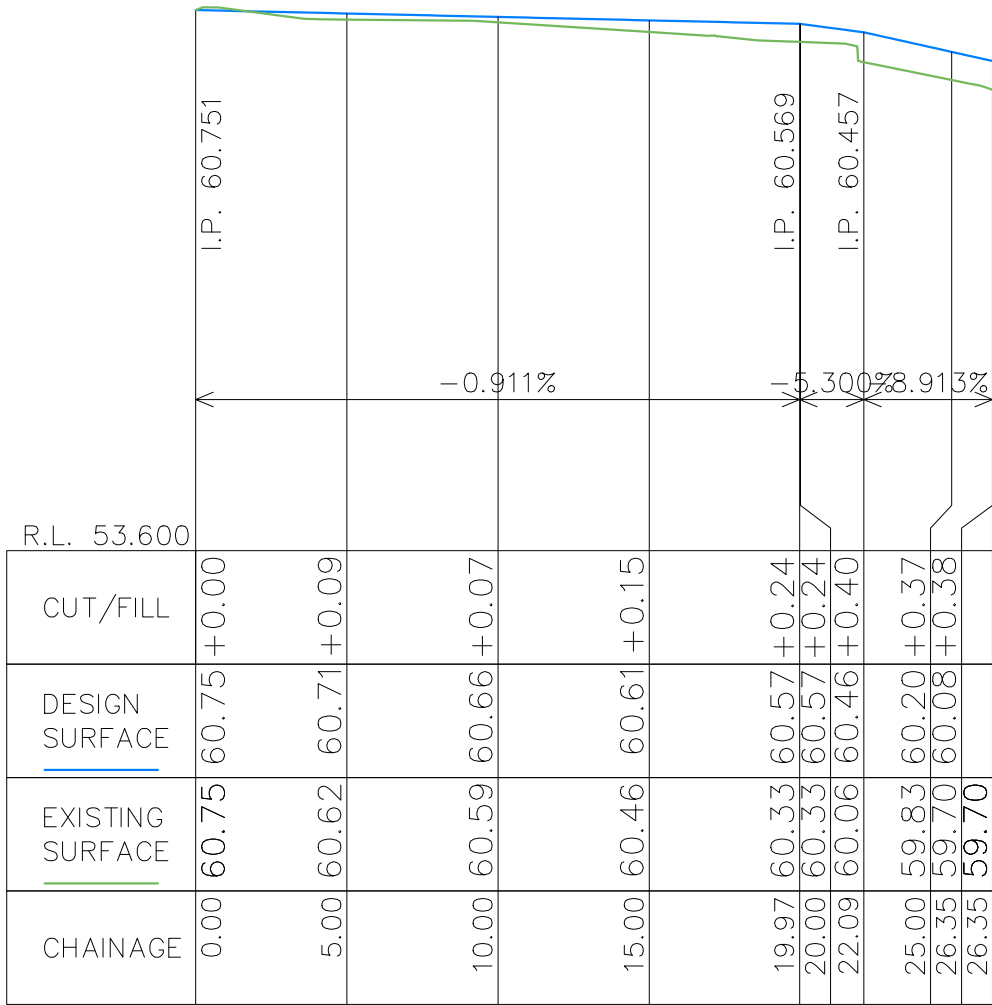


**GLENORCHY CITY COUNCIL
PLANNING SERVICES**

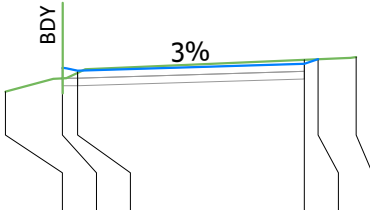
APPLICATION No. : PLN-24-156

DATE RECEIVED: 9 July 2026

- NEW PUMPED STORMWATER
- NEW GRAVITY STORMWATER
- EXISTING STORMWATER
- EXISTING PRIVATE SEWER
- NEW PRIVATE SEWER
- NEW WATER
- EXISTING TASWATER SEWER
- OH ELECTRICITY



LONGITUDINAL SECTION
Access Ch 0.000 to Ch 26.353
SCALES: HORIZONTAL 1:250 VERTICAL 1:100
Access

RL58.9m						
DESIGN SURFACE			60.787	60.751		
EXISTING SURFACE		60.473	60.649	60.721		
OFFSET	-1.00					
	-0.95					
	-0.20					
	-0.00					
	3.00	60.894		60.841		
	3.18	60.902		60.902		
	3.69	60.930				
	5.00					

Ch 0.00 m

RL58.9m					
BDY		-1.00	60.417	60.650	
		-0.30	60.430	60.614	
		-0.20	60.456		
		-0.00			
		3.00	60.855	60.704	
		3.75	60.954	60.954	
		5.00			

Ch 15.00 m

RL58.9m					
BDY		-1.00	60.538	60.696	
		-0.35	60.558	60.660	
		-0.20	60.584		
		-0.00			
		3.00	60.958	60.750	
		3.99	61.078	61.078	
		5.00			

Ch 10.00 m

RL59m					
BDY		-1.00	60.574	60.741	
		-0.37	60.595	60.705	
		-0.20	60.619		
		-0.00			
		3.00	61.002	60.795	
		4.02	61.134	61.134	
		5.00			

Ch 5.00 m

RL56.5m					
BDY		-1.00	59.642	60.234	
		-0.20	59.813	60.198	
		-0.00	59.825		
		3.00	60.243	60.288	
		3.07	60.253	60.253	
		5.00			

Ch 25.00 m

RL58.2m					
BDY		-1.00	60.055	60.604	
		-0.20	60.254	60.568	
		-0.00	60.323		
		3.00	60.788	60.658	
		3.50	60.825	60.825	
		5.00			

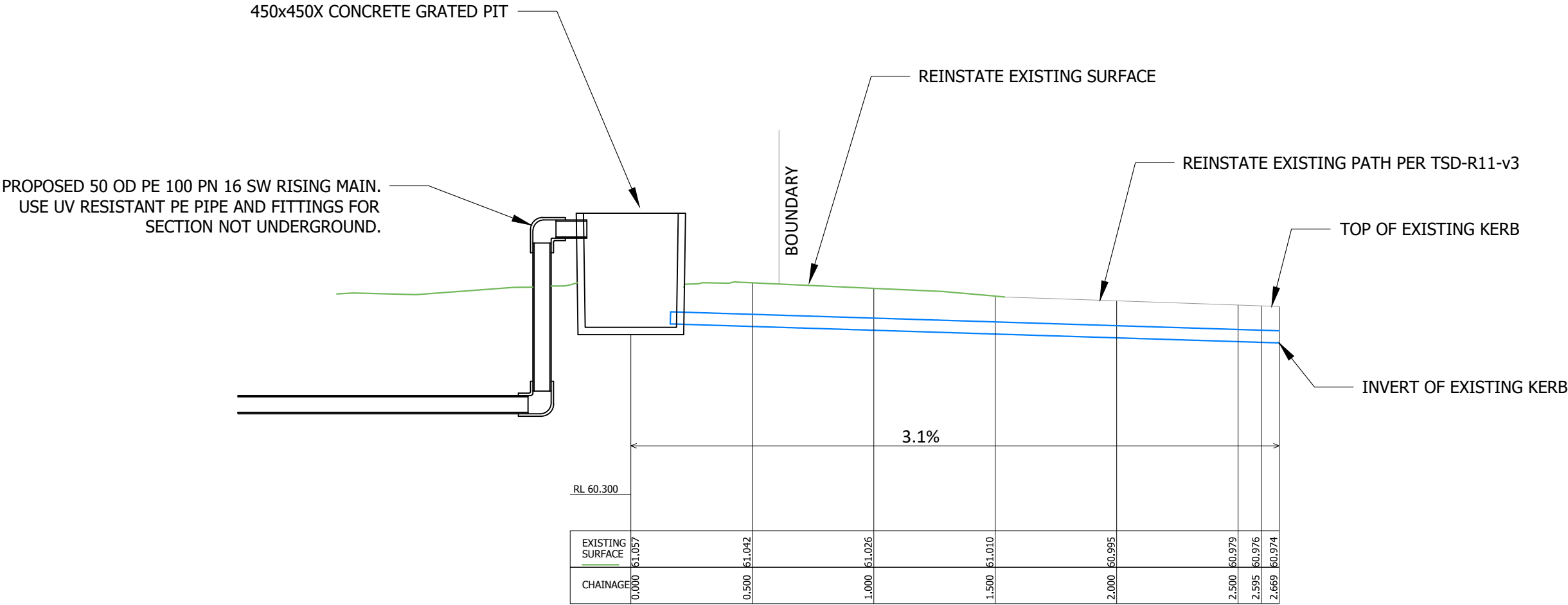
Ch 20.00 m

GLENORCHY CITY COUNCIL
PLANNING SERVICES

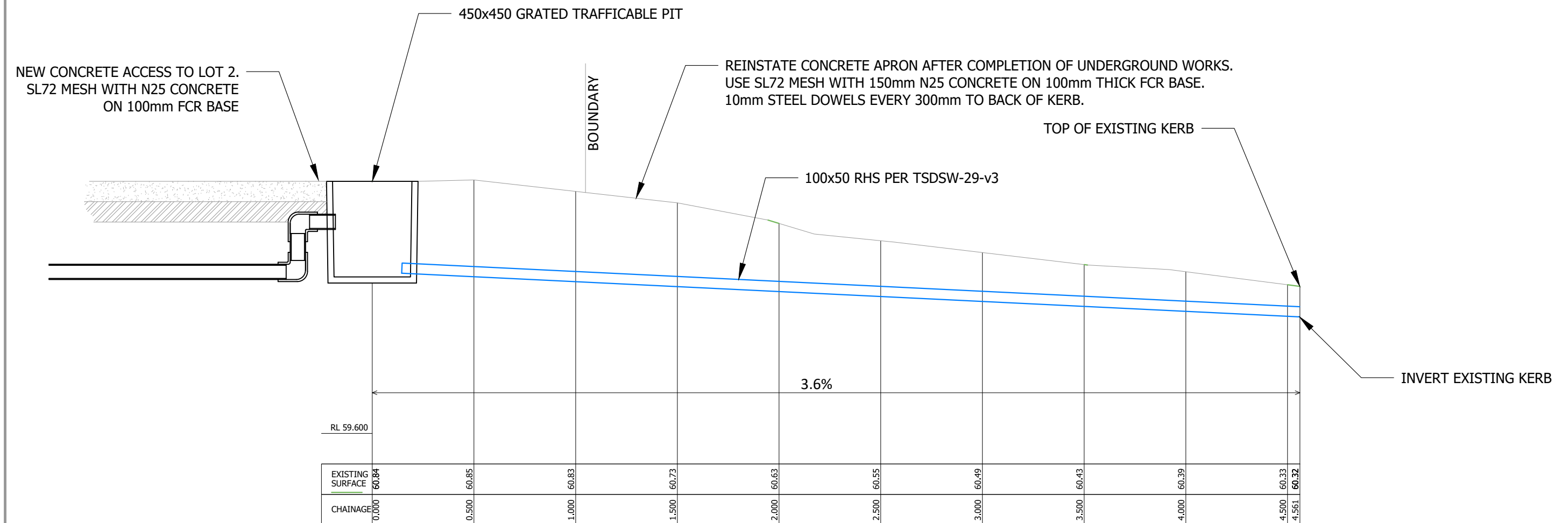
APPLICATION No. :
DATE RECEIVED:

PLN-24-156
9 July 2026

						JOB NAME: #####		DRAWN BY: SP		CHECKED BY: CHCK			
						DESCRIPTION: PROPOSED 1 LOT AND BALANCE SUBDIVISION 5 SECOND AVENUE, WEST MOONAH.		SCALE: NTS					
								DATE: 17 APRIL 2024					
								JOB NUMBER		SHEET			
NO: CHANGE		CKD		DATE		DRAWING: DETAILS		6 of 9		A3			



						JOB NAME: #####	DRAWN BY: SP	CHECKED BY: CHCK
						DESCRIPTION: PROPOSED 1 LOT AND BALANCE SUBDIVISION 5 SECOND AVENUE, WEST MOONAH.	SCALE: 1: 20	
							DATE: 4 MAY 2026	
							JOB NUMBER	SHEET
							7 of 9	Size A3
	NO: CHANGE		CKD	DATE		DRAWING: DETAILS		



				JOB NAME: ##### DESCRIPTION: PROPOSED 1 LOT AND BALANCE SUBDIVISION 5 SECOND AVENUE, WEST MOONAH.	DRAWN BY: SP		CHECKED BY: CHCK		
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							8 of 9		A3
	NO: CHANGE	CKD	DATE	DRAWING: DETAILS					

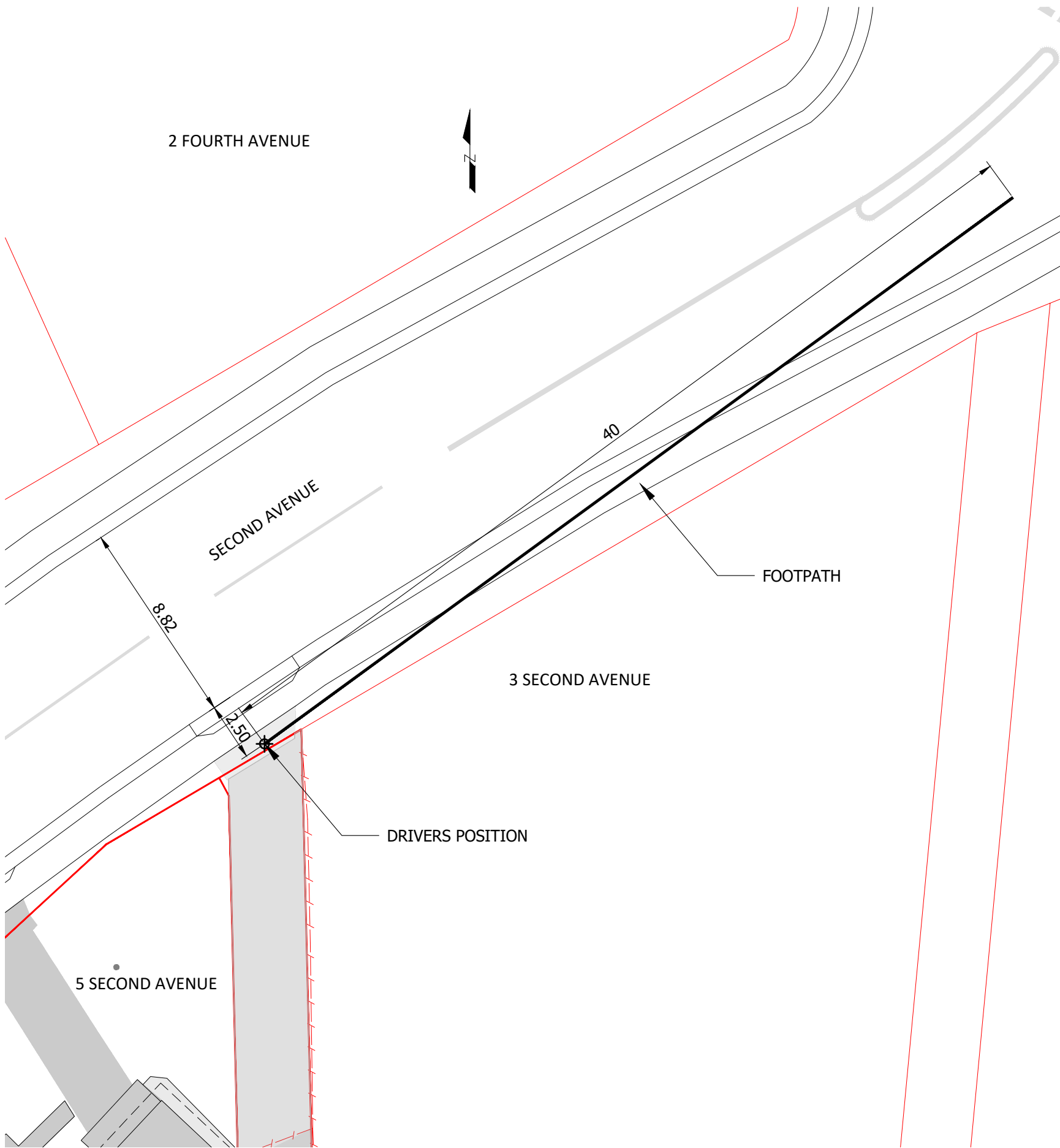
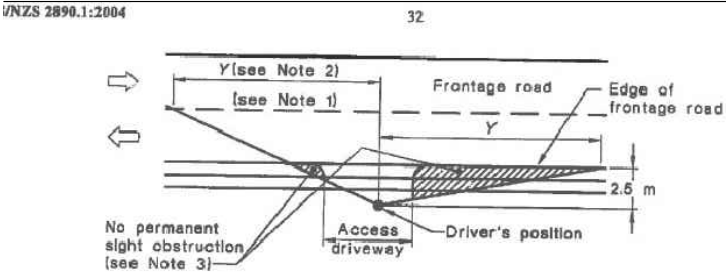


FIGURE 3.1 PROHIBITED LOCATIONS OF ACCESS DRIVEWAYS

3.2.4 Sight distance at access driveway exits

Access driveways need to be located and constructed so that there is adequate entering sight distance to traffic on the frontage road and sight distance to pedestrians on the frontage road footpath for traffic entering the frontage road, as follows:

- (a) *Entering sight distance* Unsignalized access driveways shall be located so that the intersection sight distance along the frontage road available to drivers leaving the car park or domestic driveway is at least that shown in Figure 3.2.
- (b) *Sight distance to pedestrians* Clear sight lines as shown in Figure 3.3 shall be provided at the property line to ensure adequate visibility between vehicles leaving the car park or domestic driveway and pedestrians on the frontage road footpath.



Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	68	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2 nd and 3 rd columns
100	139	160	
110	153	190	

- NOTES:
- 1 Centre-line or centre of road (undivided road), or right hand edge of right hand through lane (divided road).
 - 2 A check to the left is not required at a divided road where the median is wide enough to shelter a vehicle leaving the driveway.
 - 3 Parking on this side of the frontage road may need to be restricted on either side of the driveway so that the sight distance required by the above table to an approaching vehicle is not obstructed.
 - 4 This is the posted or general speed limit unless the 85th percentile speed is more than 5 km/h above the limit in which case the tabulated speed nearest the 85th percentile shall be adopted.
 - 5 The values in the table apply only to left turn and right turn manoeuvres into two-way roads up to four lanes wide and one-way streets regardless of width, either for a 5 s gap, desirable at lower frontage road speeds, or minimum stopping sight distance based on 2 s reaction time.
Crossing manoeuvres (e.g. from an access opposite the stream of a T-junction) over four lanes or more, and turning manoeuvres into a six lane two-way road would require longer gaps unless there was a median wide enough to store a vehicle and allow a two stage manoeuvre.
 - 6 These distances are based on stopping sight distances with reaction time of 1.5 s for traffic approaching along the frontage road and are applicable to a frontage road speed of up to 80 km/h only. Wherever practicable sight distance provided at domestic property accesses should meet the values given in the second or third columns of the Table.
 - 7 When checking sight distance the driver's eye height and the height of the object (approaching vehicle) are to be taken as 1.15 m above the road surface.

1 SECOND AVENUE

JMG Ref: 250295CS
Client Ref:

10 December 2025

Dear Sir/Madam,

RE: 5 SECOND AVENUE, WEST MOONAH - STORMWATER DRAINAGE WORKS

JMG Engineers have been engaged on behalf of the developer to provide the design for stormwater surface drainage, including a proposed pump station and associated storage for each lot to collect and remove surface water from the proposed subdivision at 5 Second Avenue.

This letter responds to Council's Request for Further Information (RFI) issued in relation to the planning application for the proposed subdivision. The response has been prepared with reference to Clause 8.6.3 - A3/P3, Services, and Council's Stormwater Management Policy.

The following documents are enclosed in support of the application:

- Proposal Plans (by Others) (Attachment 1).
- Stormwater Runoff and Pump Station Storage Calculations (Attachment 2).

Attachments are enclosed at the end of this letter.

1. Site, Location and Context

The subject site is located at 5 Second Avenue, West Moonah (PID 5442780) and has an approximate area of 945 m². The site currently contains an existing two-storey dwelling, sealed driveway, and a large, grassed backyard.



Figure 1 - Aerial View of Subject Site

The existing stormwater servicing the site is limited to roof drainage and surface runoff. Roof water is currently piped to the rear of the property, discharging onto the backyard and then flows across neighbouring land to the southeast (refer to Figure 1). Surface runoff from the existing paved driveway also follows this direction. Runoff from the upstream network is intercepted by the kerb and channel stormwater system in Second Avenue.

2. Stormwater Analysis

The stormwater assessment has been undertaken in the following sequence:

- Firstly, each proposed lot was assessed in accordance with Glenorchy City Council's Stormwater Management Policy (using the Rational Method) to estimate pre-development runoff and determine the corresponding Permissible Site Discharge (PSD) based on the critical catchment response.
- The post-development peak runoff was determined by assessing runoff from a range of storm durations and adopting the critical duration producing the maximum peak flow (5 minutes for the developed condition).
- As there is no downstream gravity drainage to connect the development to a stormwater pump station will be required. The private stormwater pump station capacity and storage for each lot was sized in accordance with AS/NZS 3500.3, including selection of pump duty and effective storage such that the maximum pumped discharge rate controls site outflow and does not exceed PSD.
- The detention storage requirements under Council's policy were checked using Boyd's method to confirm the proposed wet well/effective storage provisions are sufficient in addition to meeting AS/NZS 3500.3 requirements.
- Finally, the hydraulic capacity of the proposed kerb outlets for each lot was assessed, together with the available conveyance capacity of the downstream kerb and channel, to confirm the receiving system has adequate capacity for the additional controlled discharge.

An assessment of the site's PSD was completed in accordance with Council's Stormwater Management Policy, using the Rational Method consistent with the approach referenced in AS/NZS 3500.3.

For the pre-development scenario the time of concentration (T_c) is based on the critical time of concentration for the local upstream kerb and channel catchment (refer Figure 4 for local catchment), which was calculated as 10 minutes. This duration represents the controlling catchment response time for the receiving system and is adopted so that the development's discharge is controlled to not increase peak runoff to the receiving kerb and channel system during the critical storm event, consistent with Council's PSD objective.

The following table summarises the catchment properties used to calculate the critical time of concentration:

Table 1 - Critical Time of Concentration Calculation

Time of Concentration - Sheet, Channel and Pipe			
Hortons			
Sheet Flow	H1	78.3	m AHD at top of max flow path
	H2	66.8	m AHD at bottom of max flow path
	ΔH	12	m Change in height of flow path
	L	85	m Max flow length
	Grade	14%	Average grade of site
	Surface	Bare soil surface	
	N	0.028	- Hortons surface roughness
	ToC	7.67	min $T_{cs}=107 \cdot N \cdot (L^{.333}) / (S^{.2})$
Kirpich			
Channel	H1	66.8	m AHD at top of channel
	H2	62	m AHD at bottom of channel
	ΔH	5	m Change in height of channel
	L	45	m Length of flow in channel
	Grade	11%	Average grade of channel
	Surface	Densely grassed surface	
	N	2.00	
	ToC	1.73	min $T_{ch} = 0.0195 \cdot L^{.77} \cdot S^{.385}$
Total ToC			
ToC	10	mins	

For the post-development condition, peak site runoff was determined by calculating discharge rates across the full range of relevant storm durations and adopting the critical duration producing the maximum peak discharge, which occurs at 5 minutes for each developed lot.

Pre- and post-development runoff coefficients were selected as follows: 0.55 for the pre-development whole-site condition, and 0.90 (impervious) and 0.40 (pervious) for the post-development condition. The resulting peak flows are summarised in Table 2 and Table 3 below.

Table 2 - Lot 1 Stormwater Calculations Summary

Lot 1	Permissible Site Discharge	Site Peak Discharge
Time of Concentration	10 mins	5 mins
AEP Rainfall Event	5% AEP	5% AEP
Runoff Coefficient	0.55	0.68
Runoff Flow	4.9 L/s	8.5 L/s

Table 3 - Lot 2 Stormwater Calculations Summary

Lot 2	Permissible Site Discharge	Site Peak Discharge
Time of Concentration	10 mins	5 mins
AEP Rainfall Event	5% AEP	5% AEP
Runoff Coefficient	0.55	0.78
Runoff Flow	4.9 L/s	9.1 L/s

For each lot, discharge to Council's kerb and channel system is proposed to be controlled by the pump station maximum discharge capacity, which has been selected such that the pumped discharge rate is less than the PSD for each lot and the hydraulic capacity of the proposed kerb outlet.

The adopted pump capacities are:

- Lot 1: 4.23 L/s.
- Lot 2: 4.70 L/s.

Pump selection and effective storage sizing have been undertaken in accordance with AS/NZS 3500.3 to achieve controlled discharge not exceeding PSD. Details of the pump duty points, rising main head losses and storage calculations are provided in Section 3 and Attachment 2.

An analysis using Manning's Formula of a standard IPWEA TSD-SW29 100 mm x 50 mm Kerb Outlet (assumed 1.5% grade) indicates a capacity of approximately 5.0 L/s (refer to Figure 2). As both pump capacities are below 5.0 L/s, the kerb outlet will have the capacity for the selected pump discharge.

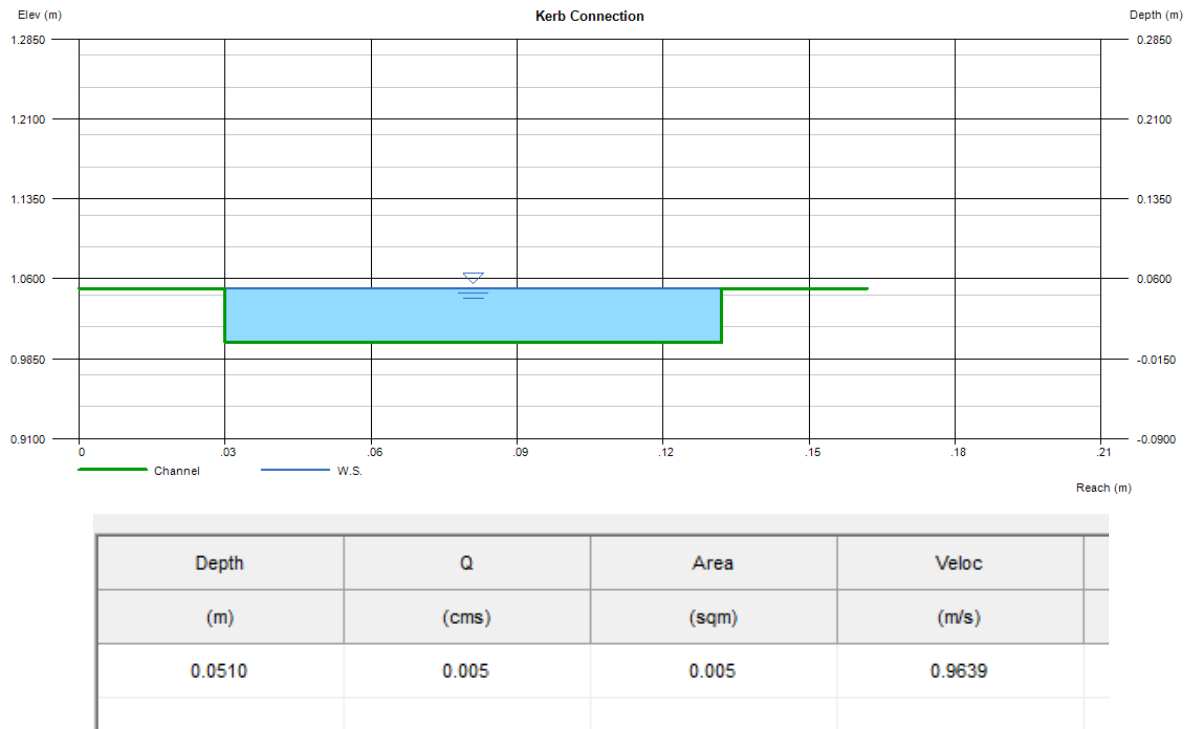


Figure 2 - Capacity Analysis of IPWEA Stormwater Kerb Outlet

The existing kerb and channel on the southern side of Second Avenue was assessed by Manning's Formula downstream of the proposed stormwater lot connections near the crossover to 3 Second Avenue (assumed 13.5% grade) to confirm that there is capacity for the proposed development. The estimated available conveyance capacity (including consideration of flow spread to the adjacent footpath) is approximately 230 L/s.

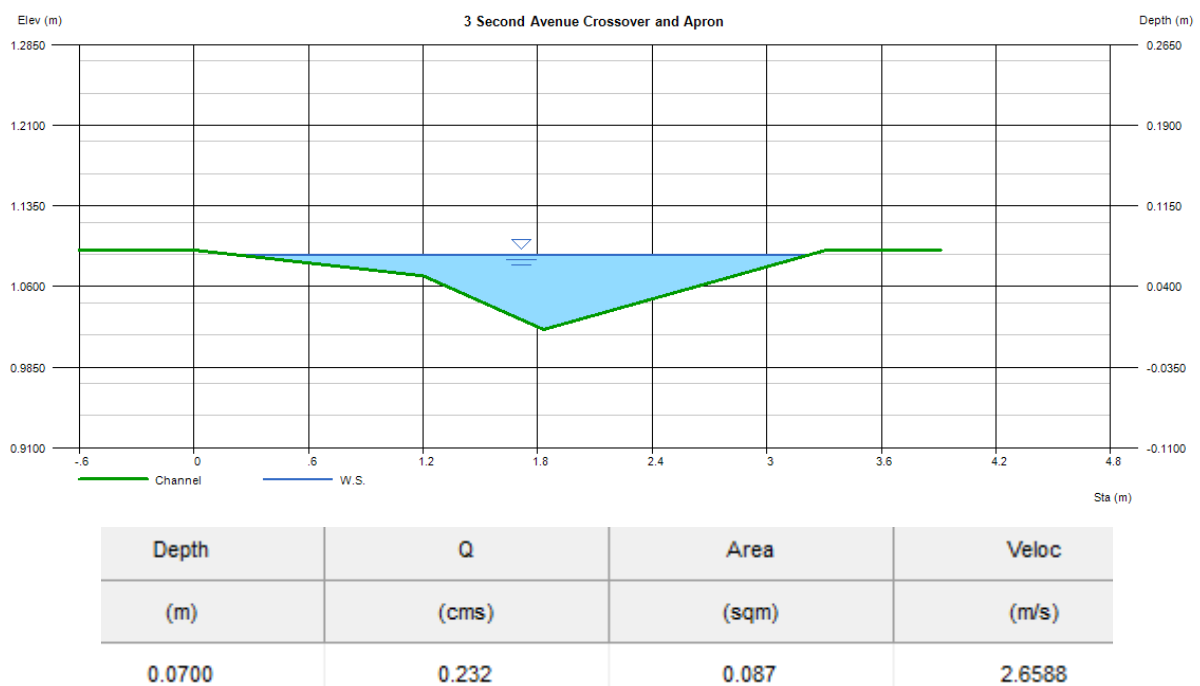


Figure 3 - Capacity of Analysis of 3 Second Avenue Crossover Kerb Profile

Runoff from the existing upstream local kerb and channel catchment was assessed using the Rational Method for the following storm events and blockage scenario:

- 5% AEP (10 min): 32.8 L/s.
- 1% AEP (10 min, incl. 66% climate change allowance - SSP3-7.0): 88.6 L/s.
- Assuming 100% blockage at the side entry pit on the corner of Second and Sixth Avenues.

Based on the above analysis, the kerb and channel along Second Avenue has sufficient capacity to convey the additional discharge from the subject site.

