



DEVELOPMENT APPLICATION

PDPLANPMTD-2026/062174

PROPOSAL: Car Wash & Associated Services (Service Industry)

LOCATION: 1 Electra Place, Mornington

RELEVANT PLANNING SCHEME: Tasmanian Planning Scheme - Clarence

ADVERTISING EXPIRY DATE: 12/10/2026

The relevant plans and documents can be inspected at the Council offices, 38 Bligh Street, Rosny Park, during normal office hours until 12/10/2026. 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 12/10/2026.

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.

Planning Application

Use this form to obtain planning approval for the use and development of land, including change of use, subdividing land into smaller lots, lot consolidation, or signage.

Please refer to the Planning Application checklist on the following pages to determine what documentation must be submitted with your application.

Proposal: Car Wash and Associated Services

Location: **1 Electra Place, Mornington**

Personal Information Removed

Is the property on the Tasmanian Heritage Register?

Yes ☐ No ☒

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 City of Clarence, please provide planner's name:

Current use of site: **Storage**

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

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.
- 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.

Personal Information Removed



Planning Application checklist

Mandatory Documents

This information is required for the application to be valid. We are unable to proceed with an application without these documents.

- ☐ 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 City of Clarence.

Application fees (please phone 03 6217 9550 to determine what fees apply). An invoice will be emailed upon lodgement.

Additional Documents

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 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 plans 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 City of Clarence Planning team on (03) 6217 9550.



SEARCH OF TORRENS TITLE

VOLUME 123383	FOLIO 1
EDITION 2	DATE OF ISSUE 11-Dec-2025

SEARCH DATE : 18-June-2026

SEARCH TIME : 10.28 am

DESCRIPTION OF LAND

City of CLARENCE

Lot 1 on Plan [123383](#)

Derivation : Part of 101A-3R-0P Gtd to J.M.McDonald

Prior CT [117997/1](#)SCHEDULE 1

[B888737](#) TRANSFER to J & W PLUMBING SERVICES PTY LTD
Registered 11-Aug-1995 at 12.01 pm

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
[B904155](#) TRANSFER of EASEMENT BURDENING EASEMENT: Pipeline
Easement for the Clarence City Council over Pipeline
Easement shown on Plan No. [123383](#) Registered
06-May-1996 at noon

SP [113453](#) FENCING COVENANT in Schedule of Easements[B888737](#) FENCING PROVISION in TransferUNREGISTERED DEALINGS AND NOTATIONS

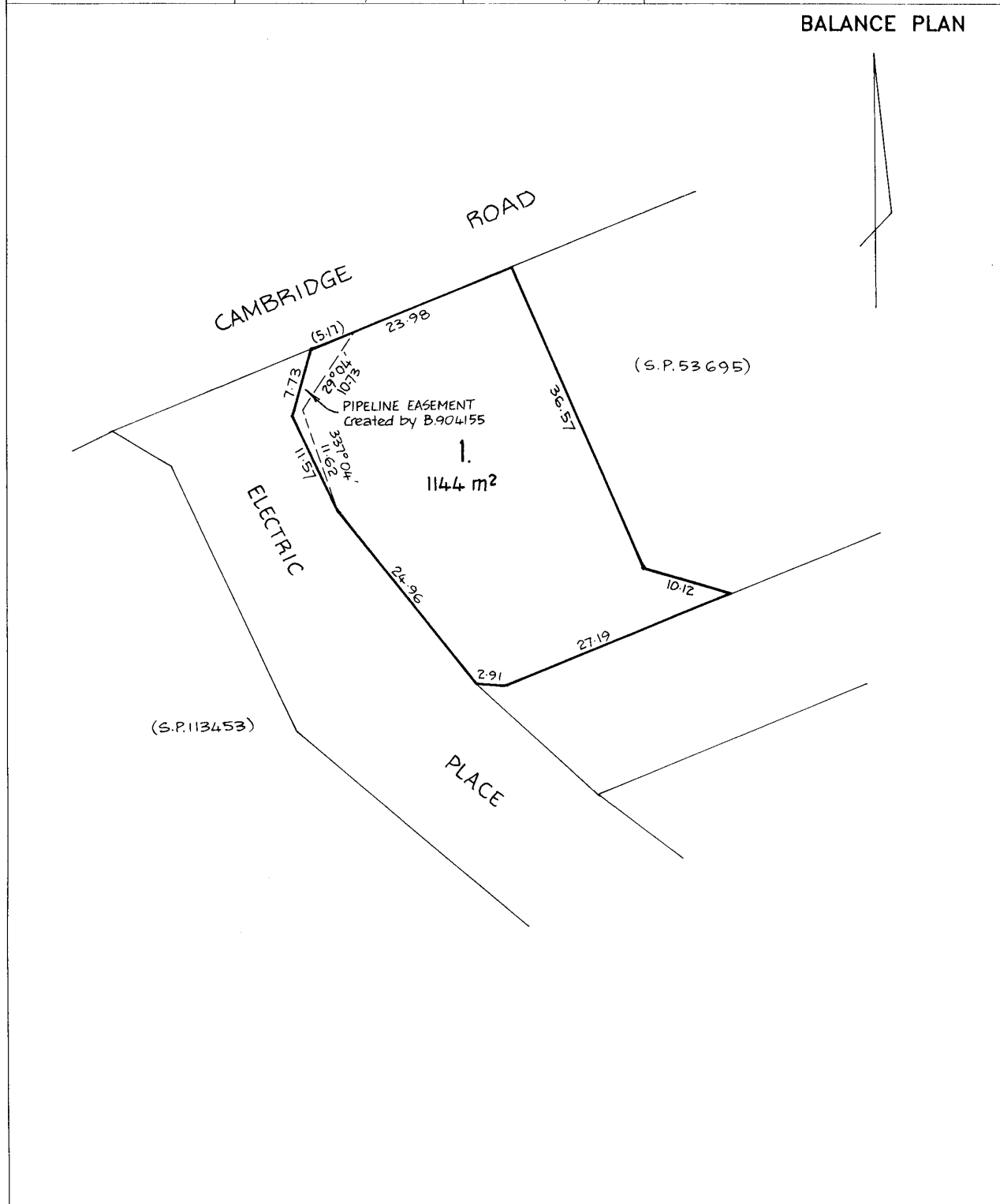
N171474 PRIORITY NOTICE reserving priority for 90 days
TRANSFER J & W Plumbing Services Pty Ltd to Adelphia
Properties Pty Ltd
MORTGAGE Adelphia Properties Pty Ltd to Commonwealth
Bank of Australia Lodged by WALLACE WILK & WEB on
24-Mar-2026 BP: N171474

