DEVELOPMENT APPLICATION

PDPLANPMTD-2025/053610

PROPOSAL: New Building (Food Services) & Additions & Alterations to Existing Building (General Retail & Hire + Food Services)

LOCATION: 9 Dampier Street, Warrane

RELEVANT PLANNING SCHEME: Tasmanian Planning Scheme - Clarence

ADVERTISING EXPIRY DATE: 17 September 2025

The relevant plans and documents can be inspected at the Council offices, 38 Bligh Street, Rosny Park, during normal office hours until 17 September 2025. In addition to legislative requirements, plans and documents can also be viewed at www.ccc.tas.gov.au during these times.

Any person may make representations about the application to the Chief Executive Officer, by writing to PO Box 96, Rosny Park, 7018 or by electronic mail to clarence@ccc.tas.gov.au. Representations must be received by Council on or before 17 September 2025.

To enable Council to contact you if necessary, would you please also include a day time contact number in any correspondence you may forward.

Any personal information submitted is covered by Council's privacy policy, available at www.ccc.tas.gov.au or at the Council offices.

Clarence City Council

Clarence... a brighter place

APPLICATION FOR DEVELOPMENT / USE OR SUBDIVISION

*The personal information on this form is required by Council for the development of land under the Land Use Planning and Approvals Act 1993. We will only use your personal information for this and other related purposes. If this information is not provided, we may not be able to deal with this matter. You may access and/or amend your personal information at any time. How we use this information is explained in our **Privacy Policy**, which is available at www.ccc.tas.gov.au or at Council offices.*

Proposal: Proposed new Class 6 building & renovation work to existing building

Location:

Address 9-17 Dampier St

Suburb/Town Warrane *Postcode* 7018

Current Owners/s:

Applicant:

Personal Information Removed

Tax Invoice for application fees to be in the name of
(if different from applicant)

Is the property on the Tasmanian Heritage Register? Yes [ ] No [x]

(if yes, we recommend you discuss your proposal with Heritage Tasmania prior to lodgement as exemptions may apply which may save you time on your proposal)

If you had pre-application discussions with a Council Officer, please give their name	
Current Use of Site:	Local business

Does the proposal involve land administered or owned by the Crown or Council?	Yes		No	x

Declaration:

- *I have read the Certificate of Title and Schedule of Easements for the land and am satisfied that this application is not prevented by any restrictions, easements or covenants.*
- *I authorise the provision of a copy of any documents relating to this application to any person for the purposes of assessment or public consultation. I agree to arrange for the permission of the copyright owner of any part of this application to be obtained. I have arranged permission for Council's representatives to enter the land to assess this application*
- *I declare that, in accordance with Section 52 of the Land Use Planning and Approvals Act 1993, that I have notified the owner of the intention to make this application. Where the subject property is owned or controlled by Council or the Crown, their signed consent is attached. Where the application is submitted under Section 43A, the owner's consent is attached.*
- *I declare that the information in this declaration is true and correct.*

Acknowledgement:

- *I acknowledge that the documentation submitted in support of my application will become a public record held by Council and may be reproduced by Council in both electronic and hard copy format in order to facilitate the assessment process; for display purposes during public consultation; and to fulfil its statutory obligations. I further acknowledge that following determination of my application, Council will store documentation relating to my application in electronic format only.*

Applicant's Signature:

Personal Information Removed

PLEASE REFER TO THE DEVELOPMENT/USE AND SUBDIVISION CHECKLIST ON THE FOLLOWING PAGES TO DETERMINE WHAT DOCUMENTATION MUST BE SUBMITTED WITH YOUR APPLICATION.

Documentation required:

1. **MANDATORY DOCUMENTATION**

This information is required for the application to be valid. An application lodged without these items is unable to proceed.

- ❑ Details of the location of the proposed use or development.
- ❑ A copy of the current Certificate of Title, Sealed Plan, Plan or Diagram and Schedule of Easements and other restrictions for each parcel of land on which the use or development is proposed.
- ❑ Full description of the proposed use or development.
- ❑ Description of the proposed operation.

  May include where appropriate: staff/student/customer numbers; operating hours; truck movements; and loading/unloading requirements; waste generation and disposal; equipment used; pollution, including noise, fumes, smoke or vibration and mitigation/management measures.
- ❑ Declaration the owner has been notified if the applicant is not the owner.
- ❑ Crown or Council consent (if publically-owned land).
- ❑ Any reports, plans or other information required by the relevant zone or code.
- ❑ Fees prescribed by the Council.

  (please refer to http://www.ccc.tas.gov.au/fees or phone (03) 6217 9550 to determine applicable fees).

2. **ADDITIONAL DOCUMENTATION**

In addition to the mandatory information required above, Council may, to enable it to consider an application, request further information it considers necessary to ensure that the proposed use or development will comply with any relevant standards and purpose statements in the zone, codes or specific area plan, applicable to the use or development.

- ❑ **Site analysis plan and site plan**, including where relevant:
  - *Existing and proposed use(s) on site.*
  - *Boundaries and dimensions of the site.*
  - *Topography, including contours showing AHD levels and major site features.*
  - *Natural drainage lines, watercourses and wetlands on or adjacent to the site.*
  - *Soil type.*
  - *Vegetation types and distribution, and trees and vegetation to be removed.*
  - *Location and capacity of any existing services or easements on/to the site.*
  - *Existing pedestrian and vehicle access to the site.*
  - *Location of existing and proposed buildings on the site.*
  - *Location of existing adjoining properties, adjacent buildings and their uses.*
  - *Any natural hazards that may affect use or development on the site.*
  - *Proposed roads, driveways, car parking areas and footpaths within the site.*
  - *Any proposed open space, communal space, or facilities on the site.*
  - *Main utility service connection points and easements.*
  - *Proposed subdivision lot boundaries.*

- ❑ Where it is proposed to erect buildings, **detailed plan**s with dimensions at a scale of 1:100 or 1:200 showing:
  - *Internal layout of each building on the site.*
  - *Private open space for each dwelling.*
  - *External storage spaces.*
  - *Car parking space location and layout.*
  - *Major elevations of every building to be erected.*
  - *Shadow diagrams of the proposed buildings and adjacent structures demonstrating the extent of shading of adjacent private open spaces and external windows of buildings on adjacent sites.*
  - *Relationship of the elevations to natural ground level, showing any proposed cut or fill.*
  - *Materials and colours to be used on rooves and external walls.*
- ❑ Where it is proposed to erect buildings, a plan of the proposed **landscaping** showing:
  - *Planting concepts.*
  - *Paving materials and drainage treatments and lighting for vehicle areas and footpaths.*
  - *Plantings proposed for screening from adjacent sites or public places.*
- ❑ Any additional reports, plans or other information required by the relevant zone or code.

This list is not comprehensive for all possible situations. If you require further information about what may be required as part of your application documentation, please contact Council's Planning Officers on (03) 6217 9550 who will be pleased to assist.

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
36298	1
EDITION	DATE OF ISSUE
8	03-Jul-2024

SEARCH DATE : 23-Jul-2025
SEARCH TIME : 11.34 AM

DESCRIPTION OF LAND

City of CLARENCE
Lot 1 on Diagram 36298
Derivation : Part of Section T. and T.2
Prior CT 2004/74

SCHEDULE 1

E155610 TRANSFER to BTS GROUP HOLDING PTY LTD Registered 12-Feb-2019 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BURDENING EASEMENT: Right of Drainage [appurtenant to Lots 2 and 4 to 7 (Section T) on Plan No. 1389) over the Drainage Easement shown passing through the said land within described
E381388 MORTGAGE to Westpac Banking Corporation Registered 03-Jul-2024 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
80183	1
EDITION	DATE OF ISSUE
8	03-Jul-2024

SEARCH DATE : 23-Jul-2025
SEARCH TIME : 11.34 AM

DESCRIPTION OF LAND

City of CLARENCE
Lot 1 on Diagram 80183 (formerly being 363-4D)
Derivation : Part of Lot 32593 Gtd. to Director of Housing.
Prior CT 2115/33

SCHEDULE 1

E155610 TRANSFER to BTS GROUP HOLDING PTY LTD Registered 12-Feb-2019 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
RESERVING to The Director of Housing a right of drainage as appurtenant to the balance of the land comprised in Purchase Grant registered Volume 238 Folio 29 over the land marked "Drainage Easement 6 feet wide" on Diagram No. 80183
E381388 MORTGAGE to Westpac Banking Corporation Registered 03-Jul-2024 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Owner

Title Reference 2004 – 74 C.T.

Grantee

PLAN OF SURVEY

of land situated in the

TOWN OF WARRANE

COMPILED FROM P 1389 (SECTION T 2.)

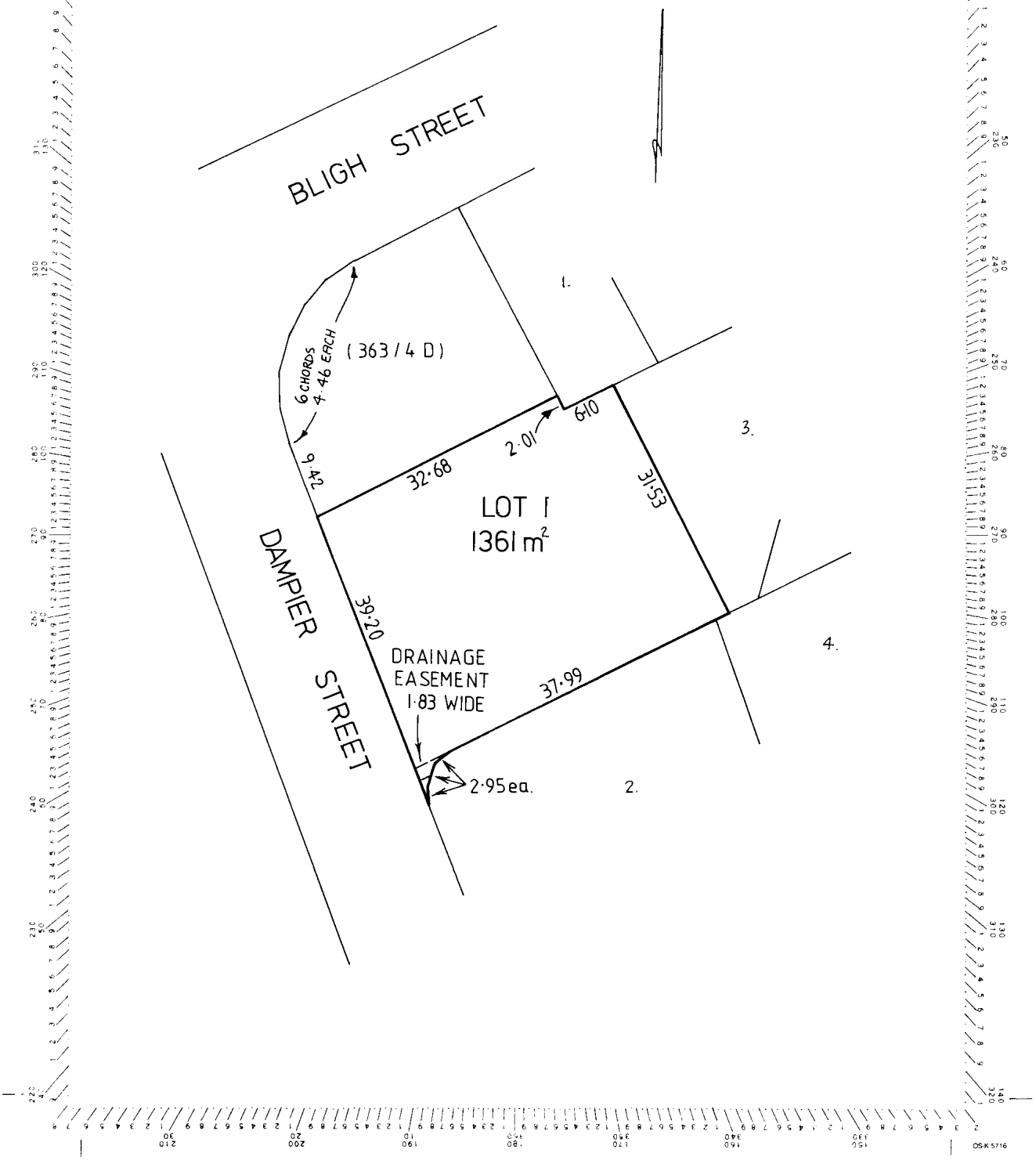
SCALE 1: 500 MEASUREMENTS IN METRES

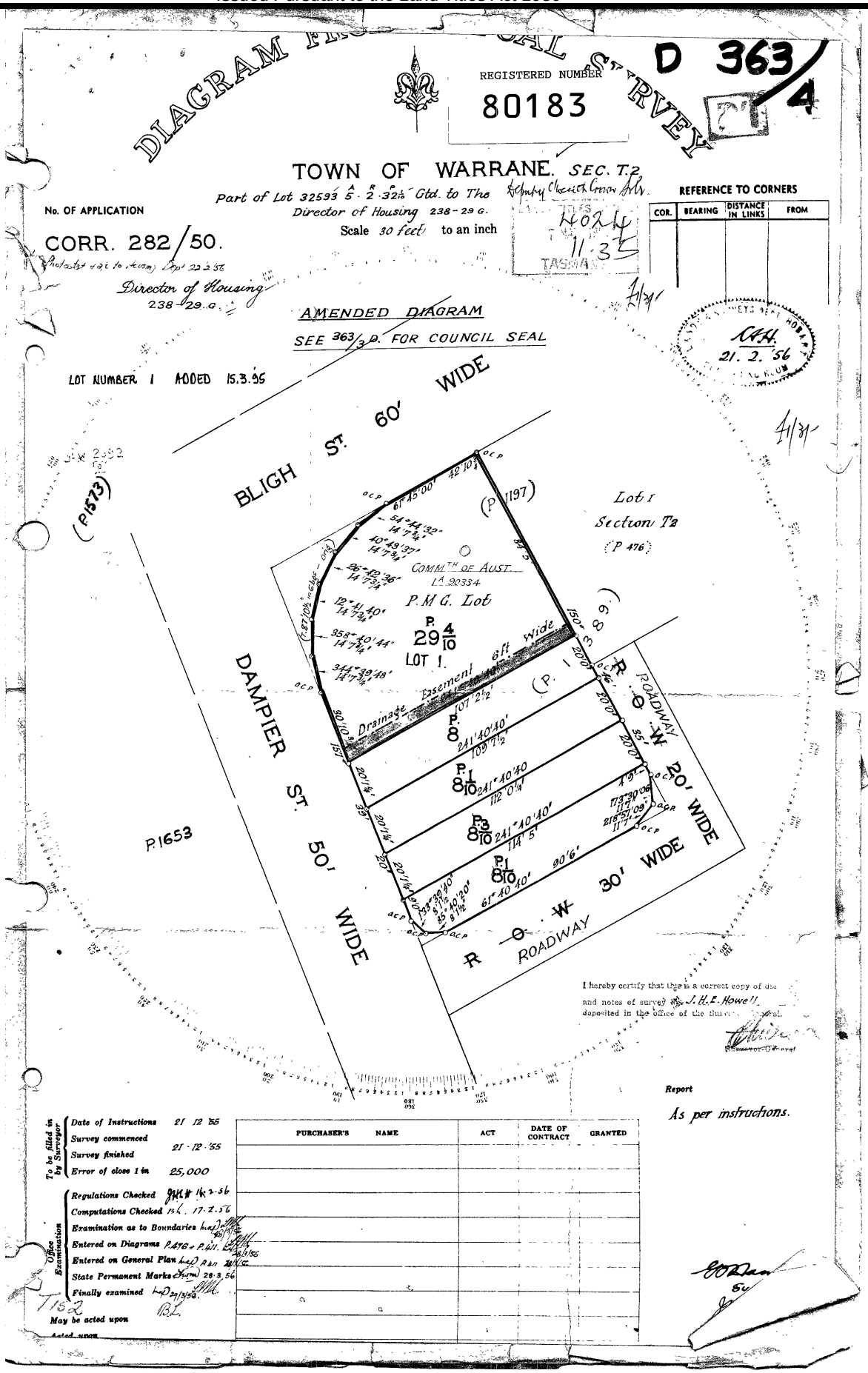
Registered Number

D 36298

Approved

Recorder of Titles





DRAWING NO:	DESCRIPTION
A1.0	LOCATION PLAN
A2.0	SITE PLAN - EX./DEMO
A3.0	SITE PLAN - PROPOSED
A4.0	FLOOR PLAN - EX./DEMO
A5.0	FLOOR PLAN - EX./DEMO
A6.0	ROOF PLAN - EX./DEMO
A7.0	FLOOR PLAN - PROPOSED
A8.0	ROOF PLAN - PROPOSED
A9.0	FLOOR PLAN - PROPOSED
A10.0	ROOF PLAN - PROPOSED
A11.0	ELEVATIONS - EXISTING BUILDING
A12.0	ELEVATIONS - EXISTING BUILDING
A13.0	ELEVATIONS - EXISTING BUILDING
A14.0	ELEVATIONS - EXISTING BUILDING
A15.0	ELEVATIONS - PROPOSED BUILDING
A16.0	ELEVATIONS - PROPOSED BUILDING
A17.0	3D VISUALISATIONS

Artist Impression Only

9-17 DAMPIER ST, WARRANE

SITE INFORMATION

Title Reference:	36298/1, 80183/1
Property ID:	7201964
Planning Zone:	Local Business Zone
Municipality:	Clarence
General Overlay:	N/A
Code Overlay:	
- Flood Prone Area	
- Airport Obstacle Limitation Area	
Building Class:	Class 6
Proposed Use Class:	Food Service - Cafe/Take Away
Wind Classification:	N1
Topographic Classification:	T0
Shielding Classification:	FS
Soil Classification:	Class H2
Climate Zone:	7

Site Area:	2105m^2
Existing Floor Area:	337.06m^2
Proposed Class 6 Building:	229.10m^2
Proposed Number of On-site Car Space:	21

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BUILDING DESIGNERS
ASSOCIATION OF AUSTRALIA

CLIENT: ROCHA
ADDRESS: 9-17 DAMPIER ST, WARRANE

JOB NO: 2442

PROPOSAL: PROPOSED CLASS 6 BUILDING
PROJECT STAGE: DA

DATE: 27/08/2025
SCALE: 1:500@A3

REV	AMENDMENT	DATES

A1.0

LOCATION PLAN

LEGEND

- Existing building
- Demolition
- Boundary

GENERAL RESIDENTIAL ZONE

31.53m 150°21'20" BOUNDARY

GENERAL RESIDENTIAL ZONE

6.10m

Existing cpncrete driveway to be demolished.

27.74m 330°08' BOUNDARY

Existing cpncrete driveway to be demolished.

Existing Unit 4 (masonry building) to be demolished.

GENERAL RESIDENTIAL ZONE

37.18m 61°01'40" BOUNDARY

BOUNDARY 13.07m 61°08'

EXISTING PARKING LOT
18 x CAR SPACES

EXISTING BUILDING

EX. SWD

EX. SWD

EX. SWD

EX. SEW

EX. WATER CONNECTION

9.42m

BOUNDARY 39.22m 156°58'00"

EXISTING DRIVEWAY

EX. SEW

Existing concrete driveway/parking to be demolished.

Existing concrete driveway/parking to be upgraded, refer to ***Aldanmark*** Civil Drawings for details.

DAMPIER ST

Existing concrete crossover to be removed and replaced, refer to ***Aldanmark*** Civil Drawings for details.

