

Exhibited

This planning application is open for
public comment until
28 September 2026

Reference no	PLN-26-0061
Site	17 EDWARD STREET PERTH
Proposed Development	Multiple Dwellings (1 existing 7 new)
Zone	8.0 General Residential
Use class	Residential

Written representations may be made during this time to the General Manager;
mailed to PO Box 156, Longford, Tasmania 7301,
delivered to Council offices or
a pdf letter emailed to planning@nmc.tas.gov.au

(no special form required)



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PLANNING APPLICATION

FOR BUILDINGS, WORKS AND CHANGE OF USE
(E.g. Residential houses, sheds, carports, retaining
walls, visitor accommodation, commercial
development, signage etc.)

Office Use Only:

The Proposal

Description of proposal: PROPOSED UNITS

Driveway construction material: CONCRETE

The Land

Site address: 17 EDWARD STREET, PERTH TAS, 7300

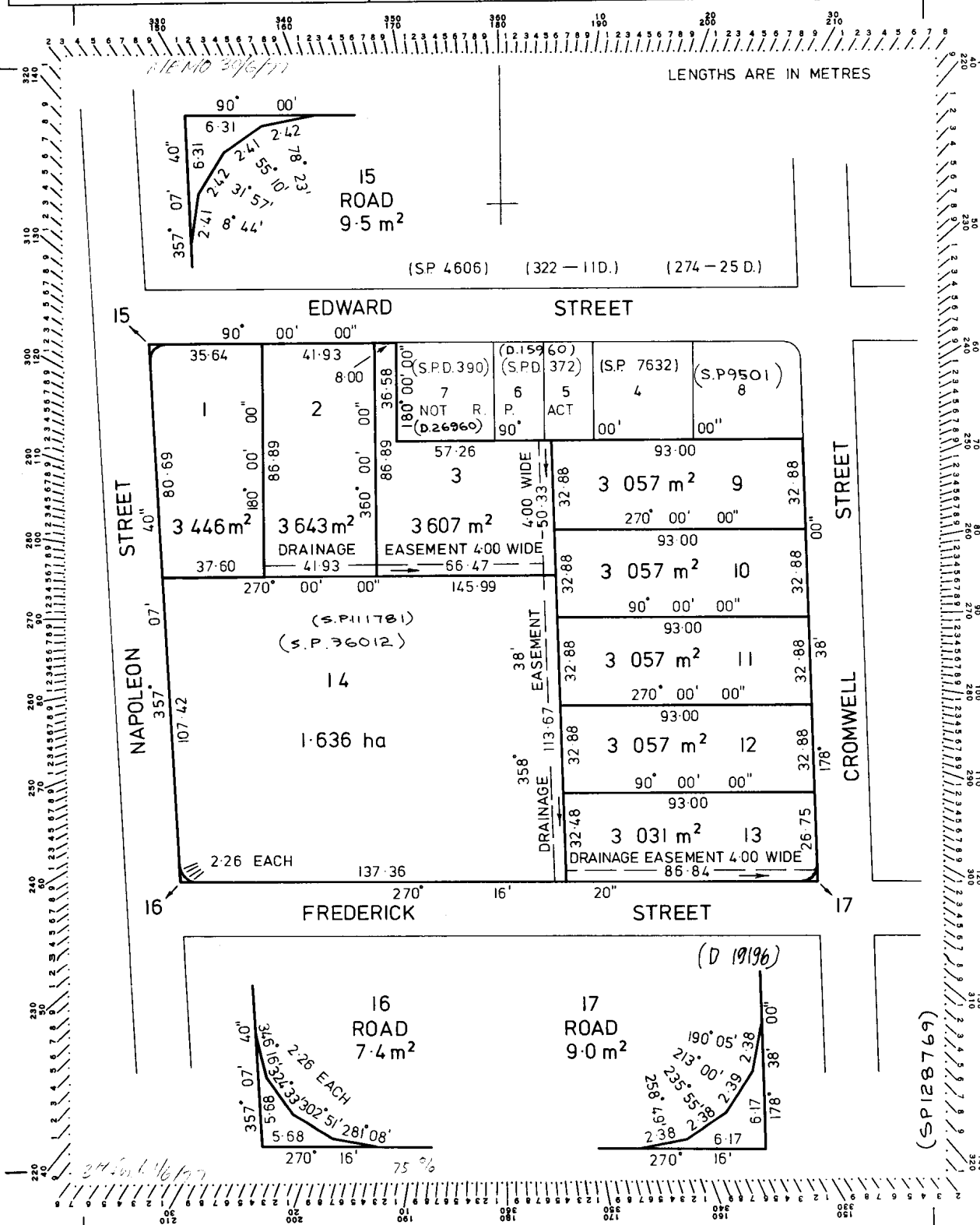
Title reference: C/T: 9500/1

Existing buildings on site: RESIDENTIAL

Existing use of site: RESIDENTIAL

**Applicant justification of any variation/discretion to the
*Tasmanian Planning Scheme – Northern Midlands***

Owner: Premier Homes Pty Ltd.	PLAN OF SURVEY by Surveyor <u>C. J. Cohen</u> of land situated in the TOWN OF PERTH Section Aa Scale 1:1500	Registered Number: S.P9500 Effective from: <u>5 SEP 1977</u> P/I <i>M. Robinson</i> Recorder of titles
Title Reference: CONV. <u>117</u>		
Grantee: Part of 11a. Or. 38p. Antonio Paragalli.		



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10.8.2026

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Design to Live
17 Edward Street, Perth
Traffic Impact Assessment
June 2026



CELEBRATING 18 YEARS
2008 - 2026

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1. Introduction

1.1 Background

Midson Traffic were engaged by Design to Live to prepare a traffic impact assessment for a proposed residential unit development at 17 Edward Street, Perth.

Figure 1 Proposed Development



1.2 Traffic Impact Assessment (TIA)

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of roads and transport networks. A TIA should not only include general impacts relating to traffic management, but should also consider specific impacts on all road users, including on-road public transport, pedestrians, cyclists and heavy vehicles.

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, *Traffic Impact Assessment Guidelines*, August 2020. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management*, Part 12: *Integrated Transport Assessments for Developments*, 2020.

Land use developments generate traffic movements as people move to, from and within a development. Without a clear understanding of the type of traffic movements (including cars, pedestrians, trucks, etc), the scale of their movements, timing, duration and location, there is a risk that this traffic movement may contribute to safety issues, unforeseen congestion or other problems where the development connects to the road system or elsewhere on the road network. A TIA attempts to forecast these movements and their impact on the surrounding transport network.

A TIA is not a promotional exercise undertaken on behalf of a developer; a TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and person movements to and from a development site might affect existing road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

This TIA also addresses the relevant clauses of C2.0, *Parking and Sustainable Parking Code*, and C3.0, *Road and Railway Assets Code*, of the Tasmanian Planning Scheme – Northern Midlands, 2021.

1.3 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *Traffic Impact Assessment Guidelines*, August 2020, as well as Council's requirements.

The TIA was prepared by Keith Midson. Keith's experience and qualifications are briefly outlined as follows:

- 30 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004
- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Engineering Executive (EngExec)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regards to traffic movements and activity.
- Identification of the traffic generation potential of the proposal with respect to the surrounding road network in terms of road network capacity.
- Review of the parking requirements of the proposed development. Assessment of this parking supply with Planning Scheme requirements.
- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency and road safety.

1.5 Subject Site

The subject site is located at 17 Edward Street, Perth. The site currently contains a single residential dwelling.

The subject site and surrounding road network is shown in Figure 2.

Figure 2 Subject Site & Surrounding Road Network

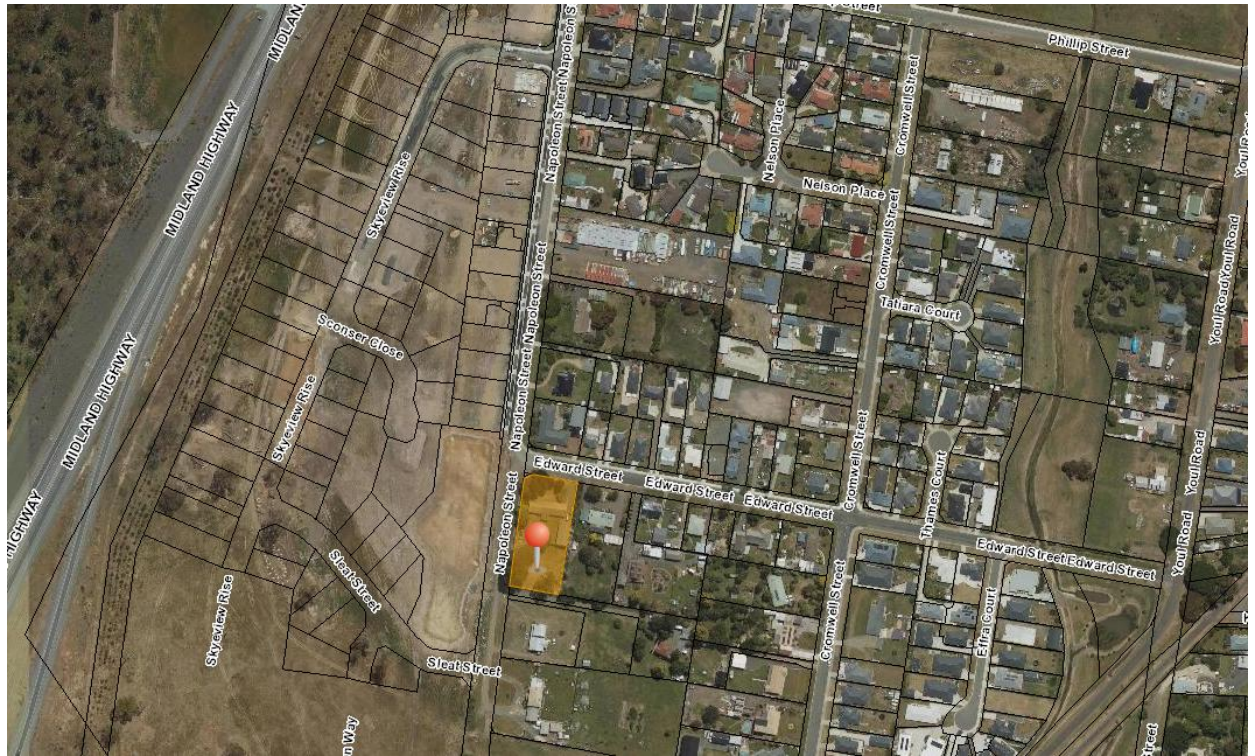


Image Source: LIST Map, DPIPWWE

1.6 Reference Resources

The following references were used in the preparation of this TIA:

- Tasmanian Planning Scheme – Northern Midlands, 2021 (Planning Scheme)
- Austroads, *Guide to Traffic Management*, Part 12: *Integrated Transport Assessments for Developments*, 2020
- Austroads, *Guide to Road Design*, Part 4A: Unsignalised and Signalised Intersections, 2023
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- Transport NSW, *Guide to Traffic Impact Assessment*, 2024 (TfNSW Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1)

2. Existing Conditions

2.1 Transport Network

For the purposes of this report, the transport network consists of Edward Street and Napoleon Street.

2.1.1 Edward Street

Edward Street connects between Youl Road and Napoleon Street and provides access to a residential catchment. The general urban speed limit of 50-km/h is applicable to Edward Street. It carries a relatively low traffic volume, estimated to be in the order of 200-300 vehicles per day.

It has a sealed pavement width of approximately 10 metres. A footpath is provided on the north side of the road, and a wide nature strip is provided on the southern side of the road. Edward Street connects to Napoleon Street at a T-junction with Napoleon Street having priority.

Edward Street adjacent to the subject site is shown in Figure 3.

Figure 3 Edward Street



2.1.2 Napoleon Street

Napoleon Street connects to Phillip Street at its northern end and terminates at Sleat Street at its southern end. It is approximately 550 metres long and has a sealed pavement width of approximately 8 metres.

The general urban speed limit of 50-km/h is applicable to Napoleon Street. It carries a relatively low traffic volume, estimated to be in the order of 200-300 vehicles per day.

Napoleon Street adjacent to the subject site is shown in Figure 4.

Figure 4 Napoleon Street



2.2 Road Safety Performance

Crash data can provide valuable information on the road safety performance of a road network. Existing road safety deficiencies can be highlighted through the examination of crash data, which can assist in determining whether traffic generation from the proposed development may exacerbate any identified issues.

Crash data was obtained from the Department of State Growth for a 5+ year period between 1st January 2021 and 30th April 2026 for the full length of Napoleon Street and Edward Street.

The findings of the crash data is summarised as follows:

- No crashes were reported in Edward Street.
- 1 crash was reported in Napoleon Street. The crash occurred at 11:15am on Sunday 26th April 2026 towards the northern end of Napoleon Street. The crash involved a reversing manoeuvre and resulted in property damage only.

The crash history does not indicate that there are any pre-existing road safety deficiencies in the road network that may be exacerbated by traffic generated by the proposed development.

3. Proposed Development

3.1 Development Proposal

The proposed development involves the construction of 7 residential units. The existing residential dwelling on the site is proposed to be retained.

A total of 19 on-site car parking spaces are provided. This comprises of the following:

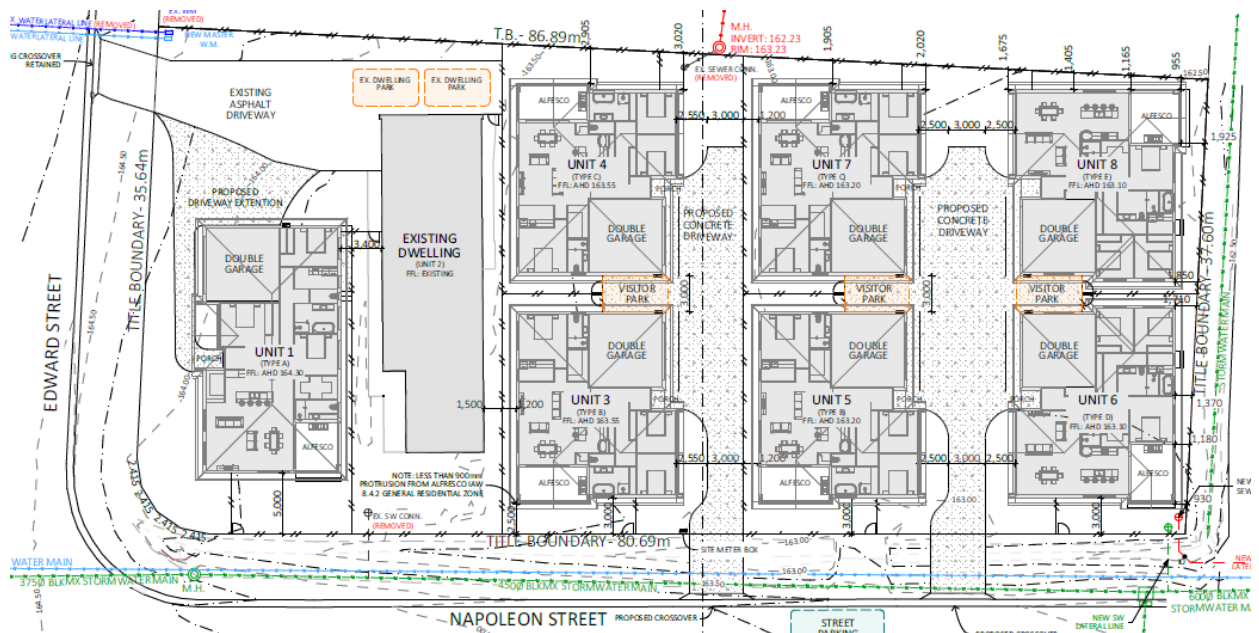
- Double garage for each residential unit.
- Two parking spaces for the existing dwelling arranged in tandem.
- 3 visitor parking spaces.

Access is provided via 3 driveways:

- The existing driveway connecting to Edward Street. This driveway services the existing dwelling and Unit 1.
- New northern driveway connecting to Napoleon Street. This driveway will service Units 3 and 4
- New southern driveway connecting to Napoleon Street. This driveway will service Units 5, 6, 7 and 8.

The proposed development plans are shown in Figure 5.

Figure 5 Proposed Development Plans



4. Traffic Impacts

4.1 Trip Generation

Traffic generation was sourced from the TfNSW Guide. For medium density residential dwellings in regional areas, the TfNSW Guide provides the following traffic generation rates:

- AM peak 0.41 vehicles per hour/ dwelling
- PM peak 0.60 vehicles per hour/ dwelling
- Daily 3.67 vehicles per day/ dwelling

For the purposes of this assessment, a conservative traffic generation of 5 vehicle movements per dwelling per day and 0.5 vehicle movements per dwelling during the peak hour has been adopted. This equates to a traffic generation of approximately 40 vehicle movements per day, with a peak generation of approximately 4 vehicle movements per hour.

The existing dwelling would have generated approximately 8 vehicles per day, with a peak of 1 vehicle per hour. The change in traffic generation is therefore +32 vehicles per day, and +3 vehicles per hour during peak periods.

4.2 Trip Assignment

The traffic generation at each driveway access is summarised as follows:

- Edward Street driveway 10 vpd, peak 1 vph
- Napoleon Street northern driveway 10 vpd, peak 1 vph
- Napoleon Street southern driveway 20 vpd, peak 2 vph

Based on the location of the site relative to Perth town centre and the broader road network, the dominant movements at each access are expected to be left-in/right-out.

4.3 Existing Driveway Access Impacts

The existing driveway to the site will be retained. This will service the existing dwelling and one additional unit.

The Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme states " *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*".

Table C3.1 specifies a maximum increase of 20% or 40 vehicle movements per day, whichever is greater. In this case the traffic generation at the existing access will increase by approximately 5 vehicles per day. The Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme is therefore satisfied.

4.4 New Driveway Access Impacts

The Acceptable Solution A1 of Clause C2.6.3 of the Planning Scheme states "*the number of accesses provided for each frontage must: (a) be no more than 1; or (b) be no more than the existing number of accesses, whichever is greater*".

In this case the proposed development provides a total of three accesses, one access in Edward Street and two accesses in Napoleon Street. The Acceptable Solution A1 of Clause C2.6.3 of the Planning Scheme is not satisfied.

The Performance Criteria P1 of Clause C2.6.3 of the Planning Scheme states:

"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".*

The following is relevant with respect to the development proposal:

(a) Loss of on-street parking

The proposed accesses will result in the loss of a small number of on-street parking opportunities adjacent to the site frontage. However, both Edward Street and Napoleon Street are relatively wide local roads carrying low traffic volumes and there is substantial on-street parking capacity available within the surrounding road network. Observations indicate that there is generally low demand for on-street parking, noting that the area is homogenous residential land use, with no competing on-street parking demands from other land uses. The loss of on-street parking associated with the proposed accesses is therefore minor.

(b) Pedestrian safety and amenity

Pedestrian activity in the vicinity of the site is expected to be relatively low. A footpath is provided on the northern side of Edward Street, whilst no formal pedestrian facilities are provided adjacent to the site frontage in Napoleon Street. The traffic generation associated with the proposed development is low, with the busiest access expected to carry only approximately 20 vehicle movements per day. The proposed accesses are therefore not expected to adversely affect pedestrian safety or amenity.

(c) Traffic safety

The proposed access arrangement distributes traffic movements across three driveways, resulting in very low traffic volumes at each individual access. The existing Edward Street access is expected to generate

approximately 10 vehicle movements per day, whilst the northern and southern Napoleon Street accesses are expected to generate approximately 10 and 20 vehicle movements per day respectively, with peaks of 1-2 vehicles per hour. These traffic volumes are relatively low and will have no material impact on the safe operation of the surrounding road network. In addition, all accesses provide sight distance in excess of the requirements of AS2890.1.

(d) Residential amenity on adjoining land

The proposed development will generate only a modest increase in traffic movements. The distribution of traffic across three accesses reduces vehicle concentrations at any one location and avoids the need for a larger shared driveway extending through the site. The proposed accesses are therefore not expected to adversely impact the residential amenity of adjoining properties. The spacing of the proposed driveways is consistent with existing residential driveways along Napoleon Street.

(e) Impact on the streetscape

The proposed development occupies a corner site with extensive frontage to both Edward Street and Napoleon Street. The provision of three relatively narrow residential driveways is consistent with the residential character of the surrounding area and does not adversely affect the visual appearance of either street. The access arrangement also reduces the extent of internal driveway pavement that would otherwise be required to service the development.

Having regard to the above, the number of accesses has been minimised having regard to the characteristics of the site and the requirements of the proposed development. Accordingly, the proposal is considered to satisfy Performance Criteria P1 of Clause C2.6.3 of the Planning Scheme.

4.5 Sight Distance

Australian Standards, AS2890.1, provide the sight distance requirements for residential driveways. Sight distance requirements are lower for driveways compared to road junctions.

The minimum sight distance requirements for a driveway access in a 50-km/h frontage road is 45 metres.

In this case, all accesses have relatively unrestricted available sight distance exceeding 45 metres. The sight distance requirements of AS2890.1 are therefore satisfied.

4.6 Pedestrian Impacts

The Acceptable Solution A1.1 of Clause C2.6.5 states:

"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

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

No dedicated pedestrian footpath is provided within the site, with the central roadway being a 'shared zone' where pedestrians have right-of-way over vehicles. On this basis the Acceptable Solution A1.1 of Clause C2.6.5 of the Planning Scheme is not satisfied.

The Performance Criteria P1 of Clause C2.6.5 of the Planning Scheme states:

"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;*
- (h) the location of any access ways or parking aisles; and*
- (i) any protective devices proposed for pedestrian safety".*

The following is relevant with respect to the development:

- a. Characteristics of site. The layout of the development is consistent with contemporary residential unit design.
- b. Nature of the use. The use is residential, which is consistent with land use in the surrounding area.
- c. Number of parking spaces. A total of 19 on-site parking spaces are proposed, accessed via three separate driveway accesses. Parking is well defined within the site.
- d. Frequency of vehicle movements. The peak traffic generation will be 4 vehicles per hour, which is an average of 1 vehicle movement every 15 minutes. The low traffic generation coupled with the low vehicle speeds will result in an acceptable safety environment for shared use between pedestrians and vehicles.
- e. Needs of persons with a disability. Not applicable.

- f. Location and number of footpath crossings. Not applicable.
- g. Vehicle and pedestrian safety. The proposed development will operate as a low-speed residential environment with relatively low traffic volumes. The peak traffic generation associated with the entire development is estimated to be 4 vehicle movements per hour, which equates to an average of approximately one vehicle movement every 15 minutes. In practice, actual vehicle movements are likely to be irregularly distributed across the hour (notably lower or negligible outside of peak periods).
- The car parking spaces are generally located directly adjacent to the associated residential units. As a result, pedestrian movements are largely confined to short paths between the parked vehicle and the individual dwelling, typically without the need to cross the central internal accessway. This significantly reduces the potential for pedestrian and vehicle conflict within the site.
- The combination of low traffic volumes, low operating speeds, simple internal circulation and limited pedestrian crossing movements results in an acceptable level of safety for both vehicles and pedestrians within the shared internal environment.
- h. Location of access ways or parking aisles. The development incorporates a relatively simple and legible internal layout, with a single central accessway providing access through the site. Parking spaces are generally arranged adjacent to the individual residential units and are accessed via short manoeuvring movements from the central accessway. The layout minimises unnecessary internal vehicle circulation and reduces the need for pedestrians to walk along or across vehicle accessways for extended distances. The arrangement of parking adjacent to each unit also provides a clear relationship between vehicle parking and pedestrian destination points, which assists in maintaining a safe and convenient internal environment.
- i. Protective devices. No pedestrian protective devices are included in the design. The low-speed and low volume environment associated with the site does not warrant the use of protective devices.

Based on the above assessment, including the low-speed and low-volume nature of the internal road environment and the limited pedestrian crossing requirements within the site, the development satisfies the requirements of Performance Criteria P1 of Clause C2.6.5 of the Planning Scheme.

4.7 Road Safety Impacts

The proposed development is expected to generate an additional 32 vehicle movements per day above the existing traffic generation associated with the site. This equates to approximately 3 additional vehicle movements during peak periods. The resulting traffic generation is relatively low and will have a negligible impact on the operation of the surrounding road network.

The proposed development will be accessed via three residential driveways. Traffic volumes at each driveway will be low, ranging from approximately 10 to 20 vehicle movements per day, with peak hour volumes of only 1 to 2 vehicles per hour. These traffic volumes are typical of residential driveways and are not expected to result in any material road safety impacts.

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The crash history for Edward Street and Napoleon Street indicates a favourable road safety performance, with no reported crashes in Edward Street and only a single property-damage crash in Napoleon Street during the 5+ year analysis period. The available crash data does not identify any existing road safety deficiencies that may be exacerbated by the proposed development.

All driveway accesses provide sight distance in excess of the requirements of AS2890.1. In addition, the surrounding road network operates in a low-speed urban environment with relatively low traffic volumes.

Having regard to the low traffic generation, low operating speeds, favourable crash history and adequate sight distance, the proposed development is not expected to adversely impact road safety.

5. Parking Assessment

5.1 Parking Provision

A total of 19 on-site parking spaces are provided as part of the proposed development.

The parking provision comprises:

- Two garage parking spaces for each of the seven proposed residential units (14 spaces).
- Two parking spaces for the existing dwelling, arranged in a tandem configuration (2 spaces).
- Three visitor parking spaces located within the site (3 spaces).

The parking spaces associated with the proposed units are generally provided within double garages integrated into each dwelling. This arrangement provides convenient access between the parking area and the associated residence and minimises the need for pedestrian movements through the internal vehicle circulation areas.

Visitor parking is centrally located within the development and is readily accessible from all dwellings. The provision of dedicated visitor parking assists in accommodating short-term parking demand within the site and reduces reliance on on-street parking.

5.2 Planning Scheme Requirements

The Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme states:

"The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:

- (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;*
- (b) the site is contained within a parking precinct plan and subject to Clause C2.7;*
- (c) the site is subject to Clause C2.5.5; or*
- (d) it relates to an intensification of an existing use or development or a change of use where:*
 - (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or*
 - (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:*

$$N = A + (C - B)$$

N = Number of on-site car parking spaces required

A = Number of existing on site car parking spaces

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”.

The car parking requirements in Table C2.1 for residential land use is 2 spaces per dwelling plus 1 space per four dwellings visitor parking. This is a requirement for 18 parking spaces. The provision of 19 spaces therefore satisfies the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme.

5.3 Car Parking Layout

The Acceptable Solution A1.1 of Clause C2.6.2 of the Planning Scheme states:

"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”.

The car parking was assessed against the requirements of A1.1(b) of the Planning Scheme. The relevant Australian Standards associated with the development is AS2890.1. The assessment is provided in the following sections.

5.3.1 Gradient

Section 2.5.3(b) of AS2890.1 states the following regarding the maximum grade of straight ramps and driveways:

- Longer than 20 metres – 1 in 5 (20%) maximum.
- Up to 20 metres long – 1 in 4 (25%) maximum. The allowable 20 m maximum length shall include any parts of the grade change transitions at each end that exceed 1 in 5 (20%).

The driveway accessing the site is relatively level, therefore complying with the maximum grade requirements. Given the nature of the site and proposed use, no steep ramps or grade transitions are required.

Section 2.4.6 of AS2890.1 states that the maximum grades within a car park shall be:

- Measured parallel to the angle of parking 1 in 20 (5%)
- Measured in any other direction 1 in 16 (6.25%)

All parking spaces comply with AS2890.1 grade requirements.

5.3.2 Parking Space Dimensions

AS2890.1 defines the parking as User Class 1A, *Residential, Domestic and Employee Parking*. Parking dimension requirements for 90-degree parking for User Class 1A are:

- Space length 5.4 metres
- Space width 2.4 metres
- Aisle width 5.8 metres

All parking spaces comply with and generally exceed the minimum AS2890.1 dimensional requirements (noting space widths are typically 3-metres and aisle widths are typically 6 to 8 metres).

5.3.3 Driveway Width

AS2890.1 defines each of the driveway accesses as 'Category 1' access facility (Class 1A parking with less than 25 spaces fronting onto a local road). The AS2890.1 minimum driveway width requirement for a Category 1 access is 3.0 metres.

The width of each of the three access driveways complies with this requirement.

5.3.4 Parking Layout Summary

The car parking layout complies with the requirements of AS2890.1, thus satisfying the requirements of Acceptable Solution A1.1(b) of Clause C2.6.2 of the Planning Scheme.

6. Conclusions

Midson Traffic were engaged by Design to Live to prepare a Traffic Impact Assessment (TIA) for a proposed residential unit development at 17 Edward Street, Perth.

The proposed development comprises seven new residential units whilst retaining the existing dwelling on the site. Vehicular access is provided via the existing driveway from Edward Street and two new driveway accesses from Napoleon Street. A total of 19 on-site parking spaces are proposed, comprising of 16 resident parking spaces and 3 visitor parking spaces.

The assessment has considered the existing road network, traffic generation, access arrangements, sight distance, pedestrian impacts, road safety and parking provision. The key findings of the assessment are summarised as follows:

- The proposed development is expected to generate approximately 40 vehicle movements per day, including approximately 4 vehicle movements during peak periods.
- After accounting for the existing dwelling, the net increase in traffic generation associated with the development is approximately 32 vehicle movements per day and 3 vehicle movements during peak periods.
- The existing driveway access from Edward Street will experience an increase in traffic generation of approximately 5 vehicle movements per day. This satisfies the requirements of Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme.
- The proposed access arrangement distributes traffic across three driveway accesses, resulting in relatively low traffic volumes at each individual access. The proposed development satisfies the requirements of Performance Criteria P1 of Clause C2.6.3 of the Planning Scheme.
- All driveway accesses provide sight distance in excess of the minimum requirements of AS2890.1.
- The proposed development will operate as a low-speed, low-volume residential environment. The internal layout provides a safe and convenient environment for pedestrians and satisfies the requirements of Performance Criteria P1 of Clause C2.6.5 of the Planning Scheme.
- Crash data indicates a favourable road safety performance within the surrounding road network, with no reported crashes in Edward Street and only a single property-damage crash reported in Napoleon Street during the analysis period. The proposed development is not expected to adversely impact road safety.
- A total of 19 on-site parking spaces are provided. This exceeds the Planning Scheme requirement of 18 spaces and therefore satisfies the requirements of Acceptable Solution A1 of Clause C2.5.1.
- The parking layout complies with the requirements of AS2890.1 and therefore satisfies the requirements of Acceptable Solution A1.1(b) of Clause C2.6.2 of the Planning Scheme.

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Based on the findings of this assessment, the proposed development can be accommodated within the surrounding road network without adverse impacts on traffic operation, parking or road safety. The proposed development is therefore supported on traffic engineering grounds.

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Document Status

Revision	Author	Review	Date
0	Keith Midson	Zara Kacic-Midson	24 June 2026

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STORMWATER DESIGN REPORT

17 EDWARD STREET, PERTH



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Postal : PO Box 1971, Launceston Tas

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CLIENT: Kabraco Builders Pty Ltd
PROJECT: 17 EDWARD STREET, PERTH
JOB NO: EE1646

Date	Purpose of Issue/Nature of Revision	Revision No.	Authorised by
27/07/2026	For Council Approval	REV01	LD
28/08/2026	Updated with 1% AEP SSP2-4.5 2090 climate scenario	REV02	LD

This report has been prepared by

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The findings, conclusions and recommendations are limited by the agreed scope of services, the information available at the time of preparation, and the assumptions adopted. The report reflects conditions, standards and circumstances existing at the date of issue. Exceed Engineering does not warrant that future conditions, regulatory requirements, standards, land use, maintenance practices, climatic conditions, rainfall patterns or extreme events will remain consistent with those considered in this report. Changes over time, latent conditions or unforeseen events may result in outcomes that differ from those described.

