



Devonport City Council

PUBLIC NOTICE

APPLICATION FOR PLANNING PERMIT

Section 57(3) Land Use Planning Approvals Act 1993

An application for a planning permit has been made which may affect you.

Application Details

Application Number:	PA2025.0178
Proposed Use or Development:	Business & Professional Services (Office)
Address of the Land:	22-24 Forbes Street, Devonport
Date of Notice:	06/12/2025

You are invited to view the application and any documents and plans accompanying it on the ground floor of the paranaple centre at 137 Rooke Street, Devonport or on Council's website www.devonport.tas.gov.au

Any person may make a representation relating to the application in accordance with section 57(5) of the *Land Use Planning Approvals Act 1993*, during a period of 14 days commencing on the date of this notice.

Your representation must:

- be received by close of business on **22/12/2025**;
- be in writing; and
- addressed to the Chief Executive Officer, Devonport City Council:
 - P.O. Box 604, Devonport, Tasmania, 7310; or
 - townplanning@devonport.tas.gov.au

If you make a representation then Council must consider your submission before making its decision on the application.



PA2025.0178 - 22-24 Forbes Street, Devonport



This map is made available for the purpose of providing access to Devonport City Council information and not as professional advice. The information contained on the map is diagrammatic only. All information should be verified on site, or with the appropriate State Government Department or Council Office, prior to being used for any purpose.

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**Devonport
City Council**

TCS Investments

Office Refurbishment and Building Extension 22 Forbes Street, Devonport

Application for Planning Permit Supporting Documentation

Tasmanian Consulting Service Pty Ltd

74 Oldaker Street, Devonport 7310

Document: 9962-w-251125
Revision: 0
Issue Date: 25th November 2025
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1. Property Details

Property Address	22 Forbes Street, Devonport
Land Owner/s	Matthew James King Luke Noel Turner Leigh Robert Bryan
Property ID	6330748
Certificate of Title	CT 52560/1
Planning Instrument	Tasmanian Planning Scheme - Devonport
Zoning	14.0 – Local Business
Codes	C2.0 Parking and Sustainable Transport Code C6.0 Local Historical Heritage Code C16.0 Safeguarding of Airports Code
Use Status	Business and Professional Services



Figure 1: Location Plan – 22 Forbes Street, Devonport (LIST map, 2025)



2. Existing Use and Zoning

2.1 Existing Use

The existing site is located within a local business zone predominantly surrounded by a residential zone. The site is currently vacant but previously operated as an office and workshop for an electrical company.

The site currently comprises a colorbond cladded building made up of office space, amenities and a small workshop. The site also has existing hardstand utilised as carparking space which can be accessed from both Tasman Street and Forbes Street.

2.2 Zoning



Figure 2: Zoning identification of the subject land and surrounds (LIST map, 2025)

The proposed works on the existing site is located within the local business zone.

3. Proposal

A planning permit for upgrading an existing waste transfer station is sought in accordance with *Section 57 of the Land Use Planning Approvals Act 1993* and Clause 6.8.1(b) of the *Tasmanian Planning Scheme – Devonport*.

The proposed site development does not change the existing use (Business and Professional Services) of the site but is aimed at updating the internal layout of the building to predominantly office space and upgrade the current carparking arrangement. Please refer to Figure 3 for a proposed site plan along with the below items that outline the proposed upgrades for the site.

Proposed Site Works

- New line marking and wheel stops to existing carparking pavement identifying carparks
- Removal of existing external cladding and internal walls
- Update façade of building and entry with new cladding, windows and doors
- New fit out to entirety of building
- Small building extension to the west for an archive room and outdoor space attached to kitchen



Figure 3 – Proposed Site Plan

Drawing no's 9962-000 to 9962-006/P1 in Appendix 'A' document in more detail the proposed development.

4. Planning Assessment

4.1 Zone Standards – Local Business

14.1 Zone Purpose

The purpose of the Local Business Zone is:

- 14.1.1 To provide for business, retail, administrative, professional, community and entertainment functions which meet the needs of a local area.
- 14.1.2 To ensure that the type and scale of use and development does not compromise or distort the activity centre hierarchy.
- 14.1.3 To encourage activity at pedestrian levels with active frontages and shop windows offering interest and engagement to shoppers.
- 14.1.4 To encourage Residential and Visitor Accommodation use if it supports the viability of the activity centre and an active street frontage is maintained.

14.3 Use Standards

14.3.1 All Uses

Objective	
That uses do not cause an unreasonable loss of residential amenity to residential zones.	
Acceptable Solutions	Performance Criteria
<p>A1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of:</p> <p>(a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.</p>	<p>P1 Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:</p> <p>(a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions.</p>
<p>Comment: A1 is met: Hours of operation for business are 8:00am to 6:00pm Monday to Friday</p>	
<p>A2 External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must:</p> <p>(a) not operate within the hours of 11.00pm and 6.00am, excluding any security lighting; and</p>	<p>P2 External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:</p> <p>(a) the level of illumination and duration of lighting; and</p>



