DEVELOPMENT APPLICATION

APPLICATION NUMBER:	PLN-25-301
PROPOSED DEVELOPMENT:	Demolition and New Building for Office (Business & Professional Services), Café (Food services)
LOCATION:	39-41 Albert Road, 33-37 Albert Road and 45 Main Road Moonah
APPLICANT:	Era Advisory
ADVERTISING START DATE:	24/03/2026
ADVERTISING EXPIRY DATE:	10/04/2026

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 **10/04/2026**.

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 **10/04/2026**, or for postal and hand delivered representations, by 5.00 pm on **10/04/2026**.

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

39-41 ALBERT RD, MOONAH
PLANNING APPLICATION

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-301

DATE RECEIVED: 16 March 2026

PLANNING APPLICATION DRAWING REGISTER

Sheet Number	Sheet Name
PA-001	COVER SHEET
PA-050	EXISTING SITE PLAN
PA-060	DEMOLITION PLAN
PA-100	PROPOSED SITE PLAN
PA-210	GENERAL ARRANGEMENT PLAN - GROUND
PA-211	GENERAL ARRANGEMENT PLAN - LEVEL 1
PA-212	GENERAL ARRANGEMENT PLAN - LEVEL 2
PA-213	GENERAL ARRANGEMENT PLAN - ROOF
PA-310	ELEVATIONS
PA-311	STREETSCAPE ELEVATION
PA-350	SECTIONS
PA-360	SHADOW DIAGRAMS
PA-410	3D VIEWS
PA-450	INDICATIVE MATERIALS & FINISHES

ARTIST IMPRESSION - VIEW FROM THE CAR PARK OF 46-48 ALBERT RD LOOKING SOUTH TOWARDS THE SUBJECT SITE

PROJECT AREA MATRIX

Function	Area
GROUND LEVEL	
LIFT & STAIR	36.4 m²
LOBBY	65.8 m²
RETAIL	62.4 m²
SERVICES	25.4 m²
LEVEL 1	
LOBBY	45.6 m²
OFFICE	662.5 m²
SERVICES	6.7 m²
WC	45.6 m²
LEVEL 2	
OFFICE	627.8 m²
SERVICES	20.0 m²
TERRACE	48.5 m²
WC	67.1 m²
ROOF	
SERVICES	93.9 m²

PROJECT AREA SUMMARY

Function	Area
LIFT & STAIR	36.4 m²
LOBBY	111.3 m²
OFFICE	1290.3 m²
RETAIL	62.4 m²
SERVICES	146.0 m²
TERRACE	48.5 m²
WC	112.7 m²

Total GFA Area	1807.7m²
Site Area	1558.14m²
Area of Non-Permeable Paving	1279m²
Area of Permeable Soft Landscaping	66m²

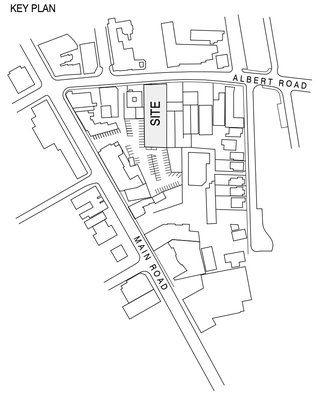
REV.	DETAILS	DATE
1	ISSUE FOR PLANNING APPLICATION	06/10/2025
2	REVISED FOR PLANNING RFIS	16/03/2026

CLIENT

OneCare

NH Architecture

KEY PLAN



DRAWN DS | CHECKED NB | SCALE @A1

PROJECT NAME
ALBERT ROAD OFFICES

PROJECT No.
250014

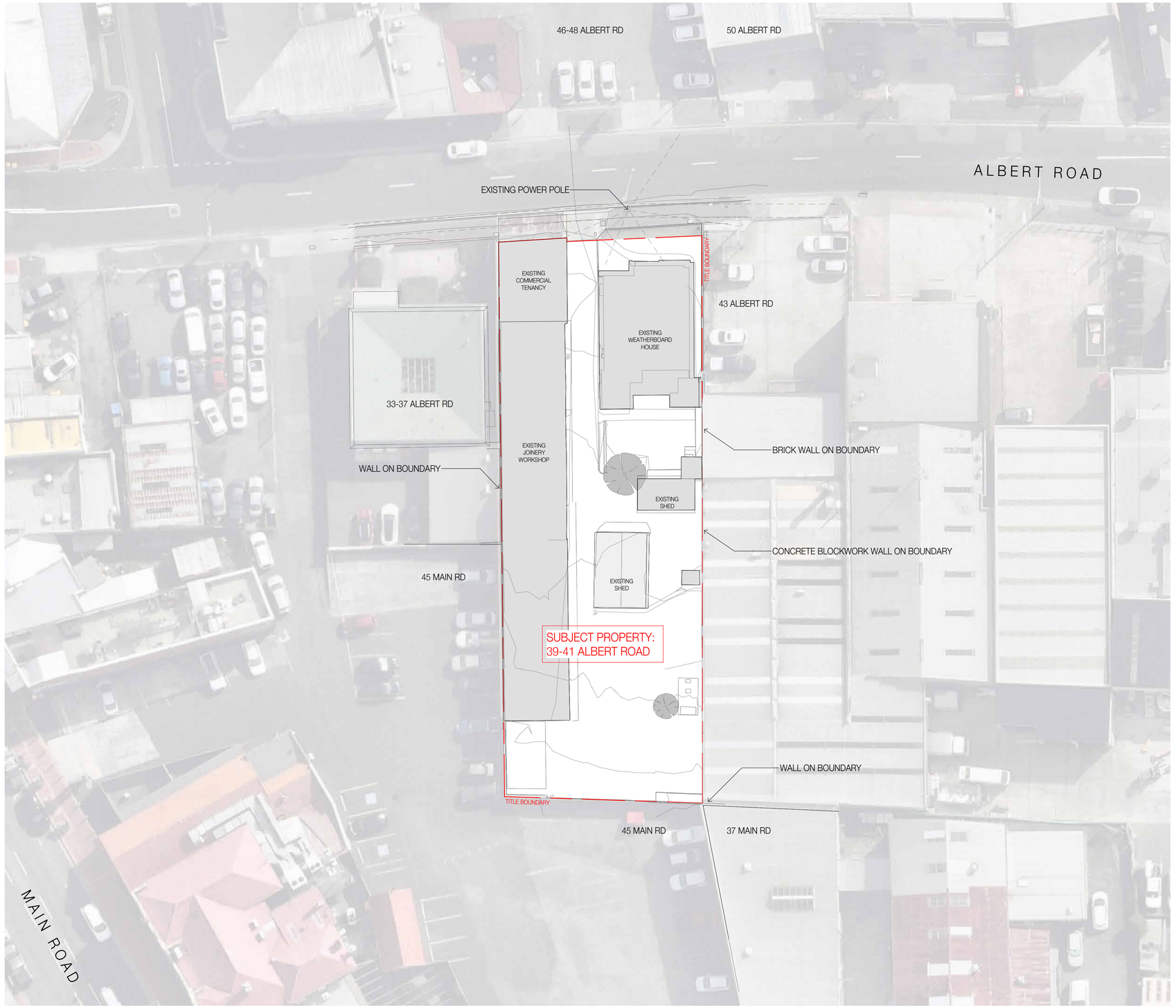
STAGE
PLANNING APPLICATION

DRAWING TITLE
COVER SHEET

DRAWING No.
NH-A-PA-001

REVISION
2

REV.	DETAILS	DATE
1	ISSUE FOR PLANNING APPLICATION	06/10/2025
2	REVISED FOR PLANNING RFIS	16/03/2026

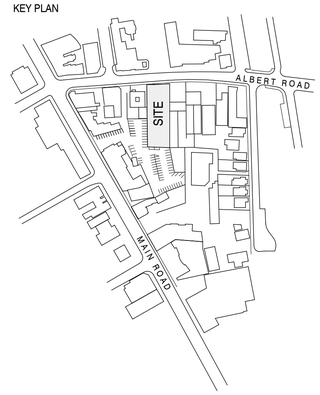


CLIENT

OneCare

NH Architecture

KEY PLAN



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DS	NB	1 : 250	

PROJECT NAME
ALBERT ROAD OFFICES

PROJECT No.
250014

STAGE
PLANNING APPLICATION

DRAWING TITLE
EXISTING SITE PLAN

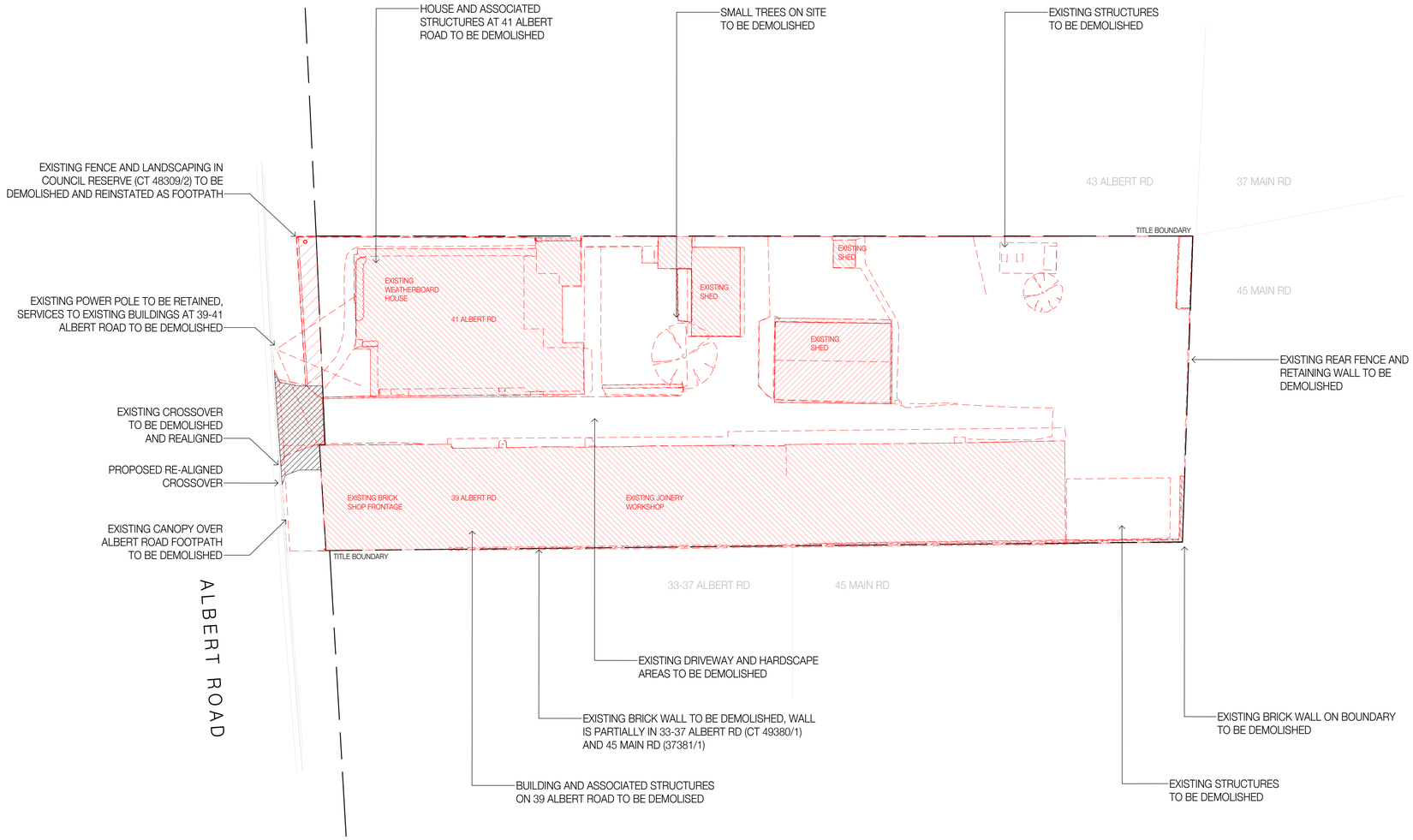
DRAWING No.	REVISION
NH-A-PA-050	**2**

GENERAL DEMOLITION NOTES:
ALL STRUCTURES, PLANTING, AND GROUND SURFACES WITHIN 39-41 ALBERT ROAD TO BE DEMOLISHED

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-301

DATE RECEIVED: 16 March 2026



REV.	DETAILS	DATE
1	ISSUE FOR PLANNING APPLICATION	06/10/2025
2	REVISED FOR PLANNING RFIS	16/03/2026

LEGEND

BUILDING STRUCTURE TO BE DEMOLISHED

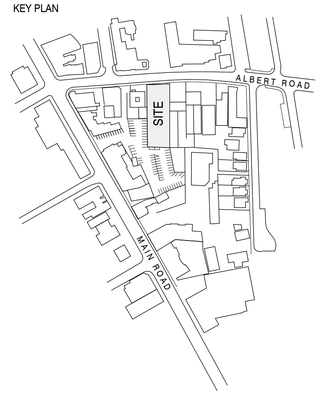
MINOR STRUCTURE & LANDSCAPE FEATURE TO BE DEMOLISHED

CLIENT

OneCare

NH Architecture

KEY PLAN



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PROJECT NAME
ALBERT ROAD OFFICES

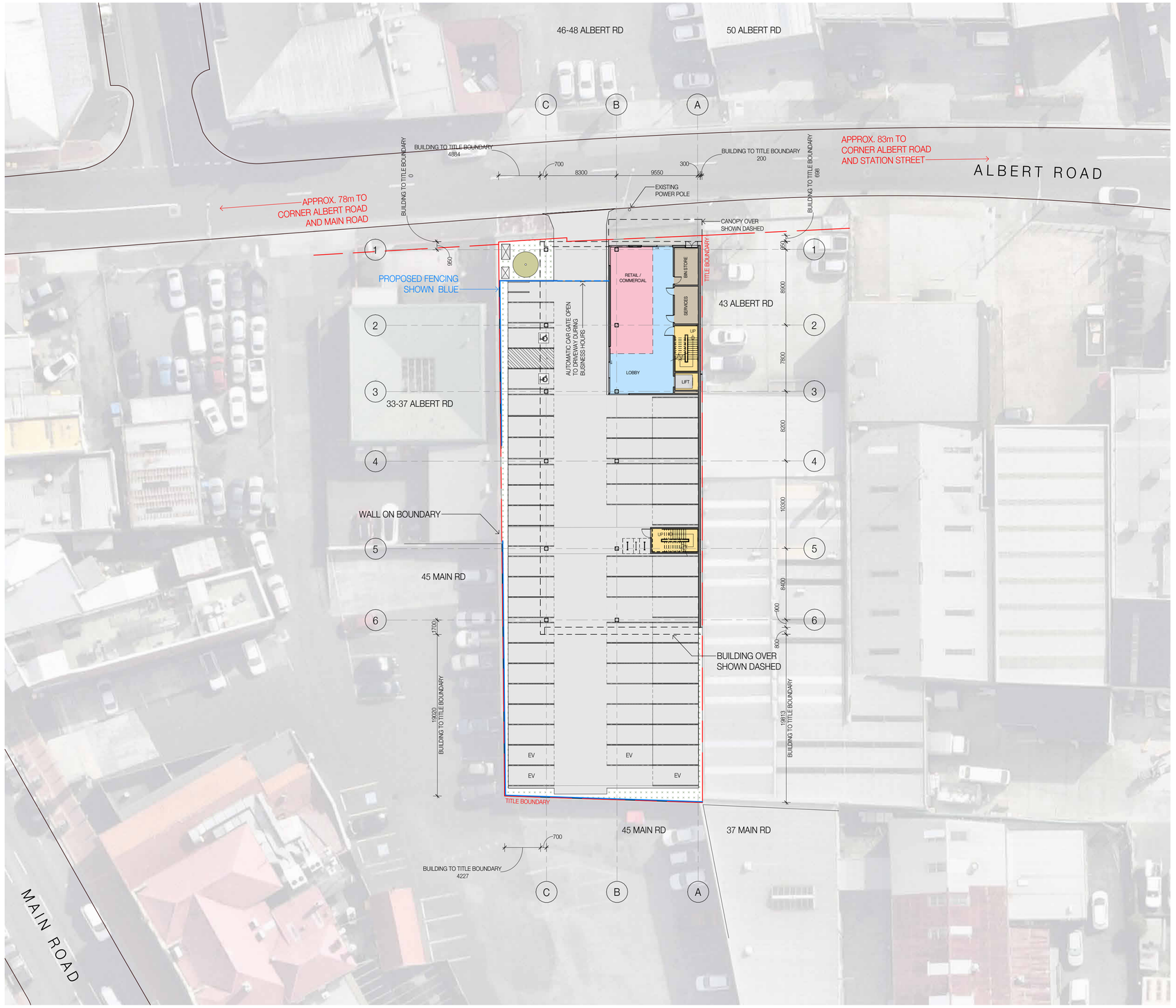
PROJECT No.
250014

STAGE
PLANNING APPLICATION

DRAWING TITLE
DEMOLITION PLAN

DRAWING No.
NH-A-PA-060

REVISION
2



CAR PARKING SCHEDULE

Type	Carparks Provided
Australian Standard (2400 x 5400)	21
Australian Standard (2400 x 5400) Tandem	24
Australian Standard (2500 x 5400) Visitor	3
DDA Australian Standard (2400 x 5400)	2
Grand total	50

MOTORCYCLE & BICYCLE PARKING SCHEDULE

Type	Carparks Provided
Australian Standard (1200w x 2500d) Motorcycle	2
Bike Hoop (2x Parks = 6 Total Parks)	3

PROJECT AREA MATRIX

Function	Area
GROUND LEVEL	
LIFT & STAIR	36.4 m²
LOBBY	65.8 m²
RETAIL	62.4 m²
SERVICES	25.4 m²
LEVEL 1	
LOBBY	45.6 m²
OFFICE	662.5 m²
SERVICES	6.7 m²
WC	45.6 m²
LEVEL 2	
OFFICE	627.8 m²
SERVICES	20.0 m²
TERRACE	48.5 m²
WC	67.1 m²
ROOF	
SERVICES	93.9 m²

PROJECT AREA SUMMARY

Function	Area
LIFT & STAIR	36.4 m²
LOBBY	111.3 m²
OFFICE	1290.3 m²
RETAIL	62.4 m²
SERVICES	146.0 m²
TERRACE	48.5 m²
WC	112.7 m²

Total GFA Area	1807.7m²
Site Area	1558.14m²
Area of Non-Permeable Paving	1279m²
Area of Permeable Soft Landscaping	66m²

REV.	DETAILS	DATE
1	ISSUE FOR PLANNING APPLICATION	06/10/2025
2	REVISED FOR PLANNING RFIS	16/03/2026

LEGEND

- PARKING AND VEHICLE ACCESS
- SOFT LANDSCAPING
- BUILDING LOBBY AND ENTRY
- OFFICE TENANCY
- OFFICE UTILITY AND WC
- OFFICE TENANCY TERRACE
- RETAIL/COMMERCIAL TENANCY
- LIFT & STAIRS
- SERVICES AND RISER ZONES

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NH Architecture

KEY PLAN

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-301

DATE RECEIVED: 16 March 2026

DRAWN	CHECKED	SCALE @A1	NORTH
DS	NB	1 : 250	

PROJECT NAME
ALBERT ROAD OFFICES

PROJECT No.
250014

STAGE
PLANNING APPLICATION

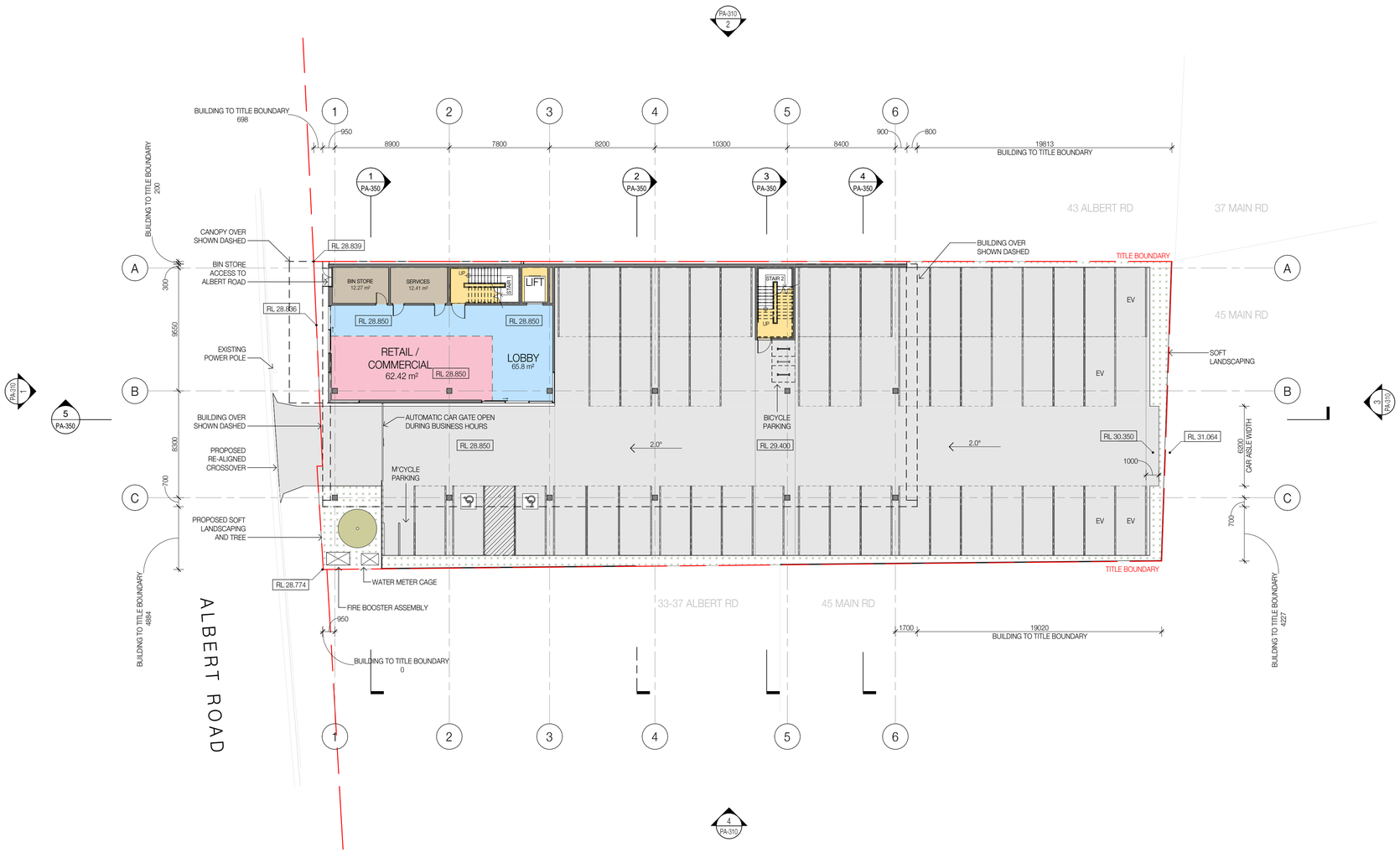
DRAWING TITLE
PROPOSED SITE PLAN

DRAWING No.	REVISION
NH-A-PA-100	**2**

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-301

DATE RECEIVED: 16 March 2026



CAR PARKING SCHEDULE

Type	Carparks Provided
Australian Standard (2400 x 5400)	21
Australian Standard (2400 x 5400) Tandem	24
Australian Standard (2500 x 5400) Visitor	3
DDA Australian Standard (2400 x 5400)	2
Grand total	50

MOTORCYCLE & BICYCLE PARKING SCHEDULE

Type	Carparks Provided
Australian Standard (1200w x 2500d) Motorcycle	2
Bike Hoop (2x Parks = 6 Total Parks)	3

PROJECT AREA MATRIX

Function	Area
GROUND LEVEL	
LIFT & STAIR	36.4 m²
LOBBY	65.8 m²
RETAIL	62.4 m²
SERVICES	25.4 m²
LEVEL 1	
LOBBY	45.6 m²
OFFICE	662.5 m²
SERVICES	6.7 m²
WC	45.6 m²
LEVEL 2	
OFFICE	627.8 m²
SERVICES	20.0 m²
TERRACE	48.5 m²
WC	67.1 m²
ROOF	
SERVICES	93.9 m²

PROJECT AREA SUMMARY

Function	Area
LIFT & STAIR	36.4 m²
LOBBY	111.3 m²
OFFICE	1290.3 m²
RETAIL	62.4 m²
SERVICES	146.0 m²
TERRACE	48.5 m²
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Total GFA Area	1807.7m²
Site Area	1558.14m²
Area of Non-Permeable Paving	1279m²
Area of Permeable Soft Landscaping	66m²

REV.	DETAILS	DATE
1	ISSUE FOR PLANNING APPLICATION	06/10/2025
2	REVISED FOR PLANNING RFIS	16/03/2026

LEGEND

- PARKING AND VEHICLE ACCESS
- SOFT LANDSCAPING
- BUILDING LOBBY AND ENTRY
- OFFICE TENANCY
- OFFICE UTILITY AND WC
- OFFICE TENANCY TERRACE
- RETAIL/COMMERCIAL TENANCY
- LIFT & STAIRS
- SERVICES AND RISER ZONES

CLIENT

OneCare

NH Architecture

KEY PLAN

DRAWN	CHECKED	SCALE @A1	NORTH
DS	NB	1 : 200	

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PROJECT NAME
ALBERT ROAD OFFICES

PROJECT No.
250014

STAGE
PLANNING APPLICATION

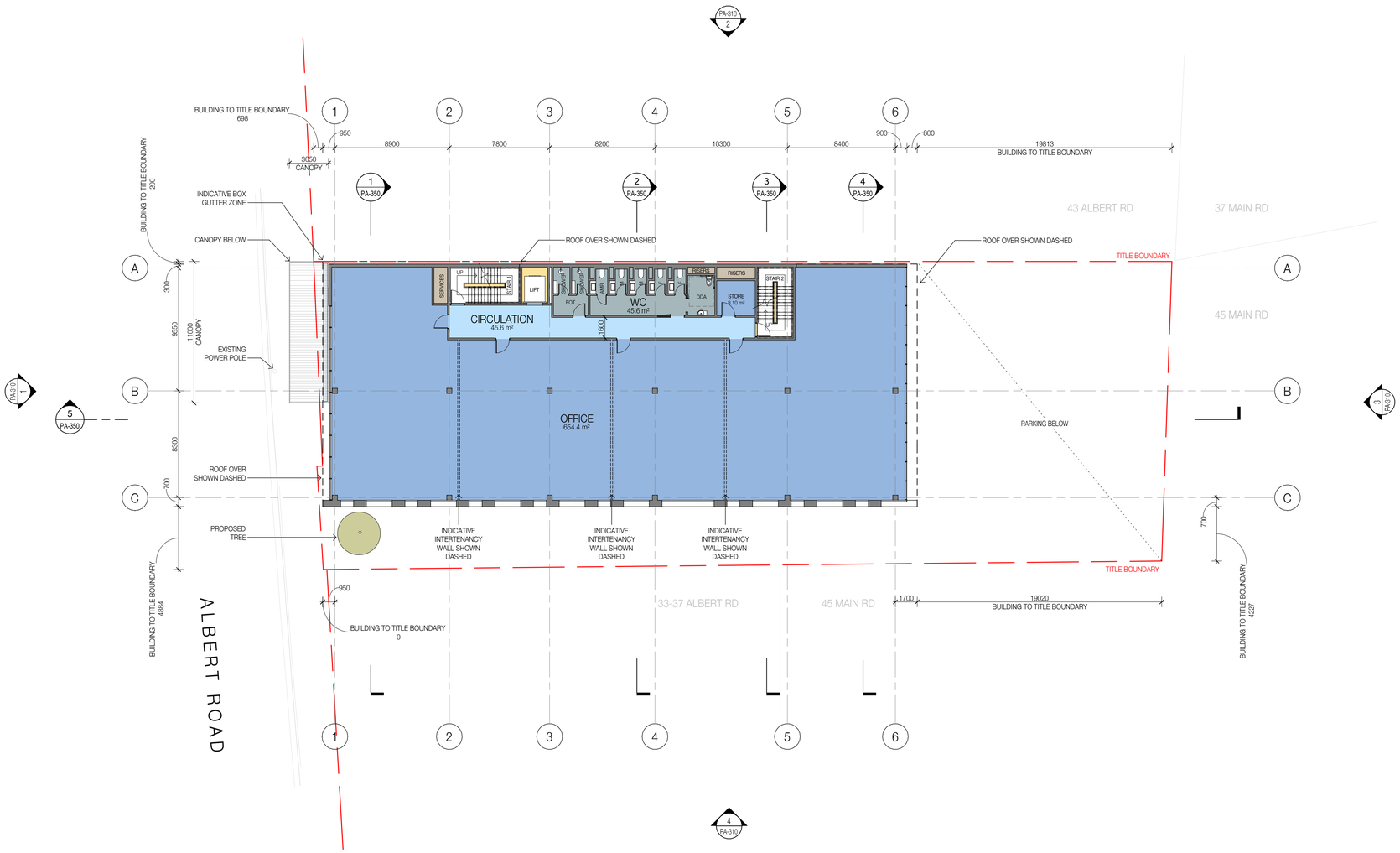
DRAWING TITLE
GENERAL ARRANGEMENT PLAN - GROUND

DRAWING No.	REVISION
NH-A-PA-210	**2**

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-301

DATE RECEIVED: 16 March 2026



PROJECT AREA MATRIX

Function	Area
GROUND LEVEL	
LIFT & STAIR	36.4 m²
LOBBY	65.8 m²
RETAIL	62.4 m²
SERVICES	25.4 m²
LEVEL 1	
LOBBY	45.6 m²
OFFICE	662.5 m²
SERVICES	6.7 m²
WC	45.6 m²
LEVEL 2	
OFFICE	627.8 m²
SERVICES	20.0 m²
TERRACE	48.5 m²
WC	67.1 m²
ROOF	
SERVICES	93.9 m²

PROJECT AREA SUMMARY

Function	Area
LIFT & STAIR	36.4 m²
LOBBY	111.3 m²
OFFICE	1290.3 m²
RETAIL	62.4 m²
SERVICES	146.0 m²
TERRACE	48.5 m²
WC	112.7 m²

Total GFA Area	
	1807.7m²

Site Area	
	1558.14m²
Area of Non-Permeable Paving	
	1279m²
Area of Permeable Soft Landscaping	
	66m²

REV.	DETAILS	DATE
1	ISSUE FOR PLANNING APPLICATION	06/10/2025
2	REVISED FOR PLANNING RFIS	16/03/2026

LEGEND

- PARKING AND VEHICLE ACCESS
- SOFT LANDSCAPING
- BUILDING LOBBY AND ENTRY
- OFFICE TENANCY
- OFFICE UTILITY AND WC
- OFFICE TENANCY TERRACE
- RETAIL/COMMERCIAL TENANCY
- LIFT & STAIRS
- SERVICES AND RISER ZONES

CLIENT

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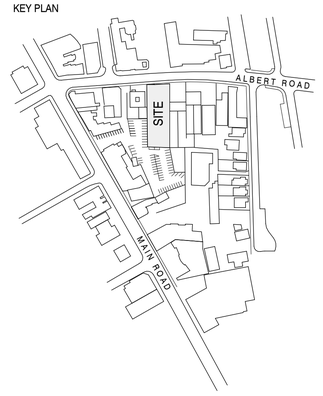
NH Architecture

KEY PLAN



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DS	NB	1 : 200	

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PROJECT NAME
ALBERT ROAD OFFICES

PROJECT No.
250014

STAGE
PLANNING APPLICATION

DRAWING TITLE
GENERAL ARRANGEMENT PLAN - LEVEL 1

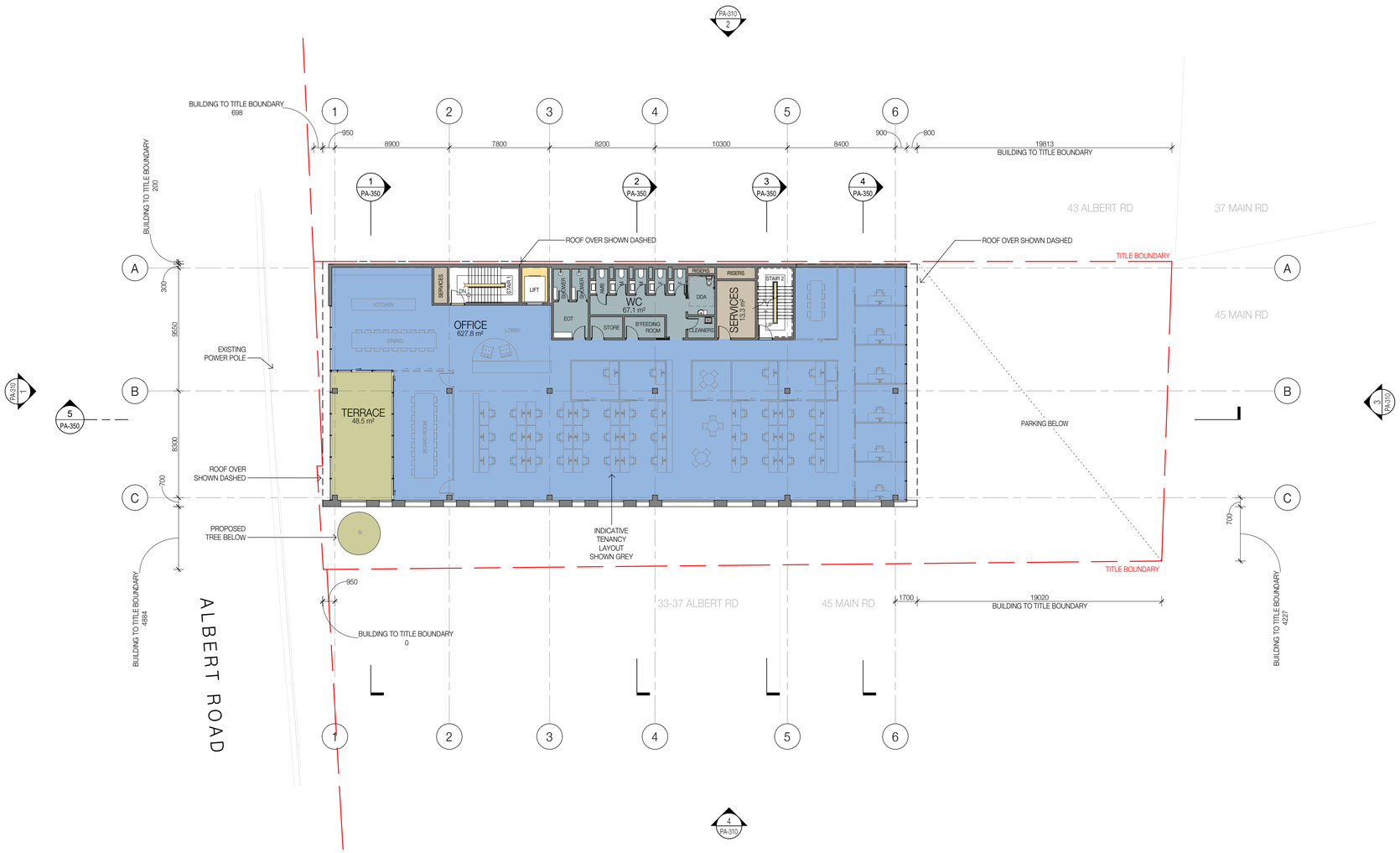
DRAWING No.	REVISION
NH-A-PA-211	**2**

Document Set ID: 3596261
Version: 1, Version Date: 19/03/2026

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-301

DATE RECEIVED: 16 March 2026



PROJECT AREA MATRIX

Function	Area
GROUND LEVEL	
LIFT & STAIR	36.4 m²
LOBBY	65.8 m²
RETAIL	62.4 m²
SERVICES	25.4 m²
LEVEL 1	
LOBBY	45.6 m²
OFFICE	662.5 m²
SERVICES	6.7 m²
WC	45.6 m²
LEVEL 2	
OFFICE	627.8 m²
SERVICES	20.0 m²
TERRACE	48.5 m²
WC	67.1 m²
ROOF	
SERVICES	93.9 m²

PROJECT AREA SUMMARY

Function	Area
LIFT & STAIR	36.4 m²
LOBBY	111.3 m²
OFFICE	1290.3 m²
RETAIL	62.4 m²
SERVICES	146.0 m²
TERRACE	48.5 m²
WC	112.7 m²

Total GFA Area	1807.7m²
Site Area	1558.14m²
Area of Non-Permeable Paving	1279m²
Area of Permeable Soft Landscaping	66m²

REV.	DETAILS	DATE
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LEGEND

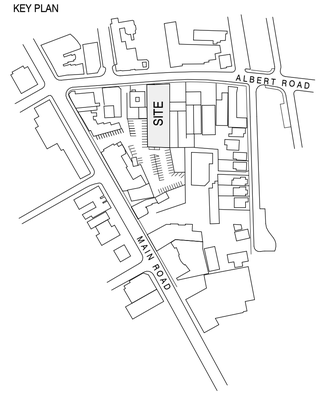
- PARKING AND VEHICLE ACCESS
- SOFT LANDSCAPING
- BUILDING LOBBY AND ENTRY
- OFFICE TENANCY
- OFFICE UTILITY AND WC
- OFFICE TENANCY TERRACE
- RETAIL/COMMERCIAL TENANCY
- LIFT & STAIRS
- SERVICES AND RISER ZONES

CLIENT

OneCare

NH Architecture

KEY PLAN



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DS	NB	1 : 200	

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PROJECT NAME
ALBERT ROAD OFFICES

PROJECT No.
250014

STAGE
PLANNING APPLICATION

DRAWING TITLE
GENERAL ARRANGEMENT PLAN - LEVEL 2

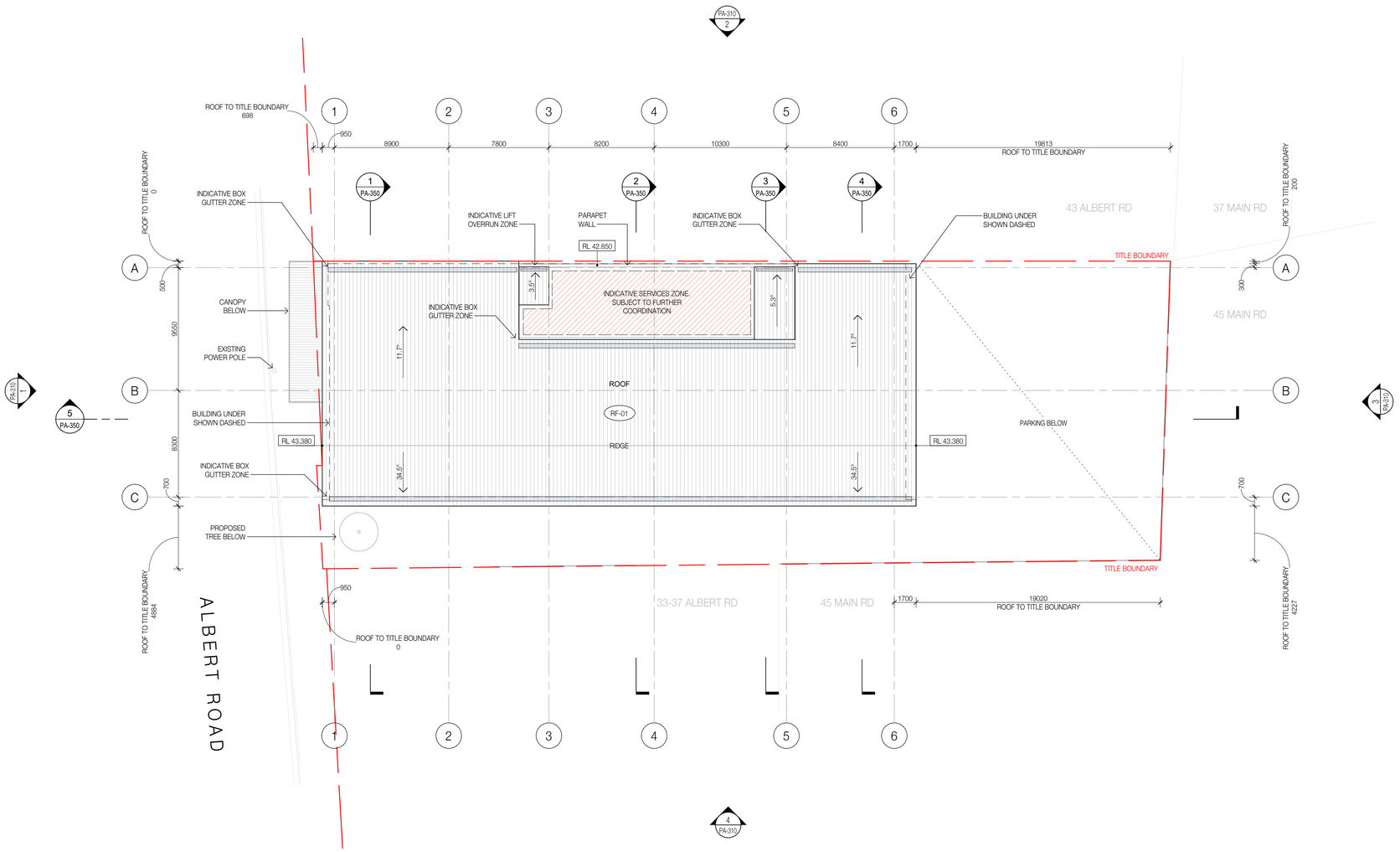
DRAWING No.
NH-A-PA-212

REVISION
2

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-301

DATE RECEIVED: 16 March 2026



PROJECT AREA MATRIX

Function	Area
GROUND LEVEL	
LIFT & STAIR	36.4 m²
LOBBY	65.8 m²
RETAIL	62.4 m²
SERVICES	25.4 m²
LEVEL 1	
LOBBY	45.6 m²
OFFICE	662.5 m²
SERVICES	6.7 m²
WC	45.6 m²
LEVEL 2	
OFFICE	627.8 m²
SERVICES	20.0 m²
TERRACE	48.5 m²
WC	67.1 m²
ROOF	
SERVICES	93.9 m²

PROJECT AREA SUMMARY

Function	Area
LIFT & STAIR	36.4 m²
LOBBY	111.3 m²
OFFICE	1290.3 m²
RETAIL	62.4 m²
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REV.	DETAILS	DATE
1	ISSUE FOR PLANNING APPLICATION	06/10/2025
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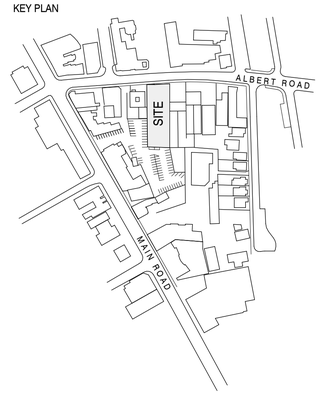
CLIENT

OneCare

NH Architecture

KEY PLAN



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DS	NB	1 : 200	

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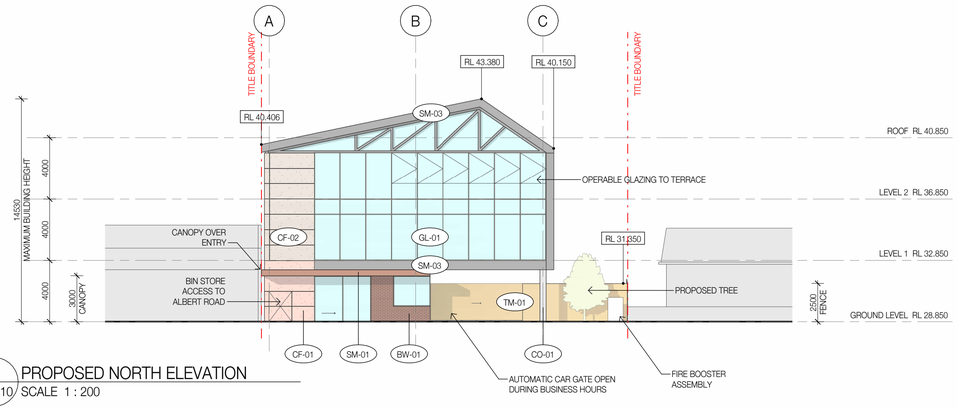
PROJECT NAME
ALBERT ROAD OFFICES

PROJECT No.
250014

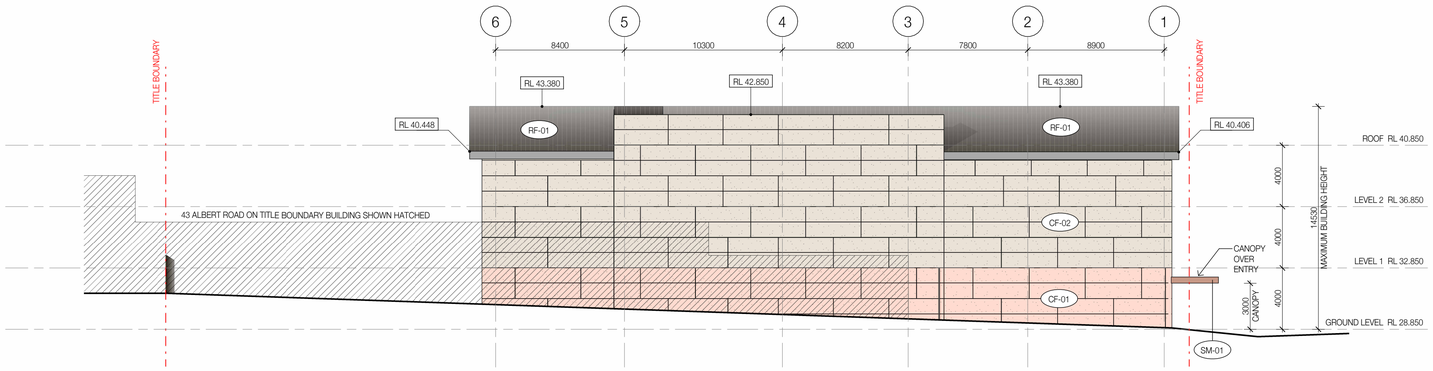
STAGE
PLANNING APPLICATION

DRAWING TITLE
GENERAL ARRANGEMENT PLAN - ROOF

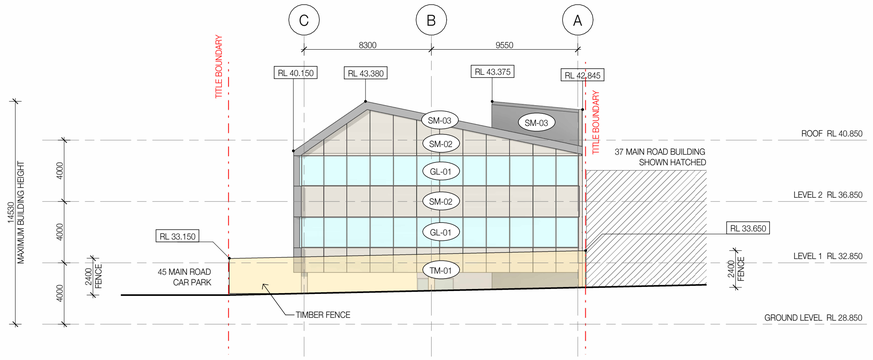
DRAWING No.	REVISION
NH-A-PA-213	**2**



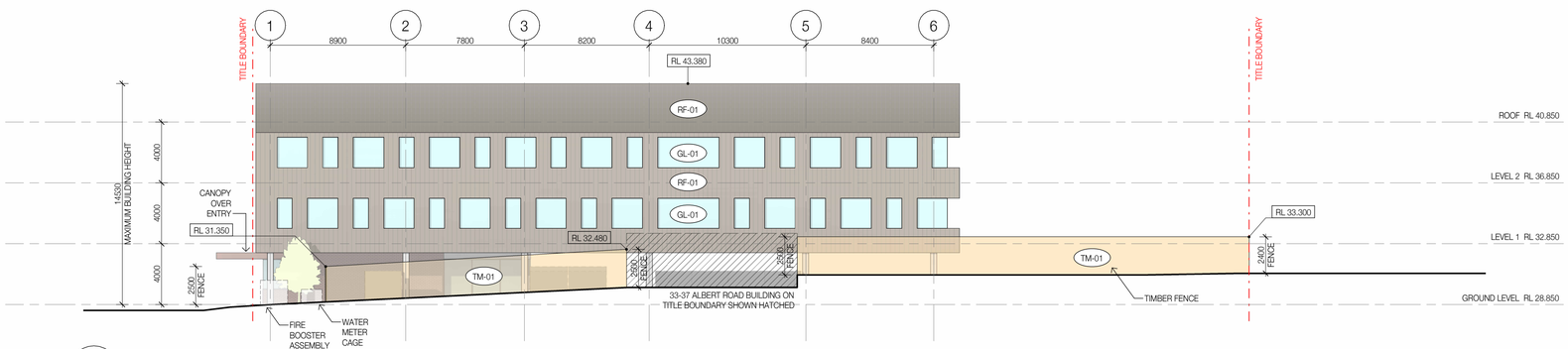
1 PROPOSED NORTH ELEVATION
PA-210 SCALE 1 : 200



2 PROPOSED EAST ELEVATION
PA-210 SCALE 1 : 200



3 PROPOSED SOUTH ELEVATION
PA-210 SCALE 1 : 200



4 PROPOSED WEST ELEVATION
PA-210 SCALE 1 : 200

REFER TO PA-450 INDICATIVE MATERIALS & FINISHES PAGE FOR DETAIL AND CODING

REV.	DETAILS	DATE
1	ISSUE FOR PLANNING APPLICATION	06/10/2025
2	REVISED FOR PLANNING RFIS	16/03/2026

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-301

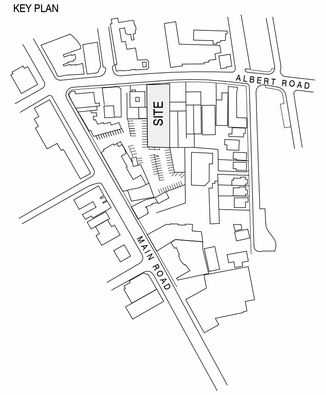
DATE RECEIVED: 16 March 2026

CLIENT

OneCare

NH Architecture

KEY PLAN



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DS	NB	1 : 200

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PROJECT NAME
ALBERT ROAD OFFICES