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BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

CLIENT: **ROCHA**

ADDRESS: **9-17 DAMPIER ST, WARRANE**

JOB NO: **2442**

PROPOSAL **PROPOSED CLASS 6 BUILDING**

PROJECT STAGE **DA**

DATE **27/08/2025**

SCALE **1:200@A3**

N

REV	AMENDMENT	DATES

A2.0

SITE PLAN - EX./DEMO

LEGEND

- Proposed Class 6 building
- Existing building
- Concrete driveway
- Concrete footpath
- Landscaping
- External lighting to illuminate vehicle parking areas, will be turned off between 11pm to 6am.
- Boundary
- BOL Bollard

Proposed 2000L slimline rainwater detention tank to be screened from the street, refer to ***Aldanmark*** Civil Drawings for detention tank details.

Proposed bin storage for Unit 4 & 5 will be enclosed by sliding door and screens.

Indicative locations of the proposed AC units on rooftop. The units will be installed with a minimum setback of 10 metres from the General Residential Zone, complies with Clause **14.4.2 A3**.

Proposed outdoor seating area.

Proposed 6 bicycle parks & 1 motorcycle parking space.

New DN1050 manhole over existing DN300 stormwater, refer to ***Aldanmark*** Civil Drawings for details.

GENERAL RESIDENTIAL ZONE

A proposed 2000L slimline rainwater detention tank to be used for stormwater management of the existing building and will be screened from the car park and footpath.

Line of 1V:3H cut batter.

31.53m 150°21'20"

BOUNDARY

Retaining wall, maximum height 1.2m.

GENERAL RESIDENTIAL ZONE

27.74m 330°08'

BOUNDARY

6.10m

SW PIT

SETBACK 4,916

SETBACK 2,803

NEW CONCRETE DRIVEWAY ENTER

12 13 14 15 16 17 18 19 20 21

TYP. 2,600

16,000

PROPOSED PARKING LOT
10 x CAR SPACES

PROPOSED FOOTPATH

6,600

Proposed bollard to be installed every 1m along new footpath.

1,000

1m WIDE FOOTPATH

37.18m 61°01'40"

GENERAL RESIDENTIAL ZONE

Indicative locations of the proposed AC units on rooftop. The units will be installed with a minimum setback of 10 metres from the General Residential Zone, complies with Clause **14.4.2 A3**.

13.07m 61°08'

BOUNDARY

10,008

PROPOSED CLASS 6 BUILDING
229.10 m²

2,100

EX.FOOTPATH

UNIT 3

UNIT 2

4,100

UNIT 2 & 3 BIN STORAGE

EX.SERVICE STORAGE

SETBACK 2,404

19.10 m²

PROPOSED FOOTPATH

EX.FOOTPATH

EXISTING BUILDING

NEW CONCRETE DRIVEWAY EXIT

BOUNDARY

EX. SWD

SHARED SPACE

BOL.

11 10 9 8

TYP. 2,600

2,400 2,400

7 6 5 4 3 2 1

EX.FOOTPATH

UNIT 1

EX.GREASE TRAP

6,300

6,826

PROPOSED PARKING LOT
4 x CAR SPACES

EXISTING PARKING SPACE
7 x CAR SPACES

EX. SEW

UNIT 1 BIN STORAGE

EX.WATER CONNECTION

9.42m

BOUNDARY

39.22m 156°58'00"

Existing concrete driveway/parking to be demolished.

Existing concrete driveway/parking to be upgraded, refer to ***Aldanmark*** Civil Drawings for details.

DAMPIER ST

Existing concrete crossover to be removed and replaced, refer to ***Aldanmark*** Civil Drawings for details.

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CLIENT: **ROCHA**

ADDRESS: **9-17 DAMPIER ST, WARRANE**

JOB NO: **2442**

PROPOSAL **PROPOSED CLASS 6 BUILDING**

PROJECT STAGE **DA**

DATE **27/08/2025**

SCALE **1:200@A3**

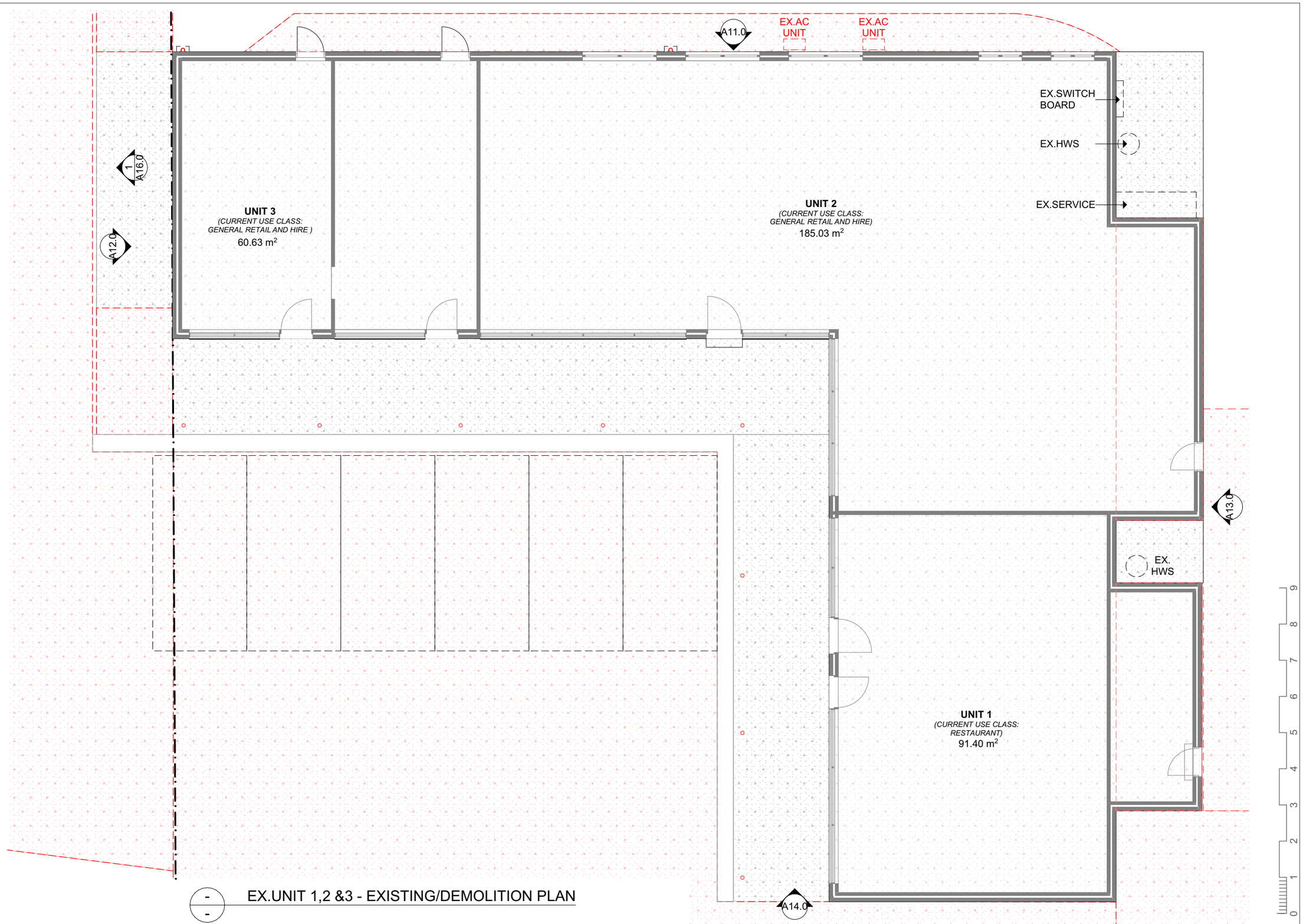
REV	AMENDMENT	DATES

A3.0

SITE PLAN - PROPOSED

LEGEND

- Existing walls
- Demolition
- Boundary



EX.UNIT 1,2 &3 - EXISTING/DEMOLITION PLAN

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PROPOSAL **PROPOSED CLASS 6 BUILDING**

PROJECT STAGE **DA**

DATE **27/08/2025**

SCALE **1:100@A3**

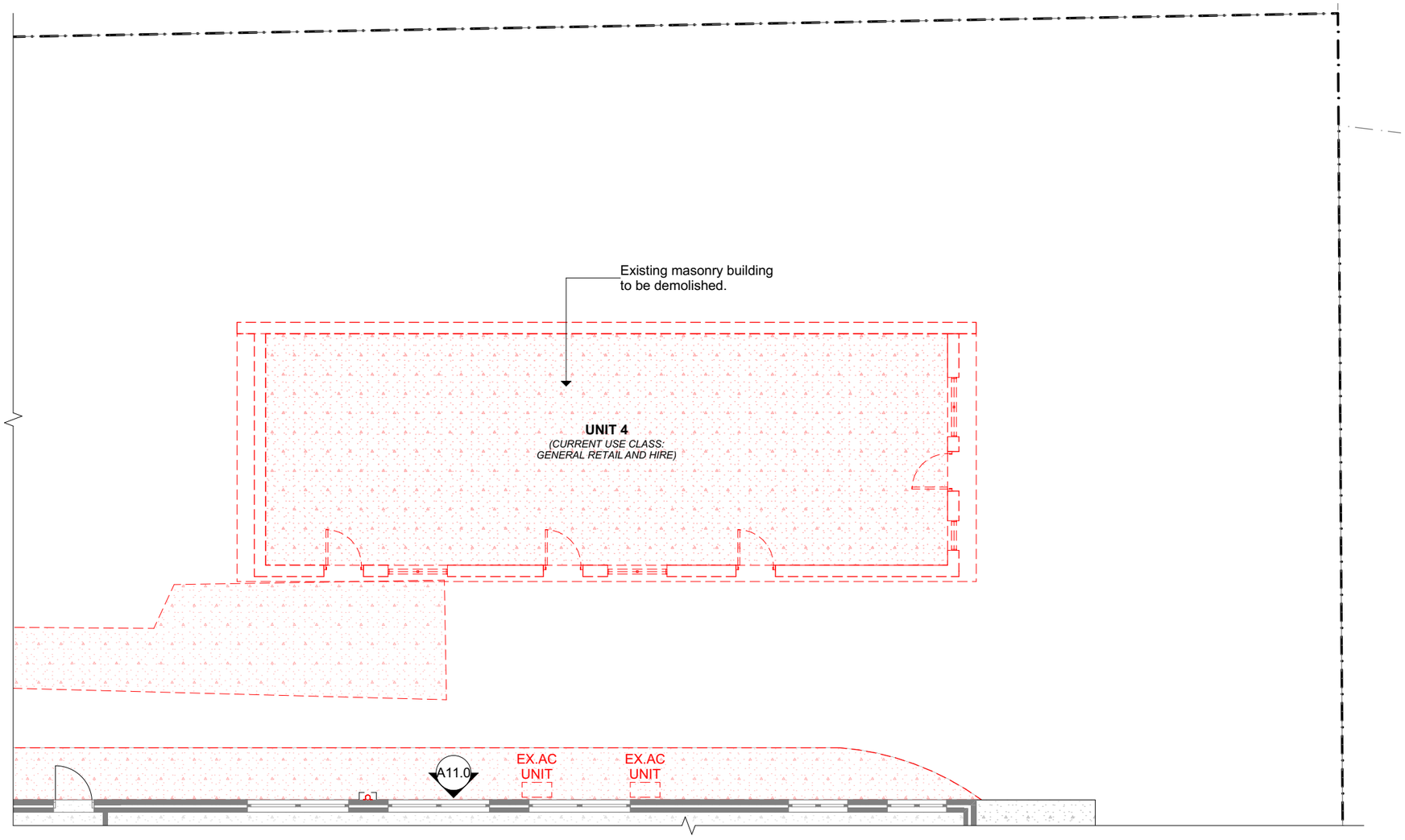
REV	AMENDMENT	DATES

A4.0

FLOOR PLAN - EX./DEMO

LEGEND

- Existing walls
- Demolition
- Boundary



- EX.UNIT 4 - EXISTING/DEMOLITION PLAN -

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CLIENT: **ROCHA**

ADDRESS: **9-17 DAMPIER ST, WARRANE**

JOB NO: **2442**

PROPOSAL **PROPOSED CLASS 6 BUILDING**

PROJECT STAGE **DA**

DATE **27/08/2025**

SCALE **1:100@A3**

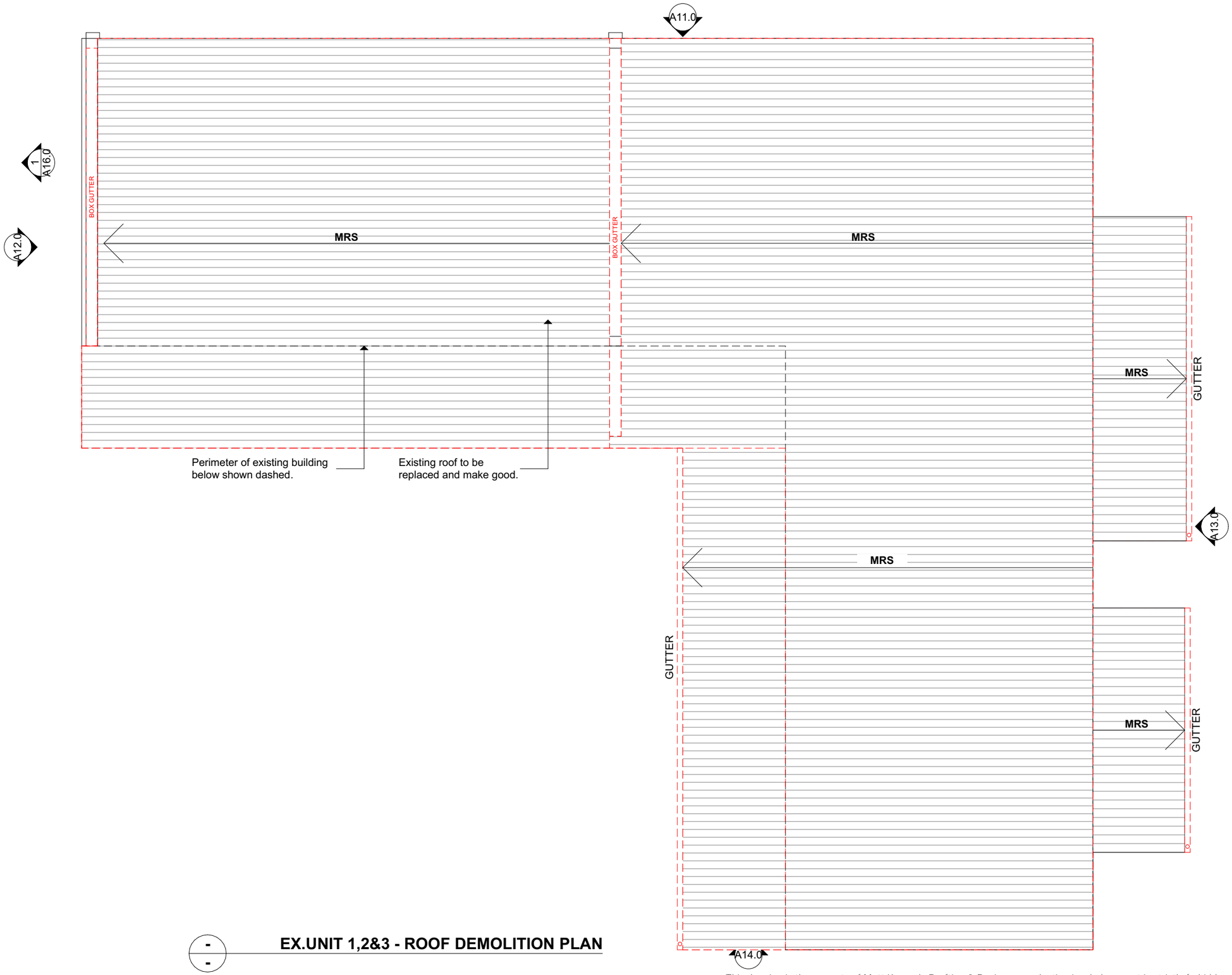
REV	AMENDMENT	DATES

A5.0

FLOOR PLAN - EX./DEMO

LEGEND

- Existing walls
- Demolition
- Boundary



EX.UNIT 1,2&3 - ROOF DEMOLITION PLAN

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CLIENT: **ROCHA**

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JOB NO: **2442**

PROPOSAL **PROPOSED CLASS 6 BUILDING**

PROJECT STAGE **DA**

DATE **27/08/2025**

SCALE **1:100@A3**

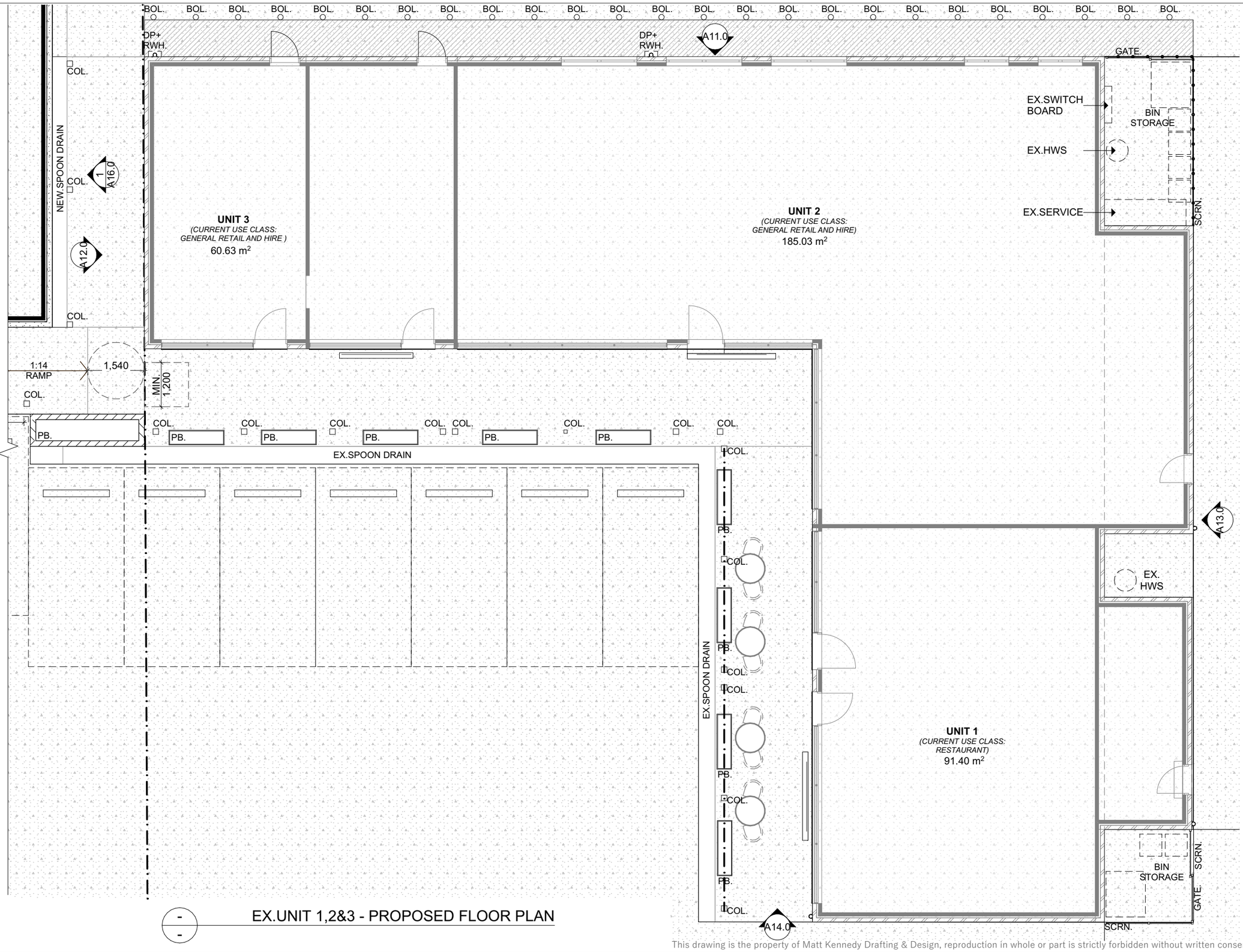
REV	AMENDMENT	DATES

A6.0

ROOF PLAN - EX./DEMO

LEGEND

	Existing walls
	Proposed walls
BOL.	Bollard
COL.	Steel column
DP.	Rainwater pipe
HWS.	Hot water system
PB.	Proposed fixed planter box, selected by developer.
RWH	Rainwater head
SB.	Switchboard
SCRN.	Proposed fixed screens to bin storage, minimum 1.2m high.