<p>(b) if for security lighting, be baffled so that direct light does not extend into the adjoining property.</p>	<p>(b) the distance to habitable rooms of an adjacent dwelling.</p>
<p>Comment: A2 is met: Hours of operation for business are 8:00am to 6:00pm Monday to Friday and no outdoor lighting is proposed for the building.</p>	
<p>A3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of:</p> <p>(a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.</p>	<p>P3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding for Emergency Services, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:</p> <p>(a) the time and duration of commercial vehicle movements; (b) the number and frequency of commercial vehicle movements; (c) the size of commercial vehicles involved; (d) manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise; (e) any noise mitigation measures between the vehicle movement areas and sensitive use; and (f) potential conflicts with other traffic.</p>
<p>Comment: A3 is met: Hours of operation for business are 8:00am to 6:00pm Monday to Friday and due to the nature of the business, commercial vehicle movements are extremely rare.</p>	



14.4 Development Standards for Buildings and Works

14.4.1 Building Height

Objective	
<p>That building height:</p> <p>(a) is compatible with the streetscape; and</p> <p>(b) does not cause an unreasonable loss of amenity to adjoining residential zones.</p>	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Building height must be not more than 9m.</p>	<p>P1</p> <p>Building height must be compatible with the streetscape and character of development existing on established properties in the area, having regard to:</p> <p>(a) the topography of the site;</p> <p>(b) the height, bulk and form of existing buildings on the site and adjacent properties;</p> <p>(c) the bulk and form of proposed buildings;</p> <p>(d) the apparent height when viewed from the adjoining road and public places; and</p> <p>(e) any overshadowing of adjoining properties and public places.</p>
<p>Comment:</p> <p>A1 is met: The existing building is 4.4m high. Proposed extension to the west matches existing building height.</p>	

14.4.2 Setbacks

Objective	
<p>That building setbacks are:</p> <p>(a) compatible with the character of the surrounding area; and</p> <p>(b) does not cause an unreasonable loss of amenity to adjoining residential zones; and</p> <p>(c) minimises opportunities for crime and anti-social behaviour through setback of buildings.</p>	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Buildings must be:</p> <p>(a) built to the frontage at ground level; or</p> <p>(b) have a setback of not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.</p>	<p>P1</p> <p>Buildings must have a setback from a frontage that is compatible with the streetscape and minimises opportunities for crime and anti-social behaviour, having regard to:</p> <p>(a) providing small variations in building alignment to break up long building façades;</p>



	<ul style="list-style-type: none"> (b) providing variations in building alignment to provide a forecourt space for public use, such as outdoor dining or landscaping; (c) the avoidance of concealment spaces; (d) the ability to achieve passive surveillance; and (e) the availability of lighting.
<p>Comment: Not Applicable: Building setbacks from the Forbes and Tasman Street frontages are not changing.</p>	
<p>A2 Buildings must have a setback from an adjoining property within a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, of not less than:</p> <ul style="list-style-type: none"> (a) 4m; or (b) half the wall height of the building, whichever is the greater. 	<p>P2 Buildings must be sited to not cause an unreasonable loss of amenity to adjoining properties within a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, having regard to:</p> <ul style="list-style-type: none"> (a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings; (b) overlooking and reduction of privacy to the adjoining properties; or (c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.
<p>Comment: P2 is met: The small, proposed extension of the building to the west creates very minimal additional shading to the existing building (refer drawings in Appendix A). No windows are to be located in the extension causing no additional concerns for privacy and overlooking of any adjacent properties. The wall height of the proposed extension matched the existing height of building, minimising impacts from a visual perspective from the adjacent property.</p>	
<p>A3 Air extraction, pumping, refrigeration systems or compressors must be separated a distance of not less than 10m from a General Residential Zone, Inner Residential Zone or Low Density Residential Zone.¹</p>	<p>P3 Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors within 10m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity to the adjoining residential zones, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics and frequency of emissions generated; (b) the nature of the proposed use;



	<p>(c) the topography of the site and location of the sensitive use; and</p> <p>(d) any proposed mitigation measures.</p>
<p>Comment:</p> <p>A3 is met: Any air extraction, refrigeration systems, compressors or generators will be located to the eastern end of the building, separating them a distance of more than 10m from a General Residential Zone, Inner Residential Zone, Low-Density Residential Zone or Rural Living Zone.</p>	

14.4.3 Design

Objective	
<p>That building façades promote and maintain high levels of pedestrian interaction, amenity, and safety, and are compatible with the streetscape.</p>	
Acceptable Solutions	Performance Criteria
<p>A2</p> <p>New buildings or alterations to an existing façade must be designed to satisfy all of the following:</p> <p>(a) provide a pedestrian entrance to the building that is visible from the road or publicly accessible areas of the site;</p> <p>(b) if for a ground floor level façade facing a frontage:</p> <p style="padding-left: 40px;">(i) have not less than 40% of the total surface area consisting of windows or doorways; or</p> <p style="padding-left: 40px;">(ii) not reduce the surface area of windows or doorways of an existing building, if the surface area is already less than 40%;</p> <p>(c) if for a ground floor level façade facing a frontage must:</p> <p style="padding-left: 40px;">(i) not include a single length of blank wall greater than 30% of the length of façade on that frontage; or</p> <p style="padding-left: 40px;">(ii) not increase the length of an existing blank wall, if already greater than 30% of the length of the façade on that frontage; and</p> <p>(d) provide awnings over a public footpath if existing on the site or on adjoining properties.</p>	<p>P2</p> <p>New buildings or alterations to an existing façade must be designed to be compatible with the streetscape, having regard to:</p> <p>(a) how the main pedestrian access to the building addresses the street or other public places;</p> <p>(b) windows on the façade facing the frontage for visual interest and passive surveillance of public spaces;</p> <p>(c) providing architectural detail or public art on large expanses of blank walls on the façade facing the frontage and other public spaces so as to contribute positively to the streetscape and public spaces;</p> <p>(d) installing security shutters or grilles over windows or doors on a façade facing the frontage or other public spaces only if essential for the security of the premises and any other alternatives are not practical; and</p> <p>(e) the need for provision of awnings over a public footpath.</p>