PROJECT No.
250014

STAGE
PLANNING APPLICATION

DRAWING TITLE
ELEVATIONS

DRAWING No.
NH-A-PA-310

REVISION
2

Document Set ID: 3596261
Version: 1, Version Date: 19/03/2026

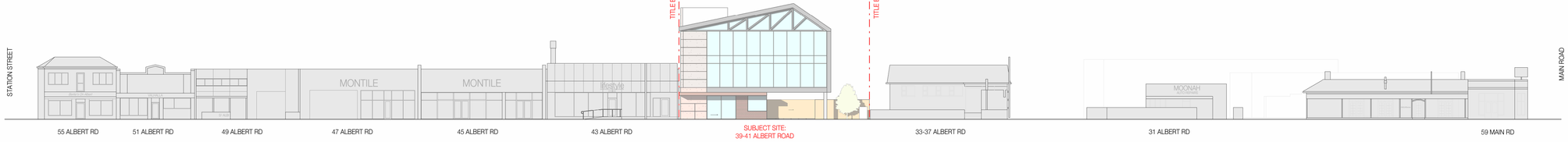
GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-301

DATE RECEIVED: 16 March 2026

REV.	DETAILS	DATE
1	ISSUE FOR PLANNING APPLICATION	06/10/2025
2	REVISED FOR PLANNING RFIS	16/03/2026

STREET VIEW PHOTOGRAPHY
SEPTEMBER 2025



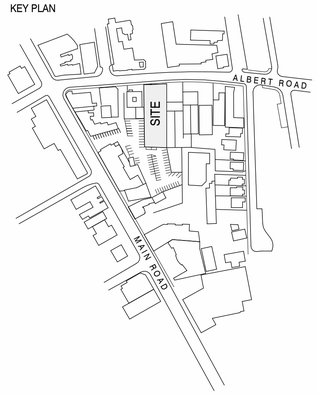
PROPOSED STREETSCAPE ELEVATION - ALBERT ROAD
SCALE 1 : 300

CLIENT

OneCare

NH Architecture

KEY PLAN



DRAWN	CHECKED	SCALE @A1
DS	NB	1 : 300

PROJECT NAME
ALBERT ROAD OFFICES

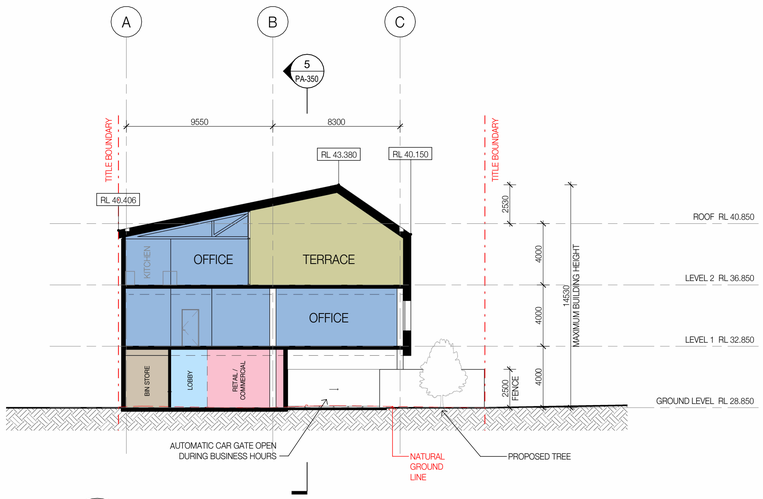
PROJECT No.
250014

STAGE
PLANNING APPLICATION

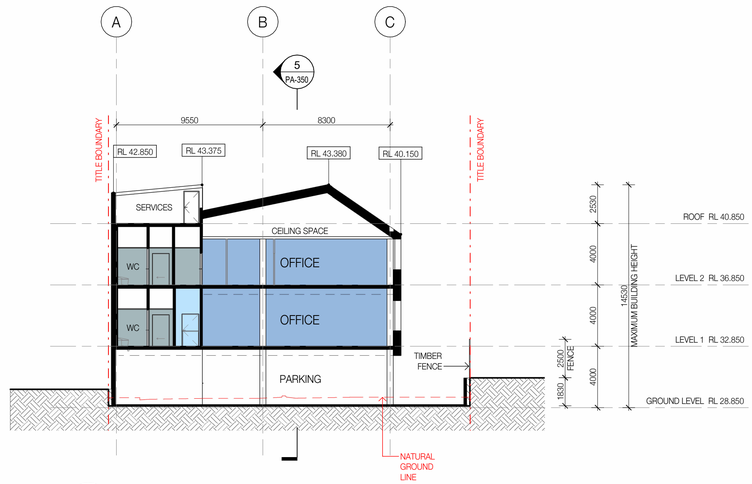
DRAWING TITLE
STREETSCAPE ELEVATION

DRAWING No.
NH-A-PA-311

REVISION
2



1 SECTION A
PA-210 SCALE 1 : 200



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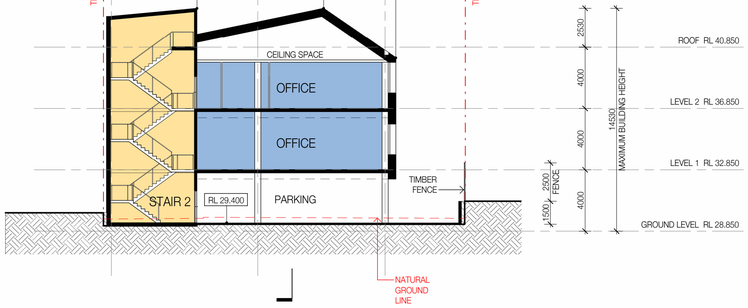

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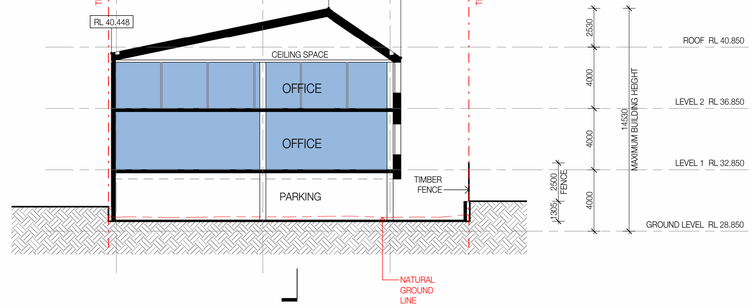
PA-210 SCALE 1 : 200



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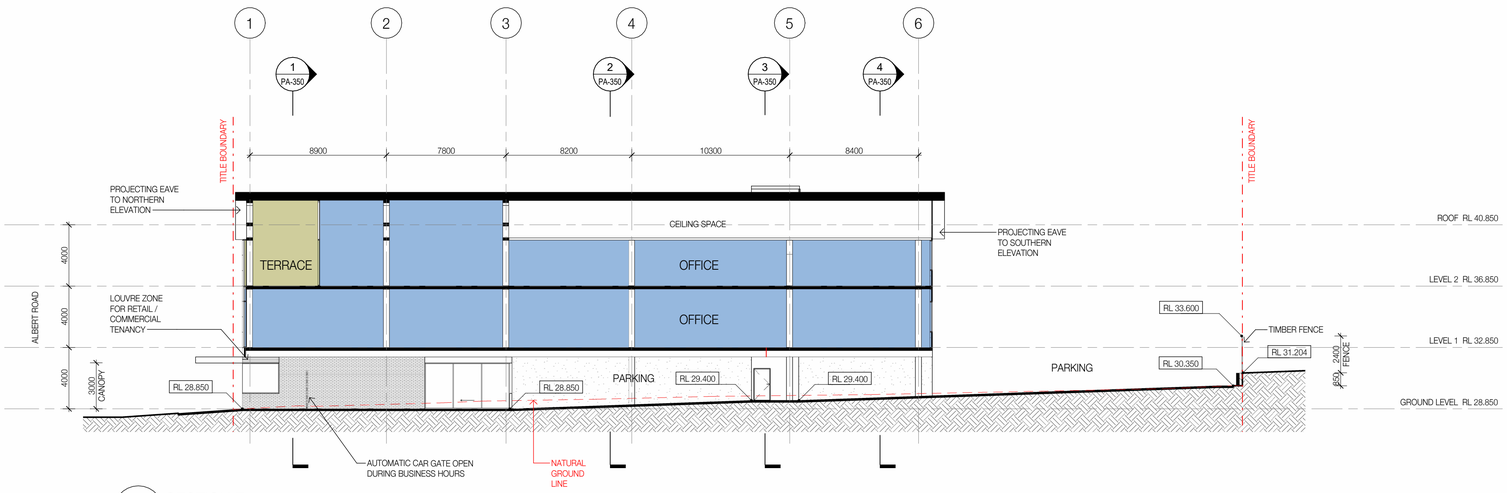


5 SECTION E
PA-210 SCALE 1 : 200

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-301

DATE RECEIVED: 16 March 2026

REV.	DETAILS	DATE
1	ISSUE FOR PLANNING APPLICATION	06/10/2025
2	REVISED FOR PLANNING RFIS	16/03/2026

LEGEND

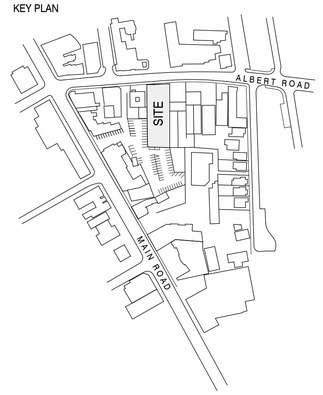
- PARKING AND VEHICLE ACCESS
- SOFT LANDSCAPING
- BUILDING LOBBY AND ENTRY
- OFFICE TENANCY
- OFFICE UTILITY AND WC
- OFFICE TENANCY TERRACE
- RETAIL/COMMERCIAL TENANCY
- LIFT & STAIRS
- SERVICES AND RISER ZONES

CLIENT

OneCare

NH Architecture

KEY PLAN



DRAWN	CHECKED	SCALE @A1
DS	NB	1 : 200

0 2 4 6 8 10m 20m
1:200

PROJECT NAME
ALBERT ROAD OFFICES

PROJECT No.
250014

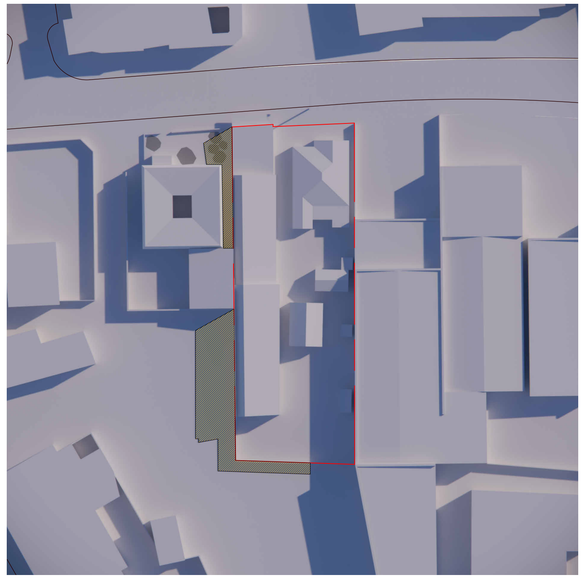
STAGE
PLANNING APPLICATION

DRAWING TITLE
SECTIONS

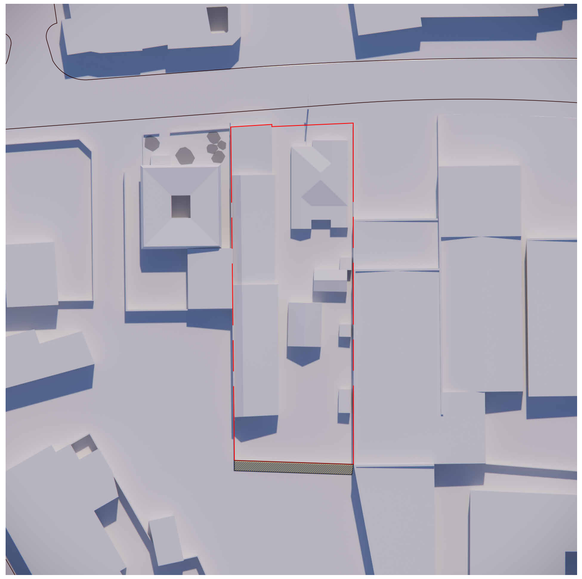
DRAWING No.
NH-A-PA-350

REVISION
2

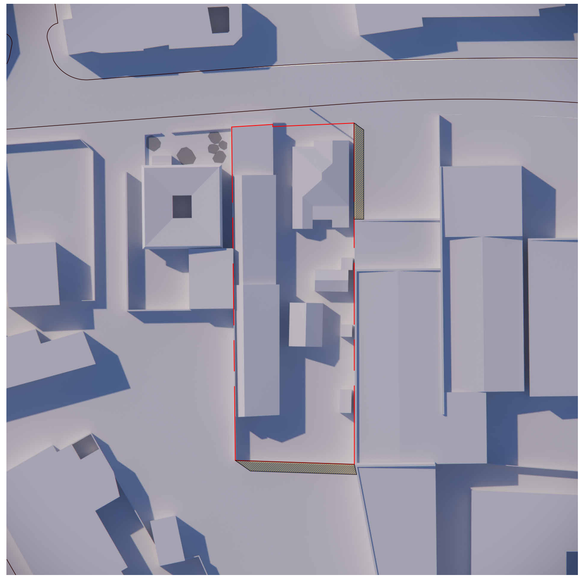
CURRENT SITE CONDITION SHADING



9AM - JUNE 21, WINTER SOLSTICE

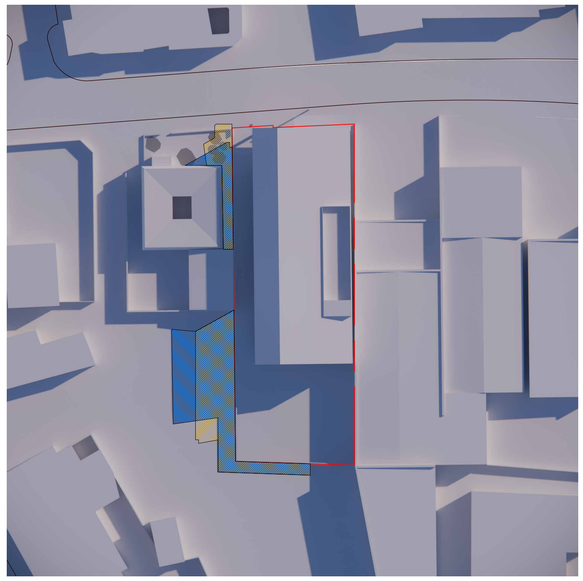


12PM - JUNE 21, WINTER SOLSTICE



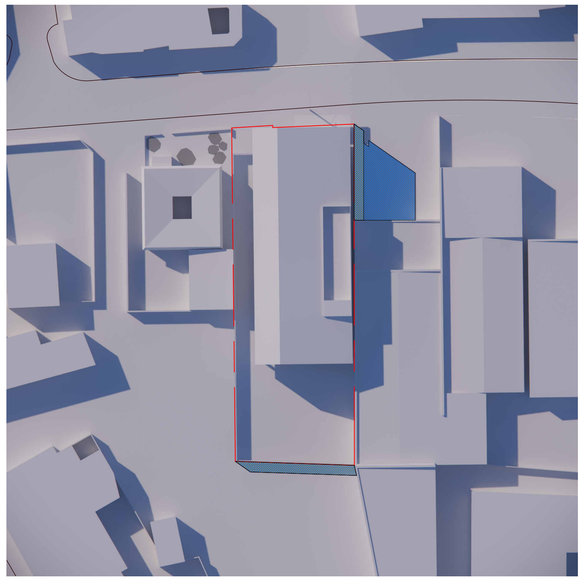
3PM - JUNE 21, WINTER SOLSTICE

PROPOSED SITE CONDITION SHADING



9AM - JUNE 21, WINTER SOLSTICE

12PM - JUNE 21, WINTER SOLSTICE



3PM - JUNE 21, WINTER SOLSTICE

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-301

DATE RECEIVED: 16 March 2026

REV.	DETAILS	DATE
1	ISSUE FOR PLANNING APPLICATION	06/10/2025
2	REVISED FOR PLANNING RFIS	16/03/2026

NOTE: SHADING HIGHLIGHTED INCLUDES ALL SHADING OUTSIDE OF TITLE BOUNDARY FROM BUILDING MASS EXCLUDING CANOPY OVER FOOTPATH

LEGEND

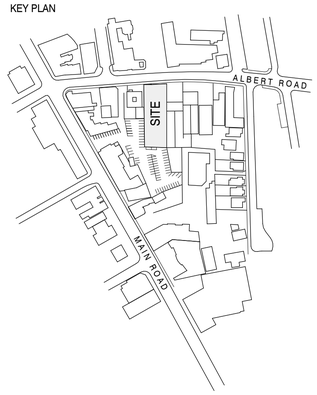
- CURRENT SHADING OUTSIDE OF TITLE BOUNDARY
- PROPOSED SHADING OUTSIDE OF TITLE BOUNDARY
- TITLE BOUNDARY

CLIENT

OneCare

NH Architecture

KEY PLAN



DRAWN	CHECKED	SCALE @A1	NORTH
DS	NB	1 : 600	

PROJECT NAME
ALBERT ROAD OFFICES

PROJECT No.
250014

STAGE
PLANNING APPLICATION

DRAWING TITLE
SHADOW DIAGRAMS

DRAWING No.
NH-A-PA-360

REVISION
2

REV.	DETAILS	DATE
1	ISSUE FOR PLANNING APPLICATION	06/10/2025
2	REVISED FOR PLANNING RFIS	16/03/2026

1. VIEW FROM MAIN ROAD LOOKING EAST BETWEEN 47 MAIN RD AND 51A MAIN ROAD TOWARDS THE SUBJECT SITE

2. VIEW FROM 66 MAIN ROAD LOOKING EAST ACROSS MAIN ROAD AND ALBERT ROAD INTERSECTION TOWARDS THE SUBJECT SITE

3. VIEW FROM INTERCITY CYCLEWAY LOOKING WEST ALONG ALBERT ROAD TOWARDS THE SUBJECT SITE

4. VIEW FROM "VALERN HOTEL" CAR PARK LOOKING SOUTH ACROSS ALBERT ROAD TOWARDS THE SUBJECT SITE

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-301

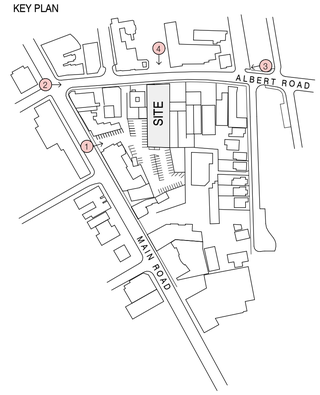
DATE RECEIVED: 16 March 2026

CLIENT

OneCare

NH Architecture

KEY PLAN



DRAWN	CHECKED	SCALE @A1
DS	NB	

PROJECT NAME
ALBERT ROAD OFFICES

PROJECT No.
250014

STAGE
PLANNING APPLICATION

DRAWING TITLE
3D VIEWS

DRAWING No.
NH-A-PA-410

REVISION
2

REV.	DETAILS	DATE
1	ISSUE FOR PLANNING APPLICATION	06/10/2025
2	REVISED FOR PLANNING RFIS	16/03/2026

RF-01
COLORBOND GULLY POWDERCOATED
STANDING SEAM

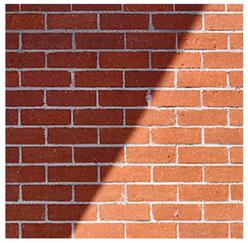
GL-01
GLAZING SYSTEM
POWDERCOATED MULIONS

CO-01
EXPOSED STRUCTURAL COLUMNS
NATURAL FINISH

CF-01
CONCRETE
TERRACOTTA COLOUR

CF-02
CONCRETE
WARM GREY COLOUR

CF-03
CONCRETE
NATURAL FINISH



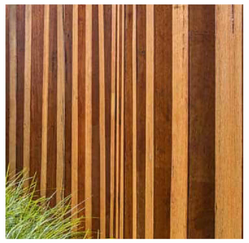
BW-01
BRICK
RED COLOUR

SM-01
SHEET METAL
TERRACOTTA COLOUR TO MATCH CF-01

SM-02
SHEET METAL
WARM GREY COLOUR TO MATCH CF-02

SM-03
SHEET METAL
GULLY COLOUR TO MATCH RF-01

SOFT LANDSCAPING



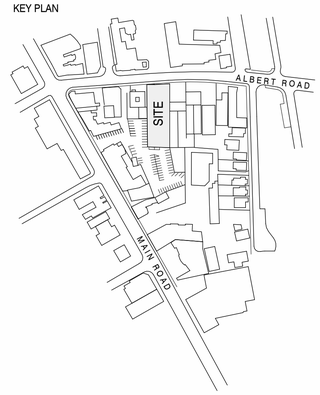
TF-01
TIMBER FENCE & GATE

CLIENT

OneCare

NH Architecture

KEY PLAN



DRAWN	CHECKED	SCALE @A1
DS	NB	

PROJECT NAME
ALBERT ROAD OFFICES

PROJECT No.
250014

STAGE
PLANNING APPLICATION

DRAWING TITLE
INDICATIVE MATERIALS & FINISHES

DRAWING No.	REVISION
NH-A-PA-450	**2**

CLIENT / ARCHITECT:

ONECARE / NH ARCHITECTURE

PROJECT DETAILS:

ONECARE HEAD OFFICE
39-41 ALBERT ROAD, HOBART

PROJECT No:

251035

DISCIPLINE:

CIVIL

DRAWINGS:

REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:
A	FOR DEVELOPMENT APPLICATION	JPW	26-09-25

COLLECTIVE CONSULTING
E admin@collectiveconsulting.com.au
Level 1, 10-14 Paterson Street
Launceston TAS 7250
P (03) 6334 0834
collectiveconsulting.com.au

CLIENT / ARCHITECT: **ONECARE / NH ARCHITECTURE**

PROJECT DETAILS: **ONECARE HEAD OFFICE** **39-41 ALBERT ROAD, HOBART**

DRAWING TITLE: **COVER SHEET**

DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:
-	-	-	-	

SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
-	251035	COV	A

GENERAL NOTES

1 // GENERAL

A. THESE DRAWINGS AND NOTES SHALL BE READ IN CONJUNCTION WITH ARCHITECTURAL, LANDSCAPE ARCHITECTS, STRUCTURAL, BUILDING SERVICES AND OTHER DISCIPLINES' DRAWINGS AND SPECIFICATIONS AND WITH ANY WRITTEN ENGINEER'S INSTRUCTIONS ISSUED DURING THE CONTRACT.
B. THE CONTRACTOR SHALL ENSURE THAT ALL CIVIL WORKS, MATERIALS, INFRASTRUCTURE AND WORKMANSHIP COMPLY WITH PLANNING AND BUILDING PERMITS, THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA (NCC), AUSTRALIAN STANDARDS (AS), DEPARTMENT OF STATE GROWTH (DSG), INSTITUTE OF PUBLIC WORKS ENGINEERING AUSTRALIA (IPWEA) - TAS DIVISION, LOCAL GOVERNMENT ASSOCIATION TASMANIA (LGAT), WATER SERVICES ASSOCIATION OF AUSTRALIA (WSAA) AND ANY OTHER STATE / TERRITORY / LOCAL GOVERNMENT REGULATIONS.
C. ALL AUSTRALIAN STANDARDS REFERENCED IN THESE DRAWINGS ARE TO BE NOTED AS THE CURRENT VERSIONS.
D. ANY DISCREPANCIES ARE TO BE REPORTED TO THE SUPERINTENDENT BEFORE PROCEEDING WITH THE WORK.
E. THESE GENERAL NOTES DO NOT HAVE PRECEDENCE OVER THE SPECIFICATION OR DRAWING NOTES.
F. ALL SET OUT DIMENSIONS ON THE DRAWINGS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE BEFORE COMMENCING WORK.
G. DO NOT SCALE FOR DIMENSIONS OFF THESE DRAWINGS.
H. UNLESS NOTED OTHERWISE, ALL DIMENSIONS SHOWN ARE IN MILLIMETRES WITH THE EXCEPTION OF SURVEY LEVELS, WHICH ARE IN METRES.
I. THE CONTRACTOR IS TO ENSURE THAT ANY PROFESSIONALS, TRADESMEN OR SUPPLIERS ENGAGED THROUGHOUT THE DURATION OF THE CONTRACT ARE ACCREDITED AND QUALIFIED FOR THEIR DUTY OF WORK AND CARRY ALL NECESSARY PERMITS REQUIRED BY ANY STATUTORY AUTHORITY.
J. INSTALL ANY AND ALL PROPRIETARY ITEMS IN ACCORDANCE WITH SPECIFIC MANUFACTURERS REQUIREMENTS, SPECIFICATIONS AND RECOMMENDATIONS.

2 // NOTICE TO CONTRACTOR / TENDERER

A. THE CONTRACTOR / TENDERER IS TO MAKE THEMSELVES AWARE OF THE LOCAL COUNCIL AND THE DEPARTMENT OF STATE GROWTH (DSG) STANDARDS FOR CIVIL WORKS. TENDERER IS TO ALLOW FOR THESE STANDARDS DURING PRICING.
B. CONSTRUCTION IS TO BE CARRIED OUT IN ACCORDANCE WITH THESE STANDARDS THROUGHOUT THE DURATION OF THE CONTRACT.
C. COPIES OF THESE STANDARDS ARE AVAILABLE UPON REQUEST FROM THE LOCAL COUNCIL AND DSG'S WEBSITE.

3 // DESIGN LEVELS

A. CONFIRM / DETERMINE FINISHED FLOOR LEVELS ON SITE TO ACHIEVE DESIGN INTENT. REFER ARCHITECT FOR ANY DISCREPANCIES, ISSUES OR CHANGES TO FLOOR LEVELS. GENERALLY, SURFACES ARE TO BE SLOPED AWAY FROM BUILDINGS.

4 // SCOPE OF WORKS

A. THE SCOPE OF WORKS ARE SHOWN IN THESE DOCUMENTS AND THE SPECIFICATION.
B. THE CONTRACTOR IS EXPECTED TO RESOLVE ALL ISSUES UNCOVERED ON SITE THAT ARE NOT DETAILED IN THESE DOCUMENTS, IN CONJUNCTION WITH THE SUPERINTENDENT / PRINCIPAL.

5 // DISPOSAL OF EXCAVATED MATERIAL

A. DISPOSE OF EXCAVATED MATERIAL TO A LICENSED WASTE FACILITY OR APPROVED LAND FILL SITE.

6 // APPROVALS

ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE FOLLOWING APPROVALS;
- NIL

7 // LINETYPE LEGEND

- eCOM — EXISTING COMMUNICATIONS LINE - CONFIRM EXACT LOCATION
- COM — PROPOSED COMMUNICATIONS LINE
- eFM — EXISTING FIRE WATER LINE / MAIN - CONFIRM EXACT LOCATION
- FM — PROPOSED FIRE WATER LINE / MAIN
- eGAS — EXISTING GAS LINE / MAIN - CONFIRM EXACT LOCATION
- GAS — NEW GAS LINE / MAIN
- ePWR — EXISTING POWER LINE - CONFIRM EXACT LOCATION
- PWR — PROPOSED POWER LINE
- eS — EXISTING SEWER SERVICE LINE / MAIN - CONFIRM EXACT LOCATION
- S — PROPOSED SEWER SERVICE LINE / MAIN
- EXISTING SEWER RISING MAIN - CONFIRM EXACT LOCATION
- S-RM — PROPOSED SEWER RISING MAIN
- eSW — EXISTING STORMWATER LINE / MAIN - CONFIRM EXACT LOCATION
- SW — PROPOSED STORMWATER LINE / MAIN
- eSW-RM — EXISTING STORMWATER RISING MAIN - CONFIRM EXACT LOCATION
- SW-RM — PROPOSED STORMWATER RISING MAIN
- eAG — EXISTING AGRICULTURAL DRAIN (AG DRAIN)
- AG — PROPOSED SLOTTED AGRICULTURAL DRAIN (AG DRAIN)
- eW — EXISTING WATER SERVICE LINE / MAIN - CONFIRM EXACT LOCATION
- W — PROPOSED WATER SERVICE LINE / MAIN
- PROPOSED VEE DRAIN - REFER SECTIONS AND DETAILS
- EXISTING SERVICE LINE / MAIN TO BE DEMOLISHED
- EXISTING SURFACE / STRUCTURE TO BE DEMOLISHED
- TITLE BOUNDARY
- DRAINAGE EASEMENT / RIGHT OF WAY
- EROSION CONTROL BARRIER

EXISTING INFRASTRUCTURE

1 // LOCATION OF EXISTING INFRASTRUCTURE

A. LOCATE ALL EXISTING UNDERGROUND INFRASTRUCTURE PRIOR TO COMMENCING ANY SITE AND DEMOLITION WORKS WITH THE FOLLOWING METHODS:
A.1. THE CONTRACTOR IS TO NOTIFY ALL RELEVANT STATUTORY AUTHORITIES PRIOR TO COMMENCING ANY WORK FOR THE POSSIBLE LOCATION OF ANY EXISTING INFRASTRUCTURE NOT SHOWN ON THESE PLANS, AND IS TO NOTIFY THE SUPERINTENDENT OF THE SAME.
A.2. THE CONTRACTOR IS TO COMPLETE A 'BEFORE YOU DIG'.
A.3. THE CONTRACTOR IS TO REVIEW ALL SURVEY AND UNDERGROUND ASSET DATA.
A.4. THE CONTRACTOR IS TO ARRANGE AND PAY FOR THE ON SITE MARKING AND CONFIRMATION OF DEPTH OF SERVICES LOCATIONS FOR ALL UNDERGROUND INFRASTRUCTURE INCLUDING BUT NOT LIMITED TO; COMMUNICATIONS, TASNETWORKS, TASGAS, TASWATER AND COUNCIL INFRASTRUCTURE (IE SEWER, STORMWATER, WATER ETC.) IN THE AREA OF NEW WORKS. CONFIRM LOCATIONS USING CABLE LOCATORS, POT HOLING, SUCTION TRUCK, HAND DIGGING AND UNDERGROUND CCTV CAMERA INSPECTIONS.
A.5. THE CONTRACTOR IS TO WALK SITE AND IDENTIFY ANY ASSETS THAT MAY HAVE BEEN MISSED AND REPORT TO SUPERINTENDENT.

2 // GENERAL

A. ANY CLASHES WITH DESIGNED INFRASTRUCTURE ON THE FOLLOWING DESIGN DRAWINGS ARE TO BE REPORTED TO DESIGN ENGINEER FOR DIRECTION.
B. ALL EXISTING INFRASTRUCURE IS TO BE PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO EXISTING INFRASTRUCTURE IS TO BE MADE GOOD AT THE CONTRACTOR'S EXPENSE.
C. TRENCHES WHERE SERVICES ARE REMOVED ARE TO BE FILLED WITH AN APPROVED COMPACTED MATERIAL AND TO ENGINEERS COMPACTION SPECIFICATIONS. MATCH AND MAKE GOOD SURFACES TO MATCH EXISTING SURROUNDINGS.

SAFETY IN DESIGN

1 // GENERAL

A. THE 'SAFETY IN DESIGN' RISK MITIGATION MEASURES FOR THIS PROJECT DO NOT ACCOUNT FOR ALL DESIGN, CONSTRUCTION, OPERATION, MAINTENANCE AND DEMOLITION ASSESSMENTS.
B. THEY DO NOT REDUCE OR LIMIT THE OBLIGATIONS OF THE CONTRACTOR, CONSTRUCTOR, USER, OPERATOR, MAINTAINER OR DEMOLISHER TO PERFORM THEIR OWN SAFETY IN DESIGN RISK ASSESSMENTS.
C. CONSTRUCTION AND INSTALLATION SAFE WORK METHOD STATEMENTS ARE TO BE REVIEWED BY A QUALIFIED PERSON TO ELIMINATE AND MINIMISE INSTALLATION RISKS.

DEMOLITION WORKS

1 // GENERAL

A. DEMOLITION WORKS ARE TO BE READ IN CONJUNCTION WITH ARCHITECTS AND OTHER CONSULTANTS DEMOLITION PLANS. CONTRACTOR TO NOTIFY ARCHITECT AND CONFIRM ANY ISSUES / CONTRADICTIONS WITH ARCHITECT.
B. CONTRACTOR TO MAKE ALL NECESSARY ALLOWANCES FOR REQUIRED DEMOLITIONS, REMOVALS AND RELOCATIONS TO SUIT NEW WORKS.
C. ALL EXISTING INFRASTRUCTURE IS TO BE PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO EXISTING INFRASTRUCTURE IS TO BE MADE GOOD AT THE CONTRACTOR'S EXPENSE.
D. CAP, TERMINATE AND REMOVE REDUNDANT DISUSED DRAINAGE SERVICES TO SATISFACTION OF ENGINEER, LOCAL AUTHORITIES AND IN ACCORDANCE WITH AS3500.
E. TRENCHES WHERE SERVICES ARE REMOVED ARE TO BE FILLED WITH AN APPROVED COMPACTED MATERIAL AND TO ENGINEERS COMPACTION SPECIFICATIONS. MATCH AND MAKE GOOD SURFACES TO MATCH EXISTING SURROUNDINGS.
F. CONTRACTOR TO ALLOW TO MAKE GOOD ALL SURFACES AFFECTED BY DEMOLITION WORKS TO SUPERINTENDENT / PRINCIPAL / LOCAL COUNCIL'S SATISFACTION.

EXISTING SURVEY

1 // EXISTING SURVEY DETAILS

A. THE FOLLOWING ARE THE SURVEY DETAILS USED AS A BASIS FOR THE DESIGN:

SURVEYOR:	
SURVEY REFERENCE NUMBER:	
SURVEY DATE:	
SITE LOCATION:	
COORDINATION SYSTEM:	
LEVEL DATUM:	
SERVICE MARKER:	

SITE SETOUT

1 // GENERAL

A. SETOUT IS THE RESPONSIBILITY OF THE CONTRACTOR AND SURVEYOR.
B. THE CONTRACTOR IS TO ARRANGE AND PAY FOR A REGISTERED SURVEYOR TO SETOUT THE BUILDING/S, CIVIL WORKS AND ANY OTHER COMPONENT.
C. COLLECTIVE CONSULTING TAKE NO RESPONSIBILITY FOR THE SETOUT OF BUILDING/S, CIVIL WORKS AND ANY OTHER COMPONENT.
D. REFER ARCH. FOR SETOUT OF ALL BUILDING/S AND RELATED COMPONENTS.
E. ALL SETOUT DIMENSIONS ON THESE DRAWINGS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE BEFORE COMMENCING WORK.
F. DO NOT SCALE FOR DIMENSIONS OFF THESE DRAWINGS.
G. UNLESS NOTED OTHERWISE, ALL DIMENSIONS SHOWN ARE IN MILLIMETRES WITH THE EXCEPTION OF SURVEY LEVELS, WHICH ARE IN METRES.

EARTHWORKS

1 // GENERAL

A. GENERAL EARTHWORKS, MATERIAL AND WORKMANSHIP SHALL COMPLY WITH THE SPECIFICATION, THE CURRENT EDITION OF THE SAA CODE FOR EARTHWORKS, AS3798, THE NCC, SAFE WORK AUSTRALIA CODE OF PRACTICE FOR EXCAVATION WORK, TOGETHER WITH ANY CODES, STANDARDS OR REGULATIONS REFEREED TO THEREIN.
B. THE CONTRACTOR SHALL KEEP A COPY OF THE CURRENT VERSION OF AS3798 AND ANY OTHER REQUIRED CODES, STANDARDS AND REGULATIONS ON SITE.

2 // TESTING & INSPECTIONS

A. THE CONTRACTOR IS TO BE RESPONSIBLE FOR ENGAGING AND PAYING ALL COSTS FOR AN APPROVED CONSTRUCTION MATERIALS TESTING COMPANY TO CARRY OUT TESTING OF ALL EARTHWORKS INCLUDING, BUT NOT LIMITED TO:

TESTING TYPE:	TESTING REQUIREMENTS:
SUBGRADE	LEVEL 1 TESTING
BACKFILLING OF SERVICE TRENCHES	LEVEL 1 TESTING
FILLS	LEVEL 1 TESTING
PAVEMENTS	LEVEL 1 TESTING

CERTIFICATION OF THESE ELEMENTS ARE TO BE PROVIDED PRIOR TO PRACTICAL COMPLETION.

3 // AREAS OF CUT

A. STRIP EXISTING TOP SOIL, VEGETATION, HARD SURFACES AND OTHER MATERIAL TO SUBGRADE LEVEL.
B. PROOF ROLL SUBGRADE IN ACCORDANCE WITH AS1289 TO:
- 98% STANDARD DRY DENSITY UNDER BUILDINGS
- 98% STANDARD DRY DENSITY UNDER ROADS AND CARPARKS
- REMOVE ANY SOFT SPOTS AND COMPACT WITH 2% OF OPTIMUM MOISTURE CONTENT TO STANDARD DRY DENSITY AS STATED ABOVE

4 // AREAS OF FILL

A. STRIP EXISTING TOP SOIL, VEGETATION, HARD SURFACES AND OTHER MATERIAL TO SUBGRADE LEVEL.
B. PROOF ROLL SUBGRADE IN ACCORDANCE WITH AS1289 TO:
- 98% STANDARD DRY DENSITY UNDER BUILDINGS
- 98% STANDARD DRY DENSITY UNDER ROADS AND CARPARKS
- REMOVE ANY SOFT SPOTS AND COMPACT WITH 2% OF OPTIMUM MOISTURE CONTENT TO STANDARD DRY DENSITY AS STATED ABOVE

C. PLACE FILL AS SPECIFIED AND COMPACT WITHIN 2% OF OPTIMUM MOISTURE CONTENT TO STANDARD DRY DENSITY AS STATED ABOVE.

5 // DISPOSAL OF EXCAVATED MATERIAL

A. DISPOSE OF EXCAVATED MATERIAL TO A LICENSED WASTE FACILITY OR APPROVED LAND FILL SITE.

SOIL AND WATER MANAGEMENT

1 // GENERAL

A. ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH 'SOIL & WATER MANAGEMENT ON BUILDING & CONSTRUCTION SITES' GUIDELINES AVAILABLE FROM NORTHERN RESOURCE MANAGEMENT (NRM) AND DETAILS SUPPLIED IN THESE DESIGN DRAWINGS.
B. COMPLY WITH ALL REQUIREMENTS TO LIMIT STORMWATER RUNOFF FROM THE SITE DURING CONSTRUCTION.
C. IT IS STRONGLY RECOMMENDED THAT THE DEVELOPER RE-COVERS ANY DISTURBED AREAS WITH TOPSOIL AS QUICKLY AS POSSIBLE AFTER BULK EARTHWORKS ARE COMPLETED, TO PREVENT SOIL DISPERSION.

2 // SOIL EROSION CONTROL

A. CONTRACTOR TO ALLOW TO;
A.1. LIMIT DISTURBANCE WHEN EXCAVATING BY PRESERVING VEGETATED AREAS AS MUCH AS POSSIBLE
A.2. DIVERT UP-SLOPE WATER WHERE PRACTICAL
A.3. INSTALL SEDIMENT FENCES DOWN SLOPE OF ALL DISTURBED LANDS TO FILTER LARGE PARTICLES PRIOR TO STORMWATER SYSTEM
A.4. WASH EQUIPMENT IN DESIGNATED AREA THAT DOES NOT DRAIN TO STORMWATER SYSTEM OR NATURAL DRAINAGE LINES
A.5. PLACE STOCK PILES AWAY FROM ON-SITE DRAINAGE & UP-SLOPE FROM SEDIMENT FENCES
A.6. LEAVE AND MAINTAIN VEGETATED FOOTPATHS
A.7. STORE ALL HARD WASTE AND LITTER IN A DESIGNATED AREA THAT WILL PREVENT IT FROM BEING BLOWN AWAY AND WASHED INTO THE STORMWATER SYSTEMS
A.8. RESTRICT VEHICLE MOVEMENT TO A STABILISED ACCESS

3 // NRM GUIDELINES

A. CONTRACTOR TO COMPLETE ALL WORKS IN ACCORDANCE WITH NRM SOIL & WATER MANAGEMENT ON BUILDING & CONSTRUCTION SITE USING THE FOLLOWING FACT SHEETS;
FACT SHEET 1:
SOIL & WATER MANAGEMENT ON LARGE BUILDING & CONSTRUCTION SITES
FACT SHEET 2:
SOIL & WATER MANAGEMENT ON STANDARD BUILDING & CONSTRUCTION SITES
FACT SHEET 3: SOIL & WATER MANAGEMENT PLANS
FACT SHEET 4: DISPERSIVE SOILS - HIGH RISK OF TUNNEL EROSION
FACT SHEET 5: MINIMISE SOIL DISTURBANCE
FACT SHEET 6: PRESERVE VEGETATION
FACT SHEET 7: DIVERT UP-SLOPE WATER
FACT SHEET 8: EROSION CONTROL MATS & BLANKETS
FACT SHEET 9: PROTECT SERVICE TRENCHES & STOCKPILES
FACT SHEET 10: EARLY ROOF DRAINAGE CONNECTION
FACT SHEET 11:
SCOUR PROTECTION - STORMWATER PIPE OUTFALLS & CHECK DAMS
FACT SHEET 12: STABILISED SITE ACCESS
FACT SHEET 13: WHEEL WASH
FACT SHEET 14: SEDIMENT FENCES & FIBRE ROLLS
FACT SHEET 15: PROTECTION OF STORMWATER PITS
FACT SHEET 16: MANAGE CONCRETE, BRICK & TILE CUTTING
FACT SHEET 17: SEDIMENT BASINS
FACT SHEET 18: DUST CONTROL
FACT SHEET 19: SITE RE-VEGETATION

CIVIL WORKS

1 // GENERAL

A. THE CONTRACTOR SHALL ENSURE THAT ALL CIVIL WORKS, MATERIALS AND WORKMANSHIP COMPLY WITH PLANNING AND BUILDING PERMITS, THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA (NCC), AUSTRALIAN STANDARDS (AS), DEPARTMENT OF STATE GROWTH (DSG), INSTITUTE OF PUBLIC WORKS ENGINEERING AUSTRALIA (IPWEA) - TAS DIVISION, LOCAL GOVERNMENT ASSOCIATION TASMANIA (LGAT), AND ANY OTHER STATE / TERRITORY / LOCAL GOVERNMENT REGULATIONS.
B. ANY DEPARTURE FROM THESE STANDARDS AND REGULATIONS REQUIRES THE PRIOR WRITTEN APPROVAL FROM THE SUPERINTENDENT AND THE WORKS SUPERVISOR / INSPECTOR.

2 // INSPECTIONS

A. THE CONTRACTOR IS TO BE RESPONSIBLE FOR ORGANISING INSPECTIONS WITH THE SUPERINTENDENT.
B. THE FOLLOWING SITE INSPECTIONS ARE REQUIRED DURING CONSTRUCTION / HOLD POINTS, AS A MINIMUM, BEFORE COMMENCEMENT OF FURTHER WORKS:

REQUIRED SITE INSPECTIONS:
SUBGRADE PREPARATION
SUBBASE FOR ROADS, CARPARKS AND KERBS
FINAL TRIM PRIOR TO PLACING KERBS
FINAL TRIM PRIOR TO SEALING

C. THE CONTRACTOR IS TO MAKE THEMSELVES AWARE OF ANY ADDITIONAL INSPECTIONS REQUIRED BY THE LOCAL COUNCIL TO ACHIEVE PRACTICAL COMPLETION AND NOTIFY COLLECTIVE CONSULTING.
D. COLLECTIVE CONSULTING REQUIRE MIN. 48 HOURS NOTICE PRIOR TO ALL REQUIRED INSPECTIONS.

3 // TESTING

A. THE CONTRACTOR IS TO BE RESPONSIBLE FOR ENGAGING AND PAYING ALL COSTS FOR AN APPROVED CONSTRUCTION MATERIALS TESTING COMPANY TO CARRY OUT TESTING IN ACCORDANCE WITH DSG SPEC. SECTION 173 - EXAMINATION AND TESTING OF MATERIALS AND WORK (ROADWORKS).

4 // HOTMIX ASPHALT

A. ALL HOTMIX ASPHALT IS TO BE BLACK IN COLOUR (U.N.O.) AND IS TO BE PLACED IN ACCORDANCE WITH AND MEET THE REQUIREMENTS OF DSG SPEC. SECTION 407 - HOTMIX ASPHALT.

5 // KERBS AND CHANNELS

A. ALL KERBS AND CHANNELS AND ACCESS RAMPS SHOWN ON THE DRAWINGS ARE TO BE IN ACCORDANCE WITH LGAT STANDARD DRAWINGS TSD-R14-v3 TO TSD-R18-v3.

6 // FOOTPATHS

A. CONSTRUCT FOOTPATHS (INCLUDING EXPANSION JOINTS, CONTROL JOINTS, WEAKENED PLANE JOINTS, ETC.) IN ACCORDANCE WITH LGAT STANDARD DRAWING TSD-R11-v3.

7 // LANDSCAPE / STREET FURNITURE

A. LANDSCAPE AND STREET FURNITURE DESIGN AND DETAILING BY OTHERS.

8 // ROAD RESERVE WORKS

A. ALL WORKS IN (OR REQUIRING OCCUPATION) IN THE ROAD RESERVE MUST BE UNDERTAKEN BY CONTRACTOR REGISTERED WITH COUNCIL'S REGISTERED CONTRACTORS OR AS APPROVED BY COUNCIL.

SIGNAGE AND LINE MARKING

1 // GENERAL

A. LINE MARKING AND SIGNAGE SHOWN ON THE DESIGN PLANS ARE FOR INFORMATION ONLY. REFER TO THE ARCHITECTURAL PLANS FOR DETAILS.
B. CONTRACTOR TO INSTALL ALL SIGNAGE AND LINE MARKING AS PER THE ARCHITECTURAL PLANS.
C. CAR PARKING SPACE/S AND LINE MARKING TO BE IN ACCORDANCE WITH AS2890.
D. ACCESS CAR PARKING SPACE/S, SIGNAGE. SHARED AREA, BOLLARD AND LINE MARKING TO BE IN ACCORDANCE AS2890.6.
E. ALL LINE MARKING TO BE WITH DULUX ROADMASTER (OR EQUIVALENT) U.N.O.
F. ALL SIGN WORKS AND INSTALLATION TO BE IN ACCORDANCE WITH CURRENT VERSION OF 'MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES' (MUTCD) & AUSTROADS FOR SIGNAGE DETAILS.

INFRASTRUCTURE IN EMBANKMENT FILL

1 // GENERAL

A. WHERE THE LOCATION OF SEWER OR STORMWATER INFRASTRUCTURE REQUIRING FILL OR CONSTRUCTION IN AN EMBANKMENT, ALONG THE ROUTE SHOWN IN THE DESIGN DRAWINGS, PROCEED AS FOLLOWS;
A.1. PREPARE THE FOUNDATION FOR THE FILL BY CLEANING AWAY ALL DEBRIS, VEGETATION, ORGANIC MATERIAL AND TOPSOIL FOR THE FULL WIDTH OF THE FILL AREA.
A.2. COMPACT THE CLEARED SOIL SURFACE TO NOT LESS THAN 95% OF IT'S STANDARD MAXIMUM DRY DENSITY (AS3798).
A.3. PLACE THE FILL IN LAYERS NOT EXCEEDING 200MM THICKNESS AND COMPACT EACH LAYER TO NOT LESS THAN 95% OF IT'S STANDARD MAXIMUM DRY DENSITY (AS3798).
A.4. BRING THE COMPACTED FILL LEVEL UP TO A HEIGHT OF AT LEAST 300MM ABOVE THE DESIGN LEVEL OF THE TOP OF THE PIPE.
A.5. PLACE THE REMAINDER OF THE FILL IN LAYERS NOT EXCEEDING 300MM THICKNESS AND COMPACT EACH LAYER TO NOT LESS THAN 95% OF IT'S STANDARD MAXIMUM DRY DENSITY (AS3798).
B. NOTE THAT ALL EARTHWORKS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH AS3798.

CONTRACTOR SPECIFIC WORKS - PLUMBING

1 // GENERAL

A. DUE TO THE AGE OF BUILDING AND THE REQUIREMENTS FOR NEW BUILDING WORKS TO COMPLY WITH THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA (NCC), AUSTRALIAN STANDARDS (AS), DEPARTMENT OF STATE GROWTH (DSG), INSTITUTE OF PUBLIC WORKS ENGINEERING AUSTRALIA (IPWEA) - TAS DIVISION, LOCAL GOVERNMENT ASSOCIATION TASMANIA (LGAT), WATER SERVICES ASSOCIATION OF AUSTRALIA (WSAA) TASMANIA FIRE SERVICE REQUIREMENTS AND ANY OTHER STATE / TERRITORY / LOCAL GOVERNMENT REGULATIONS, CONTRACTORS ARE TO COMPLETE ALL NECESSARY CHECKS AND ASSESSMENTS LISTED BELOW TO ENSURE THE BUILDING WORKS ARE READY FOR CERTIFICATE OF OCCUPANCY & CERTIFICATE OF COMPLETION.
B. ON-SITE TESTING IS TO BE CARRIED OUT DURING ESTABLISHMENT AND PRIOR TO COMMENCEMENT OF NEW WORKS. PROVIDE LATENT CONDITIONS REPORT TO ENGINEER FOR PRICING. THIS REPORT IS TO IDENTIFY INFRASTRUCTURE UPGRADE WORKS AT THE FRONT END OF THE PROJECT.
C. NO VARIATION WILL BE PAID FOR LATENT PLUMBING CONDITIONS THAT HAVE NOT BEEN IDENTIFIED DURING THE ON-SITE TESTING & LATENT CONDITIONS REPORT.
D. THESE WORKS ARE TO BE INCLUDED IN CONTRACTORS TENDER AS AGREED WITH SUPERINTENDENT.
E. LOCATE EXISTING INFRASTRUCTURE USING CABLE LOCATORS, POT HOLING, SUCTION TRUCK, HAND DIGGING AND UNDERGROUND CCTV CAMERA INSPECTIONS.