EX.UNIT 1,2&3 - PROPOSED FLOOR PLAN

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PROPOSAL **PROPOSED CLASS 6 BUILDING**

PROJECT STAGE **DA**

DATE **27/08/2025**

SCALE **1:100@A3**

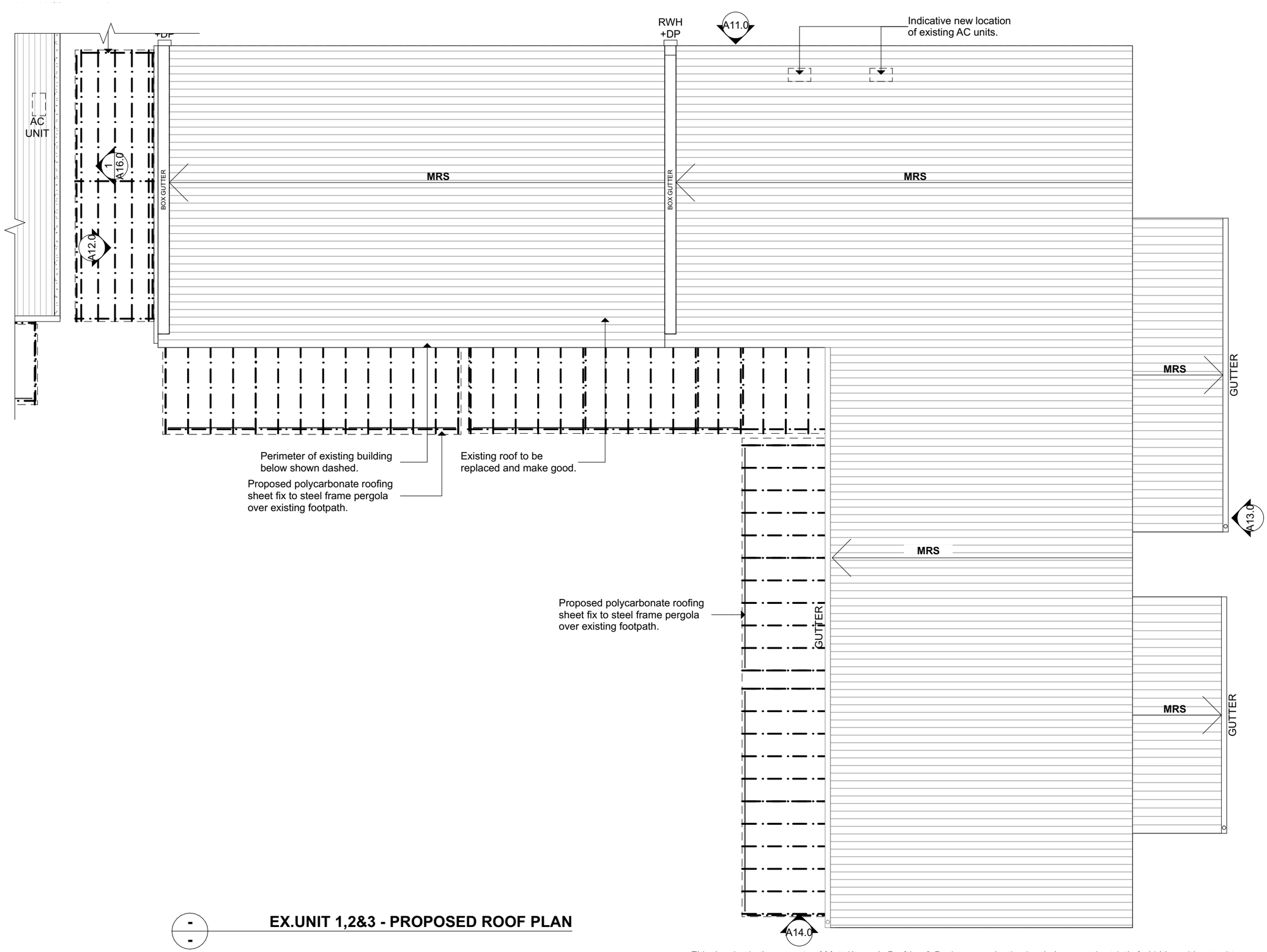
REV	AMENDMENT	DATES

A7.0

FLOOR PLAN - PROPOSED

LEGEND

MRS. Metal roofing sheet.



EX.UNIT 1,2&3 - PROPOSED ROOF PLAN

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PROPOSAL **PROPOSED CLASS 6 BUILDING**

PROJECT STAGE **DA**

DATE **27/08/2025**

SCALE **1:100@A3**

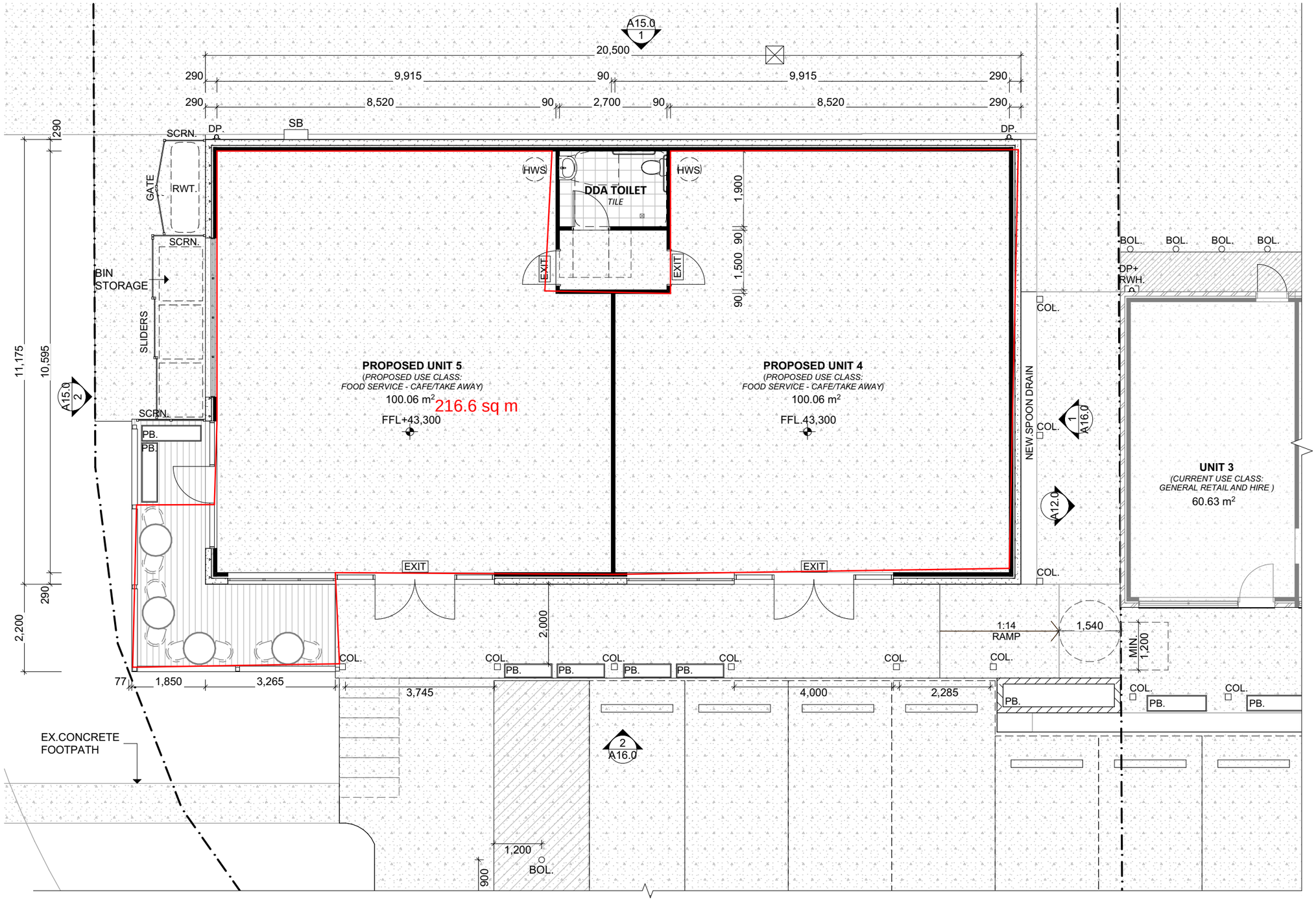
REV	AMENDMENT	DATES

A8.0

ROOF PLAN - PROPOSED

LEGEND

■	Proposed walls
BOL.	Bollard
COL.	Steel column
DP.	Rainwater pipe
HWS.	Hot water system with safe tray
PB.	Proposed fixed planter box, selected by developer.
SB.	Switchboard
SCRN.	Proposed fixed screens to bin storage, minimum 1.2m high.



PROPOSED NEW UNIT 4 & 5 - FLOOR PLAN

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BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

CLIENT: **ROCHA**

ADDRESS: **9-17 DAMPIER ST, WARRANE**

JOB NO: **2442**

PROPOSAL **PROPOSED CLASS 6 BUILDING**

PROJECT STAGE **DA**

DATE **27/08/2025**

SCALE **1:100@A3**

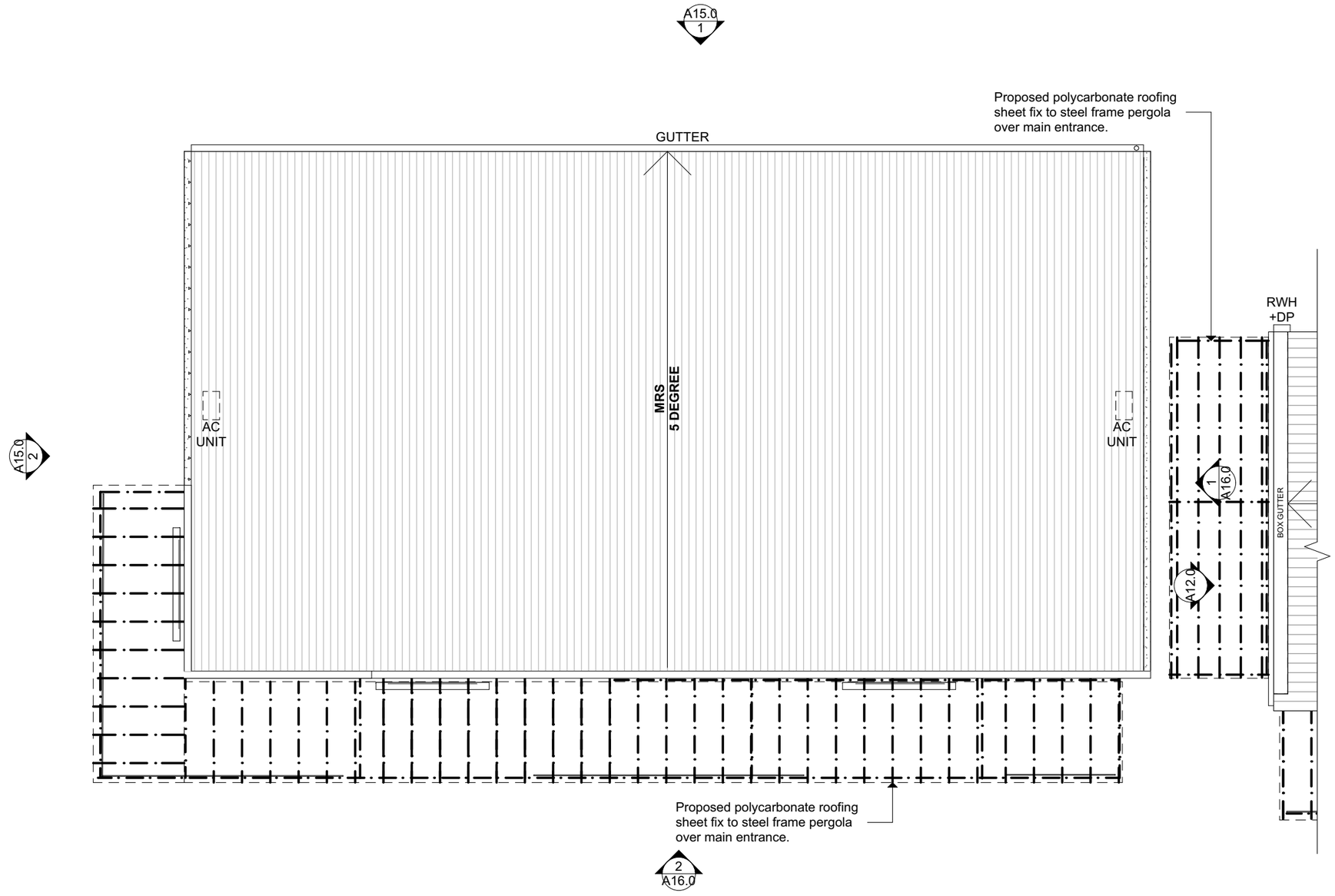
REV	AMENDMENT	DATES

A9.0

FLOOR PLAN - PROPOSED

LEGEND

MRS. Metal roofing sheet.