The assessment has been undertaken having regard to normal and reasonably foreseeable conditions only. Unless expressly stated otherwise, it does not address extraordinary or abnormal events, including natural disasters, extreme weather events, unforeseen environmental changes or future climate change impacts beyond those reasonably foreseeable at the time of assessment.

This report does not constitute legal advice, certification, or statutory or regulatory approval. Regulatory or approval authorities may reach different conclusions. Users should obtain independent legal or other professional advice as appropriate.

Exceed Engineering accepts no responsibility or liability for the use of this report for purposes other than those for which it was prepared, or for reliance placed on the report by any third party. To the extent permitted by law, Exceed Engineering excludes liability for any loss arising from unauthorised use of or reliance on this report.

This report should be read in its entirety and in conjunction with any associated drawings, plans, specifications, notes and limitations. Nothing in this disclaimer is intended to exclude, restrict or modify any consumer guarantee or other right that cannot lawfully be excluded under the Australian Consumer Law or other applicable legislation.

Exhibited

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Exhibited

1 Introduction

This Stormwater Management Report has been prepared by Exceed Engineering to support the proposed multiple-dwelling development at 17 Edward Street, Perth, Tasmania. The report has been prepared in response to Northern Midlands Council's request for additional site servicing information demonstrating compliance with Council's On-Site Stormwater Detention Policy for Planning Application PLN-26-0061.

A stormwater detention design was previously prepared in accordance with the requirements of Council's adopted On-Site Stormwater Detention Policy. During the assessment process, Northern Midlands Council requested that the detention system also be assessed using the 1% AEP SSP2-4.5 2090 climate scenario, notwithstanding that this requirement is not currently documented within the adopted Policy. This revised report addresses Council's requested assessment criteria and supersedes the previous stormwater detention assessment for the purposes of the planning application.

Stormwater from roofed and impervious areas is proposed to be collected by a piped stormwater network and directed through a combination of underground and above-ground on-site detention systems prior to discharge to Council stormwater infrastructure in Napoleon Street.

1.1 Purpose and scope

The purpose of this report is to investigate, report and provide the design of a site stormwater detention and flow limitation system for the proposed development at 17 Edward Street, Perth.

Council's additional information request requires the applicant to provide site servicing details demonstrating compliance with Council's On-Site Stormwater Detention Policy.

A stormwater detention assessment was previously undertaken in accordance with the requirements of Northern Midlands Council's adopted On-Site Stormwater Detention Policy. During the assessment process, Council requested that the detention system be reassessed using the 1% AEP SSP2-4.5 2090 climate scenario. This report presents the revised stormwater detention assessment undertaken in response to that request.

Northern Midlands Council's On-Site Stormwater Detention Policy requires stormwater runoff generated by new developments to be managed so that downstream and surrounding properties are not adversely impacted for storm events up to and including the 1% AEP event.

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The policy applies to multiple dwelling developments where the existing drainage system is unable to accommodate an increase in stormwater discharge from the site. The policy requires the detention system to restrict discharge to the permissible site discharge, provide sufficient storage so that downstream peak flows do not increase as a result of the development for the nominated design storm event, and drain within 72 hours.

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2 Site and development details

2.1 Pre-development site conditions

The subject site is located at 17 Edward Street, Perth, Tasmania. The application relates to Multiple Dwellings at the site and is identified by Northern Midlands Council as Planning Application PLN-26-0061.

The site area adopted for stormwater assessment is 3,446 m². Existing stormwater infrastructure is located in Napoleon Street, with discharge proposed to an existing DN600 Blackmax stormwater main. Site information received from Northern Midlands Council indicated the adjacent stormwater manhole has IL 161.99m AHD.

2.2 Post-development site conditions

The proposed development increases the impervious area of the site through building roof areas, driveways and associated hardstand areas. The adopted new impervious area is 2,398 m², representing approximately 70% imperviousness across the site.

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3 Stormwater design

3.1 Applicable stormwater design requirements

The stormwater detention system for the proposed development has been designed and assessed having regard to the requirements of the Northern Midlands Council On-Site Stormwater Detention Policy and Council's request that the assessment be undertaken using the 1% AEP SSP2-4.5 2090 climate scenario.

For the subject site, the adopted site area is 3,446 m² with an impervious area of approximately 2,398 m², representing approximately 70% imperviousness. In accordance with the policy, the applicable Permissible Site Discharge (PSD) for the proposed development is 30.76 L/s.

As the site does not drain directly to the road reserve or a dedicated overland flow path, this assessment adopts the 1% AEP design event as the critical storm event for detention assessment.

The detention system has therefore been designed to:

- Limit site discharge to a maximum flow rate of 30.76 L/s;
- Provide sufficient storage to attenuate runoff generated by the developed site during the adopted design storm event;
- Convey stormwater safely from all contributing roof and hardstand areas to the legal point of discharge; and
- Ensure detention storage drains following storm events such that storage capacity is available for subsequent rainfall events.

Compliance with these requirements has been assessed using hydrologic modelling undertaken in Autodesk InfoDrainage. The modelling considers the proposed site layout, catchment characteristics, detention storage arrangement and outlet controls to verify that discharge from the site does not exceed the adopted PSD.

The proposed detention system comprises a combination of underground and above-ground detention storage. The primary detention volume is provided by a network of underground DN600 storage pipes discharging through a detention outlet pit fitted with a 90 mm diameter orifice. Additional detention storage is provided by 5,000 L rainwater tanks serving Unit 1 and the existing dwelling (Unit 2), each fitted with a 25 mm diameter outlet orifice prior to connection to the site drainage network.

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3.2 Hydrological modelling approach

Hydrological modelling and detention analysis were undertaken using InfoDrainage, adopting the Laurenson (RAFTS) runoff calculation method.

3.3 Storm events analysed

The detention system was assessed for the following design event:

- 1% AEP SSP2-4.5 2090 climate scenario.

Storm durations ranging from 5 minutes to 120 minutes were analysed using multiple temporal patterns to identify the critical storm event and corresponding detention storage requirements. The adopted design was based on the critical storm duration and temporal pattern determined through the modelling process.

3.4 Catchment representation and connectivity

Catchments were delineated to separately represent roof areas, hardstand and driveway areas, and landscaped pervious areas, allowing distinct runoff responses to be generated and routed independently.

Impervious surfaces directly connected to the stormwater system were modelled as effective impervious areas, while landscaped and grassed areas were modelled as fully pervious surfaces. Explicit representation of indirectly connected impervious areas was not required due to the controlled drainage.

3.5 Runoff routing method

Catchment runoff routing was undertaken using the Laurenson (RAFTS) non-linear storage routing method as implemented in Autodesk InfoDrainage. The method represents catchment response through a conceptual storage formulation and generates routed runoff hydrographs suitable for detention system assessment.

3.6 Imperviousness and degree of urbanisation

Imperviousness and degree of urbanisation were defined at a sub catchment level in accordance with Laurenson method conventions. Fully impervious surfaces were modelled with a degree of urbanisation of 200%, while fully pervious surfaces were modelled with a degree of urbanisation of 0%.

3.7 Catchment slope and roughness assumptions

Catchment slopes were assigned to represent effective runoff travel gradients.

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Roof catchments were assigned a nominal slope of 1:2, while other surfaces were assigned slopes consistent with site grading.

Default Laurenson routing assumptions were adopted due to the absence of site-specific calibration data.

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4 OSD design

Prior to the design of on-site stormwater detention, the post-development runoff response was assessed assuming no detention is provided. This establishes the unmitigated peak discharge and provides a baseline for evaluating the performance of the proposed detention system relative to the policy specified PSD

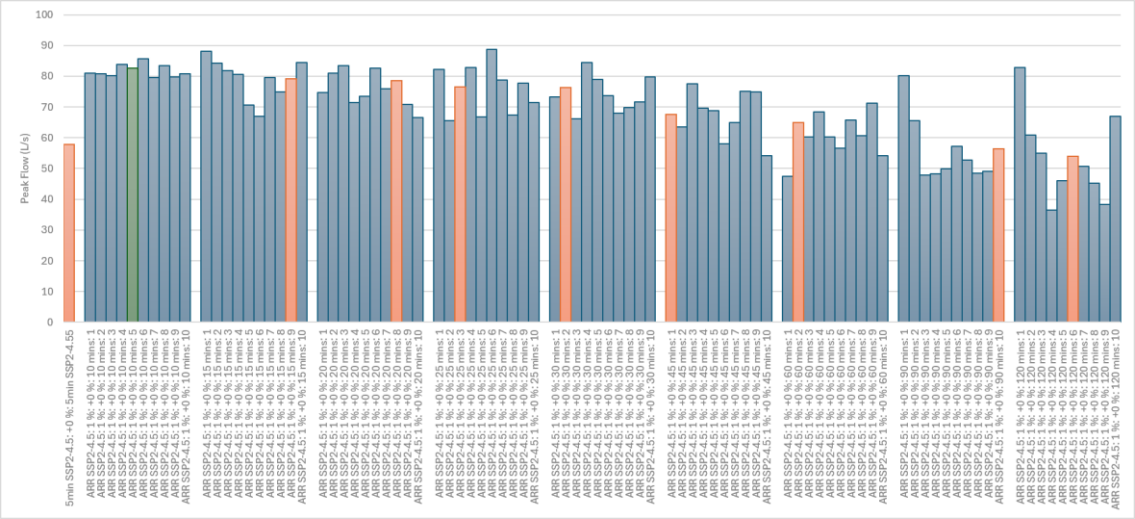
The following catchments have been considered

Name	Area (m ²)	Runoff Method	Slope (1:x)	Manning's n	Initial Rainfall Loss (mm)	Continuing Rainfall Loss (mm/hr)
UNIT 1	232.360	Laurenson	2.00	0.010	1	0.0
UNIT 2 (EX)	223.427	Laurenson	2.00	0.010	1	0.0
UNIT 3	200.598	Laurenson	2.00	0.010	1	0.0
UNIT 4	199.874	Laurenson	2.00	0.010	1	0.0
UNIT 5	200.598	Laurenson	2.00	0.010	1	0.0
UNIT 6	201.431	Laurenson	2.00	0.010	1	0.0
UNIT 8	209.274	Laurenson	2.00	0.010	1	0.0
UNIT 7	208.427	Laurenson	2.00	0.010	1	0.0
PAVEMENT 1	291.256	Laurenson	20.00	0.013	1	0.0
PAVEMENT 2	185.602	Laurenson	20.00	0.013	1	0.0
PAVEMENT 3	258.567	Laurenson	20.00	0.013	1	0.0
GARDEN GRASS	1041.000	Laurenson	20.00	0.080	13	4.0

4.1 Post-development peak flow without detention

For the developed condition without on-site detention, the site would generate a peak flow rate of **82.6 L/s**, based on a 1% AEP SSP2-4.5 2090 storm as shown in chart 1, which exceeds the policy specified PSD.

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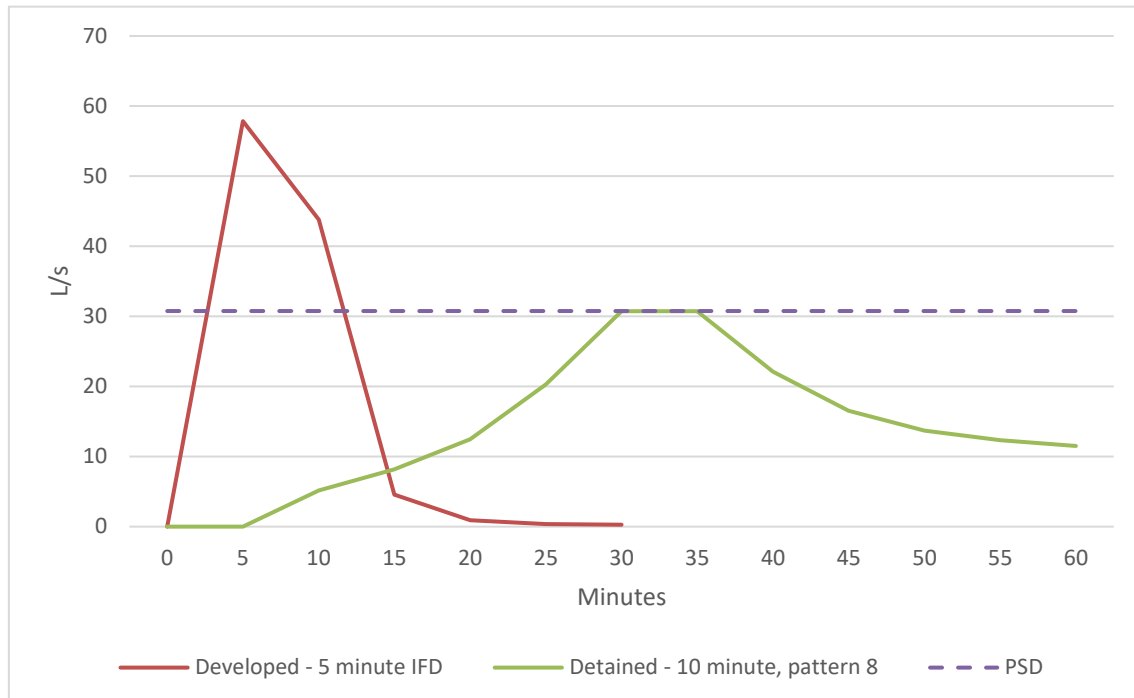
The analysis, incorporating the proposed on-site detention system, indicates a developed peak flow rate of **30.7 L/s** for the 1% AEP SSP2-4.5 2090 event, as shown in Chart 2.

This is less than the adopted Permissible Site Discharge of 30.76 L/s. The proposed detention configuration therefore demonstrates compliance with the Northern Midlands Council On-Site Stormwater Detention Policy for the assessed 1% AEP SSP2-4.5 2090 storm event.



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Graph 1 presents the flow rates for each time step in the considered critical storm event for each site development scenario.



Graph 1: Flow rate comparisons of detained and undetained condition with PSD.

4.3 Stormwater design layout

The stormwater detention system for the proposed development comprises a combination of underground and above-ground detention storage. The primary detention volume is provided by a centralised underground detention system located predominantly within the common driveway and access areas. The system comprises a network of interconnected DN600 twin-wall corrugated detention pipes connected via a series of stormwater pits and operating as a shared detention storage volume.

Stormwater runoff from the proposed development is collected by the internal pit and pipe drainage network and conveyed to the detention system. The detention network incorporates multiple underground storage runs connected via transfer pipework, allowing the available storage volume to be utilised across the entire system prior to discharge.

Additional detention storage is provided through 5,000 L rainwater tanks serving Unit 1 and the existing dwelling (Unit 2). Each tank is configured to provide detention storage and incorporates a 25 mm diameter outlet orifice to restrict

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discharge to the site drainage network.

Discharge from the primary detention system is controlled via a dedicated detention outlet pit incorporating a 90 mm diameter orifice plate. This outlet structure restricts discharge from the site to the adopted Permissible Site Discharge while allowing detained runoff to gradually drain following storm events.

For further details regarding the system layout, storage configuration, outlet control structures and connection arrangements, refer to the accompanying stormwater design drawings.

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5 Maintenance requirements for the system

The onsite detention and stormwater treatment system will require ongoing inspection and maintenance to ensure it is working correctly. Key inspection and maintenance requirements are below:

Item	Frequency
• General inspection of inlets and outlets for blockages and ensure OSD is working correctly. The mesh screen should be cleared and cleaned and replaced if damaged or worn. • OSD should remain empty unless a rain event occurs. • All debris and blockages are to be investigated and removed if OSD does not empty itself.	Monthly
• Remove debris from the roof guttering to limit debris entering OSD. • Trees dropping leaves and debris onto the roof should be trimmed.	Six Monthly
• Every 10 years full inspection of OSD and components by a registered plumber is required. Replacement of all elements that would not last until the next inspection is required and should be included in the maintenance schedule.	10 Years

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DRAWING TABLE		
SHEET	DESCRIPTION	REV
C100	COVER PAGE	03
C101	SITE PLAN	03
C102	LONG SECTION	03
N001	CIVIL NOTES	01
SW002	UNDERGROUND OSD DETAIL	01
SW003	ABOVE GROUND OSD DETAIL	01
TSD-SW26	SADDLE CONNECTION TO STORMWATER DRAIN	v3

03

IMPORTANT
WORKS ARE TO BE IN ACCORDANCE WITH THE
APPLICABLE AUSTRALIAN STANDARDS,
CONSTRUCTION CODES (NCC) & REQUIREMENTS
OF ANY RELEVANT LOCAL AUTHORITIES

DRAWINGS TO BE READ IN CONJUNCTION WITH
ANY WRITTEN SPECIFICATIONS AND ASSOCIATED
DOCUMENTATION PREPARED BY THE ARCHITECT
OR BUILDING DESIGNER AND THE RELEVANT
SUB-CONSULTANTS

BASE DRAWING(S) PREPARED AND PROVIDED BY:
• DESIGN TO LIVE (JOB EDWR17)

THE FOLLOWING ARE SURVEY DETAILS USED AS
BASIS FOR DESIGN:
SURVEYOR: 6TY PTY LTD
SURVEY REF: 25.366
SURVEY DATE: 25/11/2025
COORDINATE SYSTEM: GDA2020
VERTICAL DATUM: AHD83

SOIL CLASSIFICATION FOR PLUMBING DESIGN:
NOT PROVIDED

WRITTEN DIMENSIONS TAKE PRECEDENCE OVER
SCALED DIMENSIONS
DIMENSIONS IN MILLIMETRES UNLESS NOTED
OTHERWISE

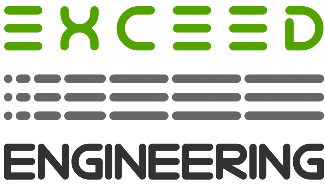
DOCUMENTATION IS SUBJECT TO STATUTORY
APPROVALS

THIS DESIGN IS INTENDED TO BE BUILT ONLY ONCE
AND ONLY ON THE SITE THAT THE DESIGN WAS
PREPARED FOR

03	FOR APPROVAL	JAM	JAM	SD	LD	01/09/26
02	FOR APPROVAL	JAM	JAM	SD	LD	28/08/26
01	FOR APPROVAL	JAM	JAM	SD	LD	27/07/26
REV	DESCRIPTION	DRAFT	DES	CHKD	APP	DATE

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SHEET: A3



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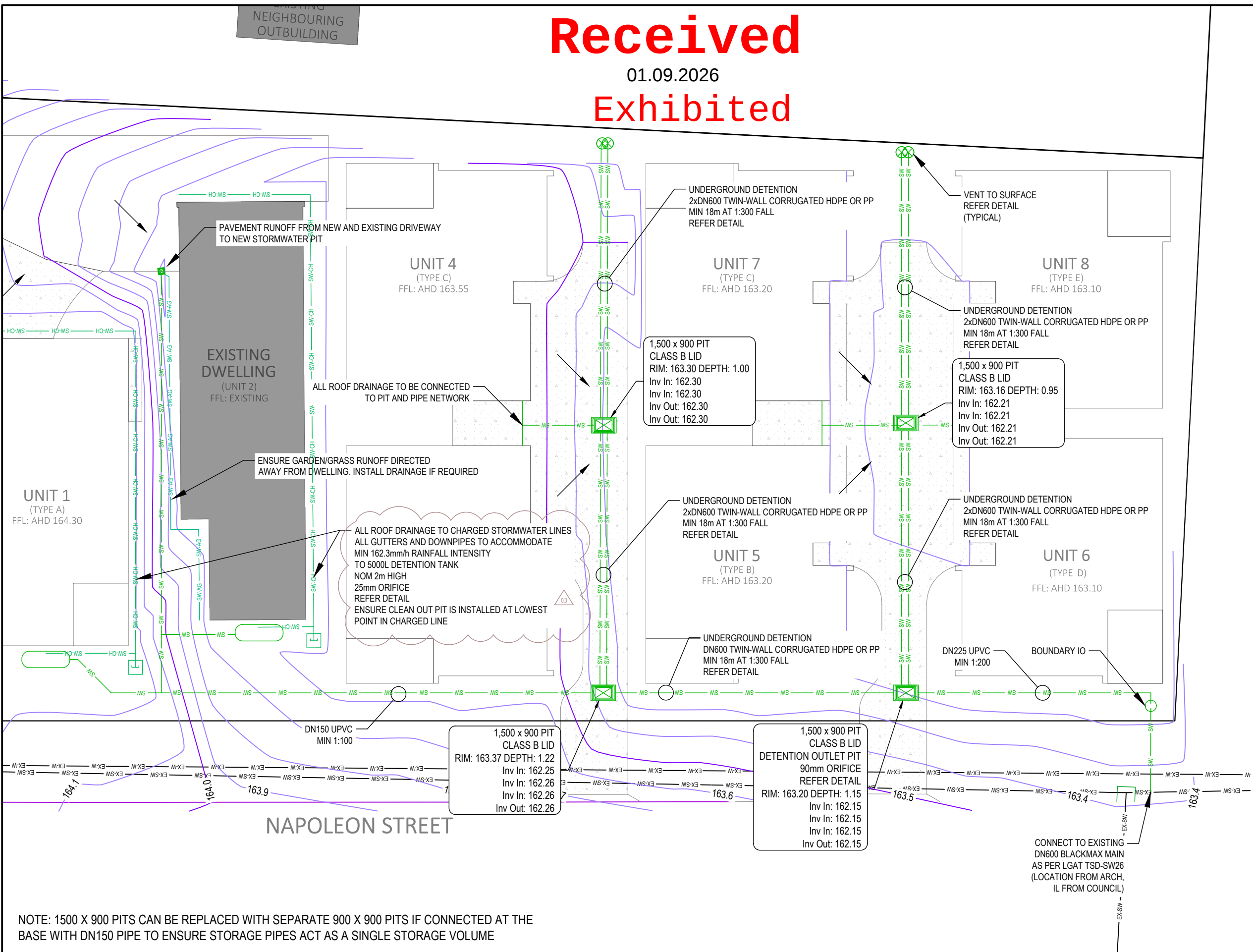
KABRACO BUILDERS PTY LTD
PROPOSED UNITS
17 EDWARD STREET, PERTH, TAS 7300
STORMWATER ON SITE DETENTION
COVER PAGE

PROJECT #: EE1646 SHEET #: C100 REVISION #: 03

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SOME ITEMS LISTED BELOW MAY NOT BE APPLICABLE

- PROPRIETARY STORMWATER PIT (TRAFFICABLE WHERE APPLICABLE) SIZED AS PER TABLE 7.5.2.1
- INSPECTION OPENING (IO)
- MANHOLE
- RAIN HEAD (REFER SPECIFICATION)

SURFACE FALL (MIN 1:100 UNLESS OTHERWISE SPECIFIED).

RL (TO VERTICAL DATUM)

- NEW STORMWATER LINE DN100 @ 1:100 UNLESS OTHERWISE SPECIFIED
- NEW AG DRAIN
- NEW SWALE
- NEW CHARGED STORMWATER LINE
- EXISTING STORMWATER LINE
- EXISTING SWALE
- GRATED DRAIN
- EVE/BOX GUTTER

ADJACENT SURFACES TO BE FALLING AWAY FROM BUILDING

IO TO BE INSTALLED AT MAJOR BENDS IN STORMWATER AND SEWER LINES AND ALL LOW POINTS IN DOWNPIPES

ALL WORKS TO BE CARRIED OUT BY A LICENSED PLUMBER, PLUMBER / BUILDER TO TAKE LEVELS PRIOR TO CONSTRUCTION TO ENSURE DRAINAGE LINES CAN BE CONNECTED TO LEGAL POINTS OF DISCHARGE (CONNECTION POINTS)

ALL DRAINAGE AND OVERFLOWS TO COMPLY WITH AS/NZ3500.

PRODUCTS AND SYSTEMS TO BE INSTALLED AND/OR USED AS PER MANUFACTURERS INSTRUCTIONS

IMPORTANT
WORKS ARE TO BE IN ACCORDANCE WITH THE APPLICABLE AUSTRALIAN STANDARDS, CONSTRUCTION CODES (NCC) AND REQUIREMENTS OF ANY RELEVANT LOCAL AUTHORITIES

THIS DRAWING MUST BE DISTRIBUTED IN FULL COLOUR



BEWARE OF ALL UNDERGROUND SERVICES. THE LOCATION OF UNDERGROUND SERVICES SHOWN ON THE DRAWING ARE APPROXIMATE ONLY AND NOT ALL MAY BE SHOWN. EXACT POSITIONS OF ALL UNDERGROUND SERVICES SHOULD BE LOCATED ONSITE AND IS THE RESPONSIBILITY OF THE CONTRACTOR.

NOTE: 1500 X 900 PITS CAN BE REPLACED WITH SEPARATE 900 X 900 PITS IF CONNECTED AT THE BASE WITH DN150 PIPE TO ENSURE STORAGE PIPES ACT AS A SINGLE STORAGE VOLUME

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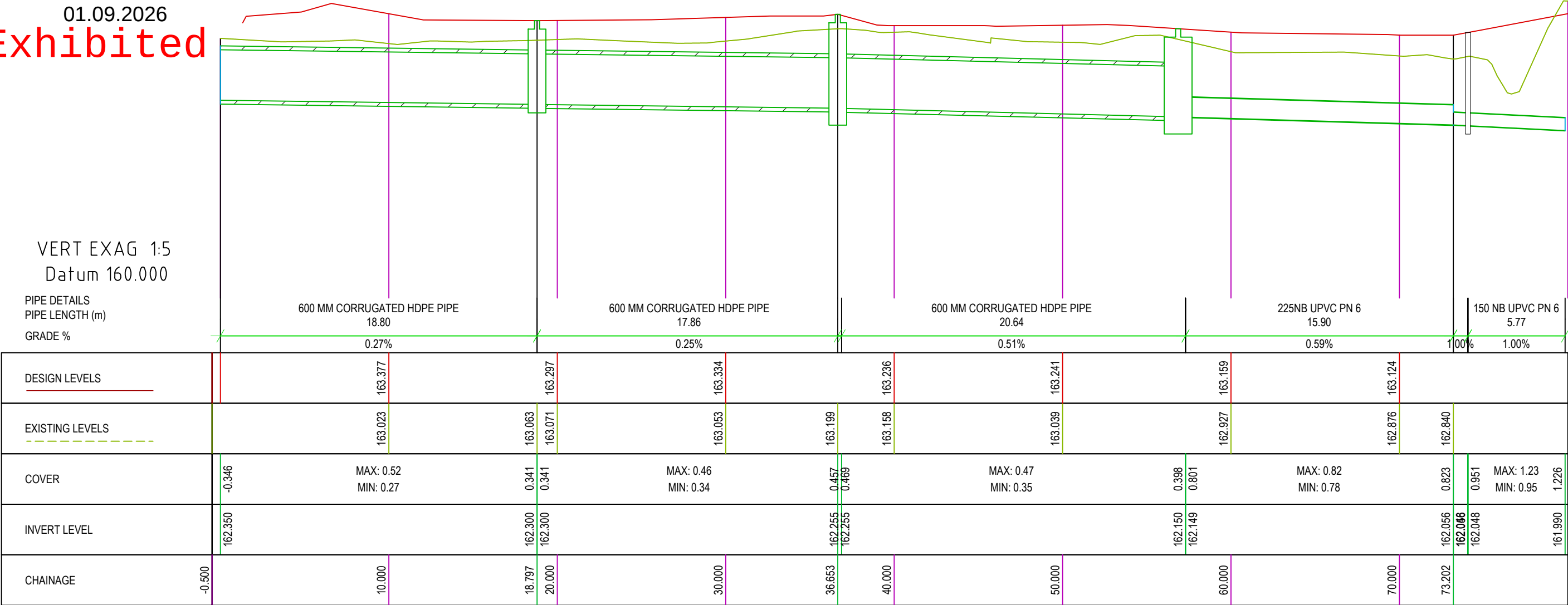
KABRACO BUILDERS PTY LTD
PROPOSED UNITS
17 EDWARD STREET, PERTH, TAS 7300
STORMWATER ON SITE DETENTION
SITE PLAN

PROJECT #: EE1646 SHEET #: C101 REVISION #: 03

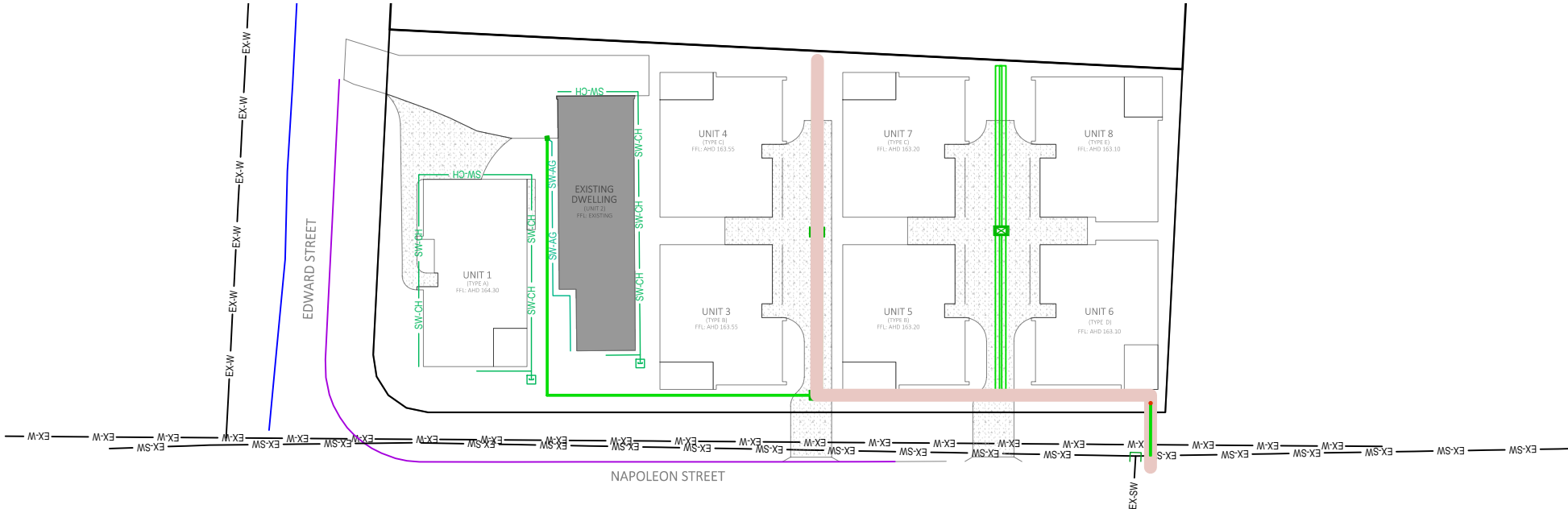
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Datum 160.000



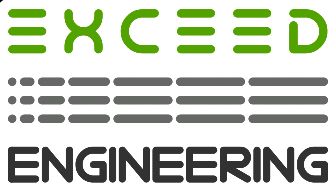
PIPE (SW) LONG SECTION



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02	FOR APPROVAL	JAM	JAM	SD	LD	28/08/26
01	FOR APPROVAL	JAM	JAM	SD	LD	27/07/26
REV	DESCRIPTION	DRAFT	DES	CHKD	APP	DATE