2 // COMPLIANCE WORKS

A. CONTRACTORS ARE TO COMPLETE THE FOLLOWING WORK:
A.1. FLOW TEST ALL EXTERNAL & INTERNAL FIRE HYDRANTS FOR COMPLIANCE WITH AS 2419.1. NOTIFY RESULTS TO ENGINEER FOR APPROVAL.
A.2. FLOW TEST ALL FIRE HOSE REELS FOR COMPLIANCE WITH AS1851.9. NOTIFY RESULTS TO ENGINEER FOR APPROVAL.
A.3. UPGRADE FIRE HOSE REEL & HYDRANTS TO ACHIEVE COMPLIANCE WITH CURRENT STANDARDS TO ALLOW ISSUE OF CERTIFICATE OF OCCUPANCY & COMPLETION.
A.4. PRESSURE TEST & DIE TEST EXISTING SEWER SYSTEM PRIOR TO COMMENCING WORKS & CHECK FOR LEAKS OR DEFECTS. MAKE GOOD DEFECTIVE AREAS & PROVIDE CERTIFIED RESULTS TO ENGINEER FOR APPROVAL AS PART OF LATENT CONDITIONS REPORT PREPARED AT FRONT END OF PROJECT. RE-TEST AFTER COMPLETION OF WORKS & PROVIDE RESULTS PRIOR TO HAND OVER.

STORMWATER INFRASTRUCTURE

1 // GENERAL

A. ALL STORMWATER INFRASTRUCTURE WORKS TO BE IN ACCORDANCE WITH THE LOCAL COUNCIL AND DSG STANDARDS AND REGULATIONS.
B. ALL STORMWATER PLUMBING INFRASTRUCTURE AND DRAINAGE TO COMPLY WITH AS3500.3.
C. ANY DEPARTURE FROM THESE STANDARDS AND REGULATIONS REQUIRES THE PRIOR WRITTEN APPROVAL FROM THE SUPERINTENDENT AND LOCAL COUNCIL'S WORKS SUPERVISOR / INSPECTOR.

2 // TESTING

A. ALL DRAINAGE WORKS SHALL BE SUBJECT TO THE TESTS PRESCRIBED BY THE AUTHORITIES WHO HAVE JURISDICTION OVER THE VARIOUS SERVICES.
B. ANY SECTION FAILING SUCH TESTS SHALL BE REMOVED AND REINSTALLED AT THE CONTRACTOR'S EXPENSE.
C. ONCE DRAINAGE INFRASTRUCTURE HAS BEEN INSTALLED, CONTRACTORS SHALL CCTV ALL PIPES AND SUBMIT FOOTAGE TO LOCAL COUNCIL FOR APPROVAL.

3 // MANHOLES (MH)

A. MANHOLES ARE TO BE Ø1050 ID (U.N.O.) PRECAST CONCRETE, INSTALLED IN ACCORDANCE WITH WSAA STANDARDS.
B. ALL MANHOLES IN TRAFFICABLE AREAS ARE TO BE FITTED WITH HEAVY DUTY CLASS D GATIC COVERS AND SURROUNDS (U.N.O).
C. ALL MANHOLES IN NON-TRAFFICABLE AREAS ARE TO BE FITTED WITH MEDIUM DUTY CLASS B GATIC COVERS AND SURROUNDS (U.N.O.).
D. ALL MANHOLES ARE TO HAVE A 5m LENGTH OF Ø75mm MIN. AGRICULTURAL DRAIN CONNECTED TO MANHOLE AND LAID IN THE UPSTREAM PIPE TRENCH IMMEDIATELY ADJACENT TO AND AT THE INVERT OF THE LOWEST PIPEWORK.

4 // TRENCHING AND BACKFILLING

A. ALL TRENCHES ARE TO BE EXCAVATED AND BACKFILLED IN ACCORDANCE WITH THESE DRAWINGS AND LOCAL COUNCIL STANDARDS, INCLUDING ELECTROMAGNETIC METAL IMPREGNATED TAPE IN ALL NON METALLIC PIPE TRENCHES.

6 // INSPECTIONS

A. THE CONTRACTOR IS TO BE RESPONSIBLE FOR ORGANISING INSPECTIONS WITH THE SUPERINTENDENT - LIAISE WITH LOCAL COUNCIL.
B. THE FOLLOWING SITE INSPECTIONS ARE REQUIRED DURING CONSTRUCTION / HOLD POINTS, AS A MINIMUM, BEFORE COMMENCEMENT OF FURTHER WORKS:

REQUIRED SITE INSPECTIONS:
PIPEWORK BEDDING
INSTALLED PIPE PRIOR TO BACKFILLING
BACKFILLING

C. THE CONTRACTOR IS TO MAKE THEMSELVES AWARE OF ANY ADDITIONAL INSPECTIONS REQUIRED BY THE LOCAL COUNCIL TO ACHIEVE PRACTICAL COMPLETION AND NOTIFY COLLECTIVE CONSULTING.
D. COLLECTIVE CONSULTING REQUIRE MIN. 48 HOURS NOTICE PRIOR TO ALL REQUIRED INSPECTIONS.

7 // AS CONSTRUCTED DRAWINGS

A. THE CONTRACTOR WILL BE RESPONSIBLE FOR PRODUCING 'AS INSTALLED' DRAWINGS TO THE STANDARD REQUIRED BY THE LOCAL COUNCIL.
B. THE DRAWINGS SHALL BE CERTIFIED AS BEING CORRECT BY EITHER A CHARTERED CIVIL ENGINEER OR A REGISTERED SURVEYOR.
C. COLLECTIVE CONSULTING CAN PROVIDE THIS SERVICE, AT AN ADDITIONAL FEE. THIS HAS NOT BEEN ALLOWED FOR AS PART OF THESE WORKS / CONTRACT.

8 // REDUNDANT PIPEWORK

A. FILL ALL REDUNDANT SECTION OF PIPEWORK WITH 'LIQUIFILL' (GRADE PC.1 - 0.5-2.0 MPA), U.N.O

SEWER INFRASTRUCTURE

1 // GENERAL

A. ALL SEWER INFRASTRUCTURE WORKS TO BE IN ACCORDANCE WITH THE WSAA SEWER CODE 02-2014-3.1 GRAVITY SEWERAGE CODE OF AUSTRALIA - MELBOURNE RETAIL WATER AGENCIES INTEGRATED (MRWA) VERSION 2.0 AND AS AMENDED BY THE TASWATER SUPPLEMENT.
B. TASWATER APPROVED PRODUCTS CAN BE FOUND AT THE FOLLOWING WEBSITE:
https://mrwa.com.au/Pages/Products.aspx
C. ANY DEPARTURE FROM THESE STANDARDS AND REGULATIONS REQUIRES THE PRIOR WRITTEN APPROVAL FROM THE SUPERINTENDENT AND TASWATER FIELD SERVICES OFFICER.

2 // TESTING

A. ALL DRAINAGE WORKS SHALL BE SUBJECT TO THE TESTS PRESCRIBED BY THE AUTHORITIES WHO HAVE JURISDICTION OVER THE VARIOUS SERVICES.
B. ANY SECTION FAILING SUCH TESTS SHALL BE REMOVED AND REINSTALLED AT THE CONTRACTOR'S EXPENSE.
C. ONCE DRAINAGE INFRASTRUCTURE HAS BEEN INSTALLED, CONTRACTORS SHALL CCTV ALL PIPES AND SUBMIT FOOTAGE TO TASWATER FOR APPROVAL.

3 // SEWER MAIN CONNECTIONS

A. ALL NEW 'LIVE' CONNECTIONS TO EXISTING TASWATER SEWER INFRASTRUCTURE INCLUDING, BUT NOT LIMITED TO SEWER MAINS AND MANHOLES, ARE TO BE COMPLETED BY TASWATER (UNLESS PRIOR WRITTEN APPROVAL) AT OWNERS COST.
B. INSTALL PROPERTY SEWER CONNECTIONS (STANDARD OR SLOPED) WITH A SURFACE INSPECTION OPENING (IO) NOM. 1.0m WITHIN EACH NEW LOT IN ACCORDANCE WITH SECTION 5 OF WSAA SEWER CODE 02-2014-3.1 GRAVITY SEWERAGE CODE OF AUSTRALIA (MRWA) VERSION 2.0.

4 // MANHOLES (MH)

A. MANHOLES ARE TO BE Ø1050 ID (U.N.O.) PRECAST CONCRETE, INSTALLED IN ACCORDANCE WITH WSAA STANDARDS.
B. CONSTRUCTION AND INSTALLATION OF ALL MANHOLES AND MANHOLE COVERS TO BE IN ACCORDANCE WITH THE WSAA SEWER CODE 02-2014-3.1 GRAVITY SEWERAGE CODE OF AUSTRALIA - MELBOURNE RETAIL WATER AGENCIES INTEGRATED (MRWA) VERSION 2.0 AND AS AMENDED BY THE TASWATER SUPPLEMENT.
C. ALL MANHOLES IN TRAFFICABLE AREAS ARE TO BE FITTED WITH HEAVY DUTY CLASS D GATIC COVERS AND SURROUNDS (U.N.O).
D. ALL MANHOLES IN NON-TRAFFICABLE AREAS ARE TO BE FITTED WITH MEDIUM DUTY CLASS B GATIC COVERS AND SURROUNDS (U.N.O.).
E. BENCHING TO BE FULL DEPTH OF PIPE DIA. AS PER DETAILS IN WSAA SEWER CODE 02-2014-3.1 GRAVITY SEWERAGE CODE OF AUSTRALIA - MELBOURNE RETAIL WATER AGENCIES INTEGRATED (MRWA) VERSION 2.0 AND AS AMENDED BY THE TASWATER SUPPLEMENT.

5 // TRENCHING AND BACKFILLING

A. ALL TRENCHES ARE TO BE EXCAVATED AND BACKFILLED IN ACCORDANCE WITH THESE DRAWINGS AND TASWATER STANDARDS, INCLUDING ELECTROMAGNETIC METAL IMPREGNATED TAPE IN ALL NON METALLIC PIPE TRENCHES.
B. CEMENT STABILISED EMBEDMENT:
FOR SEWER MAINS, INA CCORDANCE WITH MRWA SEWERAGE STANDARDS DRAWING RWA-S AND AS AMENDED BY THE TASWATER SUPPLEMENT.

6 // INSPECTIONS

A. THE CONTRACTOR IS TO BE RESPONSIBLE FOR ORGANISING INSPECTIONS WITH THE SUPERINTENDENT - LIAISE WITH TASWATER.
B. THE FOLLOWING SITE INSPECTIONS ARE REQUIRED DURING CONSTRUCTION / HOLD POINTS, AS A MINIMUM, BEFORE COMMENCEMENT OF FURTHER WORKS:

REQUIRED SITE INSPECTIONS:
PIPEWORK BEDDING
INSTALLED PIPE PRIOR TO BACKFILLING
BACKFILLING

C. THE CONTRACTOR IS TO MAKE THEMSELVES AWARE OF ANY ADDITIONAL INSPECTIONS REQUIRED BY TASWATER TO ACHIEVE PRACTICAL COMPLETION AND NOTIFY COLLECTIVE CONSULTING.
D. COLLECTIVE CONSULTING REQUIRE MIN. 48 HOURS NOTICE PRIOR TO ALL REQUIRED INSPECTIONS.

7 // AS CONSTRUCTED DRAWINGS

A. THE CONTRACTOR WILL BE RESPONSIBLE FOR PRODUCING 'AS INSTALLED' DRAWINGS TO THE STANDARD REQUIRED BY TASWATER.
B. THE DRAWINGS SHALL BE CERTIFIED AS BEING CORRECT BY EITHER A CHARTERED CIVIL ENGINEER OR A REGISTERED SURVEYOR.
C. COLLECTIVE CONSULTING CAN PROVIDE THIS SERVICE, AT AN ADDITIONAL FEE. THIS HAS NOT BEEN ALLOWED FOR AS PART OF THESE WORKS / CONTRACT.

8 // REDUNDANT PIPEWORK

A. FILL ALL REDUNDANT SECTION OF PIPEWORK WITH 'LIQUIFILL' (GRADE PC.1 - 0.5-2.0 MPa), U.N.O.

WATER RETICULATION INFRASTRUCTURE

1 // GENERAL

A. ALL WATER INFRASTRUCTURE WORKS TO BE IN ACCORDANCE WITH THE FOLLOWING:
A.1. WSAA WATER SUPPLY CODE 03-2011-3.1 WATER SUPPLY CODE OF AUSTRALIA - MELBOURNE RETAIL WATER AGENCIES INTEGRATED (MRWA) VERSION 2.0 AND AS AMENDED BY THE TASWATER SUPPLEMENT.
A.2. TASWATER'S STANDARD DRAWINGS TWS-W-0002 SERIES.
A.3. WATER METERING POLICY / METERING GUIDELINES.
A.4. TASWATER'S STANDARD DRAWINGS TWS-W-0003 SERIES - FOR PROPERTY SERVICE CONNECTIONS - CAGE FOR WATER METER ASSEMBLY.
A.5. BOUNDARY BACKFLOW CONTAINMENT REQUIREMENTS AND AS3500.1.
B. ANY DEPARTURE FROM THESE STANDARDS AND REGULATIONS REQUIRES THE PRIOR WRITTEN APPROVAL FROM THE SUPERINTENDENT AND TASWATER'S FIELD SERVICES OFFICER.

2 // TESTING

A. ALL DRAINAGE WORKS SHALL BE SUBJECT TO THE TESTS PRESCRIBED BY THE AUTHORITIES WHO HAVE JURISDICTION OVER THE VARIOUS SERVICES.
B. ANY SECTION FAILING SUCH TESTS SHALL BE REMOVED AND REINSTALLED AT THE CONTRACTOR'S EXPENSE.

3 // FIRE HYDRANTS (FH)

A. INSTALLATION, COMMISSIONING AND TESTING OF FIRE HYDRANTS TO BE IN ACCRORDANCE WITH AS2419.
B. FIRE HYDRANTS ARE TO BE AS SHOWN ON THE DRAWINGS. THE CONTRACTOR IS TO ALLOW TO PLACE STANDARD MARKERS AS REQUIRED BY THE LOCAL AUTHORITY.

4 // THRUST AND ANCHOR BLOCKS

A. THRUST AND ANCHOR BLOCKS ARE TO BE PROVIDED AT BENDS, VALVES, HYDRANTS AND LINE ENDS IN ACCORDANCE WITH TASWATER STANDARDS.

5 // TRENCHING AND BACKFILLING

A. ALL TRENCHES ARE TO BE EXCAVATED AND BACKFILLED IN ACCORDANCE WITH THESE DRAWINGS AND TASWATER STANDARDS, INCLUDING ELECTROMAGNETIC METAL IMPREGNATED TAPE IN ALL NON METALLIC PIPE TRENCHES.
B. CEMENT STABILISED EMBEDMENT:
B.1. THE LATEST VERSION OF DRAWING MRWA-W-208 (REV 3) INCLUDES TABLE 208_A WITH NOTE G INDICATING THAT WHEN TRENCHSTOPS OR BULKHEADS ARE USED (GRADES GREATER THAN 5%) CEMENT STABILISED EMBEDMENT MUST BE USED. THIS IS NOT TASWATER'S PREFERRED STANDARD.
B.2. FOR PIPES UP TO 10% GRADE TASWATER WILL ACCEPT THE PREVIOUS REVISION OF MRWA (REV 2). IE PIPES UP TO 10% GRADE DO NOT REQUIRE CEMENT STABILISED EMBEDMENT UNLESS THE CONDITIONS OF NOTE H APPLY - 'WHEN SOCKETED MAINS ARE LAID AT >5% SLOPE IN AREAS THAT ARE LIKELY TO HAVE HIGH GROUND WATER, CEMENT STABILISED EMBEDMENT SHALL BE USED...'
B.3. FOR PIPES AT GRADE GREATER THAN 10% MRWA-W-208 REV 3 REMAINS VALID.
B.4. THE LATEST VERSION OF MRWA-W-203 (REV 2) EMBEDMENT SHALL BE ADOPTED NOTING THAT THE REQUIREMENT IDENTIFIED IN THE THIRD DOT POINT FOR TYPE B IN THE NOTES REGARDING TABLE 203-A SHALL BE AMENDED TO READ 'WHERE WATER MAIN GRADE >10%'.
B.5. FURTHER TO THIS IT SHOULD BE NOTED THAT MOST WATER MAINS ARE LIKELY TO REQUIRE A TYPE A EMBEDMENT SYSTEM. THE VARIOUS MATERIALS AVAILABLE FOR THIS SYSTEM ARE IDENTIFIED IN TABLE 203-B.

6 // INSPECTIONS

A. THE CONTRACTOR IS TO BE RESPONSIBLE FOR ORGANISING INSPECTIONS WITH THE SUPERINTENDENT - LIAISE WITH LOCAL COUNCIL.
B. THE FOLLOWING SITE INSPECTIONS ARE REQUIRED DURING CONSTRUCTION / HOLD POINTS, AS A MINIMUM, BEFORE COMMENCEMENT OF FURTHER WORKS:

REQUIRED SITE INSPECTIONS:
PIPEWORK BEDDING
INSTALLED PIPE PRIOR TO BACKFILLING
BACKFILLING

C. THE CONTRACTOR IS TO MAKE THEMSELVES AWARE OF ANY ADDITIONAL INSPECTIONS REQUIRED BY TASWATER TO ACHIEVE PRACTICAL COMPLETION AND NOTIFY COLLECTIVE CONSULTING.
D. COLLECTIVE CONSULTING REQUIRE MIN. 48 HOURS NOTICE PRIOR TO ALL REQUIRED INSPECTIONS.

7 // PIPE CLEANING - 'DISINFECTION'

A. THE CONTRACTOR IS TO ALLOW TO CLEANSE WATER MAINS BY FLUSHING WITH SODIUM HYPOCHLORITE (OR SIMILAR), AS DIRECTED BY THE LOCAL AUTHORITY.

8 // AS CONSTRUCTED DRAWINGS

A. THE CONTRACTOR WILL BE RESPONSIBLE FOR PRODUCING 'AS INSTALLED' DRAWINGS TO THE STANDARD REQUIRED BY TASWATER.
B. THE DRAWINGS SHALL BE CERTIFIED AS BEING CORRECT BY EITHER A CHARTERED CIVIL ENGINEER OR A REGISTERED SURVEYOR.
C. COLLECTIVE CONSULTING CAN PROVIDE THIS SERVICE, AT AN ADDITIONAL FEE. THIS HAS NOT BEEN ALLOWED FOR AS PART OF THESE WORKS / CONTRACT.

9 // PROPERTY WATER CONNECTIONS

A. ALL PROPERTY CONNECTIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH MRWA-W-110, MRWA-W-111 AND TASWATER TW-W-0002 SERIES STANDARD DRAWINGS.
A. UNLESS NOTED OTHERWISE, PROPERTY WATER CONNECTIONS SHALL BE DN25 (Ø20 ID) HDPE (PE100) SDR 11 PN16 PIPES. WHERE INSTALLED UNDER ROADS, PIPES SHALL BE SLEEVED IN DN100 SN4 PIPES, FITTED WITH TRACE AND TIGHT FITTING RUBBER WRAPS AT 2M MAX. CENTRES TO PREVENT WATER HAMMER.

10 // WATER MAINS CONNECTIONS

A. ALL NEW 'LIVE' CONNECTIONS TO EXISTING TASWATER WATER INFRASTRUCTURE ARE TO BE COMPLETED BY TASWATER (UNLESS PRIOR WRITTEN APPROVAL) AT OWNERS COST.

11 // MINIMUM COVER

A. MINIMUM COVER FOR WATER LINES ARE TO BE:

CONDITIONS / POSITION:	MINIMUM COVER:
UNDER ROADWAYS AND VEHICLE CROSSOVERS (EXCLUDING MAJOR ROADWAYS)	750mm
RESIDENTIAL LAND	450mm
NON-RESIDENTIAL LAND	600mm

12 // TASWATER APPLICATIONS AND SIGN-OFF

A. THE CONTRACTOR IS RESPONSIBLE FOR LODGING ALL FURTHER APPLICATIONS FOR THE CONNECTION OR DISCONNECTION OF ANY LIVE TAPPINGS, PROPERTY CONNECTIONS, ETC.
B. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING ALL FINAL SIGN OFF BY TASWATER.

THESE DRAWINGS ARE TO BE PRINTED AND READ IN COLOUR.
A FULL SIZED PRINTED COLOUR COPY SHOULD BE RETAINED ON SITE AT ALL TIMES FOR CONTRACTORS AND SUB-CONSULTANTS COMPLETING THE WORKS.

REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:
A	FOR DEVELOPMENT APPLICATION	JPW	26-09-25

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CLIENT / ARCHITECT:
ONECARE / NH ARCHITECTURE

PROJECT DETAILS:
ONECARE HEAD OFFICE
39-41 ALBERT ROAD, HOBART

DRAWING TITLE:
CIVIL NOTES

DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:	SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
-	-	-	-		-	251035	C001	A

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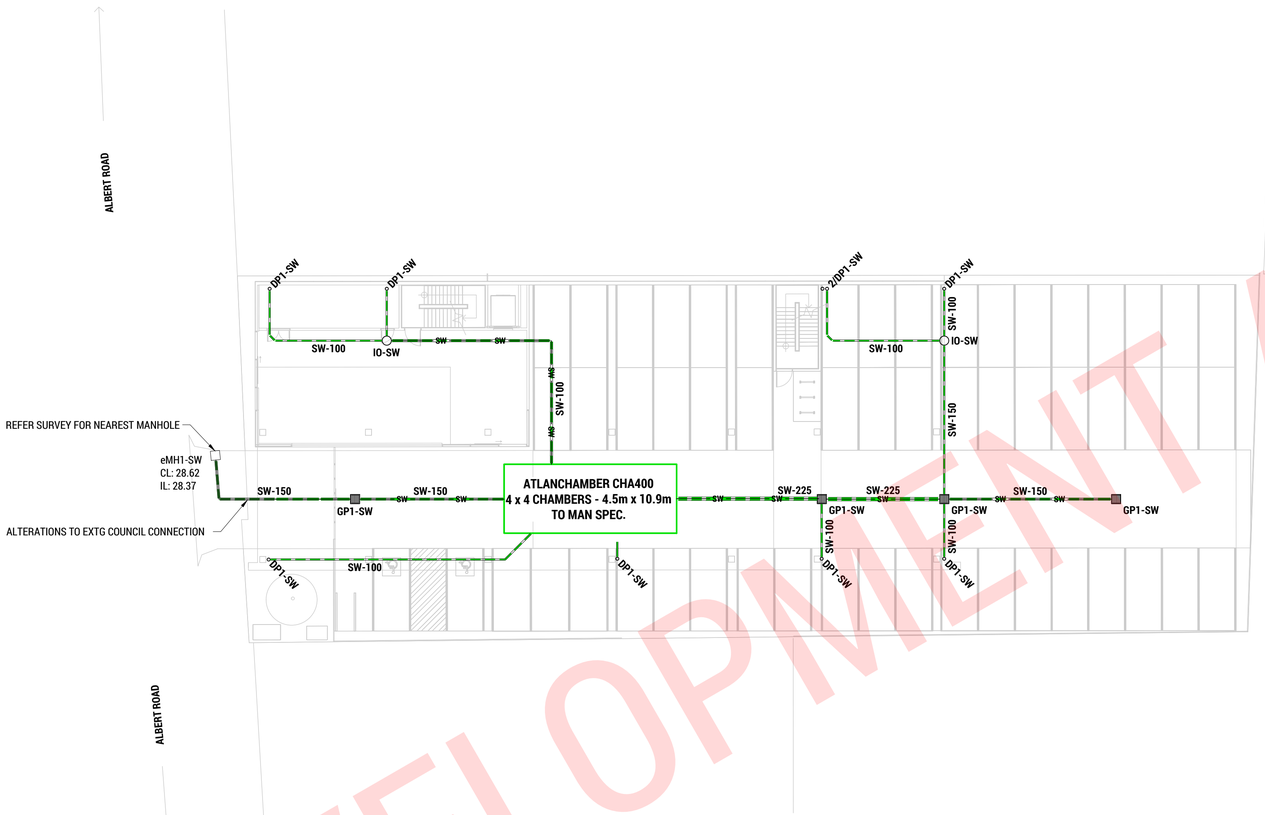
Version: 1, Version Date: 19/03/2026

TRUE NORTH PROJECT NORTH

INFRASTRUCTURE NOTES:
1. THE FOLLOWING IS TO BE READ IN CONJUNCTION WITH NOTES ON DRAWING C001.
2. STORMWATER PIPES SHALL BE INSTALLED WITH MIN. 0.5% GRADE FOR SIZES Ø225 AND ABOVE UNLESS NOTED / SCHEDULED OTHERWISE.
3. STORMWATER PIPES SHALL BE INSTALLED WITH MIN. 1.0% GRADE FOR PIPE SIZES Ø150 AND BELOW UNLESS NOTED / SCHEDULED OTHERWISE.
4. SEWER PIPES SHALL BE INSTALLED WITH MIN. 1.0% GRADE FOR PIPE SIZES Ø150 AND AND ABOVE UNLESS NOTED / SCHEDULED OTHERWISE.
5. SEWER PIPES SHALL BE INSTALLED WITH MIN. 1.65% GRADE FOR PIPE SIZES Ø100 AND BELOW UNLESS NOTED / SCHEDULED OTHERWISE.
6. ALL 'DN' SIZES SCHEDULED OR NOTED INDICATE INTERNAL DIAMETER.
7. REFER SECTIONS AND DETAILS FOR PIPE TRENCHING SPEC'S.
8. WATER LINES SHALL GENERALLY BE LAID ABOVE SEWER PIPES WHEREVER POSSIBLE.
9. ALL PIPES SHALL BE INSTALLED WITH MIN. 750mm COVER (U.N.O.)



INFRASTRUCTURE PLAN
N.T.S

INFRASTRUCTURE LEGEND:

CL	COVER LEVEL
DN	NOMINAL PIPE DIAMETER - INTERNAL DIAMETER (U.N.O.)
DP	DOWNPIPE - AS SCHEDULED
e / EXTG	EXISTING ITEM / ELEMENT
FH	FIRE HYDRANT - REFER SECTIONS AND DETAILS
FM	FIRE WATER SERVICE LINE / MAIN
FP	FIRE PLUG
GD	GRATED DRAIN - AS SCHEDULED / REFER SECTIONS AND DETAILS
GP	GRATED / GULLY PIT - AS SCHEDULED / REFER SECTIONS AND DETAILS
GVP	GRATED VEE PIT - AS SCHEDULED / REFER SECTIONS AND DETAILS
GT	GREASE TRAP
HBC	HOSE BIB COCK
HW	HEADWALL - REFER LGAT STANDARD DRAWINGS TSD-SW17-v3 & TSD-SW18-v3
IL	INVERT LEVEL
IO	INSPECTION OPENING - FINISHED TO SURFACE LEVEL
M	METER
MH	MANHOLE - AS SCHEDULED / REFER SECTIONS AND DETAILS
ORG	OVERFLOW RELIEF GULLY
OS	OIL SEPARATOR
RL	REDUCED LEVEL
S	SEWER
SEP	SIDE ENTRY PIT - AS SCHEDULED / REFER SECTIONS AND DETAILS
SM	SUB-METER
SV	STOP / SWITCH VALVE
SW	STORMWATER
VD	VEE DRAIN - AS SCHEDULED / REFER SECTIONS AND DETAILS
W	WATER

EXISTING STORMWATER PIPE SCHEDULE

MARK	EXISTING PIPE SIZE	EXISTING PIPE TYPE
eSW-1		

STORMWATER PIPE SCHEDULE

MARK	PIPE SIZE	TYPE	CLASS	GRADE
SW-100	DN100	PVC		
SW-150	DN150	PVC		
SW-225	DN225	PVC		

STORMWATER DRAIN / PIT / MANHOLE SCHEDULE

MARK	SIZE	TYPE	ACCESSORIES
MH1-SW	Ø1050	PRECAST CONC.	GATIC HEAVY DUTY CLASS D LID
GP1-SW	600x600	PRECAST CONC.	CLASS 'D' GALV GRATE
GP2-SW	450x450	PRECAST CONC.	CLASS 'D' GALV GRATE
GVP1-SW	900x600	PRECAST CONC.	CLASS 'D' GALV GRATE
GD1-SW	200 WIDE	HEAVY DUTY GRATED DRAIN	HEAVY DUTY GRATE

REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:
A	FOR DEVELOPMENT APPLICATION	JPW	26-09-25

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CLIENT / ARCHITECT:
ONECARE / NH ARCHITECTURE

PROJECT DETAILS:
ONECARE HEAD OFFICE
39-41 ALBERT ROAD, HOBART

DRAWING TITLE:
INFRASTRUCTURE PLAN

DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:
-	-	-	-	

SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
-	251035	C401	A

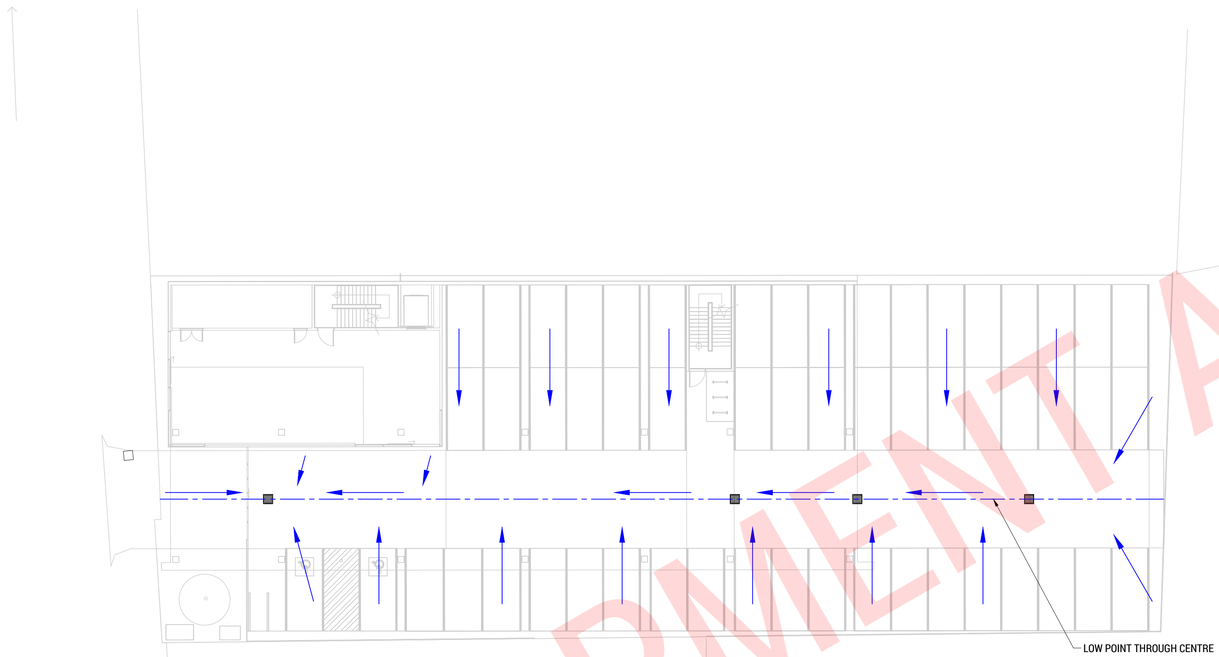
TRUE NORTH

PROJECT NORTH

CIVIL LEVELS NOTES:
1. THE FOLLOWING IS TO BE READ IN CONJUNCTION WITH NOTES ON DRAWING C001.

CIVIL LEVELS LEGEND:

CL	COVER LEVEL
e / EXTG	EXISTING ITEM / ELEMENT
FFL	FINISHED FLOOR LEVEL
FSL	FINISHED SURFACE LEVEL
IL	INVERT LEVEL
NSL	NATURAL SURFACE LEVEL
SL	SURFACE LEVEL
TOK	TOP OF KERB
TOW	TOP OF WALL
eSL 100.0	EXISTING SURFACE LEVEL MARKER AND HEIGHT / RL
SL 100.0	PROPOSED SURFACE LEVEL MARKER AND HEIGHT / RL
	DIRECTION OF FALL INDICATION



CIVIL LEVELS PLAN
N.T.S

REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:
A	DEVELOPMENT APPLICATION	JPW	26-09-25

COLLECTIVE CONSULTING
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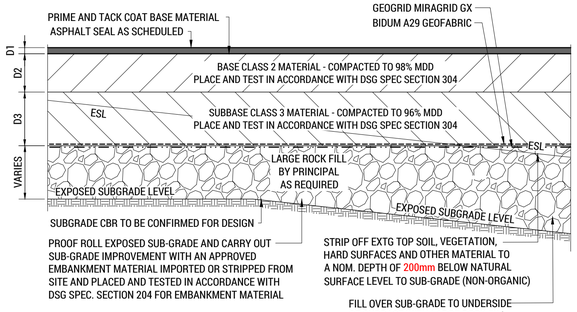
39-41 ALBERT ROAD, HOBART

DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:
-	-	-	-	

DRAWING TITLE:
CIVIL LEVELS PLAN

SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
-	251035	C511	A

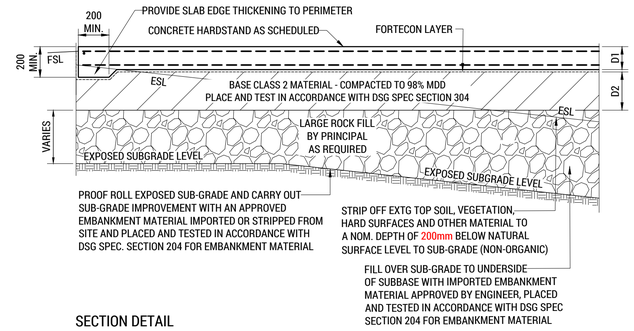


SECTION DETAIL

PAVEMENT - 'PAV-A' - ASPHALT SEAL - TRAFFICABLE (TYP.)

SCALE 1:20

NOTE: REFER CIVIL WORKS PAVEMENT / SURFACE SCHEDULE FOR DEPTHS

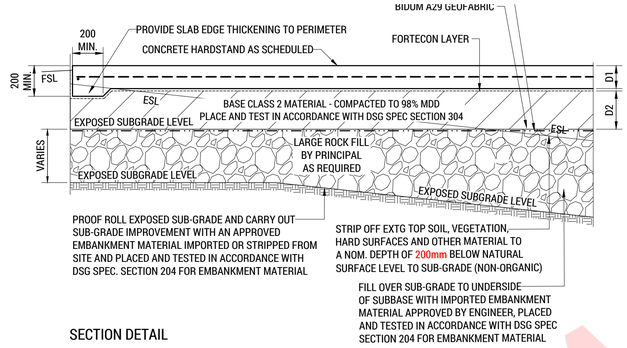


SECTION DETAIL

PAVEMENT - 'PAV-B' - CONCRETE HARDSTAND - TRAFFICABLE (TYP.)

SCALE 1:20

NOTE: REFER CIVIL WORKS PAVEMENT / SURFACE SCHEDULE FOR DEPTHS
REFER LGAT STANDARD DRAWING TSD-R09-v3 FOR ADDITIONAL DRIVEWAY DETAILS

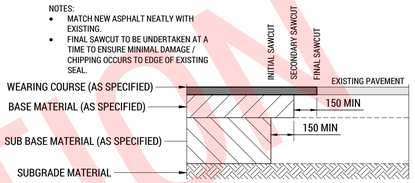


SECTION DETAIL

PAVEMENT - 'PAV-C' - HARDSTAND - NON-TRAFFICABLE (TYP.)

SCALE 1:20

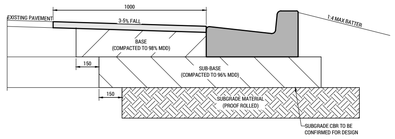
NOTE: REFER CIVIL WORKS PAVEMENT / SURFACE SCHEDULE FOR DEPTHS
REFER LGAT STANDARD DRAWING TSD-R09-v3 FOR ADDITIONAL DRIVEWAY DETAILS



NEW TO EXISTING HOT MIX TRANSITION

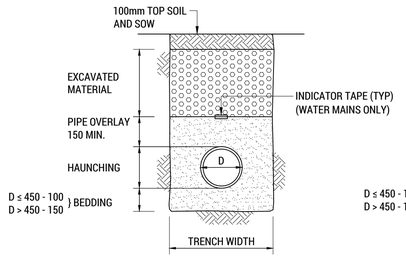
SCALE 1:20

MIN CBR 4% (CONTRACTOR TO CONFIRM ONSITE)



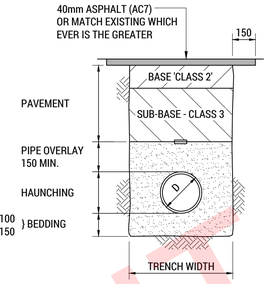
KERB CUT IN DETAIL (TYP.)
SCALE 1:10

NOTE - HOTMIX PAVEMENT - ROADWAYS FOR BASE MATERIAL TYPES & DEPTHS



TRENCHES - NON-TRAFFICABLE

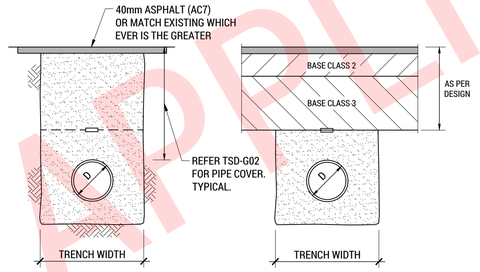
SCALE 1:20



CLASS 1, 2 AND 3 ROADS

TRENCHES - EXISTING ROADS

SCALE 1:20



CLASS 4 LOCAL ROADS
PARKING LANES - ALL ROADS
FOOTPATHS / DRIVEWAYS

TRENCHES - NEW ROADS

SCALE 1:20

TRENCH WIDTH		
PIPE TYPE	**NOM. DIA (D)**	**TRENCH WIDTH**
CONCRETE	≤ 1500	D + 300
	> 1500	DESIGN REQ.
OTHER PIPES	100	300
	150	450
	225-300	600
	450	750
	450-1500	D + 600
	> 1500	DESIGN REQ.

MINIMUM TRENCH WIDTHS MAY BE VARIED ABOVE THE PIPE OVERLAY ZONE TO MEET 'WORKPLACE STANDARDS' REQUIREMENTS. ie EXCAVATIONS OVER 1.5m MAY REQUIRE RISK ASSESSMENT.

COMPACTION OF BEDDING, HAUNCHING & OVERLAY
REFER TO AS 1289-5.5
CONCRETE PIPES = MIN. DENSITY INDEX = 60% (85% STD. COMPACTION)
uPVC PIPES = DENSITY INDEX = 65% (90% STD. COMPACTION)
DICL PIPES = DENSITY INDEX = 65% (90% STD. COMPACTION)

BEDDING, HAUNCHING AND OVERLAY MATERIAL
BEDDING , HAUNCHING AND PIPE OVERLAY MATERIAL SHALL CONTAIN NO DELETERIOUS MATERIAL OR CLAY LUMPS AND SHALL COMPLY WITH THE FOLLOWING GRADINGS:

FOR uPVC AND DUCTILE IRON PIPES
SAND OR CRUSHED ROCK (STONE DUST)

SIEVE APERTURE (mm) TO AS1152	% PASSING (BY MASS)
6.7	100
2.36	70-100
0.6	20-90
0.3	8-50
0.15	0-20
0.075	0-10

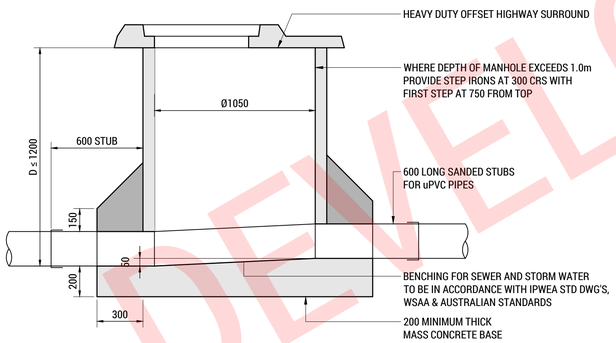
FOR CONCRETE PIPES
CRUSHED ROCK

SIEVE APERTER (mm) TO AS1152	% PASSING (BY MASS)
19	100
2.36	50-100
0.6	20-90
0.3	10-60
0.15	0-25
0.075	0-10

ALL MATERIAL SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH AS3725 AND TO THE SATISFACTION OF THE SUPERINTENDENT.

MANHOLE LIDS TO BE 'GATIC' TYPE OR SIMILAR
- HEAVY DUTY 'CLASS D' FOR TRAFFIC AREAS
- MEDIUM DUTY 'CLASS B' FOR ALL OTHER AREAS

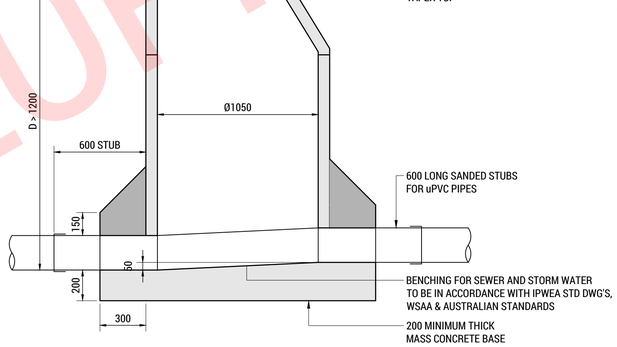
ALL STORM WATER MANHOLES TO HAVE 'SW' CAST INTO LIDS. SEWER MANHOLES TO HAVE 'S' CAST IN.



MANHOLE DETAIL - D < 1200

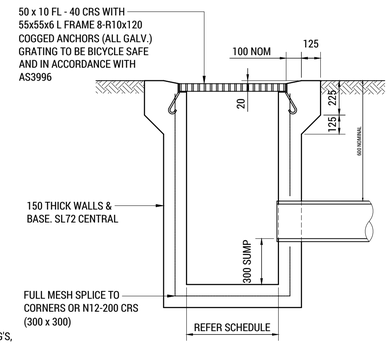
SCALE 1:20

REFER IPWEA STD DWG TSD-SW02-v3
FOR STORMWATER MANHOLE DETAILS
REFER WSAA STD DWG'S FOR SEWER
MANHOLE DETAILS



MANHOLE DETAIL - D > 1200

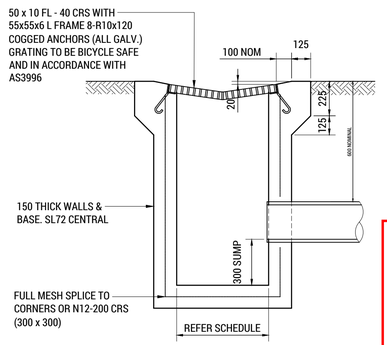
SCALE 1:20



GRATED PIT - TRAFFICABLE

SCALE 1:20

REFER IPWEA STANDARD DRAWINGS FOR ALTERNATE PIT CONSTRUCTION DETAILS.
APPROVED PRECAST UNIT MAYBE SUBSTITUTED.



GRATED VEE PIT

SCALE 1:20

REFER IPWEA STANDARD DRAWINGS FOR ALTERNATE PIT CONSTRUCTION DETAILS.
APPROVED PRECAST UNIT MAYBE SUBSTITUTED.

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-301

DATE RECEIVED: 20/10/2025

REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:
A	REVIEW / INFORMATION	???	??-??-??

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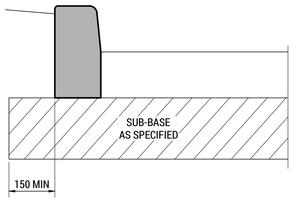
PROJECT DETAILS:
ONECARE HEAD OFFICE
39-41 ALBERT ROAD, HOBART

DRAWING TITLE:
SECTIONS & DETAILS - SHEET 1

DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:
-	-	-	-	

SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
1:20, 1:10	251035	C801	A



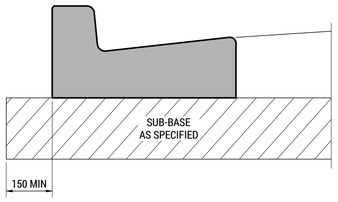
NOTE: CONCRETE IS TO BE 20Mpa AT 28 DAYS
FINISH IS TO BE PER DSG SPEC. SECTION 703

SECTION DETAIL

BARRIER KERB 'BK' (TYP.)

SCALE 1:10

NOTE: REFER IPWEA STANDARD DRAWING TSD-R14-v3 FOR APPROVED KERB & CHANNEL PROFILES & DIMENSIONS



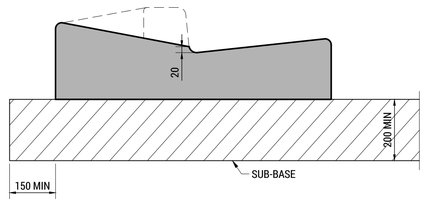
NOTE: CONCRETE IS TO BE 20Mpa AT 28 DAYS
FINISH IS TO BE PER DSG SPEC. SECTION 703

SECTION DETAIL

KERB AND CHANNEL 'KC' (TYP.)

SCALE 1:10

NOTE: REFER IPWEA STANDARD DRAWING TSD-R14-v3 FOR APPROVED KERB & CHANNEL PROFILES & DIMENSIONS



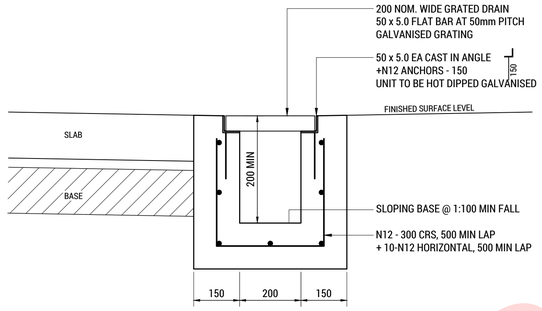
NOTE: CONCRETE IS TO BE 20Mpa AT 28 DAYS
FINISH IS TO BE PER DSG SPEC. SECTION 703

SECTION DETAIL

KERB AND CHANNEL 'KCV' (TYP.)

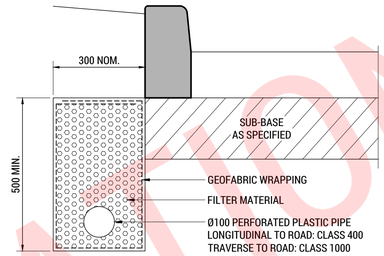
SCALE 1:10

NOTE: REFER IPWEA STANDARD DRAWING TSD-R14-v3 FOR APPROVED KERB & CHANNEL PROFILES & DIMENSIONS



D01 - **SECTION DETAIL - GRATED DRAIN**

SCALE 1:10



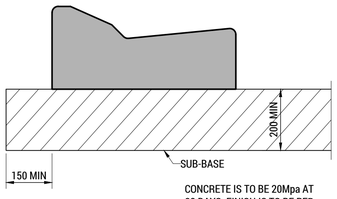
SECTION DETAIL

SUB-SOIL DRAIN

SCALE 1:10

NOTE: INSTALL TO DSG SPEC. ON DRAWING 3401-3 / P17-4

SUB-SOIL DRAIN BACKFILL QUARTZ PAVING SAND	
SIEVE APERTURE (mm) TO AS 1157	% PASSING (BY MASS)
4.75	95-100
2.36	65-95
0.6	15-65
0.3	5-15
0.15	0-5
0.075	0-5

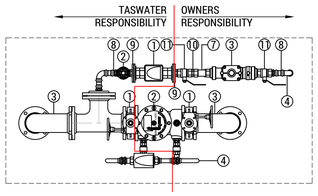


CONCRETE IS TO BE 20Mpa AT 28 DAYS. FINISH IS TO BE PER D.S.G. SPEC SECTION 703.

KERB AND CHANNEL MOUNTABLE 'KCM' (TYP.)

SCALE 1:10

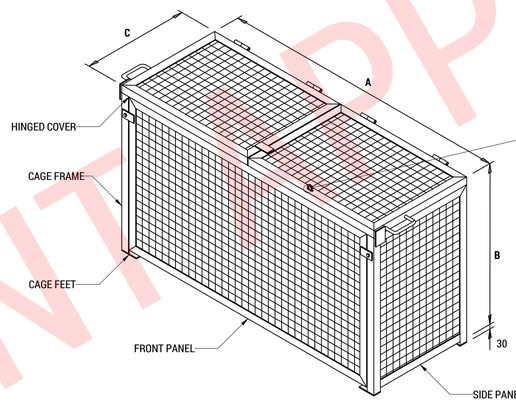
REFER IPWEA STD DWG TSD-R14-v3 FOR APPROVED KERB & CHANNEL PROFILES & DIMENSIONS



EQUIPMENT SCHEDULE (PER UNIT)	
100mm FIRE	
ITEM	**DESCRIPTION**
1	100mm LUG TYPE BUTTERFLY VALVE WITH WORM GEAR ACTUATOR
2	MEDIUM HAZARD - 100mm DCDA03 DOUBLE DETECTOR CHECK VALVE
3	100mm PN16 METALLIC WATER PIPE
4	25mm 'SENSUS' WATER METERED LOW FLOW BYPASS WITH VALVCEQ DC03 DOUBLE DETECTOR CHECK VALVE
40mm DOMESTIC SUPPLY	
1	40mm 'SENSUS' IPERL WATER METER WITH DUAL CHECK VALVE - SUPPLIED BY TASWATER
2	40mm GATE VALVE - AVK OR SIMILAR - SUPPLIED BY TASWATER
3	40mm HIGH HAZARD 'VALVCHEQ' RPZD RP03 VALVE ONLY
4	40mm TYPE 'A' COPPER PIPE WORK
5	100 THICK N24 CONCRETE SLAB, SL72 CENTRAL
6	DENSO WRAP PIPE THROUGH SLAB PENETRATION
7	40mm STRAINER
8	B PRESS FITTINGS OR SIMILAR
9	40mm BSP TO TABLE E FLANGE ADAPTOR
10	40mm NIPPLE
11	40mm BALL VALVE - LOCKABLE QUARTER TURN BRASS DZR WITH BRASS HANDLE, RESILIENT SEATED
12	GALV. METAL CAGE - REFER TWS-W-0003 SERIES DRAWINGS FOR DETAILS

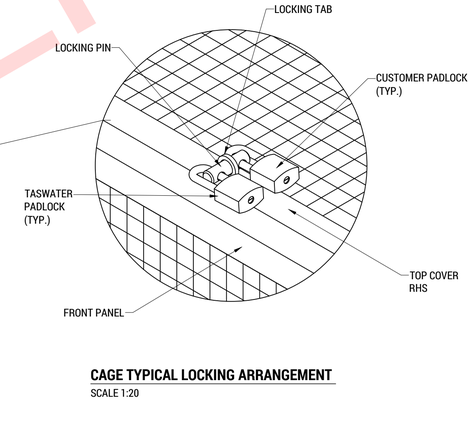
100mm FIRE + 40mm HIGH HAZARD METER DETAIL

SCALE 1:20



CAGE FOR WATER METER ASSEMBLY

SCALE 1:20

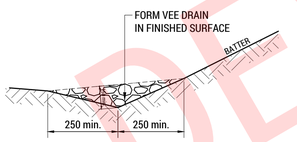


CAGE TYPICAL LOCKING ARRANGEMENT

SCALE 1:20

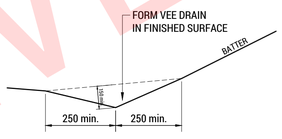
CAGE DIMENSIONS			
DN	**A**	**B**	**C**
20/25 (MED - HIGH HAZARD)	1200	600	450
32/40 (MED - HIGH HAZARD)	1800	600	450
50 (LOW HAZARD)	1950	650	450
50 (MED-HIGH HAZARD)	2300	650	450
65 (LOW HAZARD)	1850	750	500
65 (MED-HIGH HAZARD)	2200	800	500
80 (LOW HAZARD)	2050	750	500
80 (MED-HIGH HAZARD)	2500	800	500
100 (LOW HAZARD)	2250	800	500
100 (MED-HIGH HAZARD)	2800	900	600
100 FIRE CONNECTION	1300	800	600
100 MAG. FLOW METER	2250	1250	600
100 WITH DN.25 BY-PASS	1300	800	600
SIZES > DN100	TO BE DESIGNED BY CUSTOMER TO SUIT INSTALLATION, ENSURING SUFFICIENT CLEARANCE AND SAFE ACCESS IS PROVIDED.		