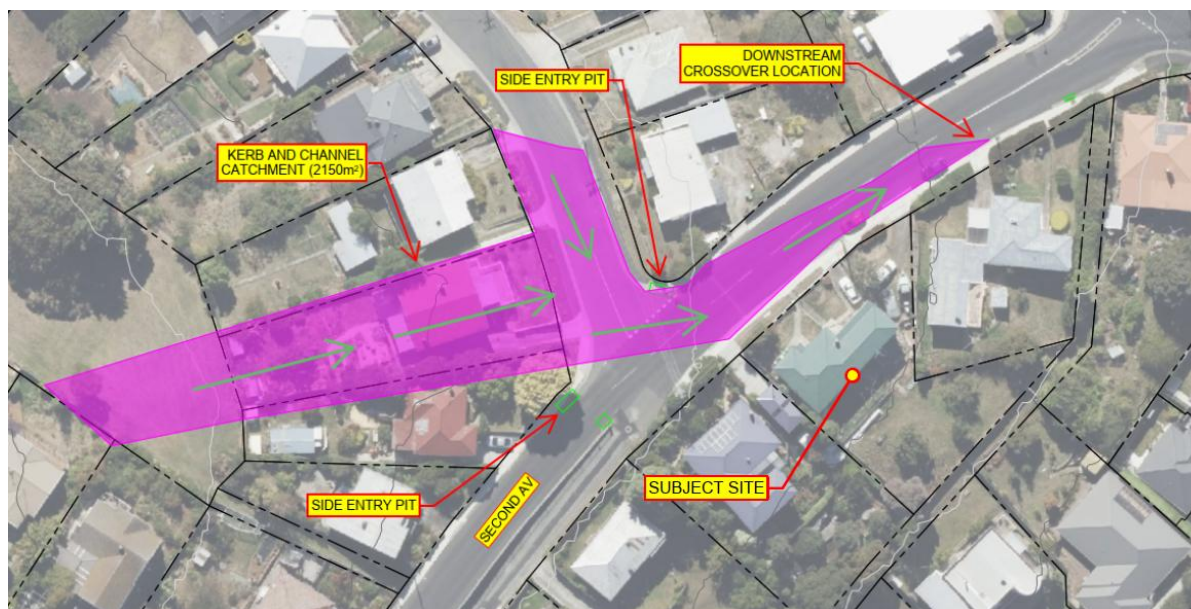


Figure 4 - Second Avenue Kerb and Channel Catchment

3. Stormwater Pump Station Sizing

Each proposed lot will be provided with a pump station and chamber capacity sized in accordance with AS 3500.3.

Under AS 3500.3, the combined effective storage (wet well plus pump capacity) must accommodate runoff from a 120-minute, 10% AEP event (7.9 m³) and the well storage is to be 1% of the site area. For each lot this equates to 5,000 L of wet well storage, proposed to be provided via a proprietary Netco Pump and Equipment 5,000 L pump station (refer Attachment 2).

In addition to the AS/NZS 3500.3 effective storage requirements, the required detention storage under Glenorchy City Council's Stormwater Management Policy has been assessed using Boyd's method. This check confirms that the proposed wet well storage volume (and associated effective storage) is sufficient to accommodate the policy detention requirement in addition to controlling discharge to PSD (refer Attachment 2).

Pump selection is limited to a pump capacity of 2.0 - 5.0 L/s to achieve the remaining required combined effective storage. Thus, pump selection for each lot was based on the above pump capacity range and the approximate head losses through the rising mains from the pump station to the outlet pits at the front of the properties, refer Attachment 2 for calculations.

- Lot 1: VXm15/35 Pedrollo Submersible Vortex Pump from Netco with a 50 OD PE rising main.
- Lot 2: VXm15/35 Pedrollo Submersible Vortex Pump from Netco with a 75 OD PE rising main.

4. Pump Station Operation, Maintenance and Risk Management

To minimise risks of pump failure and ensure reliable operation, the following measures are incorporated into the design:

- **Regular Maintenance Regime:**
Routine maintenance will be undertaken in line with manufacturer's guidance, including inspection of pump impellers, float switches, rising main integrity, and electrical systems. Periodic pump testing and wet well cleaning will ensure sustained efficiency and reduce the risk of blockage or mechanical failure.
- **Dual Pump Configuration:**
Each pump station will include a duty/standby arrangement. This ensures continuous operation during peak inflows if one pump fails or requires servicing. Pumps will alternate automatically during normal operation to balance wear and extend service life.
- **Power Outage and Emergency Overflow:**
Each lot includes approximately 5,000 L of wet well storage, which provides approximately one hour of detention during a 5% AEP event if pumping ceases (subject to inflow rate). In the unlikely event that a prolonged outage results in storage exceedance, overflow will follow the existing overland flow path to the southeast.

For Lot 1, exceedance flow would surcharge at the pump station. For Lot 2, a surcharge/relief pit connected to the pump station is proposed (refer Attachment 1). Overland flows then continue via 74 Springfield Avenue and ultimately discharge to Springfield Avenue (refer Figure 5 and Figure 6).

Currently, stormwater from the site discharges uncontrolled to the southeast. The proposed works will improve existing conditions by capturing and managing roof and hardstand runoff under normal operating conditions. Only under emergency conditions (pump failure and storage exceedance) would flows revert to the existing overland path, directed away from buildings and toward Springfield Avenue.



Figure 5 - From rear of 5 Second Avenue looking southeast at rear of 74 Springfield Avenue

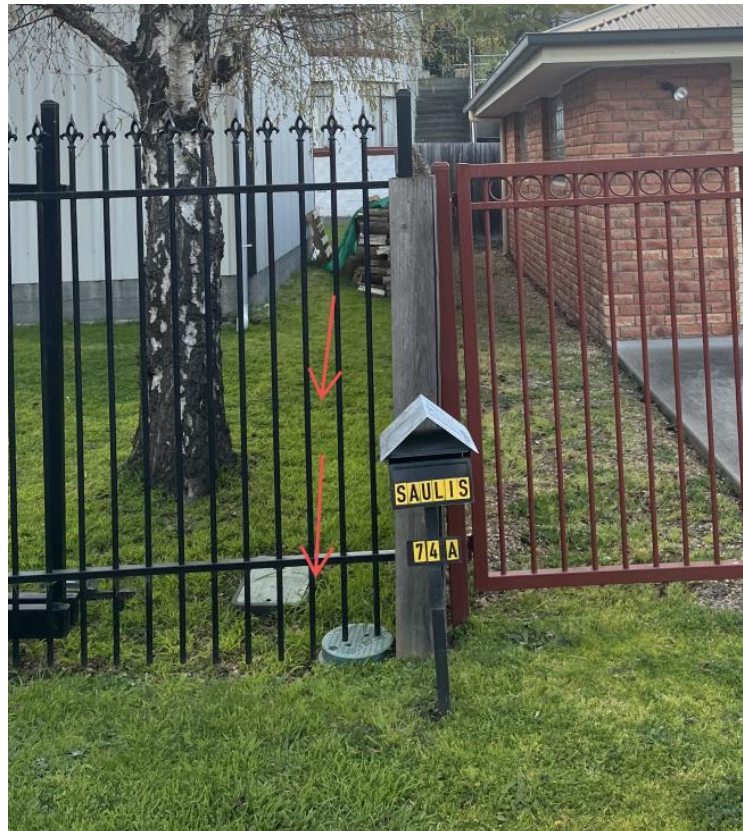


Figure 6 - Front of 74 Springfield Avenue looking northwest towards property

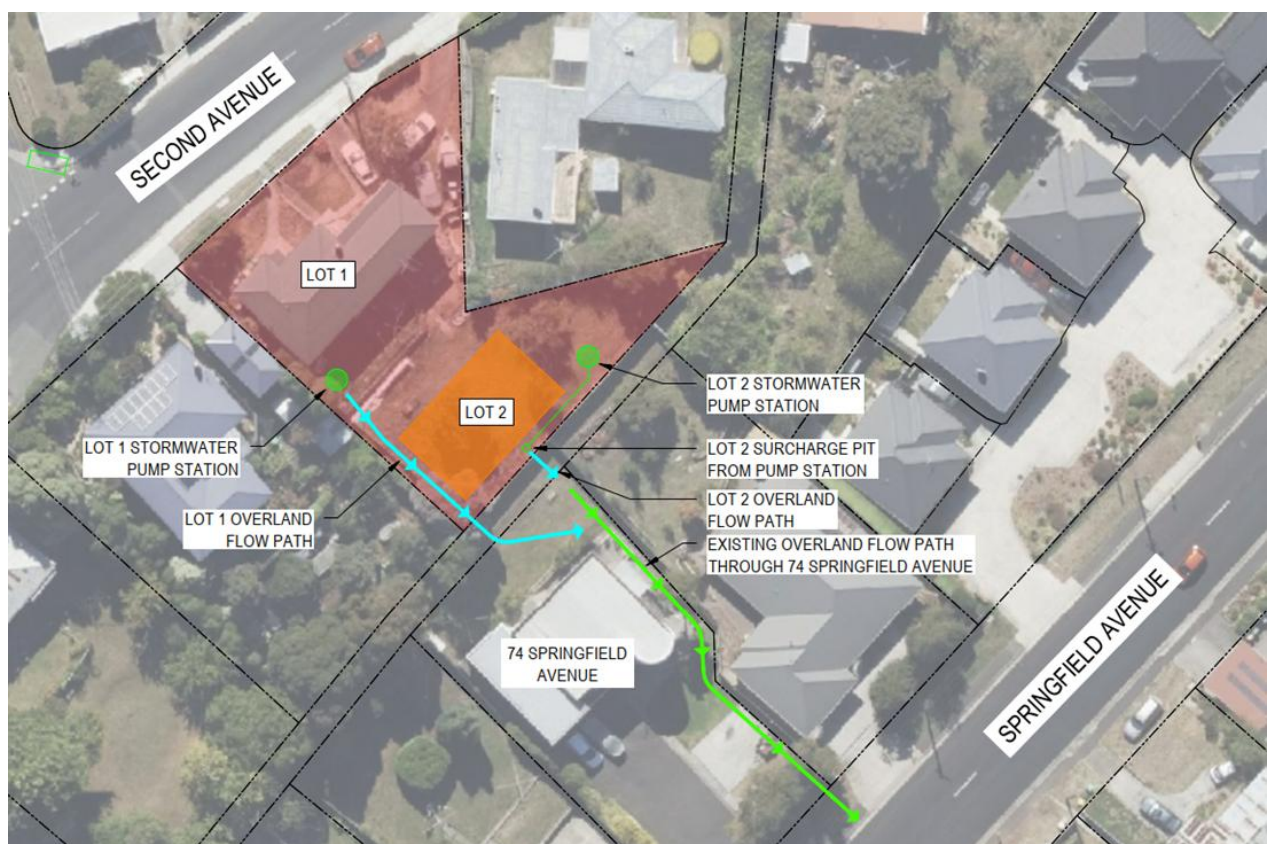


Figure 7 - Post-development overland flow paths

If Council requires any further information or clarification with respect to this application, please contact me at 6231 2555 or jbutler@jmg.net.au.

Yours sincerely

JOHNSTONE, MCGEE & GANDY PTY LTD

Civil Engineer

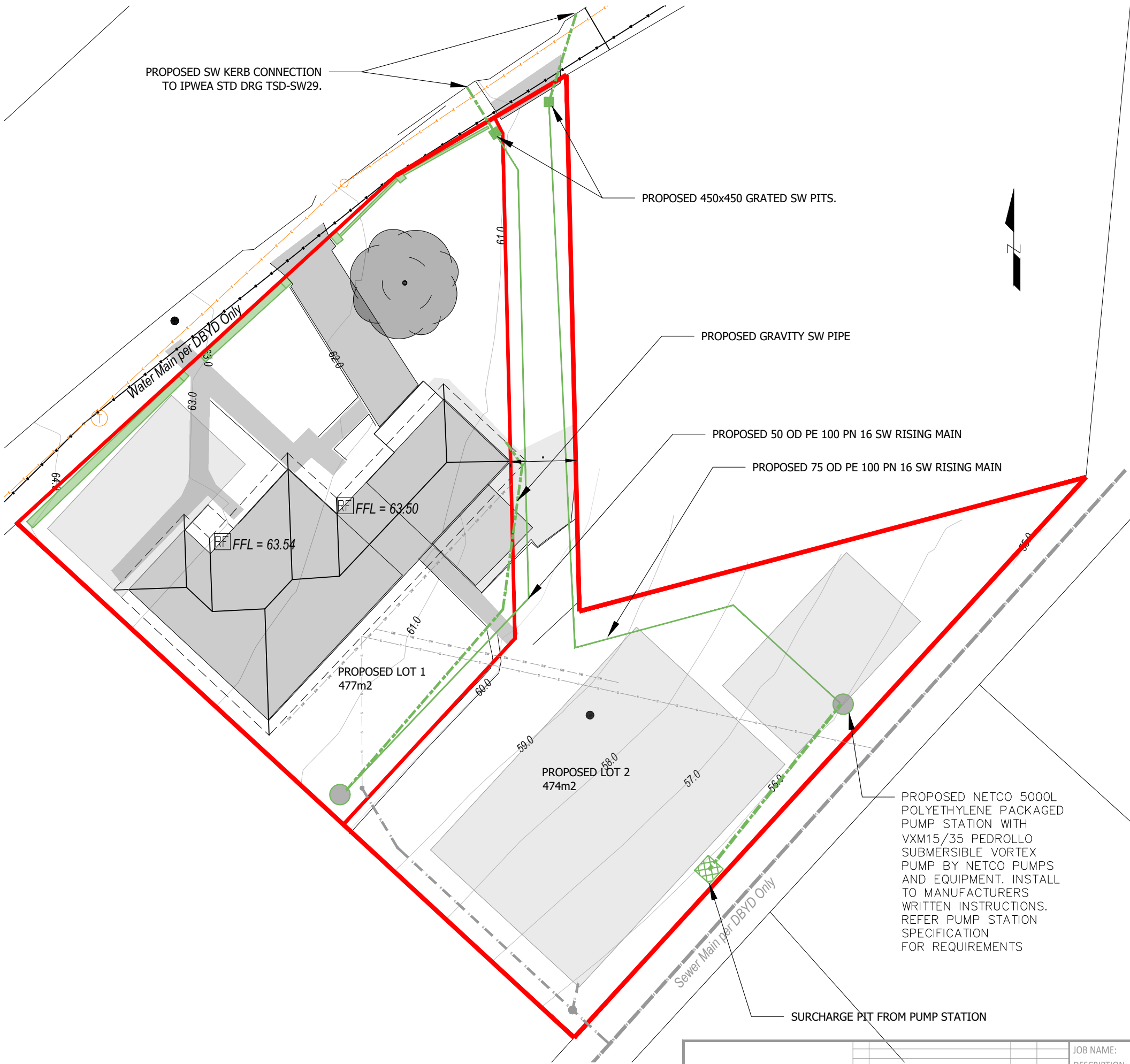
Encl. Proposal Plan (by others) - Attachment 1.
 JMG Stormwater Runoff and Pump Station Storage Calculations - Attachment 2.