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STORMWATER ON SITE DETENTION
LONGITUDINAL SECTION

PROJECT #: EE1646 SHEET #: C102 REVISION #: 03

GENERAL	
G1	NO ATTEMPT HAS BEEN MADE TO LOCATE ALL SERVICES. ONLY THOSE SERVICES CONSPICUOUS DURING FIELD SURVEYS ARE SHOWN. PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ON THE SITE, THE RELEVANT AUTHORITY(S) SHOULD BE CONTACTED FOR POSSIBLE LOCATION OF FURTHER UNDERGROUND SERVICES AND DETAILED LOCATIONS OF ALL SERVICES. ALL EXISTING SERVICES ARE TO BE PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO EXISTING SERVICES IS TO BE MADE GOOD AT THE CONTRACTOR'S EXPENSE.
G2	NOMINATION OF PROPRIETARY ITEMS DOES NOT INDICATE EXCLUSIVE PREFERENCE BUT INDICATES THE REQUIRED PROPERTIES OF THE ITEM. SIMILAR ALTERNATIVES HAVING THE REQUIRED PROPERTIES MAY BE OFFERED FOR APPROVAL. INSTALL PROPRIETARY ITEMS IN ACCORDANCE WITH THE MANUFACTURER'S REQUIREMENTS AND RECOMMENDATIONS.
G3	REFER ANY DISCREPANCY TO THE SUPERINTENDENT BEFORE PROCEEDING WITH THE WORK.
G4	DO NOT OBTAIN DIMENSIONS BY SCALING FROM THE DRAWINGS. DIMENSIONS ARE IN MILLIMETRES AND LEVELS ARE IN METRES U.N.O.
G5	THE DATUM FOR ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CODES AND THE BY-LAWS AND ORDINANCES OF THE RELEVANT BUILDING AUTHORITY.
G6	ALL CODES REFERENCED IN THESE DOCUMENTS WILL BE THE LATEST EDITION AVAILABLE UNLESS NOTED OTHERWISE.
G7	WHERE ANY COMMON TRENCHING IS REQUIRED, THE FOLLOWING CLEARANCE DISTANCES (BARREL TO BARREL) MUST BE MAINTAINED FROM EXISTING OR PROPOSED SERVICES: HORIZONTALLY: 300mm ALONG A LENGTH GREATER THAN 2 METRES. 500mm MINIMUM FROM ANY MAIN GREATER THAN 200mm DIA. 150mm MINIMUM ALONG A LENGTH LESS THAN 2 METRES. VERTICALLY: 150mm MINIMUM 300mm MINIMUM FROM ANY MAIN GREATER THAN 200mm DIA. ELECTRICAL CABLES SHOULD BE LOCATED ON THE OPPOSITE SIDE OF THE STREET. WHERE THIS IS NOT POSSIBLE A 400mm MINIMUM DISTANCE MUST BE OBSERVED OF WHICH 300mm SHOULD BE IN NATURAL AND UNDISTURBED MATERIAL.
G8	THE SCOPE OF WORKS ARE SHOWN IN THESE DOCUMENTS AND THE SPECIFICATION. IT IS EXPECTED THE CONTRACTOR WILL RESOLVE ALL ISSUES UNCOVERED ON SITE THAT ARE NOT DETAILED IN CONJUNCTION WITH THE SUPERINTENDENT.
G9	CLEARANCE REQUIREMENTS AS FOLLOWS UNLESS NOTED OTHERWISE: - - GAS MAIN - 500mm HORIZONTAL; 300mm VERTICAL GAS HOUSE CONNECTIONS - 300mm HORIZONTAL; 150mm VERTICAL TELSTRA / NBN - 600mm HORIZONTAL; 150mm VERTICAL TASNETWORKS HV / LV CABLES - 450mm STORMWATER - 600mm HORIZONTAL; 150mm VERTICAL TASWATER SEWER MAIN - 600mm HORIZONTAL; 500mm VERTICAL

WATER SENSITIVE URBAN DESIGN / ENVIRONMENTAL

E1	CONSTRUCTION SHALL COMPLY WITH ALL ENVIRONMENTAL AND LEGISLATIVE REQUIREMENTS.
E2	ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH 'SOIL & WATER MANAGEMENT ON BUILDING & CONSTRUCTION SITES' GUIDELINES AVAILABLE FROM EPA/NRM SOUTH, COMPRISING THE FOLLOWING: 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 - STORM WATER 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 STORM WATER 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
E2	CONTROL MEASURES SHALL BE IN PLACE PRIOR TO EACH SITE DISTURBANCE AND SITE DISTURBANCE SHALL BE STAGED WHERE POSSIBLE
E4	WORK SHALL BE RESTRICTED TO THE WELL-DEFINED WORKS ZONES
E5	A SOIL RETENTION SYSTEM (E.G., GRAVEL SHAKEDOWN ZONE) SHALL BE PROVIDED AT ALL SITE ACCESS
E6	ANY SOIL MATERIAL TRACKED OFF-SITE ONTO ROADWAYS SHALL BE IMMEDIATELY REMOVED

E7	ALL CHEMICAL STORAGE SHALL BE MANAGED (E.G., BUNDED) IN ACCORDANCE WITH WORKCOVER OR EPA GUIDELINES
E8	THE EXTENT OF CUT AND FILLS SHALL BE MINIMISED. CUT AND FILL BATTER GRADES SHALL IDEALLY BE AT 1:3
E9	DISTURBED SOIL AREAS SHALL BE EFFECTIVELY MANAGED BY STAGING, MINIMISING AREA EXPOSED AT ANY ONE TIME, AND MINIMISING THE EXPOSURE TIMEFRAME OF EACH
E10	SEDIMENT FILTERS (E.G., SEDIMENT FENCE) SHALL BE USED TO FILTER ALL 'SHEET FLOW' RUNOFF FROM DISTURBED AREAS AND STOCKPILES TO PREVENT SEDIMENT FROM ENTERING STORMWATER SYSTEMS
E11	TEMPORARY CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL THE CATCHMENT THEY ARE SERVICING IS STABILISED (FOR GRASS THIS WILL MEAN 70% GROUNDCOVER).
E12	ALL SOIL LOADED TRUCKS LEAVING OR ENTERING THE SITE SHALL BE TARPED
E13	TOPSOIL SHALL BE RE-SPREAD OVER ALL EXPOSED SOIL SURFACES WHERE VEGETATION IS REQUIRED. A MAXIMUM DEPTH OF 50MM SHALL BE PLACED ON SLOPES STEEPER THAN 1:3 AND A MINIMUM DEPTH OF 100MM SHALL BE PLACED ON SLOPES LESS THAN 1:3
E14	AN NPK 11-34-11 FERTILISER OR SIMILAR AS APPROPRIATE SHALL BE APPLIED AT A RATE OF 200-400KG/HA. CARE IS TO BE TAKEN TO AVOID ANY FERTILISER DIRECTLY ENTERING WATERCOURSES.
E15	SCARIFYING OR DIRECT DRILLING SHOULD BE USED TO IMPROVE SEED STRIKE RATES
E16	REVEGETATION WORKS SHALL BE MAINTAINED/ENHANCED (E.G., RESEEDING, FERTILISING, WATERING) UNTIL A MINIMUM OF 70% GROUND COVER IS ESTABLISHED
E17	NO TREES TO BE REMOVED WITHOUT THE APPROVAL OF THE SUPERINTENDENT REPRESENTATIVE
E18	MINIMISE AIR POLLUTION INCLUDING DUST AND NOISE THAT MIGHT INTERFERE WITH NEIGHBOURING PROPERTIES

STORMWATER

SW1	ALL STORM WATER PLUMBING & DRAINAGE TO COMPLY WITH A.S 3500.3:2021 STORM WATER DRAINAGE.
SW2	WHERE RELEVANT, REFER TO IPWEA/LGAT TASMANIAN STANDARD DRAWINGS ISSUED MAY 2020
SW3	ALL DRAINAGE WORKS SHALL BE SUBJECT TO THE TESTS PRESCRIBED BY THE AUTHORITIES HAVING JURISDICTION OVER THE VARIOUS SERVICES. ANY SECTION FAILING SUCH TESTS SHALL BE REMOVED AND PROPERLY INSTALLED AT THE CONTRACTOR'S EXPENSE.

WATER

W1	ALL WATER SUPPLY CONSTRUCTION TO: WATER SUPPLY CODE OF AUSTRALIA (WSA 03-2011-3.1 VERSION MRWA EDITION V2.0) - PART 2: CONSTRUCTION WATER SERVICES ASSOCIATION OF AUSTRALIA - TASWATER SUPPLEMENT TASWATER'S STANDARD DRAWINGS TWS-W-0002 SERIES WATER METERING POLICY/METERING GUIDELINES TASWATER'S STANDARD DRAWINGS TWS-W-0003 - FOR PROPERTY SERVICE CONNECTIONS - CAGE FOR WATER METER ASSEMBLY BOUNDARY BACKFLOW CONTAINMENT REQUIREMENTS AND AS3500.1:2021. ANY DEPARTURES FROM THESE STANDARDS REQUIRES THE PRIOR APPROVAL OF THE SUPERINTENDENT AND THE LOCAL WATER AUTHORITY WORKS SUPERVISOR.
----	---

WORK HEALTH AND SAFETY

WHS1	ALL WORK IS TO BE UNDERTAKEN IN ACCORDANCE WITH: RELEVANT WORK HEALTH AND SAFETY LEGISLATION RELEVANT SAFE WORK AUSTRALIA CODES OF PRACTICE SITE SPECIFIC SAFETY PLANS IF THE CONTRACTORS PROPOSES AN ALTERNATIVE DESIGN, A SAFETY RISK ASSESSMENT SHOULD BE UNDERTAKEN AND SUBMITTED TO THE SUPERINTENDENT FOR REVIEW
------	--

EARTHWORKS

EW1	EARTHWORKS SHALL BE IN ACCORDANCE WITH THIS SPECIFICATION AND AS 3798.
EW2	AREAS OF FILL REMOVE TOP SOIL AND ORGANIC MATERIAL PROOF ROLL SUBGRADE IN ACCORDANCE WITH AS1289 TO: 98% STANDARD DRY DENSITY UNDER BUILDING 100% 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 PLACE FILL AS SPECIFIED AND COMPACT WITHIN 2% OF OPTIMUM MOISTURE CONTENT TO STANDARD DRY DENSITY AS STATED ABOVE
EW3	AREAS OF CUT REMOVE TOP SOIL AND ORGANIC MATERIAL B. PROOF ROLL SUBGRADE IN ACCORDANCE WITH AS1289 TO: 98% STANDARD DRY DENSITY UNDER BUILDINGS 100% STANDARD DRY DENSITY UNDER ROADS AND CAR PARKS REMOVE ANY SOFT SPOTS AND COMPACT WITH 2% OF OPTIMUM MOISTURE CONTENT TO STANDARD DRY DENSITY AS STATED ABOVE

ROAD WORKS

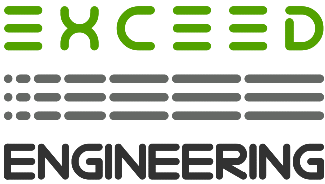
WHERE RELEVANT, REFER TO IPWEA/ LGAT TASMANIAN SUBDIVISION STANDARD DRAWINGS

SURVEY

SU1	SURVEY DETAILS ON COVER PAGE
SU2	PROPERTY BOUNDARY OVERLAYS, WHERE SUPPLIED, VARY IN ACCURACY BUT ARE GENERALLY TO 0.5m. THEREFORE A LAND SURVEY, AS DEFINED UNDER THE SURVEYING ACT 2002, SHOULD BE UNDERTAKEN BEFORE ANY CONSTRUCTION ACTIVITY IS CARRIED OUT ON OR NEAR THE LAND BOUNDARIES DEPICTED BY THIS MODEL.
SU3	SURVEY CONTROL INFORMATION IS REGARDED AS SUITABLE FOR THE SURVEY AND CORRECT AT THE TIME OF SURVEY. BUT SHOULD BE VERIFIED BEFORE BEING USED FOR ANY PURPOSE.
SU4	NO DESIGN SHOULD BE UNDERTAKEN OUTSIDE OF SURVEY EXTENTS. IF DESIGN EXCEEDS SURVEY EXTENTS, ADDITIONAL SURVEY DATA SHOULD BE ACQUIRED.
SU5	UNDERGROUND SERVICES: THE LOCATION OF ALL EXISTING UNDERGROUND SERVICES SHOWN ARE APPROXIMATE ONLY. EXCEED TAKES NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF SUCH INFORMATION. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL CONFIRM THE LOCATION & DEPTH/ INVERT LEVEL OF ALL EXISTING UNDERGROUND SERVICES, IN CONJUNCTION WITH THE RELEVANT SERVICE AUTHORITY & ANY CONFLICTS WITH THE PROPOSED DESIGN/ PIPE ALIGNMENT ARE TO BE RESOLVED PRIOR TO CONSTRUCTION

SEWERAGE

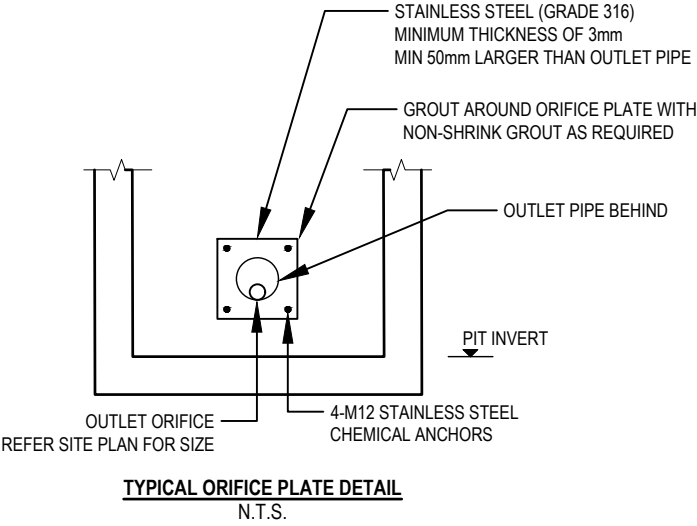
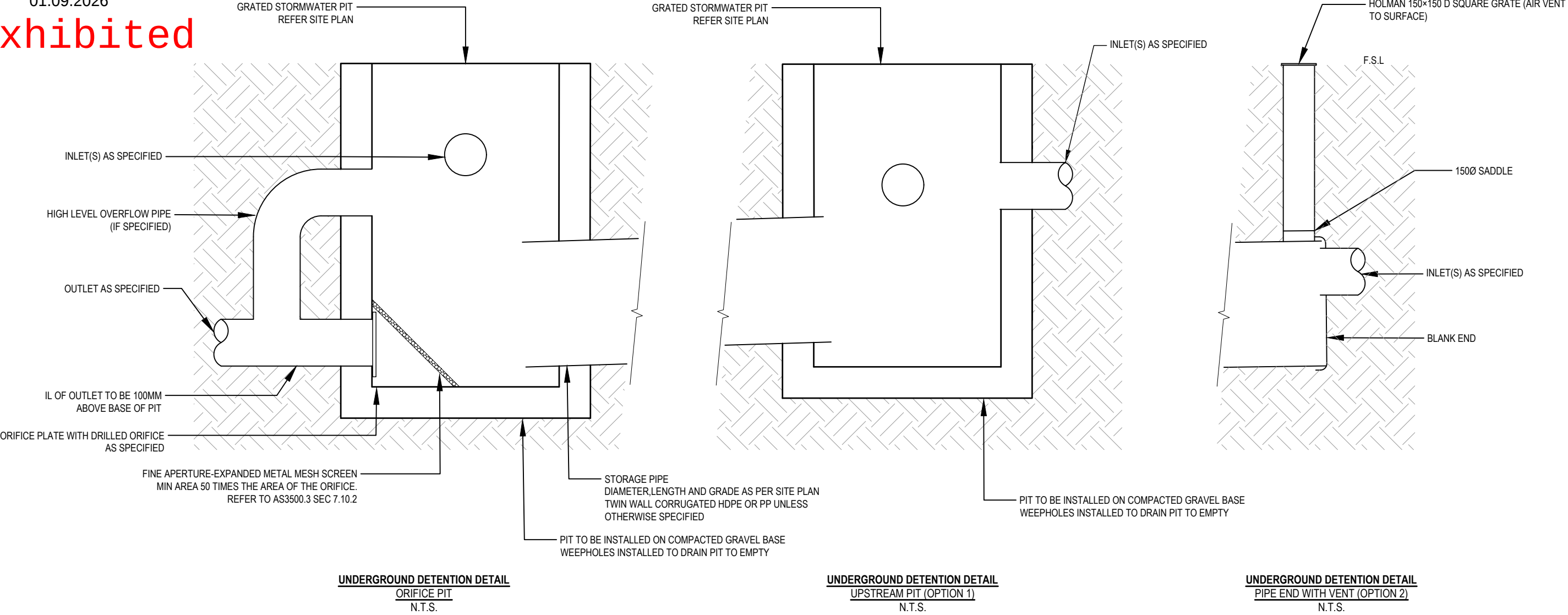
S1	ALL SEWER WORKS TO BE IN ACCORDANCE WITH WSA SEWER CODE AND TAS WATER STANDARDS AND SUPPLEMENTS. ANY MODIFICATIONS TO THESE STANDARDS REQUIRES APPROVAL FROM SUPERINTENDENT AND TAS WATER.
S2	ALL NEW LIVE SEWER CONNECTIONS TO EXISTING TAS WATER SEWERAGE INFRASTRUCTURE TO BE COMPLETED BY TAS WATER UNLESS OTHERWISE AGREED AND APPROVED AT OWNERS EXPENSE.
S3	ALL DRAINAGE WORKS TO BE INSPECTED AND TESTED IF REQUIRED. CONTRACTOR IS RESPONSIBLE FOR ORGANISING INSPECTIONS AT BUT NOT LIMITED TO THE FOLLOWING STAGES; TRENCHING AND PIPEWORK BEDDING PIPE INSTALLED AND PRIOR TO BACKFILLING AFTER BACKFILLING SHOULD ANY INSPECTIONS OR TESTING FAIL TO MEET THE REQUIREMENTS PRESCRIBED BY THE STATUTORY AUTHORITY THE SECTION FAILING THE TESTING/INSPECTION SHOULD BE REMOVED AND REINSTALLED TO MEET THE STATUTORY REQUIREMENTS AND DIRECTIONS PROVIDED. COST OF REINSTALLATION IS AT CONTRACTORS EXPENSE.
S4	TRENCHES ARE TO BE EXCAVATED AND BACKFILLED IN ACCORDANCE WITH THE DESIGN DRAWINGS AND TAS WATER STANDARDS. ELECTROMAGNETIC METAL IMPREGNATED TAPE SHOULD BE INSTALLED IN ALL NON METALLIC PIPE TRENCHES
S5	ALL MANHOLES ARE TO BE PRECAST CONCRETE MINIMUM 1050ID AND INSTALLED IN ACCORDANCE WITH WSA AND TAS WATER STANDARDS. MANHOLE COVERS TO BE HEAVY DUTY CLASS D GATIC COVERS AND SURROUNDS IN TRAFFICABLE AREAS AND MEDIUM DUTY CLASS B GATIC COVERS AND SURROUNDS IN NON TRAFFICABLE AREA.
S6	THE CONTRACTOR IS RESPONSIBLE FOR THE PRODUCTION OF ALL AS CONSTRUCTED DRAWINGS AND DOCUMENTATION. AS CONSTRUCTION DOCUMENTATION SHOULD BE IN ACCORDANCE WITH TAS WATER REQUIREMENTS AND STANDARDS AND BE CERTIFIED BY CHARTERED OR REGISTERED ENGINEER.
S7	ALL REDUNDANT SECTIONS OF PIPE TO BE FILLED WITH "LIQUIFILL" GRADE PC.1 0.5-2.0MPa OR APPROVED EQUIVALENT



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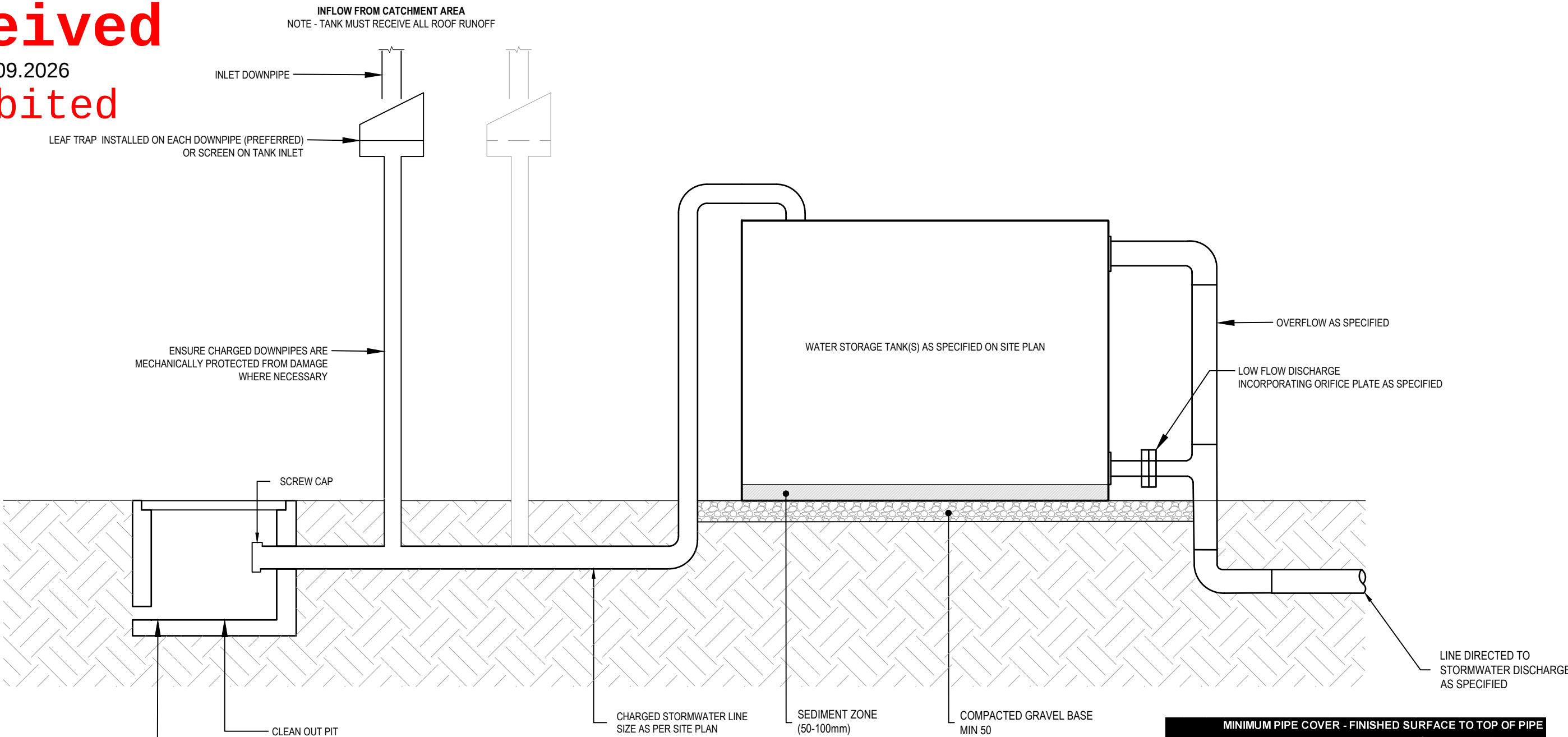
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MINIMUM INTERNAL DIMENSIONS FOR STORMWATER AND INLET PITS			
AS/NZS 3500.3:2021 (TABLE 7.5.2.1)			
DEPTH TO INVERT OF OUTLET	MINIMUM INTERNAL DIMENSIONS (m m)		
	RECTANGULAR	CIRCULAR	
	WIDTH	LENGTH	DIAMETER
≤ 450	350	350	-
≤ 600	450	450	600
> 600 ≤ 900	600	600	900
> 900 ≤ 1200	600	900	1000

MINIMUM PIPE COVER - FINISHED SURFACE TO TOP OF PIPE		
AS/NZS 3500.3:2021 (TABLE 6.2.5)		
LOCATION	DUCTILE IRON, GALVANIZED STEEL	PLASTICS
	MINIMUM COVER (m m)	
1 NOT SUBJECT TO VEHICULAR LOADING:		
(a) WITHOUT PAVEMENT IN AUSTRALIA -		
(i) FOR SINGLE DWELLINGS, OR	100	100
(ii) FOR OTHER THAN SINGLE DWELLINGS.	100	300
(b) WITH PAVEMENT OF BRICK OR UNREINFORCED CONCRETE.	100	300
2 SUBJECT TO VEHICULAR LOADING:	100*	100
(a) OTHER THAN ROADS:		
(i) WITHOUT PAVEMENT.	300	450
(ii) WITH PAVEMENT OF -		
(A) REINFORCED CONCRETE FOR HEAVY VEHICULAR LOADING, OR	NIL*	100*
(B) BRICK OR UNREINFORCED CONCRETE FOR LIGHT VEHICULAR LOADING.	NIL*	75*
(b) ROADS -		
(i) SEALED, OR	600	600
(ii) UNSEALED.	600	750
3 SUBJECT TO CONSTRUCTION EQUIPMENT LOADING OR IN EMBANKMENT CONDITIONS.	600	750
4 LAND ZONE FOR AGRICULTURE USE.	600	600

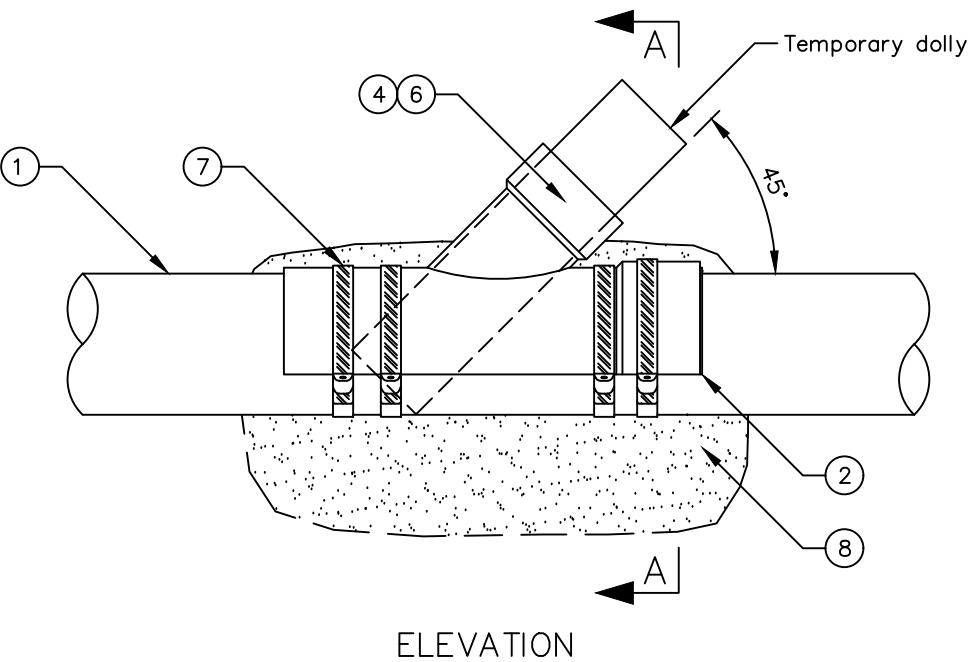
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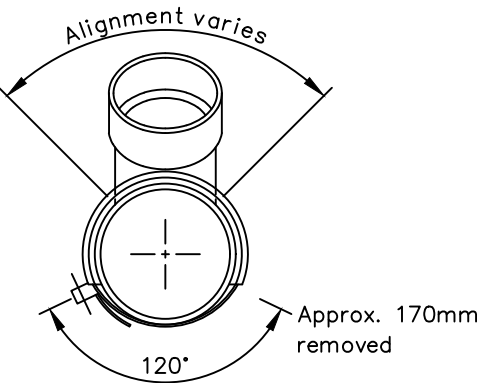
TYPICAL DETAIL OF ABOVE GROUND DETENTION TANK (CHARGED SYSTEM)
N.T.S.

MINIMUM INTERNAL DIMENSIONS FOR STORMWATER AND INLET PITS			
AS/NZS 3500.3:2021 (TABLE 7.5.2.1)			
DEPTH TO INVERT OF OUTLET	MINIMUM INTERNAL DIMENSIONS (mm)		
	RECTANGULAR	CIRCULAR	
	WIDTH	LENGTH	DIAMETER
≤ 450	350	350	-
≤ 600	450	450	600
> 600 ≤ 900	600	600	900
> 900 ≤ 1200	600	900	1000

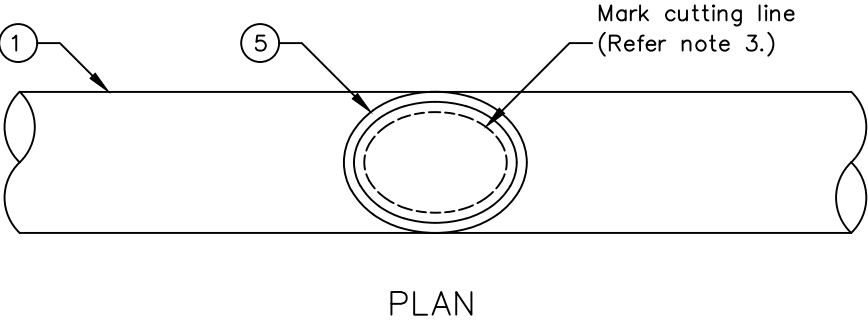
MINIMUM PIPE COVER - FINISHED SURFACE TO TOP OF PIPE		
AS/NZS 3500.3:2021 (TABLE 6.2.5)		
LOCATION	DUCTILE IRON, GALVANIZED STEEL	PLASTICS
	MINIMUM COVER (mm)	
1 NOT SUBJECT TO VEHICULAR LOADING:		
(a) WITHOUT PAVEMENT IN AUSTRALIA -		
(i) FOR SINGLE DWELLINGS; OR	100	100
(ii) FOR OTHER THAN SINGLE DWELLINGS.	100	300
(b) WITH PAVEMENT OF BRICK OR UNREINFORCED CONCRETE.	100	300
2 SUBJECT TO VEHICULAR LOADING:	100 ^a	100
(a) OTHER THAN ROADS:		
(i) WITHOUT PAVEMENT.	300	450
(ii) WITH PAVEMENT OF -		
(A) REINFORCED CONCRETE FOR HEAVY VEHICULAR LOADING; OR	NIL ^a	100 ^a
(B) BRICK OR UNREINFORCED CONCRETE FOR LIGHT VEHICULAR LOADING.	NIL ^a	75 ^a
(b) ROADS -		
(i) SEALED; OR	600	600
(ii) UNSEALED.	600	750
3 SUBJECT TO CONSTRUCTION EQUIPMENT LOADING OR IN EMBANKMENT CONDITIONS.	600	750
4 LAND ZONE FOR AGRICULTURE USE.	600	600



ELEVATION



SECTION A-A
(C.S.S.D. AND DOLLY NOT SHOWN)



PLAN

NOTES

- CASE 1 – P.V.C. SADDLE TO 160 O.D. POLY MAIN.
- 1 160 O.D. Poly main.
 - 2 Glue 75mm long piece of 150 dia. P.V.C. pipe into female socket. Cut down 45° 150 x 100 P.V.C. reducing junction.
 - 3 Use inside of reducer as a template to mark poly main. Cut and remove sharp edges.
 - 4 Check 102mm O.D. M.S. exhaust tubing dolly can be inserted approximately 280mm through 45° junction into main. Clean both mating surfaces.
 - 5 Apply minimum 2 x 4mm continuous bead of Selleys 'Wet Seal' (Silicon) or similar 10mm from edge and 10mm apart.
 - 6 Insert dolly into main, slide junction down onto silicon beads.
 - 7 Clamp with 2 x 13mm stainless steel worm drive hose clamps both ends. Fully wrap clamps both ends with denso tape. Remove dolly.
 - 8 Support/encase connections with cement stabilised stone dust (3% cement) minimum 500mm long 300mm wide x 300 deep.