GENERAL NOTES:
1. ALL DIMENSIONS IN MILLIMETERS (mm), UNLESS NOTED OTHERWISE.
2. DIMENSIONS ARE BASED ON TASWATER STANDA RD WATER METER DRAWINGS TWS-W-0002, REQUIRED CAGE DIMENSIONS SHOULD BE CONFIRMED ON SITE PRIOR TO FABRICATION.
3. CONSTRUCT ALL FRAMEWORK FROM 50x50x4 MILD STEEL EQUAL ANGLE.
4. ALL WELDS TO BE CONTINUOUS FILLET OR BUTT WELDS AND GROUND FLUSH ON FRAMEWORK.
5. DEBURR AND REMOVE ALL SHARP EDGES.
6. PROVIDE DRAIN HOLES PRIOR TO GALVANISING.
7. CAGE PADLOCK AND LOCKING PIN (REFER TO TWS-W-0003-003 FOR DETAIL) - SUPPLIED BY TASWATER.
8. WELD CAGE MESH ('ARC WELDMESH' WB 422) ON INSIDE PANELS.
9. DN.100 (LOW HAZARD) MATER CAGE DRAWN - FOR OTHER METER TYPES SEE CAGE DIMENSION TABLE FOR REQUIRED DIMENSIONS.
10. SECURE METER CAGES TO CONCRETE SLAB WITH 4xM10 CHEMICAL ANCHORS, 80(MIN.) EMBEDMENT.
11. ALL CAGES MUST COMPLY WITH THE TASWATER METERING GUIDELINES, AND IN PARTICULAR MUST HAVE A SLIDE GATE WHICH CAN BE EASILY AND SAFELY OPENED BY ONE PERSON.



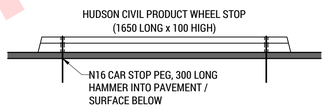
VEE DRAIN DETAIL

SCALE 1:20

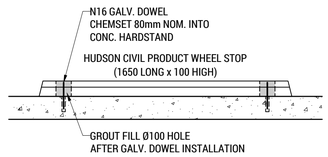


VEE DRAIN DETAIL

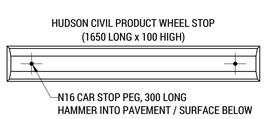
SCALE 1:20



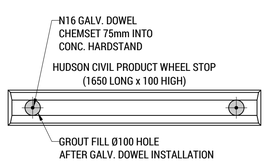
SECTION DETAIL - ASPHALT / GRAVEL PAVED AREAS



SECTION DETAIL - CONCRETE HARDSTAND AREAS



PLAN DETAIL - ASPHALT / GRAVEL PAVED AREAS



PLAN DETAIL - CONCRETE HARDSTAND AREAS

WHEEL STOP - 'WS' (TYP.)

SCALE 1:20

NOTE: INSTALL IN ACCORDANCE WITH MAN. SPEC. & AS2890.1

GLENORCHY CITY COUNCIL PLANNING SERVICES

APPLICATION No. : PLN-25-301

DATE RECEIVED: 20/10/2025

REV:	ISSUED FOR / DESCRIPTION:	BY:	DATE:
A	REVIEW / INFORMATION	???	??-??-??

COLLECTIVE CONSULTING
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Launceston TAS 7250
P (03) 6334 0834
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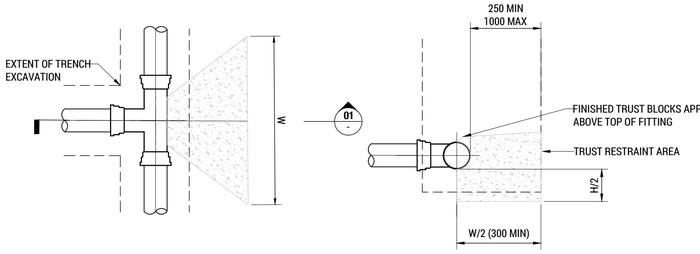
CLIENT / ARCHITECT:
ONECARE / NH ARCHITECTURE

PROJECT DETAILS:
ONECARE HEAD OFFICE
39-41 ALBERT ROAD, HOBART

DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:
-	-	-	-	

DRAWING TITLE:
SECTIONS & DETAILS - SHEET 2

SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
1:20, 1:10	251035	C802	A



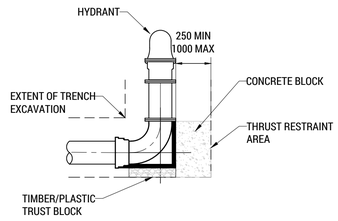
TYP. THRUST BLOCK PLAN

SCALE 1:20

REFER MRWA-W-205A VERSION 3 2012 FOR ADDITIONAL DETAILS

01 SECTION DETAIL

SCALE 1:20



TYP. FLUSHING / WASHOUT BEND THRUST BLOCK

SCALE 1:20

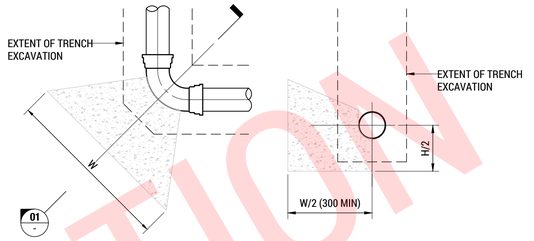
REFER MRWA-W-205A VERSION 3 2012 FOR ADDITIONAL DETAILS

MIN. THRUST BLOCK SIZE

PIPE DIAMETER	BEND ANGLE	W (mm)	H (mm)
DN150	11.25	300	300
DN150	22.5	400	400
DN150	45	600	450
DN150	90	850	600

THRUST BLOCK NOTES

1. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED, IMPLIED OR ANY OTHER DIMENSION.
2. THRUST BLOCK SIZES BASED ON MIN. 100kPa SOIL BEARING PRESSURE. REFER TO DESIGN ENGINEER FOR DIRECTION WHERE SOIL BEARING CAPACITY IS LESS THAN 100kPa.
3. DESIGN ENGINEER TO INSPECT ALL EXCAVATIONS AND BEARING SURFACES PRIOR TO POURING OF CONCRETE.
4. ALL THRUST BLOCKS TO BE POURED AGAINST UNDISTURBED GROUND. REFER TO DESIGN ENGINEER FOR DIRECTION WHERE UNDISTURBED GROUND IS UNAVAILABLE.
5. ALL CONCRETE TO BE 100 CLEAR OF PIPE JOINTS, FITTINGS, BOLTS, ETC. CAPABLE OF BEING DISASSEMBLED.
6. CONCRETE TO BE N25.
7. CONCRETE TO BE VIBRATOR COMPACTED.
8. THRUST BLOCKS TO BE FORMWORK BOXED.

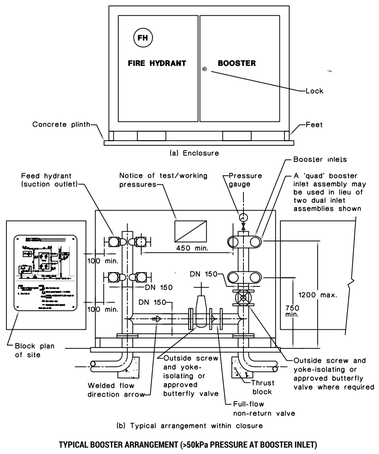


TYP. THRUST BLOCK PLAN

SCALE 1:20

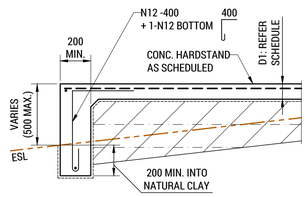
01 SECTION DETAIL

SCALE 1:20



TYPICAL BOOSTER ARRANGEMENT DETAIL

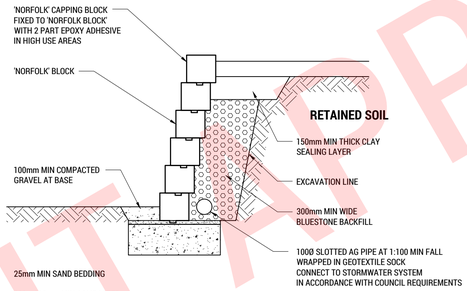
SCALE N.T.S



SECTION DETAIL

DEEPENED SLAB EDGE THICKENING (TYP.)

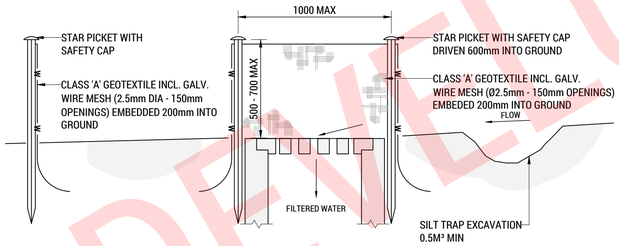
SCALE 1:20



GRAVITY 'NORFOLK' BLOCK RETAINING WALL

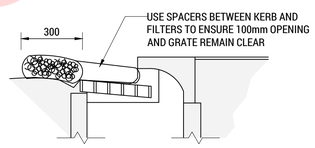
SCALE 1:20

REFER TO 'ISLAND BLOCK & PAVING' NORFOLK BLOCK GRAVITY RETAINING WALL' SPECIFICATIONS FOR MAXIMUM WALL HEIGHT AND CONSTRUCTION DETAILS.



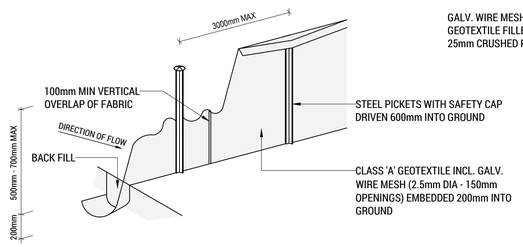
SILT FENCE AT GRATED PIT

SCALE N.T.S



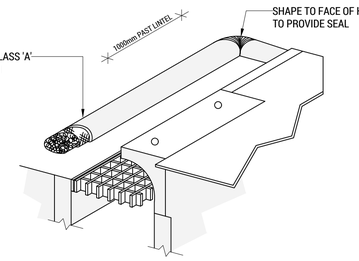
SILT FENCE AT GULLY PIT

SCALE N.T.S



SILT FENCE DETAIL

SCALE N.T.S



SILT FENCE AT GULLY PIT

SCALE N.T.S

SILT FENCE
CONSTRUCT AS DETAILED AND INSTALL CLASS 'A' GEOTEXTILE OR USE PROPRIETARY SILT FENCE. EG; MACCAFERRI 'SILT LOK'.

OMIT SANDBAG WALL AND SILTTRAP WHEN PIT IS IN A LOW POINT.

GULLY PIT
GALVANIZED WIRE MESH 2mm DIA x 12mm OPENING.

GENERAL
SEDIMENT FENCES ARE TO BE CLEANED DAILY TO PREVENT BREAKAGE/OVERTOPPING.

IT IS THE RESPONSIBILITY OF THE DEVELOPER TO INSTALL, MAINTAIN AND (UPON COMPLETION) REMOVE ALL TEMPORARY SEDIMENT CONTROL MEASURES.

IT IS STRONGLY RECOMMENDED THAT THE DEVELOPER RE-COVERS ANY DISTURBED AREAS WITH TOPSOIL AS QUICKLY AS POSSIBLE AFTER BULK EARTHWORKS ARE COMPLETED, TO PREVENT SOIL DISPERSION.

NOTE:
INSTALL SILT MANAGEMENT AS REQUIRED. LOCATIONS TO BE CONFIRMED ON SITE. ENSURE SILT MANAGEMENT COMPLIES WITH CURRENT COUNCIL STANDARDS AND REQUIREMENTS.

GLENORCHY CITY COUNCIL PLANNING SERVICES

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CLIENT / ARCHITECT:
ONECARE / NH ARCHITECTURE

PROJECT DETAILS:
ONECARE HEAD OFFICE
39-41 ALBERT ROAD, HOBART

DRAWING TITLE:
SECTIONS & DETAILS - SHEET 3

DESIGN BY:	DESIGN CHECK:	DRAWN BY:	DRAFT CHECK:	CERTIFIER:
-	-	-	-	

SCALE @ A1:	PROJECT No:	DRAWING No:	REVISION:
1:20, 1:10	251035	C803	A

Albert Road OneCare Offices

Supporting planning report

era

Council submission Rev1 | March 2026

Era Advisory acknowledge palawa as the Traditional Owners of lutruwita (Tasmania).

They are the original custodians of our land, sky and waters.

We respect their unique ability to care for country and deep spiritual connection to it.

We honour and pay our respect to Elders past and present, whose knowledge and wisdom has and will ensure the continuation of culture and traditional practices.

We acknowledge that their sovereignty has never been ceded.

Always was, always will be.

Era Advisory Pty Ltd trading as
Era Advisory

ABN 21 681 443 103

Level 1, 125A Elizabeth St Hobart 7000
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Client	OneCare Limited
Document version	Council submission Rev1
Date	16 March 2026
Author	Grace Elliott
Reviewer	Clare Hester
Job number	2526-006

Permit overview

Permit application details

Applicant	Era Advisory
Owner	OneCare Limited
Address	39-41 Albert Road MOONAH TAS 7004
Lot description	Folio of the Register 50097, Lot 1
Description of proposal	Use and development of office (Business and Professional Services) and café (Food Services).

Relevant Planning Provisions

Applicable planning scheme	*Tasmanian Planning Scheme - Glenorchy*
Zone(s)	General Business Zone
Codes	· C2.0 Parking and Sustainable Transport Code · C3.0 Road and Railway Assets Code · C6.0 Local Historic Heritage Code · C13.0 Flood-Prone Areas Hazard Code
Discretions	· Clause 15.4.1 Building height (A1/P1) · Clause 15.4.2 Setbacks (A1/P1) · Clause 15.4.3 Design (A1/P1) · Clause 15.4.3 Design (A2/P2) · Clause C2.5.1 Car parking numbers (A1/P1) · Clause C2.6.5 Pedestrian access (A1/P1) · Clause C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone (A2/P2) · Clause C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction (A1/P1) · Clause C6.6.1 Demolition (A1/P1) · Clause C12.5.1 Uses within a flood-prone hazard area (A1/P1) · Clause C12.6. Buildings and works within a flood-prone hazard area (A1/P1)

Contents

1 Introduction

1.1 Purpose

Era Advisory (Era) have been engaged by OneCare Limited to provide planning services associated with the development of commercial offices for OneCare corporate operations at 39-41 Albert Road, Moonah. OneCare is a not-for-profit organisation providing residential aged care, independent living, and home care services.

This report provides the relevant background material, proposal details and an appraisal of the development against the relevant planning provisions.

1.2 Enquiries

Enquiries relating to this report should be directed to:

Grace Elliott
Planner
Era Advisory
Email: grace@era-advisory.com.au
Mobile: 0477 488 670

1.3 Planning authority

The relevant planning authority is Glenorchy City Council (Council).

1.4 Planning scheme

The application must be considered by Council against the provisions of the *Tasmanian Planning Scheme – Glenorchy* (the planning scheme).

1.5 Attached documentation

This planning report is supported by the following documentation:

- Architectural plans prepared by NH Architecture, attached in Appendix B.
- Civil drawings prepared by Collective Consulting, attached in Appendix C.
- Traffic Impact Assessment prepared by SALT[3] (SALT), attached in Appendix D.
- Flood Hazard Report prepared by Collective Consulting, attached in Appendix E.
- Stormwater Management Report prepared by Collective Consulting, attached in Appendix F.
- Waste Management Plan prepared by SALT, attached in Appendix G.
- Geotechnical assessment prepared by HED Consulting, attached in Appendix H.

1.6 Title documentation

The project is primarily located at 39-41 Albert Road, Moonah. The site consists of the following land, as described in Table 1 and depicted in Figure 1.

Table 1 - Land comprising the subject site

No.	Address	Owner	Title reference	Area
1	39-41 Albert Road MOONAH TAS 7004	OneCare Limited	50097/1	1565m²
2	(LGA subdivision road)	Glenorchy City Council	48309/2	17.20m²
3	33-37 Albert Road MOONAH TAS 7004	T K Yuen Securities Pty Ltd	49380/1	741.2m²
4	45 Main Road MOONAH TAS 7004	Cooley's Pty Ltd	37381/1	563.1m²

The landowners at 33-37 Albert Road and 45 Main Road have been notified of the intention to lodge this planning permit application pursuant to clause 52 of the Land Use Planning and Approvals Act 1993.

Figure 1 All lots affected by the proposed development, as numbered in Table 1 (Source: LISTmap)

2 Proposal description

2.1 Overview

The proposal involves the demolition of existing structures and the development of a multi-storey office building. The building will accommodate a mix of Business and Professional Services (office tenancies) and Food Services (café).

The café will be located on the ground floor with direct access and frontage to Albert Road. The first and second floor will accommodate offices with OneCare utilising the second floor. An external car park will be located on ground.

2.2 Site description

The site is primarily located at 39-41 Albert Road, Moonah. There are existing buildings onsite, including an existing house, joinery workshop with shop frontage, and multiple outbuildings. The proposal includes demolition of a fence and landscaping within the road reserve (CT 48309/2) – to be reinstated as footpath, owned by Glenorchy City Council. The proposal also includes demolition of an existing brick wall that slightly encroaches into adjacent sites at 33-37 Albert Road and 45 Main Road, Moonah.

2.2.1 Surrounding area

The immediate surrounding area is characterised by non-residential uses and is zoned General Business. While there are Inner Residential areas within a 100 m radius of the site, residential properties are separated from the site by Utilities corridors servicing Main Road Moonah to the west and the Intercity Cycleway / South Line railway to the east.

2.3 Development summary

A summary of the proposed development is provided below in Table 2.

Table 2 - Development summary

Item	Provision
Site area	1,558.14 m^2
Total GFA area	1,807 m^2
Overall building height	14.53 m
Car parking spaces	50 (38 of which are individually accessible)
Motorcycle parking spaces	2

Item	Provision
Bicycle parking spaces	6
Proposed access	Albert Road

2.4 Demolition

It is proposed to demolish the following from the subject site:

- House and associated structures at 41 Albert Road
- Building and associated structures on 39 Albert Road including wall partially within 33-37 Albert Road and 45 Main Road
- Existing crossover, driveway and hardscape areas across the site
- Two small trees across the site
- Fencing and retaining walls across the site
- Fence and landscaping within the road reserve (CT 48309/2) – to be reinstated as footpath
- Existing canopy over Albert Road
- Services to existing buildings at 39-41 Albert Road

Refer to the demolition plan in the proposal plans prepared by NH Architecture in Appendix B for further details.

2.5 Built form

The proposed development includes the following:

- A three-storey building including office tenancies and one retail (café) tenancy
- Parking area with access from Albert Road
- Re-aligned vehicle crossover from Albert Road
- Landscaping
- Canopy over Albert Road footpath
- Service infrastructure

Refer to the site plan in the proposal plans prepared by NH Architecture in Appendix B for further details.

2.6 Land uses

The proposed use for the site includes:

- Business and Professional Services; and
- Food Services

The use status of these uses within the relevant zone is summarised in Table 3 below.

Table 3 – Use status

Land use	Zoning	Zoning status
Business and Professional Services	General Business	No permit required
Food Services	General Business	No permit required

2.7 Landscaping

Two small trees will be demolished from the site as part of the proposal. The existing fencing and landscaping within the road reserve at the frontage of 39 Albert Road will be demolished and reinstated as footpath.

Soft landscaping and a tree are proposed at the western side of the Albert Road frontage. Soft landscaping will also be provided at the rear of the site and the eastern boundary towards the rear.

A 48.5 m^2 terrace space will be located on the second floor, facing the Albert Road frontage.

There is public open space in proximity to the site that will provide additional amenity for employees. This includes the park at CT 47149/1, adjacent to the intercity cycleway.

2.8 Loading and waste collection

Loading activity will occur via cars and vans that can utilise the on-site car park. No dedicated loading bay is required.

Waste will be collected on-street by a private contractor. For further details on waste collection, refer to the Waste Management Plan prepared by SALT, attached in Appendix F.

3 Planning controls

3.1 Statutory controls

The site is subject to the provisions of the *Tasmanian Planning Scheme – Glenorchy* (the planning scheme).

The subject site is zoned General Business under the planning scheme (Figure 2).

The site is affected by the flood-prone areas overlay and encroaches onto the local heritage place GLE-C6.1.319 (Figure 3).

3.2 Specific Area Plan

There is no Specific Area Plan for the subject site.

3.3 Relevant codes

The following codes from the planning scheme are applicable to the application:

- C2.0 Parking and Sustainable Transport Code
- C3.0 Road and Railway Assets Code
- C6.0 Local Historic Heritage Code
- C12.0 Flood-Prone Areas Hazard Code

3.4 Use status

The proposed use is a mix of Business and Professional Services and Food Services.

Business and Professional Services is defined in Table 6.2 of the planning scheme as:

> *Use of land for administration, clerical, technical, professional or similar activities. Examples include a bank, call centre, consulting room, funeral parlour, medical centre, office, post office, real estate agency, residential support services, travel agency and veterinary centre.*

Food Services is defined in Table 6.2 of the planning scheme as:

> *use of land for selling food or drink, which may be prepared on the premises, for consumption on or off the premises. Examples include a cafe, restaurant and take away food premises.*

Business and Professional Services and Food Services are both 'No Permit Required' uses in the General Business Zone.

Figure 2 Zoning map of the subject site, outlined in orange (Source: LISTmap)

Figure 3 Code overlays at the subject site outlined in orange (Source: LISTmap)

4 Zoning assessment

4.1 General Business Zone

4.1.1 Zone purpose

The purpose of the General Business Zone is contained in clause 15.1 of the planning scheme. It states:

> *The purpose of the General Business Zone is:*
>
> *15.1.1 To provide for business, retail, administrative, professional, community, and entertainment functions within Tasmania's main suburban and rural centres.*
>
> *15.1.2 To ensure that the type and scale of use and development does not compromise or distort the activity centre hierarchy.*
>
> *15.1.3 To encourage activity at pedestrian levels with active frontages and shop windows offering interest and engagement to shoppers.*
>
> *15.1.4 To encourage Residential and Visitor Accommodation use if it supports the viability of the activity centre and an active street frontage is maintained.*

As the development is associated with uses listed as 'No Permit Required' in the General Business Zone, the proposal is consistent with the zone purpose.

4.1.2 Applicable standards

Not all standards within the General Business Zone are applicable to the project. Table 2 identifies the applicable standards. An assessment of the applicable standards is provided in the following sections.

Table 4 - Applicable standards in the General Business Zone.

Clause		Applicability
Use standards		
Clause 15.3.1 All uses	A1/P1	Not applicable. Not within 50 m of a residential zone.
	A2/P2	Not applicable. Not within 50 m of a residential zone.
	A3/P3	Not applicable. Not within 50 m of a residential zone.
Clause 15.3.2 Discretionary uses	A1/P1	Not applicable. No discretionary use proposed.
	A2/P2	Not applicable. No discretionary use proposed.

Clause		Applicability
Clause 15.3.3 Retail impact	A1/P1	Not applicable. No Bulky Goods Sales or General Retail and Hire uses proposed.
Development standards for buildings and works		
Clause 15.4.1 Building height	A1/P1	Applicable.
	A2/P2	Not applicable. Not within 10 m of a residential zone.
Clause 15.4.2 Setbacks	A1/P1	Applicable.
	A2/P2	Not applicable. No adjoining residential zone.
	A3/P3	Not applicable. Not within 10 m of a residential zone.
Clause 15.4.3 Design	A1/P1	Applicable.
	A2/P2	Applicable.
Clause 15.4.4 Fencing	A1/P1	Not applicable. No proposed fencing within 4.5 m of boundary frontage.
	A2/P2	Not applicable. No proposed boundary fence with a property in the General Residential Zone or Inner Residential Zone.
Clause 15.4.5 Outdoor storage areas	A1/P1	Not applicable. No outdoor storage areas proposed.
Clause 15.4.6 Dwellings	A1/P1	Not applicable. No dwelling proposed.
	A2/P2	Not applicable. No dwelling proposed.
Development standards for subdivision		
Clause 15.5 Development standards for subdivision		Not applicable. No subdivision proposed.

4.1.3 Clause 15.4.1 Building height

Acceptable Solutions	Performance Criteria

Objective

That building height:

(a) is compatible with the streetscape; and

(b) does not cause an unreasonable loss of amenity to adjoining residential zones.

A1	P1
Building height must be not more than 12m.	Building height must be compatible with the streetscape and character of development existing on established properties in the area, having regard to: (a) the topography of the site;

(b) the height, bulk and form of existing buildings on the site and adjacent properties;

(c) the bulk and form of existing buildings;

(d) the apparent height when viewed from the adjoining road and public places; and

(e) any overshadowing of public places.

Planner Response

The maximum building height will be approximately 14.5 m. The proposal must therefore be assessed against the performance criteria.

While the height discretion is triggered by the roof form, this element has been intentionally designed to contribute visual interest and architectural quality. The building demonstrates a higher design standard than many surrounding properties in the immediate area. It is more reflective of the higher design standards on Main Road such as the 'Cooley's Hotel' local heritage place.

The extensive glazing and articulated roof form reduce the building's visual bulk and apparent height when viewed from the street and public spaces. As a result, the development does not present an overbearing appearance and maintains a respectful relationship with its context. Accordingly, the proposed building height is compatible with the streetscape and character of development existing on established properties in the area.

The performance criteria (P1) are satisfied.

4.1.4 Clause 15.4.2 Setbacks

Acceptable Solutions	Performance Criteria

Objective

That building setback:

(a) is compatible with the streetscape;

(b) does not cause an unreasonable loss of residential amenity to adjoining residential zones; and

(c) minimises opportunities for crime and anti-social behaviour through setback of buildings.

A1	P1
Buildings must be: (a) built to the frontage at ground level; or (b) have a setback of not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.	Buildings must have a setback from a frontage that is compatible with the streetscape and minimises opportunities for crime and anti-social behaviour, having regard to: (a) providing small variations in building alignment to break up long façades; (b) providing variations in building alignment appropriate to provide a forecourt or space for public use, such as outdoor dining or landscaping; (c) the avoidance of concealment spaces; (d) the ability to achieve passive surveillance; and (e) the availability of lighting.

Planner Response

The proposed building has a maximum ground floor setback of approximately 0.95 m from the Albert Road frontage. This is a minor setback that enables the building to be built in a rectangular shape perpendicular to the eastern property boundary.

The proposed setback is compatible with the streetscape, which contains high variation in building setback. The adjacent property at 33-37 Albert Road has a building setback of approximately 6 m, while the adjacent property at 43 Albert Road has a building setback of approximately 19 m. Furthermore, the proposed building has a smaller frontage setback than the existing house on the eastern end of the site and will overall provide an improvement to the building alignment at the Albert Road frontage.

The proposed building will minimise opportunities for crime and anti-social behaviour by reducing concealment spaces on the site and increasing passive surveillance.

The performance criteria (P1) are satisfied.

4.1.5 Clause 15.4.3 Design

Acceptable Solutions	Performance Criteria

Objective

That building façades promote and maintain high levels of pedestrian interaction, amenity, and safety and are compatible with the streetscape.

A1

New buildings must be designed to satisfy all of the following:

(a) mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, must be screened from the street and other public places;

(b) roof-top mechanical plant and service infrastructure, including lift structures, must be contained within the roof;

(c) not include security shutters or grilles over windows or doors on a façade facing the frontage or other public places; and

(d) provide external lighting to illuminate external vehicle parking areas and pathways.

P1

New buildings must be designed to be compatible with the streetscape, having regard to:

(a) minimising the visual impact of mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like, when viewed from the street or other public places;

(b) minimising the visual impact of security shutters or grilles and roof-top service infrastructure, including lift structures; and

(c) providing suitable lighting to vehicle parking areas and pathways for the safety and security of users.

Planner Response

Roof-top service infrastructure will be located internally within the roof. There will be no security shutters or grilled over windows or doors on facades facing the frontage or other public places. External security lighting will be provided to illuminate external vehicle parking areas and pathways.

Service infrastructure, including the fire booster assembly and water meter cage, will be visible from the Albert Road frontage. As such, the proposal requires assessment against the relevant performance criteria.

The visibility of these services has been an intentional design decision to ensure compatibility with the streetscape. By locating the infrastructure externally, the design prioritises an active commercial frontage and enhanced landscaping opportunities, avoiding blank walls and utility doors that could detract from the pedestrian experience.

To minimise visual impact, soft landscaping will be incorporated around the fire booster assembly and water meter cage. This treatment will integrate the infrastructure into the streetscape and soften its appearance when viewed from public areas.

The performance criteria (P1) are satisfied.

A2

New buildings or alterations to an existing façade must be designed to satisfy all of the following:

(a) provide a pedestrian entrance to the building that is visible from the road or publicly accessible areas of the site;

(b) if for a ground floor level façade facing a frontage:

  (i) have not less than 40% of the total surface area consisting of windows or doorways; or

  (ii) not reduce the surface area of windows or doorways of an existing building, if the surface area is already less than 40%;

P2

New buildings or alterations to an existing façade must be designed to be compatible with the streetscape, having regard to:

(a) how the main pedestrian access to the building addresses the street or other public places;

(b) windows on the façade facing the frontage for visual interest and passive surveillance of public spaces;

(c) architectural detail or public art on large expanses of blank walls on the façade facing the frontage and other public spaces so as to contribute positively to the streetscape and public spaces;

(d) installing security shutters or grilles over windows or doors on a façade facing the frontage or other public

(c) if for a ground floor level façade facing a frontage must:

(i) not include a single length of blank wall greater than 30% of the length of façade on that frontage; or

(ii) not increase the length of an existing blank wall, if already greater than 30% of the length of the façade on that frontage; and

(d) provide awnings over a public footpath if existing on the site or on adjoining properties.

spaces only if essential for the security of the premises and any other alternatives are not practical; and

(e) the need for provision of awnings over a public footpath.

Planner Response

The proposal meets A2 as follows:

(a) A pedestrian entrance to the building will be provided from Albert Road. It will be clearly visible from the road.

(b) The proposal is for a ground floor level façade facing a frontage. The façade will have not less than 40% of the total surface area consisting of windows.

(c) The proposal is for a ground floor level façade facing a frontage. It will not include a single length of blank wall greater than 30% of the length of the façade on that frontage.

(d) There are no awnings over the footpath on adjoining properties. However, the site has an existing awning at the shop frontage that is proposed to be demolished. The proposal includes an awning (canopy) over the proposed entry way that will extend outside of the title boundary, over the footpath.

The acceptable solution (A2) is met.

5 Code assessment

5.1 Applicable codes

The following codes apply to the project, and have been considered in detail below:

- C2.0 Parking and Sustainable Transport Code
- C3.0 Road and Railway Assets Code
- C6.0 Local Historic Heritage Code
- C12.0 Flood-Prone Areas Hazard Code

5.2 Parking and Sustainable Transport Code

5.2.1 Application of the code

The Parking and Sustainable Transport Code applies to all use and development.

5.2.2 Applicable standards

Clause		Applicability
Use Standards		
C2.5.1 Car parking numbers	A1/P1	Applicable.
C2.5.2 Bicycle parking numbers	A1/P1	Applicable.
C2.5.3 Motorcycle parking numbers	A1/P1	Applicable.
C2.5.4 Loading bays	A1/P1	Not applicable pursuant to clause C2.2.3.
C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone	A1/P1	Not applicable. Not within the General Residential Zone or Inner Residential Zone.
Development Standards for Buildings and Works		
C2.6.1 Construction of parking areas	A1/P1	Applicable.
C2.6.2 Design and layout of parking areas	A1/P1	Applicable.
C2.6.3 Number of accesses for vehicles	A1/P1	Applicable.

Clause		Applicability
	A2/P2	Not applicable. Not within the Central Business Zone or in a pedestrian priority street.
C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone	A1/P1	Applicable.
C2.6.5 Pedestrian access	A1/P1	Applicable.
C2.6.6 Loading bays		Not applicable. No loading bay proposed.
C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone	A1/P1	Not applicable. Proposal does not require 5 or more bicycle parking spaces.
	A2/P2	Applicable.
C2.6.8 Siting of parking and turning areas	A1/P1	Applicable.
	A2/P2	Not applicable. Not within the Central Business Zone.
Parking Precinct Plan		
C2.7.1 Parking precinct plan	A1/P1	Not applicable. No relevant parking precinct plan.

5.2.3 Clause C2.5.1 Car parking numbers

Acceptable Solutions	Performance Criteria

Objective

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

A1

The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, 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

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

C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: N = A + (C- B) N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.	(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) the size of the dwelling and the number of bedrooms; and (c) the pattern of parking in the surrounding area.

Planner Response

Table C2.1 requires parking for an office to be provided at a rate of one space per 40 m^2 of floor area. For the café use (take away food premises), Table C2.1 requires parking to be provided at a rate of one space per 15 m^2 of floor area.

Applying these rates equates to a requirement to provide 32 office parking spaces and four café spaces.

A total of 50 car parking spaces are proposed for the office use. However, only individually accessible car parking spaces are considered for assessment against Table C2.1. 38 individually accessible car parking spaces are proposed for the office use. The provision of 38 office parking spaces exceeds the requirement to provide 32 spaces.

With no café parking proposed, there is a shortfall of four café spaces. The Traffic Impact Assessment prepared by SALT provides an assessment against the performance criteria.

An alternate strategy for the café parking is appropriate given the small floor area of the tenancy. Workers may not utilise cars to drive to work given the excellent access to bus services the site has. The site is also situated close to several residential catchments hence workers may walk to work if they live nearby. A high proportion of customers will be walk-up customers from the development itself or surrounding businesses. In addition, there is nearby, all day parking on Station Street which can be utilised if required.

The car parking meets the reasonable needs of the use.

The performance criteria (P1) are satisfied.

5.2.4 Clause C2.5.2 Bicycle parking numbers

Acceptable Solutions	Performance Criteria

Objective

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

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.

Planner Response

Table C2.1 requires parking for an office to be provided at a rate of one space per 500 m^2 of floor area. For the café, Table C2.1 requires parking to be provided at a rate of one space per 75 m^2 of floor area. Applying these rates equates to a requirement to provide three office bicycle spaces and one café space. This is exceeded by the overall provision of 6 bicycle parking spaces.

The acceptable solution (A1) is met.

5.2.5 Clause C2.5.3 Motorcycle parking numbers

Acceptable Solutions	Performance Criteria

Objective

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

A1	P1
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.	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.

Planner Response

The proposal requires a total of 36 car parking spaces pursuant to Table C2.1. Table C2.4 requires motorcycle parking to be provided at a rate of 1 space for required car parking spaces 21-40, plus one space to every additional 20 car parking spaces thereafter. The proposal requires a total of one motorcycle parking space. This is exceeded by the provision of two motorcycle parking spaces.

The acceptable solution (A1) is met.

5.2.6 Clause C2.6.1 Construction of parking areas

Acceptable Solutions	Performance Criteria

Objective

That parking areas are constructed to an appropriate standard.

A1	P1
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	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

from traffic and minimise entry of water to the pavement.

(f) the nature of the proposed surfacing.

Planner Response

As demonstrated in the Traffic Impact Assessment prepared by SALT, the parking and accessways will be constructed with durable pavement with appropriate drainage.

The acceptable solution (A1) is met.

5.2.7 Clause C2.6.2 Design and layout of parking areas

Acceptable Solutions	Performance Criteria

Objective

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

A1.1

Parking, access ways, manoeuvring and circulation spaces must either:

(a) comply with the following:

(i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;

(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 Australian Standard AS 2890- Parking facilities, Parts 1-6.

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 Australian/New Zealand Standard AS/NZS

P1

(a) All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:

(b) the characteristics of the site;

(c) the proposed slope, dimensions and layout;

(d) useability in all weather conditions;

(e) vehicle and pedestrian traffic safety;

(f) the nature and use of the development;

(g) the expected number and type of vehicles;

(h) the likely use of the parking areas by persons with a disability;

(i) the nature of traffic in the surrounding area;

(j) the proposed means of parking delineation; and

(k) the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off- -street commercial vehicle facilities.

2890.6:2009 Parking facilities, Off-street parking for people with disabilities.[1]

Planner Response

The Traffic Impact Assessment prepared by SALT provides the following assessment against the acceptable solution:

A1.1

- The gradient within the car park will be no more than 2-degrees, which equates to approximately 1:28. This complies with AS2890.1.
- Access to the site is via a 6.2 m wide crossover, which complies with AS2890.1.
- Height clearance throughout the car park exceeds the minimum of 2.1 m required by AS2890.1.
- The dimensions of the proposed parking spaces are in accordance with AS2890.1. All spaces have a length of 5.4 m long and are accessed from a 6.2 m wide aisle. Employee parking spaces will be 2.4 m wide and visitor parking spaces will be 2.5 m wide, in accordance with relevant AS2890.1 User Classes.

A1.2

- Accessible parking has been designed in accordance with AS2890.6. Both the spaces and the shared area will be 5.4m long and 2.4m wide. These have been placed close to the building entrance.

The acceptable solution (A1) is met.

5.2.8 Clause C2.6.3 Number of accesses for vehicles

Acceptable Solutions	Performance Criteria

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.

A1	P1
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, (c) whichever is the greater.	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.

Planner Response

The number of accesses provided for the Albert Road frontage will be no more than one.

The acceptable solution (A1) is met.

[1]

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

Acceptable Solutions	Performance Criteria

Objective

That parking and vehicle circulation roads and pedestrian paths within the General Business Zone and Central Business Zone, which are used outside daylight hours, are provided with lighting to a standard which:

(a) enables easy and efficient use;

(b) promotes the safety of users;

(c) minimises opportunities for crime or anti-social behaviour; and

(d) prevents unreasonable light overspill impacts.

A1 In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 "Basis of Design" and Clause 3.6 "Car Parks" in *Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements*.	**P1** In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roadways and pedestrian paths, which are used outside daylight hours must be provided with lighting, having regard to: (a) enabling easy and efficient use of the area; (b) minimising potential for conflicts involving pedestrians, cyclists and vehicles; (c) minimising opportunities for crime or anti-social behaviour though the creation of concealment spaces; (d) any unreasonable impact on the amenity of adjoining properties through light overspill; and (e) the hours of operation of the use.

Planner Response

As demonstrated in the Traffic Impact Assessment prepared by SALT, appropriate lighting will be provided within the on-site car park.

The acceptable solution (A1) is met.

5.2.10 Clause C2.6.5 Pedestrian access

Acceptable Solutions	Performance Criteria

Objective

That pedestrian access within parking areas is provided in a safe and convenient manner.

A1.1 Uses that require 10 or more car parking spaces must: (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and	**P1** Safe and convenient pedestrian access must be provided within parking areas, having regard to: (a) the characteristics of the site; (b) the nature of the use; (c) the number of parking spaces; (d) the frequency of vehicle movements; (e) the needs of persons with a disability; (f) the location and number of footpath crossings; (g) vehicle and pedestrian traffic safety;

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

A1.2

In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.

(h) the location of any access ways or parking aisles; and

(i) any protective devices proposed for pedestrian safety.

Planner Response

The proposal does not satisfy A1. The Traffic Impact Assessment prepared by SALT provides the following assessment against the performance criteria.

Given the constraints of the site, it is not feasible to provide a dedicated protected pedestrian path. Pedestrians will utilise the car park aisle which is a common arrangement for car parks of this nature. The car park is straight and hence there will be excellent sight lines between drivers and pedestrians. Users of the car park will be workers who are familiar with the conditions.

The performance criteria (P1) are satisfied.

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

A2

Bicycle parking spaces must:

(a) have dimensions not less than:

(i) 1.7m in length;

(ii) 1.2m in height; and

(iii) 0.7m in width at the handlebars;

(b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and

(c) include a rail or hoop to lock a bicycle that satisfies Australian Standard AS 2890.3-2015 Parking facilities -- Part 3: Bicycle parking.

P2

Bicycle parking spaces and access must be convenient, safe, secure and efficient to use, having regard to:

(a) the characteristics of the site;

(b) the space available;

(c) the safety of cyclists; and

(d) the provisions of Australian Standard AS 2890.3-2015 Parking facilities -- Part 3: Bicycle parking.

Planner Response

The proposed bicycle parking access width is 1.5 m. The Traffic Impact Assessment prepared by SALT provides the following assessment against the performance criteria:

The bicycle parking layout has been designed in accordance with the required dimensions of Acceptable Solution A2 and AS2890.3-2015. As such, this is considered appropriate.

The performance criteria (P1) are satisfied.

5.2.12 Clause C2.6.8 Siting of parking and turning areas

Acceptable Solutions	Performance Criteria

Objective

That the siting of vehicle parking and access facilities in an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone does not cause an unreasonable visual impact on streetscape character or loss of amenity to adjoining properties.

A1

P1

Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.	Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas, may be located in front of the building line where this is the only practical solution and does not cause an unreasonable loss of amenity to adjoining properties, having regard to: (a) topographical or other site constraints; (b) availability of space behind the building line; (c) availability of space for vehicle access to the side or rear of the property; (d) the gradient between the front and the rear of existing or proposed buildings; (e) the length of access or shared access required to service the car parking; (f) the location of the access driveway at least 2.5m from a window of a habitable room of a dwelling; (g) the visual impact of the vehicle parking and access on the site; (h) the streetscape character and amenity; (i) the nature of the zone in which the site is located and its preferred uses; and (j) opportunities for passive surveillance of the road.

Planner Response

The proposed car park will be located behind the building line of buildings.

The acceptable solution (A1) is met.

5.2.13 Road and Railway Assets Code

This Road and Railway Assets Code applies to a use or development that:

(a) will increase the amount of vehicular traffic or the number of movements of vehicles longer than 5.5m using an existing vehicle crossing or private level crossing;

(b) will require a new vehicle crossing, junction or level crossing; or

(c) involves a subdivision or habitable building within a road or railway attenuation area if for a sensitive use.

The proposal will increase the amount of vehicular traffic using an existing vehicle crossing. The Road and Railway Assets Code therefore applies.

5.2.14 Applicable standards

Clause		Applicability
Use Standards		
C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	A1/P1	Applicable.
Development Standards for Buildings and Works		

Clause		Applicability
C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area	A1/P1	Not applicable. No habitable buildings proposed.
Development Standards for Subdivision		
C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area	A1/P1	Not applicable. No subdivision proposed.

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

Acceptable Solutions	Performance Criteria

Objective

To minimise 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.

A1.1

For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:

(a) a new junction;

(b) a new vehicle crossing; or

(c) a new level crossing.

A1.2

For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.

A1.3

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.

A1.4

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

(a) the amounts in Table C3.1; 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.

P1

Vehicular traffic to and from the site must minimise 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.

Planner Response

Albert Road is not a category 1 road or limited access road. A1.1 is not applicable.

No new junction, vehicle crossing or level crossing is proposed. The proposal includes re-alignment of the existing crossover to Albert Road. A1.2 is not applicable.

The proposal does not affect the rail network. A1.3 is not applicable.

The proposed development is projected to generate an increase of more than 40 vehicle movements per day. The proposal requires assessment against the performance criteria.

The Traffic Impact Assessment prepared by SALT concludes that the proposed development is projected to generate in the order of 25 entry/exit movements during the commuter peak periods. This level of traffic is relatively low in traffic engineering terms, and equates to on average one vehicle movement every 2.4 minutes. The level of traffic that is likely to be generated by the proposed development is small and will be readily accommodated by Albert Road and the surrounding road network without any unreasonable detrimental impacts.

Albert Road is not a major road. A1.5 is not applicable.

The performance criteria (P1) are satisfied.

5.3 Local Historic Heritage Code

5.3.1 Application of the code

The code applies to development on land within a local heritage place. The proposal involves the demolition of a wall that encroaches into 45 Main Road Moonah (CT 37381/1), which is a local heritage place (GLE-C6.1.319). As demolition constitutes development, the Local Historic Heritage Code is applicable.

5.3.2 Applicable standards

Clause		Applicability
Development Standards for Local Heritage Places		
C6.6.1 Demolition	A1/P1	Applicable.
C6.6.2 Site coverage	A1/P1	Not applicable. Works at the local heritage place limited to demolition.
C6.6.3 Height and bulk of buildings	A1/P1	Not applicable. Works at the local heritage place limited to demolition.
C6.6.4 Siting of buildings and structures	A1/P1	Not applicable. Works at the local heritage place limited to demolition.
C6.6.5 Fences	A1/P1	Not applicable. Works at the local heritage place limited to demolition.
C6.6.6 Roof form and materials	A1/P1	Not applicable. Works at the local heritage place limited to demolition.
C6.6.7 Building alterations, excluding roof form and materials	A1/P1	Not applicable. Works at the local heritage place limited to demolition.
C6.6.8 Outbuildings and structures	A1/P1	Not applicable. Works at the local heritage place limited to demolition.
C6.6.9 Driveways and parking for non-residential purposes	A1/P1	Not applicable. Works at the local heritage place limited to demolition.

Clause		Applicability
C6.6.10 Removal, destruction or lopping of trees, or removal of vegetation, that is specifically part of a local heritage place	A1/P1	Not applicable. Works at the local heritage place limited to demolition.
Development Standards for Local Heritage Precincts and Local Historic Landscape Precincts		
C6.7 Development Standards for Local Heritage Precincts and Local Historic Landscape Precincts		Not applicable. Not within a local heritage precinct or local historic landscape precinct.
Development Standards for Places or Precincts of Archaeological Potential		
C6.8 Development Standards for Places or Precincts of Archaeological Potential		Not applicable. Not within a place or precinct of archaeological potential.
Significant Trees		
C6.9 Significant Trees		Not applicable. Not affecting significant trees.
Development Standards for Subdivision		
C6.10 Development Standards for Subdivision		Not applicable. No subdivision proposed.

5.3.3 Clause C6.6.1 Demolition

Acceptable Solutions	Performance Criteria
Objective	
That the demolition or removal of buildings do not cause an unacceptable impact on the local historic heritage significance of local heritage places.	
A1	**P1**
No Acceptable Solution.	Demolition or removal of buildings on a local heritage place must not cause an unacceptable impact on the local historic heritage significance of the place, having regard to: (a) the physical condition of the local heritage place; (b) the extent and rate of deterioration of the building or structure; (c) the safety of the building or structure; (d) the streetscape or setting in which the building or structure is located; (e) the historic heritage values of the local heritage place as identified in the relevant Local Provisions Schedule, or if there are no historic heritage values identified in the relevant Local Provisions Schedule, the historic heritage values as identified in a report prepared by a suitably qualified person; (f) any options to reduce or mitigate deterioration; (g) whether demolition is a reasonable option to secure the long-term future of a building or structure; and (h) any economic considerations.

Planner Response

The proposal includes demolition of a wall that encroaches into the boundaries of 45 Main Road Moonah (CT 37381/1), which is a local heritage place (GLE-C6.1.319). As there is no acceptable solution, the proposal requires assessment against the performance criteria.

The wall proposed for demolition is not identified as contributing to the local historic heritage significance of the place. The significance of the heritage place is entirely associated with the Cooley's Hotel landmark, which is primarily located to the south of the affected lot. The wall has no historical, architectural, or contextual relationship to the heritage values of the place.

The performance criteria (P1) are satisfied.

5.4 Flood-Prone Areas Hazard Code

5.4.1 Application of the code

The Flood-Prone Areas Hazard Code applies to development of land within a flood-prone hazard area. The subject site encroaches into the flood-prone hazard area at the Albert Road frontage.

5.4.2 Applicable standards

Clause		Applicability
Use Standards		
C12.5.1 Uses within a flood-prone hazard area	A1/P1	Applicable.
C12.5.2 Critical use, hazardous use or vulnerable use		Not applicable. No critical use, hazardous use or vulnerable use proposed.
Development Standards for Buildings and Works		
C12.6.1 Buildings and works within a flood-prone hazard area	A1/P1	Applicable.
Development Standards for Subdivision		
C12.7 Development Standards for Subdivision		Not applicable. No subdivision proposed.