PROPOSED NEW UNIT 4 - ROOF PLAN

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BUILDING DESIGNERS
ASSOCIATION OF AUSTRALIA

CLIENT: **ROCHA**

ADDRESS: **9-17 DAMPIER ST, WARRANE**

JOB NO: **2442**

PROPOSAL **PROPOSED CLASS 6 BUILDING**

PROJECT STAGE **DA**

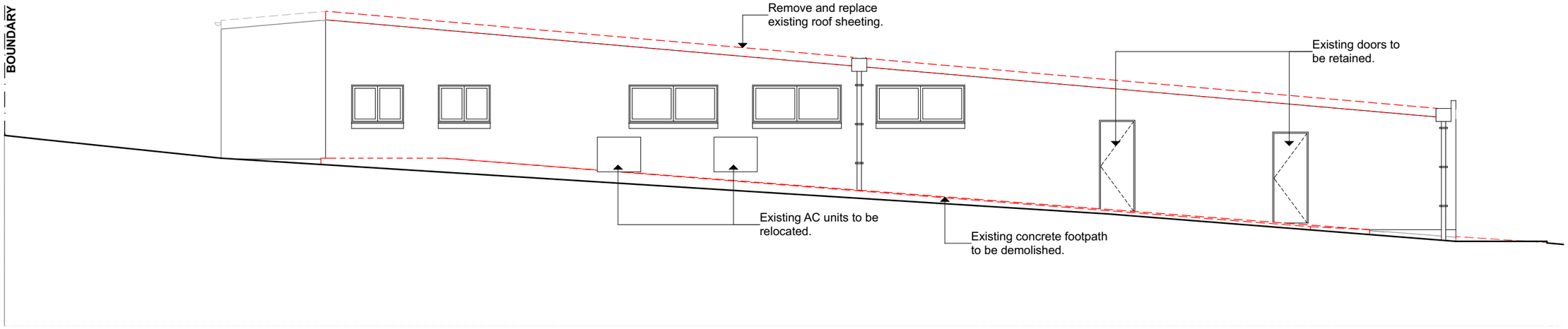
DATE **27/08/2025**

SCALE **1:100@A3**

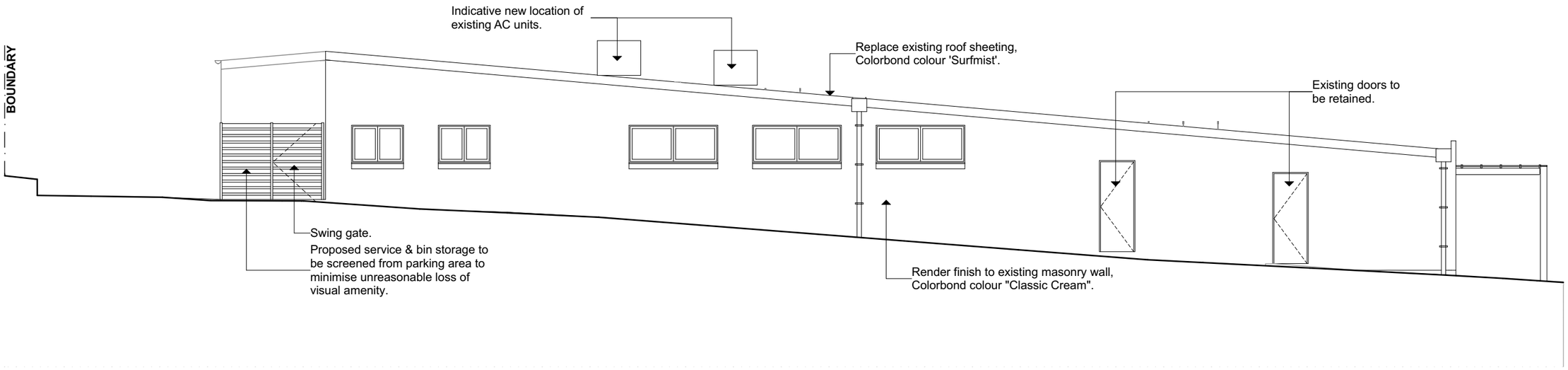
REV	AMENDMENT	DATES

A10.0

ROOF PLAN - PROPOSED



1 / - NE ELEVATION



2 / - NE ELEVATION

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BUILDING DESIGNERS
ASSOCIATION OF AUSTRALIA

CLIENT: **ROCHA**

ADDRESS: **9-17 DAMPIER ST, WARRANE**

JOB NO: **2442**

PROPOSAL **PROPOSED CLASS 6 BUILDING**

PROJECT STAGE **DA**

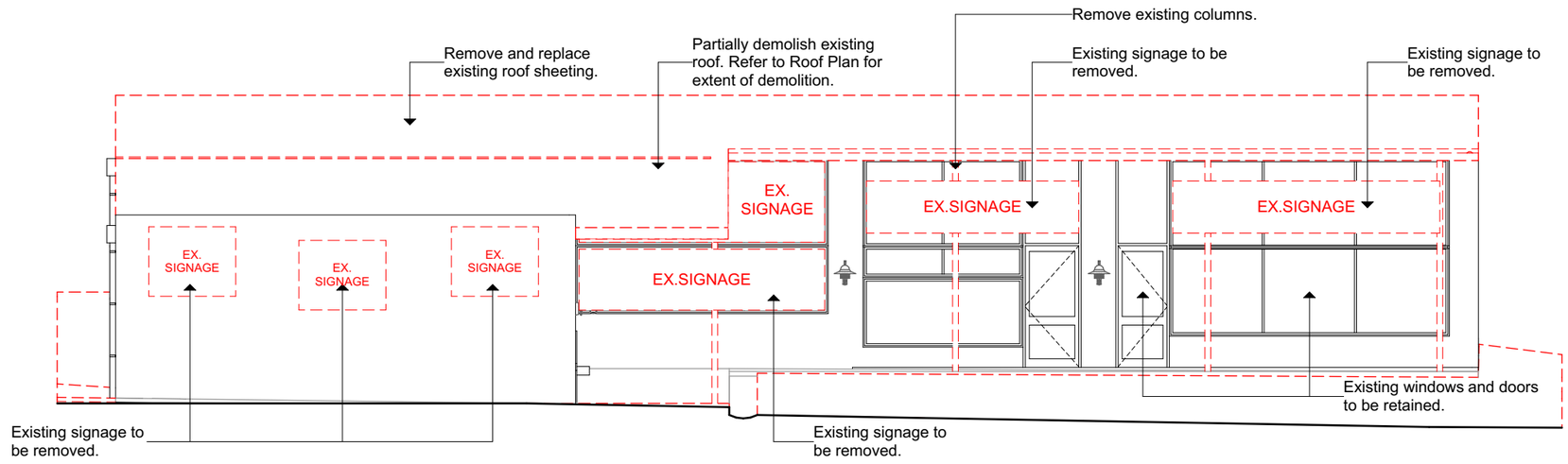
DATE **27/08/2025**

SCALE **1:100@A3**

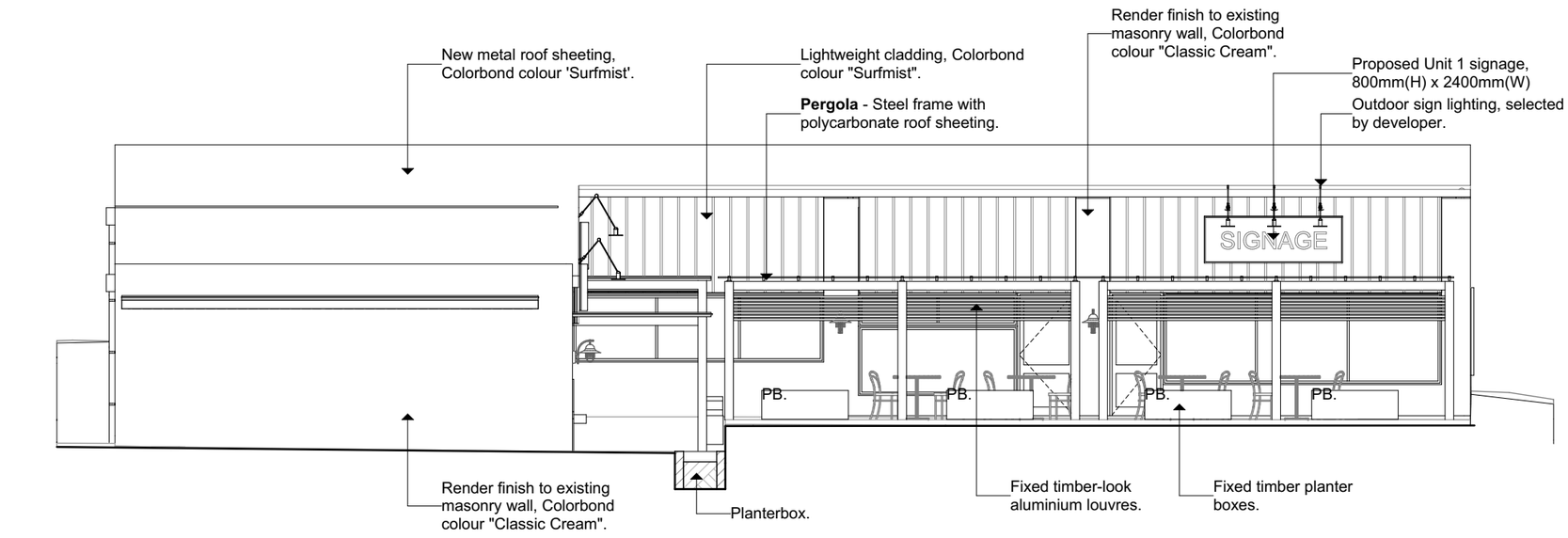
REV	AMENDMENT	DATES

A11.0

ELEVATIONS - EXISTING BUILDING



1 - NW ELEVATION



2 - NW ELEVATION

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E: admin@matt-kennedy.com.au
Licence: 189009392

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

CLIENT: **ROCHA**

ADDRESS: **9-17 DAMPIER ST, WARRANE**

JOB NO: **2442**

PROPOSAL **PROPOSED CLASS 6 BUILDING**

PROJECT STAGE **DA**

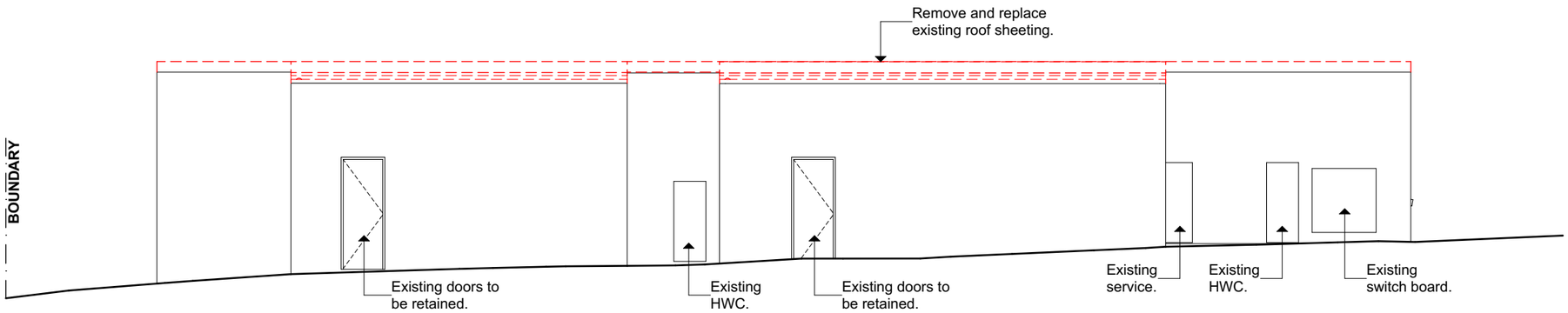
DATE **27/08/2025**

SCALE **1:100@A3**

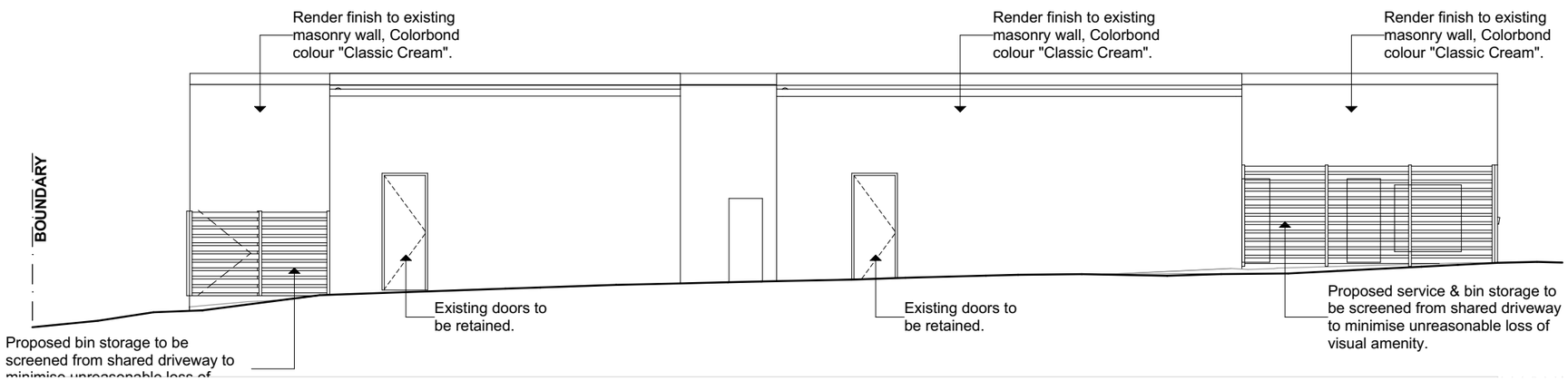
REV	AMENDMENT	DATES

A12.0

ELEVATIONS - EXISTING BUILDING



1 - SE ELEVATION



2 - SE ELEVATION

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BUILDING DESIGNERS
ASSOCIATION OF AUSTRALIA

CLIENT: **ROCHA**

ADDRESS: **9-17 DAMPIER ST, WARRANE**

JOB NO: **2442**

PROPOSAL **PROPOSED CLASS 6 BUILDING**

PROJECT STAGE **DA**

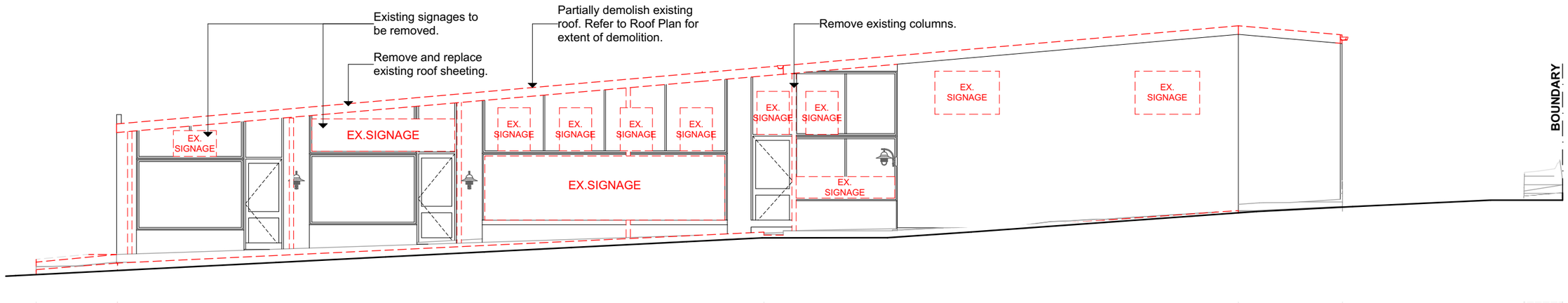
DATE **27/08/2025**

SCALE **1:100@A3**

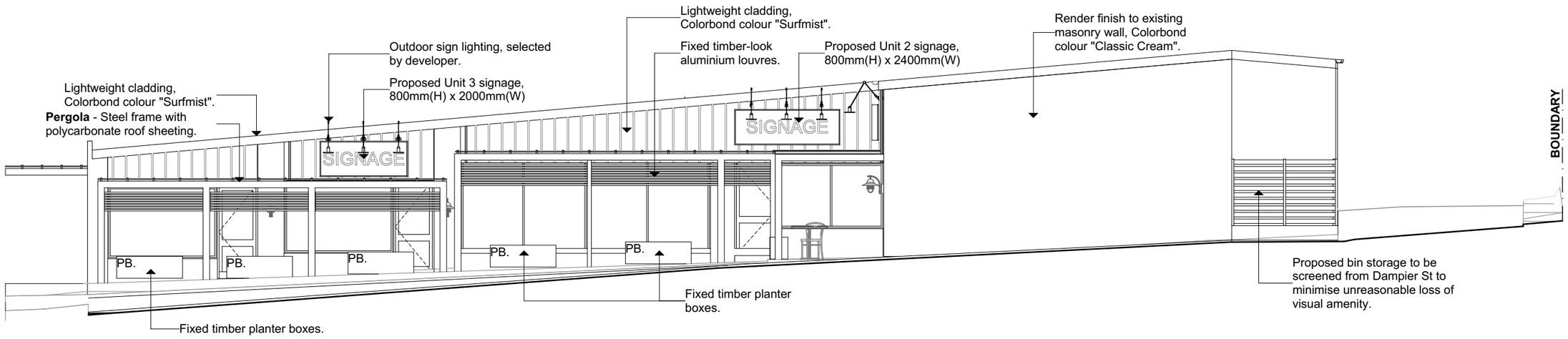
REV	AMENDMENT	DATES

A13.0

ELEVATIONS - EXISTING BUILDING



1 - SW ELEVATION



2 - SW ELEVATION

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BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

CLIENT: **ROCHA**

ADDRESS: **9-17 DAMPIER ST, WARRANE**

JOB NO: **2442**

PROPOSAL **PROPOSED CLASS 6 BUILDING**

PROJECT STAGE **DA**

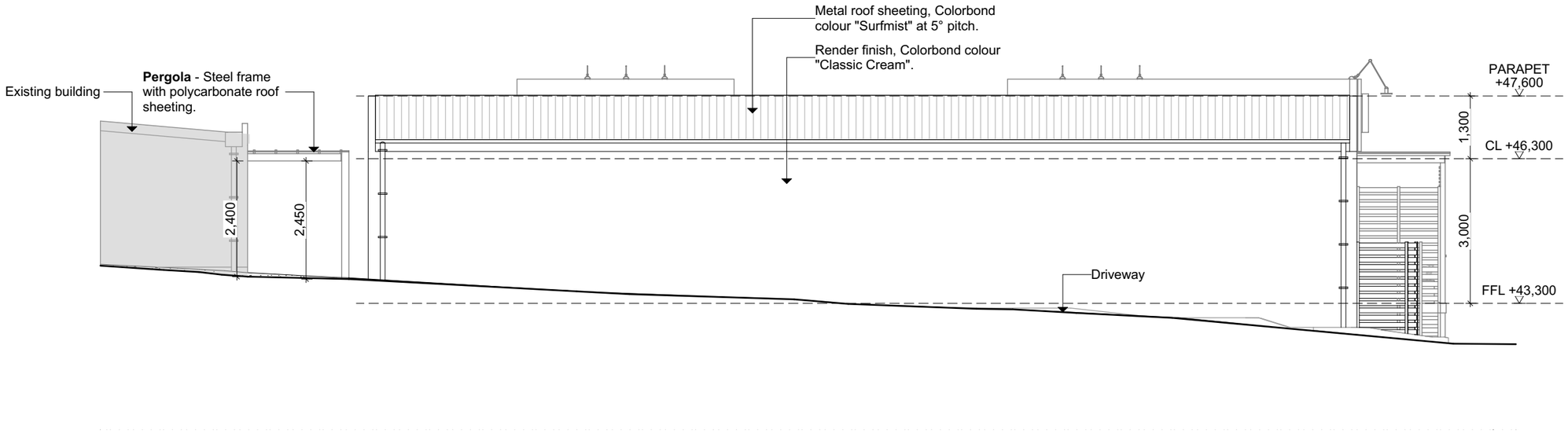
DATE **27/08/2025**

SCALE **1:100@A3**

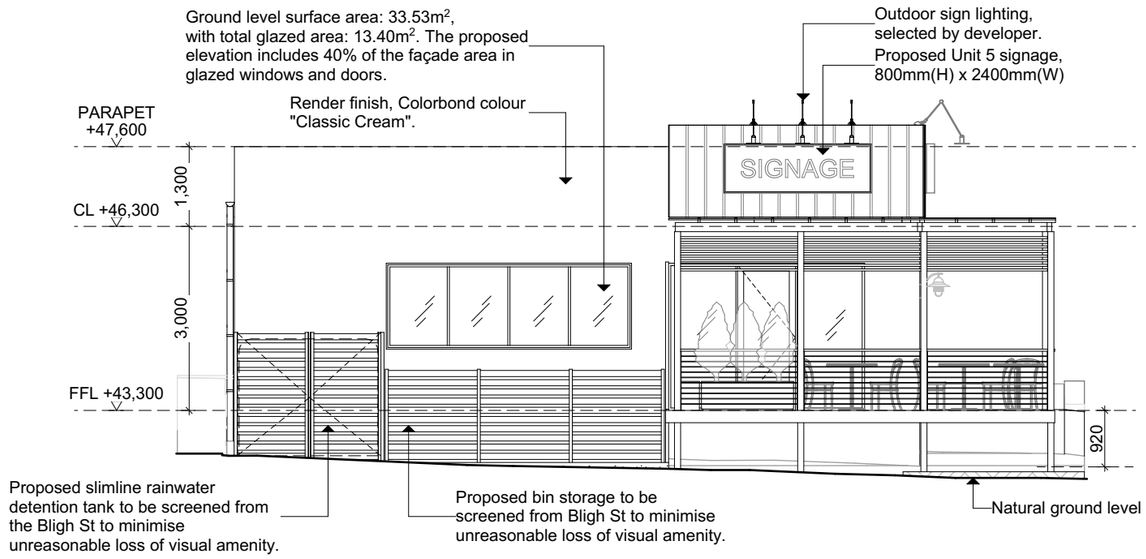
REV	AMENDMENT	DATES

A14.0

ELEVATIONS - EXISTING BUILDING



1 / - NE ELEVATION



2 / - NW ELEVATION

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CLIENT: **ROCHA**

ADDRESS: **9-17 DAMPIER ST, WARRANE**

JOB NO: **2442**

PROPOSAL **PROPOSED CLASS 6 BUILDING**

PROJECT STAGE **DA**

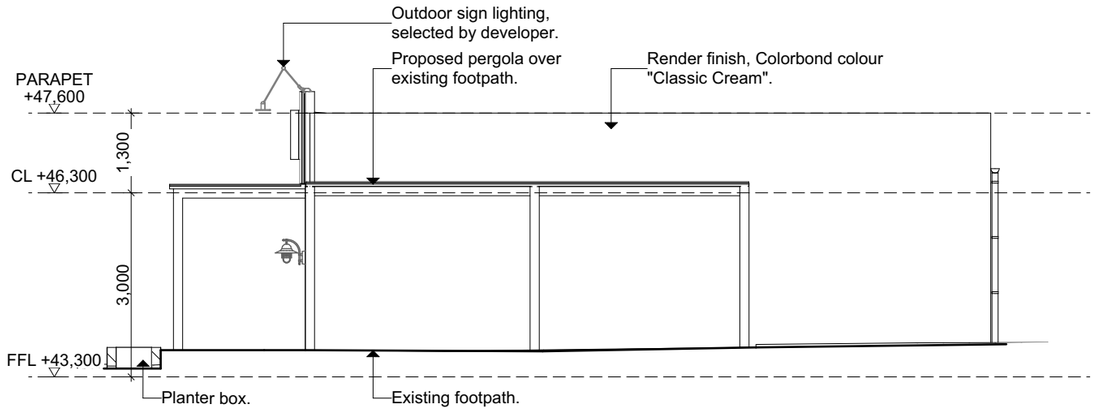
DATE **27/08/2025**

SCALE **1:100@A3**

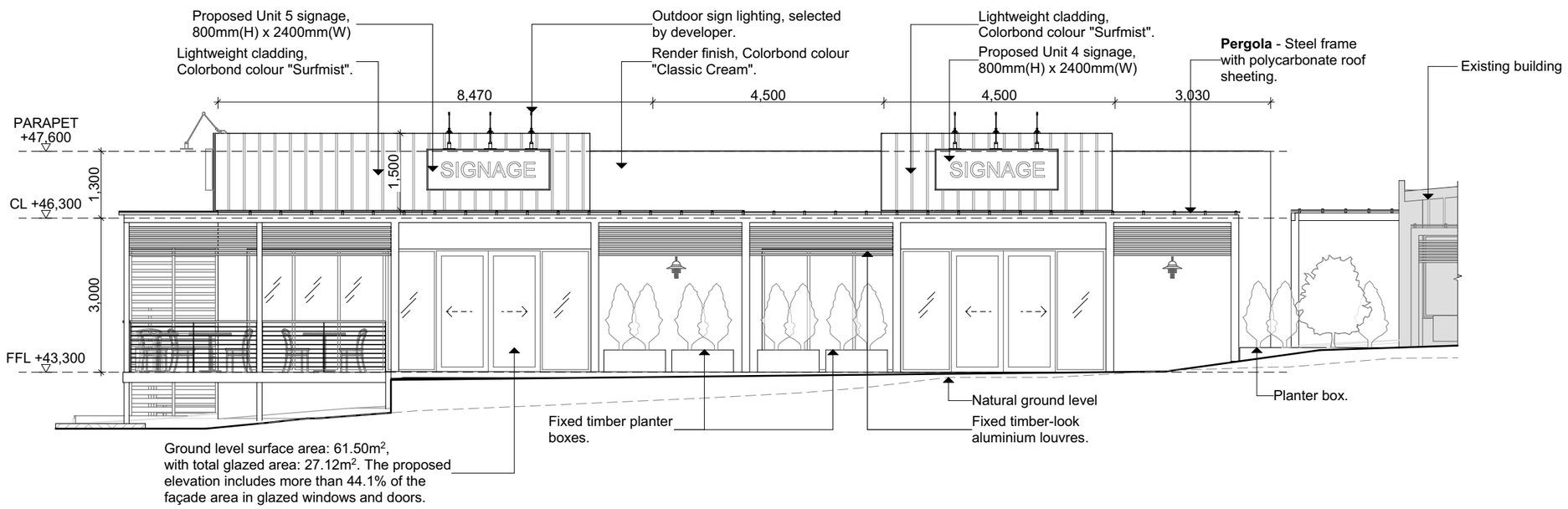
REV	AMENDMENT	DATES

A15.0

ELEVATIONS - PROPOSED BUILDING



1 / - SE ELEVATION



2 / - SW ELEVATION

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BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