- CASE 2 – P.V.C. SADDLE TO P.V.C. MAIN.
- 1 Existing 150 dia. P.V.C. main.
 - 2 Glue 75mm long piece of 150 dia. P.V.C. pipe into female socket. Cut down 45° 150 x 100 P.V.C. reducing junction.
 - 3 Use inside of reducer as a template to mark P.V.C. main. Cut and remove sharp edges.
 - 4 Check 102mm O.D. M.S. exhaust tubing dolly can be inserted approximately 280mm through 45° junction into main. Clean both mating surfaces.
 - 5 Apply solvent cement to mating surfaces.
 - 6 Insert dolly into main, slide junction down onto solvent cement.
 - 7 Clamp with 2 x 13mm stainless steel worm drive hose clamps both ends. Fully wrap clamps both ends with denso tape. Remove dolly.
 - 8 Support/encase connections with cement stabilised stone dust (3% cement) minimum 500mm long 300mm wide x 300 deep.

SCALES: AS SHOWN
(All scales are correct at A3)

XRef File: TSD-SW26-v3.dwg

REFERENCES

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STANDARD DRAWING

SADDLE CONNECTION TO STORMWATER DRAIN

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ISSUE DATE:

18-09-2020

DWG No.

TSD-SW26-v3



PROPOSED UNITS
17 EDWARD STREET,
PERTH TAS, 7300.



CLASSIFICATION OF BUILDING

CLASS 1A

AREAS	(m²)	COUNCIL	ZONE
UNIT 2 (EXISTING DWELLING)	218.28	NORTHERN MIDLANDS	GENERAL RESIDENTIAL
UNIT TYPE A	210.97	LAND TITLE REFERENCE9500/1	ENERGY STAR RATINGTBC
UNIT TYPE B & C	181.13	PROPERTY ID6742785	CLIMATE ZONE7
UNIT TYPE D	186.85	LOT SIZE (M²)3446	ALPINE AREA N/A
UNIT TYPE E	186.86	BAL RATINGTBC	CORROSION ENV'LOW
UNIT TYPE A - ALFRESCO	15.38	DESIGN WIND CLASSTBC	SITE HAZARDSBUSHFIRE PRONE AREAS
UNIT TYPE B & C - ALFRESCO	17.46	SOIL CLASSIFICATIONTBC	
UNIT TYPE D - ALFRESCO	17.95		
UNIT TYPE E - ALFRESCO	18.31	PLANNING OVERLAYBUSHFIRE-PRONE AREAS, AIRPORT OBSTACLE LIMITATION AREA	



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W. designtolive.com.au

CLIENT/S:
KABRACO BUILDERS PTY LTD

SITE ADDRESS:
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DRAWING
COVER PAGE

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R3	30/04/2026	CROSSOVER CONSOLIDATED	CHECKED	M.L.	PAGE SIZE	A3
R4	20/08/2026	PLANNING RFI 2				

DRAWINGS

- A01 COVER PAGE
- A02 SITE SURVEY PLAN
- A03 DEMOLITION SITE PLAN
- A04 OVERALL SITE PLAN
- A05 SITE PART PLAN 1
- A06 SITE PART PLAN 2
- A07 STRATA PLAN
- A08 LANDSCAPE PLAN
- A09 PARKING AND TURNING 1
- A10 PARKING AND TURNING 2
- A11 UNIT 8 SHADOW DIAGRAMS
- A12 SITE SHADOW DIAGRAMS
- A13 EXTERNAL SERVICES 1
- A14 EXTERNAL SERVICES 2
- A15 EXTERNAL SERVICES 3
- A16 FLOOR PLAN - UNIT TYPE A
- A17 FLOOR PLAN - UNIT TYPE B
- A18 FLOOR PLAN - UNIT TYPE C
- A19 FLOOR PLAN - UNIT TYPE D
- A20 FLOOR PLAN - UNIT TYPE E
- A21 UNIT TYPE A - ELEVATIONS NTH-STH
- A22 UNIT TYPE A - ELEVATIONS EST-WST
- A23 UNIT TYPE B - ELEVATIONS NTH-STH
- A24 UNIT TYPE B - ELEVATIONS EST-WST
- A25 UNIT TYPE C - ELEVATIONS NTH-STH
- A26 UNIT TYPE C - ELEVATIONS EST-WST
- A27 UNIT TYPE D - ELEVATIONS NTH-STH
- A28 UNIT TYPE D - ELEVATIONS EST-WST
- A29 UNIT TYPE E - ELEVATIONS NTH-STH
- A30 UNIT TYPE E - ELEVATIONS EST-WST
- A31 PERSPECTIVES

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SURVEY INFORMATION:

- 1. DATE OF SURVEY - 25-11-2025
- 2. HORIZONTAL DATUM - PLANE BASED ON MGA (GDA2020) @ SPM9954
- 3. VERTICAL DATUM - AHD83 @SPM9954
- 4. CONTOUR INTERVAL - 0.25m

DISCLAIMER:

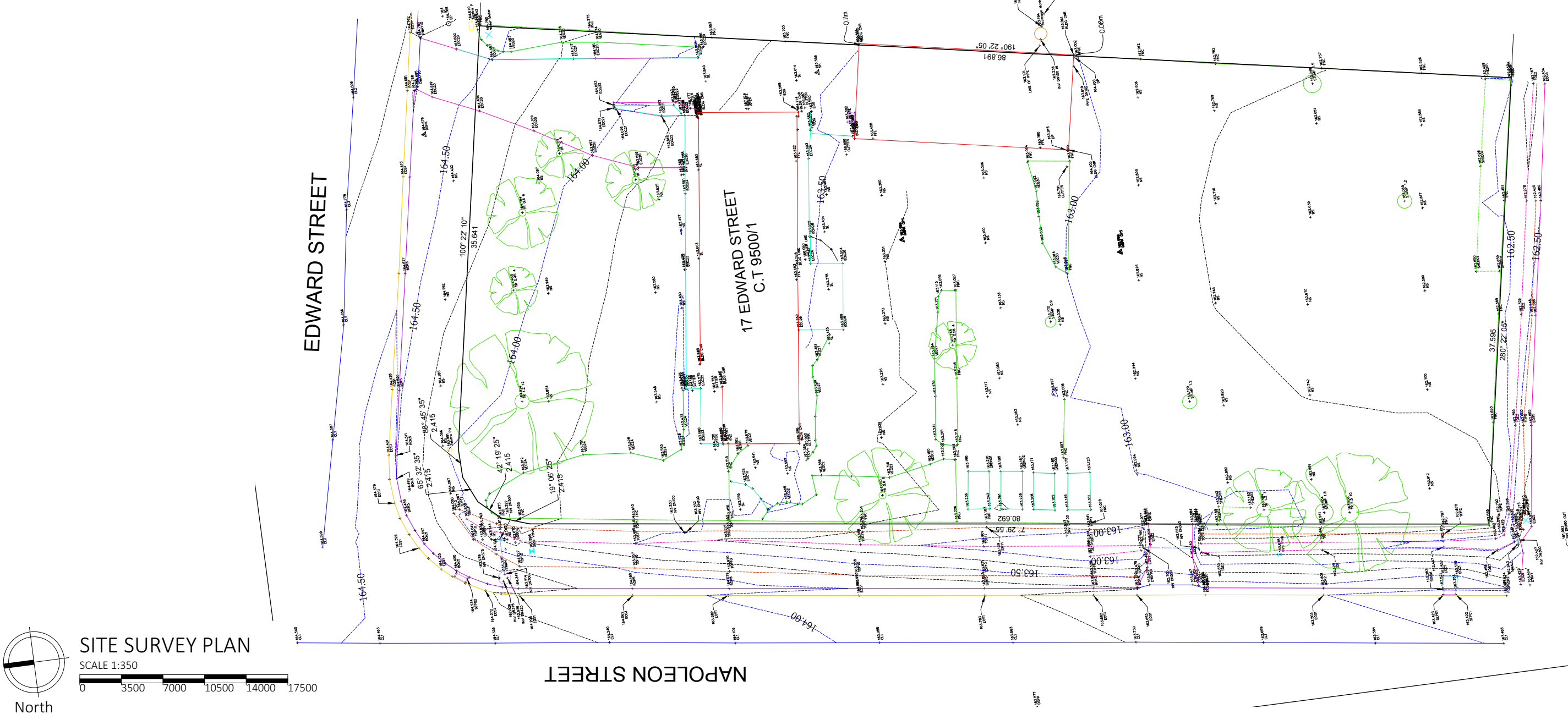
- 1. THIS NOTE SHOULD BE READ IN CONJUNCTION WITH ANY USE OR PRESENTATION OF THIS DATA AS IT FORMS AN INTEGRAL PART TO UNDERSTANDING PURPOSE OF THE SURVEY.
- 2. **PURPOSE OF SURVEY:** ARCHITECTURAL DETAIL
THE DATA SHOWN SHOULD ONLY BE USED FOR THE PURPOSE THAT IT WAS ORIGINALLY INTENDED. 6ty° ACCEPTS NO RESPONSIBILITY FOR ANY MISUSE OF THIS DATA.
- 3. THIS DATA CONTAINS A COMBINATION OF EXISTING RECORDS, AND FIELD SURVEY DATA.
- 4. SERVICES SHOWN ON THE PLAN HAVE BEEN LOCATED WHERE POSSIBLE BY FIELD SURVEY. NO GUARANTEE CAN BE GIVEN THAT ALL RELEVANT SERVICES ARE SHOWN. 6ty° ACCEPTS NO RESPONSIBILITY FOR ANY LOSS OR DAMAGE DUE TO THE LOCATION OF UNDERGROUND SERVICES WHETHER SHOWN BY THIS SURVEY OR NOT.
- 5. **TITLE BOUNDARIES**
 - 5.● BOUNDARIES HAVE BEEN COMPILED ONLY AND AS SUCH THEIR NATURE IS INDICATIVE. ESTIMATED PRECISION IS 30MM
 - 5.● ALL BOUNDARIES ARE SUBJECT TO SURVEY.
 - 5.● WHERE WORKS ARE PROPOSED CLOSE TO OR ALONG A BOUNDARY, FURTHER SURVEY ADVICE SHOULD BE SOUGHT.

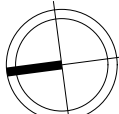
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LOCALITY PLAN
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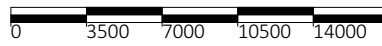




North

SITE SURVEY PLAN

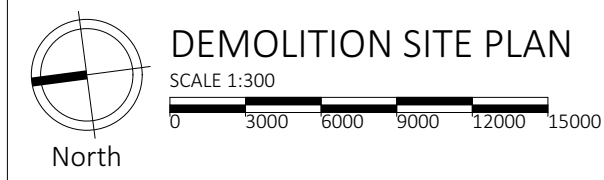
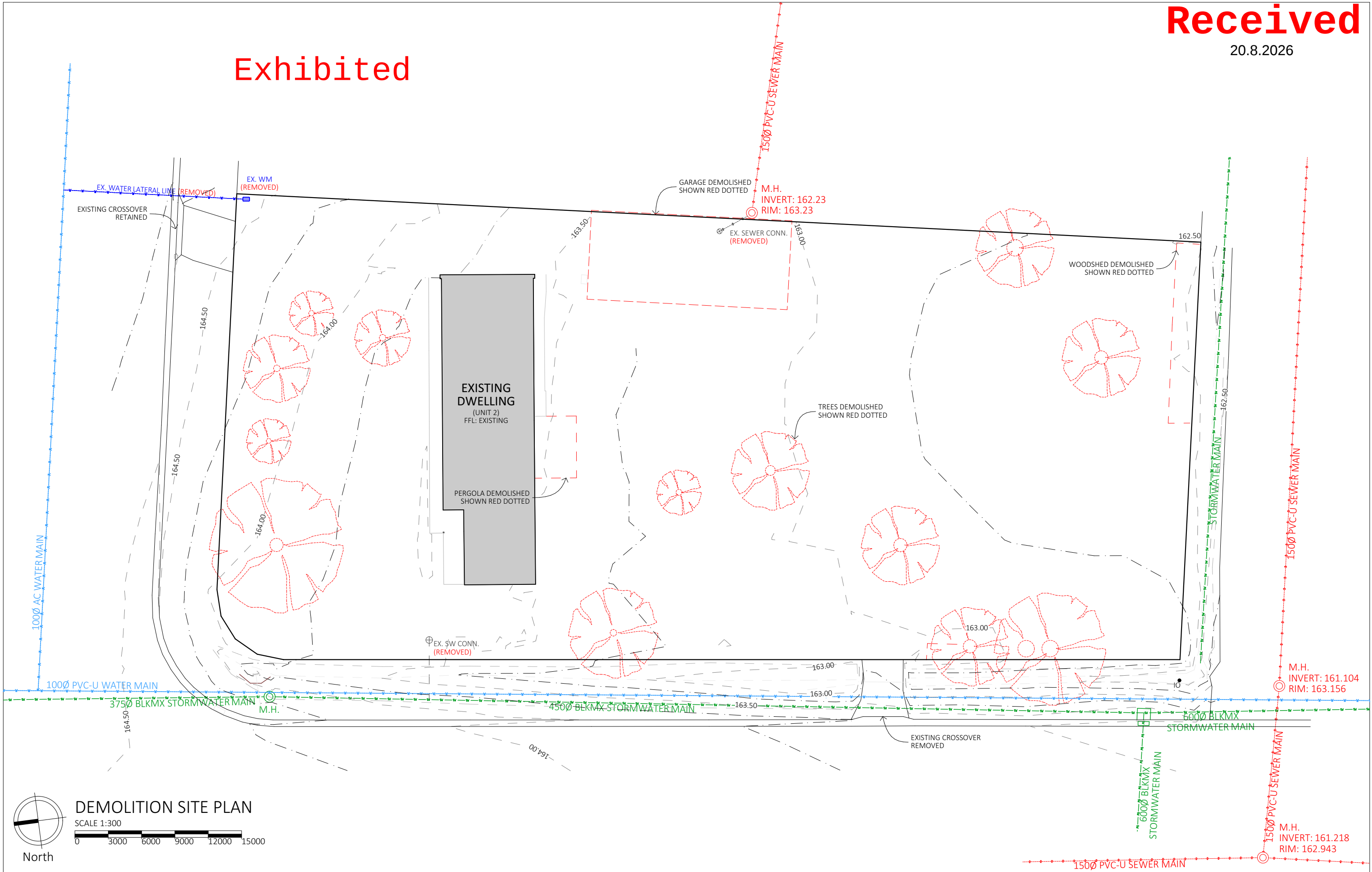
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0 3500 7000 10500 14000 17500

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										R4	20/08/2026	PLANNING RFI 2				

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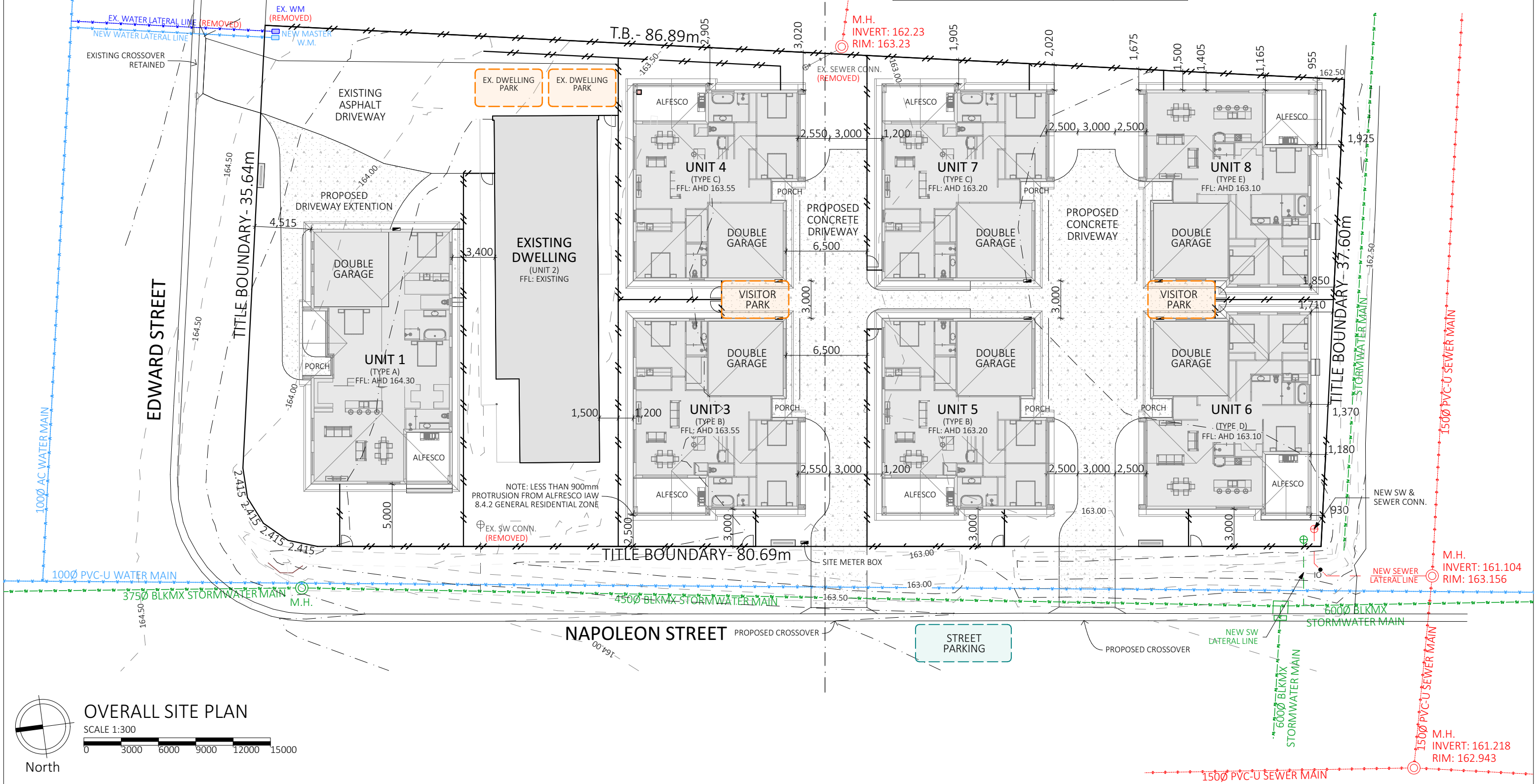
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EXISTING
NEIGHBOURING
DWELLING

EXISTING
NEIGHBOURING
OUTBUILDING

AREA	m ²	AREA	m ²
UNIT 2 (EXISTING DWELLING)	218.28	UNIT TYPE A - ALFRESCO	15.38
UNIT TYPE A	210.97	UNIT TYPE B & C - ALFRESCO	17.46
UNIT TYPE B & C	181.13	UNIT TYPE D - ALFRESCO	17.95
UNIT TYPE D	186.85	UNIT TYPE E - ALFRESCO	18.31
UNIT TYPE E	186.86		



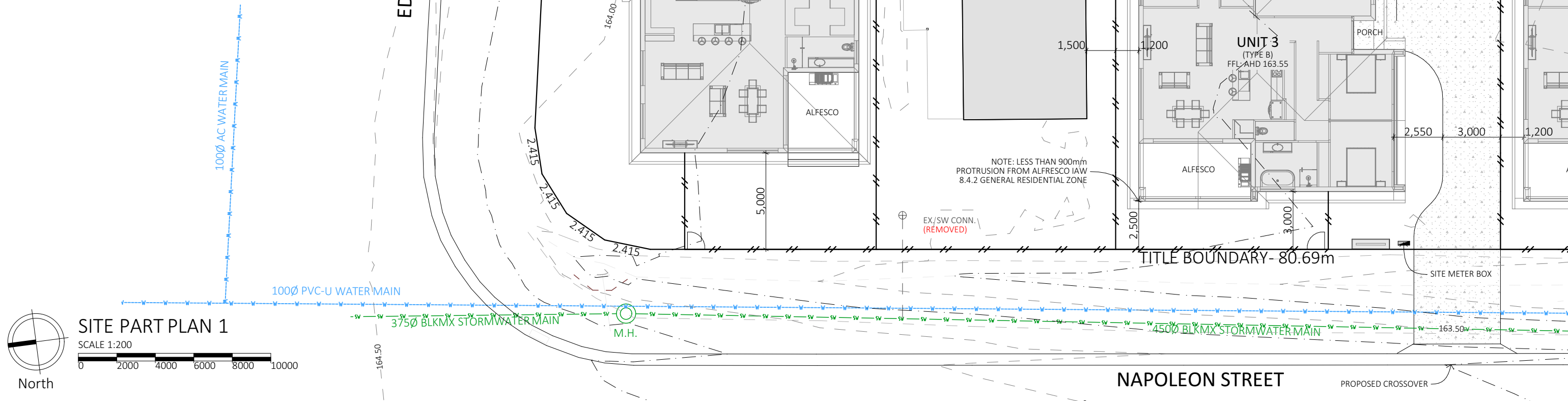
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M.H.
INVERT: 162.23
RIM: 163.23



LOCALITY PLAN
NOT TO SCALE

AREA	m ²
UNIT 2 (EXISTING DWELLING)	218.28
UNIT TYPE A	210.97
UNIT TYPE B & C	181.13
UNIT TYPE D	186.85
UNIT TYPE E	186.86
UNIT TYPE A - ALFRESCO	15.38
UNIT TYPE B & C - ALFRESCO	17.46
UNIT TYPE D - ALFRESCO	17.95
UNIT TYPE E - ALFRESCO	18.31



SITE PART PLAN 1
SCALE 1:200

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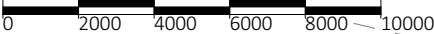
LOCALITY PLAN
NOT TO SCALE

AREA	m ²
UNIT 2 (EXISTING DWELLING)	218.28
UNIT TYPE A	210.97
UNIT TYPE B & C	181.13
UNIT TYPE D	186.85
UNIT TYPE E	186.86
UNIT TYPE A - ALFRESCO	15.38
UNIT TYPE B & C - ALFRESCO	17.46
UNIT TYPE D - ALFRESCO	17.95
UNIT TYPE E - ALFRESCO	18.31



SITE PART PLAN 1

SCALE 1:200



NAPOLÉON STREET



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CLIENT/S:
KABRACO BUILDERS PTY LTD

SITE ADDRESS:
17 EDWARD STREET,
PERTH TAS, 7300.

DRAWING
SITE PART PLAN
2

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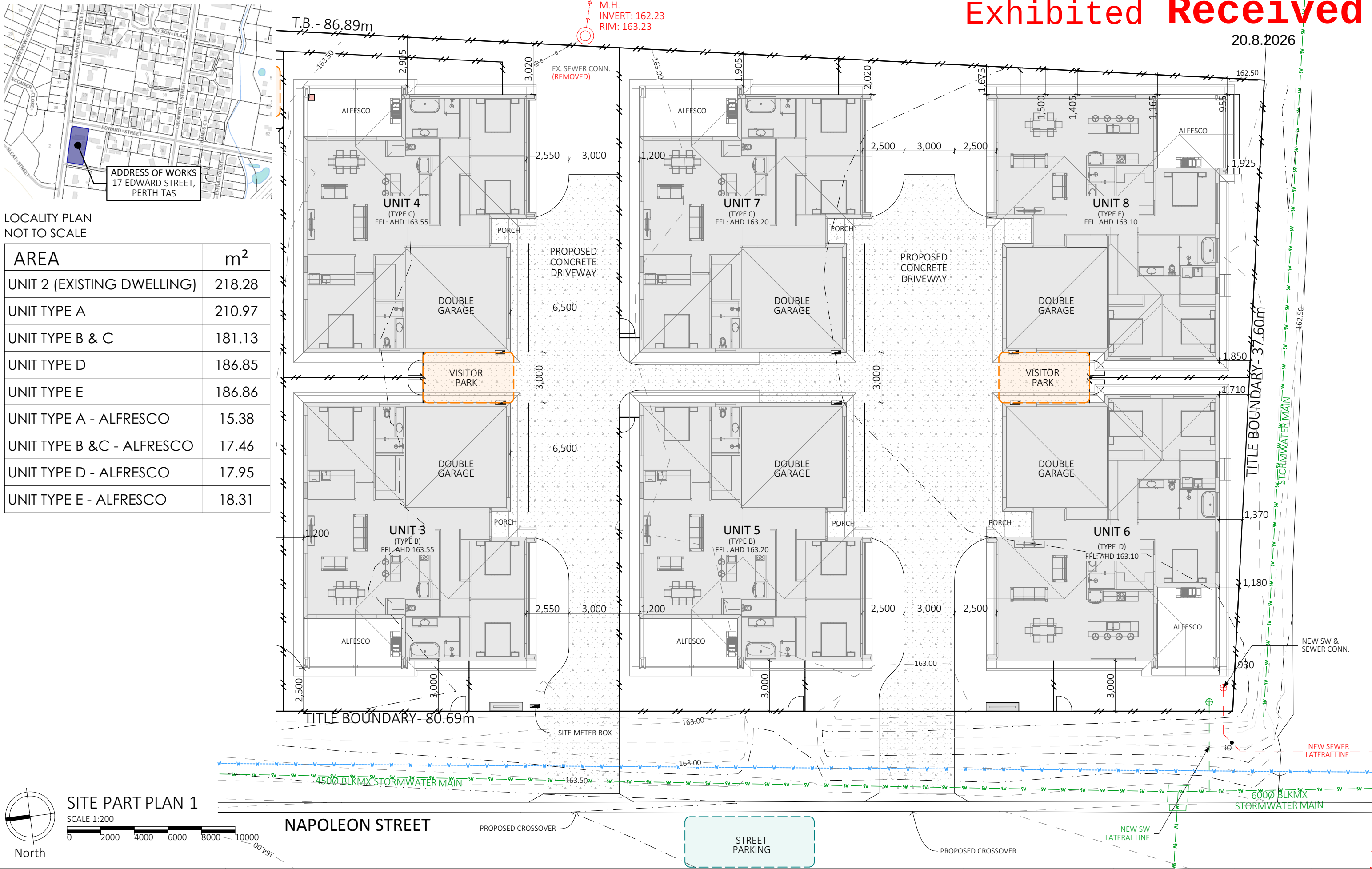
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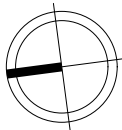
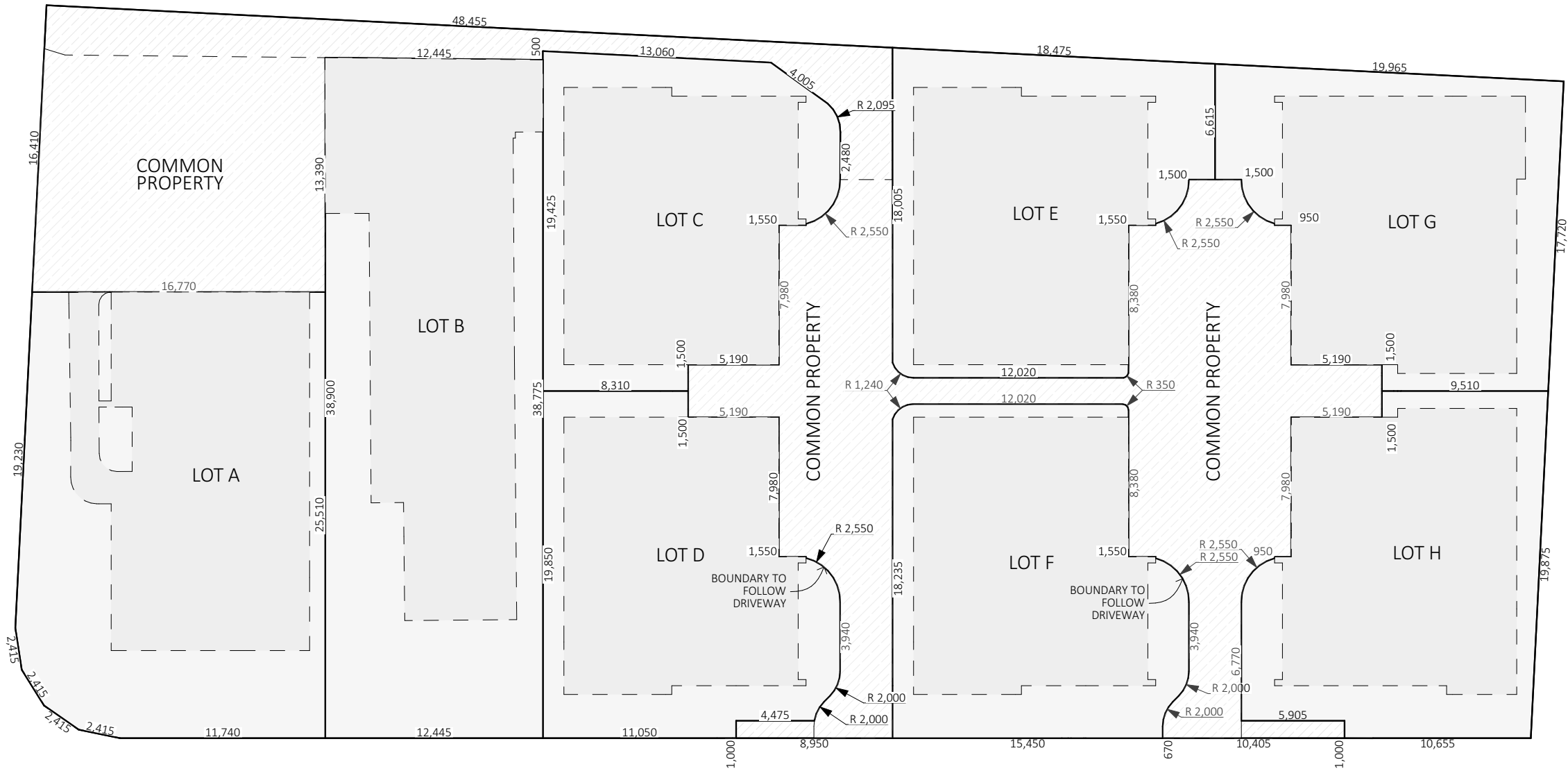
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R1	1/04/2026	FOR DA	DRAWN	H.K.	DRAWING	6/31
R2	16/04/2026	TASWATER RFI				
R3	30/04/2026	CROSSOVER CONSOLIDATED	CHECKED	M.L.	PAGE SIZE	A3
R4	20/08/2026	PLANNING RFI 2				

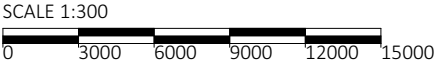


LOT SUMMARY

LOT A- 434.61 m ²	LOT D- 287.28 m ²	LOT G- 300.69 m ²
IMPERVIOUS AREA A- 249.62 m ² (57%)	IMPERVIOUS AREA D- 200.31 m ² (70%)	IMPERVIOUS AREA G- 207.79 m ² (69%)
LOT B- 483.35 m ²	LOT E- 290.87 m ²	LOT H- 296.45 m ²
IMPERVIOUS AREA B- 281.94 m ² (58%)	IMPERVIOUS AREA E- 200.31 m ² (68%)	IMPERVIOUS AREA H- 207.43 m ² (70%)
LOT C- 275.20 m ²	LOT F- 288.58 m ²	COMMON PROPERTY- 789.42 m ²
IMPERVIOUS AREA C- 200.31 m ² (73%)	IMPERVIOUS AREA F- 200.31 m ² (69%)	IMPERVIOUS AREA 665.91 m ² (84%)
TOTAL SITE - 3446m ²		
IMPERVIOUS AREA 2413.93m ² (70%)		