5.4.3 Clause C12.5.1 Uses within a flood-prone hazard area

Acceptable Solutions	Performance Criteria
Objective	
That a habitable building can achieve and maintain a tolerable risk from flood.	
A1	**P1.1**
No Acceptable Solution.	A change of use that, converts a non-- habitable building to a habitable building, or a use involving a new habitable room within an existing building, within a flood-prone hazard area must have a tolerable risk, having regard to:

(a) the location of the building;

(b) the advice in a flood hazard report; and

(c) any advice from a State authority, regulated entity or a council.

P1.2

A flood hazard report also demonstrates that:

(a) any increase in the level of risk from flood does not require any specific hazard reduction or protection measures; or

(b) the use can achieve and maintain a tolerable risk from a 1 % annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.

Planner Response

Pre-existing structures are of mixed classes, and the development proposes to maintain a class 5 building category. There is no acceptable solution.

A flood hazard report prepared by Collective Consulting demonstrates that the proposal meets the performance criteria.

The assessment concludes that no increase to flood risk will present from the development having regard to the Stormwater Management Report and design. Thus, the proposed development maintains a tolerable risk under a 1% AEP rainfall event for its intended life without flood protection measures.

The performance criteria (P1) are satisfied.

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

Acceptable Solutions	Performance Criteria

Objective

That:

(a) building and works within a flood-prone hazard area can achieve and maintain a tolerable risk from flood; and

(b) buildings and works do not increase the risk from flood to adjacent land and public infrastructure.

A1

No Acceptable Solution.

P1

Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to:

(a) the type, form, scale and intended duration of the development;

(b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures;

(c) any advice from a State authority, regulated entity or a council; and

(d) the advice contained in a flood hazard report.

P1.2

A flood hazard report also demonstrates that the building and works:

(a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and

(b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the

	intended life of the use without requiring any flood protection measures.

Planner Response

A flood hazard report prepared by Collective Consulting demonstrates that the proposal meets the performance criteria.

With reference to the flood mapping provided, a corresponding flood level of 28.7 m AHD at the proposed development can be concluded based on the extents and field survey of site levels. The anticipated flood level of 28.7m AHD is lower than the proposed development ground level of 28.85m. It is also noted that areas encroached by flood water (to the north-west) are proposed to be landscaped where currently roofed and may assist in infiltration and reduction of the flood water.

The flood hazard report demonstrates there is no present or future flood risk for the proposed works or adjacent land. The building and works achieve and maintain a tolerable risk from flood.

The performance criteria (P1) are satisfied.

6 Conclusion

This planning permit application seeks approval for the use and development of an office building located at 39-41 Albert Road, Moonah.

An assessment against all relevant standards is outlined in Section 4 and Section 5 of this report. A total of 18 standards within the planning scheme apply to the proposal, and the proposal relies on the planning authority to exercise its discretion in relation to 11 of these applicable standards. The relevant standards, and whether the proposal complies with the acceptable solution or relies on the performance criteria, is outlined in Table 5.

Overall, the proposal is considered acceptable under the applicable planning scheme and should be approved.

Table 5 – Use status

Clause		Complies
General Business Zone		
15.4.1 Building height	A1/P1	Relies on performance criteria.
15.4.2 Setbacks	A1/P1	Relies on performance criteria.
15.4.3 Design	A1/P1	Relies on performance criteria.
	A2/P2	Relies on performance criteria.
Parking and Sustainable Transport Code		
C2.5.1 Car parking numbers	A1/P1	Relies on performance criteria.
C2.5.2 Bicycle parking numbers	A1/P1	Meets acceptable solution.
C2.5.3 Motorcycle parking numbers	A1/P1	Meets acceptable solution.
C2.6.1 Construction of parking areas	A1/P1	Meets acceptable solution.
C2.6.2 Design and layout of parking areas	A1/P1	Meets acceptable solution.
C2.6.3 Number of accesses for vehicles	A1/P1	Meets acceptable solution.
C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone	A1/P1	Meets acceptable solution.
C2.6.5 Pedestrian access	A1/P1	Relies on performance criteria.

Clause		Complies
C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone	A1/P1	Relies on performance criteria.
C2.6.8 Siting of parking and turning areas	A1/P1	Meets acceptable solution.
Road and Railway Assets Code		
C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	A1/P1	Relies on performance criteria.
Local Historic Heritage Code		
C6.6.1 Demolition	A1/P1	Relies on performance criteria.
Flood-Prone Areas Hazard Code		
C12.5.1 Uses within a flood-prone hazard area	A1/P1	Relies on performance criteria.
C12.6.1 Buildings and works within a flood-prone hazard area	A1/P1	Relies on performance criteria.

Appendix A Title documentation

Appendix B Proposal plans

Appendix C Civil drawings

Appendix D Traffic Impact Assessment

Appendix E Flood Hazard Report

Appendix F Stormwater Management Report

Appendix G Waste Management Plan

Appendix H Geotechnical assessment

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INITIAL LOSS - CONTINUING LOSS METHOD CALCULATION SUMMARY SHEET

DRAINS results prepared from Version 2025.01.9147.24925

	EIA	RIA	PA
Initial Losses:	1	by DRAINS	29.7
Continuing Losses:	0	by DRAINS	4.636

Entire Catchment Area

EIA	0.146 ha	{94.3%}
RIA	0 ha	{0%}
PA	0.008 ha	{5.6%}
Total Area	0.155 ha	

LOCATION AND LAND-USE | **TIME AND RUNOFF** | **INLET DESIGN** | **PIPE SYSTEM DESIGN** | **PIT RESULTS**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	30a	30b	31	32	33	34	35
						Kinematic Wave or Friends Formula Parameters						Overflows Approaching Pit																										
AEP	Pit, Node or Basin Name	Sub-Catchment Area (ha)	Land-Use Type (IL-CL)	Percent-age (%)	Constant Flow Time (minutes)	Length (m)	Slope (%)	Roughness n	Total Entry Time, t_c (minutes)	Peak Sub-Catchment Flowrate (m^3/s) *worst storm	Origin of Approach Flows	Peak Flowrate(s (m^3/s)	Flow Width (m)	Depth x Velocity (m^2/s)	Hazard Class	Inlet Family	Inlet Size	Peak Approach Flow (m^3/s)	Bypass Flow(s) (m^3/s)	Peak Flow in Pipe (m^3/s)	Reach Length (m)	Pipe Slope (%)	Pipe Diameter (mm)	U/S Pipe Invert Level (m)	D/S Pipe Invert Level (m)	U/S HGL in Pipe (m)	D/S HGL in Pipe (m)	Pipe Flow Velocity (m/s)	Pressure Change Coeff. Ku	QUDM Chart No. 2008 [2016]	QUDM Chart Ratios	Water Surface Elevation (m)	Ground Surface Level (m)	Pit Free-board (m)	Pit Name	Remarks
	Pit8	0.0346	EIA	90	2				2	0.019						Large Inlet 900 x 900		0.019	0	0.011	13.6	1.03	150	28.46	28.32	29.26	28.894	0.6	2.54	A1-4 [A2-3]	ɔ, Vo2 / (2ɡ	29.52	30	0.48	**Pit8**	
			RIA	0	2				2																											
			PA	10	2				0																											
1%	**Pit8**	0.0346	EIA		<- as above ->				2	0.014						<- as above ->		0.014	0.001	0.014	<- as above ->					29.569	29.467	0.79	1.79	A1-4 [A2-3]	ł, Vo2 / (2ɡ	29.62	30	0.38	**Pit8**	
			RIA						2																											
			PA						0																											
	Pit13	0.0128	EIA	95	2				2	0.004	Pit8	0	0	0	H1	Large Inlet 900 x 900		0.004	0	0.025	14.5	1.03	150	28.32	28.17	28.894	29.007	1.42	1.9	H-O'L	= 0.16, S /	28.89	29.5	0.61	**Pit13**	
			RIA	0	2				2																											
			PA	5	2				0																											
1%	**Pit13**	0.0128	EIA		<- as above ->				2	0.006	Pit8	0.001	0	0	H1	<- as above ->		0.007	0	0.034	<- as above ->					29.293	28.963	1.95	2.01	H-O'L	= 0.20, S /	29.47	29.5	0.03	**Pit13**	
			RIA						2																											
			PA						0																											
	Pit14	0.0033	EIA	88	2				2	29.568	Pit13	0.001	0	0	H6	Large Inlet 900 x 900		29.568	0	0.025	23.8	0.1	450	28.17	28.146	29.007	29	0.03	0	H-O'L	= 0.02, S /	29.01	29	0	**Pit14**	
			RIA	0	2				2																											
			PA	12	2				0																											
1%	**Pit14**	0.0033	EIA		<- as above ->				2	0.001	Pit13	0.001	0.56	0.01	H1	<- as above ->		0.001	0	0.039	<- as above ->					28.963	28.964	0.05	0	H-O'L	= 0.16, S /	28.96	29	0.04	**Pit14**	
			RIA						2																											
			PA						0																											
	Pit12	0.0165	EIA	74	5				5	28.428	Pit14	0.003	707	0	H1	Large Inlet 900 x 900		28.428	0	0.017	4.6	1.09	150	28.05	28	28.808	28.704	0.98	2.23	H-O'L	= 0.16, S /	29	28.85	0	**Pit12**	
			RIA	0	2				2																											
			PA	26	5				0																											
1%	**Pit12**	0.0165	EIA		<- as above ->				5	0.006	Pit14	0.005	1.14	0.01	H1	<- as above ->		0.006	0.009	0.019	<- as above ->					28.838	28.769	1.06	2.21	H-O'L	= 0.15, S /	28.96	28.85	0	**Pit12**	
			RIA						2																											
			PA						0																											
	Pit4118		EIA	0												Junction P	Junction P	0		0.017	5.4	0.56	150	28.4	28.37	28.701	28.699	0.98	2.24	H-O'L	= 0.00, S /	28.7	28.65	0	**Pit4118**	
			RIA	0																															
			PA	0																															
1%	**Pit4118**		EIA													<- as above ->		0		0.019	<- as above ->					28.641	28.559	1.06	2.24	H-O'L	= 0.00, S /	28.77	28.65	0	**Pit4118**	
			RIA																																	
			PA																																	
	Pit2		EIA	0												Junction P	Junction P	0		0.017	9.4	1	150	28.37	28.276	28.676	28.397	1.12	0.2	A1-5 [A2-4]	Qg / Qo = 0	28.7	28.62	0	**Pit2**	
			RIA	0																															
			PA	0																															
1%	**Pit2**		EIA													<- as above ->		0		0.019	<- as above ->					28.547	28.402	1.19	0.2	A1-5 [A2-4]	Qg / Qo = 0	28.56	28.62	0.06	**Pit2**	
			RIA																																	
			PA																																	
	N265	0.011	EIA	100	5				5	28.965								28.965	0.004	7.1	1	100	28.541	28.47	28.886	28.98	0.46				28.89	40		**N265**	
			RIA	0	2				2																											
			PA	0	2				0																											
1%	**N265**	0.011	EIA		<- as above ->				5	0.005								0.005	0.005		<- as above ->					29.037	29.008	0.64				29.04	40		**N265**	
			RIA						2																											
			PA						0																											
	N266	0.011	EIA	100	5				5	28.983								28.983	0.004	5.3	0.57	100	28.5	28.47	29.037	28.98	0.46				29.04	40		**N266**	
			RIA	0	2				2																											
			PA	0	2				0																											
1%	**N266**	0.011	EIA		<- as above ->				5	0.005								0.005	0.005		<- as above ->					29.032	29.008	0.65				29.03	40		**N266**	
			RIA						2																											
			PA						0																											
	N267	0.011	EIA	100	5				5	29.595								29.595	0.004	14.7	1.02	100	28.47	28.32	28.887	28.875	0.46				28.89	40		**N267**	
			RIA	0	2				2																											
			PA	0	2				0																											
1%	**N267**	0.011	EIA		<- as above ->				5	0.005								0.005	0.005		<- as above ->					29.047	28.991	0.63				29.05	40		**N267**	
			RIA						2																											
			PA						0																											
	N268	0.011	EIA	100	5				5	2.69E+20								2.69E+20	0.004	8.2	0.98	100	28.36	28.28	28.876	28.871	0.46				28.88	40		**N268**	
			RIA	0	2				2																											
			PA	0	2				0																											
1%	**N268**	0.011	EIA		<- as above ->				5	0.005								0.005	0.005		<- as above ->					29.007	28.98	0.62				29.01	40		**N268**	
			RIA						2																											
			PA						0																											
	N269	0.011	EIA	100	5				5	0.098								0.098	0.004	5.9	1	100	28.229	28.17	28.873	29.007	0.46				28.87	40		**N269**	
			RIA	0	2				2																											
			PA	0	2				0																											
1%	**N269**	0.011	EIA		<- as above ->				5	0.005								0.005	0.005		<- as above ->					28.983	28.963	0.63				28.98	40		**N269**	
			RIA						2																											
			PA						0																											
	N270	0.011	EIA	100	5				5	29.508								29.508	0.004	9.4	1.06	100	28.52	28.42	28.965	29	0.47				28.96	40		**N270**	
			RIA	0	2				2																											
			PA	0	2				0																											
1%	**N270**	0.011	EIA		<- as above ->				5	0.005								0.005	0.005		<- as above ->					29.595	29.508	0.64				29.6	40		**N270**	
			RIA						2																											
			PA						0																											
	N271	0.011	EIA	100	5				5	0.019								0.019	0.004	6.2	1.13	100	28.49	28.42	28.951	29	0.47				28.95	40		**N271**	
			RIA	0	2				2																											
			PA	0	2				0																											
1%	**N271**	0.011	EIA		<- as above ->				5	0.005								0.005	0.005		<- as above ->					29.567	29.508	0.64				29.57	40		**N271**	
			RIA						2																											
			PA						0																											
	N272	0.011	EIA	100	5				5	29.595								29.595	0.004	5.3	0.94	100	28.37	28.32	28.924	28.894	0.46				28.92	40		**N272**	
			RIA	0	2				2																											
			PA	0	2				0																											
1%	**N272**	0.011	EIA		<- as above ->				5	0.005								0.005	0.005		<- as above ->					29.518	29.467	0.64				29.52	40		**N272**	
			RIA						2																											
			PA						0																											

COLLECTIVE CONSULTING

FLOOD HAZARD REPORT

SEPTEMBER 2025

PREPARED FOR

ONECARE – COMMERCIAL DEVELOPMENT

251035 – FHR01 ISSUE 01 VERSION 01

DOCUMENT TRANSMITTAL

RECORD OF ISSUE

Issue	Reason	Version	Date	Prepared By	Approved By
01	DRAFT	01	26/09/2025	JPW	JPW

RECORD OF ISSUE

Company	Name & Address	Contact	Copies
Sinclair Brook Group	Zul Hamzah	Ph: 0418 596 377 E: zul.hamzah@sinclairbrook.com.au	1

1. INTRODUCTION

Collective Consulting was engaged by the Sinclair Brook Group to prepare a Flood Hazard Report addressing the proposed redevelopment at 39-41 Albert Road, Moonah.

The proposed redevelopment includes a broad demolition of existing structures and infrastructure for a multi-storey commercial building, carpark and landscaping. A concept drawing of the development is provided in figure 1 below.

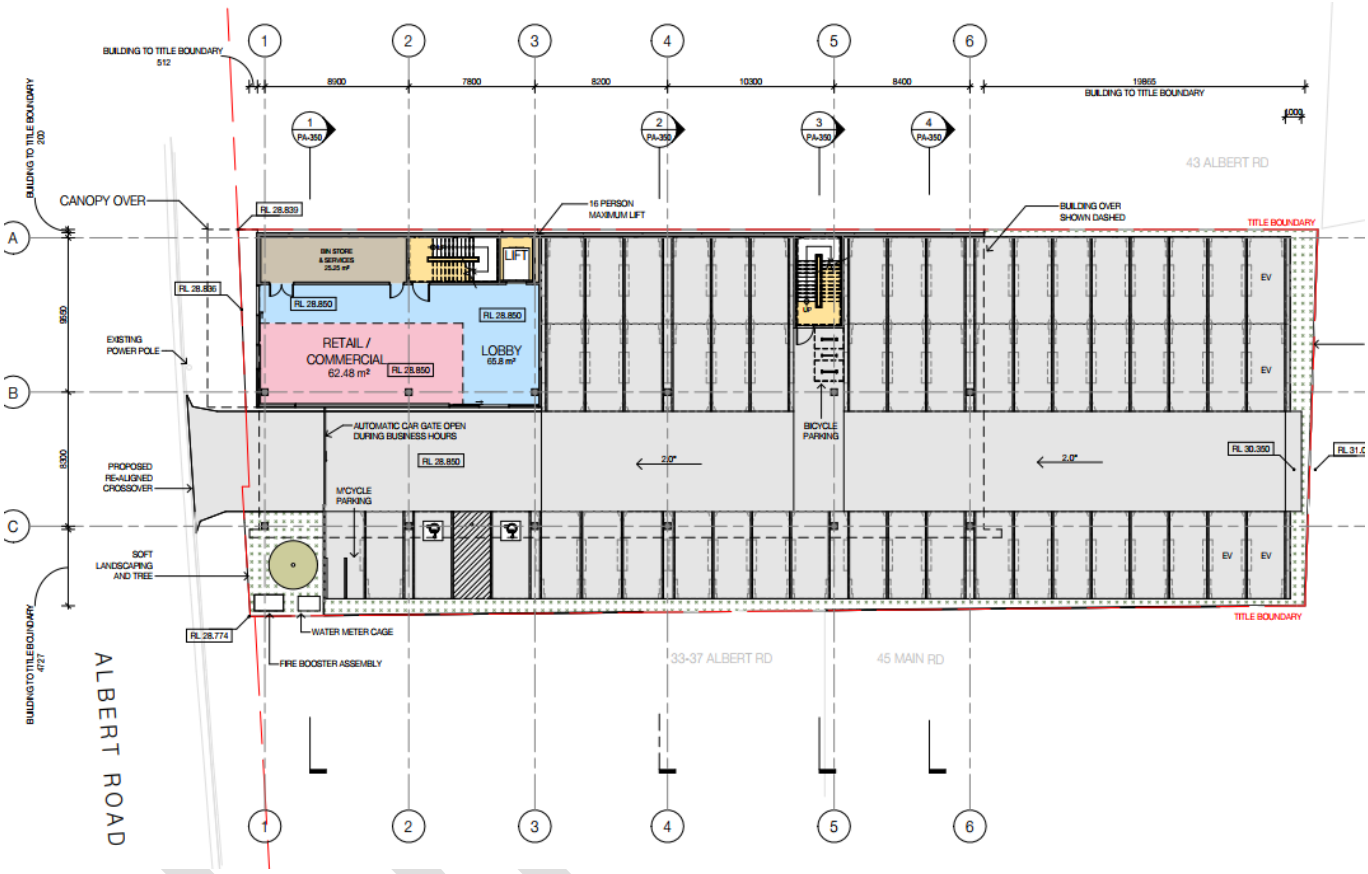

Figure 1 – Proposed Development Location

Albert Road surface levels adjacent to the proposed building are approximately 28.5m AHD with existing buildings on-site having a floor level greater than 28.8m AHD. The proposed development floor level is nominated as 28.85m AHD.

Flood mapping produced by the local Council (Glenorchy City Council) have shown the title to be within flood extents of a prescribed 1% AEP rainfall event and subsequently reflected though Flood-Prone Hazard Areas Code (C12).

This purpose of this Flood Hazard Report is to satisfy performance criteria outlined by Clauses C12.5.1 and C12.6.1 of the Scheme for the proposed development.

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2. REQUIREMENTS OF REPORT

As per the State Planning Provisions and the Directors Determinations associated with them:

A Flood Hazard Report means a report prepared by a suitably qualified person for a site, that must include:

- Details of, and be signed by, the person who prepared or verified the report;
- Confirmation that the person has the appropriate qualifications and expertise;
- Confirmation that the report has been prepared in accordance with any methodology specified by a State authority; and
- Conclusions based on consideration of the proposed use or development:
    - as to whether the use or development is likely to cause or contribute to the occurrence of flood on the site or on adjacent land
    - as to whether the use or development can achieve and maintain a tolerable risk for the intended life of the use or development, having regard to:
        - the nature, intensity and duration of the use;
        - the type, form and duration of any development;
        - the likely change in the level of risk across the intended life of the use or development;
        - the ability to adapt to a change in the level of risk;
        - the ability to maintain access to utilities and services;
        - the need for flood reduction or protection measures beyond the boundary of the site;
        - any flood management plan in place for the site and/or adjacent land; and
        - any advice relating to the ongoing management of the use or development; and
    - any matter specifically required by Performance Criteria in this code.

2.1. Statement of Persons Preparing Report

We declare that this report has been authored and verified by Jamie Warr as the Responsible Engineer.

Jamie Warr

Senior Civil & Structural Engineer
B.E. (Civil) // MIEAust

2.2. Confirmation of Qualifications, Expertise and Indemnity

- Engineers Australia (MIEAust) – Membership No. 4191481
- Concrete Institute of Australia

Jamie Warr as over 10 years' experience in structural, civil and hydraulic engineering including hydrodynamic and hydraulic modelling with a civil project portfolio encompassing complex works to substantial projects in excess of $140m.

Collective Consulting maintains a current combined Professional Indemnity Policy for $10,000,000 that can be provided upon request.

2.3. Confirmation of Methodology

This report has been completed in accordance with the methodology provided by:

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- Tasmanian Planning Scheme State Planning Provisions (23 October 2024)
- Building Regulations Act 2016 (Tasmania)
- Director's Determination - Categories of Building and Demolition Work (12 March 2021)
- Australian Rainfall and Runoff Guidelines 2019
- Australian Institute of Disaster Resilience Handbooks (NERAG, TERAG)

2.4. Conclusions of this Report

As detailed in Section 4 and 5 of this report, we have concluded that:

- The proposed building can achieve and maintain a tolerable risk from flood.
- The proposed works within the flood-prone hazard area achieve and maintain a tolerable risk from flood.
- The proposed building or works do not increase the risk from flood to adjacent land and public infrastructure.
- All matters required to address the Performance Criteria stipulated in this code have been addressed in the proceeding sections.

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3. SITE CONTEXT

The proposed development is located at 39-41 Albert Road, Moonah (PID 7744600, Title 50097/1). This site, highlighted area in Figure 2, consists of various structures including sheds, buildings and pavements. The proposed development includes complete demolition and removal of existing structures and a new multi-storey building and pavement.

Figure 2 - Property in local context (Aerial Mapping, from LISTMAP)

The Flood-Prone Hazard code overlay in figure 3 below, highlights code C12 and its limited extent at the property frontage.

Further review of 1% AEP flood mapping (overland, riverine) with climate change was reviewed on ListMAP and found not to intersect the property.

The proposed development seeks to construct a class 5 building under the NCC and is therefore considered habitable.

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Figure 3 - Property with Flood-Prone Hazard code overlay (Zoning, from LISTMAP)

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4. PLANNING SCHEME ASSESSMENT

4.1. Clause C12.5.1 Uses within a flood-prone hazard area

Objective:	That a habitable building can achieve and maintain a tolerable risk from flood.
Acceptable Solutions	**Performance Criteria**
A1 No Acceptable Solution.	**P1.1** A change of use that, converts a non-habitable building to a habitable building, or a use involving a new habitable room within an existing building, within a flood-prone hazard area must have a tolerable risk, having regard to: • the location of the building; • the advice in a flood hazard report; and • any advice from a State authority, regulated entity or a council. **P1.2** A flood hazard report also demonstrates that: • any increase in the level of risk from flood does not require any specific hazard reduction or protection measures; or • the use can achieve and maintain a tolerable risk from a 1 % annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.

Comment

Pre-existing structures are of mixed classes and the development proposes to maintain a class 5 building category, therefore performance criteria P1.1 is applicable, and by extension P1.2.

P1.1 The proceeding flood hazard assessment demonstrates flood risk is not present at the proposed habitable building.

P1.2 Subsequent to P1.1, the assessments concludes that no increase to flood risk will present from the development having regard to the Stormwater Management Report and design. Thus, the proposed development maintains a tolerable risk under a 1% AEP rainfall event for its intended life without flood protection measures.

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

Objective: That:

- building and works within a flood-prone hazard area can achieve and maintain a tolerable risk from flood; and
- buildings and works do not increase the risk from flood to adjacent land and public infrastructure.

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

Comment

P1.1 item (a), (b), (d) **and P1.2**

The proceeding flood hazard report demonstrates there is no present or future flood risk for the proposed works or adjacent land. The building and works achieve and maintain a tolerable risk, therefore the performance criteria are met.

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5. FLOOD HAZARD ASSESSMENT

5.1. Basis of assessment

Two flood studies of the area have been completed; one by the Glenorchy City Council in 2024 (Stormwater System Management Plan, 2024) which and the other by the SES as part of the Tasmanian Flood Mapping Project (WMA Water, 2021).

On review of each model report it is apparent that while the SES mapping considers a wholistically review of broad catchments and calibrated to a broader degree, it does not have a targeted and refined output compared to that of Council's report.

It is therefore likely that the flood study produced by the Council has the most appropriate data set for the site under consideration. It is also noted the resultant model was utilised for the Flood Hazard Areas code overlay.

5.2. Flood level

Flood mapping outputs provided by the Council have been buffered and therefore exaggerated slightly. The model construction report also discusses a robust review of climate change allowances including a forward estimate of 100 years.

With reference to the flood mapping provided, a corresponding flood level of 28.7m AHD at the proposed development can be concluded based on the extents and field survey of site levels.

5.3. Considerations to adjacent flooding

The anticipated flood level of 28.7m AHD is lower than the proposed development ground level of 28.85m. We also note that areas encroached by flood water (to the North-West) are proposed to be landscaped where currently roofed and may assist in infiltration and reduction of the flood water.

Due to this, we find no impact of the development by preexisting flooding or to flooding on adjacent land.

It is expected that service trenches will be backfilled to the same extent. Surface levels are therefore not anticipated to change thus not impact flood extents.

5.4. Considerations Regarding Maintaining a Tolerable Risk

5.4.1. Nature, Intensity and Duration of Use

A life expectancy of 50 years is anticipated for the building and associated services, except stormwater. Flood studies produced encompass this future outlook through application of climate change factors, thus negligible change to the flood levels should occur. As reasoned in section 5.2 and 5.3 above, a tolerable risk is maintained as no flooding is present for the duration of use.

5.4.2. Type, form and duration of Development

Construction of the building is expected to occur within 12 months and finished within a further 24 months. Works to provide the new infrastructure should produce negligible net fill in comparison to nominal works and maintenance on the site. Any surplus fill is to be removed from site.

Proposed cut and fill works pose have no tangible impact to flood dynamics, unless substantial cuts are provided causing a finished surface less than 28.8m AHD .

Works and design life are within the flood study period resulting a tolerable risk for the same conclusion as section 5.4.1.

5.4.3. Change in the risk across the intended life of the use or development

There are no anticipated changes to the use or development.

It is acknowledged climate change will vary in the future, impacting rainfall intensity, duration, runoff and other meteorological affects. Existing flood models have included future predictions with available data at the time which encapsulates the 100-year design life.

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5.4.4. Ability to adapt to a change in the level of risk

Forecasting climate change impacts is a notable risk but one that is incrementally improved with global input. Recent reports by the Intergovernmental Panel on Climate Change have shown this to be the case by modifying climate scenarios.

The proposed stormwater system and associated report (251035 – SMR) by Collective Consulting have utilised these new factors to mitigate future outflow from site by way of on-site detention.

As climate risk evolves, further detention may be provided as a cost effective solution to offset flooding from the site. Additionally, the development proposed to utilise concrete structures where resilient finishes may be applied to lower levels as required to meet future risk mitigation requirements.

In summary, existing modelling has accounted for a degree of risk evolution while proposed construction materials provide the flexibility to adapt to further changes in risk.

5.4.5. Ability to maintain access to utilities and services

There are no changes to utility and service access and therefore this section is not applicable.

5.4.6. Flood reduction or protection measures beyond the boundary of the site

There are no changes to existing flood dynamics therefore no impacts beyond the site boundary. This section is not applicable.

5.4.7. Impacts to flood management plan in place for the site and/or adjacent land

There are no known flood management plans for the site or adjacent land. It is expected that the proposed works and development do not obstruct access or egress for flood management. Nor will they contribute or alter flooding on the site or adjacent land.

5.4.8. Ongoing Management of the use or development

Notwithstanding items required for stormwater management within the site, there are no items for ongoing management of the development.

5.5. Limitations of the proposed development

As discussed in section 5.4.2 above, the proposed works must result in a finished surface level greater than 27.8m AHD.

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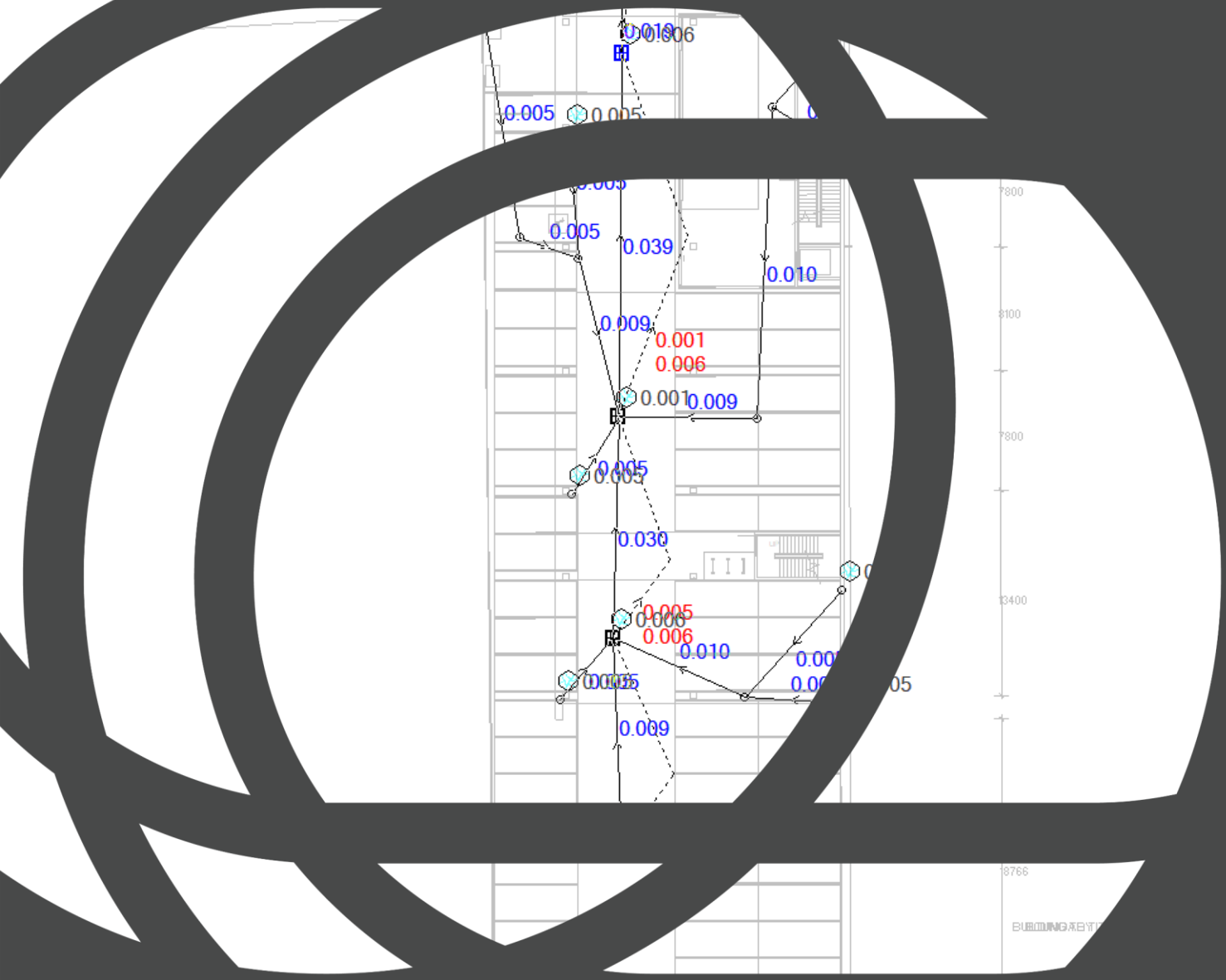

STORMWATER MANAGEMENT REPORT

SEPTEMBER 2025

PREPARED FOR

ONECARE - COMMERCIAL DEVELOPMENT

251035– SMR-01 ISSUE 01 VERSION 01

DOCUMENT TRANSMITTAL

RECORD OF ISSUE

Issue	Reason	Version	Date	Prepared By	Approved By
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RECORD OF ISSUE

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1. INTRODUCTION

This Stormwater Management Report produced by Collective Consulting has been prepared with reference to local, state and national requirements and guidelines. The purpose of this report is to show compliance with the aforementioned documents and ensure that Councils' downstream infrastructure and adjacent lots are not adversely affected by the development.

This report should be read in conjunction with the Development Application drawings prepared by NH Architecture, and Collective Consulting series 251035 – C drawings.

1.1. Planning Codes

A desktop analysis confirms the following:

- The site is outside of the 10.0 Coastal Erosion Hazard Code overlay.
- The site is outside of the 11.0 Coastal Inundation Hazard Code overlay.
- The site is inside of the 12.0 Flood-prone Hazard Areas Code overlay.
    - Refer to Flood Hazard Report 251035 – FHR by Collective Consulting.
- The site is outside of the 1% AEP overland and riverine flooding extents with climate change (as shown on LISTMap).

1.2. Council Requirements

A review of Councils policies and requirements yields the following relevant information:

- Glenorchy City Council –Stormwater Management Policy adopted in 2021 and updated in Feb 2024.
    - Council requires moderation of a 5% AEP rainfall ensemble, without climate change, to pre-developed levels utilising on-site detention.
    - Council requires safe conveyance of a 1% AEP rainfall ensemble with an allowance for climate change.
    - Council stipulate stormwater quality objectives and exemptions consistent with the State Stormwater Strategy.
- Glenorchy City Council – Stormwater Management Plan and Flood mapping

1.3. Existing Stormwater Services

A desktop analysis confirms the following:

- The site contains multiple structures, buildings and pavements including stormwater infrastructure.
- Existing site stormwater connection is at an invert RL of 28.37 m AHD as surveyed by PDA Surveyors.

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2. STORMWATER QUANTITY MANAGEMENT

A hydraulic analysis was performed in Watercom DRAINS utilising an Initial Loss-Continuing Loss (IL/CL) hydrology to design an acceptable stormwater solution.

The following sections outline components of the analysis undertaken.

2.1. Stormwater Model Parameters

2.1.1. Design Storm Events

Temporal patterns were retrieved from the ARR data hub v4.2. Events considered are as follows:

- Major Design Storm Event, 1% AEP
- Minor Design Storm Event, 5% AEP
- Durations from 5min to 2hr for 5% events and 5min to 6 hr for 1% events

2.1.2. Required Onsite Stormwater Detention

In accordance with Glenorchy City Council's policies, developments increasing impermeable surfaces beyond 250m^2 must provide and design an on-site detention facility to moderate outflow to a 5% AEP rainfall event under pre-developed runoff hydrology.

2.1.3. Climate Change

Climate change is expected to reduce annual rainfall but generate more intense rainfall events in a warming climate. This will intensify the challenges of providing secure water supplies and mitigating urban stormwater runoff.

Recent reports by the intergovernmental panel on climate change (IPCC) have revised the impact of climate change and scenarios to derive representative future impacts. Importantly the report, and subsequent revision of Australian Rainfall and Runoff guidelines, highlight the impact to infiltration rates. This translation of infiltration factors is described in the proceeding section.

In accordance with industry advice, local and global climate policy and an assessment of risk for this site, a SSP2-4.5 scenario will be utilised in the hydraulic analysis projected to the year 2100.

2.1.4. Infiltration Losses

Infiltration losses were retrieved from the ARR Data Hub v4.2 accessed 25-09-2025 based on SSP2-4.5 factors. A summary of the resulting transformation is found in the table below.

SSP2-4.5 (2.5 ºC)	Pervious Initial Loss	Pervious Continuing Loss	Impervious Initial Loss	Impervious Continuing Loss
Initial	27 mm	3.8 mm/hr	1 mm	0 mm/hr
Factor	1.1	1.22	1	1
Final	29.7 mm	4.636 mm/hr	1 mm	0 mm/hr

2.1.5. Infrastructure limitations

A land survey undertaken by PDA Surveyors confirms the connection point to Council's stormwater infrastructure is an invert level of 28.37 m AHD. The surface level of the surrounding area is approximately 28.6m AHD suggesting a deficient cover of the existing public system, and a likely outcome that the proposed system will maintain a nominal water level.

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2.2. Pre-development Hydrology

The site is currently development with various structures and pavements totalling 1,560m^2. A breakdown of areas and associated infiltration capacities is provided below.

Site Area Table

Type / Location	Pre-Developed Area (m^2)	Permeability
Landscaping	551	Pervious
Buildings (roof)	694	Impervious
Pavements	315	Impervious

2.3. Permissible Site Discharge

In accordance with Glenorchy City Council, on-site detention must be provided to moderate outflow from the development to pre-developed levels under a 5% AEP rainfall event.

Resultant analyses of a 5% AEP rainfall ensemble with pre-developed hydrology and excluding climate change factors, found an existing discharge of 18 L/s from the critical pattern 10min storm 5. A copy of the pre-developed DRAINS model is appended for reference.

The relevant peak flow chart is provided below in figure 1 and associated outflow hydrograph to Council's infrastructure in figure 2.

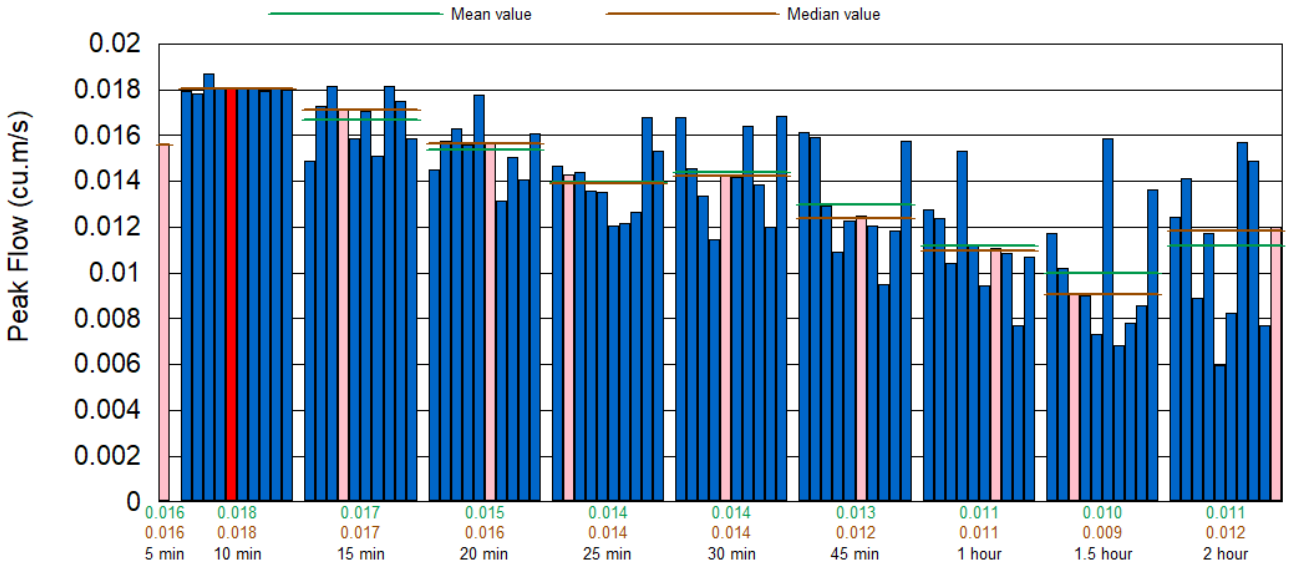

Figure 1 – Peak Flow Ensemble Chart – 5% AEP ex. Climate Change

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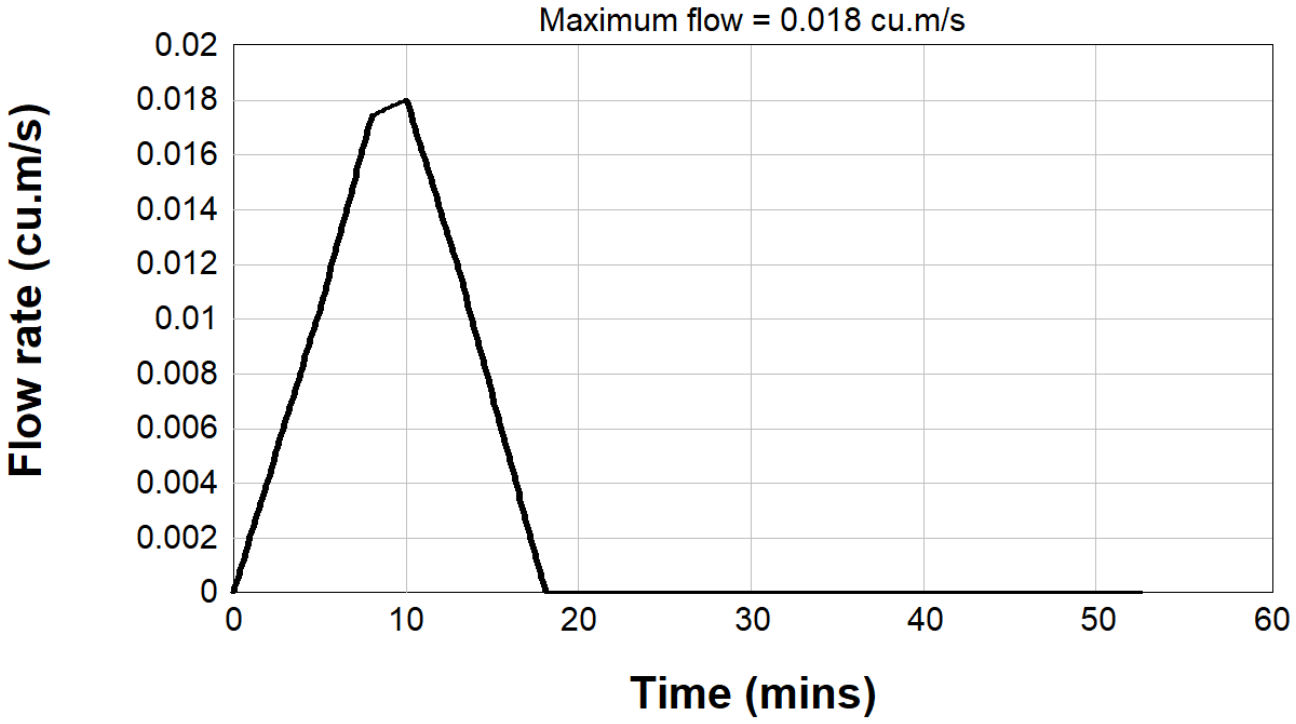

Figure 2 – Peak Lot Outflow – 5% AEP ex. Climate Change

2.4. Post-Development Hydrology

The proposal seeks to provide for a multi-storey commercial development, carparking and landscaped areas. A summary of the associated modelled permeability is found in the below table.

Site Area Table

Type / Location	Post-Developed Area (m^2)	Permeability
Buildings (roof)	884	Impervious
Exposed Asphalt Hardstand	581	Impervious
Landscaping	95	Pervious

2.5. Stormwater Quantity Management

The post-developed site has been analysed using DRAINS for 1% and 5% AEP rainfall ensembles with climate change. Both models including results are appended to this report.

Collective acknowledge irreversible climate change has likely occurred and that short to medium term probabilistic events require an allowance for climate change. While detention is required to be analysed under a 5% AEP event, climate change allowances are not required per the Council's policy. In this case, a climate change allowance will be applied to proposed designs under a 5% AEP event including to meet PSD requirements.

The model broadly consists of:

1. Reticulated underground stormwater to control and convey flows from the pavements, buildings and landscaped areas.
2. Nominal below ground detention via an Atlan Chamber meet an 18 L/s permissible site discharge under a 5% AEP rainfall event with climate change factors.

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a. Final hydraulic modelling, sizing and design choices are to occur post-Development Application. This may include a combination of oversized underground networks, underground detention and safe containment above ground where design events exceed a 5% AEP.

b. Preliminary modelling suggests a below ground detention of 19m3 will be required.

3. A DN150 connection to Council's stormwater infrastructure to the connecting invert level.

The 5% and 1% AEP critical hydrographs and median ensemble charts of the connection point from the resultant DRAINS model is provided in the below figures.

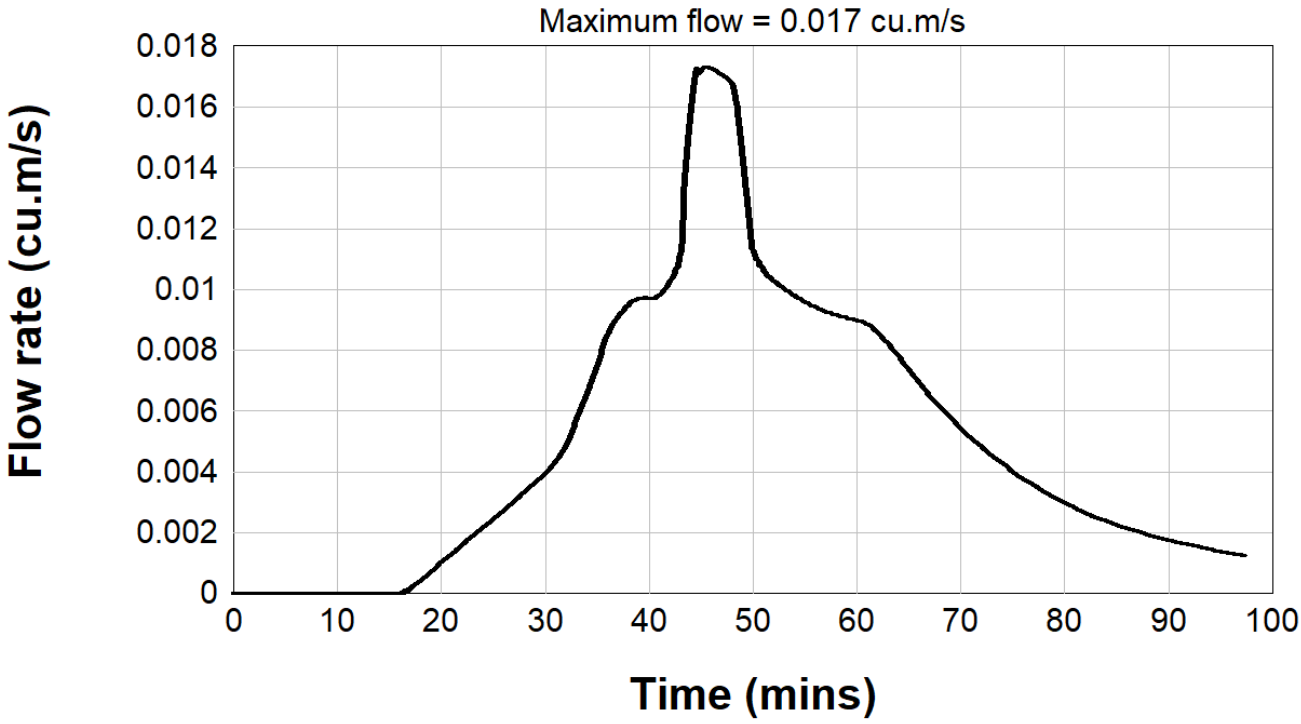

Figure 3 – Critical event – 5% AEP inc. Climate Change– 1 hr storm 8

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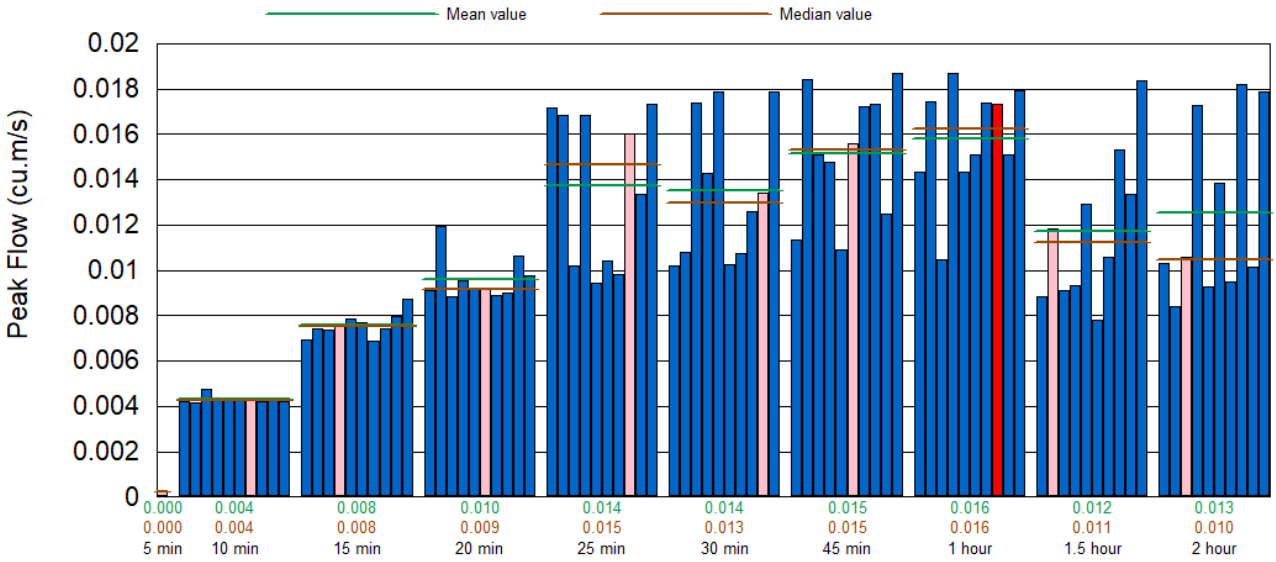

Figure 4 – Peak flow ensemble charts – 5% AEP inc. Climate Change

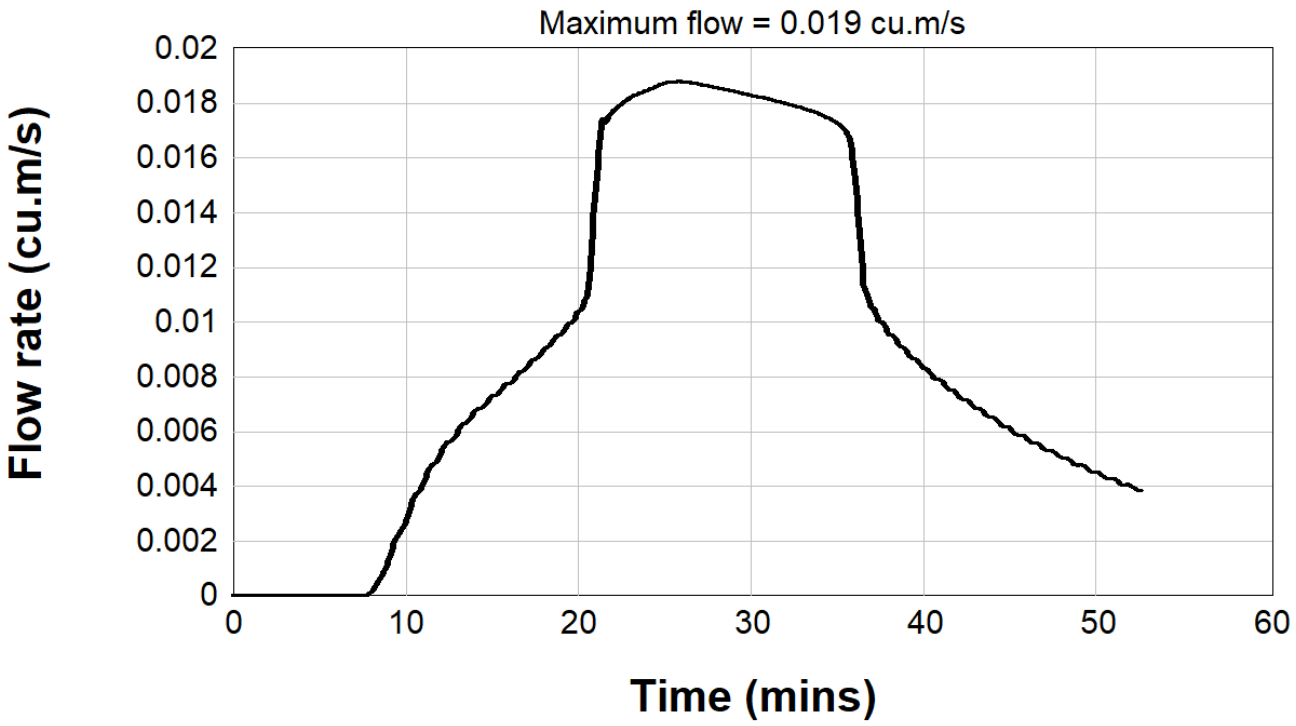

Figure 5 – Critical event – 1% AEP inc, Climate Change– 30min storm 8

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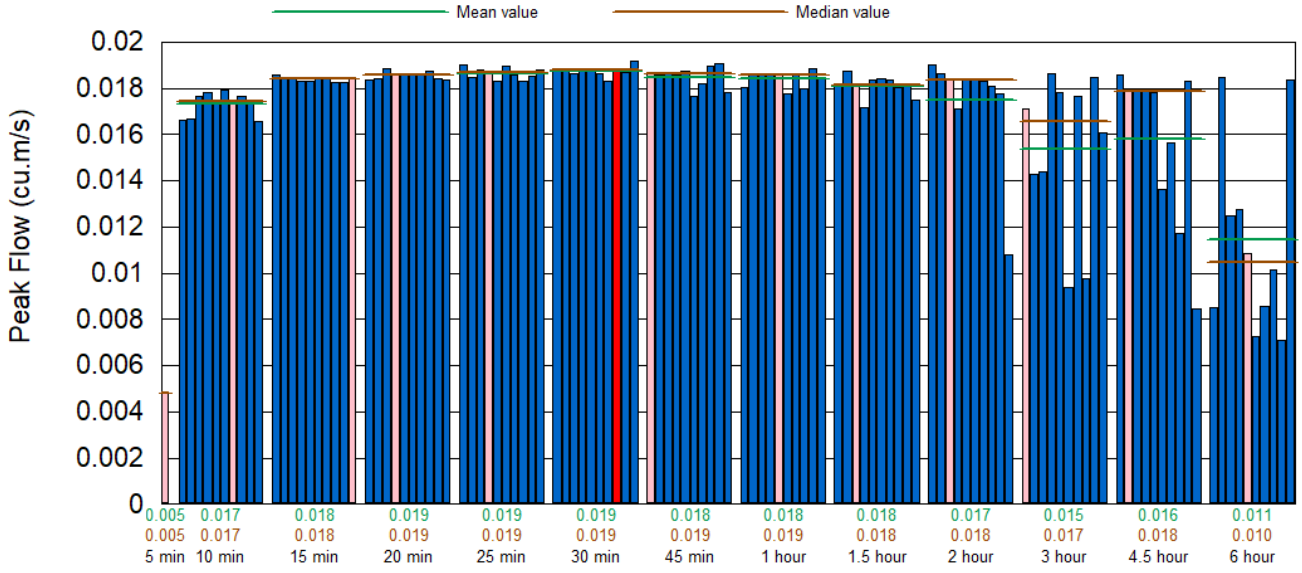

Figure 6 – Peak flow ensemble charts – 1% AEP inc. Climate Change

It is noted a minor surcharge occurs at the grated pit near the connection point but is contained to the pit. This occurs due to Council's connecting stormwater infrastructure being substantially shallow below the surface therefore requiring a sufficiently high water level within the proposed system to commence outflow.