E434916 MORTGAGE to Commonwealth Bank of Australia Lodged
by DOBSON MITCHELL ALLPORT on 16-Apr-2026 BP: N171455

N171455 TRANSFER to ADELPHIA PROPERTIES PTY LTD Lodged by
DOBSON MITCHELL ALLPORT on 16-Apr-2026 BP: N171455

OWNER FOLIO REFERENCE F/R.117997-1 GRANTEE	PLAN OF TITLE LOCATION CITY OF CLARENCE		REGISTERED NUMBER P123383
	FIRST SURVEY PLAN No. S.P.113453 COMPILED BY SCALE 1: 400 LENGTHS IN METRES		APPROVED 25 MAR 1996  Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 107	LAST UPI No EXL 07	LAST PLAN No. SP117997	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

BALANCE PLAN



A-143

SEARCH OF TORRENS TITLE

VOLUME 117997	FOLIO 6
EDITION 1	DATE OF ISSUE 15-June-1995

SEARCH DATE : 18-June-2026

SEARCH TIME : 04.47 pm

DESCRIPTION OF LAND

City of CLARENCE

Lot 6 on Sealed Plan [117997](#)

Derivation : Part of 101A-3R-0P Gtd to J.M.McDonald

Prior CT [113453/3](#)SCHEDULE 1

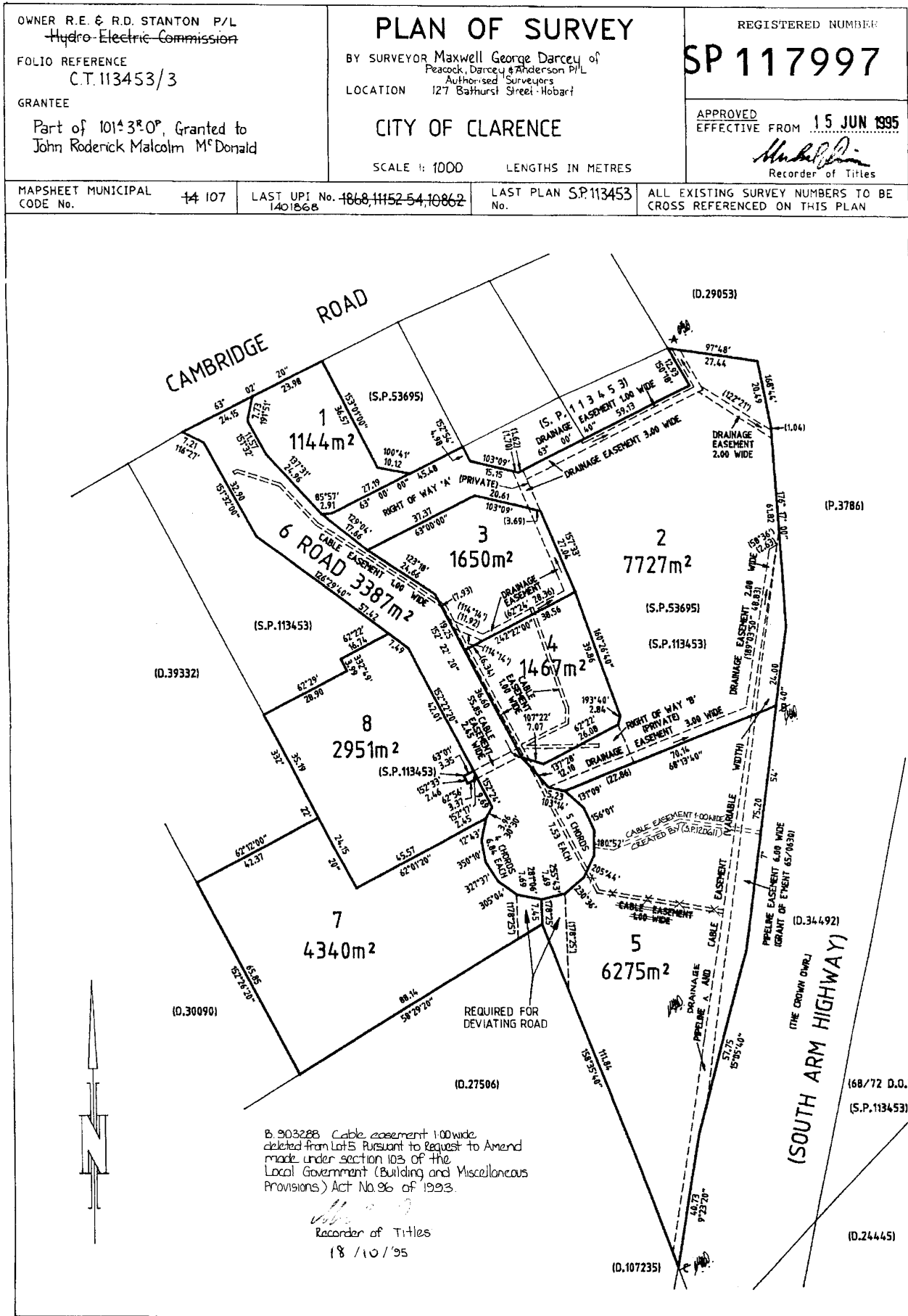
[B874401](#) TRANSFER to CLARENCE CITY COUNCIL Registered
15-June-1995 at noon

SCHEDULE 2

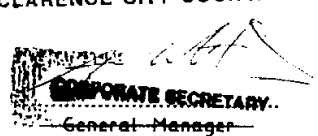
Reservations and conditions in the Crown Grant if any

SP[117997](#) EASEMENTS in Schedule of EasementsSP [113453](#) FENCING COVENANT in Schedule of EasementsUNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