STRATA PLAN



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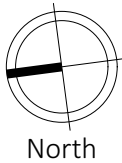
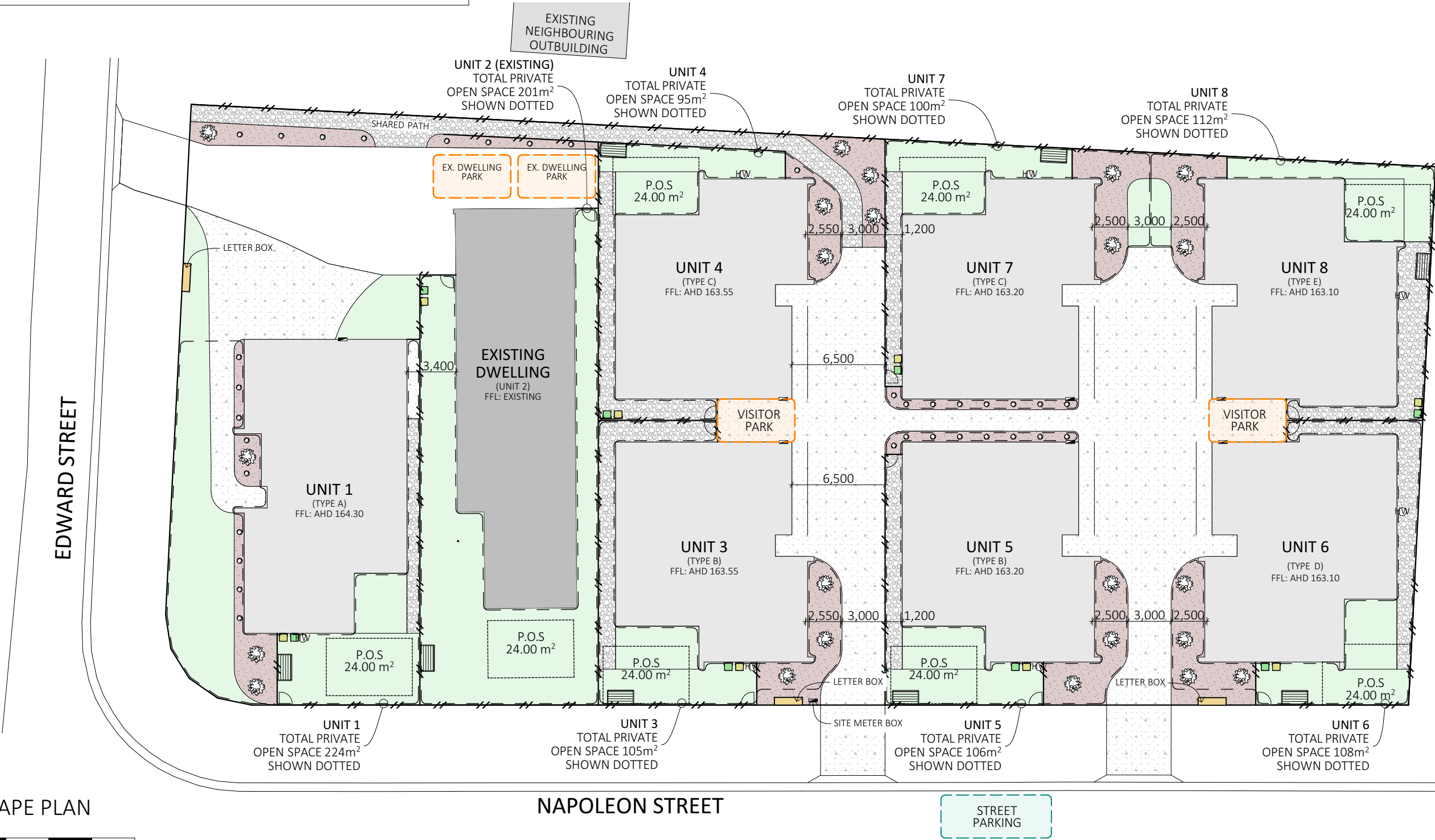
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R3	30/04/2026	CROSSOVER CONSOLIDATED	CHECKED	M.L.	PAGE SIZE	A3
R4	20/08/2026	PLANNING RFI 2				

LANDSCAPING KEY

- LANDSCAPING ZONE
AS SELECTED AND DESIGNED BY OWNER
- GRAVEL PATH
AS SELECTED BY OWNER
- GRASSED AREA
SYNTHETIC OR REAL GRASS AS SELECTED BY OWNER
- MAIL BOX
LOCKABLE MAIL BOXES AS SELECTED BY OWNER
- HOTWATER UNIT
AS SELECTED BY OWNER

- CLOTHES LINE
FENCE MOUNTED, AS SELECTED BY OWNER
- WHEELIE BINS
RECYCLING, WASTE & FOGO
- 1.8m FENCING
TIMBER OR COLORBOND AS SELECTED BY OWNER.
ALL NEW FENCING WITHIN 4.5m OF THE FRONT
BOUNDARY IS TO BE A MAX HEIGHT OF 1.2m
WITH UNIFORM 30% TRANSPARENT SECTION
ABOVE.

- LOW LYING SHRUB
(TUBESTOCK)
MAX MATURE HEIGHT 0.5m
SPECIES SELECTION BY CLIENT
- MEDIUM SHRUB
(TUBESTOCK)
MAX MATURE HEIGHT 1m
SPECIES SELECTION BY CLIENT



LANDSCAPE PLAN

SCALE 1:300
0 3000 6000 9000 12000 15000



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DRAWING
LANDSCAPE
PLAN

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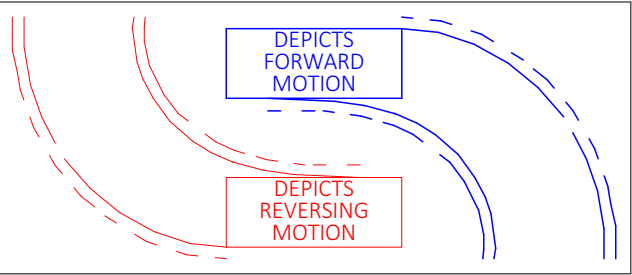
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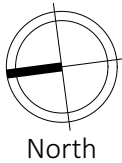
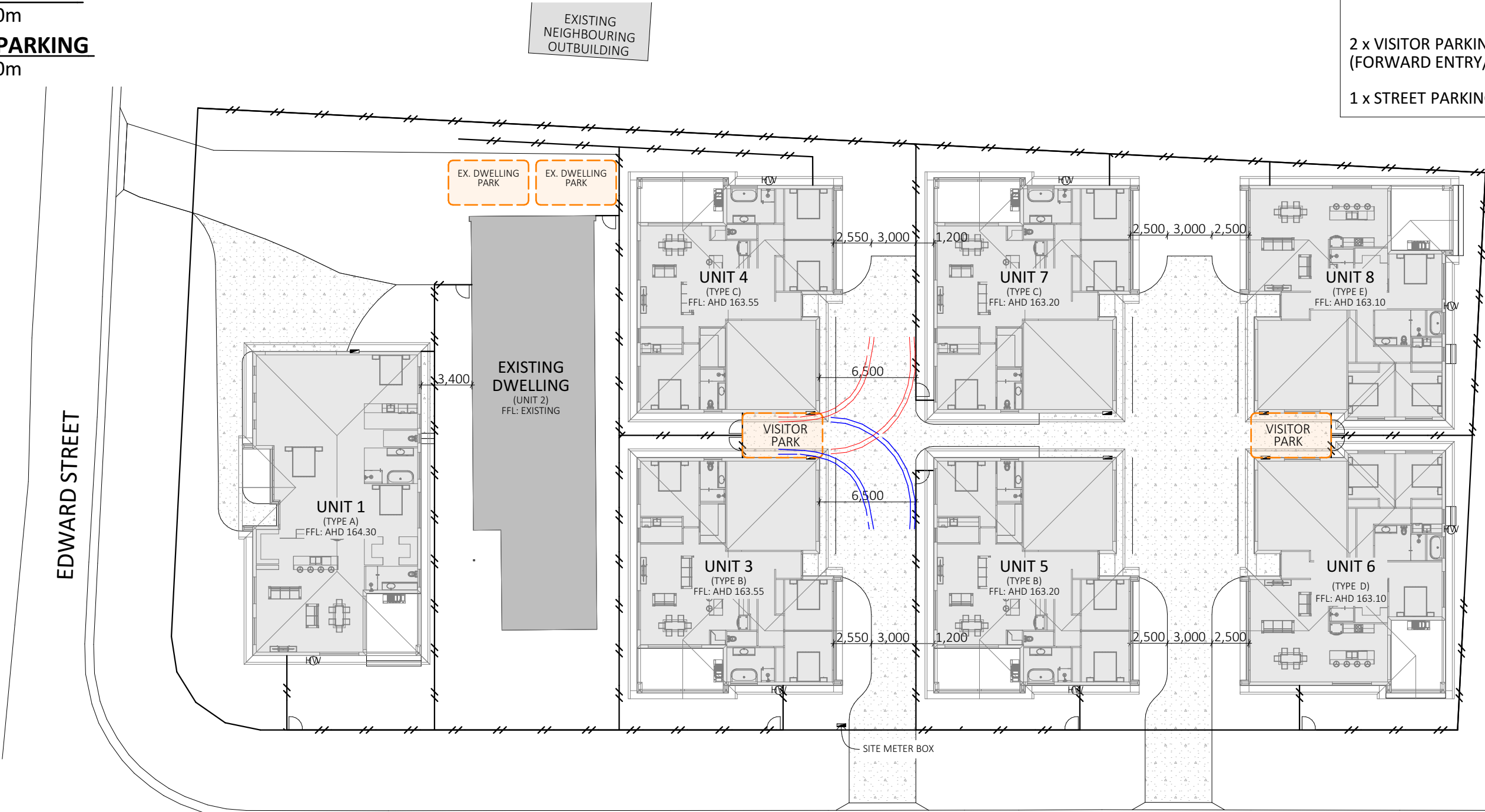
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R1	1/04/2026	FOR DA	DRAWN	H.K.	DRAWING	8/31
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R3	30/04/2026	CROSSOVER CONSOLIDATED	CHECKED	M.L.	PAGE SIZE	A3
R4	20/08/2026	PLANNING RFI 2				

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20.8.2026
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- PARKING:**
EXISTING DWELLING - UNIT 2
2 x EXISTING PARKING SPACES
(FORWARD ENTRY, REVERSE EXIT)
- UNIT 1 - TYPE A**
2 x PARKING SPACES
(FORWARD ENTRY/ REVERSE EXIT)
- UNIT 3-8 - TYPE B-E**
2 x PARKING SPACES
(FORWARD ENTRY/EXIT)
- 2 x VISITOR PARKING SPACE
(FORWARD ENTRY/EXIT)
- 1 x STREET PARKING LOCATIONS



- PARKING SPACE**
5.4m x 3.0m
- STREET PARKING**
8.0m x 3.0m



PARKING AND TURNING 2

SCALE 1:300

0 3000 6000 9000 12000 15000



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DRAWING
PARKING AND
TURNING 2

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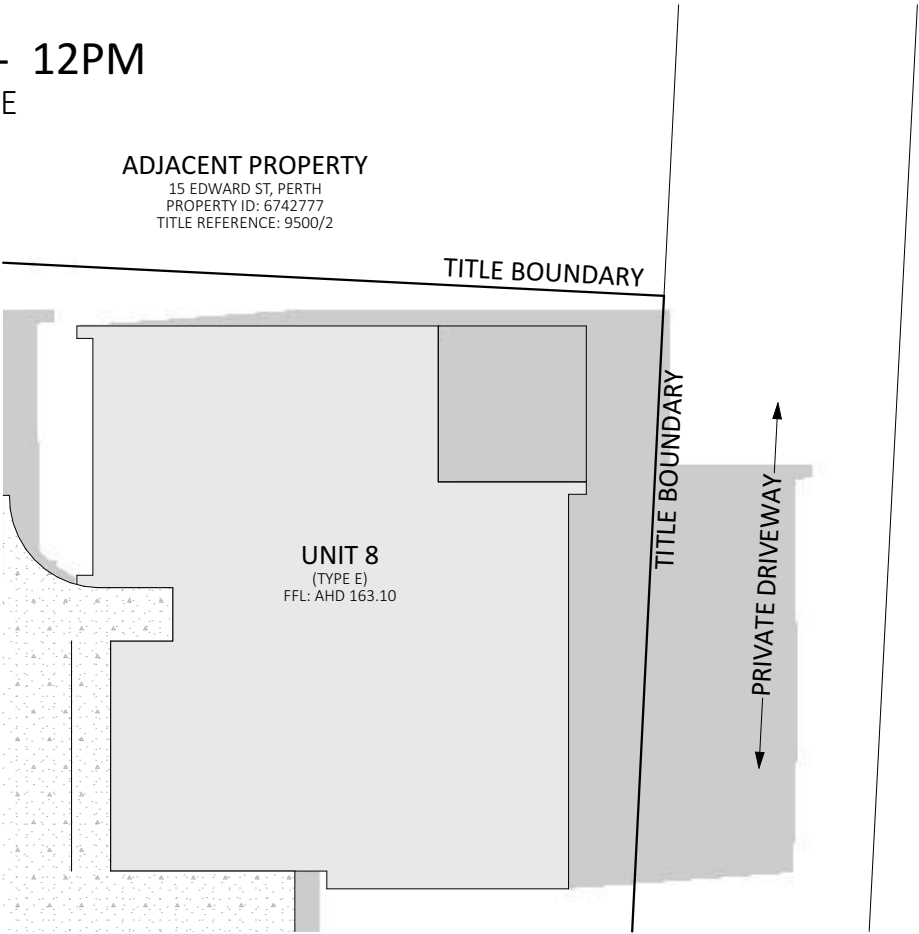
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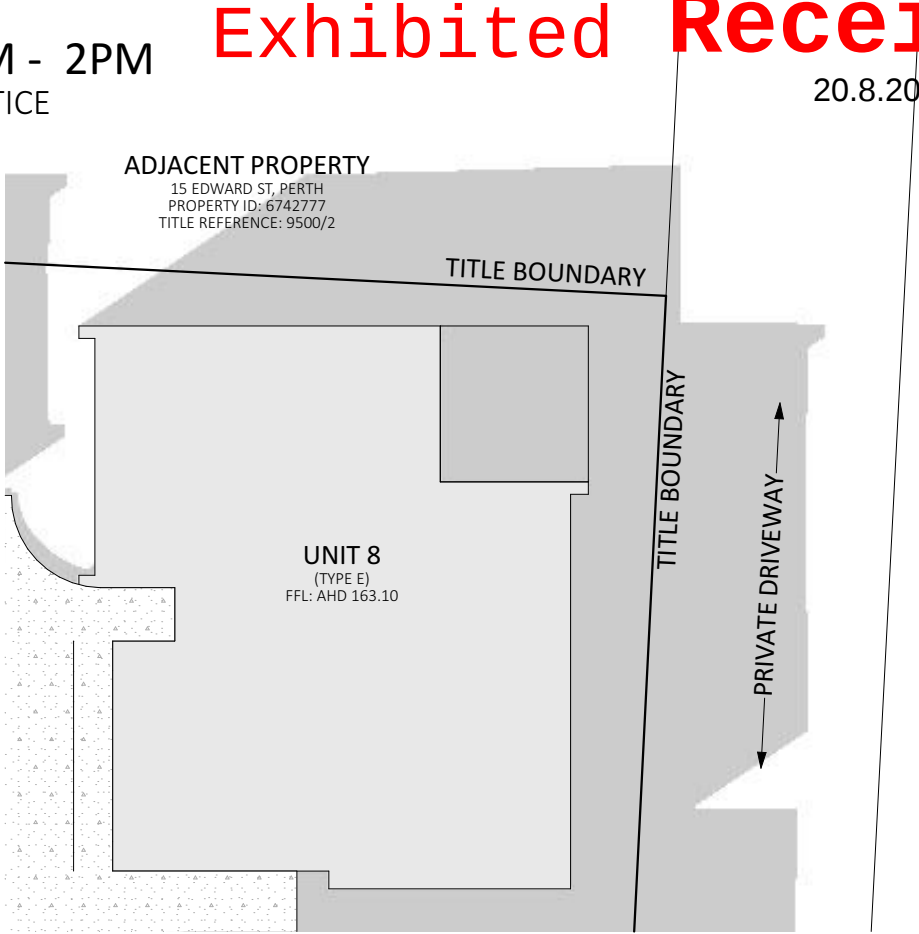
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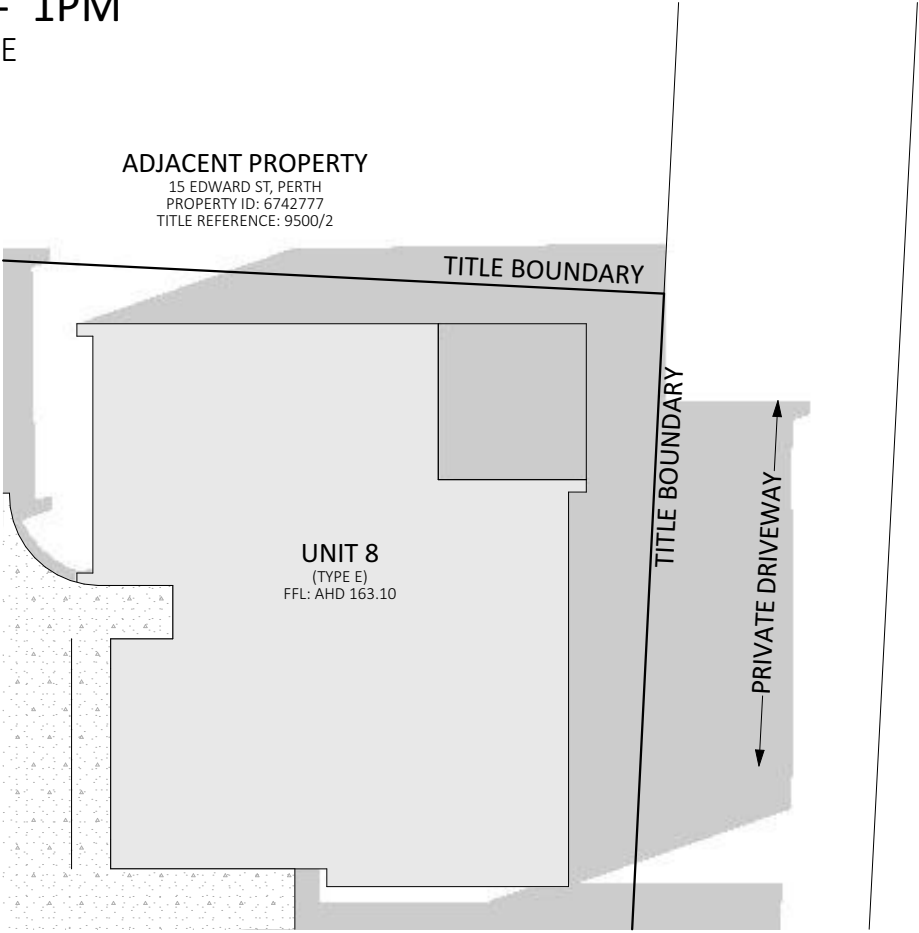
SHADOW DIAGRAM - 12PM
JUNE 21ST- WINTER SOLSTICE



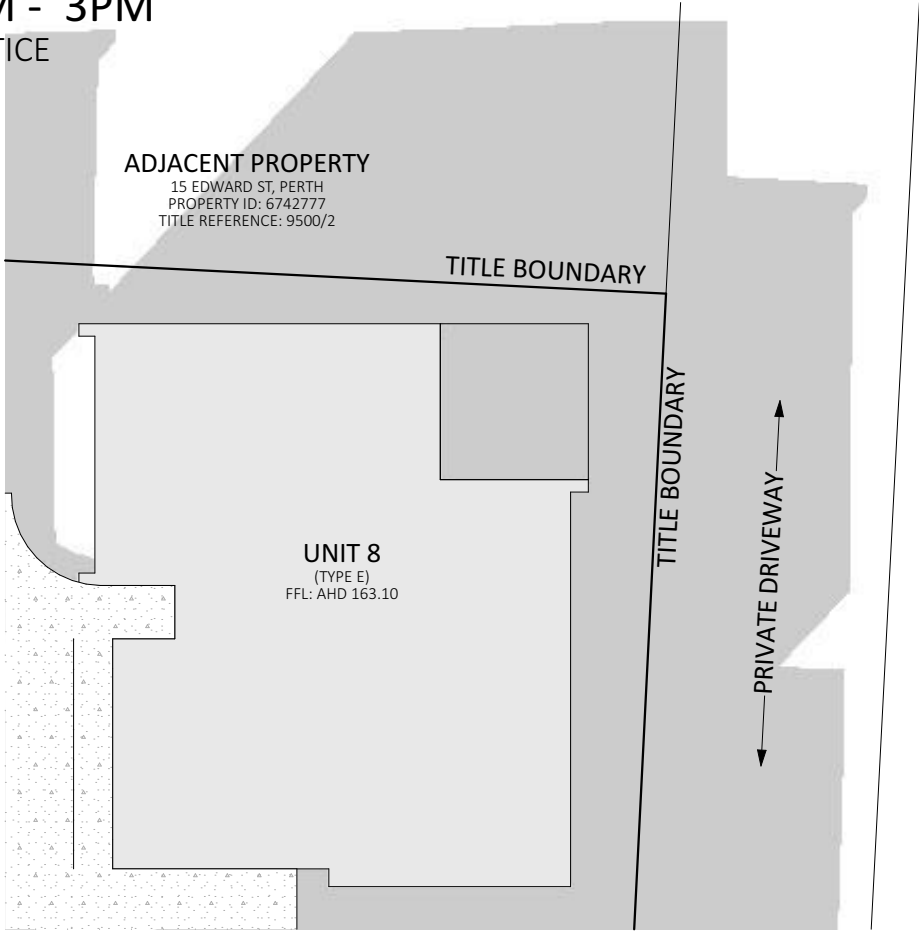
SHADOW DIAGRAM - 2PM
JUNE 21ST- WINTER SOLSTICE



SHADOW DIAGRAM - 1PM
JUNE 21ST- WINTER SOLSTICE



SHADOW DIAGRAM - 3PM
JUNE 21ST- WINTER SOLSTICE



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DRAWING
UNIT 8 SHADOW
DIAGRAMS

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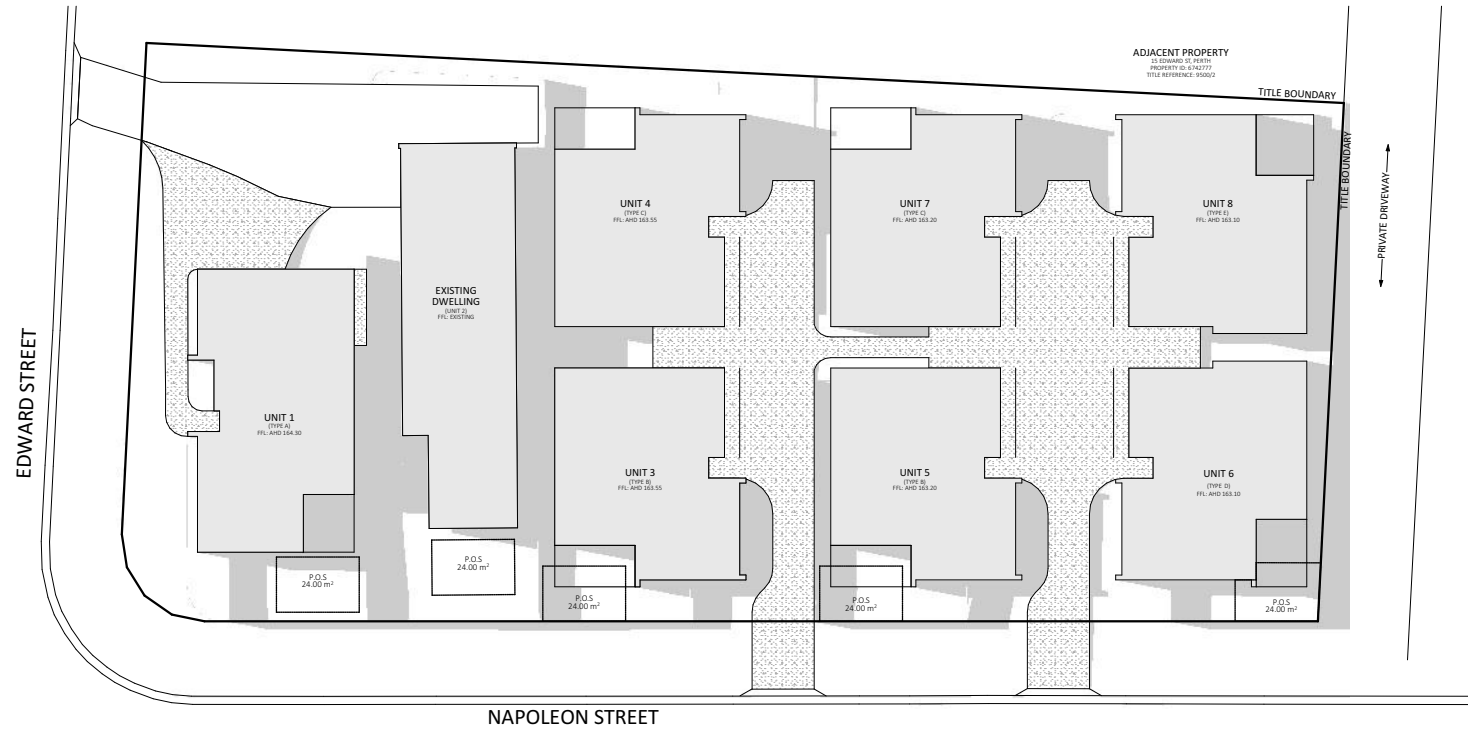
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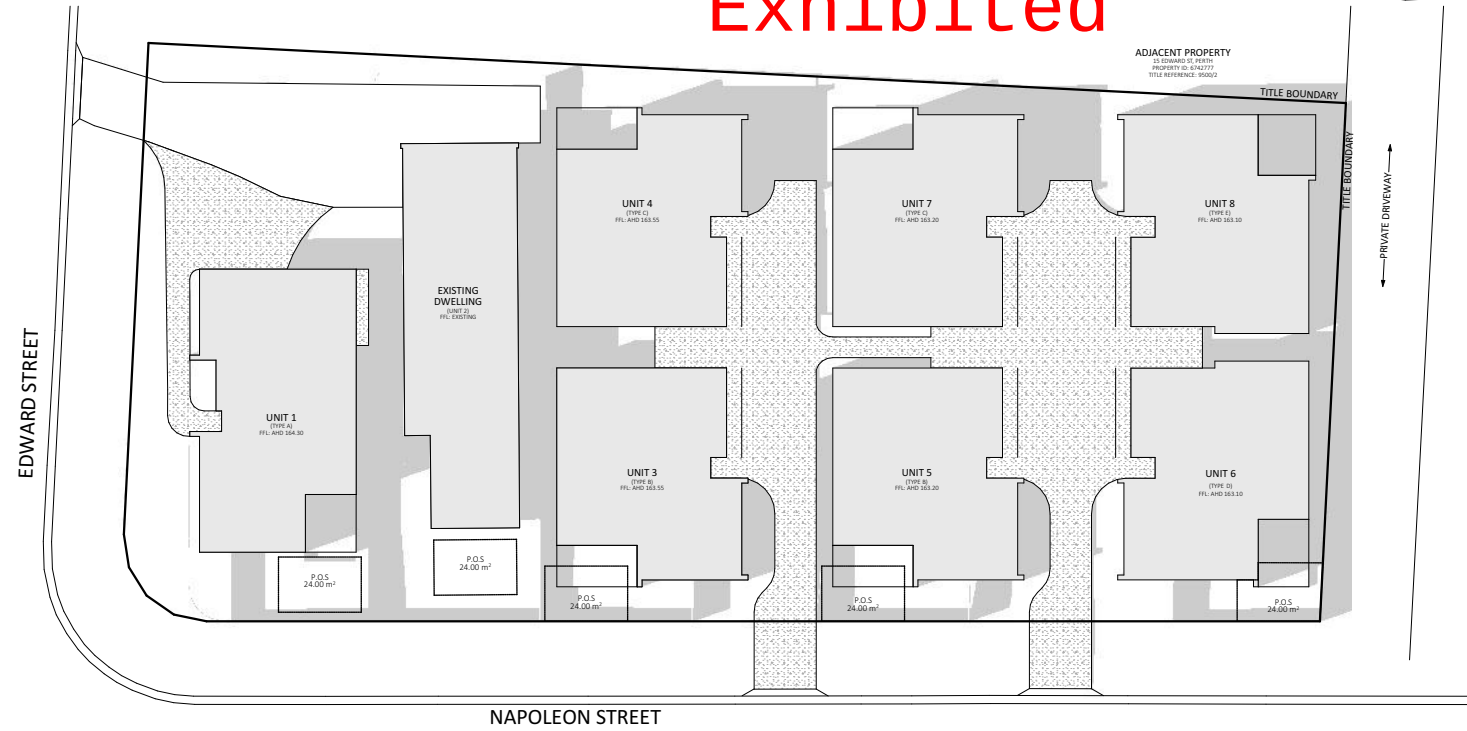
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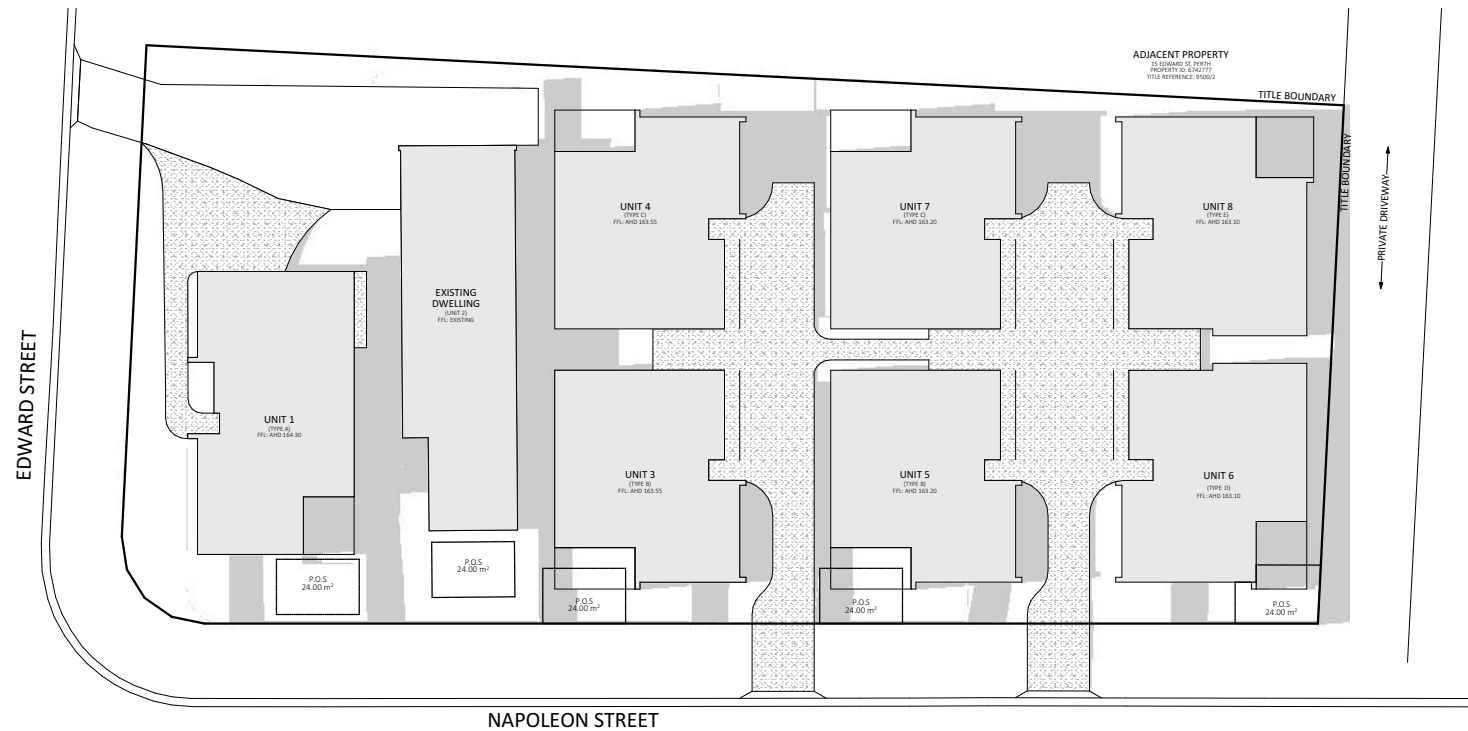
SHADOW DIAGRAM - 11AM
JUNE 21ST- WINTER SOLSTICE