CLIENT: **ROCHA**

ADDRESS: **9-17 DAMPIER ST, WARRANE**

JOB NO: **2442**

PROPOSAL **PROPOSED CLASS 6 BUILDING**

PROJECT STAGE **DA**

DATE **27/08/2025**

SCALE **1:100@A3**

REV	AMENDMENT	DATES

A16.0

ELEVATIONS - PROPOSED BUILDING

Artist Impression Only

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BUILDING DESIGNERS
ASSOCIATION OF AUSTRALIA

CLIENT:
ROCHA

ADDRESS:
9-17 DAMPIER ST, WARRANE

JOB NO:
2442

PROPOSAL
PROPOSED CLASS 6 BUILDING

PROJECT STAGE
DA

DATE
27/08/2025

SCALE

REV	AMENDMENT	DATES

A17.0

3D VISUALISATIONS

CIVIL DRAWINGS
PROPOSED SHOPS
9 - 17 DAMPIER STREET
WARRANE

C001	COVER	A	18/03/2025
C101	SITE PLAN	A	18/03/2025
C102	ROAD AND STORMWATER PLAN - SHEET 1	A	18/03/2025
C103	SEWER AND WATER PLAN - SHEET 1	A	18/03/2025
C105	TURNPATH PLAN	A	18/03/2025
C201	LONG SECTIONS - SHEET 1	A	18/03/2025
C401	CONSTRUCTION DETAILS	A	18/03/2025

			DRAWN:	DE
			CHECKED:	NM
			DESIGN:	DE
			CHECKED:	NM
A	PLANNING APPROVAL	18/03/2025	VERIFIED:	
REV	ISSUE	DATE	APPROVAL	

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www.aldanmark.com.au

PROJECT: PROPOSED SHOPS

ADDRESS: 9 - 17 DAMPIER STREET
WARRANE

CLIENT: RACHELLE ROCHA

SHEET: COVER

SCALE: AS INDICATED

TOTAL SHEETS: 7

SIZE: A1

PROJECT No: 25 E 103 - 2

SHEET: C001

REV: A

STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
SSD	SLOTTED PVC AG DRAIN
	TABLE DRAIN
EX SWD	EXISTING STORMWATER
	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
	SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-v3
	INSPECTION OPENING
	GRATED PIT
	GRATED TRENCH WITH PIT

SEWER LEGEND

S	uPVC SEWER DN100 SN6 U.N.O.
EX S	EXISTING SEWER
	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
	MAINTENANCE SHAFT
	SEWER FIXTURE
IO	INSPECTION OPENING
IOS	INSPECTION OPENING TO SURFACE
ORG	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP	EXISTING TELSTRA
FOC	EXISTING NBN
G	EXISTING GAS

PAVEMENT LEGEND

	CONCRETE DRIVEWAY
	CONCRETE FOOTPATH

NOTES

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THIS DRAWING MUST ONLY BE DISTRIBUTED IN FULL COLOUR. ALDANMARK CONSULTING ENGINEERS ACCEPTS NO LIABILITY ARISING FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.

BEWARE OF UNDERGROUND SERVICES:
THE LOCATION OF UNDER GROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT LOCATION SHOULD BE PROVEN ON SITE BY THE RELEVANT AUTHORITIES. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

SITE PLAN

SCALE 1:200 (A1)

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REV	ISSUE	DATE	APPROVAL
A	PLANNING APPROVAL	18/03/2025	VERIFIED:
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			DESIGN: DE
			CHECKED: NM
			DRAWN: DE

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www.aldanmark.com.au

PROJECT: PROPOSED SHOPS

0 2 4 6 8 10 12 14 16 18 20m

ADDRESS: 9 - 17 DAMPIER STREET
WARRANE

CLIENT: RACHELLE ROCHA

SHEET: SITE PLAN

SCALE: 1:200 | TOTAL SHEETS: 7 | SIZE: A1

PROJECT No: 25 E 103 - 2 | SHEET: C101 | REV: A

EXISTING CROSSOVER TO REMAIN, NEW CONCRETE TO BE PROVIDED FROM BACK OF FOOTPATH

450sq. MIN. CLASS B TRAFFICABLE STORMWATER PIT INSTALLED AS PER MANUFACTURERS SPECIFICATIONS, TYPICAL

DN100 SLOTTED PVC AG-DRAIN

150mm TYPE BK BARRIER KERB

LINE OF 1V:3H CUT BATTER

190mm BLOCKWORK RETAINING WALL AS PER DETAIL PROVIDED

PROPOSED CLASS 6 BUILDING
FFL 43.30

PROPOSED USE CLASS: GENERAL RETAIL AND HIRI

DN150 PVC SN6 CHARGED STORMWATER TO DETENTION TANK

EXISTING CONCRETE STORMWATER CHAMBER
LID LEVEL: 43.85
INVERT LEVEL: 43.11
CONNECTION TO BE TRACED AND MADE REDUNDANT PRIOR TO REMOVAL

EXISTING DN300 STORMWATER

2,000L SLIMLINE RAINWATER DETENTION TANK FITTED WITH 50mm LOW FLOW ORIFICE INSTALLED AS PER DETAIL AND MANUFACTURERS RECOMENDATIONS

EXISTING DN225 STORMWATER AS LOCATED BY SURVEYOR TO BE REMOVED DURING CONSTRUCTION

150mm BARRIER KERB BETWEEN PARKING AND FOOTPATH

PROVIDE DROP DOWN CONCRETE EDGE BEAM WITH FILL EXCEEDS 200mm

PROVIDE NEW DN1050 MANHOLE OVER EXISTING DN300 STORMWATER AS PER LGAT TSD-SW02/03 TO ACT AS NEW PROPERTY CONNECTION

EXISTING DN300 STORMWATER

EXISTING STORMWATER MANHOLE
GRATE LEVEL: 41.27
INVERT LEVEL: 40.58
AS LOCATED BY SURVEYOR

EXISTING DN300 STORMWATER

EXISTING GRATED PIT
GRATE LEVEL: 42.40
INVERT LEVEL: 41.20
AS LOCATED BY SURVEYOR
TO BE REMOVED AND MAIN CUT BACK TO SUIT NEW MANHOLE

EXISTING DN300 STORMWATER

150mm TYPE BK BARRIER KERB TO LOW SIDE OF CAR PARK AS PER DETAIL PROVIDED

NEW CONCRETE PARKING AREA/DRIVEWAY AS PER DETAIL PROVIDED

EXISTING SIDE ENTRY PIT
GRATE LEVEL: 41.54
INVERT LEVEL: UNKNOWN

EXISTING DN225 STORMWATER

450sq. MIN. CLASS B TRAFFICABLE STORMWATER PIT INSTALLED AS PER MANUFACTURERS SPECIFICATIONS, TYPICAL

EXISTING CONCRETE STORMWATER CHAMBER
LID LEVEL: UNKNOWN
INVERT LEVEL: 41.59

EXISTING DN225 STORMWATER

EXISTING CONCRETE STORMWATER CHAMBER
LID LEVEL: 42.31
INVERT LEVEL: 42.08

2,000L SLIMLINE RAINWATER DETENTION TANK FITTED WITH 50mm LOW FLOW ORIFICE INSTALLED AS PER DETAIL AND MANUFACTURERS RECOMENDATIONS

EXISTING DN150 STORMWATER TO BE REMOVED DURING CONSTRUCTION

DN150 PVC SN6 CHARGED STORMWATER TO DETENTION TANK

CONCRETE FOOTPATH AS PER DETAIL

150mm BARRIER KERB BETWEEN PARKING AND FOOTPATH

WHEELSTOPS INSTALLED AS PER AS2890.1

OUTLINE OF UNIT TO BE DEMOLISHED

EXISTING BUILDING
FFL VARIES

UNIT 1

UNIT 2

UNIT 3

15 x CAR SPACES

CENTERLINE ALIGNMENT CL-1

DAMPIER ST

BREAK OUT AND REMOVE EXISTING DAMAGED CROSSOVER AND REPLACE WITH NEW CROSSOVER AS PER LGAT TSD-R09

BREAK OUT AND REMOVE EXISTING DAMAGED CROSSOVER AND REPLACE WITH NEW CROSSOVER AS PER LGAT TSD-R09

STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
SSD	SLOTTED PVC AG DRAIN
	TABLE DRAIN
EX SWD	EXISTING STORMWATER
	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
	SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-v3
	INSPECTION OPENING
	GRATED PIT
	GRATED TRENCH WITH PIT

SEWER LEGEND

S	uPVC SEWER DN100 SN6 U.N.O.
EX S	EXISTING SEWER
	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
	MAINTENANCE SHAFT
IO	INSPECTION OPENING
IOS	INSPECTION OPENING TO SURFACE
ORG	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP	EXISTING TELSTRA
FOC	EXISTING NBN
G	EXISTING GAS

NOTES

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BEWARE OF UNDERGROUND SERVICES:
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ROAD AND STORMWATER PLAN - SHEET 1

SCALE 1:100 (A1)

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REV		DATE		
			DRAWN:	DE
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			DESIGN:	DE
			CHECKED:	NM
A	PLANNING APPROVAL	18/03/2025	VERIFIED:	
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www.aldanmark.com.au

PROJECT: PROPOSED SHOPS

ADDRESS: 9 - 17 DAMPIER STREET
WARRANE

CLIENT: RACHELLE ROCHA

SHEET: ROAD AND STORMWATER PLAN - SHEET 1

SCALE: 1:100 | TOTAL SHEETS: 7 | SIZE: A1

PROJECT No: 25 E 103 - 2 | SHEET: C102 | REV: A

PROVIDE NEW DN32 (ID25.9mm) HDPE PN16 SDR11 PROPERTY CONNECTION FROM EXISTING DN150 CO WATER MAIN AS PER MRWA-W-111 BY TASWATER AT DEVELOPERS COST

PROVIDE NEW 25mm LOW HAZARD WATER METER ASSEMBLY AS PER TWS-W-0002 SHEET 2 OF 19 BY TASWATER AT DEVELOPERS COST

PROPOSED
CLASS 6 BUILDING
FFL 43.30

PROPOSEDCLASS 6 BUILDING229.10 m²

PROPOSED USE CLASS:
GENERAL RETAIL AND HIRE

INSPECTION OPENING TO SURFACE AS PER FIGURE 6.1 OF TASWATER SUPPLEMENT TO THE SEWERAGE CODE OF AUSTRALIA (WSA 02-2014-3.1 MRWA EDITION)

NEW DN100 PVC SN10 "TYPE 1A" SEWER PROPERTY CONNECTION AS PER MRWA-S-302 BY TASWATER AT DEVELOPERS COST

EXISTING DN50 TASWATER PVC-U WATER MAIN (ASSET ID A246350)

EXISTING DN150 CO TASWATER SEWER MAIN (ASSET ID A586784)

EXISTING TASWATER SEWER MANHOLE (ASSET ID A585852)
LID LEVEL: 41.19
AS LOCATED BY SURVEYOR

EXISTING DN150 CO TASWATER SEWER MAIN (ASSET ID A586783)

EXISTING DN250 CICL TASWATER WATER MAIN (ASSET ID A244452)

15 x CAR SPACES

UNIT 3

UNIT 2
EXISTING BUILDING
FFL VARIES

EXISTING BUILDING

UNIT 1

DAMPIER ST

EXISTING DN150 CO TASWATER SEWER MAIN (ASSET ID A586658)

EXISTING TASWATER SEWER MANHOLE (ASSET ID A585790)
LID LEVEL: 45.25
INVERT LEVEL: 43.44
AS LOCATED BY SURVEYOR

EXISTING WATER CONNECTION FOR EXISTING UNITS, SIZE AND MATERIAL UNKNOWN, LOCATION SHOWN AS PER THE TASWATER ASSET INFORMATION PORTAL GIS DATA

EXISTING TASWATER SEWER MANHOLE (ASSET ID A585789)
LID UNABLE TO BE LIFTED DUE TO SIGNIFICANT DAMAGE (CRACKING)
LID LEVEL: 44.42
AS LOCATED BY SURVEYOR

PRIVATE TASWATER

W W

SEWER LEGEND

S	uPVC SEWER DN100 SN6 U.N.O.
EX S	EXISTING SEWER
SCP	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
	MAINTENANCE SHAFT
	SEWER FIXTURE
IO	INSPECTION OPENING
IOS	INSPECTION OPENING TO SURFACE
ORG	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

WATER SERVICES LEGEND

W	DN150 O-PVC PN16 WATER MAIN OR APPROVED EQUIVALENT UNO
W	HDPE WATER
EX W	EXISTING WATER MAIN
W	25OD POLY (20ID) CONNECTION WITH 20mm WATER METER INCL. OF BACKFLOW PREVENTION AS PER TWS-W-0002
W	DN100 CONDUIT TO ROAD CROSSING
	CHECK VALVE
SV	WATER VALVE
FH	HYDRANT

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP	EXISTING TELSTRA
FOC	EXISTING NBN
G	EXISTING GAS

NOTES

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WATER & SEWER NOTES

ALL WORKS ARE TO BE IN ACCORDANCE WITH THE WATER SUPPLY CODE OF AUSTRALIA WSA 03 - 2011-3.1 VERSION 3.1 MRWA EDITION V2.0 AND SEWERAGE CODE OF AUSTRALIA MELBOURNE RETAIL WATER AGENCIES CODE WSA 02 - 2014-3.1 MRWA VERSION 2 AND TASWATER'S SUPPLEMENTS TO THESE CODES

WATER METER ASSEMBLY TO BE HOUSED IN VANDAL PROOF CAGE AS PER TWS-W-0003. DEVELOPER TO LIAISE WITH TASWATER FOR SUPPLY OF ABLOY LOCK AND PIN AT DEVELOPERS COST

SEWER AND WATER PLAN - SHEET 1

SCALE 1:100 (A1)

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A	PLANNING APPROVAL	18/03/2025	VERIFIED:
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			DESIGN: DE
			CHECKED: NM
			DRAWN: DE

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www.aldanmark.com.au

PROJECT: PROPOSED SHOPS

ADDRESS: 9 - 17 DAMPIER STREET
WARRANE

CLIENT: RACHELLE ROCHA

SHEET: SEWER AND WATER PLAN - SHEET 1

SCALE: 1:100 TOTAL SHEETS: 7 SIZE: A1

PROJECT No: 25 E 103 - 2 SHEET: C103 REV: A

NOTES

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PROPOSED
CLASS 6 BUILDING
FFL 43.30
PROPOSEDCLASS 6 BUILDING229.10 m²
PROPOSED USE CLASS:
GENERAL RETAIL AND HIRE

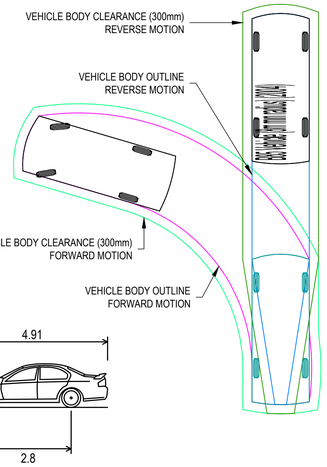
EXISTING BUILDING
FFL VARIES

UNIT 3
UNIT 2
EXISTING BUILDING
UNIT 1

15 x CAR SPACES

150mm TYPE BK BARRIER KERB ALLOWS FOR OVERHANG IN REVERSE MOVEMENT

DAMPIER ST



B85 Vehicle (8m min radius) (2004)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	8.000m

VEHICLE TURNPATH - LEGEND

SCALE 1:100 (A1)
FROM AUTOCAD CIVIL 3D VEHICLE TRACKING SOFTWARE

TURNPATH PLAN

SCALE 1:100 (A1)

REV	ISSUE	DATE	APPROVAL
			DRAWN: DE
			CHECKED: NM
			DESIGN: DE
			CHECKED: NM
A	PLANNING APPROVAL	18/03/2025	VERIFIED:

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PROJECT: PROPOSED SHOPS
ADDRESS: 9 - 17 DAMPIER STREET, WARRANE
CLIENT: RACHELLE ROCHA
SHEET: TURNPATH PLAN
SCALE: 1:100
TOTAL SHEETS: 7
SIZE: A1
PROJECT No: 25 E 103 - 2
SHEET: C105
REV: A