A 148

SCHEDULE OF EASEMENTS NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	REGISTERED NUMBER SP 117997
<u>EASEMENTS AND PROFITS</u> Each lot on the plan is together with:- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and (2) any easements or profits a prendre described hereunder. Each lot on the plan is subject to:- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and (2) any easements or profits a prendre described hereunder. The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows. PAGE 1 OF 4 PAGES <u>RIGHTS OF WAY</u> <u>LOT 2</u> is subject to a Right of Carriageway over the Right of Way (Private) "A" as appurtenant to Lot 3 on the plan. <u>LOT 2</u> is subject to a Right of Carriageway over the Right of Way (Private) "B" as appurtenant to Lot 4 on the plan. <u>LOT 2</u> is subject to a Right of Carriageway over the Right of Way (Private) "B" as appurtenant to Lot 5 on the plan. <u>LOT 3</u> is together with a Right of Carriageway over the Right of Way (Private) "A" passing through Lot 2 on the plan. <u>LOT 4</u> is together with a Right of Carriageway over the Right of Way (Private) "B" passing through Lot 2 on the plan. <u>LOT 5</u> is together with a Right of Carriageway over the Right of Way (Private) "B" passing through Lot 2 on the plan.	
SUBDIVIDER : HYDRO ELECTRIC COMMISSION FOLIO REF : Volume 113453 Folio 3 SOLICITOR GLADE-WRIGHT & COMPANY & REFERENCE : (M.S. Pife)	PLAN SEALED BY : CLARENCE CITY COUNCIL DATE :  <u>SD 3512</u> REF No. <u>General Manager</u>
NOTE: THE COUNCIL GENERAL MANAGER MUST SIGN THE CERTIFICATE FOR THE PURPOSE OF IDENTIFICATION.	

SCHEDULE OF EASEMENTS PAGE 2 OF 4 PAGES	Registered Number SP 117997
<u>DRAINAGE EASEMENT</u> LOTS 2 and 5 are subject to a Right of ^{drainage} Carriageway as created by Grant No. 65/0630 for the Crown over such portion of the pipeline easement 6.00m. wide shown on the plan as passing through such Lots. LOT 2 on the plan is subject to a right of drainage as appurtenant to Lots 5 and 4 and 6 on the plan and for Lots 5 and 7 on Sealed Plan 113453 over the drainage easement 1.00m. wide on the plan. LOT 2 is subject to a right of drainage for the Clarence City Council over the drainage easements 2.00m. wide and 3.00m. wide shown passing through such Lot. Lot 3 is subject to a right of drainage for the Clarence City Council over the drainage easement passing through such Lot. <u>COVENANTS</u> Lots 2 and 5 on the plan (which formerly comprised Lot 3 on Sealed Plan No. 113453) are affected by a restrictive covenant created by Sealed Plan No. 113453 as follows: Not to use or permit to be used any access by vehicles of any kind at any time from Lots 2 and 5 other than from Cambridge Road via Lot 6 on the Plan. <u>DRAINAGE PIPELINE /AND CABLE EASEMENT</u> drainage Lots 2 and 5 on the Plan are subject to a pipeline/^{drainage} and cable easements for ^{Clarence City Council and} the Crown as defined hereon over the land marked ^{Drainage} Pipeline/^{Drainage} and Cable Easement (variable width) shown on the plan.	

IF FURTHER PAGES ARE REQUIRED USE ANNEXURE SHEETS COMMENCING AT PAGE 4

SCHEDULE OF EASEMENTS

PAGE 3 OF 4 PAGES

Registered Number

SP 117997

INTERPRETATION

Drainage

"Pipeline/and Cable Easement" means the right:-

- (a) to lay, relay, inspect, maintain, repair, renew, remove and cleanse pipes below and through the Pipeline and Cable Easement (variable width) shown on the plan
- (b) to convey through the said pipes such an amount of water as may be required from time to time
- (c) to pass and repass over and along the said portions of land with or without all necessary plant equipment machinery and vehicles of every kind and doing all necessary work thereon for the purpose of aforesaid causing as little damage as possible making good any disturbance of the soil, replacing any excavated rock and soil and making good all damage occasioned thereby
- (d) the full free right and liberty for the Hydro Electric Commission and its successors and its and their servants agents and workmen at all times hereafter to:
 - (i) lay and maintain cables for the transmission of electrical energy under and along the strip of land marked "Pipeline and Cable Easement (variable width)" on the plan (hereinafter called the servient land) with the right for the Hydro Electric Commission its servants agents workmen and others authorised by it at all times to enter into and upon the servient land for the purpose of laying inspecting repairing and maintaining any such cables without doing unnecessary damage to the servient land and making good all damage occasioned thereby
 - (ii) enter into and upon the servient land for all or any of the above purposes with or without all necessary plant equipment machinery and vehicles of every kind.

SCHEDULE OF EASEMENTS PAGE 4 OF 4 PAGES	Registered Number SP 117997
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CABLE EASEMENT

Lots 2, 3, 4, 5 and 6 are each subject to the full and free right and liberty for Lots 1 and 8 on Sealed Plan 113453 and for the Hydro Electric Commission and its successors and its and their servants and workmen at all times hereafter

(a) To lay and maintain cables for the transmission of electrical energy under and along the strips of land marked "cable easement" on the plan (hereinafter called the servient land) with the right for the Hydro-Electric Commission its servants agents workmen and others authorised by it at all times to enter into and upon the servient land for the purpose of laying inspecting repairing and maintaining any such cables without doing unnecessary damage to the servient land and making good all damage occasioned thereby.

(b) To enter into and upon the servient land for all or any of the above purposes with or without all necessary plant equipment machinery and vehicles of every kind.

Reference to Lot 5 hereon deleted

THE COMMON SEAL of the) by me pursuant to Request to Amend
HYDRO ELECTRIC COMMISSION) No. B903288 made under Section 103
as registered proprietors) of the Local Government (Building
of the land comprised and) & Miscellaneous Provisions) Act 1993.
described in folio of the)
register Volume 113453)
Folio 3 was hereunto)
affixed in the presence of:)

Recorder of Titles

18/10/1995

A/GENERAL MANAGER

THE COMMON SEAL of)
R.E. & R.D. STANTON PTY.LTD.)
was hereunto affixed in)
the presence of:)

A/SECRETARY

[Signature]
DIRECTOR

[Signature]
DIRECTOR





ATTACHMENT 1

Proposal Plans including Landscape Plan



Perspective View - from Cambridge Rd West

Proposed Car Wash Premises - No. 1 Electra Place, Mornington TAS

Drawing List			
sheet no.			REV
DA - 00	Cover Sheet		B
DA - 01	Location Plan		B
DA - 02	Site Plan - Proposed		B
DA - 03	Demolition Plan		B
DA - 04	Floor Plans		B
DA - 05	Floor Plans + Sections		B
DA - 06	Elevations		B
DA - 07	Elevations		B
DA - 08	Landscape Plan		B
EC - 01	Site Contour + Detail Plan		
26532-01	Services		



Location Plan

Scale - 1:500

PROJECT OVERVIEW

This Development Application seeks approval for the establishment of a modern car wash facility and associated customer amenities. The proposed commercial development comprises:

Wash Bays: Three (3) manual wash bays and two (2) automatic wash bays.