2.6. Overland Flow

Utilisation of overland flow paths are allowed provided risk is sufficiently minimised in accordance with the Australian Disaster Resilience Handbook and ARR 2019. A graphical representation of this risk is shown in Figure 6 below.

It is expected that a 5% AEP rainfall runoff ensemble be safely contained within stormwater infrastructure. This was traditionally restricted to an underground stormwater network but in recent years, pioneered by WSUD design, open channels, swales and other natural stormwater facilities are considered.

Hydraulic modelling as discussed above, and attached, has shown stormwater is generally contained and conveyed within purpose-built infrastructure except near the connection point due to limitations with Councils infrastructure. The volume of water at this location is trivial at approximately 20mm deep and does not flow, therefore has poses a class H1 hazard. This may be resolved by either connecting to Council's downstream infrastructure, refining the proposed stormwater system or nominally increase surface levels to ensure the HGL is maintained below ground.

Under the prescribed 1% AEP rainfall ensemble, utilisation of overland flow paths are allowed provided risk is sufficiently minimised in accordance with the Australian Disaster Resilience Handbook and ARR 2019. Policies set by the Council also require designs to satisfy a safe overland flow under 1% AEP rainfall ensembles with an allowance for climate change.

Hydraulic modelling shows 4 controlled overland flow paths will occur with all maintaining a H1 (safe) hazard classification. These may be reviewed in the appended hydraulic models.

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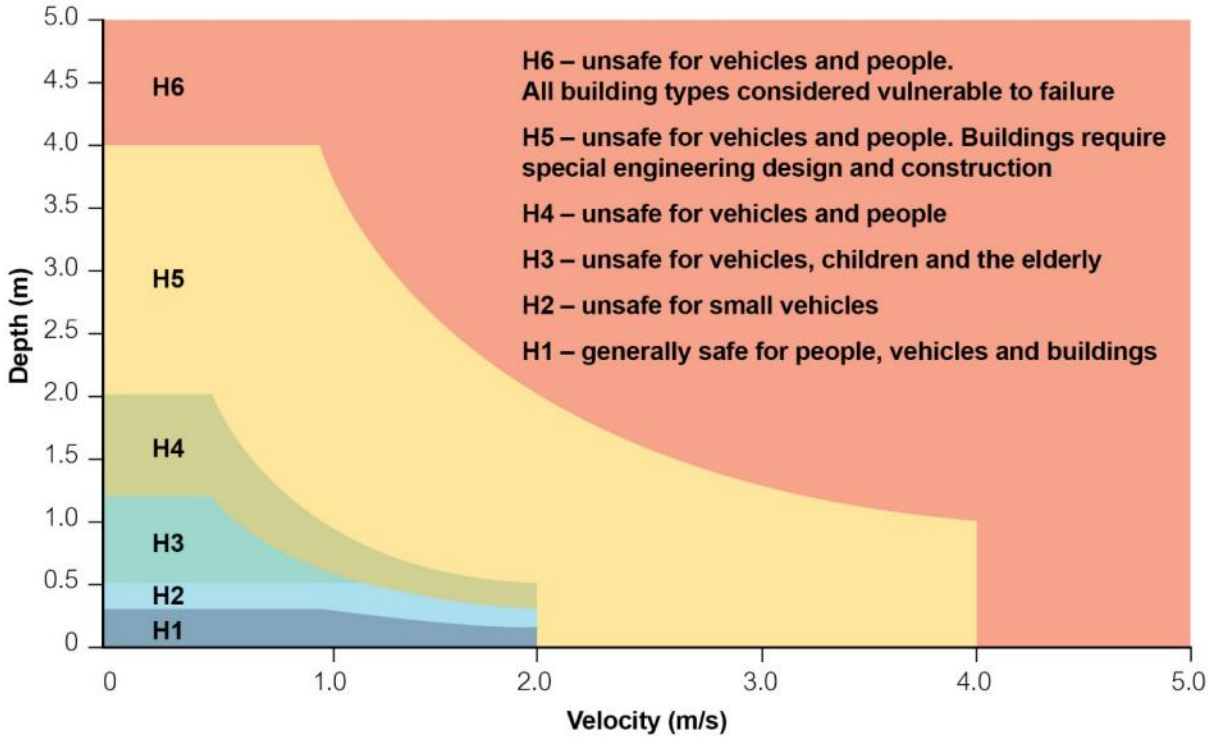

Figure 6 – Flood Hazard Risk Categories

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3. STORMWATER QUALITY MANAGEMENT

Stormwater quality management is an essential part of the stormwater design to meet various levels of strategies, policies and guidelines by all levels of authority in Tasmania. Each development relies on downstream stormwater infrastructure to accept and convey nuisance flows. Effective water quality treatment at the source is essential in improving water quality and minimising the potential harm caused to waterways, estuaries and ocean environments.

Stormwater treatment is achieved through Water Sensitive Urban Design (WSUD). WSUD is a nexus to integrate urban planning, environmental protection and conservation of the urban water cycle. It ensures urban water management is sensitive to natural hydrological and ecological processes.

To this end, the Environmental Protection Authority (EPATAS) has prepared the State Stormwater Strategy (2010) indicating various targets.

Glenorchy City Council has also specified an identical set of stormwater quality targets, as follows:

- 90% reduction in the average annual load of litter/gross pollutants based on typical urban stormwater concentrations
- 80% reduction in the average annual load of total suspended solids (TSS) based on typical urban stormwater TSS concentrations
- 45% reduction in the average annual load of total phosphorus (TP) based on typical urban stormwater TP concentrations
- 45% reduction in the average annual load of total nitrogen (TN) based on typical urban stormwater TN concentrations

Similarly, the Local Government Authority of Tasmania has developed a guidance (*Tasmanian Stormwater Policy Guidance and Standards for Development*) reiterating the above.

All three forms of design guidance allow for an exemption to meeting the stormwater quality objectives provided the proposed development does not seek to increase impermeable areas by 500m^2. As shown in section 2.2 and 2.4 above, pre-developed impervious areas totalled 1009m^2 where post-developed equates to 1,465m^2, or a 456m^2 increase.

Therefore, the development is exempt from meeting the required stormwater quality targets.

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4. CONCLUSION

This Stormwater Management Report and associated attachments provide a solution to meet Council policies, State strategies and national guidelines.

Hydraulic modelling shows that development will not detrimentally affect downstream council assets, nor generate nuisance flows to adjacent properties, and safely convey flow for all storm events up to and including the 1% AEP rainfall ensemble. Further, that future climate impacts will not adversely affect the stormwater design.

Yours faithfully,

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5. APPENDICES

5.1. Appendix A – DRAINS Model

5.2. Appendix B – DRAINS Results Summary

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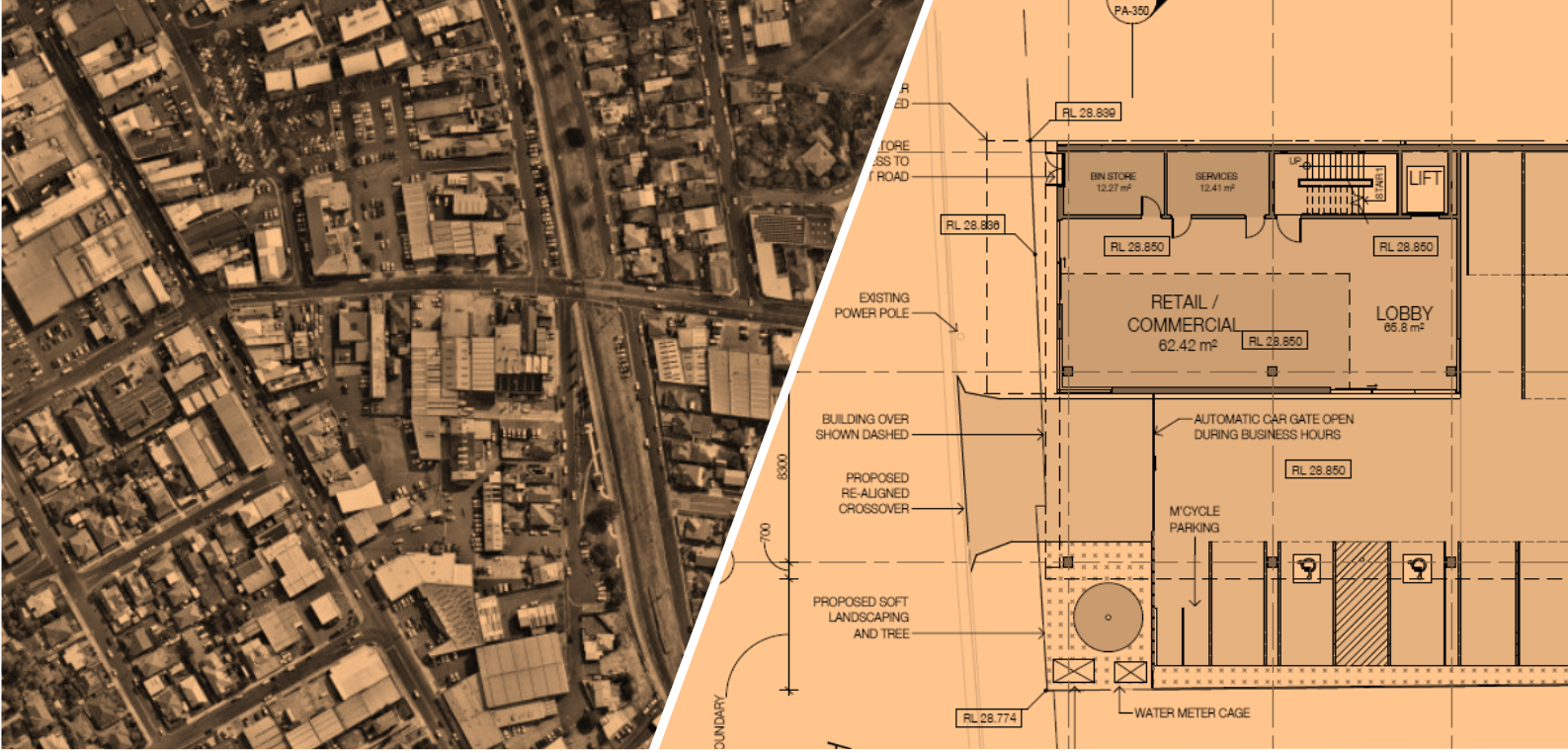

OFFICE DEVELOPMENT

39-41 ALBERT ROAD, MOONAH

TRAFFIC IMPACT ASSESSMENT

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-301

DATE RECEIVED: 16 March 2026

OFFICE DEVELOPMENT 39-41 ALBERT ROAD, MOONAH
Client: OneCare
Report Reference: 25264
File Path: Y:\2025\25264 - 39-41 Albert Road, Moonah\08 Reports\25264TREP01F04.docx

Monday, March 16, 2026

Document Control

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1 INTRODUCTION

SALT has been engaged to undertake a traffic engineering assessment of the proposed office development to be located at 39-41 Albert Road, Moonah. In the course of preparing this report, the following tasks have been undertaken:

- Development plans have been reviewed;
- Design advice has been provided to the project architect;
- Swept path analysis has been undertaken;
- The traffic and parking implications of the proposal have been assessed.

Our assessment is provided as follows:

2 EXISTING CONDITIONS

2.1 LOCATION AND LAND USE

The subject site is located on the southern side of Albert Road in Moonah. The location of the site with respect to the surrounding road network is shown in Figure 1. An aerial view of the site is provided in Figure 2.

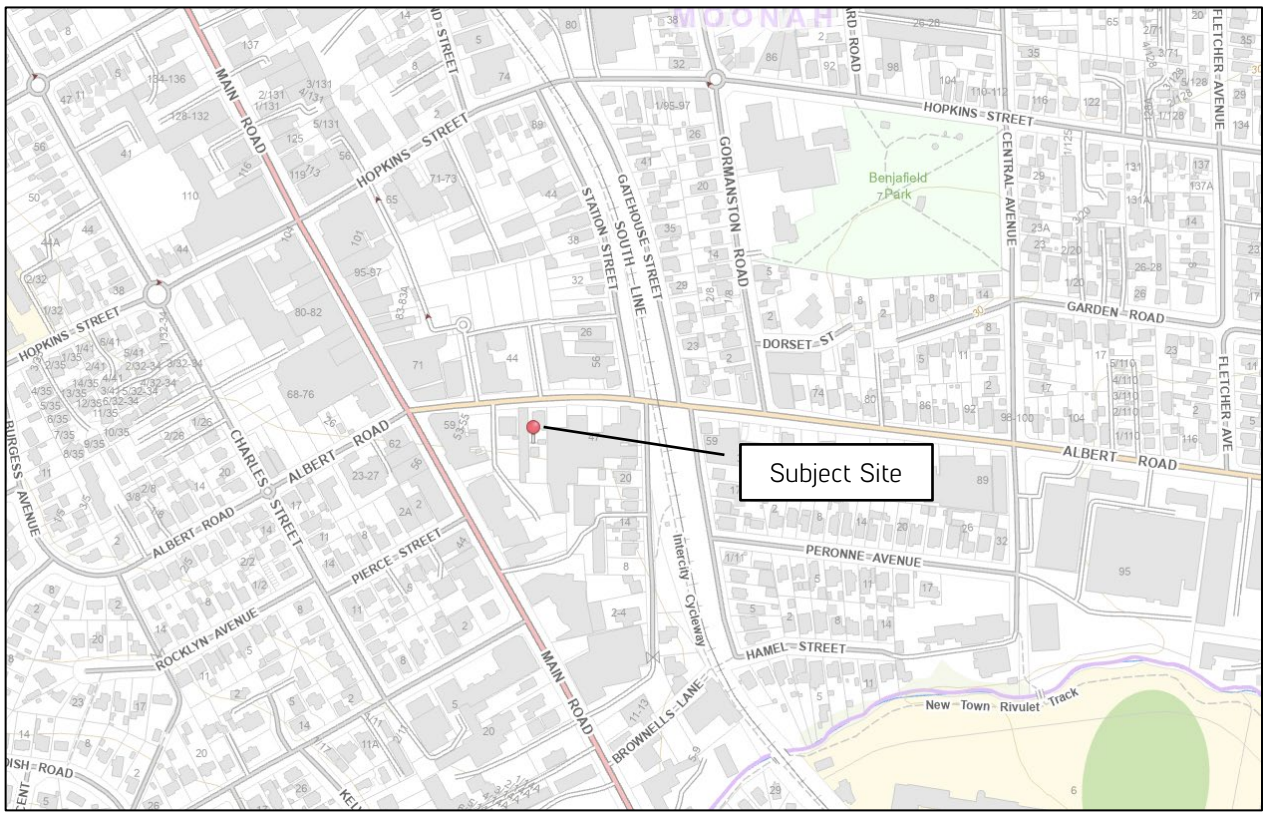


Figure 1 Subject site location (source: The LIST)

Figure 2 Aerial view of subject site (source: Nearmap)

Land use surrounding the site is primarily a mixture of commercial and retail offerings.

2.2 ZONING

The site is located in the Glenorchy City Council municipality and is within a General Business Zone.

2.3 ROAD NETWORK

Albert Road is a sealed road under the jurisdiction of Glenorchy City Council. It has an east-west orientation and features a single traffic lane in each direction. The carriageway is approximately 9m wide. In the vicinity of the site, parallel parking is permitted on the northern side of the site, with the southern side subject to No Stopping restrictions. There is a posted speed limit of 50km/h.

Main Road is a sealed road under the jurisdiction of Glenorchy City Council. It has a north-west to south-east orientation and features a single traffic lane in each direction with marked parallel parking bays on either side. At key intersections, additional turn lanes are also provided. There is a posted speed limit of 40km/h.

2.4 SUSTAINABLE TRANSPORT

The closest bus stop is located on Main Road which services 15 different bus routes. There are pedestrian footpaths on both sides of all surrounding roads. The intercity cycleway is located to the east of the site which encourages cycling as an alternative transport mode.

3 PROPOSAL

It is proposed to construct a 3-level office development with a small café component at ground level. The breakdown of uses is as follows:

- Ground Floor:
  - Café – 62.4m^2
- First Floor:
  - Office – 662.9m^2
- Second Floor:
  - Office – 627.8m^2

An on-site car park featuring 50 spaces is proposed. This includes 21 standard spaces, 24 spaces in a tandem arrangement, 3 visitor spaces, and 2 DDA spaces. Tandem parking spaces will be allocated to a single office tenancy to allow for coordination between drivers. There are also 5 vehicle turnout bays within the tandem parking area as requested by Council. It is noted that no car parking will be allocated to the café, with all spaces to be allocated to the office uses.

Vehicular access to the subject site is proposed via a crossover to Albert Street.

There are also 2 motorcycle parking spaces and 6 bicycle parking spaces proposed within the car park.

4 PARKING

4.1 PARKING AND SUSTAINABLE TRANSPORT CODE ASSESSMENT

Statutory car, bicycle, and motorcycle parking requirements are specified in Code C2.0 (Parking and Sustainable Transport Code) of the Tasmanian Planning Scheme. The application triggers Clause C2.5 (Use Standards), and accordingly an assessment against Clause C2.5 (Use Standards) is provided in Table 1.

Table 1 Assessment of application against Clause C2.5 (Use Standards)

C2.5.1 – Car parking numbers	
Objective: That an appropriate level of car parking spaces are provided to meet the needs of the use.	
Acceptable Solution	**Performance Criteria**
A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme, excluding if: ▪ 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; ▪ the site is contained within a parking precinct plan and subject to Clause C2.7; ▪ the site is subject to Clause C2.5.5; or ▪ it relates to an intensification of an existing use or development or a change of use where: o 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	**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: ▪ the availability of off-street public car parking spaces within reasonable walking distance of the site; ▪ the ability of multiple users to share spaces because of: o variations in car parking demand over time; or o efficiencies gained by consolidation of car parking spaces; ▪ the availability and frequency of public transport within reasonable walking distance of the site; ▪ the availability and frequency of other transport alternatives;

the proposed use or development, in which case no additional on-site car parking is required; or; ○ 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 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.	▪ any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; ▪ 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; ▪ the effect on streetscape; and ▪ 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: ▪ the nature and intensity of the use and car parking required; ▪ the size of the dwelling and the number of bedrooms; and ▪ the pattern of parking in the surrounding area.

Response

A1

Table C2.1 requires parking for an office to be provided at a rate of 1 space per 40m^2 of floor area. For the café use (take away food premises), Table C2.1 requires parking to be provided at a rate of 1 space per 15m^2 of floor area.

Applying these rates equates to a requirement to provide 32 office parking spaces and 4 café spaces.

The provision of 50 office parking spaces exceeds the requirement to provide 32 spaces. With no café parking proposed, there is a shortfall of 4 café spaces. It is noted that the office parking requirement of 32 spaces is also met when excluding the rear tandem spaces.

P1.1

An alternate strategy for the café parking is appropriate given the small floor area of the tenancy. Workers may not utilise cars to drive to work given the excellent access to bus services the site has. The site is also situated close to several residential catchments hence workers may walk to work if they live nearby. A high proportion of customers will be walk up customers from the development itself or surrounding businesses. In addition, there is nearby all day parking on Station Street which can be utilised if required. Further, the visitor parking bays may be used by café customers if necessary.

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 Solution	Performance Criterion
A1 Bicycle parking spaces must: ▪ be provided on the site or within 50m of the site; and	**P1** Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to: ▪ the likely number of users of the site and their opportunities and likely need to travel by bicycle; and

▪ be no less than the number specified in Table C2.1.	▪ the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.

Response

A1

Table C2.1 requires parking for an office to be provided at a rate of 1 space per 500m^2 of floor area. For the café, Table C2.1 requires parking to be provided at a rate of 1 space per 75m^2 of floor area.

Applying these rates equates to a requirement to provide 3 office bicycle spaces and 1 café space. This is exceeded by the overall provision of 6 bicycle parking spaces.

C2.5.3 – Motorcycle parking numbers

Objective:

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

Acceptable Solution	Performance Criterion
A1 The number of on-site motorcycle parking spaces for all uses must: ▪ be no less than the number specified in Table C2.4; and ▪ 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: ▪ the nature of the proposed use and development; ▪ the topography of the site; ▪ the location of existing buildings on the site; ▪ any constraints imposed by existing development; and ▪ the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.

Response

A1

Table C2.4 requires motorcycle parking to be provided at a rate of 1 space for car parking spaces 21–40, plus 1 space to every additional 20 car parking spaces thereafter. With 55 car parking spaces proposed, there is a requirement to provide 2 motorcycle parking spaces. This is met by the proposal.

4.2 TANDEM PARKING ASSESSMENT

While it is acknowledged that the Tasmanian Planning Scheme states *"parking spaces must be individually accessible, excluding tandem parking spaces which may be used to serve a dwelling"*, the use of tandem parking is found to be appropriate in this instance based on the following:

- The inclusion of tandem parking is a specific request from the client (OneCare), who will be occupying the building, to increase the availability of parking for their staff members. All tandem bays will be allocated to one business.
- OneCare's existing office on Macquarie Street has three tandem bays which are managed successfully.
- Internal systems will be set up to manage the use of the tandem bays.
- The statutory car parking requirement for the office component of the development is still met when the rear spaces of the tandem pairs are excluded.
- Tandem parking spaces are a common arrangement for non-residential uses, and are commonly approved elsewhere in Australia. For example, the Victorian Planning Scheme makes specific reference to the design of tandem parking and does not restrict their use to residential developments only.
- AS2890.1 does not specifically address tandem parking, however SALT's experience working throughout Australia is that they are commonly approved in non-residential uses, with typical design featuring two back-to-back 5.4m long spaces, as per the proposal.
- Staff members at SALT have practical experience working in offices with tandem parking arrangements. Specifically, these staff members were successfully utilising this parking arrangement for several years which also included triple tandem bays.

An example of tandem parking being implemented in Hobart can be seen in Figure 3, which is a childcare centre located at 309-315 Murray St, North Hobart. The spaces are allocated to staff and vehicles in the front parallel bays need to be shifted to allow the vehicles in the rear bays to exit.

Figure 3 Tandem parking example (Hobart)

An example from Melbourne, Victoria is shown below in Figure 4, which is a real estate agents office located at 71 Murrumbeena Road, Murrumbeena.

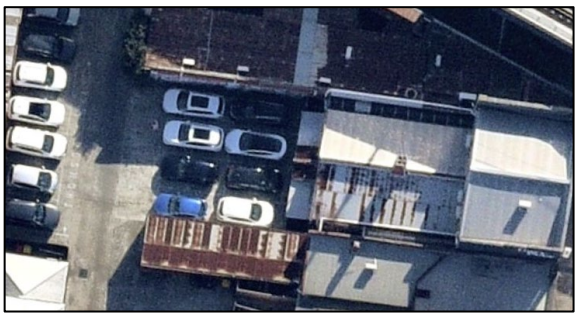


Figure 4 Tandem parking example (Melbourne)

We respect that the proposal goes outside the provisions of the Planning Scheme, however the proposed arrangements will work in practice and the tenant is fully aware and supportive of the day to day arrangements. Based on the above, we are supportive of the proposed tandem parking arrangement.

5 DESIGN

The design standards and related requirements for car parking areas and access arrangements are specified in Code C2.0 (Parking and Sustainable Transport Code) of the Tasmanian Planning Scheme. The application triggers Clause C2.6 (Development Standards for Buildings and Works), and accordingly an assessment against Clause C2.5 (Development Standards for Buildings and Works) is provided in Table 2

Table 2 Assessment against Clause C2.6 (Development Standards for Buildings and Works)

C2.6.1 – Construction of parking areas	
Objective: That parking areas are constructed to an appropriate standard.	
Acceptable Solution	**Performance Criterion**
A1 All parking, access ways, manoeuvring and circulation spaces must: ▪ be constructed with a durable all weather pavement; ▪ be drained to the public stormwater system, or contain stormwater on the site; and; ▪ 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: ▪ the nature of the use; ▪ the topography of the land; ▪ the drainage system available; ▪ the likelihood of transporting sediment or debris from the site onto a road or public place; ▪ the likelihood of generating dust; and ▪ the nature of the proposed surfacing.
Response A1 The parking and accessways will be constructed with durable pavement with appropriate drainage.	
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 Criterion**
A1.1 Parking, access ways, manoeuvring and circulation spaces must either: a) comply with the following: o have a gradient in accordance with Australian Standard AS 2890 – Parking facilities, Parts 1–6;	**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: ▪ the characteristics of the site; ▪ the proposed slope, dimensions and layout;

○ provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; ○ have an access width not less than the requirements in Table C2.2; ○ have car parking space dimensions which satisfy the requirements in Table C2.3; ○ 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; ○ have a vertical clearance of not less than 2.1m above the parking surface level; and ○ excluding a single dwelling, be delineated by line marking or other clear physical means; or b) comply with Australian Standard AS 2890- Parking facilities, Parts 1-6. **A1.2** Parking spaces provided for use by persons with a disability must satisfy the following: ▪ be located as close as practicable to the main entry point to the building; ▪ be incorporated into the overall car park design; and ▪ be designed and constructed in accordance with Australian/New Zealand Standards AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.	▪ useability in all weather conditions; ▪ vehicle and pedestrian traffic safety; ▪ the nature and use of the development; ▪ the expected number and type of vehicles; ▪ the likely use of the parking areas by persons with a disability; ▪ the nature of traffic in the surrounding area; ▪ the proposed means of parking delineation; and ▪ the provisions of Australian Standards AS 2890.1:2004 – Parking facilities, Part 1: Off-street car parking and AS 2890.2:2002 – Parking facilities, Part 2: Off-street commercial vehicle facilities.

Response

A1.1

The proposed car parking layout has been designed in accordance with AS 2890 – Parking facilities, Parts 1-6. This is an acceptable solution under the Tasmanian Planning Scheme under A1.1(b). The following comments are made.

- The gradient within the car park will be no more than 2-degrees, which equates to approximately 1:28. This complies with AS2890.1.
- Access to the site is via a 6.2m wide crossover, which complies with AS2890.1.
- Height clearance throughout the car park exceeds the minimum of 2.2m required by AS2890.1.
- The dimensions of the proposed parking spaces are in accordance with AS2890.1. All spaces have a length of 5.4m long and are accessed from a 6.2m wide aisle. Employee parking spaces will be 2.4m wide and visitor parking spaces will be 2.5m wide, in accordance with relevant AS2890.1 User Classes.

As stated above, this is permitted by the Planning Scheme as an acceptable solution.

Furthermore, swept path analysis has been undertaken using AutoTURN to demonstrate an Australian Standard B85 design vehicle entering and exiting the critical end space of the car park. This shows the vehicle body slightly overhanging a kerb and slightly encroaching on the neighbouring space which is a common occurrence when entering parking spaces. In other words, parking manoeuvres share air space in all car parks including adjacent bays which is acknowledged by the standards that request additional clearance to solid objects.

The use of the B85 design vehicle is in accordance with Appendix B2.3 of AS2890.1 which states *"design dimensions based on the B85 vehicle shall be limited to parking spaces and parking aisles"*. It is noted that the LGAT standard drawing TSD-R09-v3 states that driveways are to be designed for a B99 design vehicle (which has been done so for the proposal), however this does not refer to parking spaces, and hence the B85 is an appropriate design vehicle as per AS2890.1.

From our expert experience, the B99 is not used as a checking vehicle for accessing car parking spaces, rather is a check for physical constraints, as per the below from Appendix B2.2 of AS2890.1.

"Design dimensions based on the B99 vehicle are required at all locations where failure of a vehicle to be able to physically fit into the facility would occasion intolerable congestion and possible hazard. Such locations shall include all access driveways, ramps and circulation roadways, unless there are special circumstances of severe space limitation coupled with relatively low traffic volumes in which case the B85 vehicle dimensions may be used."

A1.2

- Accessible parking has been designed in accordance with AS2890.6. Both the spaces and the shared area will be 5.4m long and 2.4m wide. These have been placed close to the building entrance.

C2.6.3 – Number of accesses for vehicles

Objective:

That:

- 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;
- accesses do not cause an unreasonable loss of amenity of adjoining uses; and
- the number of accesses minimise impacts on the streetscape.

Acceptable Solutions	Performance Criteria
A1 The number of accesses provided for each frontage must: ▪ be no more than 1; or ▪ no more than the existing number of accesses, whichever is the greater. **A2** Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.	**P1** The number of accesses for each frontage must be minimised, having regard to: ▪ any loss of on-street parking; and ▪ pedestrian safety and amenity; ▪ traffic safety; ▪ residential amenity on adjoining land; and ▪ the impact on the streetscape. **P2** Within the Central Business Zone or in a pedestrian priority street, any new accesses must: ▪ not have an adverse impact on: o pedestrian safety and amenity; or o traffic safety; and ▪ be compatible with the streetscape.

Response

A1

Only one access point is proposed, complying with this requirement.

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

Objective:

That parking and vehicle circulation roads and pedestrian paths within the General Business Zone and Central Business Zone, which are used outside daylight hours, are provided with lighting to a standard which:

- enables easy and efficient use;
- promotes the safety of users;
- minimises opportunities for crime or anti-social behaviour; and
- prevents unreasonable light overspill impacts.

Acceptable Solution	Performance Criterion
A1 In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 "Basis of Design" and Clause 3.6 "Car Parks" in *Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements.*	**P1** In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roadways and pedestrian paths, which are used outside daylight hours must be provided with lighting, having regard to: ▪ enabling easy and efficient use of the area; ▪ minimising potential for conflicts involving pedestrians, cyclists and vehicles; ▪ minimising opportunities for crime or anti-social behaviour though the creation of concealment spaces; ▪ any unreasonable impact on the amenity of adjoining properties through light overspill; and ▪ the hours of operation of the use.

Response

Appropriate lighting will be provided within the on-site car park.

C2.6.5 – Pedestrian access

Objective:

That pedestrian access within parking areas is provided in a safe and convenient manner.

Acceptable Solutions	Performance Criterion

A1.1
 	
Uses that require 10 or more car parking spaces must:
▪ have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:
  ○ a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or
  ○ protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and
	P1
	
	Safe and convenient pedestrian access must be provided within parking areas, having regard to:
	▪ the characteristics of the site;
	▪ the nature of the use;
	▪ the number of parking spaces;
	▪ the frequency of vehicle movements;
	▪ the needs of persons with a disability;
	▪ the location and number of footpath crossings;
	▪ vehicle and pedestrian traffic safety;
	▪ the location of any access ways or parking aisles; and

▪ be signed and line marked at points where pedestrians cross access ways or parking aisles. A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.	▪ any protective devices proposed for pedestrian safety.

Response

Given the constraints of the site, it is not feasible to provide a dedicated protected pedestrian path. Pedestrians will utilise the car park aisle which is a common arrangement for car parks of this nature. The car park is straight and hence there will be excellent sight lines between drivers and pedestrians. Users of the car park will be workers who are familiar with the conditions.

C2.6.6 – Loading bays

Objective:

That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.

Acceptable Solutions	Performance Criteria
A1 The area and dimensions of loading bays and access way areas must be designed in accordance with *Australian Standard AS 2890.2-2002, Parking facilities, Part 2: Off-street commercial vehicle facilities*, for the type of vehicles likely to use the site. A2 The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with *Australian Standard AS 2890.2-2002, Parking facilities, Part 2: Parking facilities – Off-street commercial vehicle facilities*.	P1 Loading bays must have an area and dimensions suitable for the use, having regard to: ▪ the types of vehicles likely to use the site; ▪ the nature of the use; ▪ the frequency of loading and unloading; ▪ the area and dimensions of the site; ▪ the topography of the site; ▪ the location of existing buildings on the site; and ▪ any constraints imposed by existing development. P2 Access for commercial vehicles to and from the site must be safe, having regard to: ▪ the types of vehicles associated with the use; ▪ the nature of the use; ▪ the frequency of loading and unloading; ▪ the area and dimensions of the site; ▪ the location of the site and nature of traffic in the area of the site; ▪ the effectiveness or efficiency of the surrounding road network; and ▪ site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.

Response

No formalised loading bay is proposed as commercial vehicles will not service the site. Any loading would occur by vans and cars which can utilise the on-site car parking spaces.

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

Objective:

That parking for bicycles are safe, secure and convenient, within the General Business Zone and Central Business Zone.

Acceptable Solutions	Performance Criteria
A1 Bicycle parking for uses that require 5 or more bicycle spaces in Table C2.1 must: ▪ be accessible from a road, cycle path, bicycle lane, shared path or access way; ▪ be located within 50m from an entrance; ▪ be visible from the main entrance or otherwise signed; and ▪ be available and adequately lit during the times they will be used, in accordance with Table 2.3 of *Australian/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces – Pedestrian area (Category P) lighting – Performance and design requirements*. **A2** Bicycle parking spaces must: ▪ have dimensions not less than: o 1.7m in length; o 1.2m in height; and o 0.7m in width at the handlebars; ▪ have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and ▪ include a rail or hoop to lock a bicycle that satisfies *Australian Standard AS 2890.3-2015 Parking facilities – Part 3: Bicycle parking*.	**P1** Bicycle parking must be provided in a safe, secure and convenient location, having regard to: ▪ the accessibility of the site; ▪ the characteristics of the site; ▪ the nature of the proposed use; ▪ the number of employees; ▪ the users of the site and the likelihood of travel by bicycle; ▪ the location and visibility of proposed parking for bicycles; ▪ whether there are other parking areas on the site; and ▪ the opportunity for sharing bicycle parking on nearby sites. **P2** Bicycle parking spaces and access must be convenient, safe, secure and efficient to use, having regard to: ▪ the characteristics of the site; ▪ the space available; ▪ the safety of cyclists; and ▪ the provisions of *Australian Standard AS 2890.3-2015 Parking facilities – Part 3: Bicycle parking*.

Response

A1

The proposed bicycle parking is located appropriately next to a building entrance point and can be accessed via the car park aisle. Wayfinding signage can be provided to direct cyclists to the bicycle parking area.

A2

The bicycle parking layout has been designed in accordance with the required dimensions of Acceptable Solution A2 and AS2890.3-2015. It is noted that the access width is 1.5m, which is less than the 2m

required by Acceptable Solution A2 however is in compliance with AS2890.3-2015. As such, this is considered appropriate.

C2.6.8 – Siting of parking and turning areas

Objective:

That the siting of vehicle parking and access facilities in an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone does not cause an unreasonable visual impact on streetscape character or loss of amenity to adjoining properties.

Acceptable Solutions	Performance Criteria
A1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking area must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line. **A2** Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must: ▪ have no new vehicle accesses, unless an existing access is removed; ▪ retain an active street frontage; and ▪ not result in parked cars being visible from public places in the adjacent roads.	**P1** Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas, may be located in front of the building line where this is the only practical solution and does not cause an unreasonable loss of amenity to adjoining properties, having regard to: ▪ topographical or other site constraints; ▪ availability of space behind the building line; ▪ availability of space for vehicle access to the side or rear of the property; ▪ the gradient between the front and rear of existing or proposed buildings; ▪ the length of access or shared access required to service the car parking; ▪ the location of the access driveway least 2.5m from a window of a habitable room of a dwelling; ▪ the visual impact of the vehicle parking and access on the site; ▪ the streetscape character and amenity; ▪ the nature of the zone in which the site is located and its preferred uses; and ▪ opportunities for passive surveillance of the road. **P2** Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must be designed to screen the views of cars from public places in the adjacent roads, without blank walls facing onto a road, having regard to: ▪ the streetscape; ▪ any unreasonable loss of amenity of the occupants of adjoining properties; and ▪ maintaining opportunities for active uses on a street frontage in a pedestrian priority street.

Response
A1 The parking area is proposed behind the building line. A2 N/A

6 LOADING AND WASTE COLLECTION

Loading activity will occur via cars and vans that can utilise the on-site car park. No dedicated loading bay is required.

Waste will be collected on-street by a private contractor, prior to 7am when traffic is less busy on Albert Road. For full details on waste collection, refer to the Waste Management Plan prepared by SALT.

7 TRAFFIC IMPACTS

7.1 TRAFFIC GENERATION

The critical assessment periods for an office facility are the weekday morning and evening peak periods, with the peak hours typically occurring from 8:00am-9:00am and 5:00pm-6:00pm.

For the purposes of this assessment, it is presumed that 50% of the available on-site parking supply will fill during the morning peak hour period, and 50% will vacate during the evening peak hour period.

On this basis, the proposed development is projected to generate in the order of 25 vehicle movements during the commuter peak hour periods (all inbound in the AM peak and all outbound in the PM peak).

This traffic will be distributed relatively evenly to the east and west along Albert Road.

7.2 TRAFFIC IMPACT

The proposed development is projected to generate in the order of 25 entry/exit movements during the commuter peak periods. This level of traffic is relatively low in traffic engineering terms, and equates to on average one vehicle movement every 2.4 minutes.

We are therefore of the opinion that the level of traffic that is likely to be generated by the proposed development is small and will be readily accommodated by Albert Road and the surrounding road network without any unreasonable detrimental impacts.

7.3 CLAUSE 3.5.1 RESPONSE

A response to Clause 3.5.1 of the Planning Scheme is provided as follows.

Table 3 Assessment against Clause C3.5.1

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	
Objective: To minimise 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.	
Acceptable Solutions	**Performance Criteria**
A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: ▪ A new junction; ▪ A new vehicle crossing; or	**P1** Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or

▪ A new level crossing **A1.2** For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority. **A1.3** 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. **A1.4** Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: ▪ The amounts in Table C3.1; or ▪ 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.	efficiency of the road or rail network, having regard to: ▪ Any increase in traffic caused by the use; ▪ The nature of the traffic generated by the use; ▪ The nature of the road; ▪ The speed limit and traffic flow of the road; ▪ Any alternative access to a road; ▪ The need for the use; ▪ Any traffic impact assessment; and ▪ Any advice received from the rail or road authority.

Response

A1.1

Albert Road is neither a Category 1 road or a limited access road.

A1.2

This application seeks consent from Council for the new vehicle crossing.

A1.3

Not relevant to this application.

A1.4

As outlined in Section 7.1 of this report, the development will generate up to 25 vehicle movements in the peak hours, hence the traffic generated will be more than that stated in Table C3.1. As such, an assessment against P1 is provided below.

A1.5

Vehicles can enter and leave in a forward direction.

P1

As assessed in Section 7.2 of this report, the development will generate 25 vehicle movements during the commuter peak hours. This equates to on average one additional vehicle every 2.4 minutes during the peak hours. This is relatively low and would have minimal impact on the operation of Albert Road. The 50km/h speed limit on Albert Road as well as nearby traffic signals at Main Road is conducive to providing adequate breaks in traffic for vehicles to enter and exit the road. There is no alternative road for access to be taken for the development.

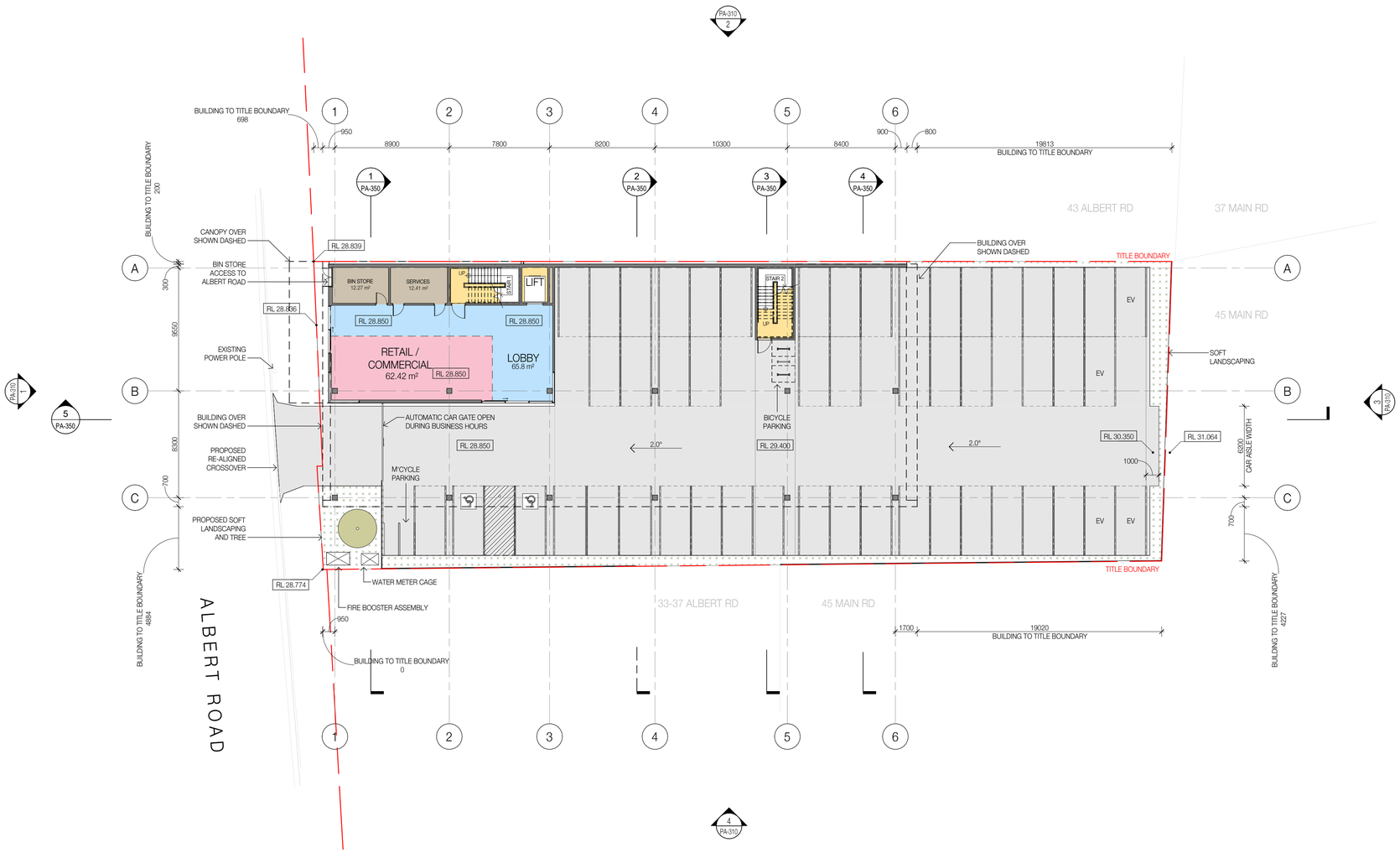
8 CONCLUSIONS

Having undertaken a detailed traffic engineering assessment of the proposed office at 39–41 Albert Road, Moonah, we are of the opinion that:

- The proposed office parking provision exceeds the statutory requirements.
- There is a shortfall of 4 café parking spaces which is acceptable given most café customers will be undertaking multi-purpose trips within the area and hence not require on-site parking.
- The proposed bicycle parking and motorcycle parking provisions are in accordance with the Planning Scheme.
- The proposed parking layout has been designed in accordance with relevant Australian Standards and will provide safe and convenient access.
- Adequate provisions are made for loading and waste collection.
- The level of traffic that is likely to be generated by the proposed development is small and will be readily accommodated by Albert Road and the surrounding road network without any unreasonable detrimental impacts.

Accordingly, we are supportive of the proposal from a traffic engineering perspective.