NOTES

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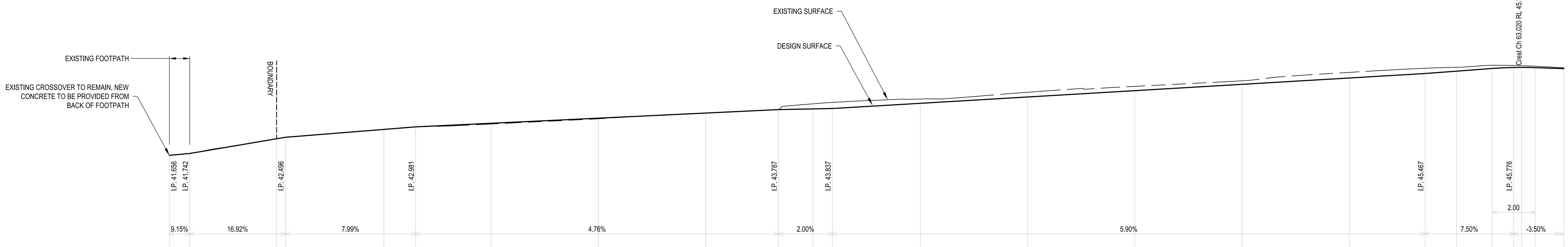
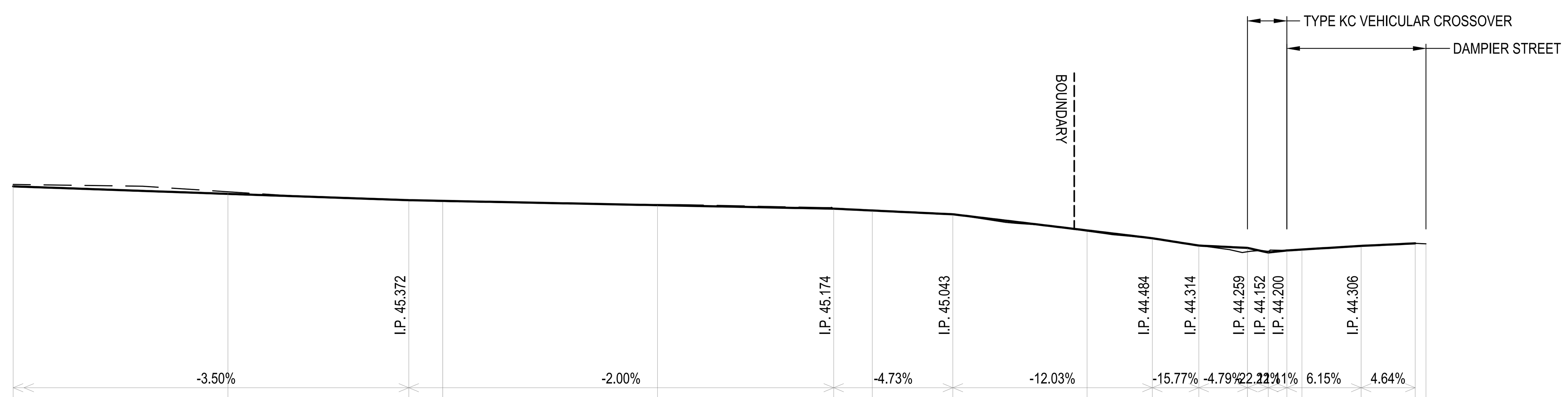


R.L. 37.00

CUT (-) FILL (+)	+0.00	+0.00	+0.00	+0.01	+0.00	+0.00	+0.04	+0.03	-0.01	+0.00	-0.24	-0.28	-0.20	-0.22	-0.20	-0.17	-0.26	-0.24	-0.18	-0.15	-0.09	-0.08	-0.07	-0.05
DESIGN CENTRE LINE	41.656	41.742	42.428	42.496	42.863	42.981	43.149	43.387	43.625	43.787	43.819	43.837	44.078	44.373	44.668	44.963	45.258	45.467	45.577	45.701	45.749	45.752	45.741	45.694
EXISTING SURFACE	41.66	41.74	42.43	42.49	42.86	42.98	43.11	43.36	43.63	43.79	44.06	44.12	44.28	44.59	44.87	45.13	45.52	45.71	45.76	45.85	45.84	45.83	45.81	45.74
CHAINAGE	0.00	0.95	5.00	5.40	10.00	11.48	15.00	20.00	25.00	28.40	30.00	30.90	35.00	40.00	45.00	50.00	55.00	58.53	60.00	61.66	62.66	63.02	63.66	65.00

CENTERLINE ALIGNMENT CL-1 - CH. 0.00 TO CH. 65.00

From 0.000m To 65.000m Scales: H 1:100 V 1:100



R.L. 40.00

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DESIGN CENTRE LINE	45.694	45.519	45.372	45.356	45.256	45.174	45.131	45.043	44.667	44.484	44.314	44.259	44.152	44.200	44.222	44.306	44.365	
EXISTING SURFACE	45.74	45.57	45.37	45.34	45.27	45.18	45.13	45.04	44.65	44.48	44.32	44.17	44.18	44.20	44.22	44.30	44.37	44.35
CHAINAGE	65.00	70.00	74.21	75.00	80.00	84.10	85.00	86.88	90.00	91.52	92.60	93.73	94.22	94.65	95.00	96.38	97.64	97.89

CENTERLINE ALIGNMENT CL-1 - CH. 65.00 TO CH. 97.89

SECTIONS 01

SCALE 1:100 (A1)

REV	ISSUE	DATE	APPROVAL	
			DRAWN:	DE
			CHECKED:	NM
			DESIGN:	DE
			CHECKED:	NM
A	PLANNING APPROVAL	18/03/2025	VERIFIED:	

ALDANMARK CONSULTING ENGINEERS
Lower Ground
199 Macquarie Street
Hobart TAS 7000
03 6234 8666
mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT: PROPOSED SHOPS

0 1 2 3 4 5m
0 0.5 1.0 1.5 2.0 2.5m
H1:100
V1:50

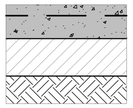
ADDRESS: 9 - 17 DAMPIER STREET WARRANE

CLIENT: RACHELLE ROCHA

SHEET: LONG SECTIONS - SHEET 1

SCALE: AS INDICATED | TOTAL SHEETS: 7 | SIZE: A1

PROJECT No: 25 E 103 - 2 | SHEET: C201 | REV: A



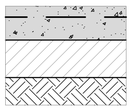
125mm MIN. CONCRETE (N32)
SL82 REINFORCING TOP (30mm COVER)
40mm SAWCUTS AT MAX. 4.0m CRS

100mm BASE A, 20mm FCR

APPROVED SUBGRADE

NOTE: CONCRETE PAVEMENT NOT DESIGNED FOR SPECIAL SURFACE FINISHES SUCH AS EXPOSED AGGREGATE.

CONCRETE PAVEMENT DETAIL

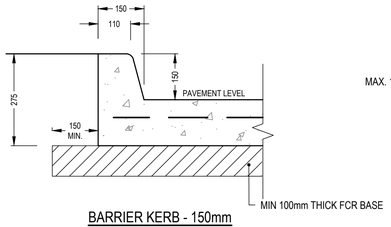


100mm MIN. CONCRETE (N25)
SL72 REINFORCING TOP (30mm COVER)
TOOLED POINTS AT 2 x WIDTH. EXPANSION JOINTS WITH FOAM AT 18.0m CRS

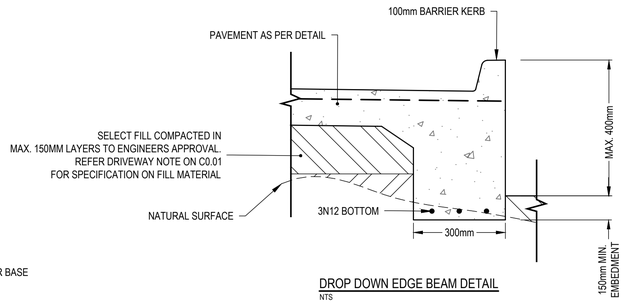
MIN 100mm COMPACTED 20mm FCR

APPROVED SUBGRADE

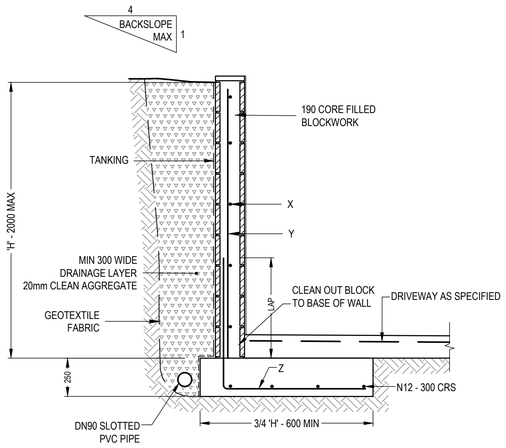
CONCRETE FOOTPATH DETAIL



BARRIER KERB - 150mm
SCALE 1:10 (A1)

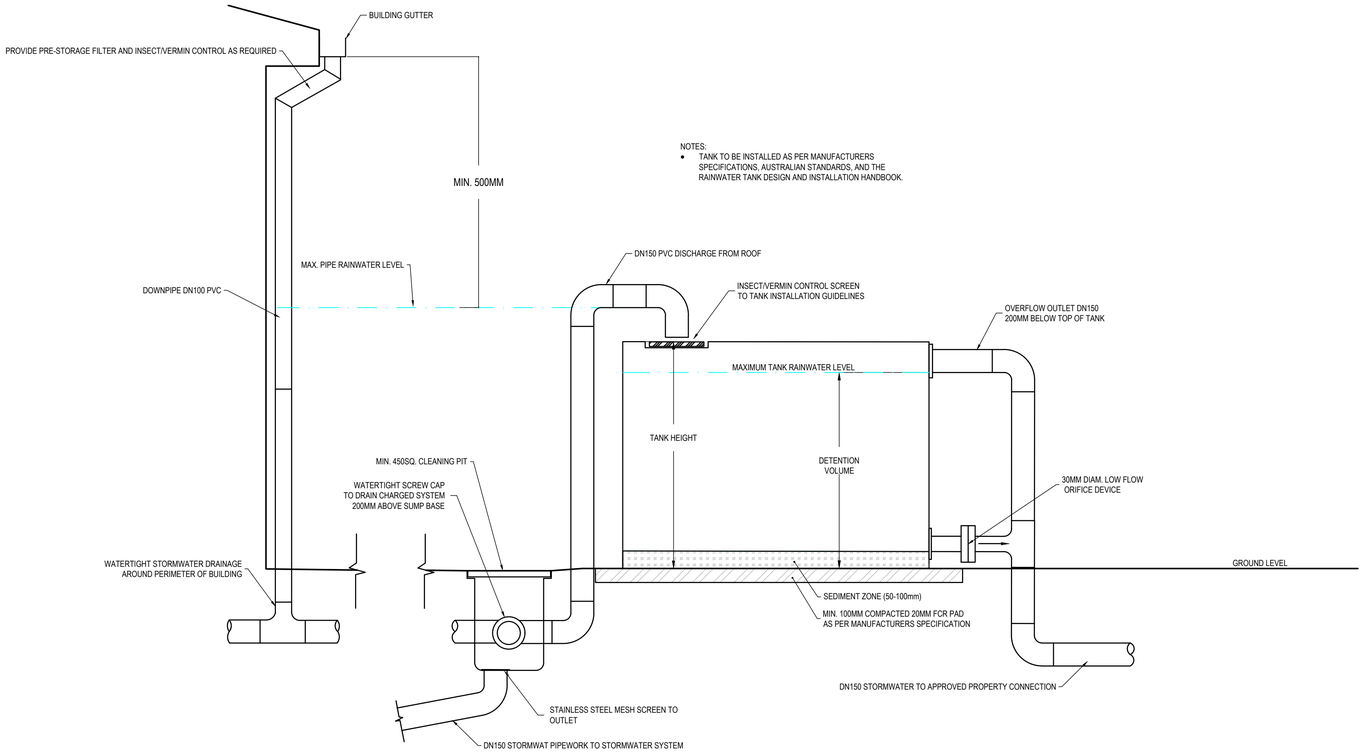


DROP DOWN EDGE BEAM DETAIL
NTS



RW1 RETAINING WALL DETAIL < 2000 (TOE OUT)
SCALE 1:20 (A1)

RETAINING WALL REINFORCEMENT LEGEND				
HEIGHT	X	Y	Z	MIN LAP
0-1200	N12-400 CRS	N12-400 CRS	N12-400 CRS.	500
1200-2000	N12-400 CRS	N16-400 CRS	N16-400 CRS	800



NOTES:
- TANK TO BE INSTALLED AS PER MANUFACTURERS SPECIFICATIONS, AUSTRALIAN STANDARDS, AND THE RAINWATER TANK DESIGN AND INSTALLATION HANDBOOK.

TANK SCHEMATIC - SLIMLINE DETENTION TANK (TYPICAL)
SCALE (A1): 1:20

NOTES

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CONSTRUCTION DETAILS
AS INDICATED

REV	ISSUE	DATE	APPROVAL
			DRAWN: DE
			CHECKED: NM
			DESIGN: DE
			CHECKED: NM
A	PLANNING APPROVAL	18/03/2025	VERIFIED:

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03 6234 8666
mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT: PROPOSED SHOPS
ADDRESS: 9 - 17 DAMPIER STREET WARRANE
CLIENT: RACHELLE ROCHA
SHEET: CONSTRUCTION DETAILS
SCALE: AS INDICATED
TOTAL SHEETS: 7
SIZE: A1
PROJECT No: 25 E 103 - 2
SHEET: C401
REV: A

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ENGINEERS ADVICE

250311 EA 25E103-2

To: TasWater Development

Cc:

INSPECTION ☐
INSTRUCTION ☒
MEMO ☐
RFI RESPONSE ☐
SHOP DRAWING APPROVAL ☐

PROJECT: Rachelle Rocha: 9 - 17 Dampier Street, Warrane
SUBJECT: TasWater Sewer and Water Demands

RELEVANT DOCUMENTS:

- Architectural/building design drawings by Matt Kennedy Drafting and Design dated 5/03/2025
- TasWater supplement to the Sewerage Code of Australia WSA 02-2014-3.1
- TasWater supplement to the Water Code of Australia WSA 03-2014-3.1

Aldanmark Engineering have been engaged to provide preliminary assessment of the sewer and water demands for the proposed development at 9 - 17 Dampier Street, Warrane.

PROPERTY ID: 7201964
TITLE REFERENCE: 36298/1 & 80183/1

The proposed development includes the demolition of an existing unit to the rear of the existing shops at 9 Dampier Street, and the construction of a new Class 6 building in the existing parking area. Additional parking and circulation driveways will be constructed as part of the works.

TASWATER SEWERAGE DEMANDS

Sewerage loadings are in accordance with TasWater Sewerage Code Supplement to the Sewerage Code of Australia WSA 02-2014 Version 3.1.

TASWATER SUPPLEMENT

Gross development areas are based on survey documents provided to Aldanmark by <<surveyor>> dated 20/7/2022. The total equivalent (ET's) calculation is provided in tabular form below:

$$DESIGN\ FLOW = PDWF + GWI + RDI$$

Where:

$$Peak\ Dry\ Weather\ Flow = d * Average\ Dry\ Weather\ Flow$$
$$Groundwater\ Infiltration,\ GWI = 0.025 * A * Portion_{wet}$$
$$Rainfall\ Dependent\ Inflow\ and\ Infiltration,\ RDI = 0.028 * A_{eff} * C * I$$

TABLE 1: SEWERAGE EQUIVALENT TENEMENTS

TYPE	COMMENTS	QUANTITY	UNIT RATING	TOTAL SEWERAGE ET'S
MP01	Unit 1 - Restaurant/Cafe	91.4	0.008	0.731
MP01	Unit 2 - Take Away Shop	185.03	0.008	1.480
RM03	Unit 3 - General Retail	60.63	0.003	0.181
RM03	New Building – General Retail	229.1	0.003	0.687
	TOTAL APPROXIMATE EQUIVALENT TENEMENTS (ET'S)			3.08

Based on the above information and WSA 02-2014 and 450L/ET/day, the sewerage flows are:

$$Q_{ADWF} = 0.016\ L/s$$
$$Q_{PDWF} = 0.183\ L/s$$
$$Q_{RDI} = 0.340\ L/s$$
$$\mathbf{Q_{TOTAL} = \ 0.530\ L/s}$$

SEWER CONNECTION POINT

The location and size of the existing sewer connection point is unknown, and TasWater records (Asset Information Portal) only provide an estimate location for the existing connection, branching into the existing DN150 concrete sewer main (Asset ID A586658) on the South-Eastern boundary of the site. Given the complex nature of the sewer drainage for the existing Units, it is the preference of Aldanmark Engineers to leave this plumbing as existing and propose a new connection for the new building.

The proposed new connection for the new dwelling is to branch from the existing DN150 concrete sewer main (Asset ID A586783) in Dampier Street. The connection will be DN100 PVC SN10 and terminate inside the property boundary with an I.O to surface as per the relevant TasWater and MRWA standards.

TASWATER WATER DEMANDS

Water demands have been calculated in accordance with WSA 03-2015-2.0 and TasWater's Supplement to this code.

TASWATER SUPPLEMENT

TABLE 2: TASWATER WATER DESIGN FLOWS

TYPE	COMMENTS	QUANTITY	UNIT RATING	TOTAL WATER ET'S
MP01	Unit 1 - Restaurant/Cafe	91.4	0.005	0.457
MP01	Unit 2 - Take Away Shop	185.03	0.005	0.92515
RM03	Unit 3 - General Retail	60.63	0.002	0.12126
RM03	New Building	229.1	0.002	0.4582
	TOTAL APPROXIMATE EQUIVALENT TENEMENTS (ET'S)			1.961

$$AD = \frac{685\ \frac{L}{ET}}{day}\ X\ 1.961\ ET's\ X\ \frac{1}{24X60X60} = 0.0155\ \frac{L}{s}$$

$$PD = 2.5\ X\ AD = 0.038\ L/s$$

$$PH = 2.0\ X\ PD = 0.077\ L/s$$

Assessing potential water demand utilising the Probable Simultaneous Demand method as per AS3500.3 is problematic, due to the lack of knowledge of any existing fixutres in the existing units. However, if it is assumed that the existing units each have one accessible bathroom each (1 WC and 1 Basin (standard outlet), the following loading units are determined.

BUILDING	FIXTURE	QUANTITY	LOADING UNIT
Unit 1	WC	1	2
	Basin (Standard Outlet)	1	1
Unit 2	WC	1	2
	Basin (Standard Outlet)	1	1
Unit 3	WC	1	2
	Basin (Standard Outlet)	1	1
New Building	WC	1	2
	Basin (Standard Outlet)	1	1
TOTAL APPROXIMATE EQUIVALENT TENEMENTS (ET'S)			12

As per Section 3 of AS3500.1:2018 Table 3.2.4, the **PSFR = 0.29 L/s** for 12 Loading Units.

The site will require a min. DN25 (I.D) low hazard property service connection as per TWS-W-0002 from the existing DN50 PVC-U water main (asset ID A246350).

As was the case with the sewer connection, given the complexity of the existing water supply to the existing dwelling, it is the preference of Aldanmark Engineers to leave this plumbing as existing and create a new DN25 connection as above for the proposed building.

WATER CONNECTION POINT

The existing units on the proposed development site has an existing water connection point of unknown size and location. TasWater records (Asset Information Portal) only provide an estimate location for the existing connection, branching into the existing DN250 CICL water main (Asset ID A244452) running parallel

The site will require a min. DN25 (I.D) low hazard property service connection as per TWS-W-0002 from the existing DN50 PVC-U water main (asset ID A246350).

As was the case with the sewer connection, given the complexity of the existing water supply to the existing dwelling, it is the preference of Aldanmark Engineers to leave this plumbing as existing and create a new DN25 connection as above for the proposed building.

Regards,

Danton Evans BEng (Hons)
Civil Engineer

STORMWATER REPORT

Rachelle Rocha
9 - 17 Dampier Street
Warrane TAS 7018

250205 SR 25 E 103 - 2 REV A

ALDANMARK
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ABN 79 097 438 714

PROJECT INFORMATION

DOCUMENT TITLE	Stormwater Report - 25 E 103 - 2 Rev A
PROJECT LOCATION	9 - 17 Dampier Street, Warrane TAS 7018
CLIENT ORGANISATION	Matt Kennedy Drafting and Design
CLIENT REFERENCE	Rachelle Rocha
CLIENT CONTACT/S	Zoe Wei (MK Drafting and Design)
ALDANMARK REFERENCE	25 E 103 - 2
ALDANMARK CONTACT/S	Danton Evans (devans@aldanmark.com.au)

DOCUMENT CONTROL

REVISION	DATE	REVISION DETAILS	PREPARED	VERIFIED	APPROVED
A	18/03/2025	Development Approval	DE	RP	DG

TABLE OF CONTENTS

1. INTRODUCTION

Aldanmark have been engaged to provide a stormwater report for the proposed development at 9-17 Dampier Street, Warrane.