Operating Hours: The facility is proposed to operate within the standard allowable hours of: 7am to 9pm, Monday to Saturday, and 8am to 9pm on Sundays and public holidays.

Customer Amenities: Located along the Southern boundary, a roofed, open-air structure will provide: four (4) vacuum bays, and a secure, fenced double dog-wash facility.

Demolition Works: To facilitate safe vehicle circulation, the proposal includes: Demolition of the two existing single-storey buildings (comprising the former office building and workshop/storage shed); Removal of all existing boundary fencing; and Removal of vegetation along the eastern boundary.

Site & Zoning Context

The subject site occupies a prominent corner allotment within the Light Industrial Zone. While industrially zoned, the site shares a direct interface with the General Residential Zone, located opposite the Cambridge Road frontage. The proposed site layout, operational arrangements, and hours of operation have been carefully considered to ensure compatibility with this nearby residential context while maintaining the functionality of the proposed commercial use.

Planning Discretion & Justification

To achieve safe, efficient and compliant vehicle circulation throughout the site, the proposal relies on the applicable Performance Criteria relating to frontage setbacks and landscaping provisions. Accordingly, the application is required to be assessed as a Discretionary Development. Notwithstanding this reliance on the Performance Criteria, the proposal represents a substantial improvement over the existing site condition, enhancing visual amenity, streetscape character and the presentation of this corner allotment.

Streetscape Enhancement:

The existing Electra Place and Cambridge Road frontages are currently defined by tall steel-framed mesh and sheet-metal fencing, creating a visually dominant and uninviting interface with the public realm. The proposal will remove these structures in their entirety, significantly improving visual permeability and establishing a more open, contemporary and welcoming streetscape.

Landscape and Visual Amenity:

While the extent of landscaping is reduced to accommodate safe vehicle manoeuvring and on-site turning movements, the proposal introduces purpose-designed landscape treatments along both street frontages. These landscaped areas will provide a substantial enhancement to the site's appearance and contribute positively to the character of the surrounding locality. Overall, the proposal aims to deliver a positive planning outcome by balancing the operational requirements of the use with improvements to streetscape, visual amenity and site functionality, while maintaining compatibility with the adjoining industrial and residential interfaces.

Site Survey Data - Note:

"THIS PLAN AND IS PREPARED FOR PHAROS CUSTODIANS FROM A COMBINATION OF FIELD SURVEY AND EXISTING RECORDS FOR THE PURPOSE OF DESIGNING NEW CONSTRUCTIONS ON THE LAND AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE.

THE TITLE BOUNDARIES AS SHOWN ON THIS PLAN WERE NOT MARKED AT THE TIME OF THE SURVEY AND HAVE BEEN DETERMINED BY PLAN DIMENSIONS ONLY AND NOT BY FIELD SURVEY. NO MEASUREMENTS OR OFFSETS ARE TO BE DERIVED BETWEEN THE FEATURES ON THIS PLAN AND THE BOUNDARY LAYER. THE RELATIONSHIP BETWEEN THE FEATURES IN THIS MODEL AND THE BOUNDARY LAYERS CANNOT BE USED FOR ANY SET OUT PURPOSES OR TO CONFIRM THE POSITION OF THE TITLE BOUNDARIES ON SITE.

DUE TO THE NATURE OF THE TITLE BOUNDARY INFORMATION, IF ANY STRUCTURES ARE DESIGNED ON OR NEAR A BOUNDARY WE WOULD RECOMMEND A RE-MARK SURVEY BE COMPLETED AND LODGED WITH THE LAND TITLES OFFICE TO SUPPORT THE BOUNDARY DEFINITION.