ATTACHMENT 1

Proposed Plans (by Others)



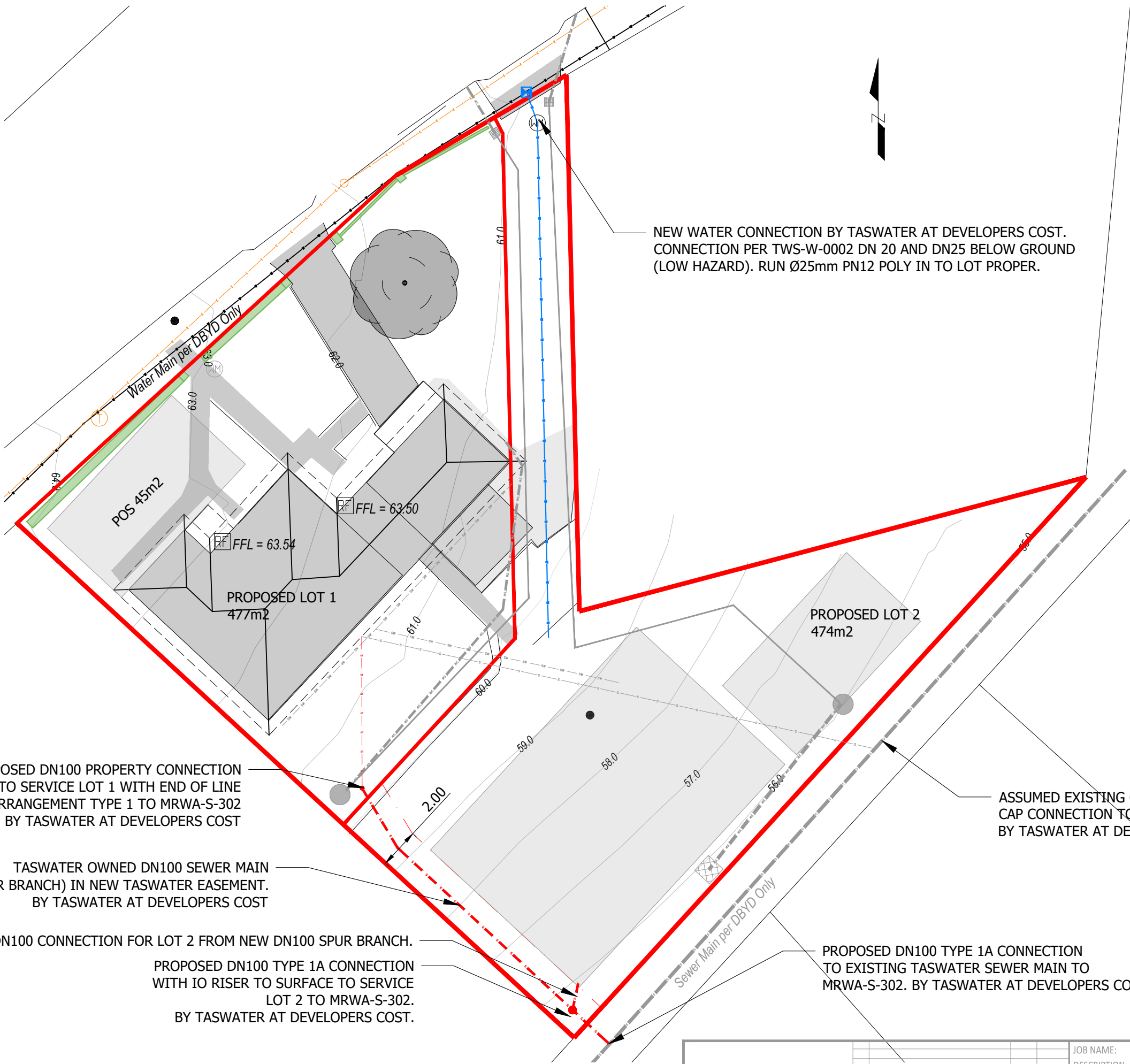
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						JOB NUMBER	SHEET
						1 of 6	Size A3
NO: CHANGE					CKD DATE	DRAWING: LOT LAYOUT	



- NEW PUMPED STORMWATER
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- EXISTING STORMWATER
- EXISTING PRIVATE SEWER
- NEW PRIVATE SEWER
- NEW WATER
- EXISTING TASWATER SEWER
- OH ELECTRICITY

PUMP STATION SPECIFICATION:

- PUMP STATION TO BE IN ACCORDANCE WITH AS3500.3:2021 SECTION 8 PUMPED SYSTEMS AND THE STANDARDS REFERENCED WITHIN
- PE PUMP CHAMBER WITH MINIMUM STORAGE VOLUME OF 4.8m3
- AUTOMATIC DUPLICATED TWIN SUBMERSIBLE PUMPS, SECURELY FIXED TO THE WET WELL, CAPABLE OF PUMPING MINIMUM 4.0L/S WITH STAINLESS STEEL LIFTING CHAIN. MAXIMUM PUMP DISCHARGE IS NOT TO EXCEED THE ASSUMED RECEIVING PIPE CAPACITY OF 5L/S (KERB CONNECTION). PUMP CONTROLS TO BE SET TO ENABLE ALTERNATE PUMP OPERATION AT EACH START. IN THE EVENT OF THAT A PUMP FAILS TO OPERATE WHEN WATER LEVEL IN THE WET WELL REACHES PUMP START, THE OTHER PUMP SHALL BE ACTIVATED AND A VISIBLE ALARM INITIATED. IN THE EVENT BOTH PUMPS FAIL TO OPERATE, AN AUDIBLE ALARM SHALL BE INITIATED
- LOT 1 TOTAL HEAD LOSS: 9.99m
- LOT 2 TOTAL HEAD LOSS: 9.3m
- PUMPS SHALL BE FITTED WITH A GATE VALVE AND A NON–RETURN VALVE ON THE DELIVERY SIDE OF EACH PUMP AND BE ACCESSIBLE WITHOUT ENTERING THE THE WET WELL
- PUMPS SHALL HAVE FLANGES OR UNIONS INSTALLED TO FACILITATE REMOVAL
- PUMPS SHALL BE CONTROLLED SO AS TO LIMIT THE NUMBER OF STARTS PER HOUR TO WITHIN THE CAPACITY OF THE ELECTRICAL MOTORS AND EQUIPMENT. PUMPS SHALL, AS FAR AS PRACTICABLE, EMPTY THE CONTENTS OF THE WET WELL AT EACH OPERATION
- ACCESS LADDER IN ACCORDANCE WITH AS3500.3:2021 CLAUSE 7.5.5.4
- NON TRAFFICABLE SEALED REMOVABLE COVER



- NEW PUMPED STORMWATER
- NEW GRAVITY STORMWATER
- EXISTING STORMWATER
- EXISTING PRIVATE SEWER
- NEW PRIVATE SEWER
- NEW WATER
- EXISTING TASWATER SEWER
- OH ELECTRICITY

NEW WATER CONNECTION BY TASWATER AT DEVELOPERS COST.
CONNECTION PER TWS-W-0002 DN 20 AND DN25 BELOW GROUND
(LOW HAZARD). RUN Ø25mm PN12 POLY IN TO LOT PROPER.

PROPOSED DN100 PROPERTY CONNECTION
TO SERVICE LOT 1 WITH END OF LINE
ARRANGEMENT TYPE 1 TO MRWA-S-302
BY TASWATER AT DEVELOPERS COST

TASWATER OWNED DN100 SEWER MAIN
(SPUR BRANCH) IN NEW TASWATER EASEMENT.
BY TASWATER AT DEVELOPERS COST

DN100 CONNECTION FOR LOT 2 FROM NEW DN100 SPUR BRANCH.

PROPOSED DN100 TYPE 1A CONNECTION
WITH IO RISER TO SURFACE TO SERVICE
LOT 2 TO MRWA-S-302.
BY TASWATER AT DEVELOPERS COST.

ASSUMED EXISTING CONNECTION. ONCE LOCATED,
CAP CONNECTION TO RENDER REDUNDANT.
BY TASWATER AT DEVELOPERS COST

PROPOSED DN100 TYPE 1A CONNECTION
TO EXISTING TASWATER SEWER MAIN TO
MRWA-S-302. BY TASWATER AT DEVELOPERS COSTS

The site plan illustrates two proposed lots, Lot 1 (477m²) and Lot 2 (474m²), outlined in red. Lot 1 contains an existing house with roof levels (RFL) of 63.50 and 63.54. A shed adjacent to the house is marked as 'EXISTING SHED TO BE DEMOLISHED'. The plan also shows a 'Water Main per DBVD Only' running along the top boundary and a 'Sewer Main per DBVD Only' along the bottom boundary. Various spot heights are indicated throughout the site, such as 64.0, 63.0, 62.0, 61.0, 60.0, 59.0, 58.0, 57.0, and 56.0. Boundary details include 'CONCRETE ENTIRE ROW WITH FORMED KERB ON LOW SIDE' and 'MODIFY HOUSE EAVE TO ENSURE NOT IN 3m WIDE LOT 2 ACCESS'. A north arrow is located in the upper right corner.

PROPOSED LOT 2
474m2

PROPOSED LOT 1
477m2

$$FFL = 63.54$$

RF $FFL = 63.50$

Water Main per DBYD Only

Sewer

Sewer Main per DBYD Only



NEW PUMPED STORMWATER

NEW GRAVITY STORMWATER

EXISTING STORMWATER

EXISTING PRIVATE SEWER

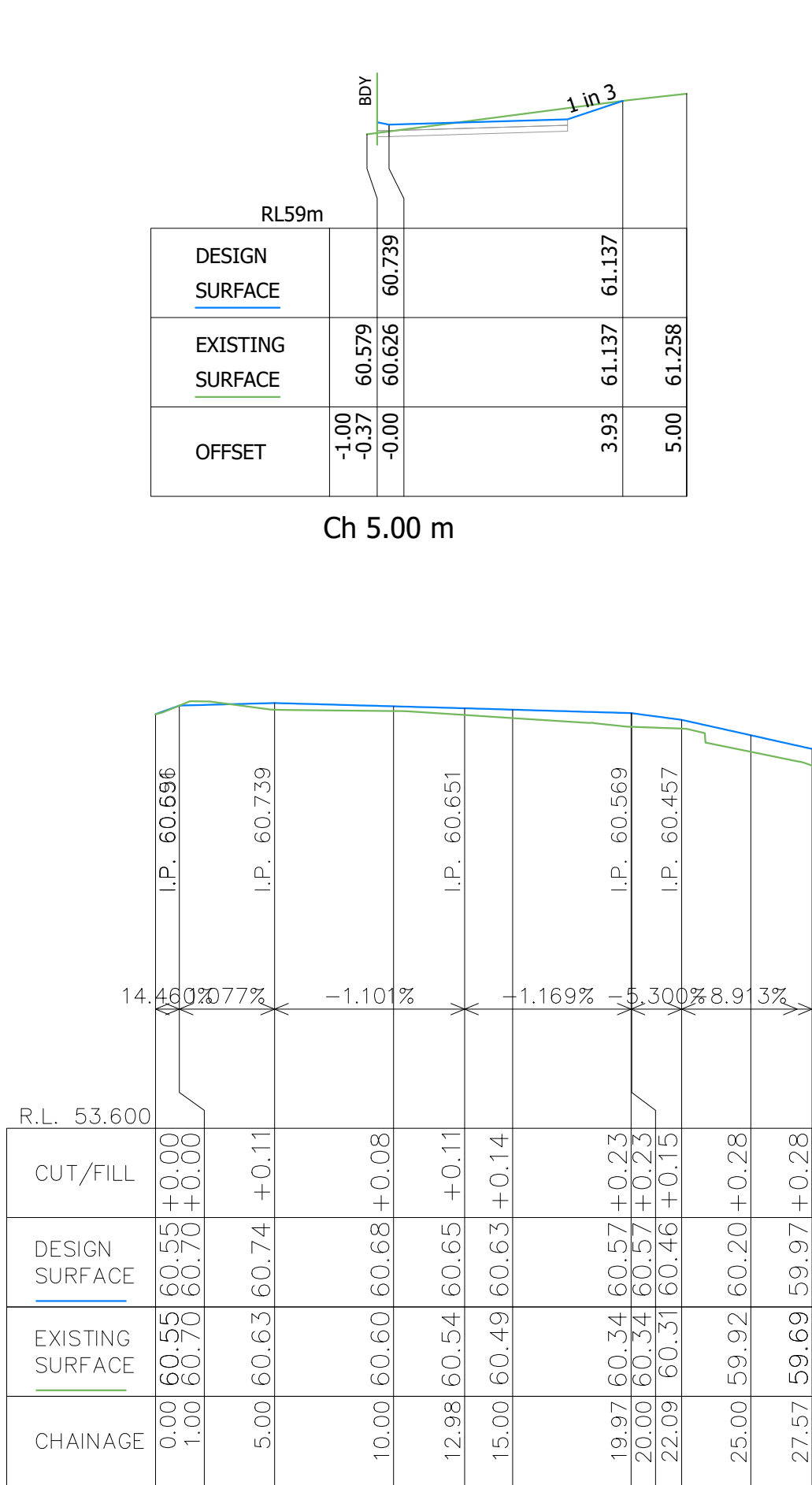
NEW PRIVATE SEWER

NEW WATER

EXISTING TASWATER SEWER

OH ELECTRICITY

JOB NAME: #####	DRAWN BY: SP	CHECKED BY: CHCK
DESCRIPTION: PROPOSED 1 LOT AND BALANCE SUBDIVISION 5 SECOND AVENUE, WEST MOONAH.	SCALE: 1:200	
	DATE: 17 APRIL 2024	
	JOB NUMBER	SHEET
DRAWING: CIVIL WORKS LAYOUT		4 of 6



LONGITUDINAL SECTION
Access Ch 0.000 to Ch 27.573
SCALES: HORIZONTAL 1:250 VERTICAL 1:100
Access

RL59m				
DESIGN SURFACE		60.739		61.137
EXISTING SURFACE	60.579	60.626		61.137
OFFSET	-1.00	-0.37	-0.00	
				3.93
				5.00

Ch 5.00 m

RL58.7m				
	60.231	60.339		60.806
	-1.00	-0.54	-0.00	
				3.44
				5.00

Ch 20.00 m

RL58.9m				
	60.445	60.486		60.995
	-1.00	-0.31	-0.00	
				3.83
				5.00

Ch 15.00 m

RL58.9m				
	60.561	60.604		61.080
	-1.00	-0.36	-0.00	
				3.92
				5.00

Ch 10.00 m

RL57.7m				
	59.480	59.688		60.138
	-1.00	-0.00		
				3.24
				5.00

Ch 27.57 m

RL56.9m				
	59.758	59.919		60.944
	-1.00	-0.00		
				4.97
				5.00

Ch 25.00 m

ATTACHMENT 2

JMG Stormwater and Pump Station Storage Calculations

Metadata:

Copyright Commonwealth of Australia 2016	
Bureau of Meteorology	
(ABN 92 637 533 532)	
IFD Design Rainfall Intensity (mm/h)	
Issued:	16-Sep-25
Requested coordinate:	
Latitude	-42.844
Longitude	147.282
Nearest grid cell:	
Latitude	42.8375 (S)
Longitude	147.2875 (E)

Rainfall mm/hr								
		Annual Exceedance Probability (% AEP)						
		1	2	3	4	5	6	7
		63.20%	50%	20%	10%	5%	2%	1%
Duration (min)	1	60.7	68.9	96.5	117	138	169	194
	2	52.3	58.9	80.2	95.1	110	129	143
	3	46.2	52.2	71.5	85.2	99.1	117	131
	4	41.6	47.1	65.1	78	91.2	109	123
	5	38	43.1	59.9	72.2	84.8	102	117
	10	27.5	31.3	44.1	53.7	63.8	78.5	90.8
	15	22.3	25.3	35.7	43.6	51.8	63.9	74.1
	20	19.1	21.7	30.5	37.1	44.1	54.3	62.8
	25	16.9	19.2	26.9	32.7	38.7	47.4	54.7
	30	15.3	17.3	24.2	29.3	34.7	42.3	48.7
	45	12.2	13.8	19.2	23.1	27.1	32.7	37.2
	60	10.4	11.8	16.2	19.5	22.7	27.2	30.7
	90	8.32	9.42	12.9	15.4	17.8	21.1	23.6
	120	7.12	8.06	11	13.1	15.1	17.7	19.7
	180	5.72	6.49	8.89	10.5	12	14.1	15.6
	270	4.59	5.23	7.18	8.47	9.71	11.3	12.6
	360	3.92	4.47	6.17	7.3	8.37	9.79	10.9
	540	3.11	3.56	4.97	5.9	6.79	7.99	8.91
	720	2.62	3.01	4.23	5.04	5.83	6.9	7.73
	1080	2.02	2.33	3.32	3.98	4.64	5.55	6.26
	1440	1.67	1.93	2.75	3.32	3.89	4.68	5.31
	1800	1.42	1.64	2.36	2.86	3.36	4.06	4.61
	2160	1.24	1.44	2.07	2.51	2.96	3.58	4.08
	2880	0.996	1.15	1.66	2.02	2.39	2.89	3.3
	4320	0.718	0.826	1.18	1.44	1.71	2.06	2.35
	5760	0.564	0.648	0.921	1.12	1.32	1.58	1.8
	7200	0.468	0.535	0.756	0.911	1.07	1.28	1.44
	8640	0.402	0.459	0.643	0.771	0.898	1.07	1.2
	10080	0.354	0.404	0.562	0.669	0.775	0.919	1.03

Total Site Area	477	m ²			
	0.0477	Ha			
	Buildings/Roof	Roads	Gravel	Grass/Landscape	
1	120	65		292	
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
Sum	120	65	0	292	Total 477
Factor	1	1	0.8	0.4	N/A
Impervious Area	120	65	0	116.8	301.8
			% Impervious		63%
Buildings/Roads Total	185				

Time of Concentration			
C _{1,10}	25	mm	10% AEP, 60min Rainfall
A=	477	m ²	Insert Catchment Area
A=	0.00048	Km ²	Calculated in Km ²
tc=	10	mins	Whole Number Tc

Impervious Area		
Existing Hardstand Area=	301.8	m ²
Total Area =	477	m ²
Fraction Impervious =	63%	

Runoff Coefficient		
C10 =	0.55	Runoff Coefficient (GCC Value)