Comment:

P2 is met: The pedestrian access to the building remains unchanged except the carparking areas will have specified car spaces with designated pedestrian walking areas. The proposed windows for the front of the building are sufficient for the use of the building whilst also providing enough visual allowance for passive surveillance of public spaces. No art, security shutters or awnings near a public footpath are proposed as part of the renovation.

4.2 Codes



Figure 4: Code overlay of the subject land and surround (LIST map, 2025)

C1.0 Signs Code	N/A
C2.0 Parking and Sustainable Transport Code	Applicable – refer to the planning compliance assessment below.
C3.0 Road and Railway Assets Code	N/A
C4.0 Electricity Transmission Infrastructure Code	N/A
C5.0 Telecommunications Code	N/A
C6.0 Local Historic Heritage Code	There are no design criteria or conservation policies for this precinct (Ref DEV-C6.2.2)
C7.0 Natural Assets Code	N/A

C8.0 Scenic Protection Code	N/A
C9.0 Attenuation Code	N/A
C10.0 Coastal Erosion Hazard Code	N/A
C11.0 Coastal Inundation Hazards Code	N/A
C12.0 Flood Prone Areas Code	N/A
C13.0 Bushfire-prone Areas Code	N/A
C14.0 Potentially Contaminated Land Code	N/A
C15.0 Landslip Hazard Code	N/A
C16.0 Safeguarding Airports Code	The development is not more than the AHD height specified for the site of the development in the relevant airport obstacle limitation area (115m) and is therefore exempt from this code.

C2.0 Parking and Sustainable Transport Code

C2.1 Code Purpose

The purpose of the Parking and Sustainable Transport Code is:

- C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development.
- C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.
- C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.
- C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.
- C2.1.5 To ensure that parking spaces and accesses meet appropriate standards.
- C2.1.6 To provide for parking precincts and pedestrian priority streets.

C2.5 Use Standards

C2.5.1 Carparking Numbers

Objective	
That an appropriate level of car parking spaces are provided to meet the needs of the use.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</p> <p>(a) the site is subject to a parking plan for the area adopted by council, in which case</p>	<p>P1.1</p> <p>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</p> <p>(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;</p>



<p>parking provision (spaces or cash-in-lieu) must be in accordance with that plan;</p> <p>(b) the site is contained within a parking precinct plan and subject to Clause C2.7;</p> <p>(c) the site is subject to Clause C2.5.5; or</p> <p>(d) it relates to an intensification of an existing use or development or a change of use where:</p> <p>(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</p> <p>(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:</p> <p>$N = A + (C - B)$</p> <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on site car parking spaces</p> <p>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p>C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>	<p>(b) the ability of multiple users to share spaces because of:</p> <p>(i) variations in car parking demand over time; or</p> <p>(ii) efficiencies gained by consolidation of car parking spaces;</p> <p>(c) the availability and frequency of public transport within reasonable walking distance of the site;</p> <p>(d) the availability and frequency of other transport alternatives;</p> <p>(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</p> <p>(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</p> <p>(g) the effect on streetscape; and</p> <p>(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.</p> <p>P1.2</p> <p>The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</p> <p>(a) the nature and intensity of the use and car parking required;</p> <p>(b) the size of the dwelling and the number of bedrooms; and</p> <p>(c) the pattern of parking in the surrounding area.</p>
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Comment:

A1 is Met: As per Table C2.1 for a use of Business and Professional Services – Office, the requirement is 1 space per 40m² of floor area, meaning the development has a requirement for 5 spaces (200m² floor area). The proposed carpark layout allows for 9 spaces well exceeding the requirements of Table 2.1.



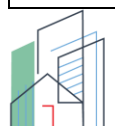
C2.5.3 Motorcycle Parking Numbers

Objective	
That an appropriate level of motorcycle parking spaces are provided to meet the needs of the use.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The number of on-site motorcycle parking spaces for all uses must:</p> <ul style="list-style-type: none"> (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained. 	<p>P1</p> <p>Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the nature of the proposed use and development; (b) the topography of the site; (c) the location of existing buildings on the site; (d) any constraints imposed by existing development; and (e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.
<p>Comment:</p> <p>A1 is met: The site only requires 5 car parking spaces, so as per Table C2.4 there is no requirement for a motorcycle specific space.</p>	

C2.6 Development Standards for Building and Works

C2.6.1 Construction of Parking Areas

Objective	
That parking areas are constructed to an appropriate standard.	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>All parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from 	<p>P1</p> <p>All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to:</p> <ul style="list-style-type: none"> (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.



traffic and minimise entry of water to the pavement	
Comment: A1 is met. The existing pavement is constructed with a compacted gravel base and a hot mix sealed surface. The parking areas grade towards the existing council roadway gutters and storm water system.	