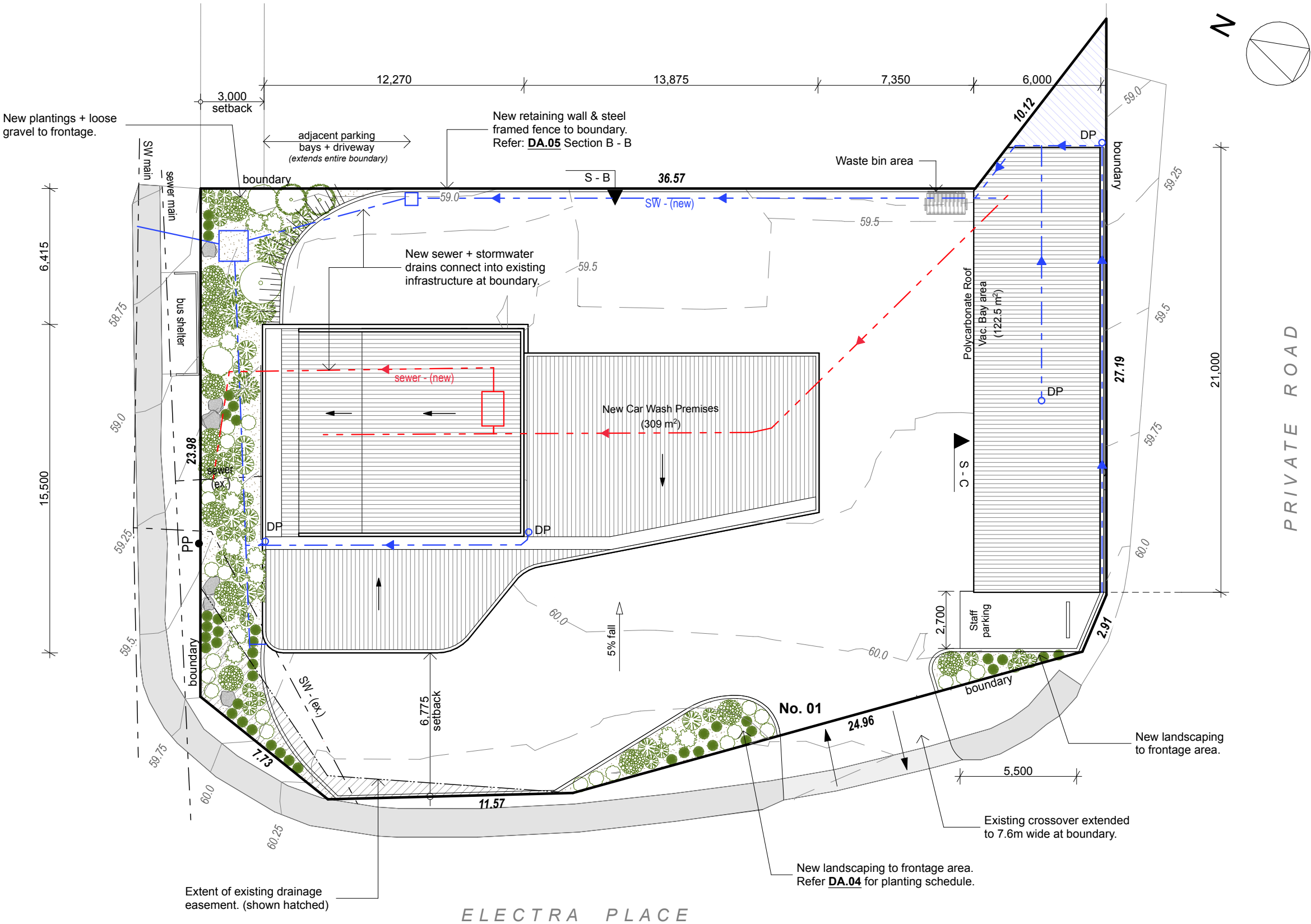
SERVICES SHOWN HAVE BEEN LOCATED WHERE VISIBLE BY FIELD SURVEY. SERVICES DENOTED AS BEING "PER BYDA ONLY" ARE APPROXIMATE AND FOR ILLUSTRATIVE PURPOSES ONLY. PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ON THE SITE, THE RELEVANT AUTHORITY SHOULD BE CONTACTED FOR POSSIBLE LOCATION OF FURTHER UNDERGROUND SERVICES AND DETAILED LOCATIONS OF ALL SERVICES.

IF SUBSEQUENT DESIGN IS INTENDED FOR CONSTRUCTION SETOUT, FUTURE SURVEYING SETOUT COSTS ARE INCREASED IF THE DIGITAL DATA PROVIDED IS ROTATED, SCALED OR MOVED.

THIS NOTE FORMS AN INTEGRAL PART OF THE PLAN/DATA. ANY REPRODUCTION OF THIS PLAN/MODEL WITHOUT THIS NOTE ATTACHED WILL RENDER THE INFORMATION SHOWN INVALID.

Area Calculations

SITE AREA TOTAL	1144 m ²
Building Footprints	
Total Existing Footprint	88m2
Office / Workshop (to be demolished)	35.5 m ²
Shed (to be demolished)	52.5 m ²
Total Existing - to be demolished	88m2
Total Proposed Footprint	
Car Wash (Main Building)	309 m ²
Roofed Vacuum Bay Area	124 m ²
Proposed Additional Footprint	345 m ²