Frequency Conversion Factors -Refer AR&R 1987										
ARI (years)	1	2	5	10	20	40	50	60	80	100
Factor, F _y	0.8	0.85	0.95	1	1.05	1.12	1.15	1.17	1.19	1.2

Peak Catchment Flows For Varied 5% AEP Storm Durations		
AEP	Duration (min)	Flow (L/s)
5%	1	10.56
5%	2	8.42
5%	3	7.58
5%	4	6.98
5%	5	6.49
5%	10	4.88
5%	15	3.96
5%	20	3.37
5%	25	2.96
5%	30	2.66
5%	45	2.07
5%	60	1.74
5%	90	1.36

Peak Catchment Flows For Given AEP at T.O.C.				
	AEP	I _{tc,y} (mm/h)	Flow (m ³ /s)	Flow (L/s)
1	63.20%	27.5	0.0016	1.60
2	50.00%	31.3	0.0019	1.94
3	20.00%	44.1	0.0031	3.06
4	10.00%	53.7	0.0039	3.92
5	5.00%	63.8	0.0049	4.89
6	2.00%	78.5	0.0066	6.58
7	1.00%	90.8	0.0079	7.95

Total Site Area	477	m ²			
	0.0477	Ha			
	Buildings/Roof	Roads	Gravel	Grass/Landscape	
1	120	65		292	
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
Sum	120	65	0	292	Total 477
Factor	1	1	0.8	0.4	N/A
Impervious Area	120	65	0	116.8	301.8
			% Impervious		63%
Buildings/Roads Total	185				

Stormwater Calculations
Sheet Name: Flows (PostD Lot 1)

Time of Concentration			
C ₁ ,10	25	mm	10% AEP, 60min Rainfall
A=	477	m2	Insert Catchment Area
A=	0.00048	Km ²	Calculated in Km2
tc=	5	mins	Whole Number Tc

Impervious Area		
Impervious Area=	301.8	m2
Pervious Area=	175.2	m2
Total Area =	477	m2
Fraction Impervious =	63%	

Runoff Coefficient		
Impervious Runoff Coefficient	0.9	GCC Stormwater Policy Value
Pervious Runoff Coefficient	0.4	GCC Stormwater Policy Value

Frequency Conversion Factors -Refer AR&R 1987										
ARI (years)	1	2	5	10	20	40	50	60	80	100
Factor, F _y	0.8	0.85	0.95	1	1.05	1.12	1.15	1.17	1.19	1.2

Peak Catchment Flows For Varied 5% AEP Storm Durations		
AEP	Duration (min)	Flow (L/s)
5%	1	13.75
5%	2	10.96
5%	3	9.88
5%	4	9.09
5%	5	8.45
5%	10	6.36
5%	15	5.16
5%	20	4.40
5%	25	3.86
5%	30	3.46
5%	45	2.70
5%	60	2.26
5%	90	1.77
5%	120	1.50

Peak Catchment Flows For Given AEP at T.O.C.			
AEP	I _{tc,Y} (mm/h)	Flow	Flow (L/s)
1 63.20%	38.0	0.0029	2.89
2 50.00%	43.1	0.0035	3.48
3 20.00%	59.9	0.0054	5.40
4 10.00%	72.2	0.0069	6.85
5 5.00%	84.8	0.0085	8.45
6 2.00%	102.0	0.0111	11.13
7 1.00%	117.0	0.0133	13.33

Catchment & Flow Details			Comments
Impervious Area=	301.8	m ²	
Pervious Area=	175.2	m ²	
Impervious Runoff Coefficient	0.90	-	GCC Stormwater Policy Value
Pervious Runoff Coefficient	0.40	-	GCC Stormwater Policy Value
Restricted Outflow From Pump =	0.00423	m ³ /s	

Detention Calculation					
Storm Duration	5% AEP	Q _i	Q _o	V ₁	S _{max}
(min)	Intensity (mm/hr)	(m ³ /s)	(m ³ /s)	(m ³)	(m ³)
1	138.00	0.014	0.004	0.83	0.57
2	110.00	0.011	0.004	1.32	0.81
3	99.10	0.010	0.004	1.78	1.02
4	91.20	0.009	0.004	2.18	1.17
5	84.80	0.008	0.004	2.54	1.27
10	63.80	0.006	0.004	3.82	1.28
15	51.80	0.005	0.004	4.65	0.84
20	44.10	0.004	0.004	5.27	0.20
25	38.70	0.004	0.004	5.79	-0.56
30	34.70	0.003	0.004	6.22	-1.39
45	27.10	0.003	0.004	7.29	-4.13
60	22.70	0.002	0.004	8.14	-7.08
90	17.80	0.002	0.004	9.58	-13.26

Required Storage Volume for 5% AEP Storm, m ³	1.28
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VALUE UNITS COMMENTS

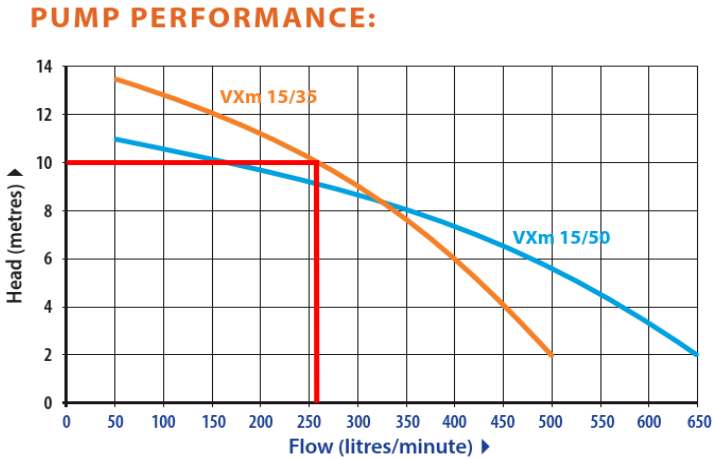
Pump station inflow			
Site Area, A	477	m ²	Measured site runoff area
10% AEP Intensity, I	13.1	mm/hr	120 min duration (AS3500.3 Clause 8.3.6)
Climate change multiplier	1	-	
Storm duration, t	120	mins	AS3500.3 Clause 8.3.6
Fraction Impervious, C	0.63	-	Site measure- impervious area/site area
Catchment Flow, Q	8.29	mm/hr	Rainfall intensity
Volume, V	7.9	m ³	volume of run off for storm duration

Minimum Wet Well Storage			
1% of site area, Q_s	4.77	m ³	Minimum 3 m ³ (AS3500.3 Clause 8.3.6)

combined effective storage			
Pump Capacity	4.23	L/s	Manufacturers Specification
Pump Discharge in 30 mins, Q_p	7.614	m ³	AS3500.3 Clause 8.3.6
Total Pump Station Storage, Q_T	12.384	m ³	$Q_s + Q_p$
Combined effective storage is sized correctly			$V < Q_T$

	VALUE	UNITS	COMMENTS
RSW Rising Main			
Rising main length	25	m	
Rising main inside diameter	0.0404	m	50 OD PE
Base of pump station RL	57	m	Assumed- based on 3m deep pumpstation
RL at outlet of rising main	60.5	m	ground level from survey
Static head	4	m	
Flow rate	4.23	L/s	From storage calcs
velocity	3.3	m/s	Obtained from Vinidex online FLUFF calculator
Headloss due to friction in pipe	5.99	m	Obtained from Vinidex online FLUFF calculator
Total headloss	9.99	m	

VXm 15/35 Pump



Total Site Area	474	m ²				
	0.0474	Ha				
	Buildings/Roof	Roads	Gravel	Grass/Landscape		
1	0	0		474		
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
Sum	0	0	0	474	Total	474
Factor	1	1	0.8	0.4		N/A
Impervious Area	0	0	0	189.6		189.6
				% Impervious		40%
Buildings/Roads Total	0					

Time of Concentration			
C ₁ ,10	25	mm	10% AEP, 60min Rainfall
A=	474	m2	Insert Catchment Area
A=	0.00047	Km ²	Calculated in Km2
tc=	10	mins	Whole Number Tc

Impervious Area		
Existing Hardstand Area=	189.6	m2
Total Area =	474	m2
Fraction Impervious =	40%	

Runoff Coefficient		
C10 =	0.55	Runoff Coefficient (GCC Value)

Frequency Conversion Factors -Refer AR&R 1987										
ARI (years)	1	2	5	10	20	40	50	60	80	100
Factor, F _y	0.8	0.85	0.95	1	1.05	1.12	1.15	1.17	1.19	1.2

Peak Catchment Flows For Varied 5% AEP Storm Durations		
AEP	Duration (min)	Flow (L/s)
5%	1	10.49
5%	2	8.36
5%	3	7.54
5%	4	6.93
5%	5	6.45
5%	10	4.85
5%	15	3.94
5%	20	3.35
5%	25	2.94
5%	30	2.64
5%	45	2.06
5%	60	1.73
5%	90	1.35
5%	120	1.15

Peak Catchment Flows For Given AEP at T.O.C.			
AEP	I _{tc,y} (mm/h)	Flow (m ³ /s)	Flow (l/s)
1 63.20%	27.5	0.0016	1.59
2 50.00%	31.3	0.0019	1.93
3 20.00%	44.1	0.0030	3.04
4 10.00%	53.7	0.0039	3.89
5 5.00%	63.8	0.0049	4.86
6 2.00%	78.5	0.0065	6.54
7 1.00%	90.8	0.0079	7.90

Total Site Area	474	m ²			
	0.0474	Ha			
	Buildings/Roof	Roads	Gravel	Grass/Landscape	
1	150	130	0	194	
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
Sum	150	130	0	194	Total 474
Factor	1	1	0.8	0.4	N/A
Impervious Area	150	130	0	77.6	357.6
			% Impervious		75%
Buildings/Roads Total	280				

Time of Concentration			
C _{1,10}	25	mm	10% AEP, 60min Rainfall
A=	474	m2	Insert Catchment Area
A=	0.00047	Km ²	Calculated in Km2
tc=	5	mins	Whole Number Tc

Impervious Area		
Impervious Area=	357.6	m2
Pervious Area=	116.4	m2
Total Area =	474	m2
Fraction Impervious =	75%	

Runoff Coefficient		
0.9	GCC Impervious Runoff Coefficient	
0.4	GCC Pervious Runoff Coefficient	

Frequency Conversion Factors -Refer AR&R 1987										
ARI (years)	1	2	5	10	20	40	50	60	80	100
Factor, F _y	0.8	0.85	0.95	1	1.05	1.12	1.15	1.17	1.19	1.2

Peak Catchment Flows For Varied 5% AEP Storm Durations		
AEP	Duration (min)	Flow (L/s)
5%	1	14.83
5%	2	11.82
5%	3	10.65
5%	4	9.80
5%	5	9.11
5%	10	6.86
5%	15	5.57
5%	20	4.74
5%	25	4.16
5%	30	3.73
5%	45	2.91
5%	60	2.44
5%	90	1.91
5%	120	1.62

Peak Catchment Flows For Given AEP at T.O.C.			
AEP	I _{tc,y} (mm/h)	Flow (m ³ /s)	Flow + CC (l/s)
63.20%	38.0	0.0031	3.11
50.00%	43.1	0.0037	3.75
20.00%	59.9	0.0058	5.82
10.00%	72.2	0.0074	7.39
5.00%	84.8	0.0091	9.11
2.00%	102.0	0.0120	12.00
1.00%	117.0	0.0144	14.37

Stormwater Calculations
Sheet Name: Lot 2 Boyd's Formula (5%)

Catchment & Flow Details			Comments
Impervious Area=	357.6	m ²	
Pervious Area=	116.4	m ²	
Impervious Runoff Coefficient	0.90	-	GCC Stormwater Policy Value
Pervious Runoff Coefficient	0.40	-	GCC Stormwater Policy Value
Restricted Outflow From Pump =	0.0047	m ³ /s	

Detention Calculation					
Storm Duration	5% AEP	Q _i	Q _o	V ₁	S _{max}
(min)	Intensity (mm/hr)	(m ³ /s)	(m ³ /s)	(m ³)	(m ³)
1	138.00	0.015	0.005	0.89	0.61
2	110.00	0.012	0.005	1.42	0.85
3	99.10	0.011	0.005	1.92	1.07
4	91.20	0.010	0.005	2.35	1.22
5	84.80	0.009	0.005	2.73	1.32
10	63.80	0.007	0.005	4.11	1.29
15	51.80	0.006	0.005	5.01	0.78
20	44.10	0.005	0.005	5.69	0.05
25	38.70	0.004	0.005	6.24	-0.81
30	34.70	0.004	0.005	6.71	-1.75
45	27.10	0.003	0.005	7.86	-4.83
60	22.70	0.002	0.005	8.78	-8.14
90	17.80	0.002	0.005	10.33	-15.05

Required Storage Volume for 5% AEP Storm, m ³	1.32
--	------

VALUE UNITS COMMENTS

Pump station inflow			
Site Area, A	474	m ²	Measured site runoff area
10% AEP Intensity, I	13.1	mm/hr	120 min duration (AS3500.3 Clause 8.3.6)
Climate change multiplier	1	-	Hobart City Council Factor
Storm duration, t	120	mins	AS3500.3 Clause 8.3.6
Fraction Impervious, C	0.75	-	Site measure- impervious area/site area
Catchment Flow, Q	9.88	mm/hr	Rainfall intensity
Volume, V	9.4	m ³	volume of run off for storm duration

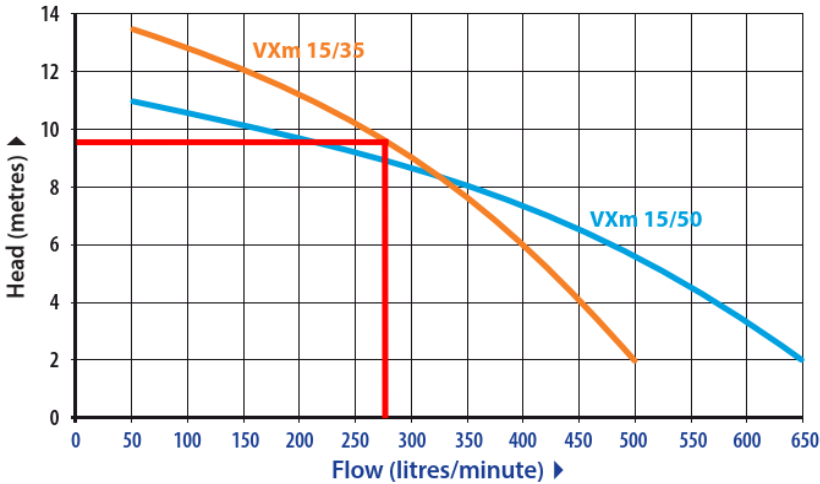
Minimum Wet Well Storage			
1% of site area, Q_s	4.74	m ³	Minimum 3 m ³ (AS3500.3 Clause 8.3.6)

combined effective storage			
Pump Capacity	4.7	L/s	Manufacturers Specification
Pump Discharge in 30 mins, Q_p	8.46	m ³	AS3500.3 Clause 8.3.6
Total Pump Station Storage, Q_T	13.2	m ³	$Q_s + Q_p$
Combined effective storage is sized correctly		$V < Q_T$	

	VALUE	UNITS	COMMENTS
RSW Rising Main			
Rising main length	45	m	
Rising main inside diameter	0.0609	m	75 OD PE
Base of pump station RL	53	m	Assumed- based on 3m deep pumpstation
RL at outlet of rising main	60.5	m	ground level from survey
Static head	7.5	m	
Flow rate	4.7	L/s	From storage calcs
velocity	1.61	m/s	Obtained from Vinidex online FLUFF calculator
Headloss due to friction in pipe	1.8	m	Obtained from Vinidex online FLUFF calculator
Total headloss	9.3	m	

VXm 15/35 Pump

PUMP PERFORMANCE:



9 July 2026

RFI RESPONSE
5 Second Avenue, West Moonah
PLN-24-156

I refer to the further information request letter dated 24 March 2026 for the application above.

The below updated documentation is included to support the information request response:

- Subdivision Layout and Civil Plans
- Planning Report.

Please see responses to each information request below. Council requests are reproduced in italics and responses are in red.

Council request

Clause 8.6.1 – A3/P3, Lot design.