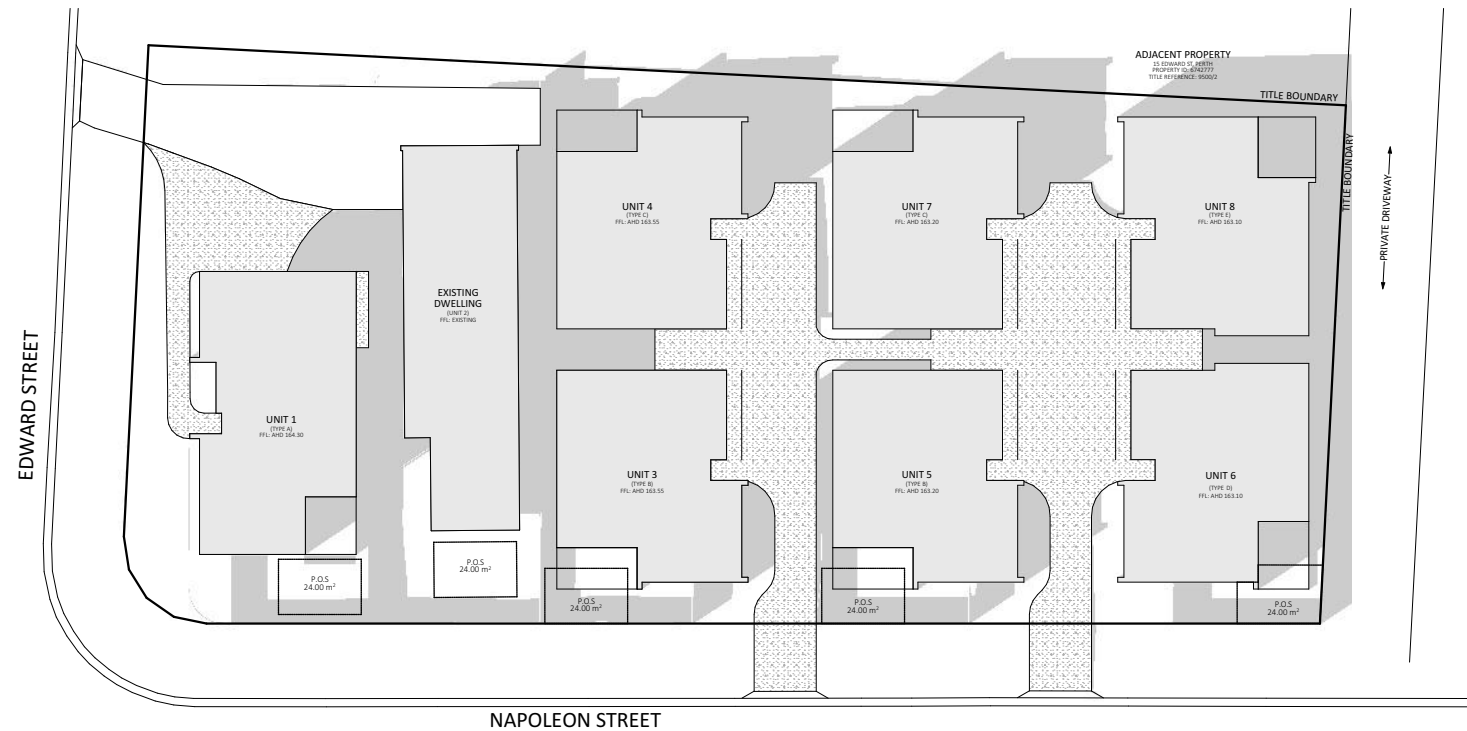
SHADOW DIAGRAM - 1PM
JUNE 21ST- WINTER SOLSTICE



SHADOW DIAGRAM - 12PM
JUNE 21ST- WINTER SOLSTICE



SHADOW DIAGRAM - 2PM
JUNE 21ST- WINTER SOLSTICE



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UPGRADE EXISTING PROPERTY WATER CONNECTION TO NEW DN40 (ID32) PROPERTY WATER CONNECTION WITH DN32 MASTER METER AS PER TWS-W-0002 (SHEET 11) BELOW GROUND LOW HAZARD. (BY TASWATER AT DEVELOPERS COST)

WATERMETER MUST BE FITTED AT RIGHT ANGLES TO THE WATER MAIN AND WITHIN 2m OF THE BOUNDARY

EXISTING NEIGHBOURING DWELLING

EXISTING NEIGHBOURING OUTBUILDING

EXISTING SEWER CONN. TO BE REMOVED (BY TASWATER AT DEVELOPERS COST)

M.H. INVERT: 162.23 RIM: 163.23

NOTES:

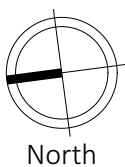
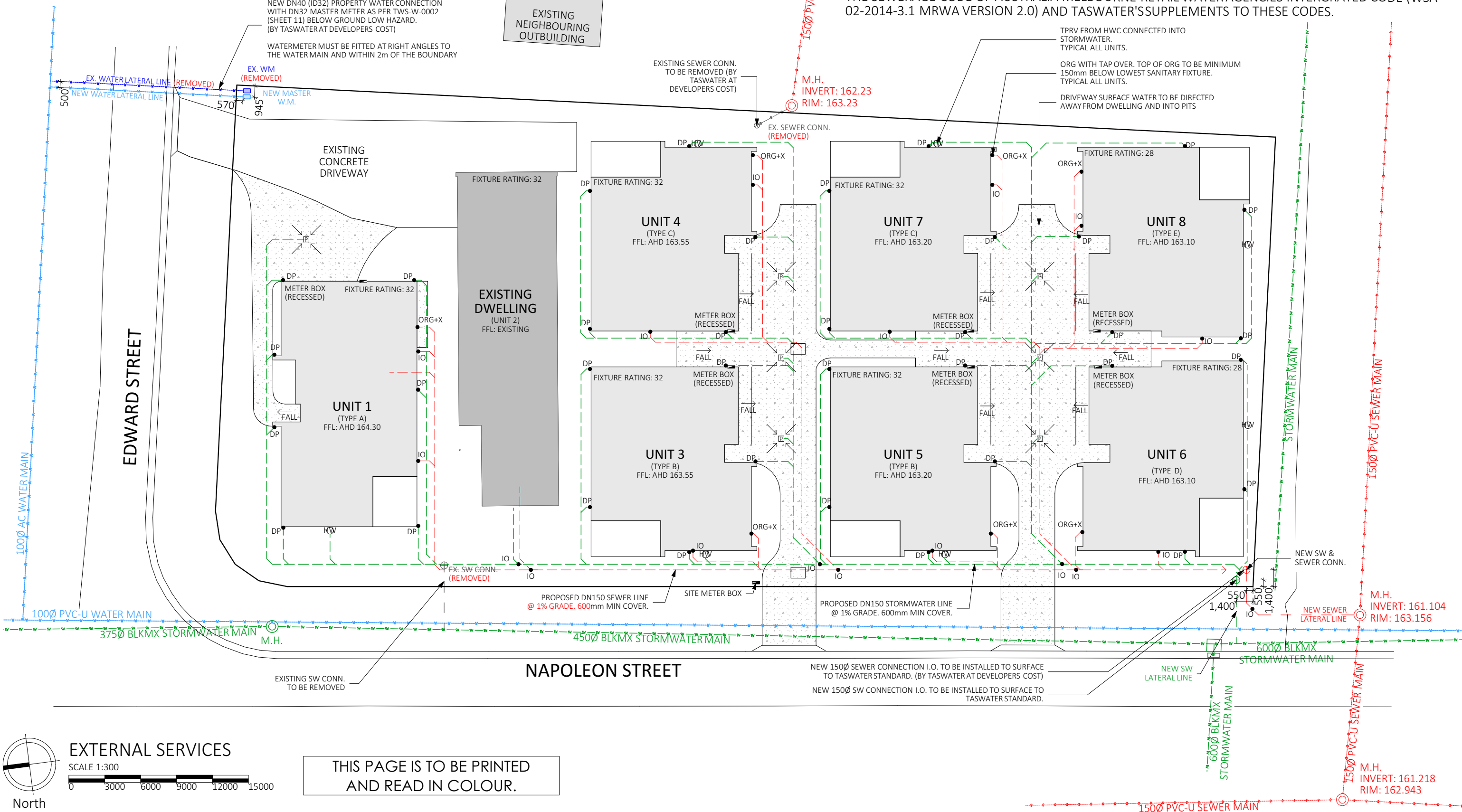
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TPRV FROM HWC CONNECTED INTO STORMWATER. TYPICAL ALL UNITS.

ORG WITH TAP OVER. TOP OF ORG TO BE MINIMUM 150mm BELOW LOWEST SANITARY FIXTURE. TYPICAL ALL UNITS.

DRIVEWAY SURFACE WATER TO BE DIRECTED AWAY FROM DWELLING AND INTO PITS



EXTERNAL SERVICES

SCALE 1:300

0 3000 6000 9000 12000 15000

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DRAWING
EXTERNAL
SERVICES 1

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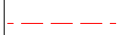
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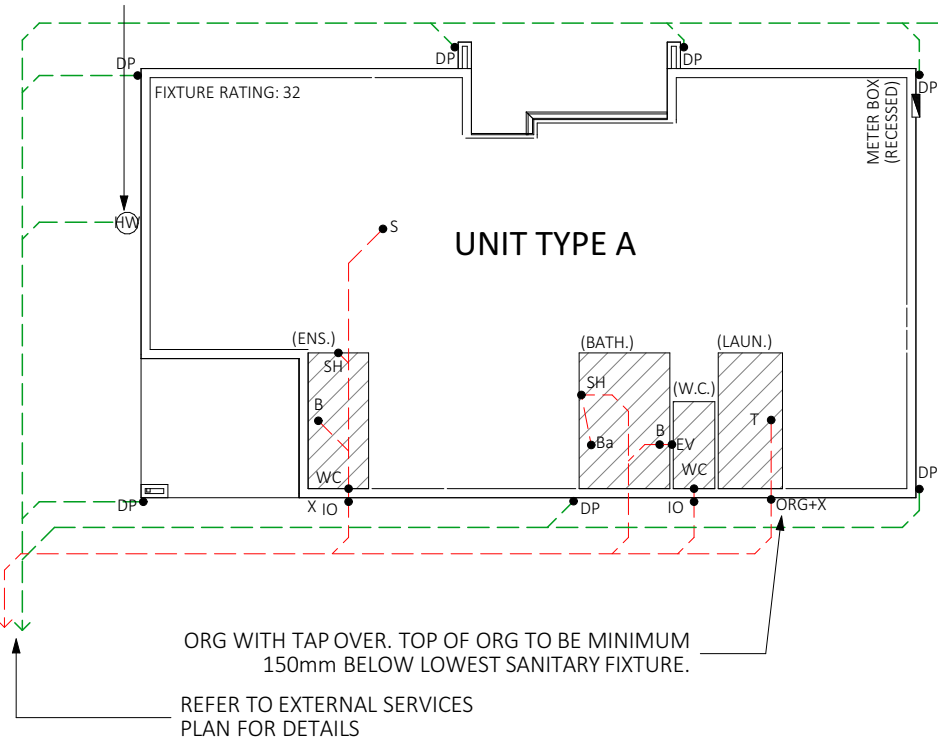
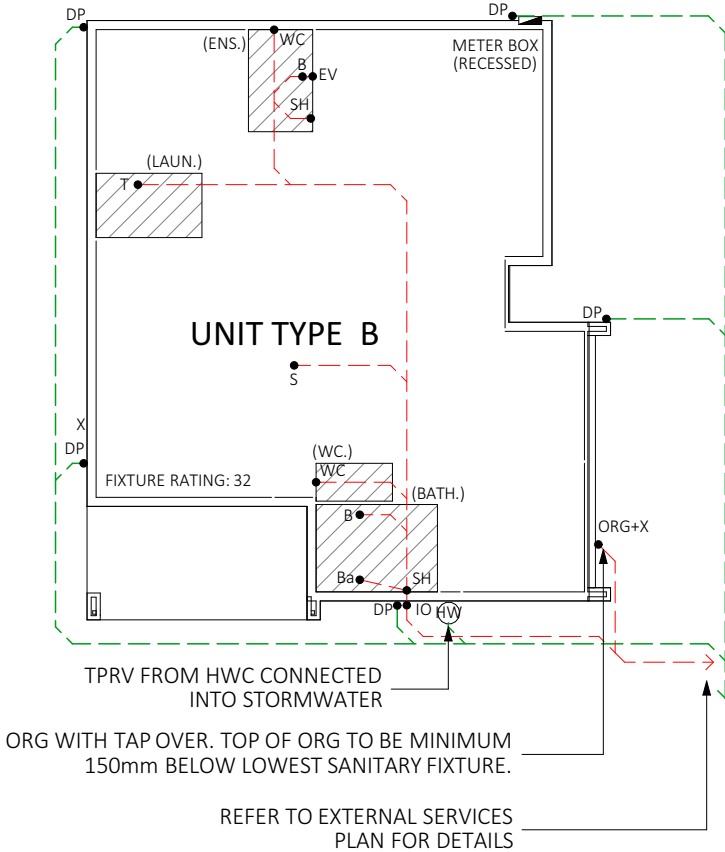
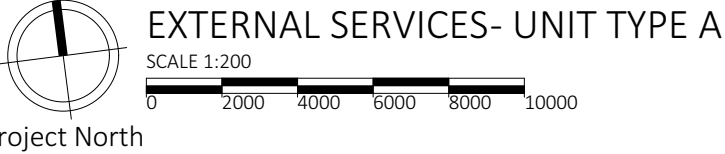
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R2	16/04/2026	TASWATER RFI				
R3	30/04/2026	CROSSOVER CONSOLIDATED	CHECKED	M.L.	PAGE SIZE	A3
R4	20/08/2026	PLANNING RFI 2				

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LEGEND	
B	BASIN
Ba	BATH
S	SINK (65Ø)
T	LAUNDRY TUB (65Ø)
SH	SHOWER
WC	WATER CLOSET
EV	VENT (THROUGH TO ROOF)
IO	INSPECTION OPENING
ORG	O/FLOW RELIEF GULLY
X	EXTERNAL TAP
P	DRAINAGE PIT (357x357x452D)
DP	DOWNPIPE (90Ø)
	WET AREAS
	STORMWATER LINE (100mm PVC) UNLESS SPECIFIED OTHERWISE
	SEWER LINE (100mm PVC) UNLESS SPECIFIED OTHERWISE
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NOTES:
ALL DRAINAGE WORK SHOWN IS PROVISIONAL ONLY AND IS SUBJECT TO AMENDMENT TO COMPLY WITH LOCAL AUTHORITIES. ALL WORK IS TO COMPLY WITH AS-3500 AND LOCAL PLUMBING CODE AND SHOULD BE CARRIED OUT BY A LICENSED PLUMBER.

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INSTALL INSPECTION OPENINGS AT MAJOR BENDS FOR STORMWATER AND ALL LOW POINTS OF DOWNPIPES.

PROVIDE SURFACE DRAIN TO BACK OF BULK EXCAVATION TO DRAIN LEVELLED PAD PRIOR TO COMMENCING FOOTING EXCAVATION.

SERVICES
THE HEATED WATER SYSTEM MUST BE DESIGNED AND INSTALLED WITH PART B2 OF THE NCC VOLUME THREE- PLUMBING CODE OF AUSTRALIA.

THERMAL INSULATION FOR HEATED WATER PIPING MUST:

- A) BE PROTECTED AGAINST THE EFFECTS OF WEATHER AND SUNLIGHT; AND
- B) BE ABLE TO WITHSTAND THE TEMPERATURES WITHIN THE PIPING ; AND
- C) USE THERMAL INSULATION IN ACCORDANCE WITH AS/NZS 4859.1

HEATED WATER PIPING THAT IS NOT WITHIN A CONDITIONED SPACE MUST BE THERMALLY INSULATED AS FOLLOWS:

1. INTERNAL PIPING

- a) ALL FLOW AND RETURN INTERNAL PIPING THAT IS-
 - i) WITHIN AN UNVENTILATED WALL SPACE
 - ii) WITHIN AN INTERNAL FLOOR BETWEEN STOREYS; OR
 - iii) BETWEEN CEILING INSULATION AND A CEILINGMUST HAVE A MINIMUM R-VALUE OF 0.2

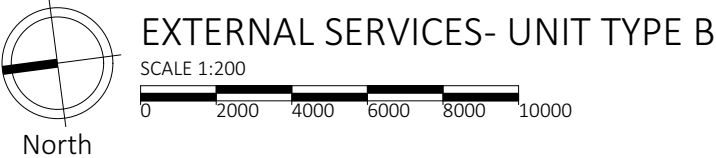
2. PIPING LOCATED WITHIN A VENTILATED WALL SPACE, AN ENCLOSED BUILDING SUBFLOOR OR A ROOF SPACE

- a) ALL FLOW AND RETURN PIPING
- b) COLD WATER SUPPLY PIPING AND RELIEF VALVE PIPING WITHIN 500mm OF THE CONNECTION TO CENTRAL WATER HEATING SYSTEM, MUST HAVE A MINIMUM R-VALUE OF 0.45

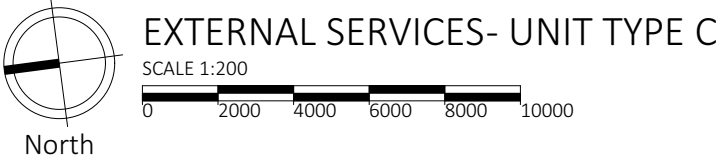
3. PIPING LOCATED OUTSIDE THE BUILDING OR IN AN UNENCLOSED BUILDING SUB FLOOR OR ROOF SPACE

- a) ALL FLOW AND RETURN PIPING
- b) COLD WATER SUPPLY PIPING AND RELIEF VALVE PIPING WITHIN 500mm OF THE CONNECTION TO CENTRAL WATER HEATING SYSTEM MUST HAVE A MINIMUM R-VALUE OF 0.6

PIPING WITHIN AN INSULATED TIMBER FRAMED WALL, SUCH AS THAT PASSING THROUGH A WALL STUD, IS CONSIDERED TO COMPLY WITH THE ABOVE INSULATION REQUIREMENTS.



EXTERNAL SERVICES- UNIT TYPE B
SCALE 1:200



EXTERNAL SERVICES- UNIT TYPE C
SCALE 1:200



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DRAWING
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R4	20/08/2026	PLANNING RFI 2				

INSTALL INSPECTION OPENINGS AT MAJOR BENDS FOR STORMWATER AND ALL LOW POINTS OF DOWNPIPES.

PROVIDE SURFACE DRAIN TO BACK OF BULK EXCAVATION TO DRAIN LEVELLED PAD PRIOR TO COMMENCING FOOTING EXCAVATION.

SERVICES

THE HEATED WATER SYSTEM MUST BE DESIGNED AND INSTALLED WITH PART B2 OF THE NCC VOLUME THREE- PLUMBING CODE OF AUSTRALIA.

THERMAL INSULATION FOR HEATED WATER PIPING MUST:

A) BE PROTECTED AGAINST THE EFFECTS OF WEATHER AND SUNLIGHT; AND

B) BE ABLE TO WITHSTAND THE TEMPERATURES WITHIN THE PIPING ; AND

C) USE THERMAL INSULATION IN ACCORDANCE WITH AS/NZS 4859.1

HEATED WATER PIPING THAT IS NOT WITHIN A CONDITIONED SPACE MUST BE THERMALLY INSULATED AS FOLLOWS:

1. INTERNAL PIPING

- a) ALL FLOW AND RETURN INTERNAL PIPING THAT IS-
- i) WITHIN AN UNVENTILATED WALL SPACE
- ii) WITHIN AN INTERNAL FLOOR BETWEEN STOREYS; OR
- iii) BETWEEN CEILING INSULATION AND A CEILING
- MUST HAVE A MINIMUM R-VALUE OF 0.2

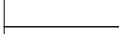
2. PIPING LOCATED WITHIN A VENTILATED WALL SPACE, AN ENCLOSED BUILDING SUBFLOOR OR A ROOF SPACE

- a) ALL FLOW AND RETURN PIPING
- b) COLD WATER SUPPLY PIPING AND RELIEF VALVE PIPING WITHIN 500mm OF THE CONNECTION TO CENTRAL WATER HEATING SYSTEM,
- MUST HAVE A MINIMUM R-VALUE OF 0.45

3. PIPING LOCATED OUTSIDE THE BUILDING OR IN AN UNENCLOSED BUILDING SUB FLOOR OR ROOF SPACE

- a) ALL FLOW AND RETURN PIPING
- b) COLD WATER SUPPLY PIPING AND RELIEF VALVE PIPING WITHIN 500mm OF THE CONNECTION TO CENTRAL WATER HEATING SYSTEM
- MUST HAVE A MINIMUM R-VALUE OF 0.6

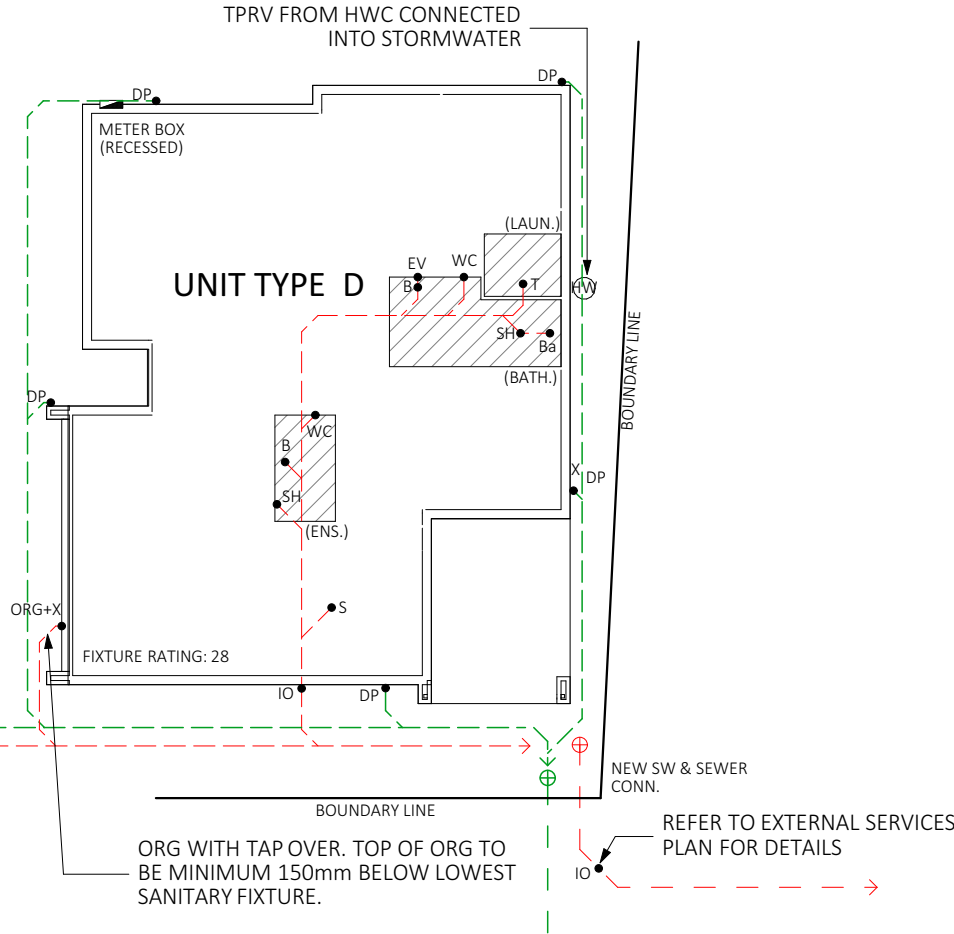
PIPING WITHIN AN INSULATED TIMBER FRAMED WALL, SUCH AS THAT PASSING THROUGH A WALL STUD, IS CONSIDERED TO COMPLY WITH THE ABOVE INSULATION REQUIREMENTS.

LEGEND	
B	BASIN
Ba	BATH
S	SINK (65Ø)
T	LAUNDRY TUB (65Ø)
SH	SHOWER
WC	WATER CLOSET
EV	VENT (THROUGH TO ROOF)
IO	INSPECTION OPENING
ORG	O/FLOW RELIEF GULLY
X	EXTERNAL TAP
P	DRAINAGE PIT (357x357x452D)
DP	DOWNPIPE (90Ø)
	WET AREAS
	STORMWATER LINE (100mm PVC) UNLESS SPECIFIED OTHERWISE
	SEWER LINE (100mm PVC) UNLESS SPECIFIED OTHERWISE
THIS PAGE IS TO BE PRINTED AND READ IN COLOUR.	

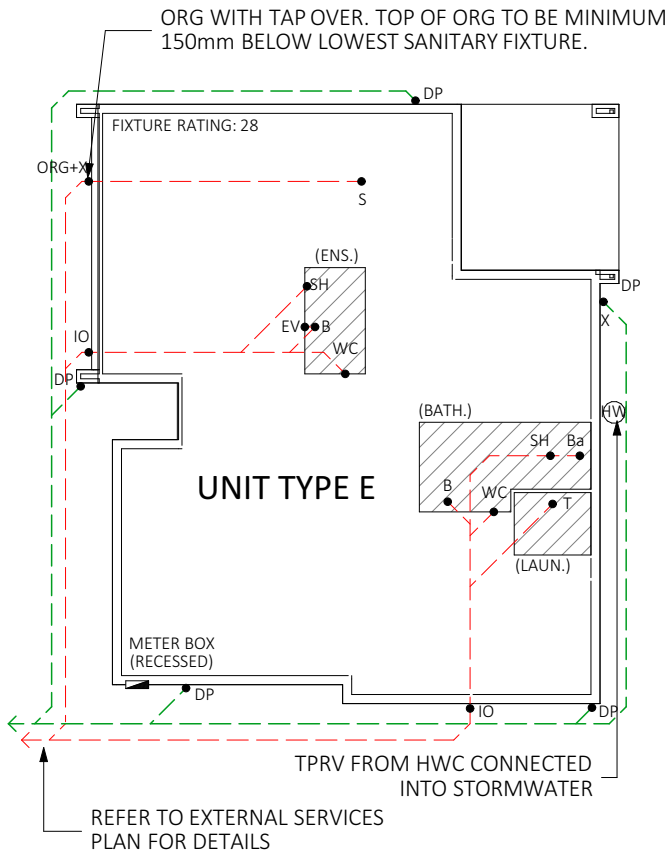
NOTES:

ALL DRAINAGE WORK SHOWN IS PROVISIONAL ONLY AND IS SUBJECT TO AMENDMENT TO COMPLY WITH LOCAL AUTHORITIES. ALL WORK IS TO COMPLY WITH AS-3500 AND LOCAL PLUMBING CODE AND SHOULD BE CARRIED OUT BY A LICENSED PLUMBER.

ALL WORKS ARE TO BE IN ACCORDANCE WITH THE WATER SUPPLY CODE OF AUSTRALIA MELBOURNE RETAIL WATER AGENCIES INTERGRATED CODE (WSA 03-2011-3.1 VERSION 3.1 MRWA VERSION 2.0) AND THE SEWERAGE CODE OF AUSTRALIA MELBOURNE RETAIL WATER AGENCIES INTERGRATED CODE (WSA 02-2014-3.1 MRWA VERSION 2.0) AND TASWATER'S SUPPLEMENTS TO THESE CODES.