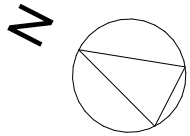


Site Plan - Proposed

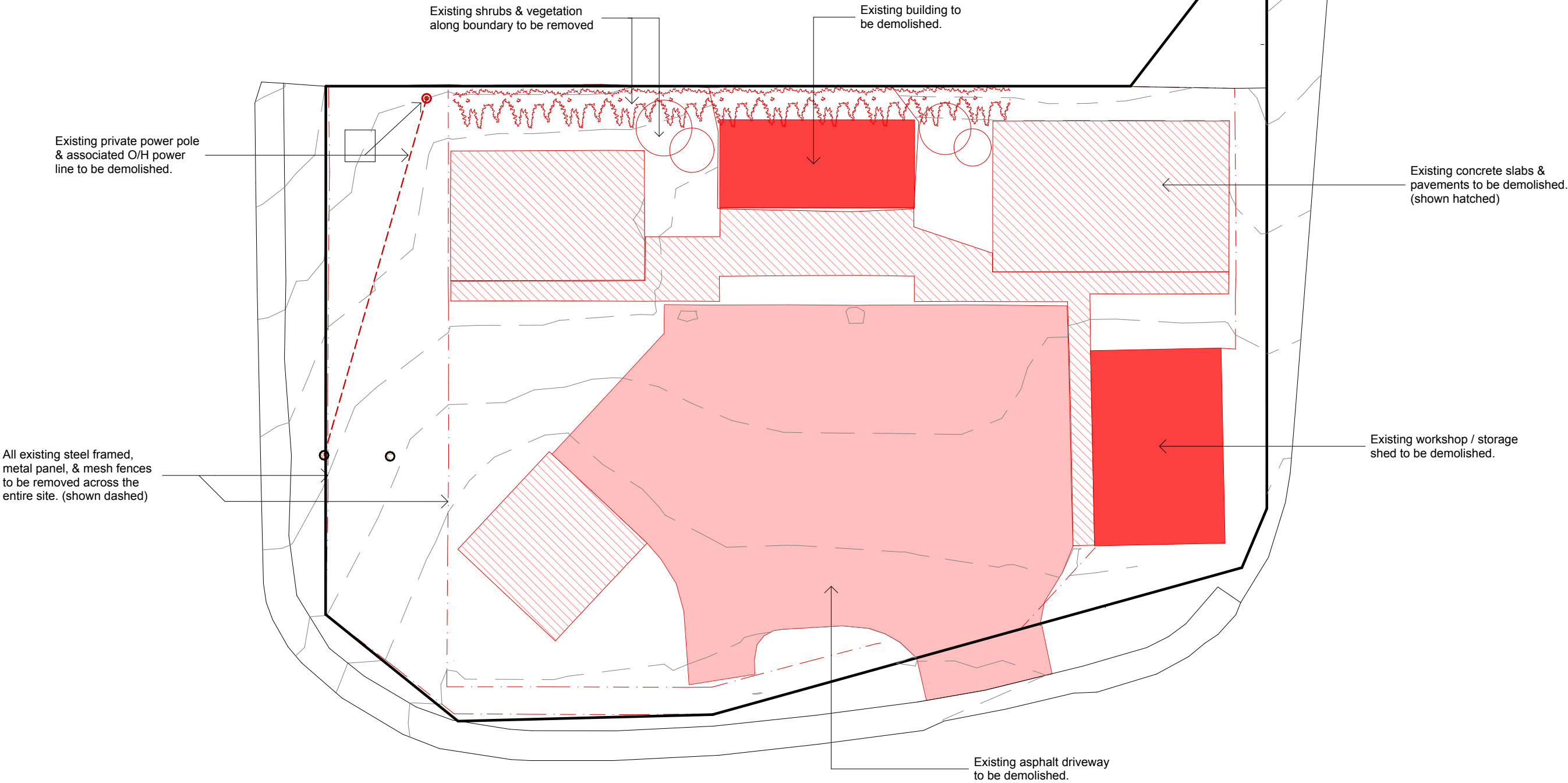
Scale 1:200

NOTE:
Drainage paths are indicative only.
Refer Poortenaar Consulting Services Report & Plan Drawing **26532-01** for detailed site services design, drainage layout and driveway falls.

REV. AMENDMENT A 1. Landscape frontage areas increased 2. Reduced driveway apron at boundary 3. Minor drainage revisions	DATE 13 July 26	 Meraki creative studio 800 Sandfly Rd, Sandfly, Tasmania 7150 E: rita@meraki-creative.studio T: 0409 801 054 ABN: 73 588 276 191 Lic. no. 370660177	Do not scale off drawings, dimensions must be taken from figures provided. It is the responsibility of the contractor to confirm all measurements on-site and notify the designer of any discrepancies or variations before works commence. Drawings must be read in conjunction with the project specifications and all other related contract drawings and documents. No construction, or site preparation depicted is to proceed unless the drawing is officially issued with 'For Construction' status. Except by specific agreement, Meraki Creative Studio holds all intellectual copyrights for these designs, plans, and specifications. No portion of this work, nor the creative ideas and information presented herein, may be reproduced, distributed, or utilised without the designer's explicit written authorisation.	PROJECT: Pharos Car Wash - Electra Place Demolition Works + New Car Wash Premises CLIENT: 1 Electra Place Mornington TAS for Pharos Property Group	DRAWING: Site Plan - Proposed DATE: 19/8/2026 ISSUE: Planning Application	PROJECT no. 26.02	DRAWING no. DA - 02
						DRAWN BY: SH	REV B
						CHECKED BY:	SCALE : @ A3



Note:
All existing structures, floors, walls, roofs, and associated services, including all hard surfaces on-site to be demolished.



Demolition Plan
Scale 1:200

REV. AMENDMENT		DATE	 Meráki creative studio 800 Sandfly Rd, Sandfly, Tasmania 7150 E: rita@meraki-creative.studio T: 0409 801 054 ABN: 73 588 276 191 Lic. no. 370660177		Do not scale off drawings, dimensions must be taken from figures provided. It is the responsibility of the contractor to confirm all measurements on-site and notify the designer of any discrepancies or variations before works commence. Drawings must be read in conjunction with the project specifications and all other related contract drawings and documents. No construction, or site preparation depicted is to proceed unless the drawing is officially issued with 'For Construction' status. Except by specific agreement, Meraki Creative Studio holds all intellectual copyrights for these designs, plans, and specifications. No portion of this work, nor the creative ideas and information presented herein, may be reproduced, distributed, or utilised without the designer's explicit written authorisation.		PROJECT: Pharos Car Wash - Electra Place <i>Demolition Works + New Car Wash Premises</i>		DRAWING: Demolition Plan		PROJECT no. 26.02		DRAWING no. DA - 03			
							CLIENT: 1 Electra Place Mornington TAS for Pharos Property Group		DATE: 19/8/2026		ISSUE: Planning Application		DRAWN BY: SH		REV B	
													CHECKED BY:		SCALE : @ A3	

Document Set ID: 6052767
Version: 1, Version Date: 23/09/2026

Landscape Character
Street frontages utilise a diverse, native and low-maintenance matrix planting layout under loose gravel mulch. Features include: singular and clustered 500mm–800mm local sandstone boulders, partially embedded for stability.

To comply with AS 2890.1 sightline requirements, boundary edge plantings are restricted to a maximum 600mm mature height. Taller species up to 3m mature height are located at the rear of the landscape zone, preserving clear visibility for vehicular traffic and pedestrians.

[illegible]

Scale 1:150

FLOOR AREA CALCULATIONS (GFA)	
New Car Wash - Ground Level	223 m ²
New Plant Room Upper Level	74 m ²
Car Wash Building GFA	297 m²
Open Air Vacuum Bays	124 m ²
Total Floor Area	421 m²

REV.	AMENDMENT	DATE
A	1. Landscape frontage areas increased 2. Reduced driveway apron at boundary 3. Planting schedule added (<i>superseded</i>) 4. Minor drainage revisions	13 July 26
B	1. Expanded planting schedule relocated (document: Site Plan 005276 (Pr DA.08)).	19 Aug 26