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

3. Please provide amended details of the driveway/access design onto each new lot in accordance with Local Government Standard drawings for subdivision LGAT drawing TSD-R09-v3 and Off-street parking Australian Standard AS2890.1:2004. The plan must demonstrate compliance to the standard; information including the driveway access slope, gradients, cross-section, long-section, spot levels, materials and drainage details are required.

Response

8.6.1 A3 requires

“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.”

The property has 2 existing vehicular accesses which were previously provided to the requirements of the relevant road authority, being Glenorchy City Council (GCC). The access to Lot 1 containing the existing dwellings remains entirely unchanged.

The driveway apron for Lot 2, from the property boundary to the back of the kerb, will be excavated to allow for the installation of services and then reinstated. The kerb and channel and crossover will remain in place, as is, and the driveway apron will be replaced in accordance with the construction standards in the Tasmanian Standard Drawings to match the existing crossover and footpath previously installed to GCC requirements.

The proposal meets 8.6.1 A3

Council request

Item 3a. – Australian Standards

- a. *Please note that on addressing the criteria A3 or P3 (a) you are required to demonstrate that the driveway access for the lot is compliant with Australian standard AS2890.1.2004 (this ties in with the C2.6.2 Design and layout of parking areas Code).*

Not satisfied.

- *According to the Tasmania subdivision guideline, driveway width shall typically be 3.6m wide, demonstrate through swept path the access width is sufficient at the narrowest point (Ch.20) providing fence, structures, part of buildings and etc are taken into considerations. Swept path analysis shall demonstrate sufficient clearances.*

Response

The Tasmanian Subdivision Guidelines do not specify a minimum driveway width.

The RAI requests swept path diagrams to demonstrate the access width is sufficient at the narrowest point (Ch. 20).

A swept path diagram is not necessary to assess sufficient width on a straight section of driveway where there is no vehicle turning movement.

AS2890.1 Clause 2.6.1 specifies the minimum width of a domestic driveway (vehicle path within a domestic property) is 3.0m

The clear width at the narrowest point on the internal driveway at the corner of the existing house is 3.3m, which satisfies AS2890.1.2004 and clause C2.6.2 A1.1(b) (See Figure 1).

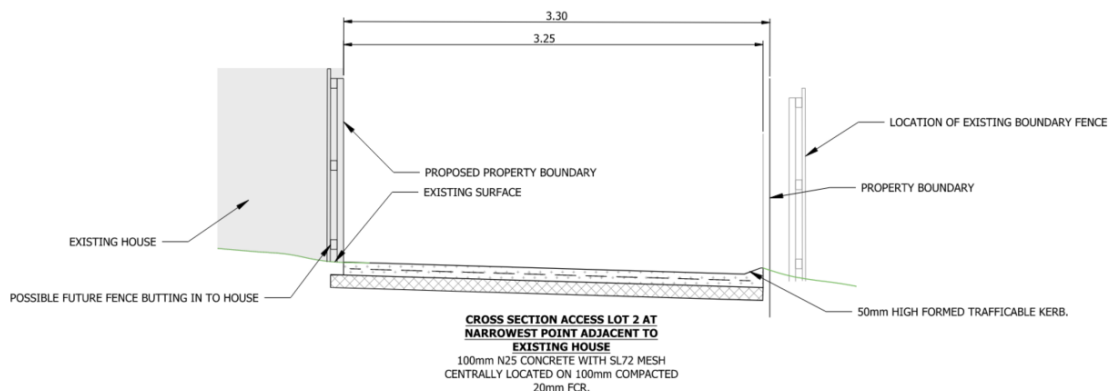


Figure 1: Cross section of access for lot 2 at narrowest point (Source: extract from subdivision plans sheet 5 of 8)

Council request

Passing bay at access for a new lot and at every 30m interval shall be provided.

Response

Table C2.2 gives the minimum internal access way widths and passing bay dimensions (See Figure 2).

The proposed access strip for Lot 2 will service less than 6 parking spaces and is less than 27m in length. Accordingly, no passing bays are required.

The proposal complies with C2.6.2 A1.1 (a) (iii)

Table C2.2 Internal Access Way Widths for Vehicles

Number of parking spaces served	Internal access way widths	Passing bay dimensions for two-way traffic in addition to the access way width
1 to 5	A width not less than 3m.	2m wide by 5m long, plus entry and exit tapers, every 30m, unless on land within the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone or Open Space Zone.
6 to 20	(a) A width not less than 4.5m for the first 7m from the road carriageway and 3m thereafter, and (b) At changes of direction or intersections have: (i) an internal radius of not less than 4m, or (ii) a width more than 4.2m.	2m wide by 5m long, plus entry and exit tapers, every 30m.
21 and over	A width not less than 5.5m.	Not applicable

*Figure 2: Table C2.2 Internal Access Way Widths for Vehicles (Source: TPS – Glenorchy)*Council request

Additionally, parking area runoff concept plan shall also be provided.

Response

The stormwater layout plan (Sheet 2 of 9) has been amended to show drainage for the proposed Lot 2 driveway (ie a pit at the bottom of the drive). No parking areas are provided to Lot 2 as part of the subdivision. Parking areas for Lot 2 will be designed at the time of further development of the lot. There is sufficient space to provide 2 car parking spaces on Lot 2.

The proposal satisfies C2.6.1 A1(b) Construction of parking areas.

Council request

4. The followings shall be clarified and addressed to the satisfactory of Council's Development engineer:

- a. Satisfied*
- b. The sight distance at the access must be to the AS2890.1 and scheme requirements and be addressed to the satisfactory of Council's Development engineer. The Traffic Impact Statement by a qualified Engineer may be required.*

Response:

Sheet 9 of 9 has been added to the subdivision plan to show that the access to the new lot can satisfy sight distance requirements.

Council request

- c. *Each access shall comply with the TSD-R09-v3 LGAT drawings, upgrading works are required. The access shall comply with the followings:*
 - i. *Have footpath crossfall of no more than 4% or no more than the falls of the existing footpath adjacent to the accesses.*
 - ii. *Provide the wings at the back of the footpath on both sides so that the width of the footpath is consistent.*
 - iii. *Demonstrate that there are no materials or loose gravel from the driveway be washed out or tracked along*

Partially satisfied – please clarify if the access will be widened.

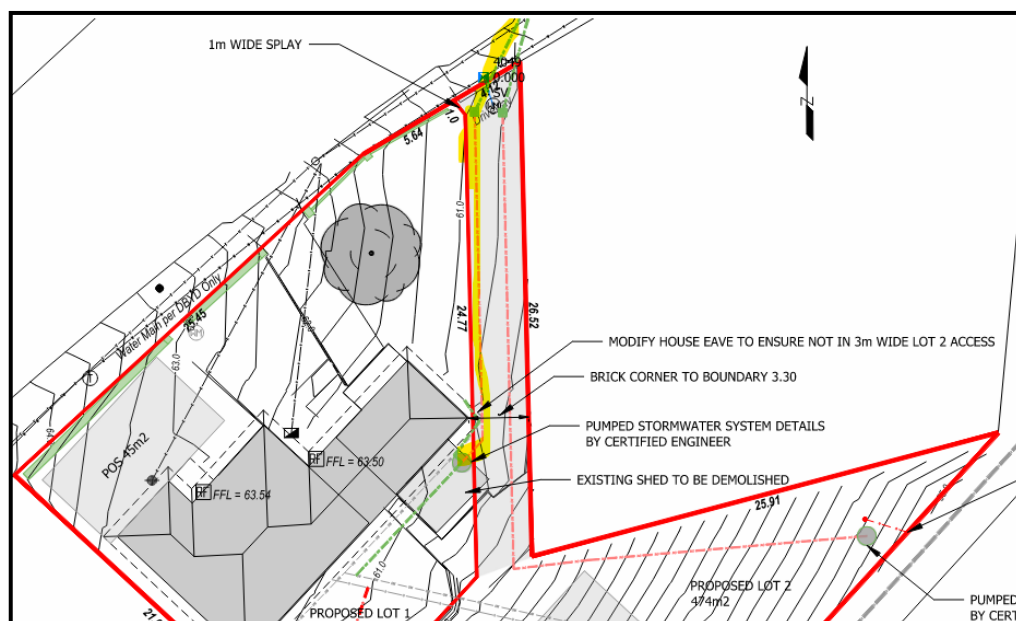
Response

As noted above, the accesses are existing and were provided in accordance with the requirements of the road authority at the time. There is no changes to the arrangements of the Lot 1 access. As noted above and as shown on Sheet 5 of 9, the access to Lot 2 will be reinstated after stormwater and water connection works in accordance with TSD-R0—v3 and TSD-R11-v3.

Council request

Clause 8.6.3 – A3/P3, Services

- 2. *On the plan of subdivision, please clearly show the Stormwater connection to each lot to Council's satisfactory. The connections to public stormwater system must be contained wholly within each new lots served and entirely separated or covered by appropriate easements. Stormwater connections must be located at the lowest point of the new lot.*
 - a. *Clarify if stormwater pipe and connection for Lot 1 will be over the boundary and onto lot 2 driveway, see below. Services to each lot must be wholly contained within the lot and entirely separated. Submit amended plans or show easements.*



Not satisfied – pipes shall be contained wholly within each lot or within appropriate easements.

Response

The plans have been amended to clearly show the alignment of the SW and shared services easement over the Lot 2 access (sheet 1 of 9).

Council request

- b. Show details of the proposed stormwater lot connections including the kerb construction over the driveway access of lot 2.

Not satisfied – no details of SW connection's type, size and material on the plan.

Response:

Details of the proposed stormwater lot connection have been provided at Sheets 7 and 9 of the Subdivision Plans.

Council request

6. Where the stormwater pumping system is proposed, plan and design must comply with Council's Stormwater Management Policy. The plan should also identify the risk factors to the property, surrounding properties and Council of a private pumping system. Please provide details of the proposed to pump system designed, maintained and managed to minimise risks of failure to the satisfaction of the Senior Civil Engineer. The details of measures proposed to minimise risk of failure of the pumped system in the case of power outages or mechanical failure is required. Provide pump design must be prepared by a qualified person. The details must also include the new pits within the boundaries as runoff from pump system cannot be discharged directly to the kerb without pits.

Not satisfied – in case of pump failure and storage capacity exceedance, demonstrate how the risk will be adequately managed.

Response

Section 4 “Pumping Station Operation, Maintenance and Risk Management” of the JMG Letter dated 10 December 2025 that was previously submitted to Council clearly outlines how risk will be managed in the case of pump failure and storage capacity exceedance.

Council request

C2.0 Parking and Sustainable Transport Code

C2.5.1 Car parking numbers

7. Please demonstrate two (2) compliant car parking spaces for the existing house; and locate them on the plan.

Not satisfied – Locate 2 compliant car parking spaces for the existing dwelling on the plan.

Response

Sheet 1 of 9 has been updated to show two car parking spaces on the plan.

Council request

C2.6.1 Construction of parking areas

8. *Satisfied.*
9. *Please provide a stormwater concept plan showing the capture and disposal of stormwater run-off from the proposed driveway and the extended driveway to garage/carport. A stormwater concept plan showing the capture and disposal of stormwater run-off from the proposed driveway, parking and any new hardstand areas for each lot to Council's approved outlet is required.*

Not satisfied – no concept stormwater plan for driveway provided.

Response

As noted above, the stormwater layout plan (Sheet 2 of 9) has been amended to shown drainage for the proposed Lot 2 driveway (ie a pit at the bottom of the drive).

Council request

C2.6.2 Design and layout of parking areas

10. *Layout of driveway and parking areas must be in accordance with the AS2890.1:2004, plan showing parking layout with the turning movements is required. The detail of the proposed driveway including gradients, parking area, spot levels, manoeuvring area, materials, finishing surface and drainage details must be submitted to demonstrate compliance. –*
Partially satisfied.

- a. *Please clearly show on the parking plan the long-section, turning movements and driveway accesses in accordance with the standard.*

Response:

Long sections are shown on the plans

Council request

- b.** *The maximum parking grades is 5% or 1 in 20, please confirm and notate on the plan. - **locate 2 existing car parking spaces for the existing dwelling.***

Response

As noted above, 2 parking spaces for the existing dwelling are shown on Sheet 1 of 8. Note that these car parking spaces are previously approved as part of the existing dwelling.

Council request

- c.** *Satisfied*
- d.** *Have a vertical clearance of not less than 2.1m above the parking surface level. - **this is applicable for the existing parking spaces for the existing dwelling.***

Response

The vertical clearance of 2.1m cannot be achieved for the existing garage. Note that this relates to an existing dwelling with a previously approved parking layout. The planning report has been updated to provide a response to the Performance Criteria.

Council request

- e.** *Long-section showing gradient complies is required. In case of grade change over 12.5% transition curve may be required. - **this is applicable for the existing parking spaces for the existing dwelling.***

As noted above, the car parking for the existing dwelling has existed since the 1960s.

- f.** *Satisfied.*

Council request**General Manager's Consent for Interference with Public Stormwater Systems**

In addition to the above, you are required to provide the following information to enable Council to assess stormwater management aspects of the proposal under Section 14(1) of the Urban Drainage Act 2013.

- A.** *Provide a concept servicing plan showing the location of services, and how they connect to public infrastructure. The servicing plan must clearly indicate how all additional stormwater from the site, including hardstand drainage, driveway and parking areas, and water tank (if applicable) will be discharged to Council infrastructure with sufficient receiving capacity. A concept stormwater plan is required.*

Not satisfied – no details of SW connection’s type, size and material on the plan.

Response

As noted above, the stormwater connection details have been included in Sheets 7 and 8 of the plans.

Council request

- B. *Where the stormwater pumping system is proposed, plan and design must comply with Council’s Stormwater Management Policy. The plan should also identify the risk factors to the property, surrounding properties and Council of a private pumping system. Please provide details of the proposed to pump system designed, maintained and managed to minimise risks of failure to the satisfaction of the Senior Civil Engineer. The details of measures proposed to minimise risk of failure of the pumped system in the case of power outages or mechanical failure is required. All runoff from the roofed area, hardstand surface and driveway surface must be discharged to the Council’s stormwater approved outlet; a stormwater concept plan is required.*

Not satisfied – in case of pump failure and storage capacity exceedance, demonstrate how the risk will be adequately managed.

The policy can be found in Council website or via this link provided <https://www.gcc.tas.gov.au/wp-content/uploads/2024/02/Stormwater-Management- Policy-Feb-2024-Update.pdf>

Response

As noted above, Section 4 “Pumping Station Operation, Maintenance and Risk Management” of the JMG Letter dated 10 December 2025 that was previously submitted to Council clearly outlines how risk will be managed in the case of pump failure and storage capacity exceedance.

We trust that the above responses and updated supporting documentation are to Council’s satisfaction and that the application can be advertised. We would appreciate that any further technical matters are addressed through permit conditions.

If you require any additional information or would like to discuss the matter further, please do not hesitate to contact me on 0458 892 183 or email david.cundall@formplanning.com.au.

Warm regards

Director
Form Planning + Projects

Encl.

- *Attachment A – Updated Subdivision S Layout and Civil Plans*
- *Attachment B – Updated Planning Report.*

Document Disclaimers

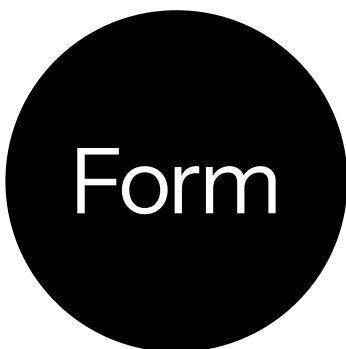
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Planning Report

1 lot subdivision

5 Second Avenue, West Moonah



planning
+ projects

Thursday 9 July 2026

Summary

Form Planning + Projects has been engaged by Simon Pulford to provide this planning report for a proposed two (2) lot subdivision at 5 Second Avenue, West Moonah. The report provides the written description of the proposed development together with assessment of the proposal against the relevant standards of the *Tasmanian Planning Scheme – Glenorchy*.

The following documentation accompanies this Planning Report:

- Signed Application Form
- Title documentation
- Subdivision design drawings
- *5 Second Avenue, West Moonah – Stormwater Drainage Works (Letter of Advice)*, prepared by JMG Engineers dated 10th December 2025.
- *Planning Advice – 5 Second Avenue, Moonah*, prepared by Billet Legal, dated 26th September 2025

The planning report, together with the submitted plans, provides the supporting material for the application for a permit and demonstrates that the proposal satisfies the relevant Standards of the Planning Scheme.