C2.6.2 Design and Layout of Parking Areas

Objective	
That parking areas are designed and laid out to provide convenient, safe and efficient parking.	
Acceptable Solutions	Performance Criteria
<p>A1.1</p> <p>Parking, access ways, manoeuvring and circulation spaces must either:</p> <p>(a) comply with the following:</p> <ul style="list-style-type: none"> (i) have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or <p>(b) comply with <i>Australian Standard AS 2890- Parking facilities, Parts 1-6</i>.</p> <p>A1.2</p>	<p>P1</p> <p>All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area; (i) the proposed means of parking delineation; and (j) the provisions of <i>Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking</i> and <i>AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities</i>.



<p>Parking spaces provided for use by persons with a disability must satisfy the following:</p> <ul style="list-style-type: none"> (a) be located as close as practicable to the main entry point to the building; (b) be incorporated into the overall car park design; and (c) be designed and constructed in accordance with <i>Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.</i>¹ 	
<p>Comment:</p> <p>A1.1 is met. Carparking has been designed in accordance with AS 2890</p> <p>A1.2 is met. (a) A disabled parking space has been provided at the main entry point of the building. (b) The disabled parking space is incorporated into the overall carpark design (c) Disabled parking space has been designed in accordance with AS/NZS 2890.6</p>	

C2.6.3 Number of accesses for vehicles

Objective	
<p>That:</p> <ul style="list-style-type: none"> (a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses; (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and (c) the number of accesses minimise impacts on the streetscape. 	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The number of accesses provided for each frontage must:</p> <ul style="list-style-type: none"> (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater. 	<p>P1</p> <p>The number of accesses for each frontage must be minimised, having regard to:</p> <ul style="list-style-type: none"> (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.
<p>Comment:</p> <p>A1 (b) is met. No additional accesses are to be constructed. Site access will be via existing cross overs.</p>	



Appendix 'A' – Drawings



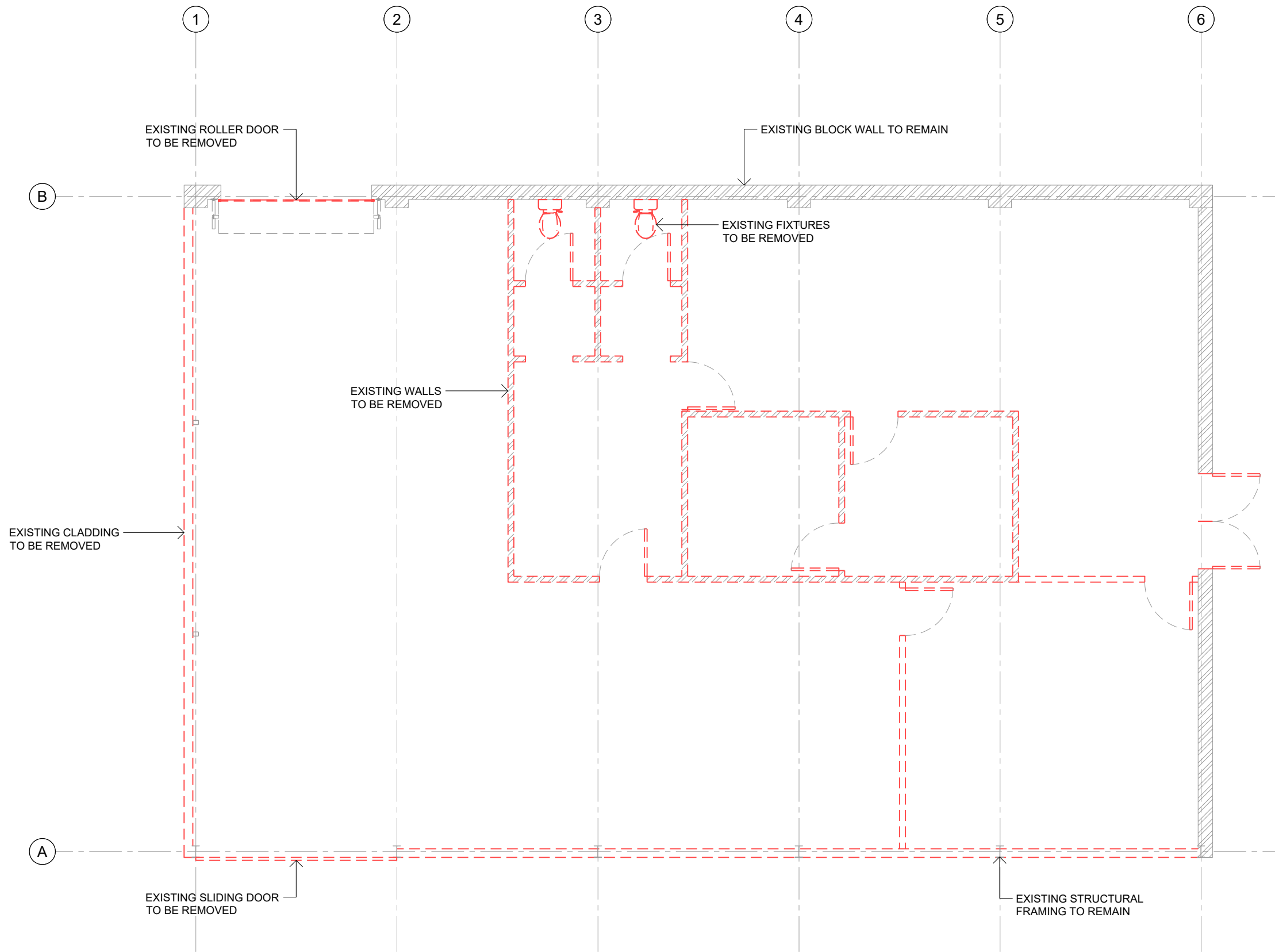
TCS INVESTMENTS OFFICE REFURBISHMENT 22 FORBES STREET, DEVONPORT