EXTERNAL SERVICES- UNIT TYPE D
SCALE 1:200



EXTERNAL SERVICES- UNIT TYPE E
SCALE 1:200



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ABN. 71 615 812 747
PH. 6344 7319
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W. designtolive.com.au

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DRAWING
EXTERNAL
SERVICES 3

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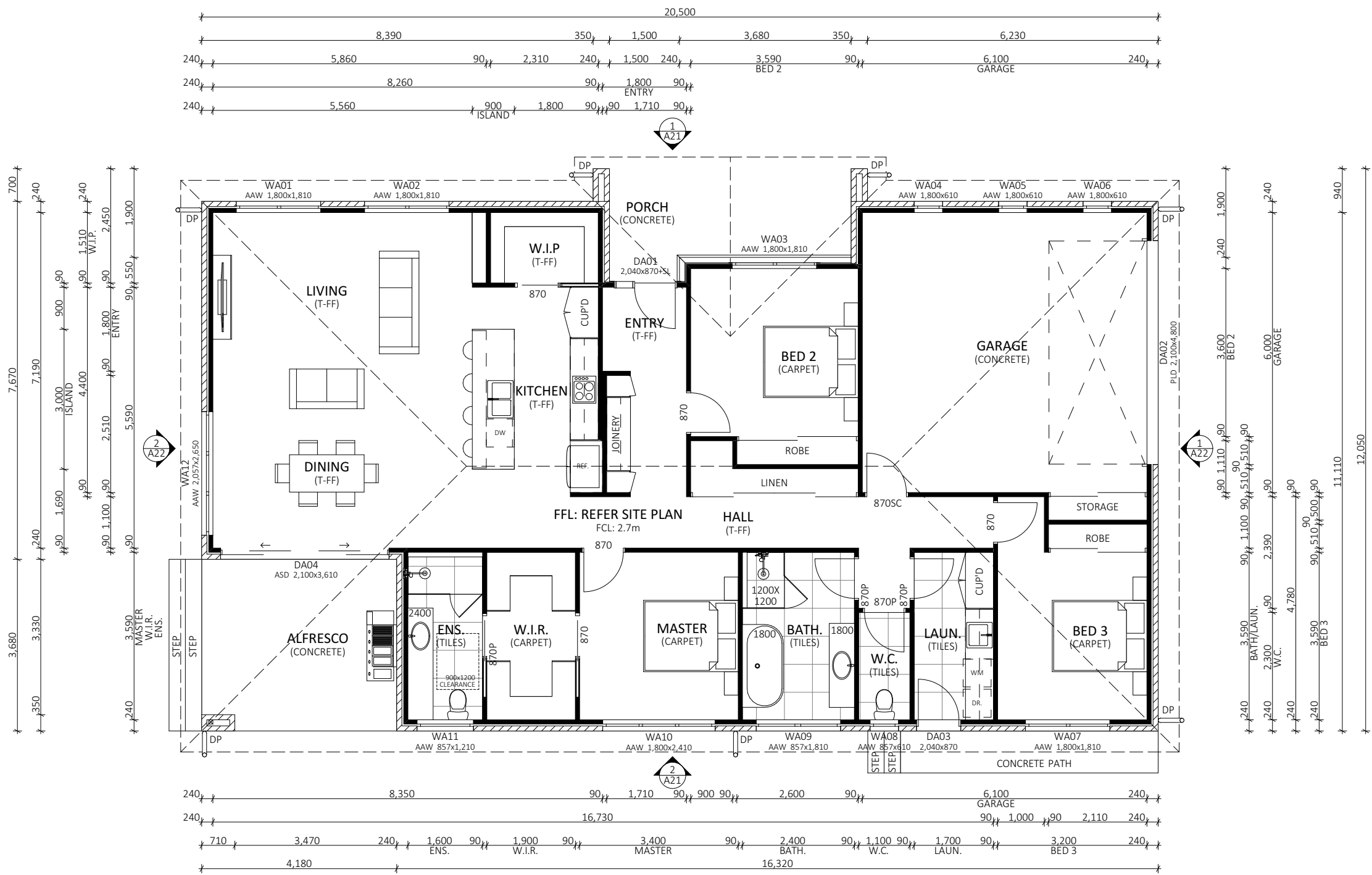
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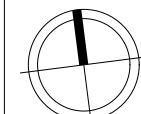
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R1	1/04/2026	FOR DA	DRAWN	H.K.	DRAWING	15/31
R2	16/04/2026	TASWATER RFI				
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R4	20/08/2026	PLANNING RFI 2				



 FLOOR PLAN- UNIT TYPE A
SCALE 1:100
0 1000 2000 3000 4000 5000

Project North



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DRAWING
FLOOR PLAN -
UNIT TYPE A

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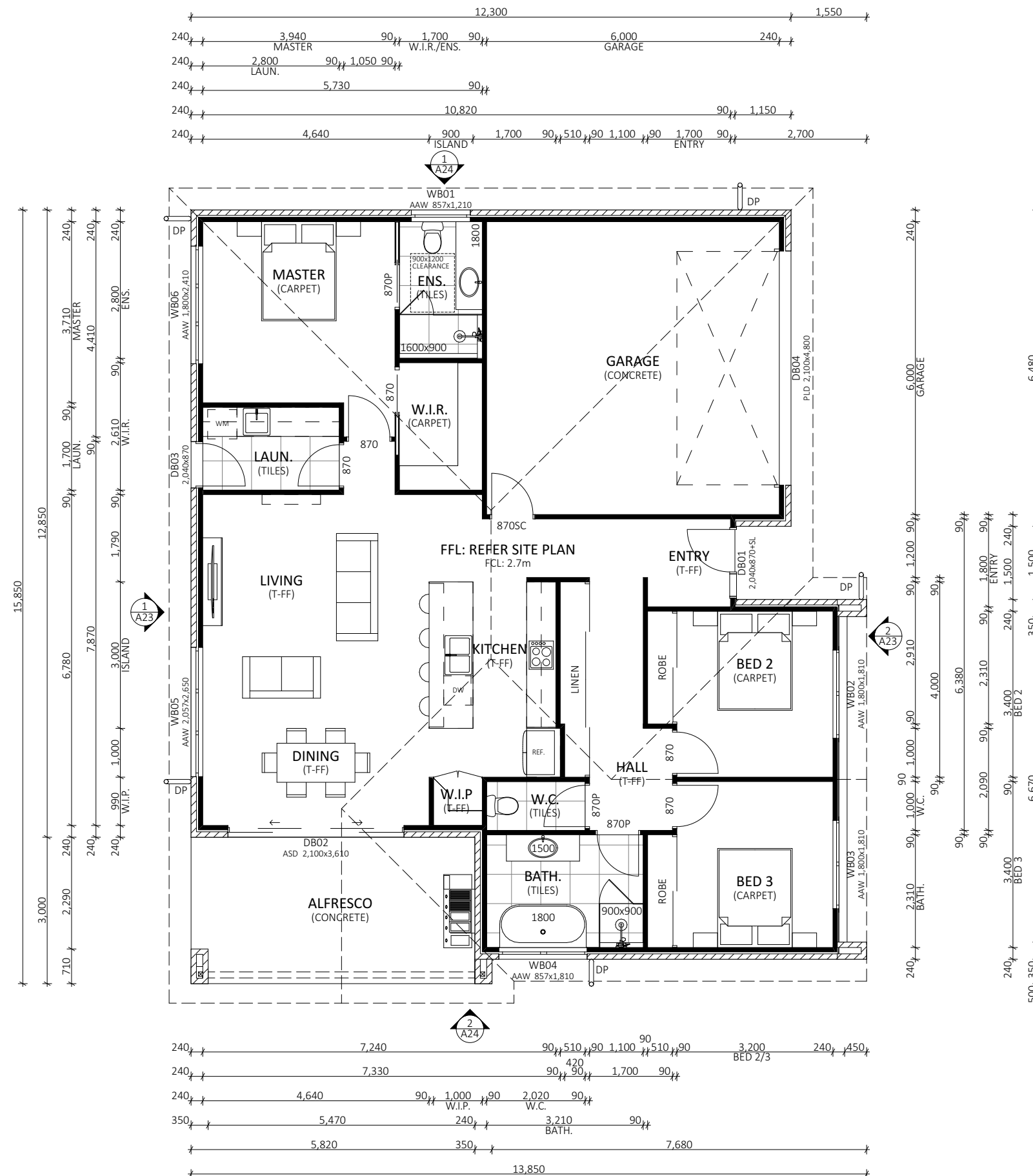
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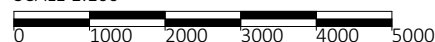
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R3	30/04/2026	CROSSOVER CONSOLIDATED	CHECKED	M.L.	PAGE SIZE	A3
R4	20/08/2026	PLANNING RFI 2				

Exhibited



FLOOR PLAN- UNIT TYPE B

SCALE 1:100



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DRAWING
FLOOR PLAN -
UNIT TYPE B

SIGNATURE:
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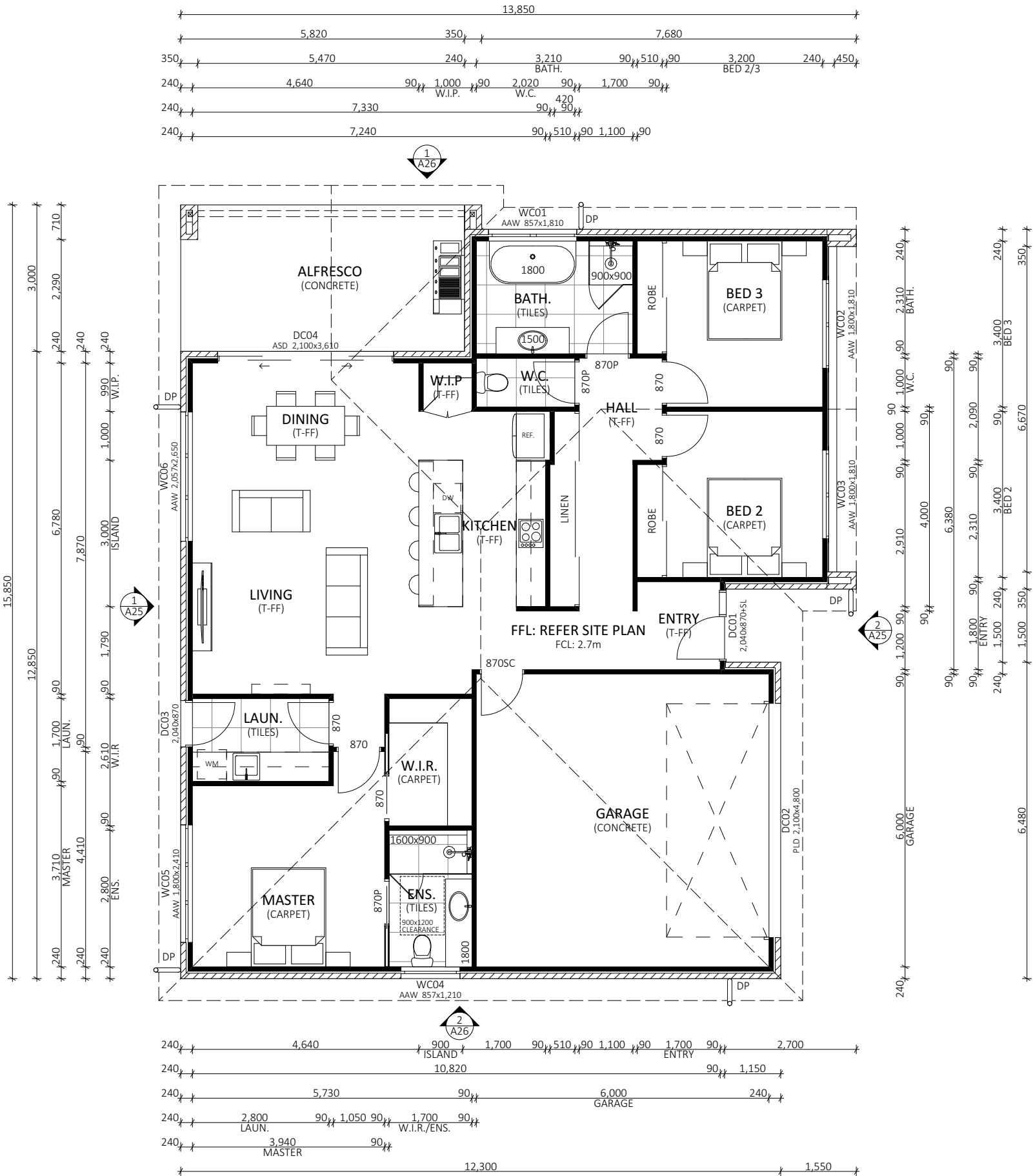
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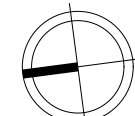
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Received

20.8.2026

Exhibited

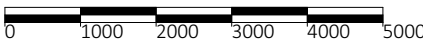




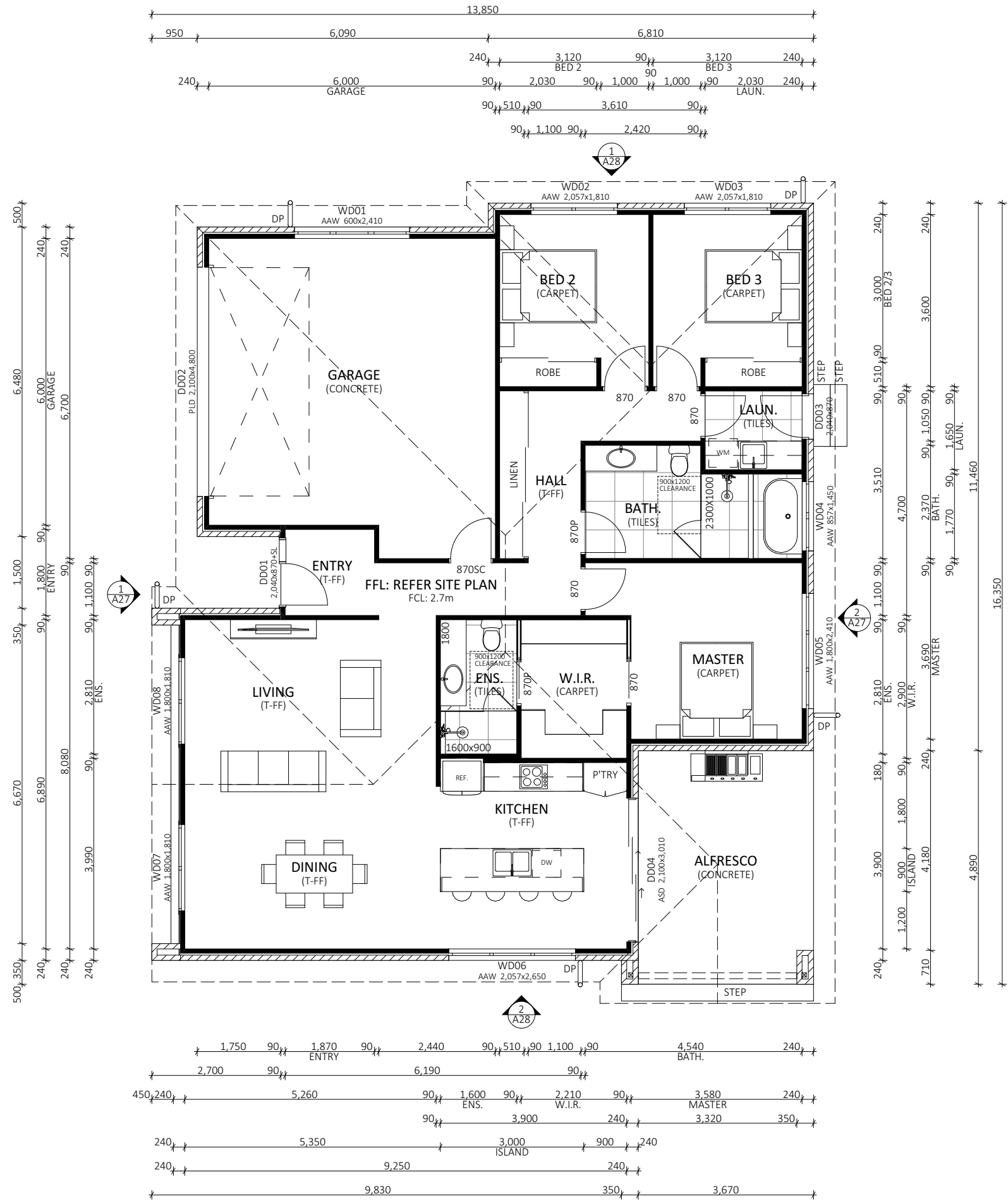
North

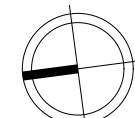
FLOOR PLAN- UNIT TYPE C

SCALE 1:100



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	ABN. 71 615 812 747							SITE ADDRESS: 17 EDWARD STREET, PERTH TAS, 7300.	R1	1/04/2026	FOR DA	DRAWN	H.K.	DRAWING
	PH. 6344 7319	R2							16/04/2026	TASWATER RFI				
	E. info@designtolive.com.au	R3							30/04/2026	CROSSOVER CONSOLIDATED				
	W. designtolive.com.au	R4							20/08/2026	PLANNING RFI 2	CHECKED	M.L.	PAGE SIZE	A3



 **FLOOR PLAN- UNIT TYPE D**
SCALE 1:100
0 1000 2000 3000 4000 5000



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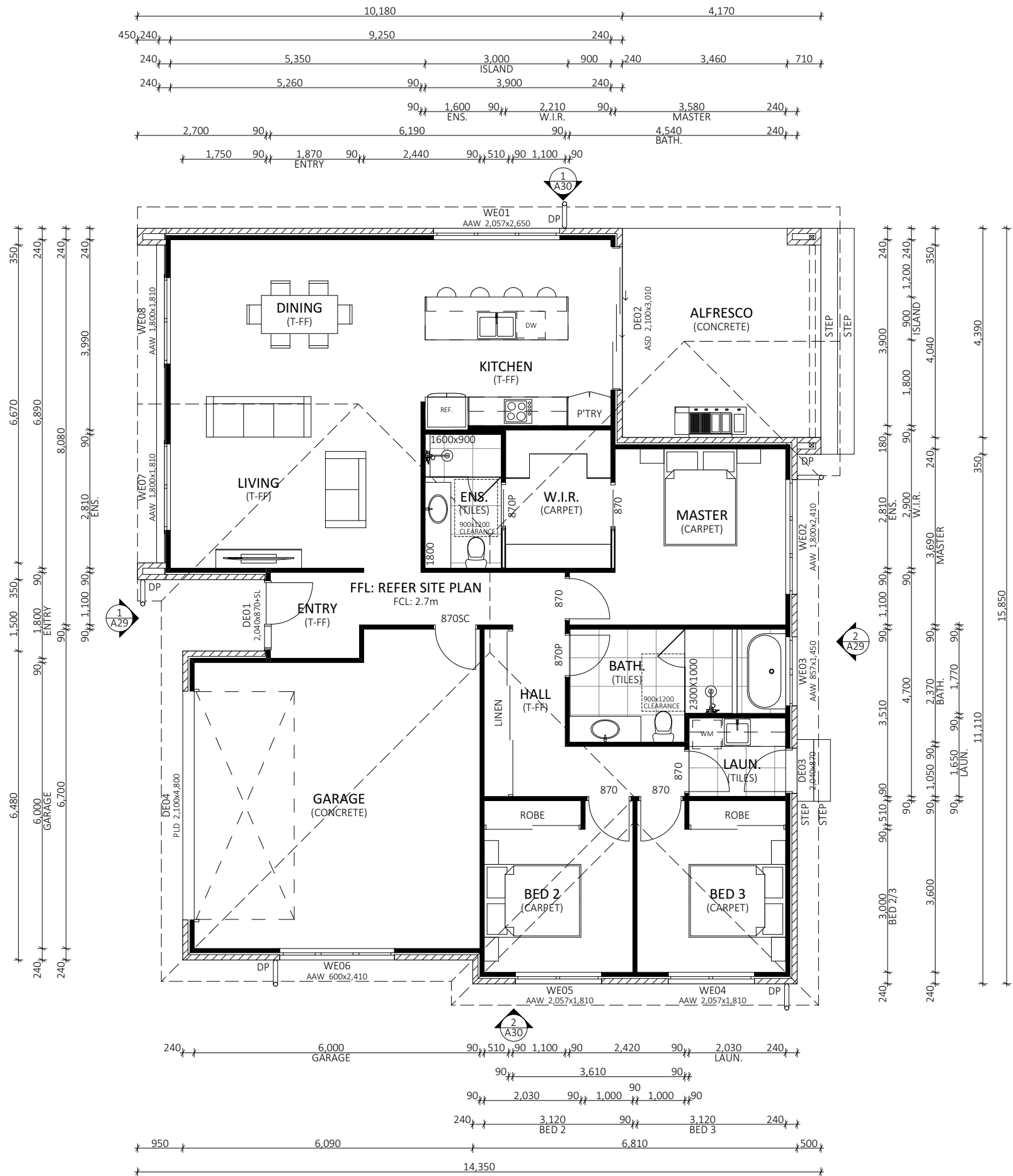
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DRAWING
FLOOR PLAN -
UNIT TYPE D

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R4	20/08/2026	PLANNING RFI 2				



FLOOR PLAN- UNIT TYPE E

SCALE 1:100
0 1000 2000 3000 4000 5000



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DRAWING
FLOOR PLAN -
UNIT TYPE E

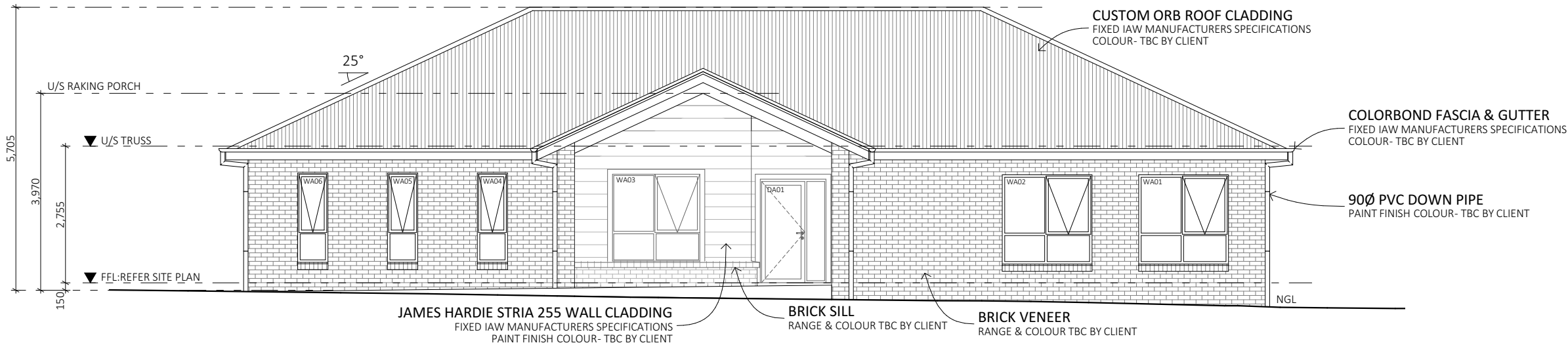
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R2	16/04/2026	TASWATER RFI				
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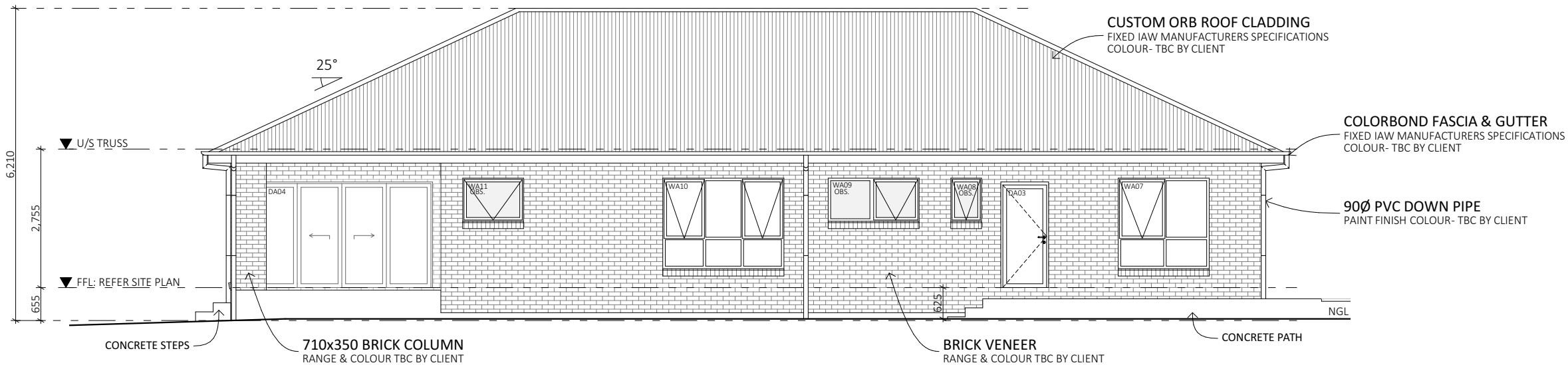
1

A16

UNIT TYPE A- NORTHERN ELEVATION

SCALE 1:100

0 1000 2000 3000 4000 5000



2

A16

UNIT TYPE A- SOUTHERN ELEVATION

SCALE 1:100

0 1000 2000 3000 4000 5000



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DRAWING
UNIT TYPE A -
ELEVATIONS
NTH-STH

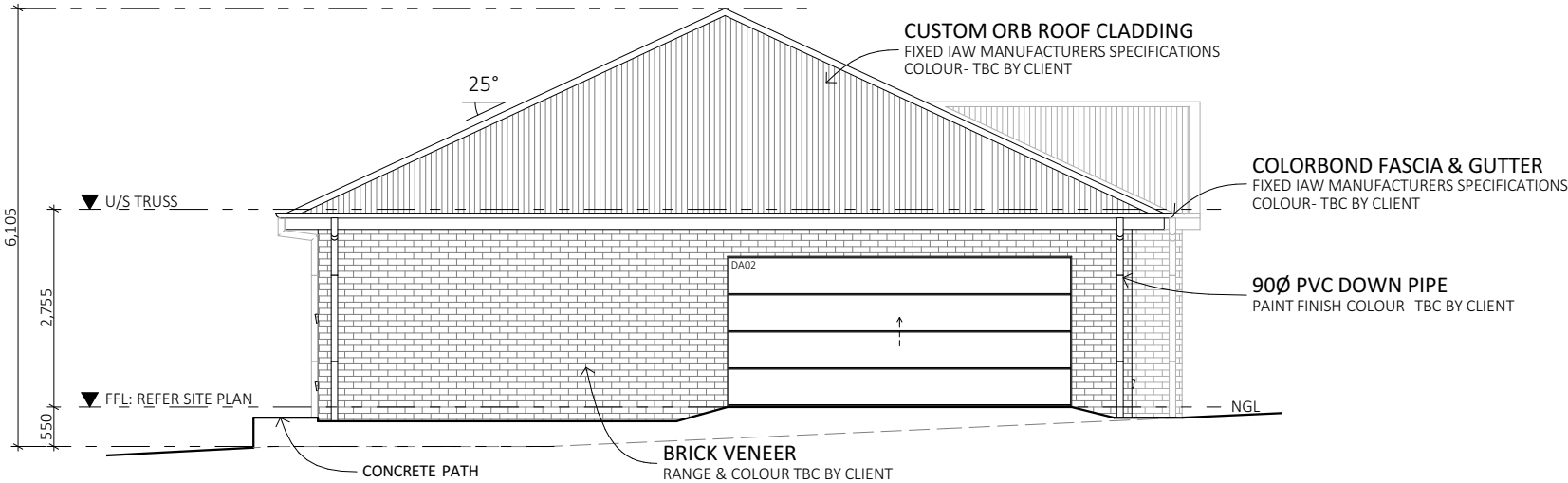
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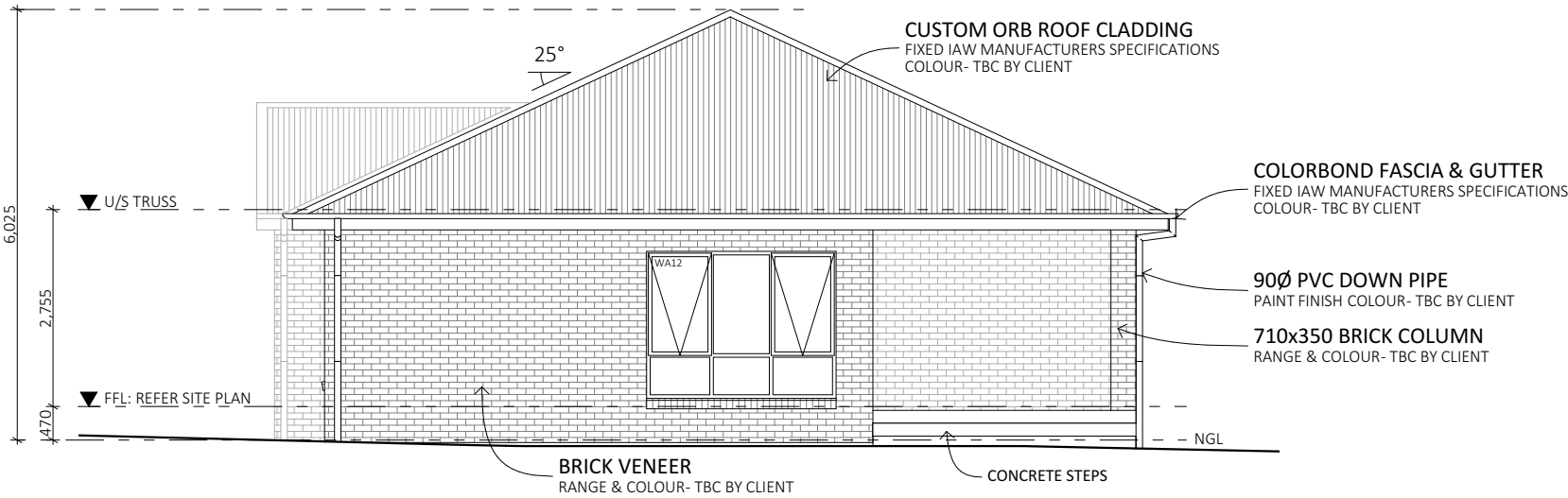


1
A16

UNIT TYPE A- EASTERN
ELEVATION

SCALE 1:100

0 1000 2000 3000 4000 5000



2
A16

UNIT TYPE A- WESTERN
ELEVATION

SCALE 1:100

0 1000 2000 3000 4000 5000



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DRAWING
UNIT TYPE A -
ELEVATIONS
EST-WST

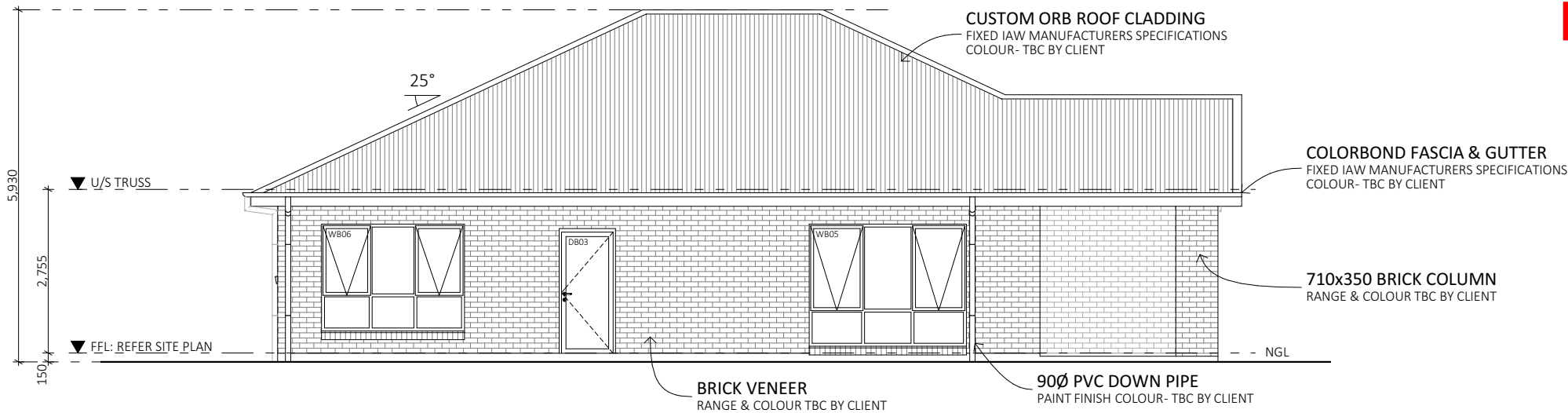
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R4	20/08/2026	PLANNING RFI 2				



1
A17

UNIT TYPE B- NORTHERN
ELEVATION

SCALE 1:100
0 1000 2000 3000 4000 5000



2
A17

UNIT TYPE B- SOUTHERN
ELEVATION

SCALE 1:100
0 1000 2000 3000 4000 5000



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DRAWING
UNIT TYPE B -
ELEVATIONS
NTH-STH