1. Site Description

The site is located at 5 Second Avenue West Moonah (CT 247161/1) shown below in Figure 1.



Figure 1: Site location 5 Second Avenue, West Moonah (Source: theLIST Mapping Services)

The land has frontage to Second Avenue. The site is developed with an existing house and driveway, including parking area and garage (under the house). There is a second existing access to the land which provides access to the rear of the house. The surrounding area consists of residential development.

The land is entirely in the General Residential Zone under the Tasmanian Planning Scheme – Glenorchy (the Planning Scheme).

2. Proposal

The proposal is for the subdivision of the land to create 2 (two) separate lots as shown below in Figure 2.

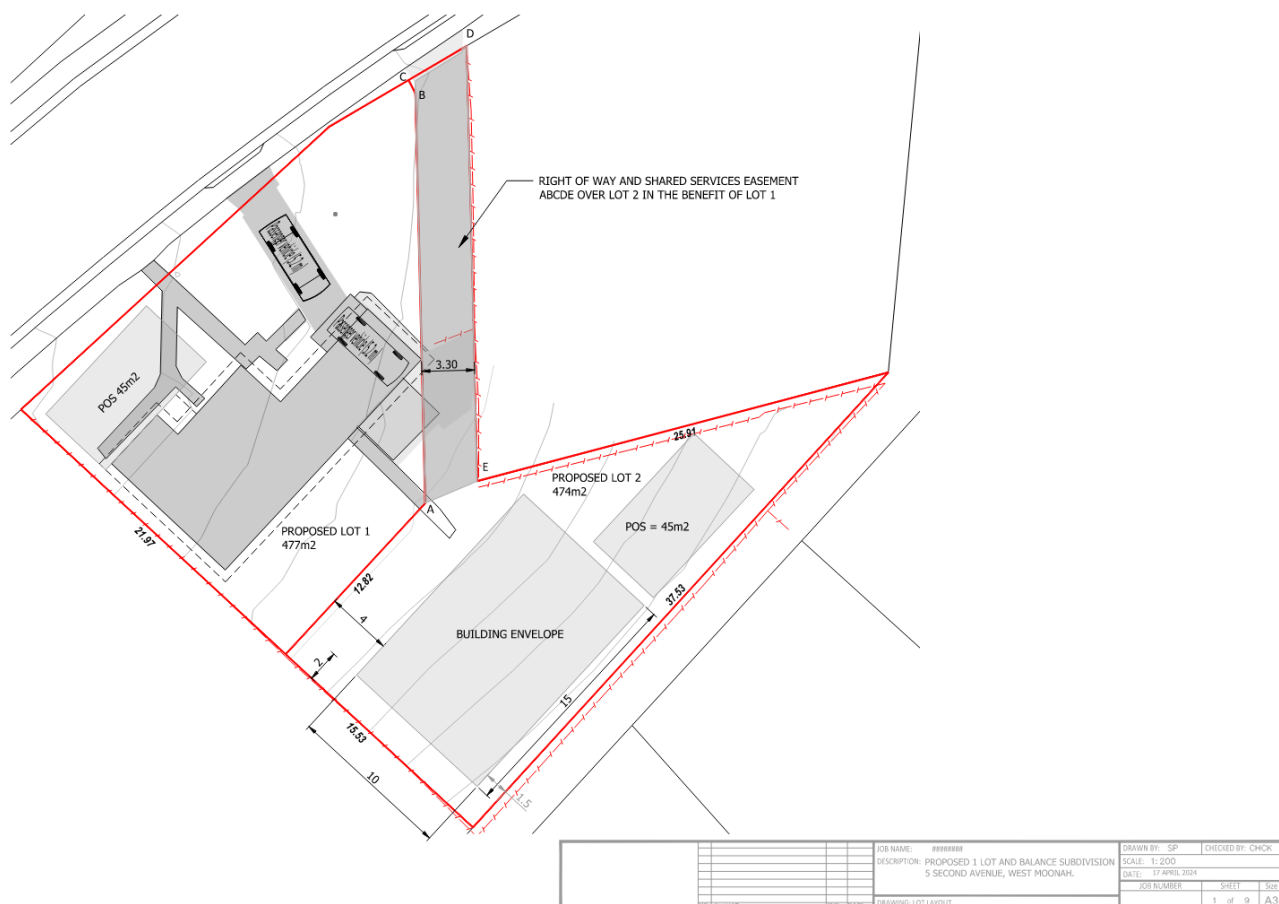


Figure 2: Proposed Subdivision of the land at 5 Second Avenue, West Moonah (Source: Simon Pulford)

The proposed Lot 1 is 477m² and contains the existing house. The proposed Lot 2 is a vacant internal lot of 474m² located at the rear of the existing house.

2.1. Vehicular Access

Lot 1 contains the existing weatherboard dwelling and has a long frontage to Second Avenue. Lot 1 will retain the existing vehicular access and internal driveway leading to the garage under the dwelling. Two (2) car parking spaces will be retained for the dwelling and no changes to the existing parking and access is proposed or required.

Lot 2 is an internal lot with a 4.12 metre frontage to the street. Lot 2 will use the existing vehicular access off Second Avenue. A 3.22 metre access strip allows the maximum width possible for a driveway and services due to the location of the existing dwelling. This has been discussed with Council Officers. Minor modifications will be made to the eaves, should a permit be granted, such that the dwelling is contained within the lot 1 boundary. A dilapidated shed that sits at the rear of lot 1 will be demolished to not inhibit access to lot 2. It is also proposed to provide a right of carriageway over the Lot 2 access strip in favour of Lot 1. This is so the owner of Lot 1 can have vehicular access to the rear of the dwelling if ever needed for maintenance or other works in the future. It is not expected the right of way would be used very often as there is already adequate access to Lot 1 from Second Avenue.

Included with this report is the written advice provided by Billet Legal with regard to the access and access construction. The purpose of the advice is to support the design proposal and further demonstrate the

technical compliance with the relevant standard C1.8.2.1 P2 regarding access width requirements in the General Residential Zone. The advice demonstrates the access width and driveway is compliant with the standard, which requires a minimum 3.6m wide frontage to a public road. The frontage is 4.12m wide and provides a 3.2m wide access strip and driveway for lot 2. The access has a width not less than 3m which provides a suitable access width in accordance with Clause CA1.1 (a) (ii) of the Planning Scheme. This matter has been discussed at length with Council Officers. This is further discussed in the planning scheme assessment part of this report.

2.2. Services

The concept servicing plan is provided as part of the Development Application documentation.

Stormwater

There is currently no piped stormwater system servicing the property. Stormwater from Lot 1 is currently discharged onto the ground at the rear of the dwelling. As such, two (2) pumped stormwater systems will be required – one (1) for each lot – with each to be located on the lot low side. Each system will need to pump up to Second Avenue, for discharge into the kerb and channel. The stormwater systems have been designed by a certified engineer. This is detailed in the included report by JMG.

Stormwater will be pumped to the high point of the land and then gravity drained into the existing kerb. An easement will be provided over Lot 2 for stormwater from Lot 1.

The existing driveway (shown on Lot 1) is already drained to a gutter in front of the existing garage which is connected to the domestic stormwater system. It is proposed to connect this domestic stormwater system to the proposed Netco 5000lt pump station.

Sewer and Water

Sewer and water services are currently available to the land. A new sewer extension will be bought through Lot 2 in an easement to service Lot 1 (and the existing dwelling).

The existing connection through lot 1 will then be decommissioned.

A new sewer connection will be provided to service Lot 2 at the rear of the lot. A new water connection will be provided for Lot 2. Lot 1 will continue to use the existing connection.

Power and telecommunications

Power and telecommunications is available at the street frontage and connections will be made at the time of construction.

3. Planning controls

The land is subject to the *Tasmanian Planning Scheme – Glenorchy* (the Planning Scheme) and the applicable controls are outlined below.

3.1. Zoning

The subject site is within the General Residential Zone per Figure 3 below:



Figure 3: Land in the General Residential Zone (Source: theLIST Mapping Services)

3.2. Codes and overlays

The land is not subject to any mapped overlays.

The unmapped Codes that apply to the Use and Development of the Land are listed below:

- C2.0 Parking and Sustainable Transport
- C3.0 Road and Railway Assets Code

4. Planning Assessment

The planning assessment below only refers to the relevant standards within the Planning Scheme. An assessment is provided below each standard. For ease of use, a standard that satisfies the Acceptable Solution is coloured green and a standard that requires assessment against a Performance Criteria is coloured orange.

4.1. General Residential Zone

4.1.1. Use

Per Clause 6.2.6. Notwithstanding sub-clause 6.2.1 of the Planning Scheme, development which is for subdivision, a sign, land filling, retaining walls or coastal protection works does not need to be categorised into one of the Use Classes.

Accordingly, there is no requirement to categorise the Use.

4.1.2. Use standards

Per Clause 6.2.6, there is no requirement to categorise the Use and therefore no Use Standards applicable to the development.

4.2. Development Standards

The following development standards of the General Residential Zone apply to the development of the land.

8.6 Development Standards for Subdivisions

8.6.1 Lot Design	
Objective: <i>That each lot:</i> a) <i>has an area and dimensions appropriate for use and development in the zone;</i> b) <i>is provided with appropriate access to a road;</i> c) <i>contains areas which are suitable for development appropriate to the zone purpose, located to avoid natural hazards; and</i> d) <i>is orientated to provide solar access for future dwellings.</i>	
Acceptable Solutions	Performance Criteria
A1 Each lot, or a lot proposed in a plan of subdivision, must: (a) have an area of not less than 450m² and: (b) be able to contain a minimum area of 10m x 15m with a gradient not steeper than 1 in 5, clear of: i. all setbacks required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; and ii. easements or other title restrictions that limit or restrict development; and iii. existing buildings are consistent with the setback required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; (c) be required for public use by the Crown, a council or a State authority; (d) be required for the provision of Utilities; or (e) be for the consolidation of a lot with another lot provided each lot is within the same zone	P1 Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to: a) the relevant requirements for development of buildings on the lots; b) the intended location of buildings on the lots; c) the topography of the site; d) the presence of any natural hazards; e) adequate provision of private open space; and f) the pattern of development existing on established properties in the area.
Comment: The proposal does not satisfy A1(a) The building area on Lot 2 has a maximum gradient steeper than 1 in 5 (approximately 1 in 3.5) and is less than 4.5m setback from the rear boundary of lot 1. The proposal must therefore address the performance criteria. Each lot has 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 the pattern of development existing on established properties in the area.

Lot 2 is intended to be used and developed for a single residential dwelling. A 10m x 15m building envelope fits into the irregular shaped lot neatly. The existing dwelling for Lot 1 fits within the proposed boundaries and provides private open space both at the front and rear of the building. The private open space area at the front of the building is already screened from Second Avenue as shown in the photo below and the included plans:



*Figure A: Private Open Space Area screened from Second Avenue by existing Pittosporum hedge
(Source: Simon Pulford)*

The private open space area at the front of the dwelling is orientated to the north and is provided with plenty of natural sunlight. There is also additional room at the rear of the dwelling for private open space which already services the dwelling.

With regard to lot 1. There is ample room to design a house that comfortably fits within the lot boundaries and provide for reasonable setbacks from adjoining properties. For example, the footprint of the existing house on Lot 1 would fit on Lot 2 and still provide for adequate provision of open space. This receives morning sun (easterly aspect). A private open space area is shown on the included plans. This area is accessible from a future dwelling and has northerly aspect to receive sufficient natural light.

The site falls to the south and does not provide any significant challenges that cannot be overcome through sensible design of a new dwelling. The orientation of the site would likely result in windows to future living areas being located to the north and north-west of the site to take advantage of the natural

sunlight. Large windows to the south of the site which may overlook the adjoining sites to could easily be avoided.

The pattern of development in the area is for single dwellings on lots that are significantly larger than the zone's minimum lots size, with some unit developments dispersed throughout. The proposed subdivision provides land for a new single dwelling which will integrate well with the existing pattern of development, which is close to schools, open space, bus stops and a commercial area and is consistent with the Zone Purpose, Objectives of this standard and the Performance Criteria.

A2

Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a frontage not less than 12m.

P2

Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:

- a) the width of frontage proposed, if any;
- b) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access;
- c) the topography of the site;
- d) the functionality and useability of the frontage;
- e) the ability to manoeuvre vehicles on the site; and
- f) the pattern of development existing on established properties in the area,
- g) and is not less than 3.6m wide.

Response

The frontage to Lot 1 is 31.09m and the frontage to Lot 2 is 4.12m

As the frontage to Lot 2 is less than 12m wide then the development is reliant on the Performance Criteria **P2** and is assessed as follows.

The performance criteria requires having regard to each of the elements (sub criteria) (a) to (g) in **P2**. This includes having regard to whether a propose lot has a frontage not less than 3.6m **or** legal connection to a road by a right of carriageway that is sufficient for the intended use. The intended use of Lot 2 is a single residential dwelling.

Lot 1 already contains a single dwelling. Lot 1 has a frontage of 25.45m and already provides access to the land (and the existing dwelling) via the existing access. The frontage is therefore greater than 3.6m and provides a functional road frontage. It is also greater than the 12m, as required under the Acceptable Solution **A1**, and therefore far exceeds what was intended as a frontage in the General Residential Zone.

Lot 2 has a proposed frontage of 4.12m wide and is therefore greater than the 3.6m described in P3 (g). As outlined in the letter of advice prepared by Billet Legal dated the 26th September 2025 included with the application. It is clear that the frontage at 4.12m exceeds the frontage requirement outlined in **P2** and complies with the overall standard 8.6.1.

The Billet Legal advice also outlines that Council Officers do not need to elevate the individual criteria in a Performance Criteria as if they were individual standards where the requirement is to “have regard to” those sub criteria in determining compliance with the overall standard.

The Billet Legal advice strongly supports that the **P2** criteria is a determination of whether the proposed lot has either a frontage that is no less than 3.6m or be provided with a legal connection to a road by way of a right of carriageway that is no less than 3.6m wide. The Billet Legal advice explains that the “or” in the requirement is a disjunctive term and provides an option to provide access to a road that is either a frontage of 3.6m wide or a right of carriageway that is 3.6m wide. If this “or” was not intended to be a disjunctive then the term would be a conjunctive term (connected). Meaning all lots would need to have both a frontage to a road and also have a right of carriageway to a public road at the same time. Which would not make any sense as a lot with a frontage to a public road does not also require a right of carriageway to a road.

With regard to the other elements of the **P2** sub criteria, as supported by the Billet Legal advice, the proposed access strip from the road to the lot proper is a minimum 3.22m wide. It is proposed to also have a 3.2m wide concrete access from the road to the lot proper. This includes the high formed trafficable kerb to maximise the use of space between the existing house and the existing fence and any future fencing along the new boundary.

The access is less than 30m long and does not require any passing bays. The proposed 3.22m wide access strip and proposed concrete driveway will provide a functional and useable access from the road to the lot proper. This then complies with the access width requirements as provided in Table C2.2 which requires an access width no less than 3m wide where it serves up to 5 parking spaces (which is more than enough for a future single dwelling).

It is further noted there are other existing dual access properties in the immediate area and properties with concrete driveways that run between the dwelling and the side boundary to provide access to a garage or rear yard of a property.

The proposed driveway arrangement is consistent with the pattern of development in the area and makes use of the existing access and gravel driveway.

The proposal to include a right of carriageway over the Lot 2 access strip to serve Lot 1 for future convenience i.e. to access rear of the existing dwelling for maintenance has no bearing on the standard as the proposed right of carriageway is not the primary or only access for Lot 1.

In consideration of the detailed Billet Legal advice and proposed construction of a functional concrete access driveway the development complies with standard and provides appropriate access to a public road that is suitable for the intended use and complies with the Standard 8.6.1.

A3

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

P3

Each lot, or a lot proposed in a plan of subdivision, must be provided with reasonable vehicular access to a boundary of a lot or building area on the lot, if any, having regard to:

- a) the topography of the site;
- b) the distance between the lot or building area and the carriageway;
- c) the nature of the road and the traffic;
- d) the anticipated nature of vehicles likely to access the site; and
- e) the ability for emergency services to access the site.

Response

The proposal complies with the Acceptable Solution **A3** as each proposed lot is already provided with an access from the boundary of the lot the road.

A4

Any lot in a subdivision with a new road, must have the long axis of the lot between 30 degrees west of true north and 30 degrees east of true north.