DRAWING NUMBER	DRAWING DESCRIPTION	ISSUE P1	ISSUE -	ISSUE -
9962-000	COVER PAGE & DRAWING SCHEDULE	25-11-25		
9962-001	SITE PLAN	25-11-25		
9962-002	DEMOLITION PLAN	25-11-25		
9962-003	PLAN	25-11-25		
9962-004	ELEVATIONS	25-11-25		
9962-005	SECTION A	25-11-25		
9962-006	SHADOWING DIAGRAMS	25-11-25		


Issue:	Date:	Description:	Checked	Approved
P1	25-11-25	ISSUED FOR PLANNING APPROVAL	M.J.K.	L.R.B.

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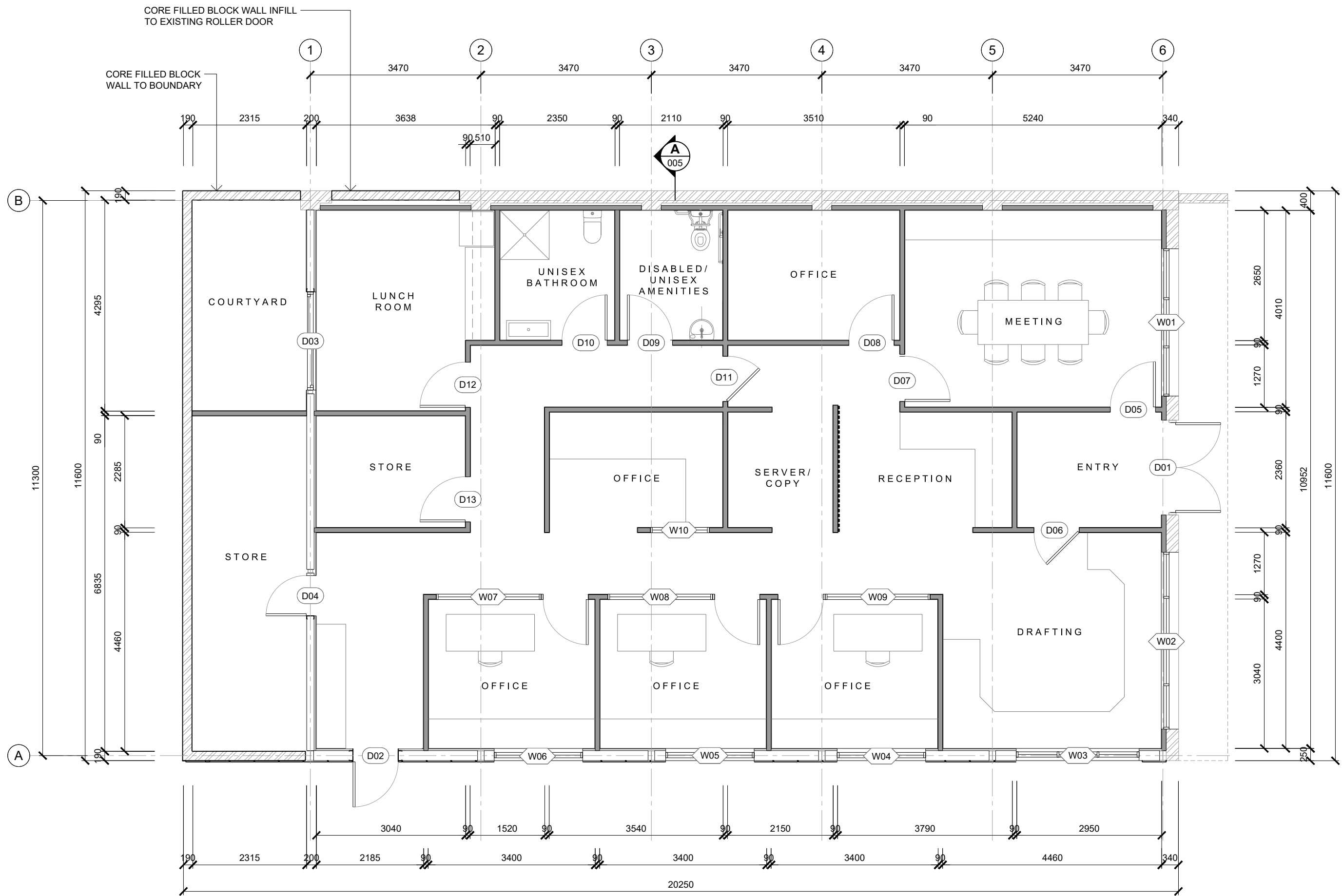
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22 FORBES STREET
DEVONPORT

DEMOLITION PLAN
 NOT FOR CONSTRUCTION

Drawing:
9962-002
 Issue: P1



Issue:	Date:	Description:
P1	25-11-25	ISSUED FOR PLANNING APPROVAL

Checked:	Approved:
M.J.K.	L.R.B.