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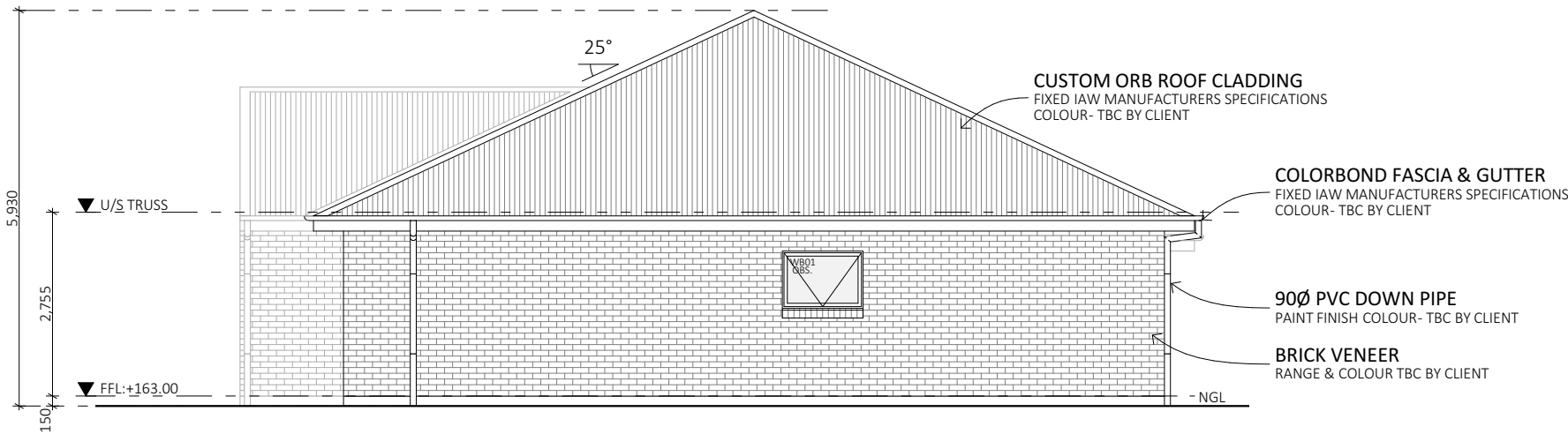
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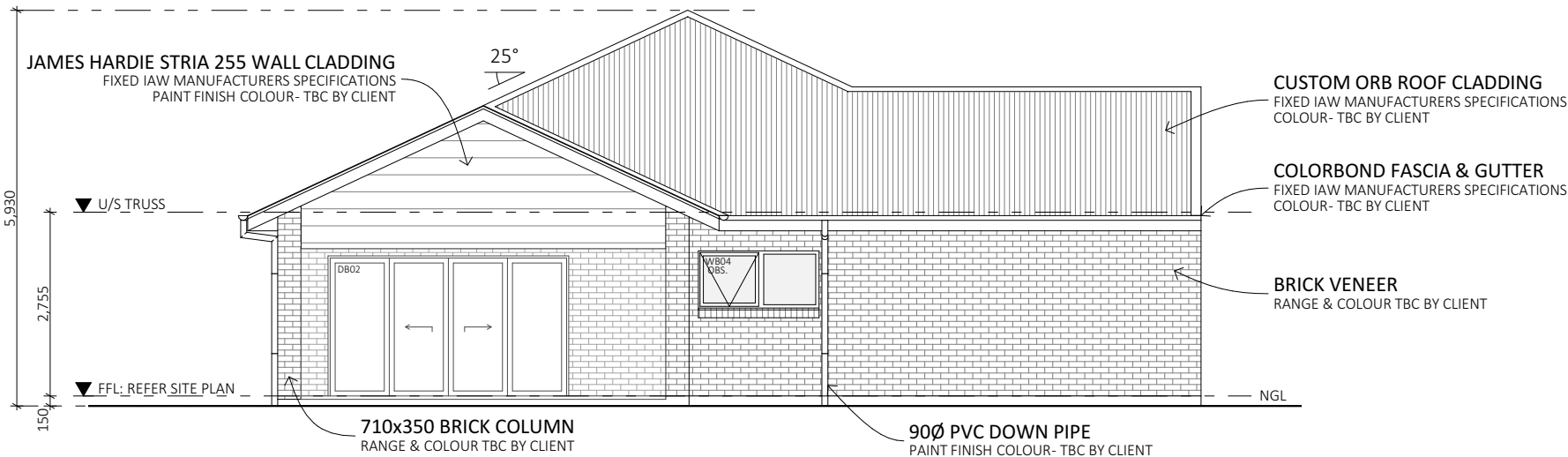
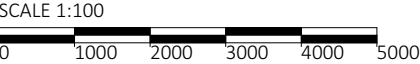
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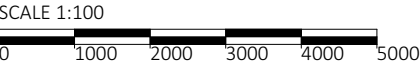
1
A17

UNIT TYPE B- EASTERN
ELEVATION



2
A17

UNIT TYPE B- WESETERN
ELEVATION



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DRAWING
UNIT TYPE B -
ELEVATIONS
EST-WST

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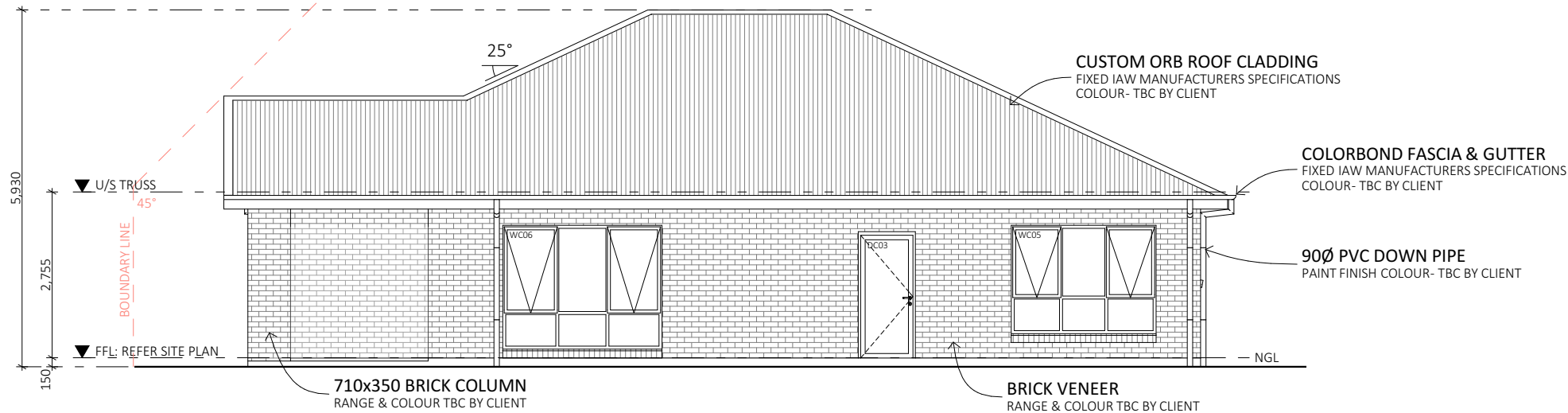
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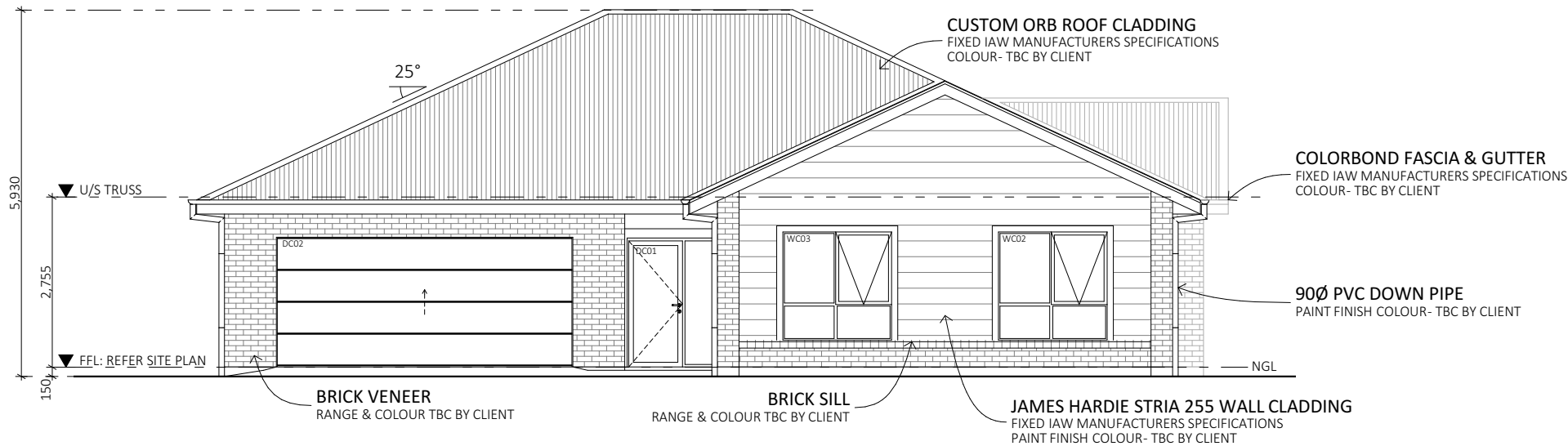
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R3	30/04/2026	CROSSOVER CONSOLIDATED	CHECKED	M.L.	PAGE SIZE	A3
R4	20/08/2026	PLANNING RFI 2				



1
A18

UNIT TYPE C- NORTHERN
ELEVATION
SCALE 1:100
0 1000 2000 3000 4000 5000



2
A18

UNIT TYPE C- SOUTHERN
ELEVATION
SCALE 1:100
0 1000 2000 3000 4000 5000



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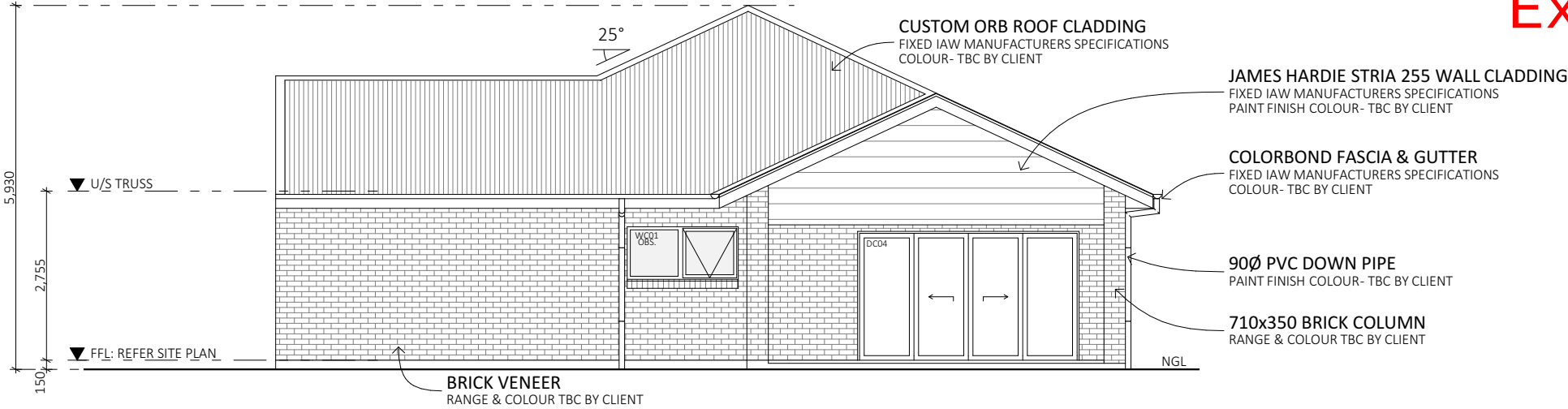
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DRAWING
UNIT TYPE C -
ELEVATIONS
NTH-STH

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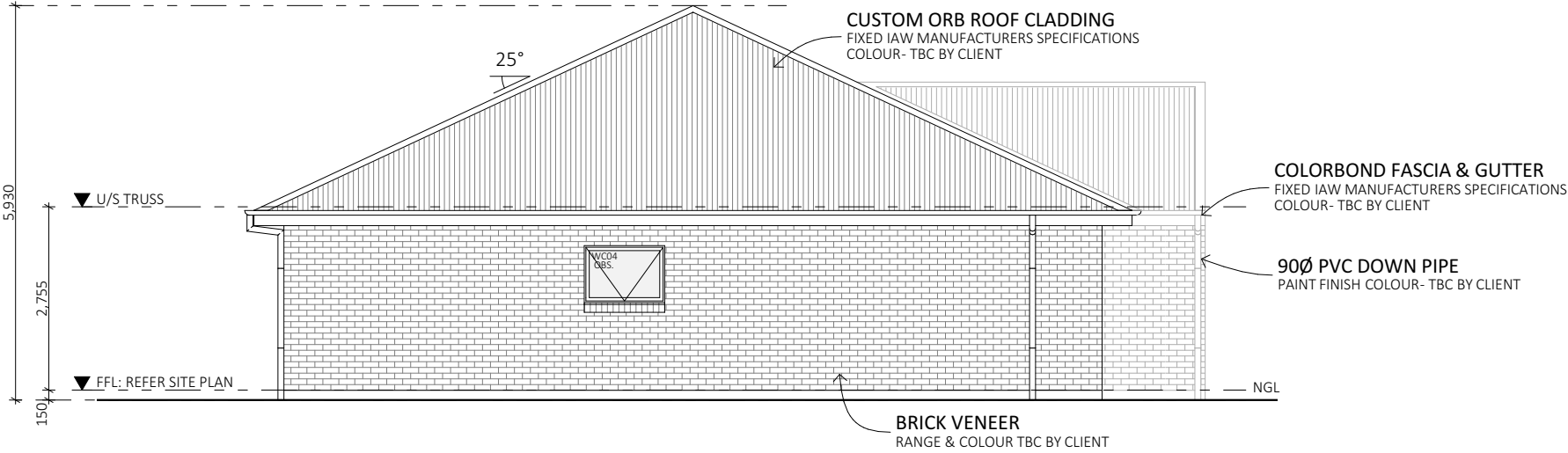
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R3	30/04/2026	CROSSOVER CONSOLIDATED	CHECKED	M.L.	PAGE SIZE	A3
R4	20/08/2026	PLANNING RFI 2				



1
A18

UNIT TYPE C- EASTERN
ELEVATION

SCALE 1:100
0 1000 2000 3000 4000 5000



2
A18

UNIT TYPE C- WESETERN
ELEVATION

SCALE 1:100
0 1000 2000 3000 4000 5000



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DRAWING
UNIT TYPE C -
ELEVATIONS
EST-WST

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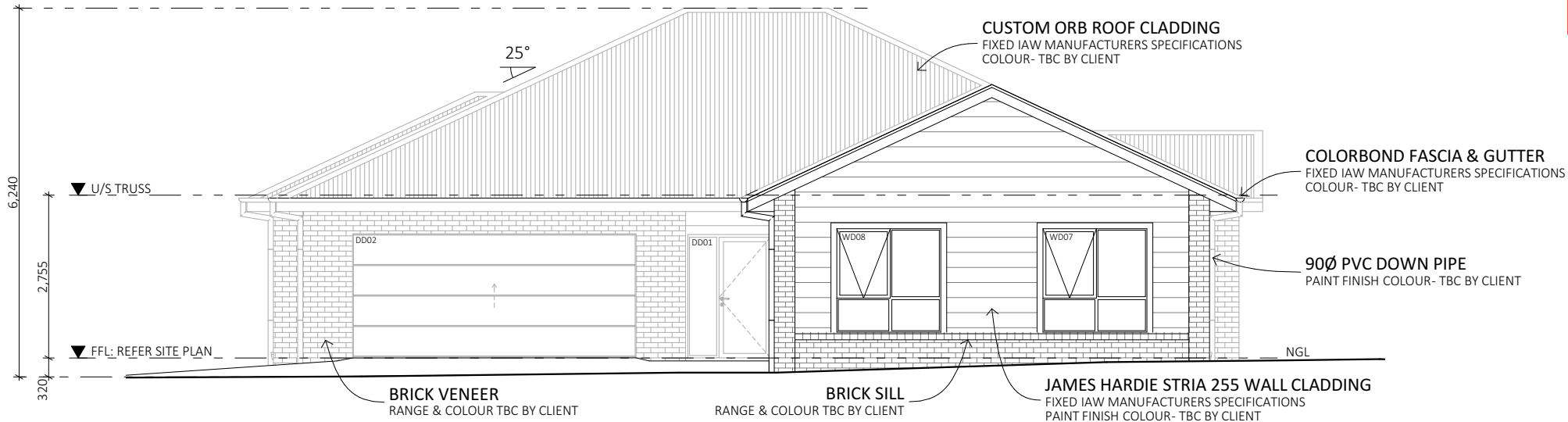
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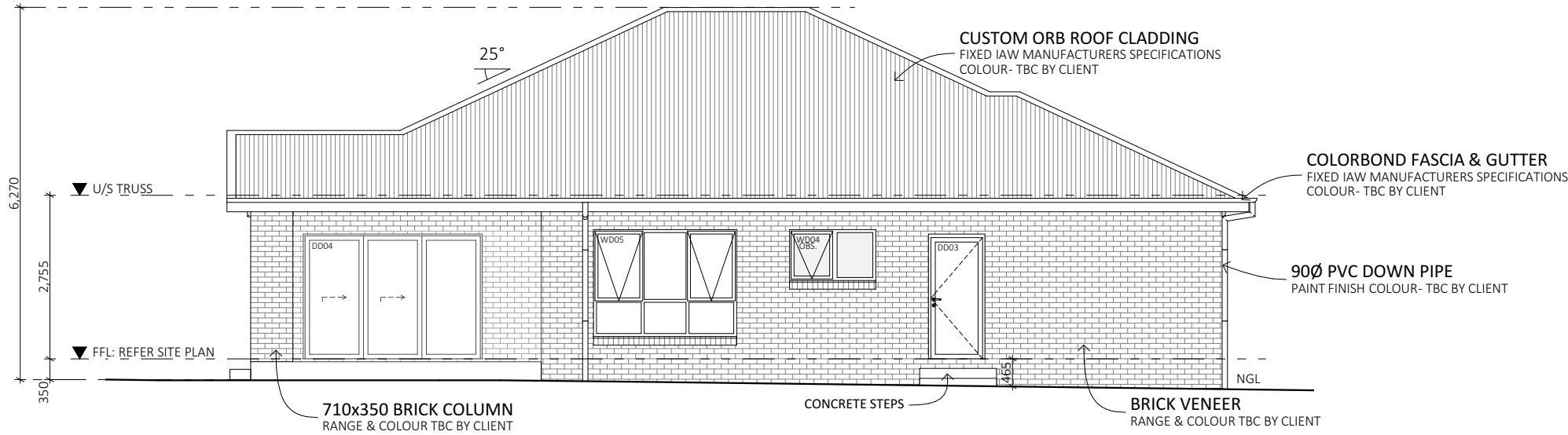
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R2	16/04/2026	TASWATER RFI				
R3	30/04/2026	CROSSOVER CONSOLIDATED	CHECKED	M.L.	PAGE SIZE	A3
R4	20/08/2026	PLANNING RFI 2				



1
A19

UNIT TYPE D- NORTHERN
ELEVATION
SCALE 1:100
0 1000 2000 3000 4000 5000



2
A19

UNIT TYPE D- SOUTHERN
ELEVATION
SCALE 1:100
0 1000 2000 3000 4000 5000



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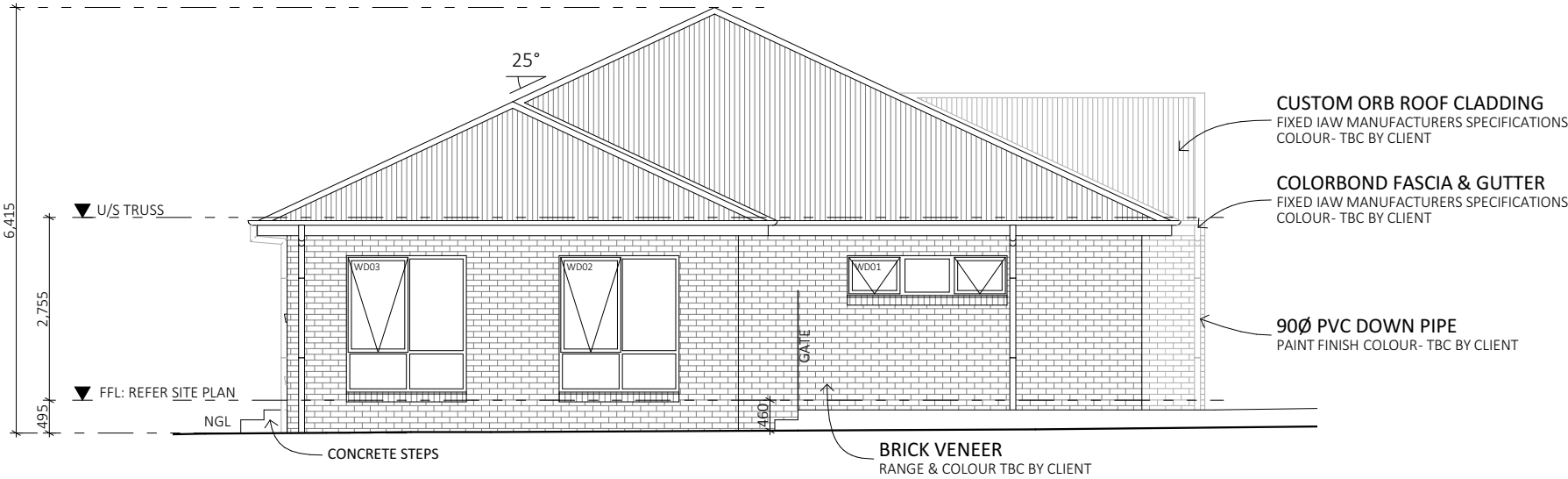
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DRAWING
UNIT TYPE D -
ELEVATIONS
NTH-STH

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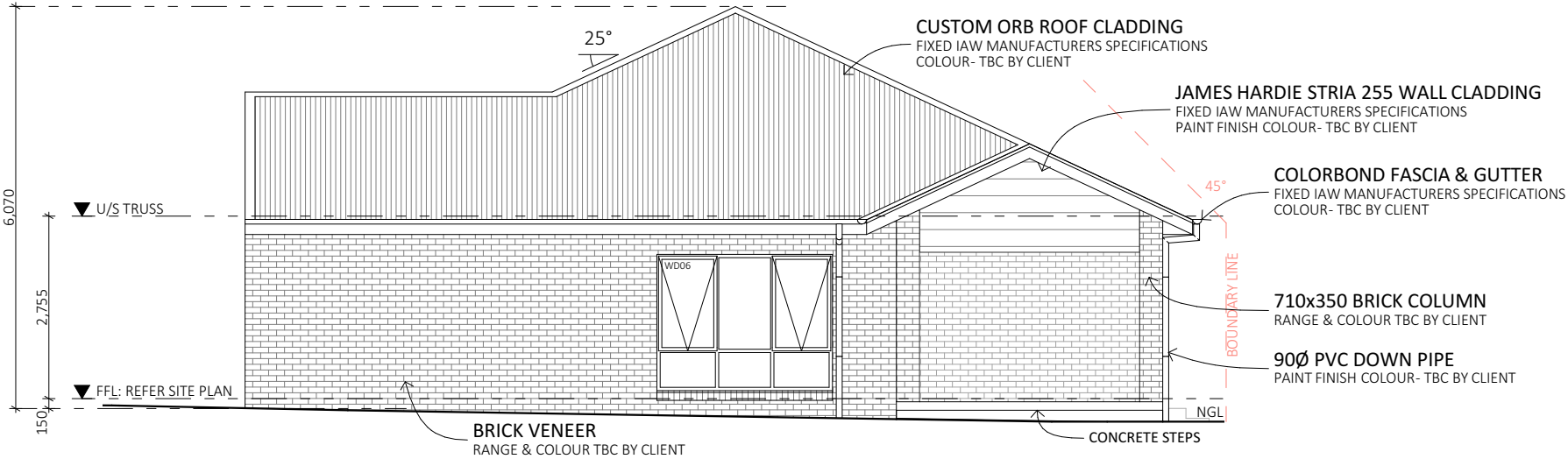
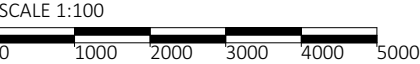
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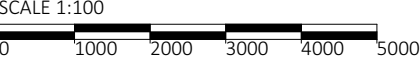
1
A19

UNIT TYPE D- EASTERN
ELEVATION



2
A19

UNIT TYPE D- WESETERN
ELEVATION



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DRAWING
UNIT TYPE D -
ELEVATIONS
EST-WST

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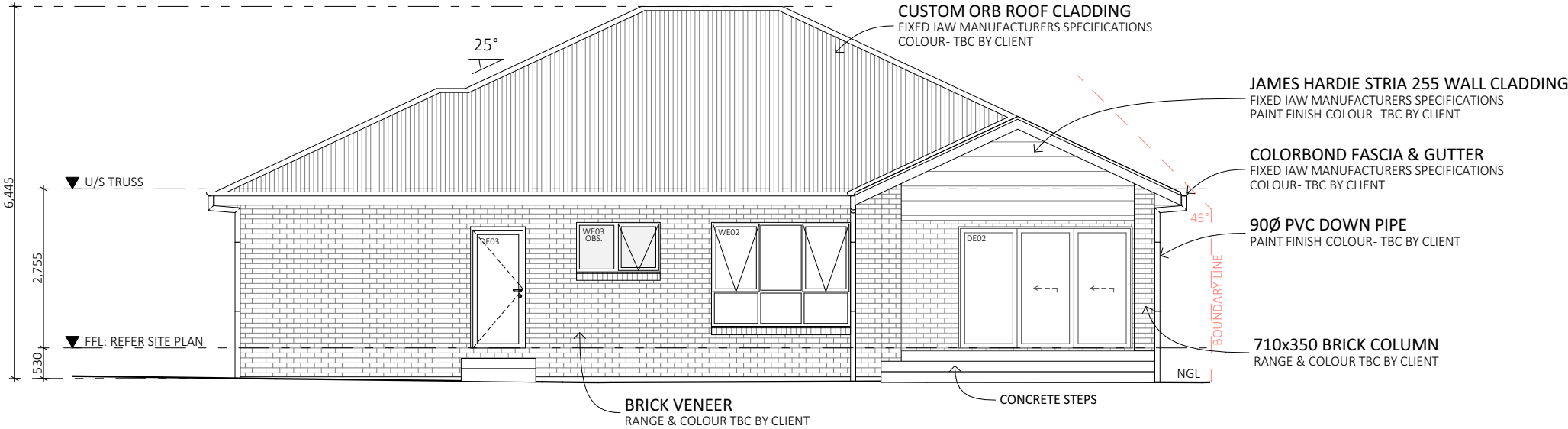
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R1	1/04/2026	FOR DA	DRAWN	H.K.	DRAWING	28/31
R2	16/04/2026	TASWATER RFI				
R3	30/04/2026	CROSSOVER CONSOLIDATED	CHECKED	M.L.	PAGE SIZE	A3
R4	20/08/2026	PLANNING RFI 2				



1
A20

UNIT TYPE E- NORTHERN
ELEVATION
SCALE 1:100
0 1000 2000 3000 4000 5000



2
A20

UNIT TYPE E- SOUTHERN
ELEVATION
SCALE 1:100
0 1000 2000 3000 4000 5000



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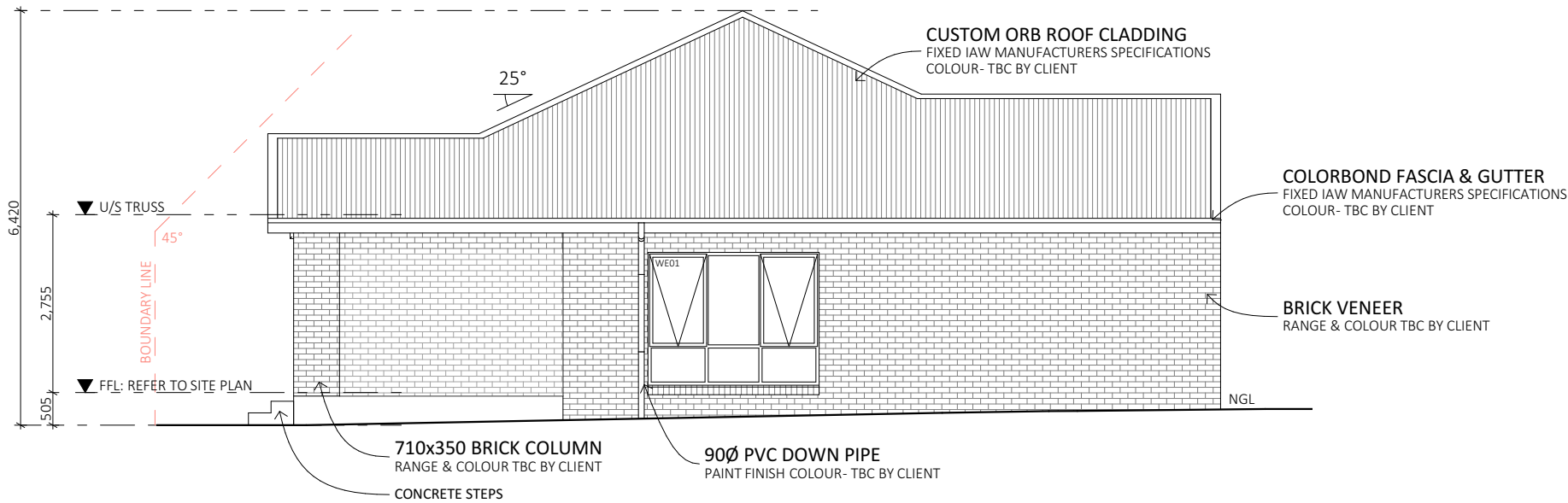
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SITE ADDRESS:
17 EDWARD STREET,
PERTH TAS, 7300.

DRAWING
UNIT TYPE E -
ELEVATIONS
NTH-STH

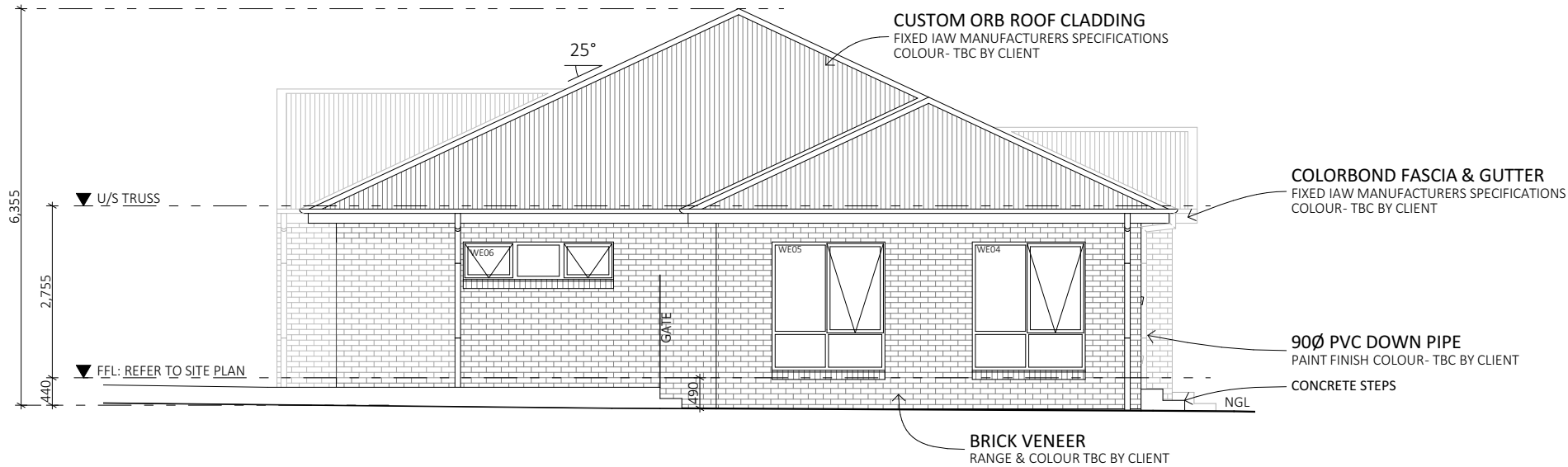
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R3	30/04/2026	CROSSOVER CONSOLIDATED	CHECKED	M.L.	PAGE SIZE	A3
R4	20/08/2026	PLANNING RFI 2				



1
A20
UNIT TYPE E- EASTERN
ELEVATION
SCALE 1:100
0 1000 2000 3000 4000 5000



2
A20
UNIT TYPE E- WESETERN
ELEVATION
SCALE 1:100
0 1000 2000 3000 4000 5000



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DRAWING
UNIT TYPE E -
ELEVATIONS
EST-WST

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R3	30/04/2026	CROSSOVER CONSOLIDATED	CHECKED	M.L.	PAGE SIZE	A3
R4	20/08/2026	PLANNING RFI 2				