APPENDIX 1 PLANS



CAR PARKING SCHEDULE

Type	Carparks Provided
Australian Standard (2400 x 5400)	21
Australian Standard (2400 x 5400) Tandem	24
Australian Standard (2500 x 5400) Visitor	3
DDA Australian Standard (2400 x 5400)	2
Grand total	50

MOTORCYCLE & BICYCLE PARKING SCHEDULE

Type	Carparks Provided
Australian Standard (1200w x 2500d) Motorcycle	2
Bike Hoop (2x Parks = 6 Total Parks)	3

PROJECT AREA MATRIX

Function	Area
GROUND LEVEL	
LIFT & STAIR	36.4 m²
LOBBY	65.8 m²
RETAIL	62.4 m²
SERVICES	25.4 m²
LEVEL 1	
LOBBY	45.6 m²
OFFICE	662.5 m²
SERVICES	6.7 m²
WC	45.6 m²
LEVEL 2	
OFFICE	627.8 m²
SERVICES	20.0 m²
TERRACE	48.5 m²
WC	67.1 m²
ROOF	
SERVICES	93.9 m²

PROJECT AREA SUMMARY

Function	Area
LIFT & STAIR	36.4 m²
LOBBY	111.3 m²
OFFICE	1290.3 m²
RETAIL	62.4 m²
SERVICES	146.0 m²
TERRACE	48.5 m²
WC	112.7 m²

Total GFA Area	1807.7m²
Site Area	1558.14m²
Area of Non-Permeable Paving	1279m²
Area of Permeable Soft Landscaping	66m²

REV.	DETAILS	DATE
1	ISSUE FOR PLANNING APPLICATION	06/10/2025
2	REVISED FOR PLANNING RFIS	16/03/2026

LEGEND

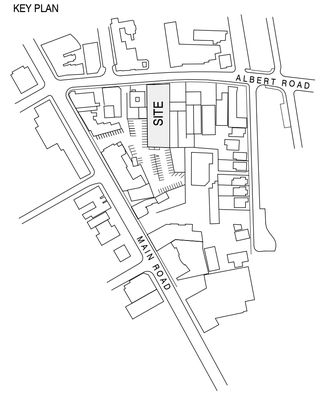
- PARKING AND VEHICLE ACCESS
- SOFT LANDSCAPING
- BUILDING LOBBY AND ENTRY
- OFFICE TENANCY
- OFFICE UTILITY AND WC
- OFFICE TENANCY TERRACE
- RETAIL/COMMERCIAL TENANCY
- LIFT & STAIRS
- SERVICES AND RISER ZONES

CLIENT

OneCare

NH Architecture

KEY PLAN



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PROJECT NAME
ALBERT ROAD OFFICES

PROJECT No.
250014

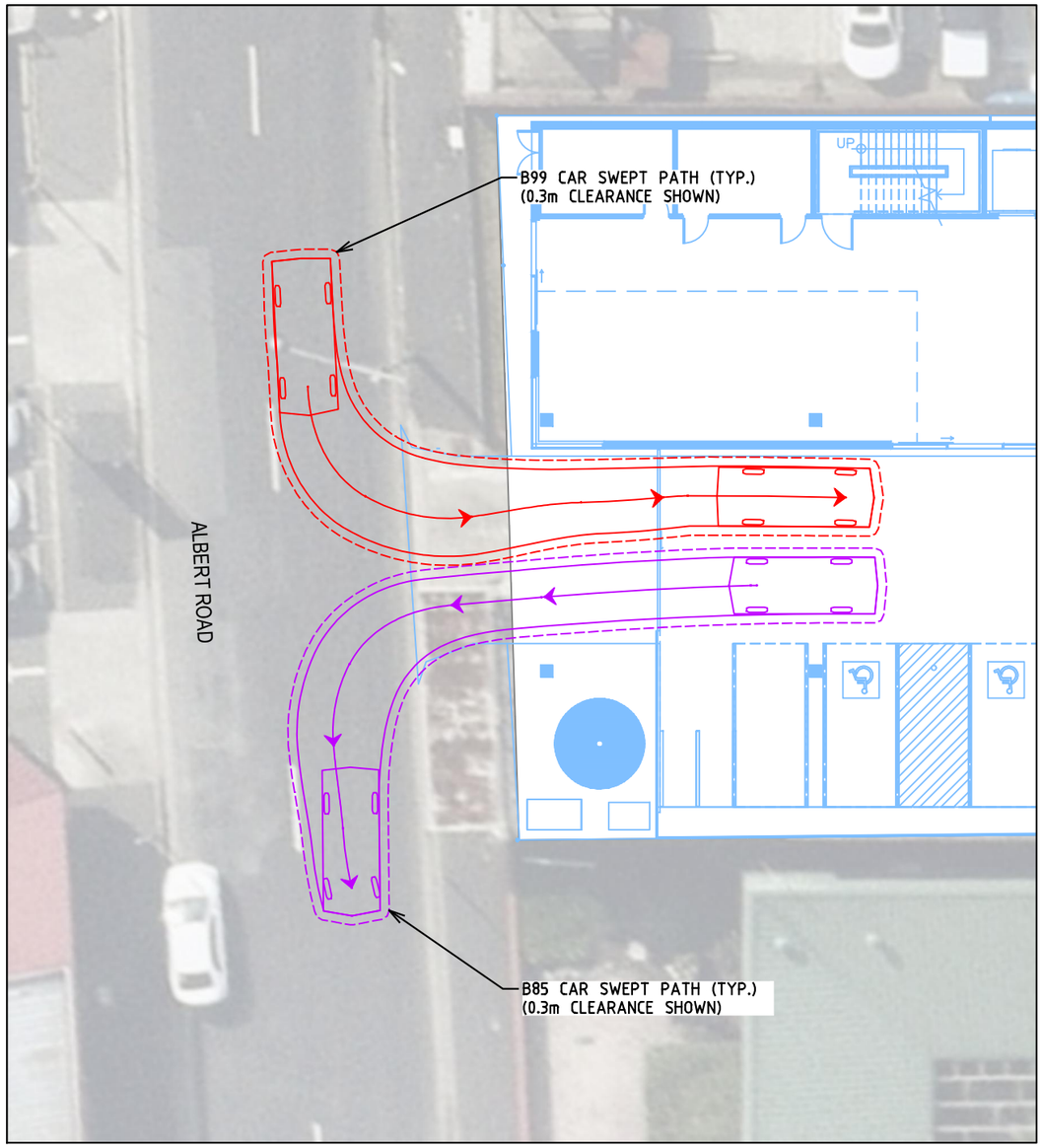
STAGE
PLANNING APPLICATION

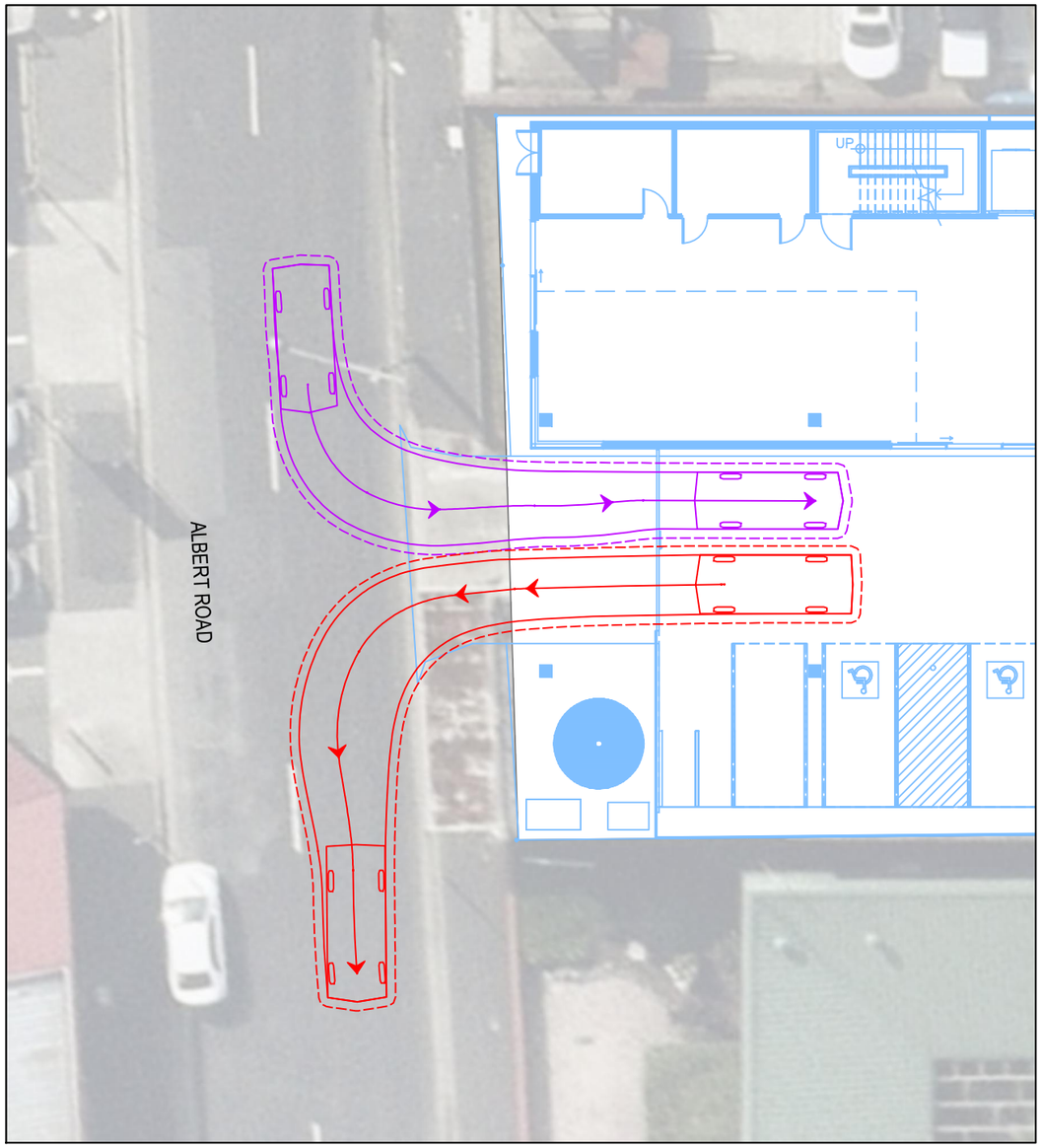
DRAWING TITLE
GENERAL ARRANGEMENT PLAN - GROUND

DRAWING No.
NH-A-PA-210

REVISION
2

APPENDIX 2 SWEPT PATH ASSESSMENT





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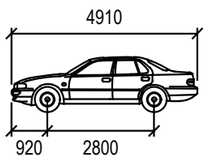

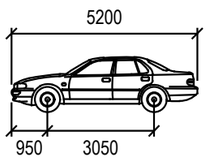

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Lock to Lock Time	:	6.0	Lock to Lock Time	:	6.0
Steering Angle	:	34.1	Steering Angle	:	33.9

ONECARE

OFFICE DEVELOPMENT

39-41 ALBERT STREET

MOONAH

B85 / B99 PASSING SWEPT PATH

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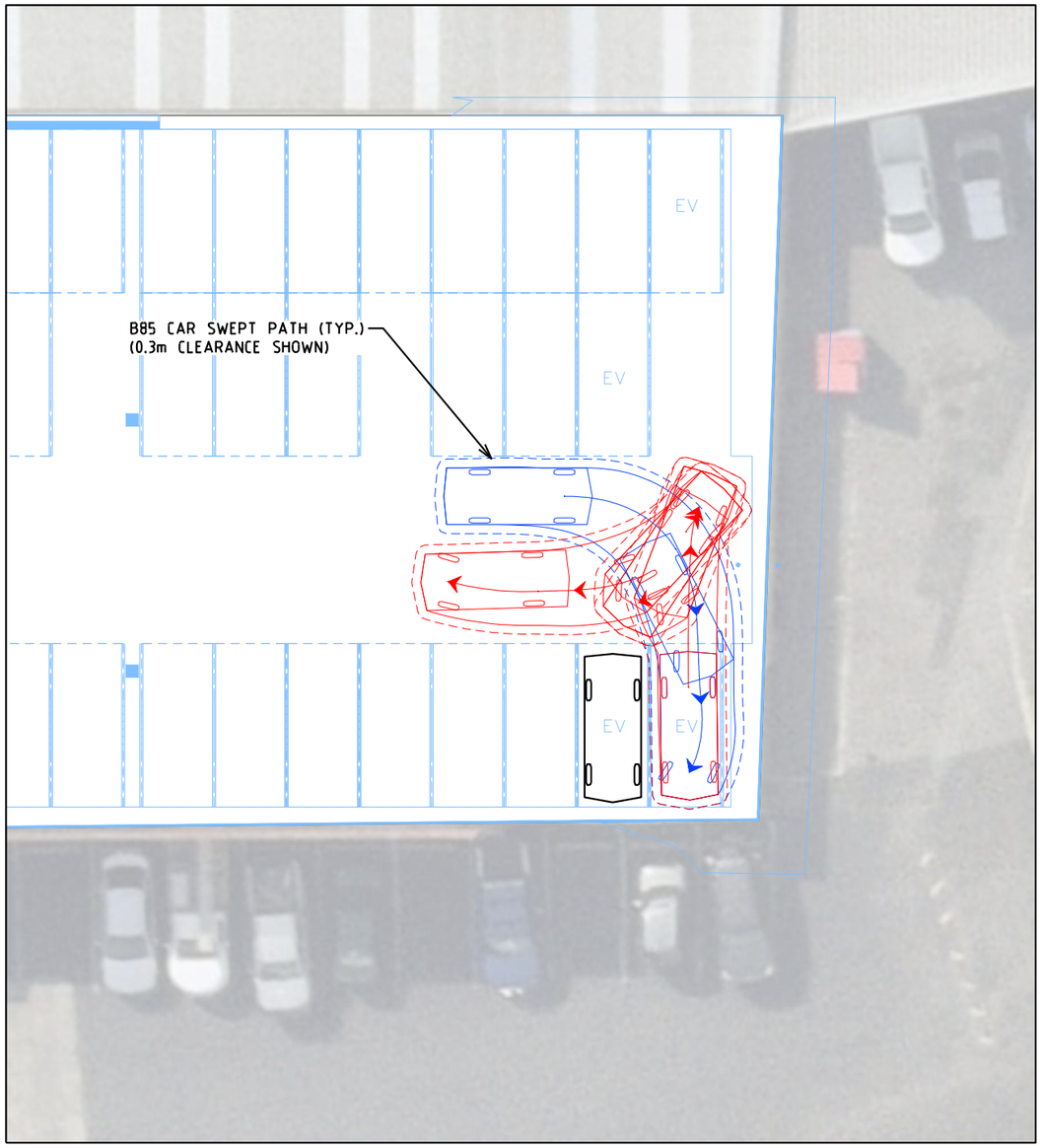
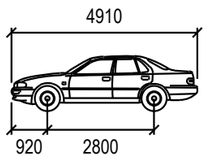
DRAWING NUMBER		REVISION
SALT-25264-SK-001		2



DESIGN VEHICLE



B85

		mm
Width	:	1870
Track	:	1770
Lock to Lock Time	:	6.0
Steering Angle	:	34.1

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OFFICE DEVELOPMENT

39-41 ALBERT STREET

MOONAH

B85 CAR PARK SWEPT PATH

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LC / JG	16-03-2026	A3
DRAWING NUMBER		REVISION
SALT-25264-SK-002		3

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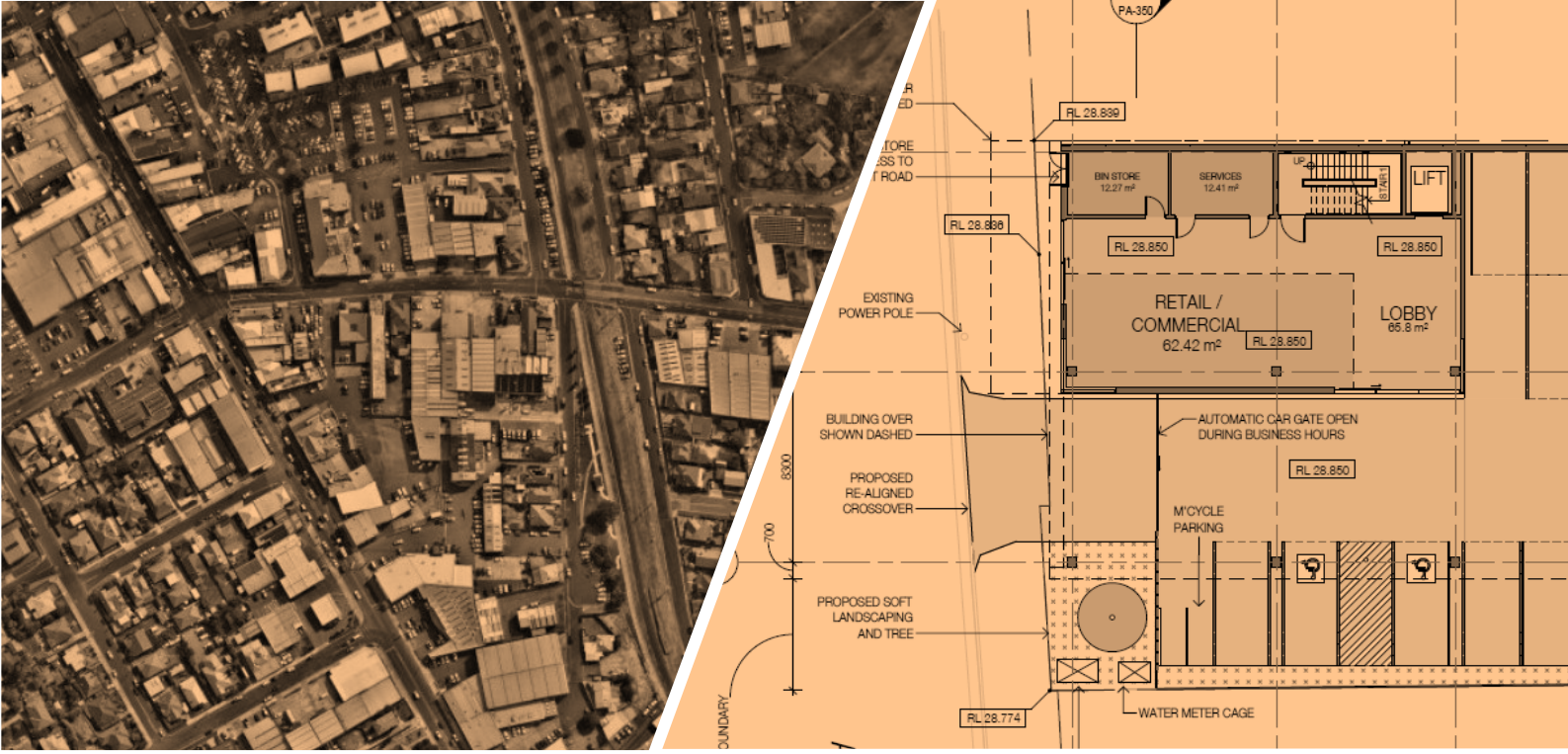

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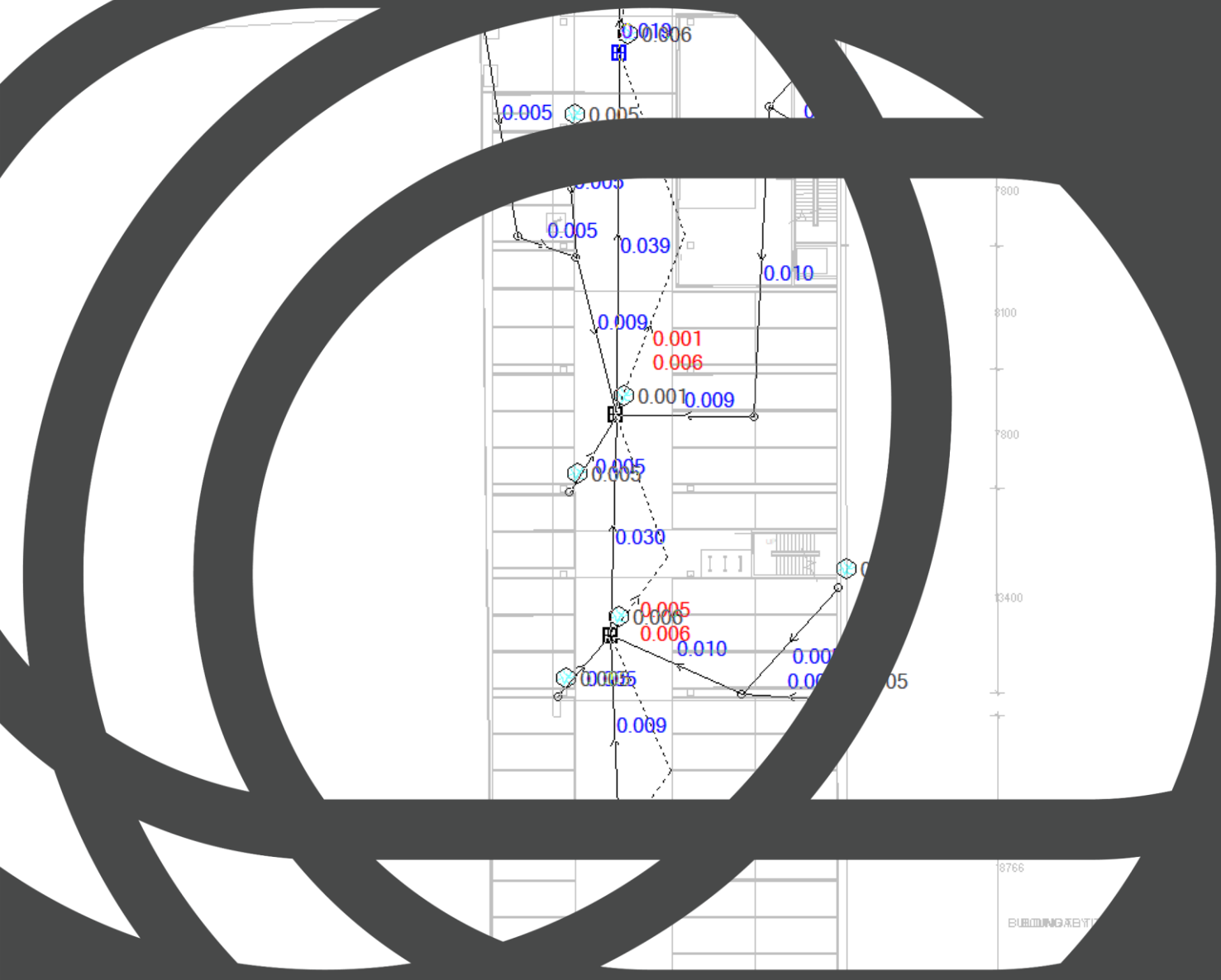

STORMWATER MANAGEMENT REPORT

SEPTEMBER 2025

PREPARED FOR

ONECARE - COMMERCIAL DEVELOPMENT

251035– SMR-01 ISSUE 01 VERSION 02

DOCUMENT TRANSMITTAL

RECORD OF ISSUE

Issue	Reason	Version	Date	Prepared By	Approved By
01	DRAFT	01	26/09/2025	JPW	JPW
01	Development Application	02	03/10/2025	JPW	JPW

RECORD OF ISSUE

Company	Name & Address	Contact	Copies
Sinclair Brook Group	Zul Hamzah	E: zul.hamzah@sinclairbrook.com.au	1

1. INTRODUCTION

This Stormwater Management Report produced by Collective Consulting has been prepared with reference to local, state and national requirements and guidelines. The purpose of this report is to show compliance with the aforementioned documents and ensure that Council's downstream infrastructure and adjacent lots are not adversely affected by the development.

This report should be read in conjunction with the Development Application drawings prepared by NH Architecture, and Collective Consulting series 251035 – C drawings.

1.1. Planning Codes

A desktop analysis confirms the following:

- The site is outside of the 10.0 Coastal Erosion Hazard Code overlay.
- The site is outside of the 11.0 Coastal Inundation Hazard Code overlay.
- The site is inside of the 12.0 Flood-prone Hazard Areas Code overlay.
    - Refer to Flood Hazard Report 251035 – FHR by Collective Consulting.
- The site is outside of the 1% AEP overland and riverine flooding extents with climate change (as shown on LISTMap).

1.2. Council Requirements

A review of Councils policies and requirements yields the following relevant information:

- Glenorchy City Council –Stormwater Management Policy adopted in 2021 and updated in Feb 2024.
    - Council requires that a 5% AEP rainfall event, excluding climate change, be moderated to pre-developed outflows utilising on-site detention.
    - Council requires safe conveyance of a 1% AEP rainfall ensemble with an allowance for climate change.
    - Council stipulate stormwater quality objectives and exemptions consistent with the State Stormwater Strategy.
- Glenorchy City Council – Stormwater Management Plan and Flood mapping

1.3. Existing Stormwater Services

A desktop analysis confirms the following:

- The site contains multiple structures, buildings and pavements including stormwater infrastructure.
- Existing site stormwater connection is at an invert RL of 28.37 m AHD as surveyed by PDA Surveyors.

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2. STORMWATER QUANTITY MANAGEMENT

A hydraulic analysis was performed in Watercom DRAINS utilising an Initial Loss-Continuing Loss (IL/CL) hydrology to design an acceptable stormwater solution.

The following sections outline components of the analysis undertaken.

2.1. Stormwater Model Parameters

2.1.1. Design Storm Events

Temporal patterns were retrieved from the ARR data hub v4.2. Events considered are as follows:

- Major Design Storm Event, 1% AEP
- Minor Design Storm Event, 5% AEP
- Durations from 5min to 2hr for 5% events and 5min to 6 hr for 1% events

2.1.2. Required Onsite Stormwater Detention

In accordance with Glenorchy City Council's policies, developments increasing impermeable surfaces beyond 250m^2 must provide and design an on-site detention facility to moderate outflow to a 5% AEP rainfall event under pre-developed runoff hydrology.

2.1.3. Climate Change

Climate change is expected to reduce annual rainfall but generate more intense rainfall events in a warming climate. This will intensify the challenges of providing secure water supplies and mitigating urban stormwater runoff.

Recent reports by the intergovernmental panel on climate change (IPCC) have revised the impact of climate change and scenarios to derive representative future impacts. Importantly the report, and subsequent revision of Australian Rainfall and Runoff guidelines, highlight the impact on infiltration rates. This translation of infiltration factors is described in the proceeding section.

In accordance with industry advice, local and global climate policy and an assessment of risk for this site, a SSP2-4.5 scenario will be utilised in the hydraulic analysis projected to the year 2100.

2.1.4. Infiltration Losses

Infiltration losses were retrieved from the ARR Data Hub v4.2 accessed 25-09-2025 based on SSP2-4.5 factors. A summary of the resulting transformation is found in the table below.

SSP2-4.5 (2.5 °C)	Pervious Initial Loss	Pervious Continuing Loss	Impervious Initial Loss	Impervious Continuing Loss
Initial	27 mm	3.8 mm/hr	1 mm	0 mm/hr
Factor	1.1	1.22	1	1
Final	29.7 mm	4.636 mm/hr	1 mm	0 mm/hr

2.1.5. Infrastructure limitations

A land survey undertaken by PDA Surveyors confirms the connection point to Council's stormwater infrastructure is an invert level of 28.37 m AHD. The surface level of the surrounding area is approximately 28.6m AHD indicating limited cover over the existing public system, which may result in the proposed system maintain a nominal water level.

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2.2. Pre-development Hydrology

The site is currently development with various structures and pavements totalling 1,560m^2. A breakdown of areas and associated infiltration capacities is provided below.

Site Area Table

Type / Location	Pre-Developed Area (m^2)	Permeability
Landscaping	551	Pervious
Buildings (roof)	694	Impervious
Pavements	315	Impervious

2.3. Permissible Site Discharge

In accordance with Glenorchy City Council, on-site detention must be provided to moderate outflow from the development to pre-developed levels under a 5% AEP rainfall event.

Resultant analyses of a 5% AEP rainfall ensemble with pre-developed hydrology and excluding climate change factors, found an existing discharge of 18 L/s from the critical pattern 10min storm 5. A copy of the pre-developed DRAINS model is appended for reference.

The relevant peak flow chart is provided below in figure 1 and associated outflow hydrograph to Council's infrastructure in figure 2.

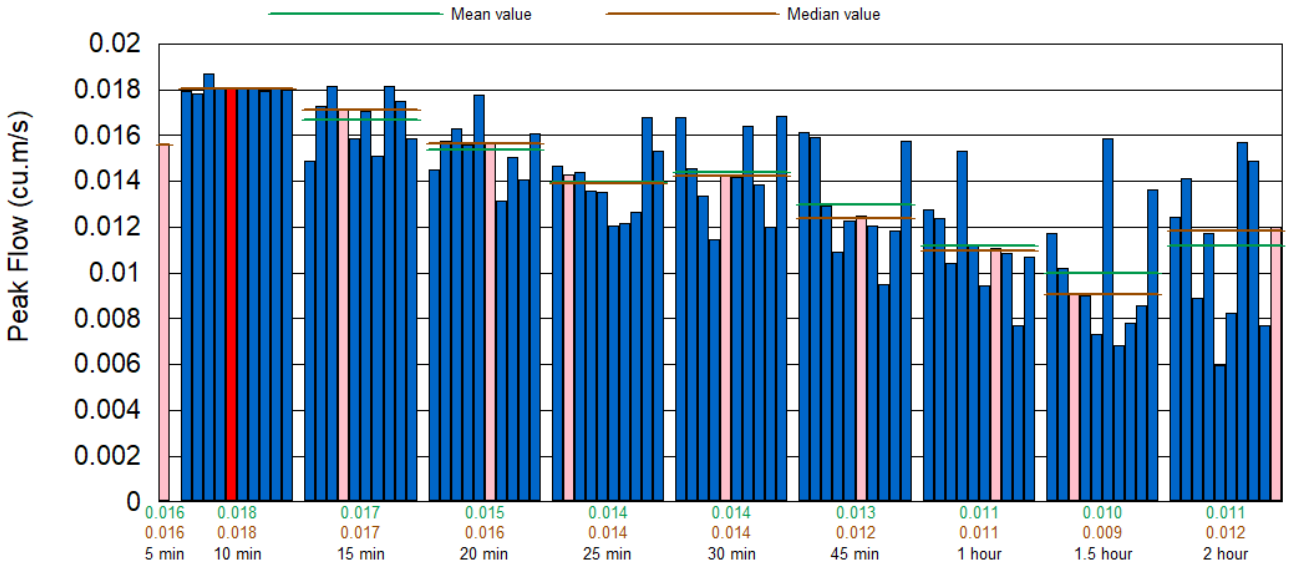

Figure 1 – Peak Flow Ensemble Chart – 5% AEP ex. Climate Change

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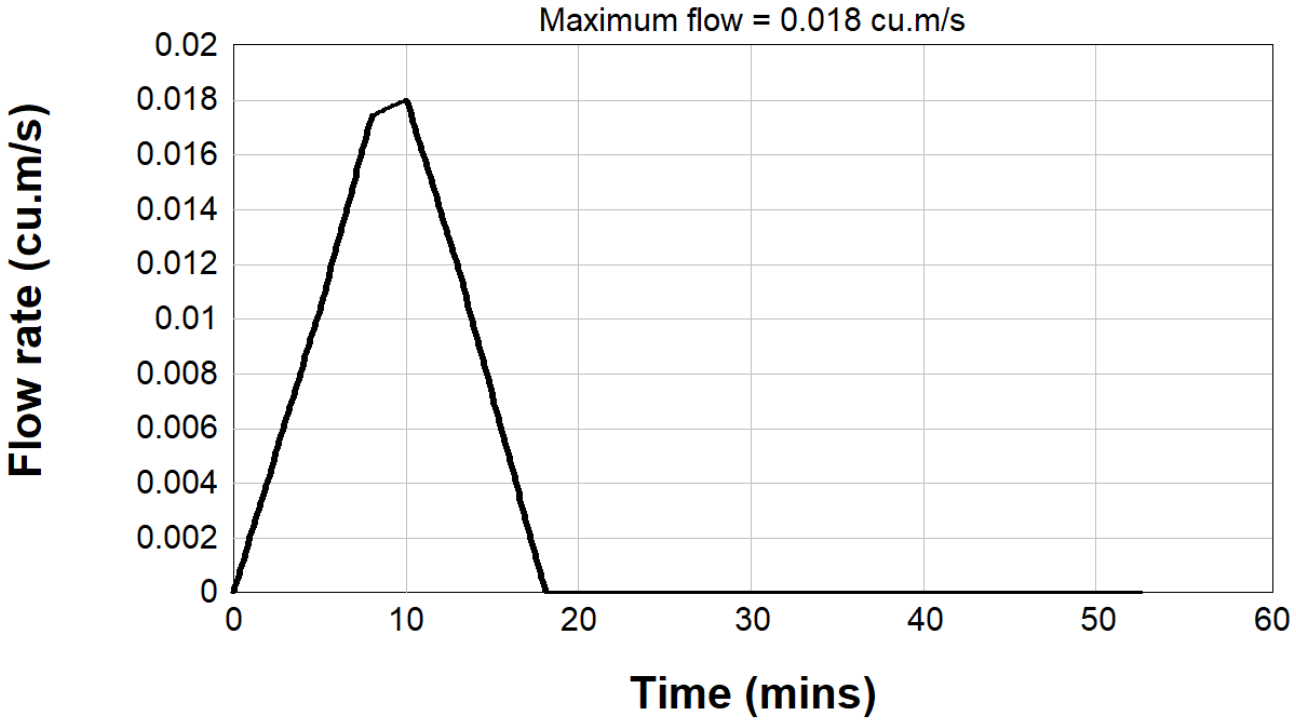

Figure 2 – Peak Lot Outflow – 5% AEP ex. Climate Change

2.4. Post-Development Hydrology

The proposal seeks to provide for a multi-storey commercial development, carparking and landscaped areas. A summary of the associated modelled permeability is found in the below table.

Site Area Table

Type / Location	Post-Developed Area (m^2)	Permeability
Buildings (roof)	884	Impervious
Exposed Asphalt Hardstand	581	Impervious
Landscaping	95	Pervious

2.5. Stormwater Quantity Management

The post-developed site has been analysed using DRAINS for 1% and 5% AEP rainfall ensembles with climate change. Both models including results are appended to this report.

Collective acknowledge irreversible climate change has likely occurred and that short to medium term probabilistic events require an allowance for climate change. While detention is required to be analysed under a 5% AEP event, climate change allowances are not required per the Council's policy. In this case, a climate change allowance will be applied to proposed designs under a 5% AEP event including to meet PSD requirements.

The model broadly consists of:

1. Reticulated underground stormwater to control and convey flows from the pavements, buildings and landscaped areas.
2. Nominal below ground detention via an Atlan Chamber to meet an 18 L/s permissible site discharge under a 5% AEP rainfall event with climate change factors.

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a. Final hydraulic modelling, sizing and design choices are to occur post-Development Application. This may include a combination of oversized underground networks, underground detention and safe containment above ground for design events exceeding a 5% AEP.

b. Preliminary modelling suggests a below ground detention of 19m3 will be required.

3. A DN150 connection to Council's stormwater infrastructure to the connecting invert level.

The 5% and 1% AEP critical hydrographs and median ensemble charts of the connection point from the resultant DRAINS model is provided in the below figures.

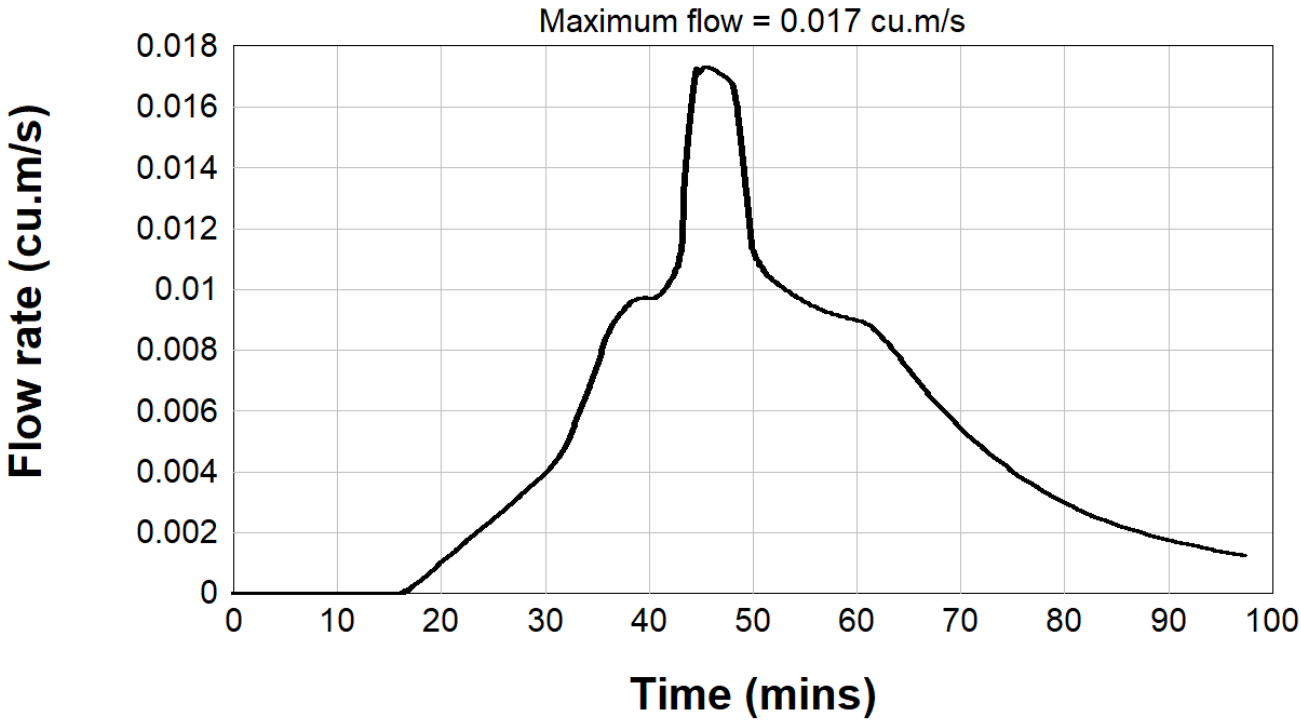

Figure 3 – Critical event – 5% AEP inc. Climate Change– 1 hr storm 8

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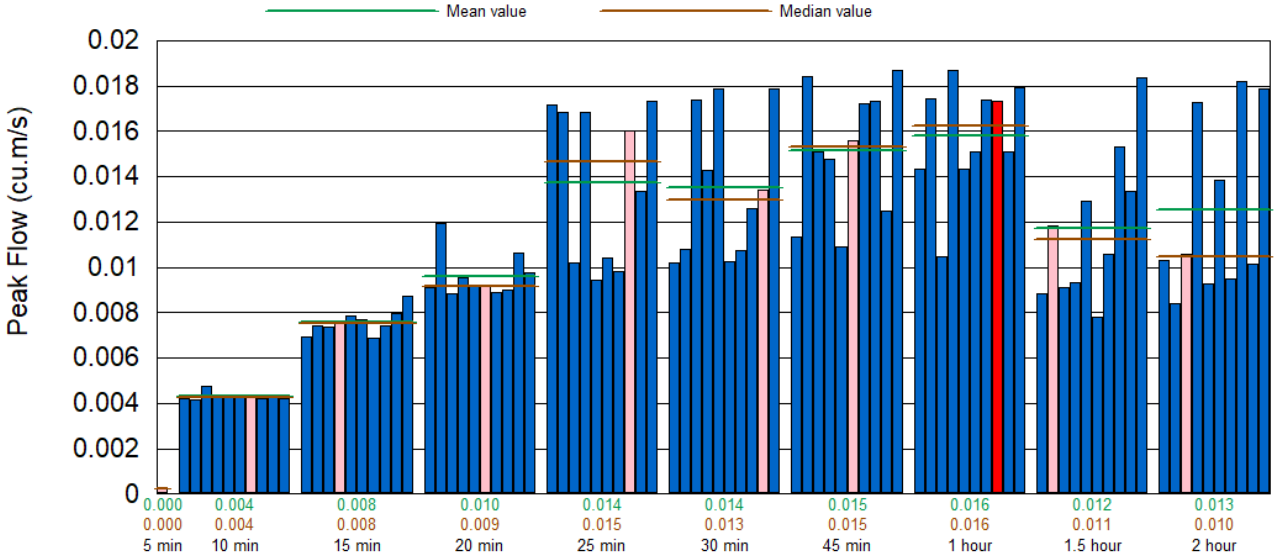

Figure 4 – Peak flow ensemble charts – 5% AEP inc. Climate Change

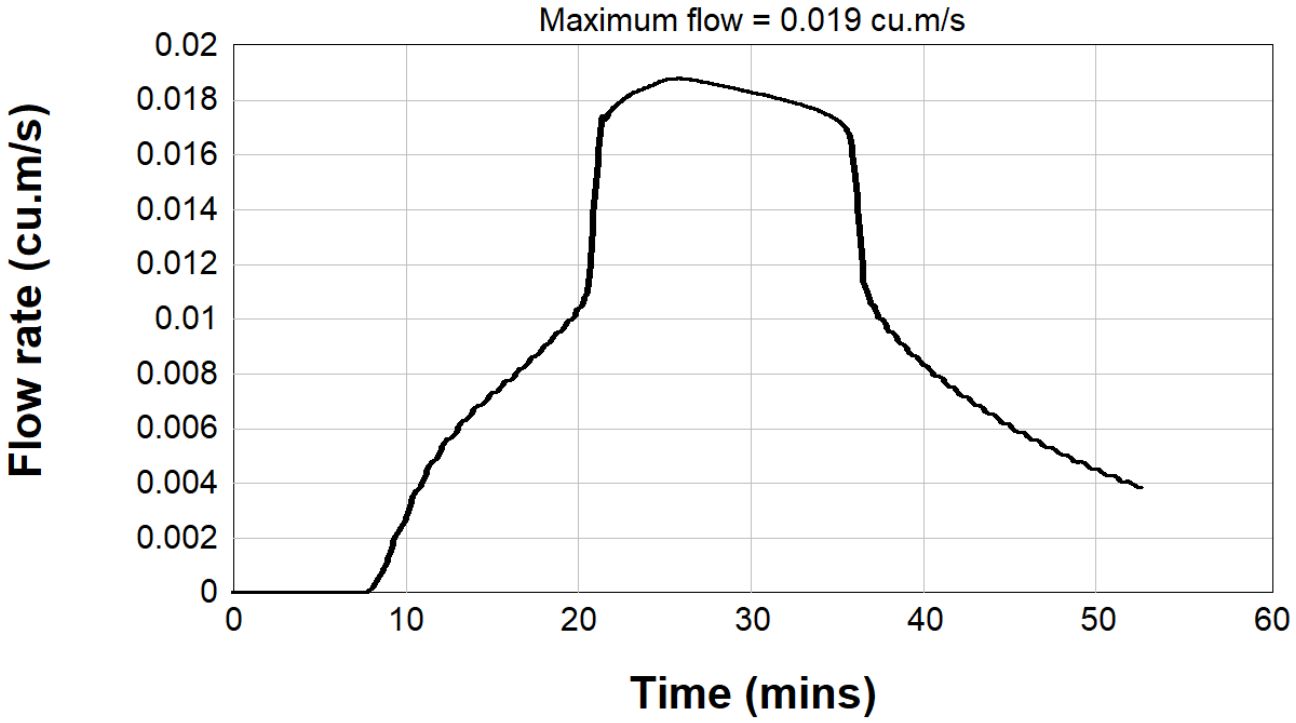

Figure 5 – Critical event – 1% AEP inc, Climate Change– 30min storm 8

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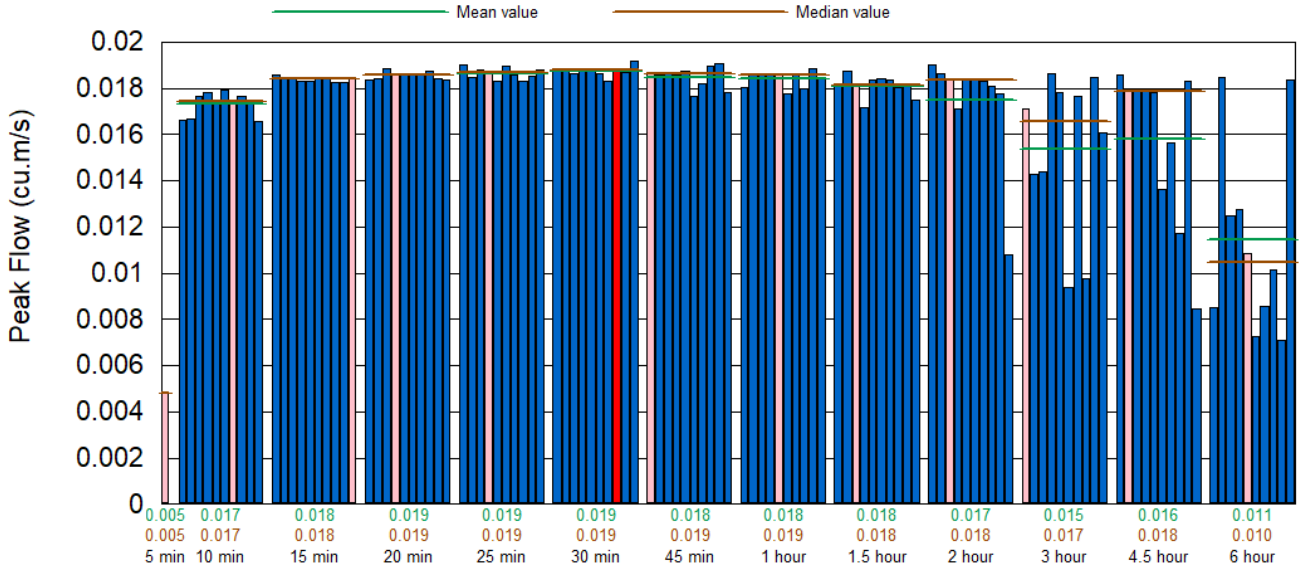

Figure 6 – Peak flow ensemble charts – 1% AEP inc. Climate Change

It is noted a minor surcharge occurs at the grated pit near the connection point but is contained to the pit. This occurs due to Council's connecting stormwater infrastructure being substantially shallow below the surface therefore requiring a sufficiently high water level within the proposed system to commence outflow.

2.6. Overland Flow

Utilisation of overland flow paths are allowed provided risk is sufficiently minimised in accordance with the Australian Disaster Resilience Handbook and ARR 2019. A graphical representation of this risk is shown in Figure 6 below.

It is expected that a 5% AEP rainfall runoff ensemble be safely contained within stormwater infrastructure. This was traditionally restricted to an underground stormwater network but in recent years, pioneered by WSUD design, open channels, swales and other natural stormwater facilities are considered.

Hydraulic modelling as discussed above, and attached, has shown stormwater is generally contained and conveyed within purpose-built infrastructure except near the connection point due to limitations with Councils infrastructure. The volume of water at this location is trivial at approximately 20mm deep and does not flow, therefore poses a class H1 hazard. This may be resolved by either connecting to Council's downstream infrastructure, refining the proposed stormwater system or nominally increase surface levels to ensure the HGL is maintained below ground.

Under the prescribed 1% AEP rainfall ensemble, utilisation of overland flow paths are allowed provided risk is sufficiently minimised in accordance with the Australian Disaster Resilience Handbook and ARR 2019. Policies set by the Council also require designs to satisfy a safe overland flow under 1% AEP rainfall ensembles with an allowance for climate change.

Hydraulic modelling shows 4 controlled overland flow paths will occur with all maintaining a H1 (safe) hazard classification. These may be reviewed in the appended hydraulic models.

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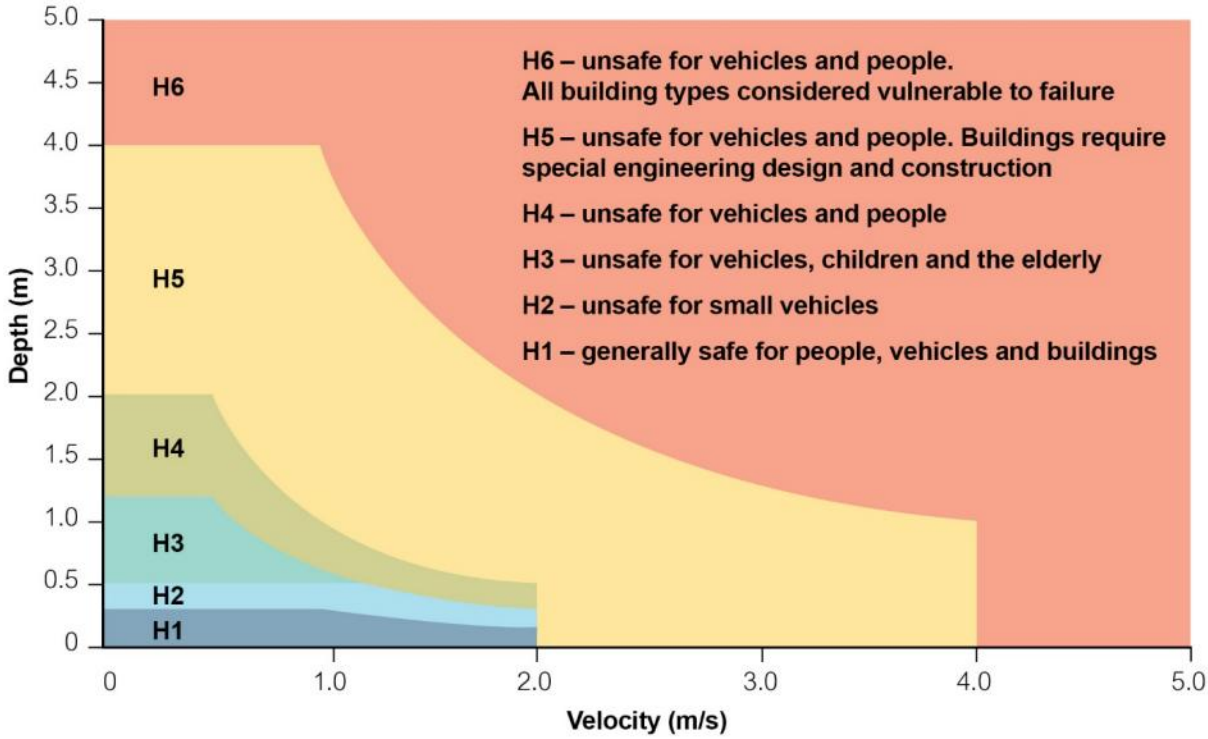

Figure 6 – Flood Hazard Risk Categories

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3. STORMWATER QUALITY MANAGEMENT

Stormwater quality management is an essential part of the stormwater design to meet various levels of strategies, policies and guidelines by all levels of authority in Tasmania. Each development relies on downstream stormwater infrastructure to accept and convey nuisance flows. Effective water quality treatment at the source is essential in improving water quality and minimising the potential harm to waterways, estuaries and marine environments.

Stormwater treatment is achieved through Water Sensitive Urban Design (WSUD). WSUD is a nexus to integrate urban planning, environmental protection and conservation of the urban water cycle. It ensures urban water management is sensitive to natural hydrological and ecological processes.

To this end, the Environmental Protection Authority (EPATAS) has prepared the State Stormwater Strategy (2010) indicating various targets.

Glenorchy City Council has also specified an identical set of stormwater quality targets, as follows:

- 90% reduction in the average annual load of litter/gross pollutants based on typical urban stormwater concentrations
- 80% reduction in the average annual load of total suspended solids (TSS) based on typical urban stormwater TSS concentrations
- 45% reduction in the average annual load of total phosphorus (TP) based on typical urban stormwater TP concentrations
- 45% reduction in the average annual load of total nitrogen (TN) based on typical urban stormwater TN concentrations

Similarly, the Local Government Authority of Tasmania has developed a guidance (*Tasmanian Stormwater Policy Guidance and Standards for Development*) reiterating the above.