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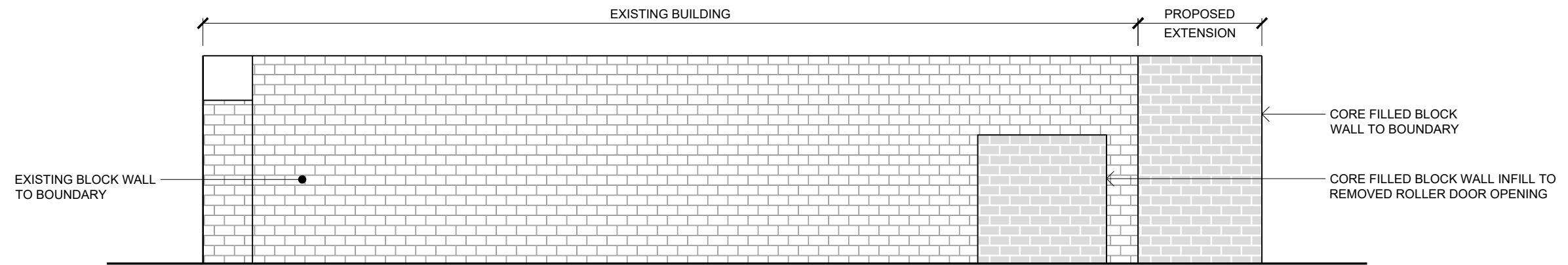
A3 SCALE: 1:75

Datum:

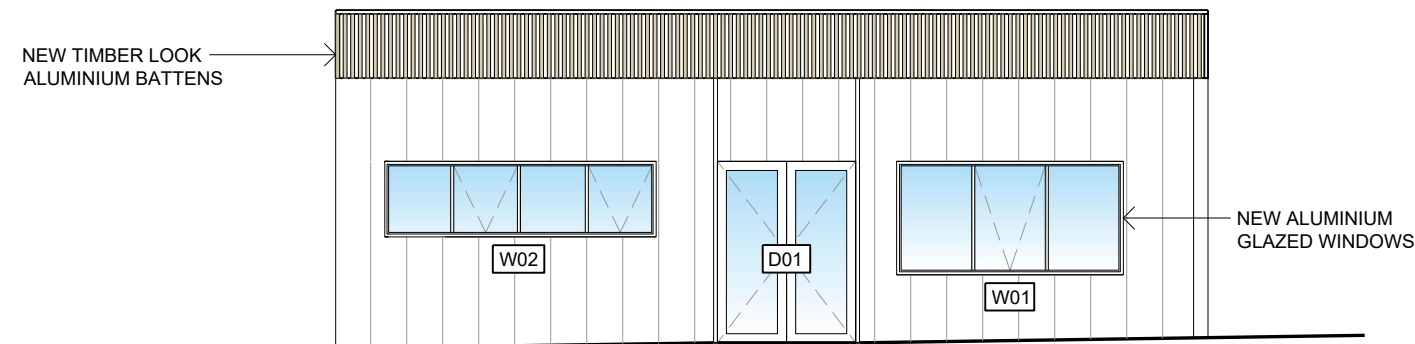
TCS INVESTMENTS
OFFICE REFRURBISHMENT
22 FORBES STREET
DEVONPORT