Version: 1, Version Date: 23/09/2026

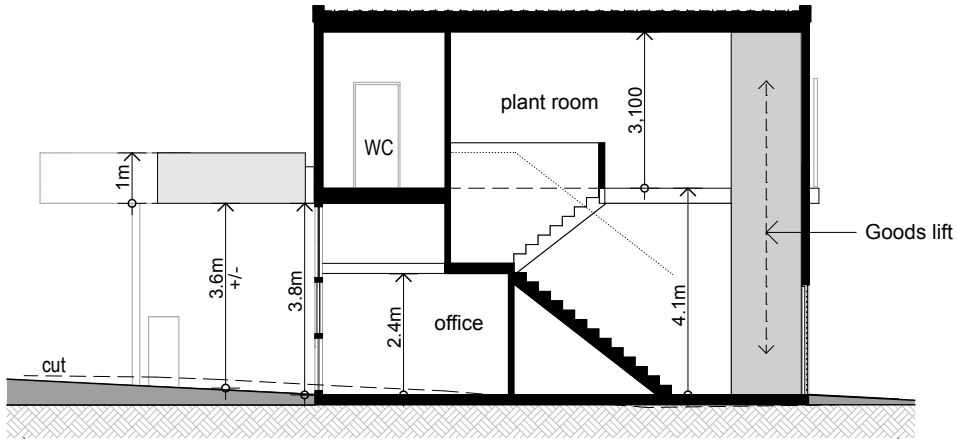
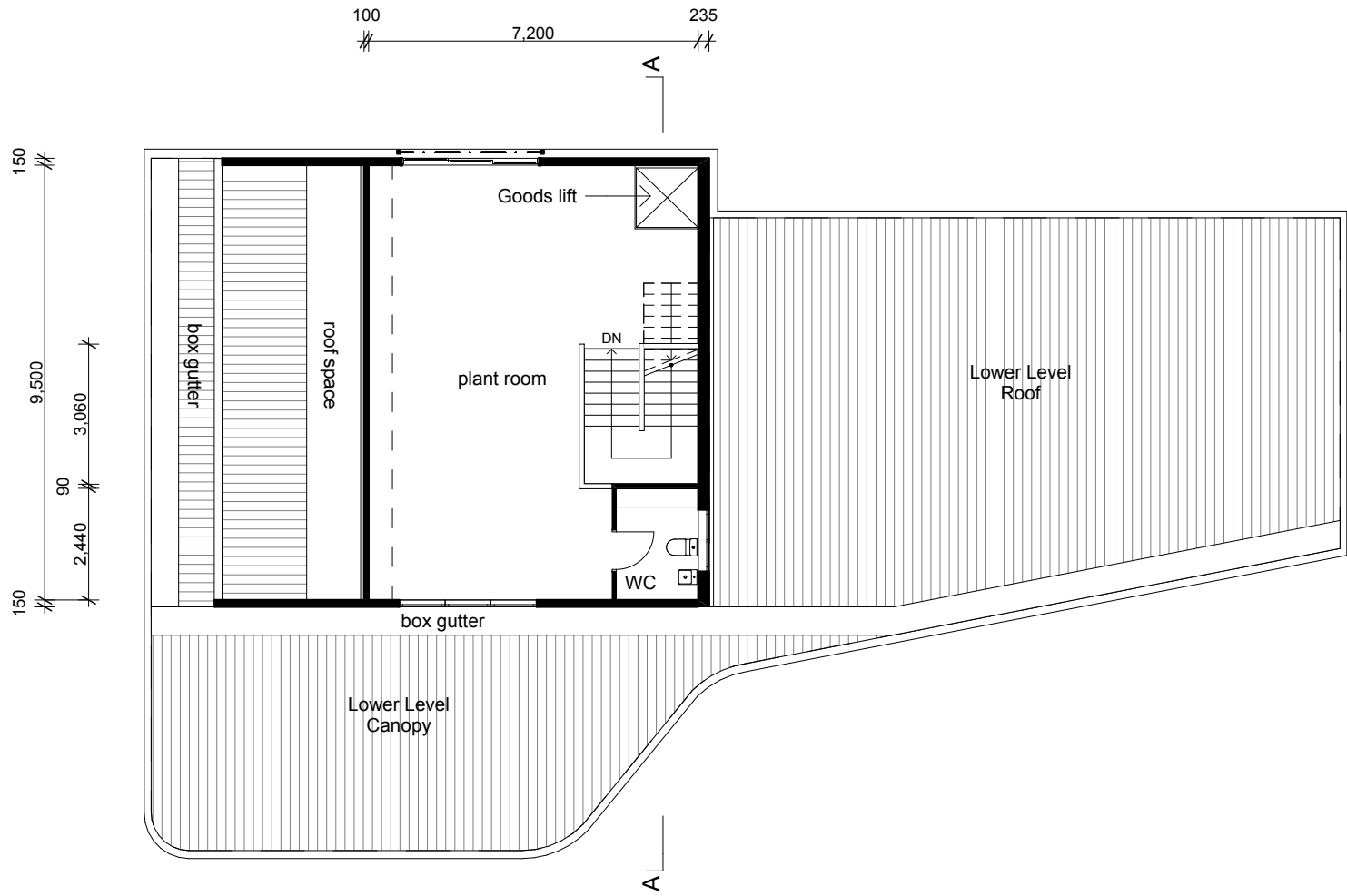


800 Sandfly Rd, Sandfly, Tasmania 7150
E: rita@meraki-creative.studio T: 0409 801 054
ABN: 73 588 276 191 Lic. no. 370660177

PROJECT: **Pharos Car Wash - Electra Place**
Demolition Works + New Car Wash Premises

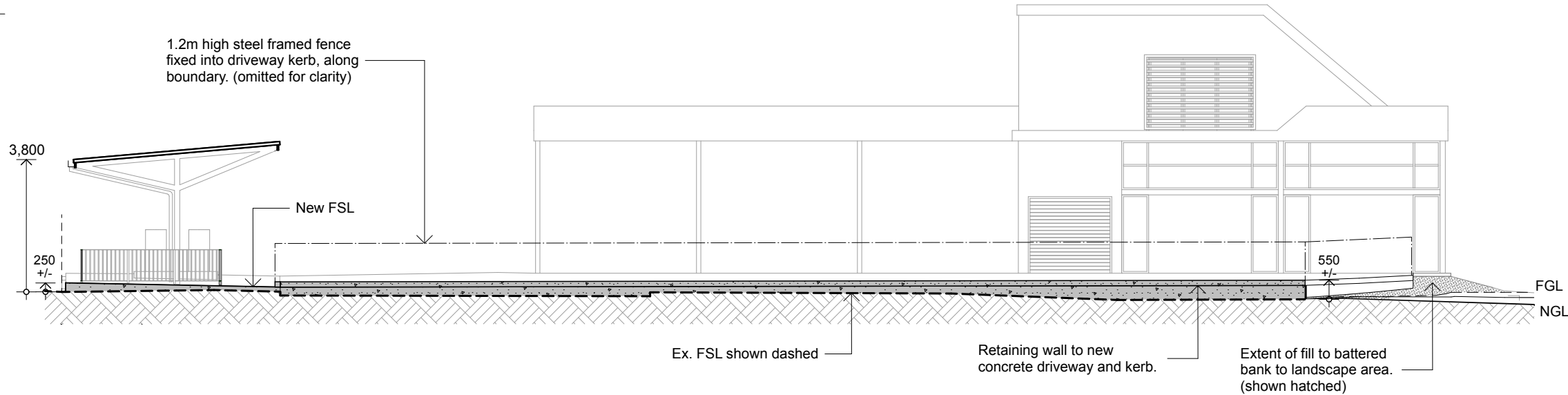
CLIENT: **1 Electra Place Mornington TAS**
for Pharos Property Group