All three forms of design guidance allow for an exemption to meeting the stormwater quality objectives provided the proposed development does not increase impermeable areas by more than 500m^2. As shown in section 2.2 and 2.4 above, pre-developed impervious areas totalled 1009m^2 where post-developed equates to 1,465m^2, or a 456m^2 increase.

Therefore, the development is exempt from meeting the required stormwater quality targets.

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4. CONCLUSION

This Stormwater Management Report and associated attachments provide a solution to meet Council policies, State strategies and national guidelines.

Hydraulic modelling shows that development will not detrimentally affect downstream council assets, nor generate nuisance flows to adjacent properties, and safely convey flow for all storm events up to and including the 1% AEP rainfall ensemble. Furthermore, future climate impacts are not expected to adversely affect the stormwater design.

Yours faithfully,

Jamie Warr

Senior Civil & Structural Engineer
B.E. (Civil) // MIEAust

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5. APPENDICES

5.1. Appendix A – DRAINS Model

5.2. Appendix B – DRAINS Results Summary

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PROPOSED COMMERCIAL DEVELOPMENT

39-41 ALBERT ROAD, MOONAH

WASTE MANAGEMENT PLAN

PROPOSED COMMERCIAL DEVELOPMENT, 39-41 ALBERT ROAD, MOONAH
Client: OneCare
Report Reference: 25264
File Path: Y:\2025\25264 – 39-41 Albert Road, Moonah\08 Reports

Friday, September 05, 2025

Document Control

Version:	Prepared By:	Position:	Date:	Reviewed By:	Position:	Date:	Authorised By:	Position:	Date:
D01	Harry Goodman	Project Environmental Consultant	25 September 2025	Tom Bloomfield	Director	25 September 2025	Tom Bloomfield	Director	25 September 2025
F01	Harry Goodman	Project Environmental Consultant	03 October 2025	Tom Bloomfield	Director	03 October 2025	Tom Bloomfield	Director	03 October 2025

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EXECUTIVE SUMMARY

SALT has been engaged by OneCare to prepare a Waste Management Plan (WMP) for a proposed commercial development located at 39–41 Albert Road, Moonah.

SALT understands that the proposal involves the development of a mixed-use facility consisting of a ground-floor retail/commercial tenancy, carparking access and upper-level office spaces.

Waste generated would be stored within the bin store area located at the northern-side of the subject site.

Waste would be collected by private contractor, with the following arrangements:

- 2 x 660L garbage bins collected once per week; and
- 2 x 660L commingled recycling bins collected once per week;
- 3 x 240L organic recycling bins collected once per week.

Waste collection vehicles would prop at the front of property on Albert Road.

Vehicle operators would enter and access the bin store from Albert Road, and ferry bins from the bin store area to the collection vehicle and return upon emptying.

Waste collection vehicles would travel in a forward motion along Albert Road once collections have been completed.

In the opinion of SALT, the enclosed Waste Management Plan would provide efficient waste management for the proposed development. This report must be read in detail prior to implementation of the waste management strategy.

CONTENTS

LIST OF FIGURES

LIST OF TABLES

1 INTRODUCTION

SALT has been requested by OneCare Support to prepare a Waste Management Plan for a proposed commercial development located at 39–41 Albert Road, Moonah.

This Waste Management Plan (WMP) has been prepared based on industry best practice, Glenorchy Local Provisions Schedule, Waste Management Strategy, Tasmanian Planning Scheme requirements and Sustainability Victoria *Better Practice Guide* (2019), with reference to the applicable waste generation rates, service requirements and design requirements enclosed within.

In the circumstance that the development plans are amended, or new legal requirements are introduced, a revision of the enclosed WMP may be required by the Responsible Authority. The developer would be responsible for engaging with a waste consultant or engineer to prepare the updated report accordingly.

2 INCLUDED IN THIS REPORT

Enclosed is the Waste Management Plan for the proposed development at 39–41 Albert Road, Moonah. Included are details regarding:

- Land use;
- Waste generation;
- Waste systems;
- Bin quantity, size and colour;
- Collection frequency;
- Bin storage area;
- Signage;
- Waste collection;
- Responsibilities;
- Ventilation, washing and vermin–prevention;
- Noise reduction;
- DDA compliance;
- Supplier contact information; and
- Scaled waste management drawings.

3 LAND USE

Planning application number: to be allocated

Land Zone: General Business Zone

Land use type: Commercial

Number of levels: 2

Commercial Space:

- 62.4m^2 Retail tenancy; and
- 1,290.7m^2 Office space

4 WASTE MANAGEMENT PLAN

4.1 WASTE GENERATION

Waste generation rates are shown in Table 1. Calculations are based on 7 day per week operation for the retail tenancy and 5 day per week operation for the proposed office spaces for the subject site.

Generation rates have been adopted based on commercial waste generation rates (retail/commercial) enclosed in the Sustainability Victoria *Better Practice Guide for Waste Management and Recycling in Multiunit Developments* (2019). These rates are considered appropriate for a commercial development located within the Glenorchy Council region.

Waste generation rates for organic recycling for commercial spaces have been calculated based on the State of Victoria, Department of Health and Human Services *Victoria Food Organics Recycling: A guide for small-medium organisations* (2016) report which details that waste generated by commercial premises has a general composition of approximately 50% food waste by weight. This composition has been applied to the waste generation assessment below to accommodate an organics recycling service for the subject site and to align with best practice resource recovery standards.

Any common spaces to the commercial areas including circulation, storage and amenity areas, have not been included in these calculations as any waste generated in these areas is generated in service of the commercial areas and therefore incorporated into the below rates.

Table 1 Waste Generation Rates

Use	Garbage (L/100m²/week)	Commingled Recycling (L/100m²/week)	Organics Recycling (L/100m²/week)
Retail	1,050L	1,050L	1,050L
Office	50L	50L	-

A waste generation assessment is provided in Table 2.

Table 2 Waste Generation Assessment

Use	Area	Waste Per Week		
		Garbage	Recycling	Organics
Retail	62.4m²	655L	655L	655L
Office	1,290.7m²	645L	645L	-
Total Waste Generated per Week		**1300L**	**1300L**	**655L**

4.2 WASTE SYSTEMS

Waste would be sorted on-site by staff and cleaners as appropriate into the following streams:

- Garbage (General Waste);
- Commingled Recycling;
- Organics Recycling;

4.2.1 GARBAGE (GENERAL WASTE)

The retail tenancy would be furnished with plastic lined bins for the temporary holding of garbage waste, to have minimum cumulative capacity of 150 litres per 100m² of floor area. This capacity is based on the transfer of waste to the bin room occurring once per day.

Office spaces would be furnished with plastic lined bins for the temporary holding of garbage waste, to have minimum cumulative capacity of 10 litres per 100m² of floor area. This capacity is based on the transfer of waste to the bin room occurring once per day.

Staff/cleaners would dispose of waste from these bins directly into the appropriate 660L bins provided within the ground-level bin store area provided and as demonstrated in Appendix 1.

Garbage is to be disposed of bagged.

4.2.2 COMMINGLED RECYCLING

The retail tenancy would be furnished with unlined bins for the temporary holding of commingled recyclables, to have minimum cumulative capacity of 150 litres per 100m^2 of floor area. This capacity is based on the transfer of recyclables to the bin room occurring once per day.

Office spaces would be furnished with unlined bins for the temporary holding of commingled recyclables, to have minimum cumulative capacity of 10 litres per 100m^2 of floor area. This capacity is based on the transfer of recyclables to the bin room occurring once per day.

Staff/cleaners would dispose of waste from these bins directly into the appropriate 660L bins provided within the ground-level bin store area provided and as demonstrated in Appendix 1.

Commingled recyclables would be disposed of loosely.

4.2.3 FOOD ORGANICS AND GARDEN ORGANICS

The retail tenancy would be furnished with unlined bins for the temporary holding of organic recyclables, to have minimum cumulative capacity of 150 litres per 100m^2 of floor area. This capacity is based on the transfer of waste to the bin room occurring once per day.

Staff/cleaners would dispose of waste from these bins directly into the appropriate 240L bins provided within the ground-level bin store area provided and as demonstrated in Appendix 1.

Organics waste is to be disposed of loosely or in compostable bags that have been approved by the waste contractor or dehydrator provider. These compostable bags should be marked with the Australian Standard compostable logo as shown in Figure 1 below. It should be noted that non-compostable bags should not be placed into the organics bins as it cannot be composted and thus will affect the quality of the organic product.

Figure 1 Australian Standard Compostable Logo

4.3 BIN QUANTITY, SIZE AND COLLECTION FREQUENCY

The bin quantity, size and the frequency of collection are shown below in Table 3 and Table 4.

Once a week collection schedule is recommended given the volume and nature of the general waste and commingled recycling generated per the operational requirements of the proposed site.

Once the site is operational, collection frequencies may be subject to change or be adjusted based on actual operational volumes generated.

Table 3 Commercial Bin Size and Collection Frequency

Waste Stream	Collections per Week	Bin Size	No. Bins	Weekly Capacity	Weekly Volume
General Waste	1	660L	2	1,320L	1,300L
Commingled Recycling	1	660L	2	1,320L	1,300L
Organics Recycling	1	240L	3	720L	655L
**Volume capacities and collection frequencies are subject to change once site is operational*					

Table 4 Typical Waste Bin Dimensions

Capacity (L)	Width (mm)	Depth (mm)	Height (mm)	Area (m^2)
660L	1240	1070	1330	1.33
240L	585	730	1060	0.43
Note: The above dimensions are based on SULO's flat lid bin specifications				

4.4 BIN COLOUR AND SUPPLIER

All bins would be provided by private supplier. The below bin colours are specified by Australian Standard AS4123.7–2006, however due the private nature of the collection, these are only recommendations and are not mandatory:

- Garbage (general waste) shall have red lids with dark green or black body;
- Recycle shall have yellow lids with dark green or black body;
- Organics shall have green lid with dark green or black body;

Note, private contractors often supply bins for collection.

4.5 WASTE STORAGE AREA

Table 5 demonstrates the cumulative space requirements and provision of waste areas required per each commercial unit.

Please refer to scaled drawing shown in Appendix 1.

Table 5 Waste Area Space Requirements – Gym

Stream	Space Required (excluding circulation)	Space Provided
General Waste	1.96m^2	12.27m^2
Commingled Recycling	1.96m^2	
Commingled Recycling	1.28m^2	
TOTAL	**5.20m^2**	**12.27m^2**

Waste management would be overseen by building management.

4.6 WASTE COLLECTION

Waste would be collected by private contractor as follows:

- 2 x 660L garbage bins collected once per week; and
- 2 x 660L commingled recycling bins collected once per week;
- 3 x 240L organic recycling bins collected once per week;

All waste bins would be stored onsite within the bin storage areas provided per commercial tenancy.

Waste collections will occur between 7am to 6pm on Monday to Friday, 8am to 6pm on Saturdays and between 10am to 6pm on Sundays and public holidays, in accordance with EPA Tasmania Environmental Management and Pollution Control (Noise) Regulations 2016. This is to ensure minimal noise impacts to the neighboring properties.

Waste collections (general waste, commingled and organics recycling) would occur via a standard medium rigid waste collection vehicle or the equivalent utilised by the private service contractor.

Waste collection vehicles would prop at the front of property on Albert Road.

Vehicle operators would enter and access the bin store from Albert Road, and ferry bins from the bin store area to the collection vehicle and return upon emptying.

Waste collection vehicles would travel in a forward motion along Albert Road once collections have completed.

Building management would ensure that waste vehicle operators are able to access waste bins, on scheduled collection days.

5 RESPONSIBILITIES

Building management would be responsible for overseeing waste management within the development. Responsibilities would include:

- Providing a copy of the endorsed Waste Management Plan to the building operator or relevant personnel;
- All signages and waste education materials should be based on the latest available information from Rethink Waste Tasmania or equivalent (see section 6 below for guidance)
- Providing commercial tenants and directed staff with an information package which would include the following information:
  (a) A copy of this Waste Management Plan which includes information on waste storage areas and management methods onsite;
  (b) Methods and techniques for waste reduction and minimization;
  (c) Information regarding bin collection days and requirements;
  (d) Staff members' responsibilities with regard to bin usage, storage, and collection
- providing staff and cleaners with a cleaning and bin transfer schedules;
- Ensure that all bins throughout the site and the bin room are equipped with appropriate signages to guide users on appropriate segregation methods for their waste and recyclables;
- Inspecting waste stores;
- Reviewing contamination within bins;
- Investigating incidents of inappropriate waste storage (or aggregation).

Building management would ensure anyone found responsible for inappropriate waste disposal would be appropriately educated and made aware of correct waste disposal techniques.

It is recommended that building management conducts a waste audit if waste is found to be inappropriately deposited by users or if the bin capacities need to be reviewed.

6 SIGNAGE

Waste storage areas and bins will be clearly marked and signed with the industry standard signage approved by Rethink Waste Tasmania or equivalent. The typical signage and colour codes to incorporate per waste stream is illustrated in Figure 2 below, with reference to Rethink Waste Tasmania's signage.

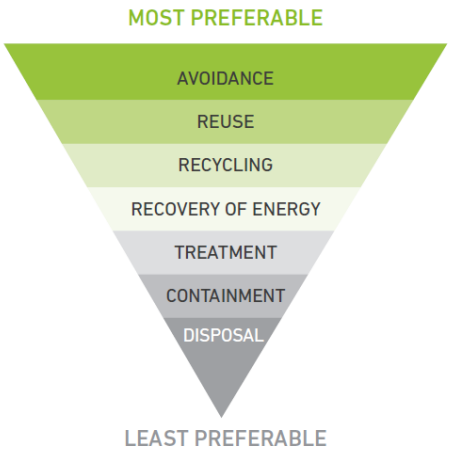
Figure 2 Rethink Waste Tasmania Signage

7 SUSTAINABILITY ACTION PLAN AND INITIATIVES

The importance of restructuring the institutional waste management methods in developments is becoming more apparent as we experience the adverse impacts of increasing waste volumes and declining recycling rates. Developments such as the proposed subject site can contribute towards the prevention and reduction of nationwide waste generation volumes as well as to promote a local circular economy system.

Building management should encourage users by demonstrating a commitment towards waste avoidance and minimisation initiatives. The waste hierarchy as detailed in the *Environmental Protection Act* 2017 should be observed in order of preference (refer to Figure 3 below).

Figure 3 Waste Hierarchy



In addition to the waste management strategy detailed in the enclosed report, building management can establish landfill diversion and recycling targets and conduct periodic waste audits to monitor contamination levels in recycling and organics bins. The results of the audit could be shared with staff, management and commercial tenants to encourage them to continue or to improve their waste separation efforts. The audit may also be beneficial from a cost perspective as it would inform building management of opportunities to reduce bin numbers or collection frequencies.

All relevant staff, personnel and commercial tenants should be inducted on on-site waste management practices and on the development's sustainability action plan via the provision of a handbook or in-person training, as deemed necessary.

8 WASTE AREA DESIGN REQUIREMENTS

8.1 VENTILATION

Ventilation would be provided in accordance with Australian Standard AS1668. Bin stores will be equipped with tight fitting doors and impervious flooring.

8.2 LITTER MANAGEMENT, WASHING AND STORMWATER POLLUTION PREVENTION

An appropriately drained wash down area would be provided onsite to allow bins to be washed regularly by building management. Bin washing areas or bin wash bays must discharge to a litter trap and/or grease trap. Bin wash areas should not discharge into stormwater drainage.

Alternatively, a third-party bin washing service can be engaged to perform this service. Bin washing suppliers must retain all waste water to within their washing apparatus so as to not impact on the drainage provisions of the site.

Building management and cleaners would be responsible in ensuring the following to prevent or minimise the dispersion of litter throughout the site:

- Prevent overfilling of bins by ensuring bin lids are closed at all times;
- Require waste contractor to remove any spillage that may occur during waste collections; and
- Ensure anyone found responsible for inappropriate waste disposal or dumping would be appropriately educated and made aware of correct waste disposal techniques.

8.3 NOISE REDUCTION

All waste storage areas will meet EPA, BCA and AS2107 acoustic requirements as appropriate within operational hours assigned to minimise acoustic impact on surrounding premises.

Waste collection schedules will be performed in accordance with EPA Tasmania Environmental Management and Pollution Control (Noise) Regulations 2016 have been stipulated in the waste collection section above.

Waste contractors should also abide by the following regulations to ensure minimal noise impacts to the neighboring properties:

- Compaction only to be carried while on the move;
- Bottles should not be broken up at the point of collection
- Routes that service entirely residential areas should be altered to reduce early morning disturbances; and
- Noisy verbal communication between operators should be avoided where possible.

8.4 DDA COMPLIANCE

All waste areas to be accessed by commercial staff and management would comply with AS1428.1:2009.

9 RISK AND HAZARD ANALYSIS

Table 6 shows the potential risks, severity and suggested control methods that could be considered to avoid the risks from occurring during waste collections.

Note that this is a preliminary risk assessment and does not replace the need for the building management and collection contractors to complete their respective OHS assessment for waste collections.

The information provided below have been adopted from WorkSafe Victoria *Non-Hazardous Waste and Recyclable Materials* (2003). The severity of each risk has been determined based on the risk rating table enclosed in Department of the Environment *Environmental Management Plan Guidelines* 2014.

Table 6 Potential Risks and Control Methods During Waste Collections

Area	Risk	Severity	Suggested controls
Waste collection	Incidents during waste collection vehicle ingress or egress movements	Low	Vehicle operators would be trained in ensuring the following Tailgate is closed after clearing waste area Move vehicle slowly when tailgate or body is raised Clear waste from tailgate seal and from rear of machine before departure from the subject site Ensure tailgate is locked after unloading operation Vehicle operators should not exit the vehicle body unless engine is switched off, ignition key is removed, safety prop is in position and the vehicle body is well ventilated. Regular safety checks and inspection of vehicles should be conducted.
	Incidents during manual handling of bins	High	Vehicle should meet relevant Australian Design Rules. Ensure that vehicles with low bowl height are used to avoid lifting of bins above shoulder height. Vehicle operator should be clear of the equipment before activation of packing or tipping controls.
	Slip and trip hazards in moving into and out of the vehicle	Medium	Maintain sufficient and frequent communication between driver and runner. The hose should not be used as handholds when mounting or dismounting.
	Slips and trips while transporting bins	Low	As the car parking area is at the same grade with that of the waste storage area, there are no hazards presented from the presence of slopes or steps. The car parking and waste storage area would also be well lit at all times to ensure good visibility to staff/vehicle operators. However, to ensure that any other potential risks are mitigated, frequent communication should be maintained between the driver and runner and the runner should only transfer one bin at a time.
Surrounding traffic	Conflict with other vehicle operators and commercial tenants, and staff during collection	Medium	Ensure that collection is to occur only at off-peak hours. The collection area should also be well-lit to allow for better visibility of oncoming traffic and pedestrians.
Waste bins	Type of wastes handled – risk associated in contact with unknown hazardous substances or sharp objects	Medium	Commercial tenants and management should be educated on safe disposal of hazardous substances and sharp objects. Waste vehicle operators should be trained and informed on safe handling of unknown substances. Operators could be provided with PPE to avoid infections and to assist in handling of waste bins.
Waste Bins	Overflowing bins affecting the transport of bins to the waste collection vehicle or presenting as a trip hazard.	Low	The recommended number of bins enclosed in this WMP provides a larger capacity than the volume generated for all waste streams hence there would be a low likelihood of this occurring.

10 SUPPLIER CONTACT INFORMATION

Table 7 provides a list of equipment specified by this waste management plan.

Below is a complimentary listing of contractors and equipment suppliers. You are not obligated to procure goods/services from these companies. This is not, nor is it intended to be, a complete list of available suppliers.

SALT does not warrant (or make representations for) the goods/services provided by these suppliers.

Table 7 High Level Purchasing Schedule

Item	Quantity	Supplier	Notes
660L Bins	4	Private Supplier*	2 x 1,100L general waste bins 2 x 1,100L commingled recycling bins
240L	3	Private Supplier*	3 x 1,100L organic recycling bins
Bin Station(s)	As required	Private Supplier*	Internal and external bin stations. Each bin station will contain one bin per waste stream.
*Private waste collection contractors often supply their own bins for collection.			

10.1 EQUIPMENT SUPPLIERS

10.1.1 BIN SUPPLIER

- Sulo MGB Australia (wheelie bin) – 1300 364 388
- Method Recycling (bin stations) – 0477 630 220
- Source Separation System (wheelie bin and bin stations) – 1300 739 913

10.2 WASTE COLLECTORS

10.2.1 GARBAGE, RECYCLING, ORGANICS AND HARD WASTE

- Cleanaway – 13 13 39
- JJ Richards – 03 9794 5722 (Vic)
- Veolia Environmental Services – 132 955

10.3 BIN WASHING SERVICES

- OZ Bin Cleaning – 1300 65 11 65
- Bin Out Tasmania – 0409 841 571

11 PURPOSE AND LIMITATIONS

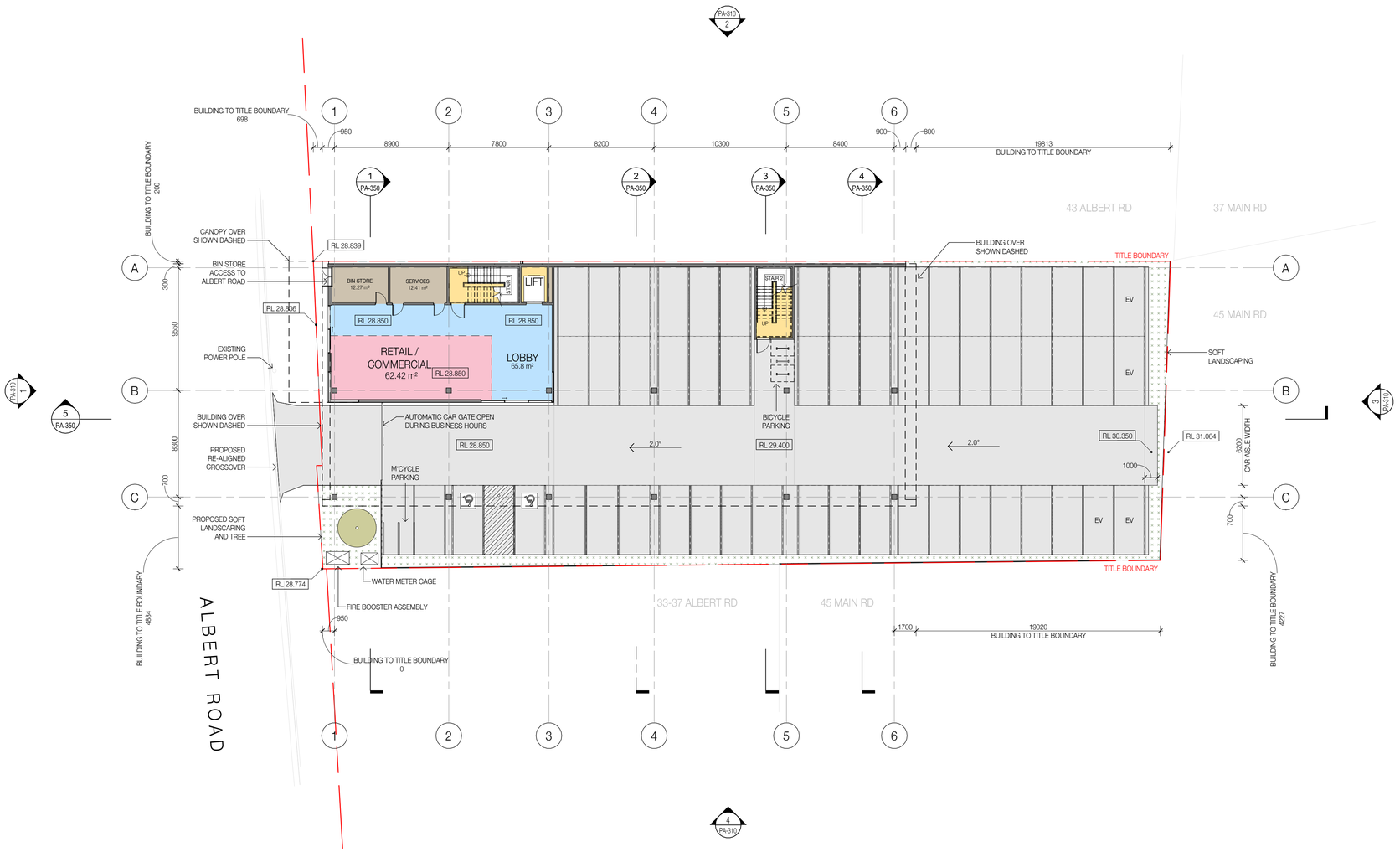
This Waste Management Plan has been prepared to form a part of the development application. The report is prepared to:

- Demonstrate that an effective waste management system is compatible with the design of the development. An effective waste management system comprises of a system that is hygienic, clean, tidy, minimises waste being landfilled and maximises recycling and resource recovery;
- Ensure stakeholders are well informed of the design, roles and responsibilities required to implement the system;
- Provide supporting scaled drawings to confirm that the final design and construction is compliant with the report;
- Define the relevant stakeholders involved in ensuring the implementation of the waste management system; and
- Ensure tenants are not disadvantaged in access to recycling and other sustainable waste management options.

The following should be noted regarding the enclosed information:

- The waste generation volumes provided are estimates based on the best available waste generation rates. The actual waste volumes generated on-site may differ slightly from that estimated as it would depend on the occupancy rate and operational capacities of the subject site
- The report does not discuss management of construction and demolition waste for the proposed development hence a separate report discussing the management of these waste streams would be required; and
- The equipment specifications and any information provided regarding the recommended equipment are provided for reference purposes only and should not be relied upon for procurement. SALT recommends that the developer attains the latest specifications of the required equipment and service provisions from the respective contractor(s) prior to engaging them or purchasing the relevant equipment.
- The report should be updated if the development plans are amended or if new legal requirements are introduced.

APPENDIX 1 DESIGN DRAWINGS



CAR PARKING SCHEDULE

Type	Carparks Provided
Australian Standard (2400 x 5400)	16
Australian Standard (2400 x 5400) Tandem	34
Australian Standard (2500 x 5400) Visitor	3
DDA Australian Standard (2400 x 5400)	2
Grand total	55

MOTORCYCLE & BICYCLE PARKING SCHEDULE

Type	Carparks Provided
Australian Standard (1200w x 2500d) Motorcycle	2
Bike Hoop (2x Parks = 6 Total Parks)	3

PROJECT AREA MATRIX

Function	Area
GROUND LEVEL	
LIFT & STAIR	36.4 m²
LOBBY	65.8 m²
RETAIL	62.4 m²
SERVICES	25.4 m²
LEVEL 1	
LOBBY	45.6 m²
OFFICE	662.5 m²
SERVICES	6.7 m²
WC	45.6 m²
LEVEL 2	
OFFICE	627.8 m²
SERVICES	20.0 m²
TERRACE	48.5 m²
WC	67.1 m²
ROOF	
SERVICES	93.9 m²

PROJECT AREA SUMMARY

Function	Area
LIFT & STAIR	36.4 m²
LOBBY	111.3 m²
OFFICE	1290.3 m²
RETAIL	62.4 m²
SERVICES	146.0 m²
TERRACE	48.5 m²
WC	112.7 m²

Total GFA Area	1807.7m²
Site Area	1558.14m²
Area of Non-Permeable Paving	1279m²
Area of Permeable Soft Landscaping	66m²

REV.	DETAILS	DATE
1	ISSUE FOR PLANNING APPLICATION	06/10/2025

LEGEND

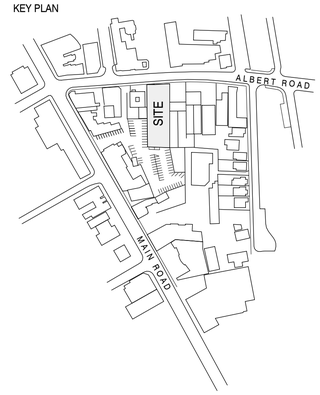
- PARKING AND VEHICLE ACCESS
- SOFT LANDSCAPING
- BUILDING LOBBY AND ENTRY
- OFFICE TENANCY
- OFFICE UTILITY AND WC
- OFFICE TENANCY TERRACE
- RETAIL/COMMERCIAL TENANCY
- LIFT & STAIRS
- SERVICES AND RISER ZONES

CLIENT

OneCare

NH Architecture

KEY PLAN



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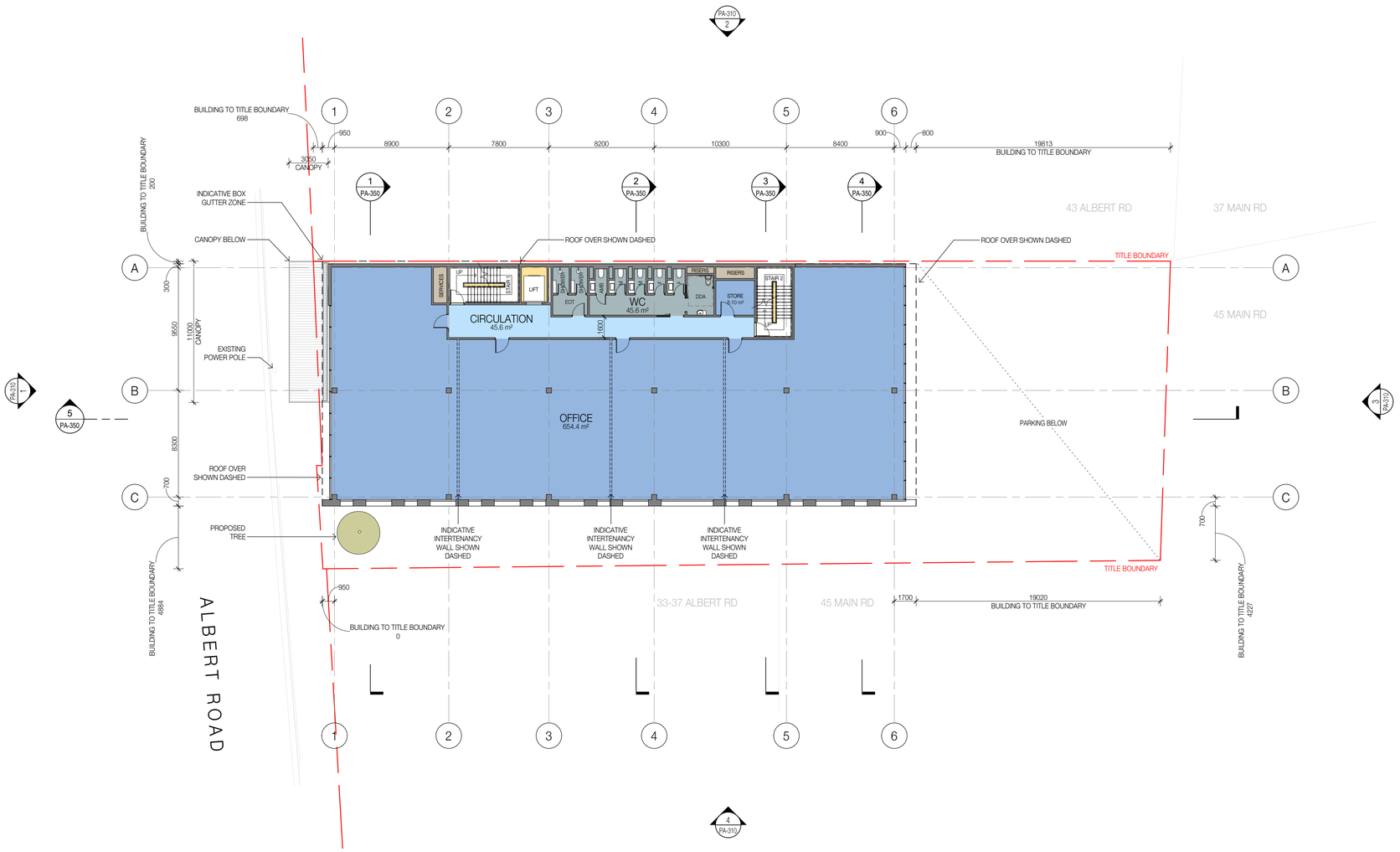
PROJECT NAME
ALBERT ROAD OFFICES

PROJECT No.
250014

STAGE
PLANNING APPLICATION

DRAWING TITLE
GENERAL ARRANGEMENT PLAN - GROUND

DRAWING No.	REVISION
NH-A-PA-210	**1**



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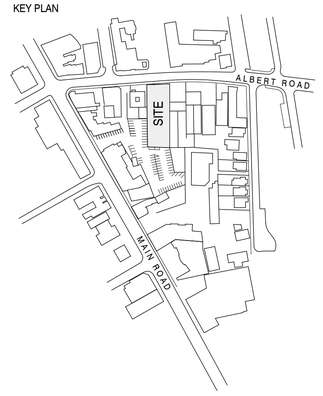

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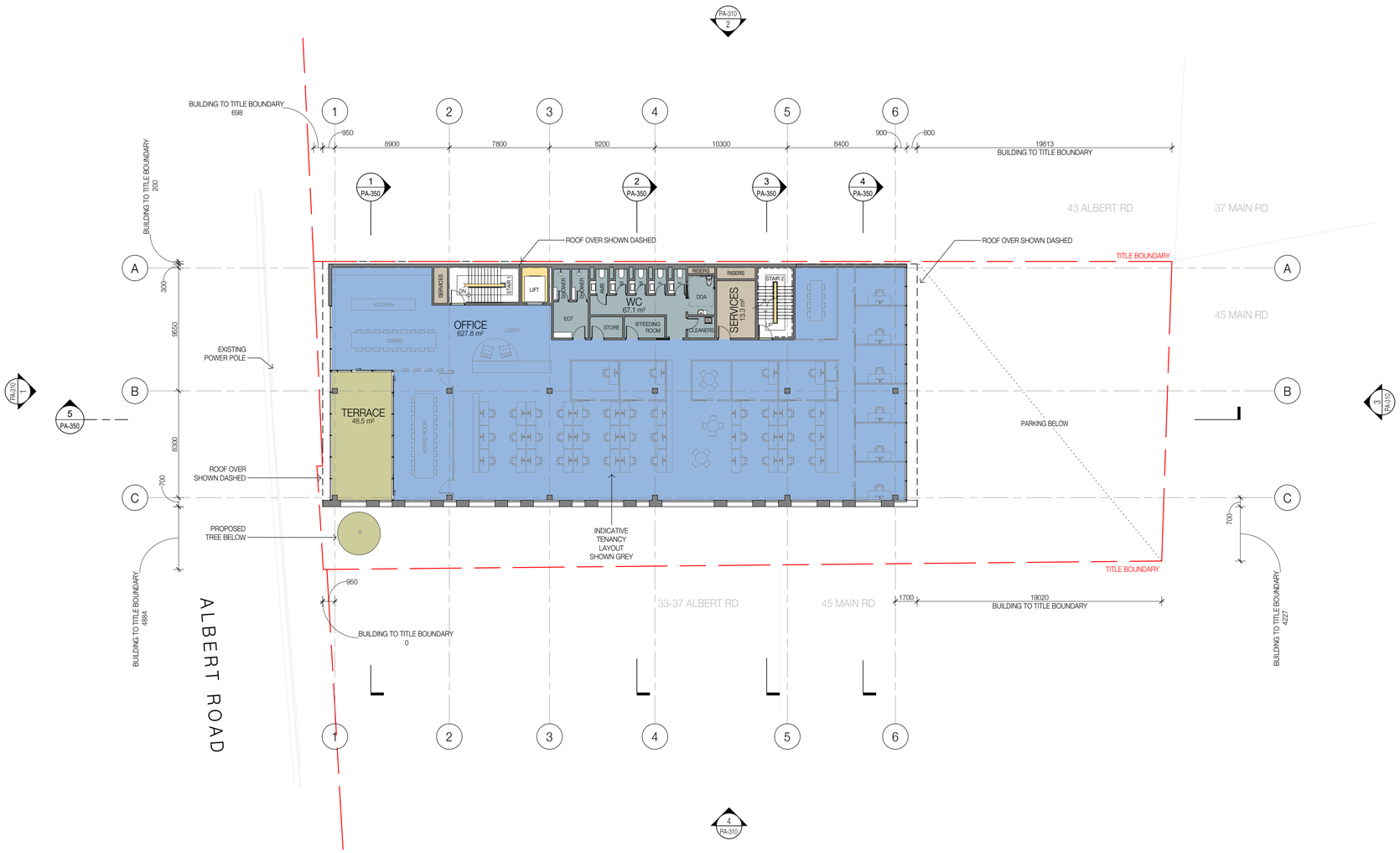
PROJECT NAME
ALBERT ROAD OFFICES

PROJECT No.
250014

STAGE
PLANNING APPLICATION

DRAWING TITLE
GENERAL ARRANGEMENT PLAN - LEVEL 1

DRAWING No.	REVISION
NH-A-PA-211	**1**



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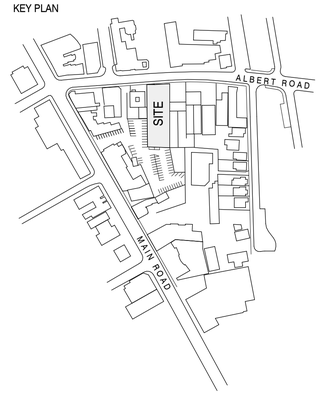

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PROJECT NAME
ALBERT ROAD OFFICES

PROJECT No.
250014

STAGE
PLANNING APPLICATION

DRAWING TITLE
GENERAL ARRANGEMENT PLAN - LEVEL 2

DRAWING No.
NH-A-PA-212

REVISION
1

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Level 4, 116 Bathurst St Hobart TAS 7000
T: +61 400 535 634
CANBERRA
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T: +61 2 9068 7995
ADELAIDE
Level 21, 25 Grenfell St Adelaide SA 5000
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DARWIN
Level 1 Suite 2A, 82 Smith St Darwin City NT 0800
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PERTH
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T: +61 8 6557 8888

www.salt3.com.au

TRAFFIC ENGINEERS / WASTE ENGINEERS / TRANSPORT PLANNERS / ROAD SAFETY AUDITORS

25 June 2025

To:
Zul Hamzah
Sinclair Brook Pty Ltd obo OneCare Limited

Subject: Desktop Geotechnical Assessment – 39–41 Albert Road, Moonah

HED Consulting has completed a desktop geotechnical assessment to support planning and preliminary design for a proposed three-level commercial development at 39–41 Albert Road, Moonah. This assessment draws upon publicly available data sources and our experience with local ground conditions to provide geotechnical input for early-stage design considerations.

---

1. Site Overview

The subject site is located at 39–41 Albert Road, Moonah, within a mixed commercial/industrial precinct and is zoned as General Business[1]. A Flood-prone areas overlay cover extreme north end of the lot, and therefore a Flood Hazard Report may be required to show compliance to the Planning Scheme.

The site is generally level and has consists of four existing buildings and property access. Remaining area is grass. No recent geotechnical investigations are known to have been undertaken at this specific address.

---

2. Geological and Geotechnical Context

2.1 Regional Geology

The site is underlain by Quaternary-Tertiary fluviatile and swamp deposits overlying Jurassic dolerite bedrock.

The soil profile may consist of:

- Fill or reworked topsoil
- Poorly consolidated to unconsolidated sand and clayey sand deposits
- Cohesive silts and clays with some gravel lenses
- Weathered dolerite bedrock at unknown depth

Bore hole information on similar geological deposits proximal to the site reveal moderate to highly reactive clays.

2.2 Groundwater Conditions

Groundwater levels are expected to be variable and may be influenced by seasonal variation, perched water tables and adjacent stormwater infrastructure.

---

3. Geotechnical Considerations for Development

3.1 Foundation Design

A three-storey building with strip footings or a stiffened slab may require bearing on competent residual soils or

[1] Tasmanian Planning Scheme, Glenorchy Local Provisions Schedule

HED Consulting - *Ahead of the build*
A/ Ground Floor, The Sandstone Building, 1 - 7 Liverpool Street (ABC Broadcasting Centre), Hobart 7000
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weathered dolerite. If fill or soft clays are encountered, ground improvement or deep foundations (e.g. bored piles) may be required.

3.2 Excavation and Site Access

The site has access available directly from Albert Road and most geotechnical plant equipment can utilise this access. A preliminary geotechnical investigation can be conducted before existing buildings are demolished and removed. Once buildings are removed further geotechnical investigation would be needed to complete the geotechnical assessment.

Prior to any excavation works, a *Before You Dig Australia* (BYDA) search must be undertaken, and underground service mapping may be required. Excavation for footings or service trenches may encounter dense or cemented soil layers, particularly if dolerite is present at shallow depth. However, based on current geological knowledge of the area, the presence of dolerite is considered unlikely. Standard excavation using a commercial excavator is expected to be suitable, and localised rock breaking is not anticipated due to the nature of the subsurface material.

3.3 Site Classification (AS 2870 & AS 1726)

The site is expected to fall within **Class M to Class H2** classification, subject to confirmation by geotechnical investigation with accordance to **AS2870 & AS1726**. **Class P** is also possible if conditions present fill, soft and / or erodible soils or abnormal moisture conditions.

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4. Recommendations for Further Investigation

To refine foundation design and meet regulatory requirements, we recommend the following geotechnical investigation:

- **Minimum four bore holes** to 5–6 m depth to confirm soil profile for the proposed building foundations. Depth may vary based on site conditions.
- **Minimum four test pits** to 2m depth for proposed pavement.
- **In situ soil sampling and lab testing** including bearing capacity (Pocket penetrometer / Dynamic Cone Penetrometer), Atterberg limits, CBR testing, SPT. Other soil / rock tests may be required.
- **Geotechnical investigation including site classification in accordance with AS 2870 & AS 1726.**

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5. Anticipated Geotechnical Inputs – Future Stages

A reverse brief for subsequent phases may include:

- Borehole and test pit logs and soil testing report
- Engineering advice on footing systems and allowable bearing pressures
- Excavation support and site preparation recommendations
- Assessment of groundwater management if required for deep excavation
- Detailed geotechnical report and certification

6. Conclusion

This desktop assessment supports the feasibility of the proposed development at 39–41 Albert Road, Moonah from a geotechnical perspective. While no critical constraints have been identified at this stage, a thorough geotechnical investigation will be necessary to identify subsurface conditions and inform a detailed foundation and pavement design.

Please review the attached summary and let us know if you have any questions or would like clarification on any of the above.

Kind regards,

Joe Hepper
Director & Senior Engineering Geologist
HED Consulting

APPLICATION REQUIREMENTS

An application does not become valid until all items below are met:

- ☐ Completed Planning Permit Application Form;
- ☐ Full copy of current Certificate Title including the folio text, folio plans and schedule of easements (if any);
- ☐ One (1) copy of plans drawn to scale (refer to separate Information Checklist for information to be shown on the plans);
- ☐ Full description of the proposed use/development; and
- ☐ Application Fees Paid

GLENORCHY CITY COUNCIL

Planning Application Form

374 Main Road Glenorchy
P.O. Box 103 GLENORCHY

Phone (03) 6216 6800

gccmail@gcc.tas.gov.au
www.gcc.tas.gov.au

You may also need to provide:

- ☐ Stormwater Concept Servicing plan showing how the stormwater will be managed and be connected to public infrastructure in accordance with Council's Stormwater Management policy
- ☐ Landscape plan
- ☐ Detailed documentation if the place is listed on the Tasmanian Heritage Register, noting that Council will refer any Applications for work to these places to the Tasmanian Heritage Council.
- ☐ Detailed documentation if the place is heritage listed at the local level (GLE-C6.0 Local Historic Heritage Code)

TYPE OF APPLICATION BEING APPLIED FOR

PRELIMINARY ASSESSMENT	Select if: your application is eligible for a *No Permit Required* assessment.	○
REGULAR ASSESSMENT	Select if: you are lodging an application for a planning permit	◉

APPLICANT

Company	Era Advisory on behalf of OneCare Limited
Contact Name	Grace Elliott
Phone	(03) 6165 0443
Email	enquiries@era-advisory.com.au
Address	
L1, 125A Elizabeth Street, Hobart TAS 7000	

PROPERTY OWNER(S)

Name (s)	OneCare Limited; Glenorchy City Council; T K Yuen Securities Pty Ltd; Cooley's Pty Ltd
If property is owned by Council/The Crown, ensure the Owner s declaration on the final page is fully completed.	
Phone	
Email	
Address	

APPLICATION SITE

		PID	7744600; N/A (Road reserve); 7746104; 7194856
Street Address	39-41 Albert Road; Subdivision road CT 48309/2; 33-37 Albert Road; 45 Main Road		
Suburb	Moonah	Site Area (m^2)	2,886.5

PROPOSED USE / DEVELOPMENT	Estimated Cost of Works	$ 12,230,000

Provide a summary of the purpose of the development, and activities proposed to be carried out on the site.
A full description of the proposal in a covering letter or as a planning report should be attached with this Application.

See planning report

PRE-APPLICATION MEETING

Has a meeting been held with Council Planning staff in relation to this application?		Yes ◉ No ○
*If **YES**, please provide details:*	Name of Council's Planning Officer, Development Engineer and/or Heritage Officer	Helen Ayres
	Date of Meeting	30/08/2025

STAGING

Is the proposal to be carried out in more than one stage?	Yes ○ No ◉

*Note to applicant: if answering **YES** to the question above, ensure stages are marked on plans and provide details of the number and order of staging below.*

SUBDIVISION

Is a subdivision or boundary adjustment proposed?	Yes ○ No ◉
How many lots are to be created?	
Is public open space proposed in accordance with Local Government (Building and Miscellaneous Provisions) Act 1993 and Council's Public Open Space policy?	Yes ○ No ◉

PRESENT USE OF THE LAND/BUILDINGS

If vacant, give last known use.

House, joinery workshop with shop frontage and multiple outbuildngs

SIGNS

Does the proposal involve the display of advertising signs?	Yes ○ No ◉

*Note to applicant: if answering **YES** to the question above, ensure plans include dimensions of sign (height, width, total height above ground), content of the sign, where the sign will be located on the site, how it will be attached or supported, and details of any proposed illumination.*

FLOOR AREA OF NEW BUILDINGS / EXTENSIONS / CHANGES OF USE		
State the gross floor area of proposed building/extension, or the area of land affected by the change of use (if any)	☐ *Hectares* ☑ *m^2*	1807.7

MATERIALS		COLOUR
Walls	See architectural plans	
Roof	See architectural plans	
Boundary fences, walls etc		

SURFACING MATERIALS	
Driveway area/ Access Road	
Total Parking Area(s)	

ACCESSIBILITY	
Does the proposal involve <u>new</u> or <u>altered</u> access to a road? *If YES, ensure the location & width of existing and/or proposed accesses are marked on plans*	Yes ◉ No ○

VEHICLES VISITING OR DELIVERING TO OR FROM SITE					
TYPE	NUMBER	TRIPS PER DAY	TYPE	NUMBER	TRIPS PER DAY
Car	See planning report		Commercial Vehicle	See planning report	

PARKING ON SITE					
TYPE	EXISTING	PROPOSED	TYPE	EXISTING	PROPOSED
Standard	See planning report		Special (long/wide)	See planning report	

SERVICES	
How will sewage be disposed of?	via TasWater assets
How will surface water be disposed of?	See Stormwater Management Report
What arrangements will be made for refuse storage and collection?	See Waste Management Plan
Are there any special water supply requirements?	

EMPLOYMENT *(please indicate if these numbers are estimates only)*	
How many people are employed on the site now?	
How many people are proposed to be employed?	

HOURS OF OPERATION		
What are the proposed maximum hours of operation?	AM	PM
Weekdays		
Saturdays		
Sundays		
Public Holidays		

STORAGE	
Will goods be stored outside?	Yes ○ No ●
Is provision made for loading/unloading on site?	Yes ○ No ●
*Note to applicant: if answering **YES** to either question above, ensure storage and unloading areas are marked on plans.*	

TREES	
Does the proposal involve the removal of trees or shrubs?	Yes ● No ○
*Note to applicant: if answering **YES** to the question above, state the number and identify the precise position and species on the plans.*	

PRIVACY NOTICE

Council collects personal information to carry out its operations as a Tasmanian Local Government. This personal information may be used for other purposes permitted by law. The information may be shared with contractors and agents of the Council for this purpose, law enforcement agencies, courts and other organisations.

You do not have to provide your personal information but if full information is not provided the Council may be unable to action your application or request.

You can find out more about how the Council manages personal information and how you can request access or corrections to it in the Council's Privacy Policy available on the Council website or on request.

APPLICANT'S DECLARATION

This section MUST be completed before an Application will be accepted.

I/we hereby apply for a planning permit to carry out the use and/or development described in this application and the accompanying plans.

a) Where the General Manager's consent is also required under s.14 of the *Urban Drainage Act 2013*, by making this application I/we also apply for that consent.

b) I/we declare that the information contained in the form and any attached plans and documents is correct.

c) I/we own the land, or have notified the owner/s of the land of the intention to make this application in accordance with Section 52 of the *Land Use Planning and Approvals Act 1993*.

d) By providing Council with the plans and documents attached to this application ("Documents"), I/we:

i. warrant to Council I/we own all copyright in the Documents or am a licensee of the copyright owner with the right to grant the following authority;

ii. authorise Council to copy the Documents, attach copies to Agendas for any relevant Council meetings and release copies to the public; and

iii. acknowledge Council is relying on my/our warranty and authorisation and may seek recovery of any damages suffered by it if my/our warranty and/or authority is incorrect.

Signed by the Applicant:		**Date:**	6/10/2025

LAND OWNED BY COUNCIL OR THE CROWN

Is the land owned by Council or the Crown (i.e. government land)?	Yes ◉ No ○

If the answer above is YES:

a) The form must be signed by the Minister of the Crown responsible for the administration of the land or by the General Manager of the Council; and

b) be accompanied by the written permission of that Minister or General Manager to the making of the application. A copy of the delegation must be provided.

I/we hereby give my/our permission for the lodgement of this application.

Signed by the Owner(s):		**Date:**	

If completing the following section by hand, please ensure legibility. The use of ALL CAPITALS is preferred.

Name/s – please print	
Title/s (if the owner is a company)	

Written permission to the making of the Application is provided with this form:	Yes ○ No ○
A copy of the delegation is provided:	Yes ○ No ○