The development must comply with the stormwater quantity and quality requirements of the Clarence City Council Stormwater Management Procedure for New Development.

This report aims to demonstrate that the development at 9-17 Dampier Street, Warrane complies with the above procedure requirements.

2. SITE OVERVIEW

The existing site is approximately 2,105m^2 in size and contains a large building with multiple retail businesses, along with car parking areas and a unit to the rear. The site has frontage on both Dampier Street and Bligh Street. Reviewing Google Street View imagery, significant stormwater infrastructure appears to exist in the vicinity of the site, with several side entry pits and manholes in the vicinity. A portion of the existing retail building drains via downpipes to the car park, where it runs overland to several pits located throughout the site. No formal stormwater connection was identified during initial site investigation and detail survey.

The proposed development includes the construction of a new approx. 230m^2 Class 6 building, demolition of the existing rear unit and creation of new car parking and driveway circulation areas. The total number of car parking spaces will increase to 26. The increase in impervious area within the site is expected to increase the quantity of site stormwater runoff.

3. CATCHMENT MODEL

3.1 MODIFIED RATIONAL METHOD

The modified rational method was applied within the software Autodesk Storm and Sanitary Analysis (SSA) to determine the increase in runoff between the pre-development and post-development conditions. The SSA model was then used to determine the volume and configuration of on-site detention required to reduce the site runoff below the pre-development condition for the 5% AEP storm.

3.2 DESIGN RAINFALL DEPTHS

Rainfall depths for the model were retrieved from the Bureau of Meteorology website (http://www.bom.gov.au/water/designRainfalls/revised-ifd/). Multiple durations of the 5% AEP storm were analysed to determine the critical storm duration.

TABLE 1: DESIGN RAINFALL DEPTHS

DESIGN RAINFALL EVENT	DESIGN RAINFALL (mm/hr)
5% AEP 5 minute	86.3
5% AEP 10 minute	65.1
5% AEP 20 minute	45.0
5% AEP 30 minute	35.3

3.3 SITE CATCHMENTS

The site catchments assumed for the modified rational method calculations were determined from the architectural site plan prepared by Matt Kennedy Drafting and Design dated 25/11/2024. Runoff coefficients were adopted for each catchment area as per typical industry standards.

TABLE 2: PRE-DEVELOPMENT SITE CATCHMENTS

CATCHMENT	AREA (m^2)	RUNOFF COEFFICENT C
Pre-development impervious roofed areas	450 (Retail)	1.00
	75 (Unit)	
Pre-development impervious paved areas	900	0.90
Pre-development pervious areas	680	0.40

TABLE 3: POST-DEVELOPMENT SITE CATCHMENTS

CATCHMENT	AREA (m^2)	RUNOFF COEFFICENT C
Post-development impervious roofed areas	458 (Existing retail)	1.00
	273 (New building)	
Post-development impervious paved areas	1054	0.90
Post-development pervious areas	320	0.40

3.4 DETENTION MODEL RESULTS

The results of the Stormwater and Sanitary Analysis model showed that the post-development site runoff is increased by 7.02L/s over pre-existing runoff quantities, as shown in Table 4.

TABLE 4: PEAK FLOW RATE SUMMARY

SCENARIO	SITE RUNOFF (L/s)	CRITICAL DURATION
Pre-development	38.20	5-minute
Post-development unmitigated	43.33	5-minute
Post-development with OSD	33.87	5-minute

To reduce the post-development site outflow below pre-development quantities, an on-site detention system was designed and simulated in Autodesk SSA.

The model results showed that if each of the buildings on-site (the existing retail and new building) are each fitted with a 2,000 L slimline rainwater tank with a low flow orifice of 50mm, the post development outflow can be reduced to 33.87L/s in a 5-min duration, 5% AEP event. Multiple duration events for subsequently simulated to ensure adequate tank volume is available for longer durations. Full specifications for the required on-site detention system are given in Table 5, with maximum tank volumes shown in Table 6 (values in Table 6 are for the slimline fitted to the existing building, with the largest contributing roof catchment, i.e. the worst-case volume).

Figure *1* below shows the site outflow hydrograph for the pre-development condition compared to the post-development condition mitigated by on-site detention.

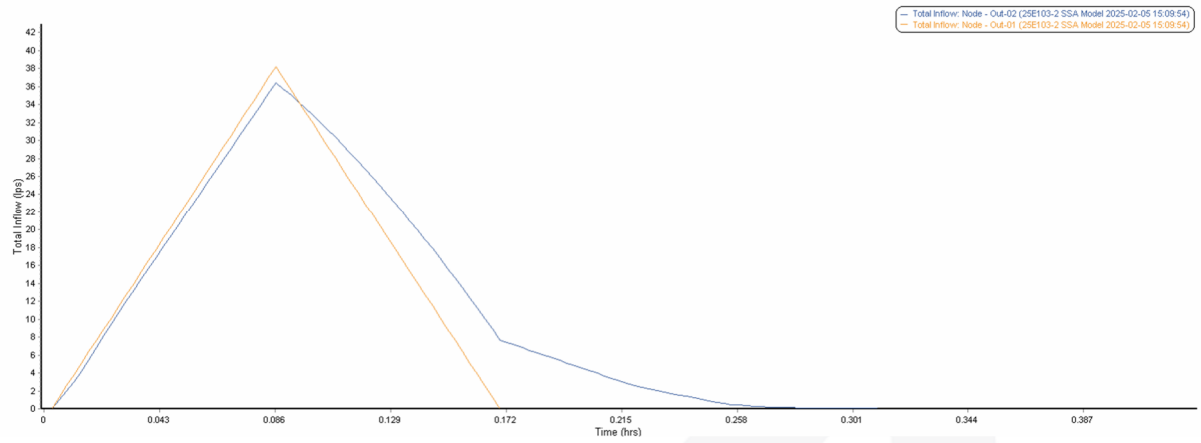


FIGURE 1: SITE RUNOFF HYDROGRAPHS

TABLE 5: DETENTION TANK PARAMETERS

TANK ID	2,000 L Slimline Tank – Existing Building
DESCRIPTION	2,000L Slimline Rainwater tank
BASE AREA (m^2)	1.1
TANK HEIGHT (m)	2.02
INLET HEIGHT (m)	1.8
DETENTION CAPACITY (L)	1.980
ORIFICE DIAMETER (mm)	50
OVERFLOW PIPE DIAMETER (mm)	150
PEAK DISCHARGE RATE (L/s)	5.81
MAX. VOLUME 5% AEP (L)	1,331 (5-min duration)
EMPTYING TIME (mins)	18.6 (5-min duration)
CONTRIBUTING ROOF AREA (m^2)	458

TABLE 6: DETENTION TANK MAXIMUM VOLUMES

STORM AEP AND DURATION	**RW TANK 1 VOL. (L)**
5% AEP 5-min	1,331
5% AEP 10-min.	1,265
5% AEP 15-min	1,034
5% AEP 20-min	869
5% AEP 25-min.	737
5% AEP 30-min	649

4. STORMWATER QUALITY MODEL

4.1 STORMWATER QUALITY MODEL

The proposed development does not involve the creation of new impervious area greater than 500m^2. As per the Clarence City Council Stormwater Management Procedure for New Development, the site is exempt from the policy's Stormwater Quality Management Requirements

5. MAINTENANCE

The recommended maintenance schedule for the on-site detention devices specified in this report are outlined in Table 7.

The manufacturer's maintenance requirements for the stormwater detention and treatment devices that are installed will form part of the project's Plumbing Maintenance Schedule.

TABLE 7: MAINTENANCE PLAN FOR RAINWATER TANKS

ACTIVITY	FREQUENCY
Visual inspection of rainwater detention tank for sediment accumulation, sludge, and algae growth, and clogging at outlet orifice.	Every 6 months
Vacuum truck sediment removal/desludging of rainwater detention tank	Approximately every 2-3 years or if sediment/'sludge' is evident upon inspection
Inspection and cleaning of gutters	Every 6 months

6. CONCLUSION

This report has demonstrated that the proposed development at 9 - 17 Dampier Street, Warrane complies with the stormwater quantity conditions of the Clarence City Council Stormwater Management Policy for New Development

Note:

- No assessment has been undertaken of Council's stormwater infrastructure and its capacity.
- This report assumes the Council stormwater main has capacity for the pre-development peak discharge.
- It is the responsibility of Council to assess their infrastructure and determine the impact (if any) of altered inflows into their stormwater network.

Please contact me at devans@aldanmark.com.au if you require any additional information.

Yours faithfully,

Danton Evans BEng (Hons)
Associate & Civil Engineer

MIDSON traffic pty ltd

Rachelle Rocha

9-17 Dampier St, Warrane
Traffic Impact Assessment

June 2025

CELEBRATING 15 YEARS
2008 - 2023

Contents

Figure Index

1. Introduction

1.1 Background

Midson Traffic were engaged by Rachelle Rocha to prepare a traffic impact assessment for a proposed commercial development at 7-19 Dampier Street, Warrane.

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 – Clarence, 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:

- 29 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); Chartered Professional Engineer (CPEng); Engineering Executive (EngExec); National Engineers Register (NER)

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 9-17 Dampier Street, Warrane. The site is currently a small shopping centre and associated car park. Access to the site is via Dampier Street and Bligh Street.

The subject site and surrounding road network is shown in Figure 1.

Figure 1 Subject Site & Surrounding Road Network

1.6 Reference Resources

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

- Tasmanian Planning Scheme – Clarence, 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, 2021
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1)
- Transport NSW, *Guide to Traffic Impact Assessment*, 2024 (TfNSW Guide)

2. Existing Conditions

2.1 Transport Network

For the purposes of this report, the transport network consists of Dampier Street and Blight Street.

Dampier Street connects between Cambridge Road at its southern end and Flagstaff Gully Road at its northern end, a distance of approximately 700 metres. At its northern end it crosses over the Tasman Highway (with no ramps connecting to the highway) and therefore provides an important collector road function across a residential and commercial catchment area of Warrane.

The general urban speed limit of 50-km/h is applicable to Dampier Street. It carries a traffic volume of approximately 1,500 vehicles per day near the subject site. The sealed pavement width of Dampier Street is approximately 6.5 metres near the subject site.

Dampier Street adjacent to the subject site is shown in Figure 2.

Figure 2 Dampier Street

Bligh Street is an urban collector road that connects between Gordons Hill Road at its western end and terminates adjacent to the South Arm Highway interchange with Tasman Highway. Bligh Street connects to Dampier Street at a roundabout adjacent to the subject site.

Bligh Street has a traffic volume of approximately 1,500 vehicles per day near the subject site. The general urban speed limit of 50-km/h is applicable to Bligh Street. The sealed pavement width is approximately 8.5 metres near the subject site.

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

Figure 3 Bligh 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 2019 and 31st December 2024 for Bligh Street between Dampier Street and La Perouse Street, and Dampier Street between Bligh Street and Bass Street.

The findings of the crash data is summarised as follows:

Dampier Street

- A total of 7 crashes were reported during this time.
- Severity. 2 crashes resulted in first aid at the scene; 5 crashes resulted in property damage only.
- Time of day. 5 crashes were reported between 9:00am and 6:00pm. 2 crashes were reported after 6:00pm.
- Day of week. No trends were noted by day of week. 2 crashes were reported on Mondays and Fridays; 1 crash was reported on a Tuesday, Thursday, Saturday and Sunday; no crashes were reported on Wednesdays.
- Crash types. 4 crashes involved a 'cross-traffic' collision; 1 crash involved 'other-curve' single vehicle incident; 1 crash involved 'other-manoeuvring' collision; 1 crash did not have a crash type reported.

- Crash locations. 5 crashes were reported at the Bligh Street/ Dampier Street roundabout; 1 crash was reported adjacent to the subject site; and 1 crash was reported in the car park associated with the subject site.
- Vulnerable road users. No crashes involved vulnerable road users.

Bligh Street

- A total of 5 crashes were reported during this time.
- Severity. 1 crash involved serious injury; 1 crash involved minor injury; 1 crash involved first aid at the scene; 1 crash involved property damage only.
- Time of day. 4 crashes were reported between 8:30am and 3:00pm. 1 crash was reported after 11:00pm.
- Day of week. 2 crashes were reported on Tuesdays; 1 crash was reported on a Wednesday, Friday and Saturday; no crashes were reported on Mondays, Thursdays or Sundays.
- Crash types. 2 pedestrian crash types were noted ('far-side' and 'other-pedestrian'); 1 'rear-end' collision was reported; 1 parked vehicle crash was reported; and 1 'other-on-path' collision was reported.
- Crash locations. All crashes were reported at midblock locations (noting the roundabout crashes highlighted in the Dampier Street summary).
- Vulnerable road users. 2 crashes involved pedestrians. Both crashes involved injury (1 minor and 1 serious injury).

The crash history does not provide any indication that there are pre-existing road safety deficiencies in the transport network near the subject site. The crash rate is consistent with what would be expected in an urban network.

3. Proposed Development

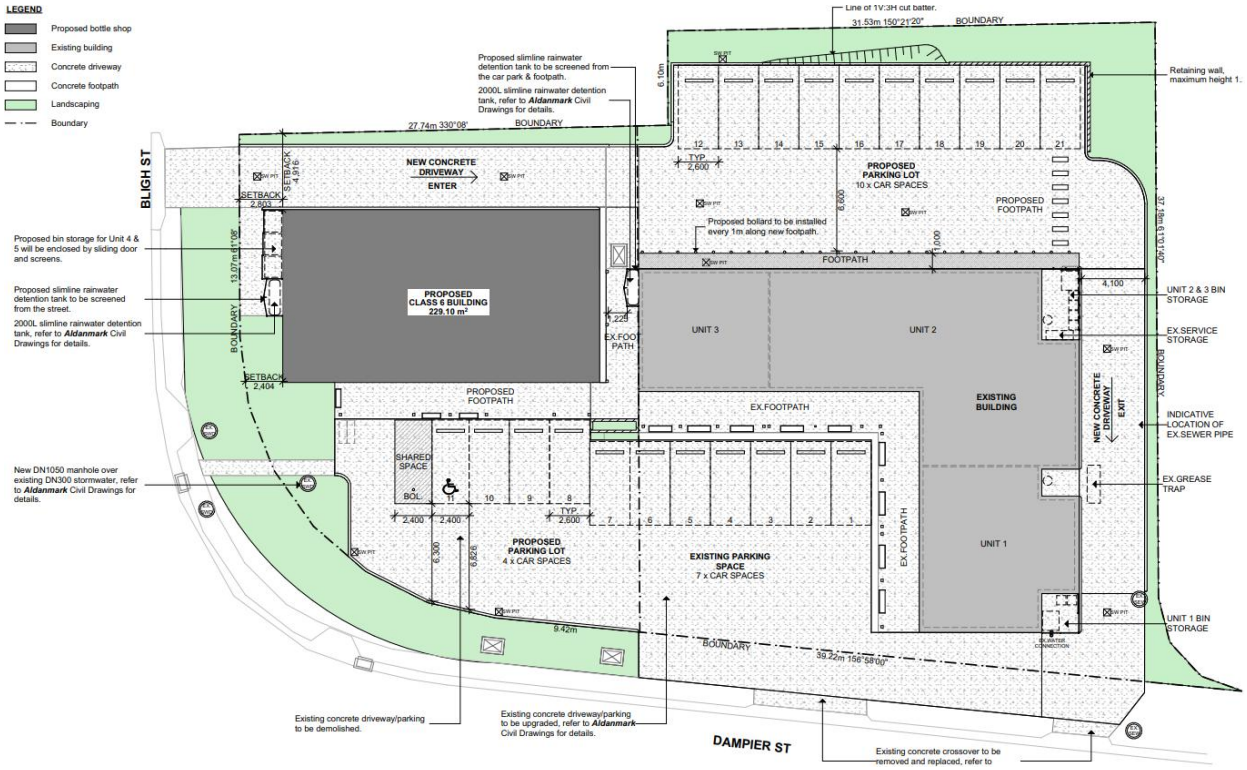
3.1 Development Proposal

The proposed development involves the construction of a new building within the existing car park, and new car parking area at the rear of the site.

The proposed development will separate the connectivity between the Dampier Street and Bligh Street accesses.

The proposed development is shown in Figure 4.

Figure 4 Proposed Development Plans



4. Traffic Impacts

4.1 Trip Generation

Trip generation rates were obtained from the TfNSW Guide[1]. The TfNSW Guide recommends the following traffic generation rate for regional shopping centres (regional centres – this considers the entire site which includes combined land uses of retail, café, etc):

- Daily 51.53 vehicles per day per 100m^2 of gross floor area
- AM peak 3.34 vehicles per hour per 100m^2 of gross floor area
- PM peak 4.67 vehicles per hour per 100m^2 of gross floor area

The trip generation of the development will therefore be 118 vehicles per day, with peak of 8 and 11 vehicles per hour during the AM and PM peaks respectively.

4.2 Trip Assignment

The traffic generation of the proposed development will be distributed at the Bligh Street and Dampier Street accesses.

The dominant movements at each access are summarised as follows:

- Dampier Street two-way 49 vehicles per day, PM peak 5 vehicles per hour
- Dampier Street exit 34 vehicles per day, peak 3 vehicles per hour
- Bligh Street entry 35 vehicles per day, peak 3 vehicles per hour

4.3 Access Impacts

Access to the proposed development will be via existing site accesses in Dampier Street and Bligh Street.

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 be increased by more than the amounts in Table 3.1*".

Table C3.1 states the maximum increase of 20% or 40 vehicle movements per day, whichever is greater (minor road) for the existing Dampier Street and Bligh Street accesses.

The traffic generation at the Bligh Street entry and the Dampier Street exit will satisfy the Acceptable Solution A1 of Clause C3.5.1 of the Planning Scheme.

The traffic generation at the two-way access in Dampier Street will also likely satisfy the requirements of the Acceptable Solution on the basis that the existing access will service a lower number of parking spaces and no connection will be provided to Bligh Street. However on the basis that the calculated traffic

[1] The TfNSW Guide was formally known as the 'RTA Guide' or 'RMS Guide', which was updated in 2024.

generated at this access as a result of the proposed development will be 49 vehicles per day, it has been assumed that this access does not satisfy the requirements of Acceptable Solution A1 of Clause C3.5.1 of the Planning Scheme.

The Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme states:

> *"Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*
>
> *(a) any increase in traffic caused by the use;*
>
> *(b) the nature of the traffic generated by the use;*
>
> *(c) the nature of the road;*
>
> *(d) the speed limit and traffic flow of the road;*
>
> *(e) any alternative access to a road;*
>
> *(f) the need for the use;*
>
> *(g) any traffic impact assessment; and*
>
> *(h) any advice received from the rail or road authority".*

The following is relevant to the proposed development:

a. Increase in traffic. The increase in traffic utilising the access will be 49 vehicles per day. The peak hour increase will be 5 vehicles per hour during the PM peak, which equates to an average of less than 1 vehicle movement every 10 minutes. The access can absorb the additional traffic generation without any significant loss of efficiency or safety.

b. Nature of traffic. The increased traffic generation will be commercial (retail/ café/ take away) in nature. This is consistent with a component of existing use of the access driveway.

c. Nature of road. Dampier Street is a minor collector road that provides access from Cambridge Road. It also provides property access to the mix of residential and commercial properties along its length. The nature of the road is compatible with the traffic generation associated with the proposed development.

d. Speed limit and traffic flow of road. Dampier Street has a posted speed limit of 50-km/h and carries a traffic volume of approximately 1,500 vehicles per day. The traffic flow and speed limit are compatible with the access arrangements associated with the proposed development.

e. Alternative access. No alternative access is possible.

f. Need for use. The access is required to provide access to the on-site car parking associated with the proposed development.

g. Traffic impact assessment. This report documents the findings of a traffic impact assessment.

h. Road authority advice. Council requires a traffic impact assessment to be prepared for the proposed development.