P4

Subdivision must provide for solar orientation of lots adequate to provide solar access for future dwellings, having regard to:

- a) the size, shape and orientation of the lots;
- b) the topography of the site;
- c) the extent of overshadowing from adjoining properties;
- d) any development on the site;
- e) the location of roads and access to lots; and
- f) the existing pattern of subdivision in the area.

Response

No new roads are proposed or required. A1 is satisfied.

8.6.2 Roads**Objective:**

That the arrangement of new roads within a subdivision provides for:

- (a) safe, convenient and efficient connections to assist accessibility and mobility of the community;*
- (b) the adequate accommodation of vehicular, pedestrian, cycling and public transport traffic; and*
- (c) the efficient ultimate subdivision of the entirety of the land and of surrounding land.*

Acceptable Solutions**A1**

The subdivision includes no new roads.

Performance Criteria**P1**

The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety and convenience for vehicles, pedestrians and cyclists, having regard to:

- a) any road network plan adopted by the council;*
- b) the existing and proposed road hierarchy;*
- c) the need for connecting roads and pedestrian and cycling paths, to common boundaries with adjoining land, to facilitate future subdivision potential;*

	d) <i>maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks;</i> e) <i>minimising the travel distance between key destinations such as shops and services and public transport routes;</i> f) <i>access to public transport;</i> g) <i>the efficient and safe movement of pedestrians, cyclists and public transport; the need to provide bicycle infrastructure on new arterial and collector roads in accordance</i> h) <i>with the Guide to Road Design Part 6A: Paths for Walking and Cycling 2016 ;</i> i) <i>the topography of the site; and</i> j) <i>the future subdivision potential of any balance lots on adjoining or adjacent land.</i>
Response: No new roads are proposed or required. A1 is satisfied.	

8.6.3 Services	
Objective: <i>That the subdivision of land provides services for the future use and development of the land.</i>	
Acceptable Solutions	Performance Criteria
A1 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a full water supply service.	P1 A 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 limited water supply service, having regard to: (a) flow rates; (b) the quality of potable water; (c) any existing or proposed infrastructure to provide the water service and its location; (d) the topography of the site; and

	(e) any advice from a regulated entity.
Response: Each lot will be provided with a connection to a full water supply. A1 is satisfied	
A2 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.	P2 No Performance Criterion.
Response: Each lot will be provided with a connection to a reticulated sewerage system. A2 is satisfied	
A3 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.	P3 Each 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 accommodating an on-site stormwater management system adequate for the future use and development of the land, having regard to: (a) the size of the lot; (b) topography of the site; (c) soil conditions; (d) any existing buildings on the site; (e) any area of the site covered by impervious surfaces; and (f) any watercourse on the land.
Response: Stormwater is currently managed on site. The stormwater authority does not have a piped stormwater system within 30m of the land able to service the lots by gravity. Connections to the roadside drain (kerb and channel) will be provided to each lot as part of the subdivision. A pump will be installed for Lot 1, containing the existing house as part of the subdivision. A pump system will be provided to Lot 2 to connect to a new property connection at the road frontage. This is described in detail in the included report and plans prepared by JMG and the Applicant Simon Pulford. A3 is satisfied .	

4.3. Codes

4.3.1. C2.0 Parking and Sustainable Transport Code

The C2.0 Parking and Sustainable Transport Code applies to all use and development and applies to the proposal.

4.3.2. Use Standards

C2.5.1 Car parking numbers	
Objective: <i>That an appropriate level of car parking spaces are provided to meet the needs of the use.</i>	
Acceptable Solutions	Performance Criteria
A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if: (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: i. the number of 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 case no additional on-site car parking is required; or 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: $N = A + (C - B)$ N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces	P1.1 The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to: (a) the availability of off-street public car parking spaces within reasonable walking distance of the site; (b) the ability of multiple users to share spaces because of: i. variations in car parking demand over time; or ii. efficiencies gained by consolidation of car parking spaces; (c) the availability and frequency of public transport within reasonable walking distance of the site; (d) the availability and frequency of other transport alternatives; (e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; (f) the availability, accessibility and safety of on street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (g) the effect on streetscape; and (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development. P1.2 The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to: (a) the nature and intensity of the use and car parking required;

B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.	(b) the size of the dwelling and the number of bedrooms; and (c) the pattern of parking in the surrounding area.
Response: No change. Two (2) Car parking spaces are to be maintained for the existing residential dwelling on Lot 1 as shown on the plans. A1 is satisfied.	

C2.5.2 Bicycle parking numbers

Objective:

That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.

Acceptable Solutions	Performance Criteria
A1 Bicycle parking spaces must: (a) be provided on the site or within 50m of the site; and (b) be no less than the number specified in Table C2.1.	P1 Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to: (a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and (b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.
Response: No requirement. A1 is satisfied.	

C2.5.3 Motorcycle parking numbers

Objective:

That the appropriate level of motorcycle parking is provided to meet the needs of the use.

Acceptable Solutions	Performance Criteria
A1 The number of on-site motorcycle parking spaces for all uses must: (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.	P1 Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to: (a) the nature of the proposed use and development; (b) the topography of the site; (c) the location of existing buildings on the site; (d) any constraints imposed by existing development; and

	(e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.
Response: Not Applicable.	

4.3.3. Development Standards

C2.6.1 Construction of parking areas	
Objective: <i>That parking areas are constructed to an appropriate standard.</i>	
Acceptable Solutions	Performance Criteria
A1 All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.	P1 All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to: (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.
Response: No new parking areas are not required as part of the subdivision. The applicant has however proposed to construct a concrete driveway from Second Avenue via the existing crossover to the lot proper of Lot 2. This includes the edge treatment for the access which maximises the width needed for vehicles to enter and leave the site. This is achieved with a 50mm high formed trafficable kerb which provides a 3.2m width. Sufficient room and capacity for access, parking and drainage has been provided on the proposed Lot 2. The driveway will be drained to a gutter and pit and piped to the proposed Netco 5000lt pump station. This will ensure run-off is captured before reaching the future house site and avoid any nuisance run-off. Lot 1 will continue to use the existing access and parking area including the garage under the dwelling. The provided drawings show the existing concrete driveway and parking area. There is an existing gutter at the base of the driveway, in front of the garage doors, that is already connected to the domestic stormwater system.	

The proposal satisfies A1.

C2.6.2 Design and layout of parking areas

Objective:

That parking areas are designed and laid out to provide convenient, safe and efficient parking.

Acceptable Solutions	Performance Criteria
A1.1 Parking, access ways, manoeuvring and circulation spaces must either: (a) comply with the following: i. have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>; ii. provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; iii. have an access width not less than the requirements in Table C2.2; iv. have car parking space dimensions which satisfy the requirements in Table C2.3; v. have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; vi. have a vertical clearance of not less than 2.1m above the parking surface level; and vii. excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) comply with <i>Australian Standard AS 2890- Parking facilities, Parts 1-6</i>. A1.2 Parking spaces provided for use by persons with a disability must satisfy the following: (a) be located as close as practicable to the main entry point to the building; (b) be incorporated into the overall car park design; and (c) be designed and constructed in accordance with <i>Australian/New</i>	P1 All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to: (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area; (i) the proposed means of parking delineation; and (j) the provisions of <i>Australian Standard AS 2890.1:2004 Parking facilities, Part 1: Off-street car parking</i> and <i>AS 2890.2 - 2002 Parking facilities, Part 2: Off street commercial vehicle facilities</i>.

*Zealand Standard AS/NZS 2890.6:2009
Parking facilities, Off-street parking for
people with disabilities.*

Response:

Lot 2

Parking areas for Lot 2 are not required as part of the subdivision proposal, however, the proposal includes a new concrete driveway from the road to the lot proper for Lot 2 which is relevant. The subdivision plans demonstrate how the accessway complies with A1.1 in terms of gradient and width. Notably under Table C2.2, no passing bays are required as the property will serve less than 5 parking spaces and the access way length is less than 30m long.

Lot 1

Parking and access for Lot 1 is existing and no changes are proposed. Council has deemed this clause to be relevant to the proposal. Although no works are proposed, so it is arguable that the access continues to be in accordance with the requirements of the road authority.

Regardless, Lot 1 is assessed under the Performance Criteria.

The existing dwelling is supported by two long-established car parking spaces, including one space within the existing garage and one uncovered space within the existing driveway. No changes are proposed to the existing parking or access arrangements as part of the subdivision. The parking layout has operated safely and effectively for several decades without any known issues relating to access, safety, or functionality.

Although the garage does not meet the vertical clearance dimension of 2.1 m specified in AS2890.1, the space remains fully usable for a standard passenger vehicle and forms part of an established pattern of parking that has demonstrably served the dwelling over time. The proposal does not intensify the use of the dwelling or alter the parking demand, and the existing arrangement continues to meet the intent of the Performance Criteria.

The proposal satisfies the Performance Criteria.

C2.6.3 Number of accesses for vehicles

Objective:

That:

- (a) *access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;*
- (b) *accesses do not cause an unreasonable loss of amenity of adjoining uses; and*
- (c) *the number of accesses minimise impacts on the streetscape.*

Acceptable Solutions

A1

The number of accesses provided for each frontage must:

- (a) be no more than 1; or
- (b) no more than the existing number of accesses,

whichever is the greater.

Performance Criteria

P1

The number of accesses for each frontage must be minimised, having regard to:

- (a) any loss of on-street parking; and
- (b) pedestrian safety and amenity;
- (c) traffic safety;
- (d) residential amenity on adjoining land; and
- (e) the impact on the streetscape.

Response A1 The proposal includes one (1) existing access per frontage. A1 is satisfied.	
A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.	P2 Within the Central Business Zone or in a pedestrian priority street, any new accesses must: (a) not have an adverse impact on: i. pedestrian safety and amenity; or ii. traffic safety; and (b) be compatible with the streetscape.
Response: A2 Not Applicable.	

4.4. C3.0 Road and Railway Assets Code

4.4.1. Use Standards

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	
Objective: <i>To minimize any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.</i>	
Acceptable Solutions	Performance Criteria
A1.1 <i>For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:</i> (a) a new junction; (b) a new vehicle crossing; or (a) a new level crossing. A1.2 <i>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.</i> A1.3 <i>For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.</i> A1.4 <i>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing,</i>	P1 Vehicular traffic to and from the site must minimize any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to: (a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any advice received from the rail or road authority.

will not increase by more than: (a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road. A1.5 Vehicular traffic must be able to enter and leave a major road in a forward direction.	
Response A1.1 Not Applicable – Second Avenue is not a Category 1 Road. A1.2 Not applicable – The development utilizes existing vehicle crossings. A1.3 Not Applicable – The proposal does not include a new private level crossing to serve the use and development has been issued by the rail authority. A1.4 - There will be no change to vehicular traffic using the existing access to Lot 1. Whilst the subdivision itself does not result in any increase in traffic the expected future residential development of lot 2 will not result in an increase of more than 10 vehicle movements per day. It is expected that the land will be used for a single dwelling which typically have less than 8 vehicle movements per day. The acceptable solution is met. A1.5 Not Applicable – Second Avenue is not a Major Road.	
A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.	P2 Within the Central Business Zone or in a pedestrian priority street, any new accesses must: (c) not have an adverse impact on: i. pedestrian safety and amenity; or ii. traffic safety; and (d) be compatible with the streetscape.
Response: A2 is not Applicable as the land is not in the Central Business Zone.	

5. Conclusion

This planning report has provided a detailed assessment of the proposal against the relevant standards of the *Tasmanian Planning Scheme – Glenorchy*, demonstrating that the subdivision satisfies all applicable requirements of the Scheme, either through Acceptable Solutions or Performance Criteria where necessary. The assessment shows that the proposed two-lot subdivision is suitable for the site, provides appropriate access and services, and aligns with the intent and objectives of the General Residential Zone.

Accordingly, the proposal is considered to be compliant with the Planning Scheme, and it is recommended that the Glenorchy City Council grant a permit for the development, with or without conditions as deemed appropriate.

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26 September 2025

PLANNING ADVICE – 5 SECOND AVENUE, MOONAH

You have requested my advice concerning the operation of cl.8.6.1 P2 of the Tasmanian Planning Scheme.

Cl.8.2.1 P2 requires that each lot must be provided with a frontage or a legal connection to a road by a right of carriageway, that is sufficient for the intended use and is not less than 3.6m wide.¹

The objective of the standard includes that each lot is provided with appropriate access to a road.

The relevant requirement is that each lot is to be provided with:

- (a) Frontage; or
- (b) Legal connection to a road by a right of carriageway.

Frontage is defined to mean a boundary of a lot that abuts a road.

The term “right of carriageway” is not defined by the Scheme. As such, the term receives its ordinary meaning. A right of carriageway is simply a right at law to pass and repass over land in separate ownership to that of the lot that relies upon that right.

Whichever is relied upon, it must be sufficient for the intended use and not less than 3.6m wide.

In reaching a conclusion as to “sufficiency” the performance criterion lists a series of matters to which regard must be had.²

You have instructed me that the Council officer involved in the assessment of the application has formed the view that, where the lot is proposed to rely upon an access strip for connection between the frontage and main body of the lot, there is a requirement that the length of the access strip is to be 3.6m. For the reasons that I expand upon below, this interpretation is incorrect.

Compliance with the performance criterion may be achieved where either the frontage is 3.6m or the right of carriageway relied upon is 3.6m. There is no minimum requirement that relates to the width of the access strip.

¹

P2

Each lot, or a lot proposed in a plan of subdivision, ... 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.

²

The requirement to have regard to those elements does not raise them to the status of individual standards which the proposal must meet. Instead, the planning authority is required to consider and give weight to those elements in determining whether the proposal meets the test in the standard: *Margetts v Hobart City Council* [2016] TASRMPAT 18 at [91 to [92].

The present application proposes that each lot has frontage to the road. No reliance is placed upon a right of carriageway.

Lot 2 is proposed to have a frontage that is 3.6m wide. It therefore meets the minimum width requirement that is specified by the performance criterion.

Cl.8.2.1 P2 is expressed to operate disjunctively. That is, a proposed lot can either be provided with frontage that is no less than 3.6m wide or be provided with legal connection to a road by way of a right of carriageway that is no less than 3.6m wide. The term “or” is a disjunctive term. While, context may dictate that the term “or” denotes a conjunctive interpretation,³ that does not apply in this case.

A conjunctive interpretation would effectively require that all lots be developed with both frontage and a right of carriageway, which is absurd because most lots that are provided with a boundary that abuts a road will have no need for a right of carriageway. I note that sub-cl.(a) foreshadows circumstances where no frontage will be provided by requiring consideration of the width of the frontage “if any”.

It follows as a matter of construction that the proposed lot meets the minimum requirements of cl.8.6.1 P2 by virtue of having a frontage that is 3.6m wide.

I note, however, that the standard is directed to ensure that the frontage is sufficient for the intended use. The objective of the standard can provide context to aid in the construction of the Scheme and it directs focus to the appropriateness of access provided to a road.

The matters to be considered include the functionality and usability of the frontage as well as the ability to manoeuvre vehicles on the site; see clauses (d) and (e). It will therefore not necessarily be an irrelevant factor to consider the width of the access strip, which in this case narrows to be less than 3.6m.

Reading the Scheme as a whole, cl.CA1.1(a)(ii) provides a point of reference as to the adequacy of the proposed width of the access strip insofar as it informs the ability to manoeuvre vehicles on site. The standard, by reference to Table C2.2 requires that an access way have a width of not less than 3m where it serves up 5 parking spaces. Having regard to the zoning and size of the site, it seems likely that this is the access width requirement that would apply. I note that the access strip is less than 30m long, therefore not requirement for passing bays arises.

Provided that the proposed access strip can accommodate an access way that is 3m wide, the fact that the proposed access strip is not 3.6m, will not mean that cl.8.2.1 P2 is not met.

In summary, while the minimum width requirement is met by the frontage being 3.6m wide, the sufficiency of this frontage for the intended use, as informed by questions of its functionality, usability and the ability to manoeuvre vehicles on the site, enables consideration of the width of the access strip element. There is no impediment to this being reduced below 3.6m, however, I recommend ensuring that a trafficable access 3m wide can be accommodated within the proposed access strip.

Thank you for your instructions.

³ See *RF Brown & Co Limited v Harrison* [1927] 43 TLR 633 at p.639