PLAN
NOT FOR CONSTRUCTION

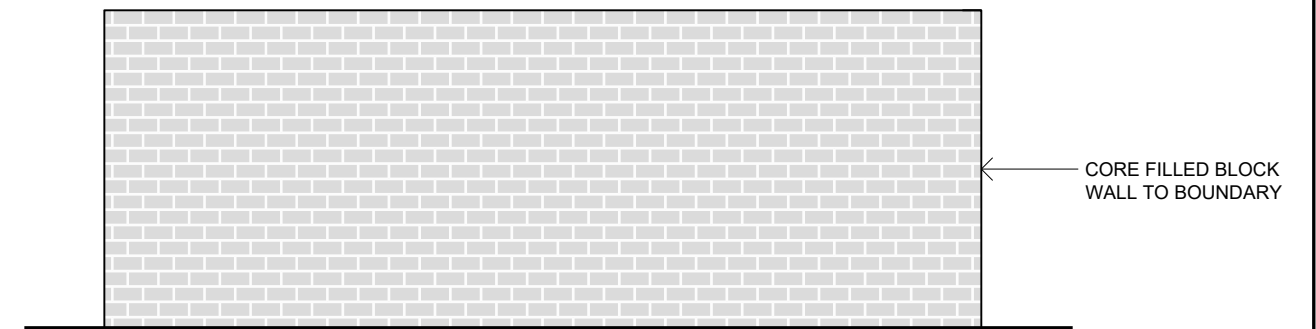
Drawing:
9962-003
 Issue: P1



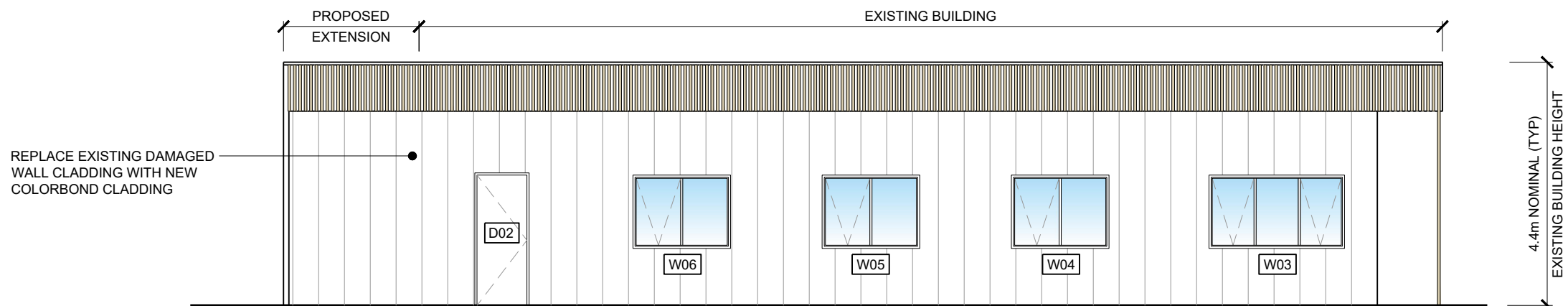
NORTHERN ELEVATION
SCALE 1:100



EASTERN ELEVATION
SCALE 1:100



WESTERN ELEVATION
SCALE 1:100



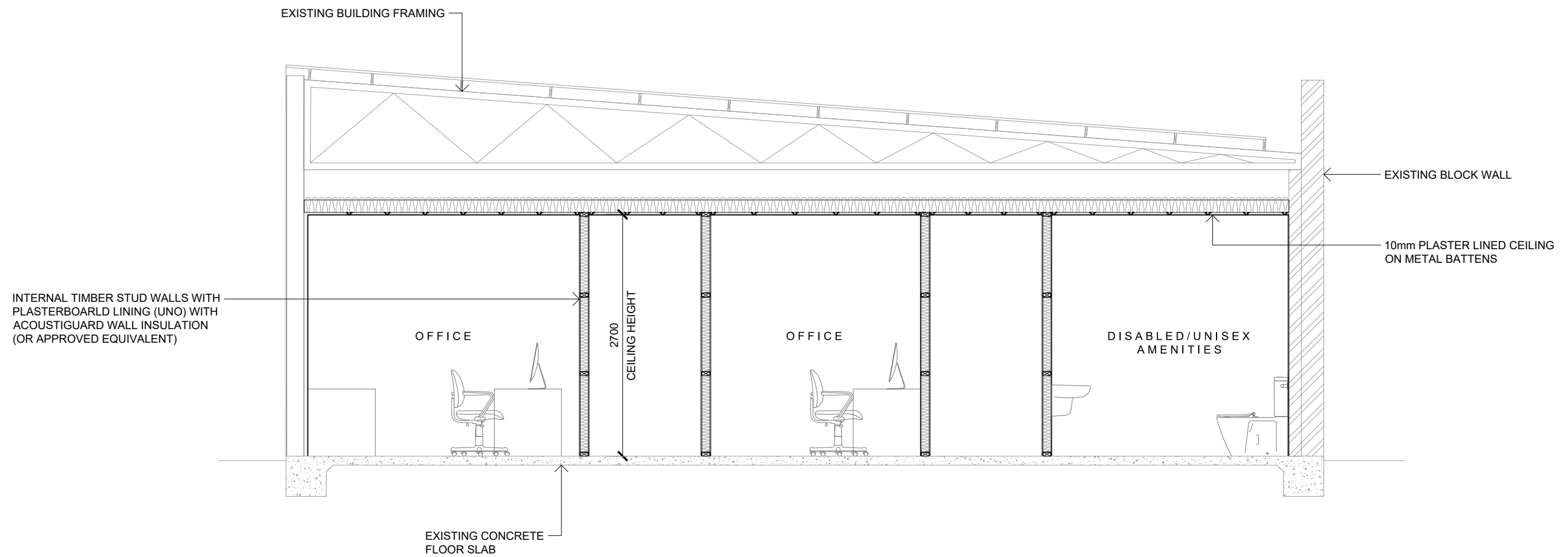
SOUTHERN ELEVATION
SCALE 1:100

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A3 SCALE: 1:100

Datum:



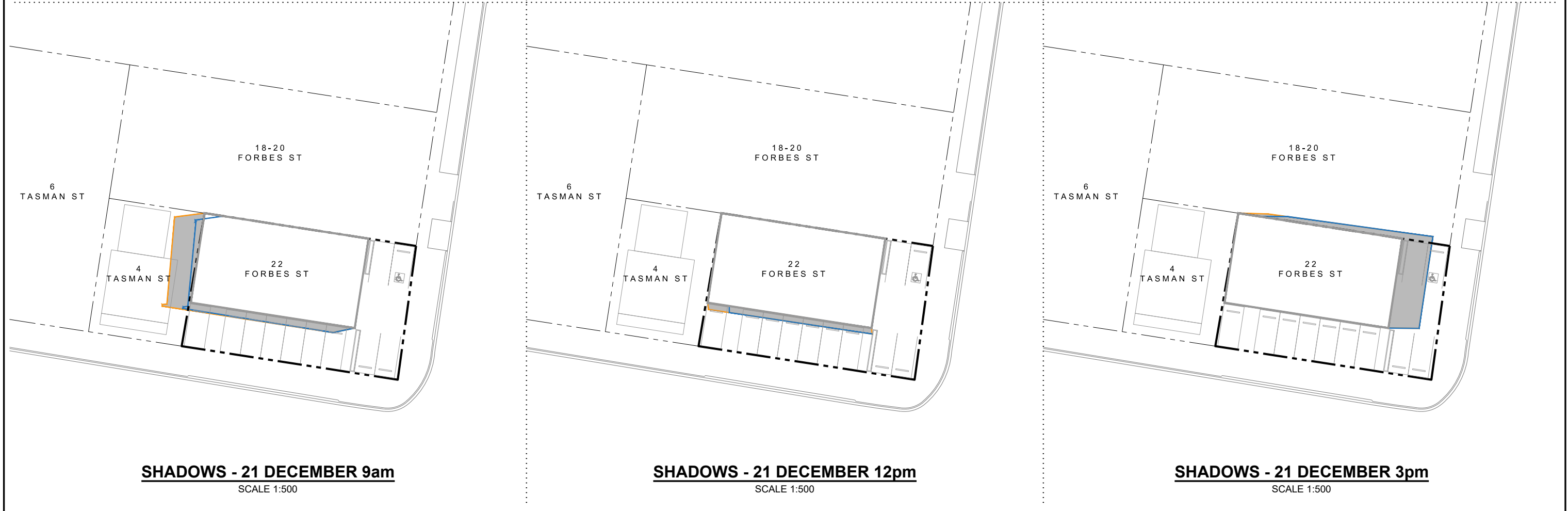
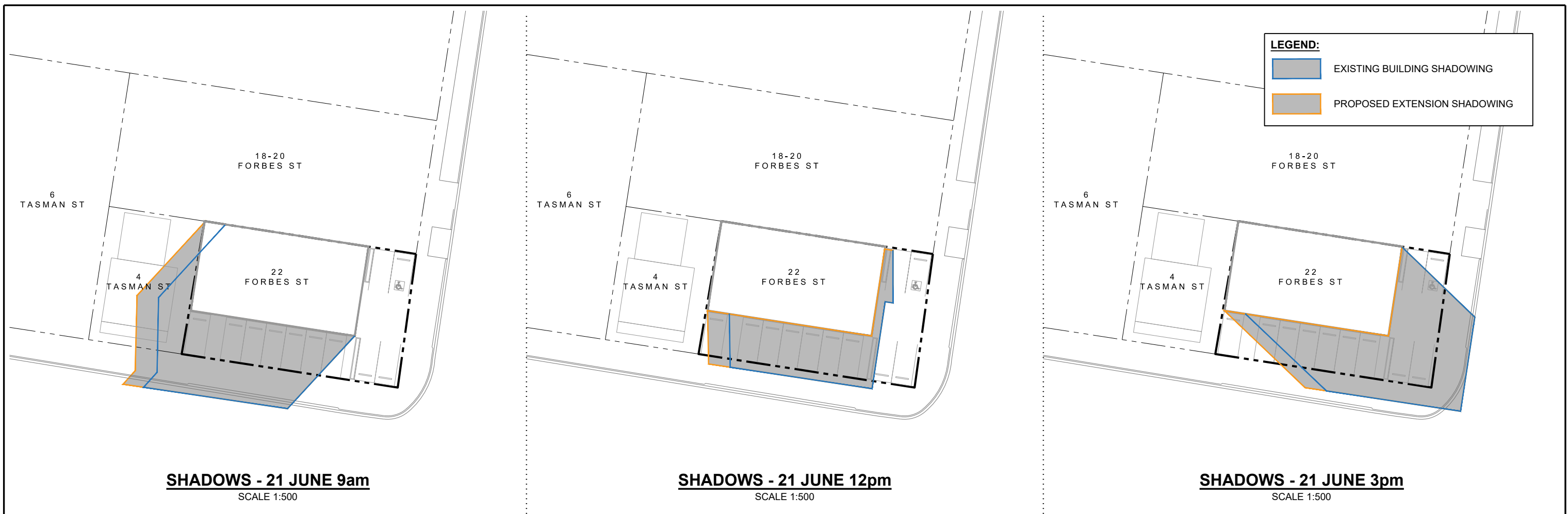
SECTION A
SCALE 1:50

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P1	25-11-25	ISSUED FOR PLANNING APPROVAL	M.J.K.	L.R.B.

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A3 SCALE: 1:50

Datum:



<p>TASMANIAN CONSULTING SERVICE ENGINEERING • DESIGN • PLANNING • MANAGEMENT • CONSTRUCTION</p> <p>74 Oldaker Street, Devonport PO Box 1047, Devonport, Tasmania, Australia</p> <p>T 03 6424 9085 E mail@tascon.com.au</p>	Issue:	Date:	Description:	Checked:	Approved:	<p>This document is and shall remain the property of Tasmanian Consulting Service (TCS). It shall be used only for the purpose for which it was commissioned, and only in accordance with the terms of that commission between TCS and their client. It shall not be copied, reproduced, or used to furnish any information for any reason without the prior agreement of TCS. Do not scale. Check all dimensions before commencing on-site. If in doubt, ask.</p>	<p>TCS INVESTMENTS OFFICE REFRURBISHMENT 22 FORBES STREET DEVONPORT</p>	<p>SHADOWING DIAGRAMS</p> <p>NOT FOR CONSTRUCTION</p>	<p>Drawing: 9962-006</p> <p>Issue: P1</p>
	P1	25-11-25	ISSUED FOR PLANNING APPROVAL	M.J.K.	L.R.B.				