Based on the above assessment, the proposed development's access complies with the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme.

4.4 Sight Distance

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

The minimum sight distance requirements for a commercial driveway access in a 50-km/h frontage road is 45 metres (the desirable sight distance is 69 metres).

The available sight distance exceeds this requirement at both accesses in Dampier Street (noting that Bligh Street access is entry only and therefore sight distance for vehicles exiting the site is not required). The sight distance requirements of AS2890.1 are met.

4.5 Pedestrian Impacts

The proposed development is likely to generate some pedestrian activity in the network. The existing footpath infrastructure is considered to be of a high standard in the existing road network to cater for these pedestrian movements.

The Acceptable Solution A1 of Clause C2.6.5 of the Planning Scheme 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".

The following is relevant with respect to the development proposal:

a. A 2-metre footpath is located behind the parking spaces, with planter boxes acting as protective devices within the Dampier Street car parking area. No pedestrian footpath is provided in the rear car park accessed via Bligh Street.

b. A pedestrian zebra crossing is provided across the Bligh Street access adjacent to the rear car park.

On this basis the rear car park does not satisfy the requirements of Acceptable Solution A1 of Clause C2.6.5 of the Planning Scheme for the car parking area that is accessed from Bligh Street.

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 car park is fully enclosed, with no through traffic. As a result the car park will have a very low operating speed and low pedestrian crash risk.

b. Nature of the use. The use is commercial, which is consistent with land use in the surrounding area.

c. Number of parking spaces. A total of 10 on-site parking spaces are provided within the car parking area accessed via Bligh Street.

d. Frequency of vehicle movements. The peak traffic generation will be 29 vehicles per hour, which represents slightly less than 1 vehicle every two minutes on average. 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. Parking within the driveway will be for staff and little parking activity will occur during general activities associated with the access (truck movements, etc). The movement of vehicles and pedestrians only relates to activity associated with the industrial estate and would be expected by all road users. A 1-metre footpath is provided between the parking spaces and the building entrances. As noted in d above, the low traffic generation coupled with

the low vehicle speeds will result in an acceptable safety environment for shared use between pedestrians and cars.

h. Location of access ways or parking aisles. The development has a relatively simple layout. Parking is accessed at 90-degrees to the aisles. There are no junctions within this section of the car park.

i. Protective devices. No pedestrian protective devices are included in the design.

Based on the above assessment, the development meets the requirements of Performance Criteria P1 of Clause C2.6.5 of the Planning Scheme.

4.6 Road Safety Impacts

The proposed development generates a relatively small amount of additional traffic on the surrounding road network (in the order of 11 vehicles per hour during the PM peak period).

No significant adverse road safety impacts are therefore foreseen for the following reasons:

- The existing crash history of Dampier Street and Bligh Street near the subject site network does not indicate that there are any road safety deficiencies that would be exacerbated by the proposed development.
- The traffic generation of the proposed development is considered to be low (in the order of 11 vehicles per hour during the PM peak), and therefore will not alter the level of service of any part of the transport network. No significant road safety impacts are likely to result without a corresponding deterioration in the network's level of service.
- The site access is located in a residential low speed environment. All traffic movements into and out of the site are clear and obvious for other road users.
- All accesses to the proposed development are existing. The development therefore does not introduce any new conflict points on the surrounding road network.

5. Parking Assessment

5.1 Parking Provision

The proposed development will provide a total of 21 parking spaces, with 10 spaces accessed via Dampier Street and 11 spaces accessed via Blight Street with exit onto Dampier Street. The car parking layout is shown in Figure 4.

5.2 Empirical Parking Demand

The TfNSW Guide is a nationally recognised reference resource for the determination of parking demands associated with various land uses.

The existing retail components of the site are likely to generate a parking demand of 1 space per 30m^2 of area. This is a demand of 11 spaces.

If the proposed development were utilised as a café/ take away component of the proposed development will generate shared parking with existing shops within the site. It is likely that the use of the café/ take away will attract a 30% reduction to account for shared trips with other components on the site.

The TfNSW Guide recommends a rate of 12 spaces for each 100m^2 of floor area or 1 space for each 3 seats, whichever is greater. This equates to an unrestrained parking demand of 27 spaces. Applying a 30% shared use reduction factor results in a parking demand of 19 spaces.

There are numerous examples of cafes located in residential catchment areas that do not provide parking or provide a nominal amount of parking. Some examples include:

- Picnic Basket, Taroona – approximately 150m^2 floor area, 10 spaces provided
- Giddy Up Foodstore, Sandy Bay – 75m^2 floor area, no parking provided
- The Lansdowne Café – approximately 60m^2 floor area, no parking provided

Observations of the operation of these sites indicate that there is a high degree of local patronage through walking within the nearby residential catchment area, rather than reliance on motor vehicle transport.

The total parking demand is therefore 30 spaces.

5.3 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".

It has been assumed that the existing tenancies will remain unchanged, with the proposed additional tenancy potentially being used for retail or café/ take away. The Table C2.1 parking requirements for these uses are 8 spaces and 15 spaces for retail and café/ take away respectively.

In this case the development is an intensification of an existing use and therefore (d) is applicable. The existing site has a total floor area of 337.06 m^2 which requires a total parking provision of 12 spaces (rounded up from 11.24) with an existing parking provision of 20 spaces. The proposed development will increase the total floor area to 566.06 m^2 which has a requirement for 27 spaces (assuming worst-case parking requirement for café/ take away).

Since the parking requirement for the proposed use exceeds the parking requirement for the existing use, (d)(ii) is applicable.

The car parking requirement is therefore: N = A + (C – B) = 20 + (27 – 12) = 35 spaces.

The provision of 21 spaces therefore does not satisfy the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme, with a shortfall of 14 spaces.

The Performance Criteria P1 of Clause C2.5.1 of the Planning Scheme states:

"The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:

(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;

(b) the ability of multiple users to share spaces because of:

(i) variations in car parking demand over time; or

(ii) efficiencies gained by consolidation of car parking spaces;

(c) the availability and frequency of public transport within reasonable walking distance of the site;

(d) the availability and frequency of other transport alternatives;

(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;

(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;

(g) the effect on streetscape; and

(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development".

The following is relevant with respect to the development proposal:

a. Off-street public parking. Not applicable. There is no nearby off-street parking near the subject site.

b. Shared parking. *Temporal variations*: Existing parking observations show underutilisation of the existing on-site parking, indicating peak demand is well below current 20-space provision; *Efficiency gains*: The proposed 21 spaces represent a marginal increase that addresses any potential increase in demand from the expanded floor area. As detailed in Section 5.2, the shared parking between the proposed café/ take away and the existing uses is likely to be 30%.

c. Public transport. Metro Tasmania operates regular bus services along Cambridge Road near the subject site. This includes routes 725, 726, 731, 732, 664 and 665.

d. Alternative transport. As a local shop serving the surrounding residential area, the development will primarily attract pedestrian trips from nearby residents.

e. Site constraints. The site is relatively constrained, making it difficult to install additional parking beyond what has been proposed. The layout of the proposed car park improves circulation at both road frontages.

f. On street parking. The surrounding street network experiences low parking demand. There is adequate on-street capacity available as overflow without impacting traffic flow or safety. The

peak parking demand is likely to exceed the on-site provision by 9 spaces, as detailed in Section 5.2. There is sufficient spare capacity in Dampier Street and Bligh Street to absorb this overflow.

g. Streetscape. Proposed provision maintains appropriate streetscape character.

h. Parking demand. *Existing utilization*: The existing 20 spaces are underutilised, demonstrating actual demand is below theoretical requirements. *Use characteristics*: Local convenience retail generates shorter duration visits and higher walking mode share compared to destination retail. The provision of a café/ restaurant is likely to have a high degree of shared use with other tenancies within the overall site. *Urban characteristics:* It is noted that cafés/ take away premises in urban areas tend to attract local trips by walking rather than private motor vehicle, thus reducing the parking demands. The local nature of the development within a residential area services the local catchment area with reduced reliance on car transport.

Based on the above assessment, the proposed parking provision satisfies the requirements of Performance Criteria P1 of Clause C2.5.1 of the Planning Scheme. The proposed 21 spaces adequately meet the reasonable needs of the expanded local shop, considering the demonstrated low existing demand, local catchment characteristics, and available parking alternatives.

5.4 Car Parking Layout

The car parking layout is shown in Figure 5 and Figure 6.

Figure 5 Car Parking Layout – Bligh St Access

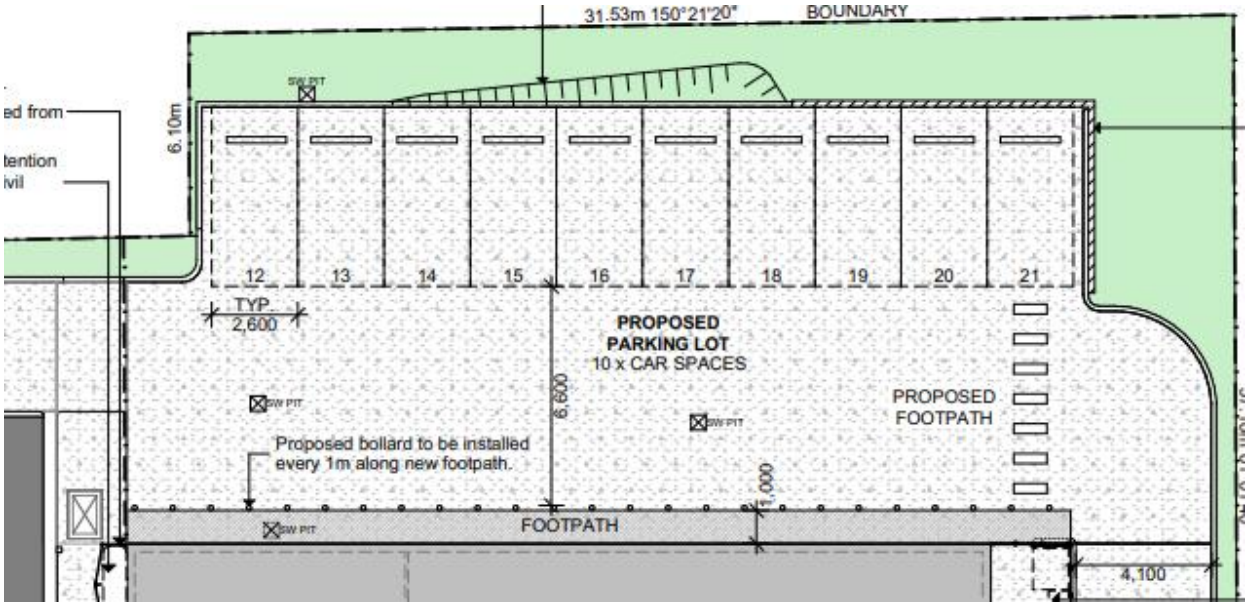
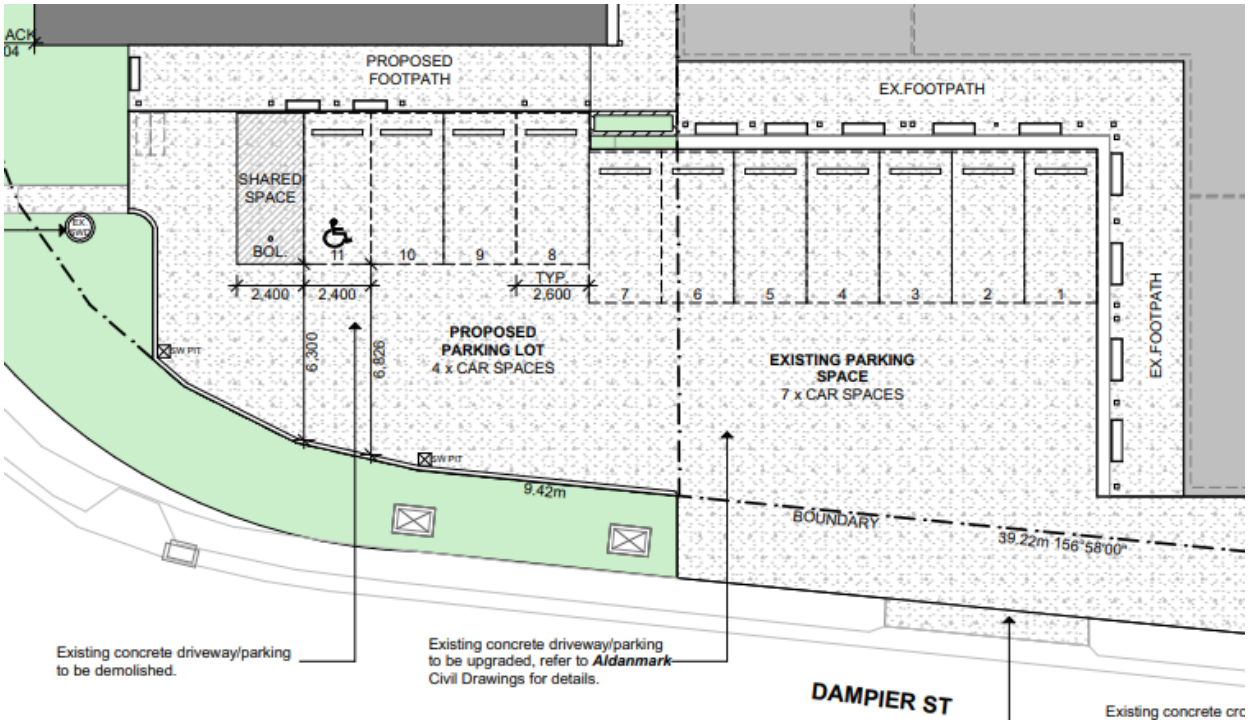


Figure 6 Car Parking Layout – Dampier St Access



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), using AS2890.1 as detailed in the following sections.

5.4.1 Driveway Grade

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

i. Longer than 20 metres – 1 in 5 (20%) maximum.

ii. 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 maximum grade of the access is well below the maximum AS2890.1 requirements.

5.4.2 Parking Grade

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%)

The grades of the parking spaces are effectively level, thus complying with the AS2890.1 grade requirements.

5.4.3 Parking Dimensions

AS2890.1 define the parking as User Class 3A (short term, high turnover parking at shopping centres). User Class 3A requires the following parking dimensions:

- Space width 2.6 metres
- Space length 5.4 metres
- Aisle width 5.8 metres

Parallel parking spaces require the following dimensions:

- Unobstructed end space length 5.4 metres
- Space length (mid spaces) 5.9 metres
- Space width 2.1 metres

The parking layout generally complies with these requirements, with some spaces having widths lower than the minimum amount, notably the existing spaces adjacent to the current shops and the proposed new spaces accessed via Dampier Street. It is noted that the aisle widths exceed the minimum requirements at these locations and therefore there is additional manoeuvring space available. On this basis these spaces are deemed to comply with AS2890.1 requirements (further noting that the spaces comply with User Class 3 in terms of space width).

5.4.4 Driveway Width

AS2890.1 defines the access as 'Category 2' access facility (Class 2 parking with 25 to 100 spaces fronting onto a local road). The AS2890.1 minimum driveway width requirement for a Category 2 access is 6.0 to 9.0 metres.

The available width complies with this requirement at the driveway, therefore the access width complies with the requirements of AS2890.1.

5.4.5 AS2890.1 Assessment Summary

The parking space dimensions and manoeuvring areas comply with the requirements of AS2890.1. The development therefore complies with the requirements of Acceptable Solution A1.1(b) of Clause C2.6.2 of the Planning Scheme.

5.5 Disabled Parking

The proposed development provides one disabled parking space, located within the parking area close to the main access of the building associated proposed development. The disabled parking provision complies with the requirements of the BCA Code.

The dimensions and layout of the accessible parking spaces comply with the requirements of AS2890.6 (specifically noting the requirement for a 'shared space' adjacent to the accessible parking space).

6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed retail shop development at 9-17 Dampier Street, Warrane.

The key findings of the TIA are summarised as follows:

- The proposed development includes a new building with a floor area of 229 m^2. Modifications to the car parking layout result in a total provision of 21 on-site spaces.
- The traffic generation of the development is likely to be 118 vehicles per day with a peak generation of 11 vehicles per hour (PM peak).
- The traffic generation at the development's accesses meets the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme.
- The pedestrian infrastructure within the on-site car park meets the requirements of Performance Criteria P1 of Clause C2.6.5 of the Planning Scheme.
- The car parking provision of 21 on-site parking spaces satisfies the requirements of Performance Criteria P1 of Clause C2.5.1 of the Planning Scheme.
- The car parking layout of the development meets the requirements of Acceptable Solution A1.1(b) of Clause C2.6.2 of the Planning Scheme.

Based on the findings of this report and subject to the recommendations above, the proposed development is supported on traffic grounds.

Midson Traffic Pty Ltd ABN: 26 133 583 025

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Document Status

Revision	Author	Review	Date
0	Keith Midson	Zara Kacic-Midson	27 January 2025
1	Keith Midson	Zara Kacic-Midson	29 January 2025
2	Keith Midson	Zara Kacic-Midson	2 June 2025

MATT KENNEDY DRAFTING & DESIGN
0472 655 173
ADMIN@MATT-KENNEDY.COM.AU
5 MCINTYRE STREET, MORNINGTON

Dear Holly,

I am writing in response to the Request for Further Information (RFI) received on 24th July 2025, regarding planning application PDPLANPMTD-2025/053610 for the proposed new Class 6 building and façade upgrade to the existing building at **9-17 Dampier St, Warrane**.

Local Business Zone

14.3.1 All Uses

Council RFI:-
Please confirm the proposed hours of operation for each proposed or existing use for each unit. The hours of operation required in accordance with clause 14.3.1 A1 is as follows:
- 7am to 9pm Monday to Saturday; and
- 8am to 9pm Sundays and public holidays.

MKDD Responses:

- The proposed and existing use units will operate between the hours of 7am to 7pm Monday to Saturday, and 8am to 7pm Sundays and public holidays. The proposal complies with 14.3.1 A1.

Council RFI:-
Please confirm if any external lighting is proposed and if the external lighting will operate between the hours of 11pm to 6am, excluding any security lighting.
MKDD Responses:

- Lighting will be turned off between 11pm to 6am except for security lighting that will be baffled to ensure that it does not cause emission of light outside the zone. The proposal complies with 14.3.1 A2.

Council RFI: -
Please confirm if there are to be any commercial vehicle movements exciding the acceptable solution requirement or hours of operation.
MKDD Responses:

- Delivery and waste collection activities will only occur between 6am and 10pm Monday to Saturdays. The proposal complies with 14.3.1 A3.

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14.3.3 Design

Council RFI: -

In relation to Clause 14.4.3 A1 please clarify how the proposed new buildings services (such as mechanical plant and other service infrastructure, such as heat pumps, air conditioning units, switchboards, hot water units and the like) are screened from the frontage or public spaces, including any roof top services. In addition, please confirm if any external lighting is provided to illuminate vehicle parking areas and pathways. Please provide further detail, amended plans or address the corresponding performance criteria if applicable.

MKDD Responses:

- External lighting to the car park will comply with the minimum lighting levels for open-air car parks, as specified in AS/NZS 1158.3.1.

Please don't hesitate to get in touch if you require any further clarification or additional information. Thank you for your consideration.

Kind Regards,

Matt Kennedy Drafting & Design