DRAWING: Floor Plans		PROJECT no. 26.02	DRAWING no. DA - 04
		DRAWN BY: SH	REV B
DATE: 19/8/2026	ISSUE: Planning Application	CHECKED BY:	SCALE : @ A3



Upper Level - Floor Plan

Scale 1:150



Site Section B - B

Scale 1:150

REV.	AMENDMENT	DATE
A	1. Landscape frontage areas increased 2. Minor drainage revisions	13 July 26



Meraki creative studio

800 Sandfly Rd, Sandfly, Tasmania 7150
E: rita@meraki-creative.studio T: 0409 801 054
ABN: 73 588 276 191 Lic. no. 370660177

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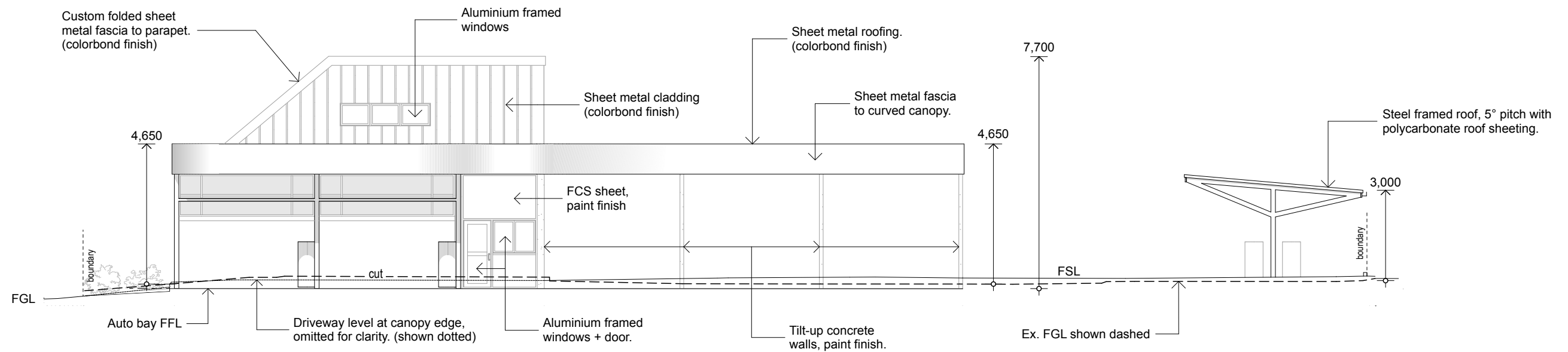
PROJECT: **Pharos Car Wash - Electra Place
Demolition Works + New Car Wash Premises**

CLIENT: **1 Electra Place Mornington TAS
for Pharos Property Group**

DRAWING:
Floor Plans + Sections

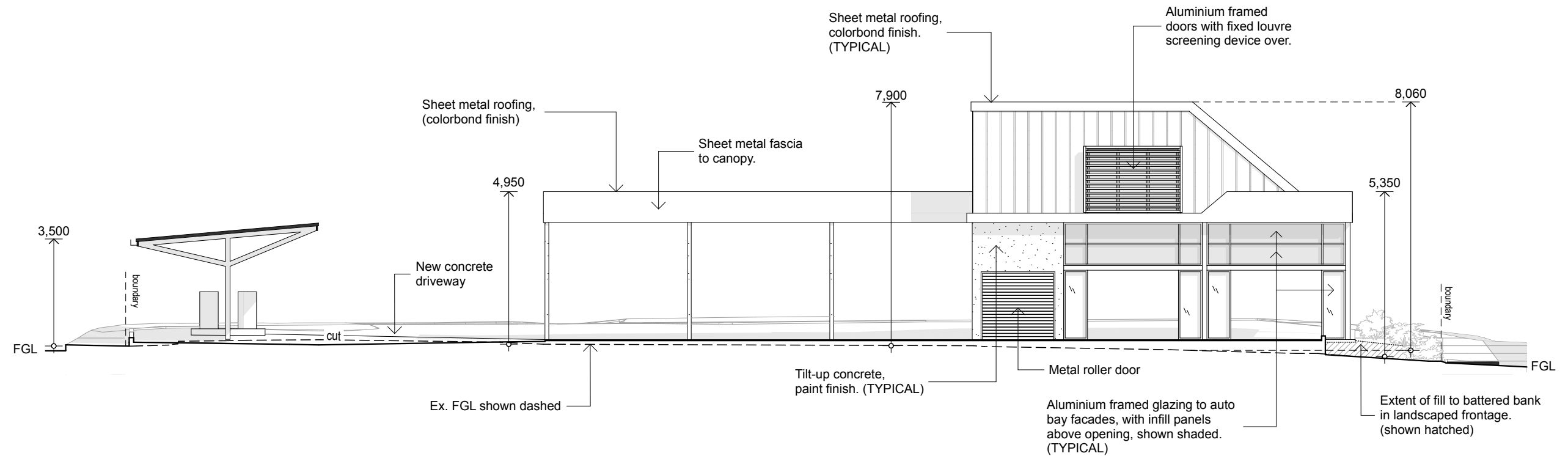
DATE: 19/8/2026 ISSUE: Planning Application

PROJECT no. 26.02	DRAWING no. DA - 05
DRAWN BY: SH	REV B
CHECKED BY:	SCALE : @ A3



West Elevation

Scale 1:150



East Elevation

Scale 1:150

REV.	AMENDMENT	DATE
A	1. Landscape frontage areas increased	13 July 26



Meraki creative studio

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ABN: 73 588 276 191 Lic. no. 370660177

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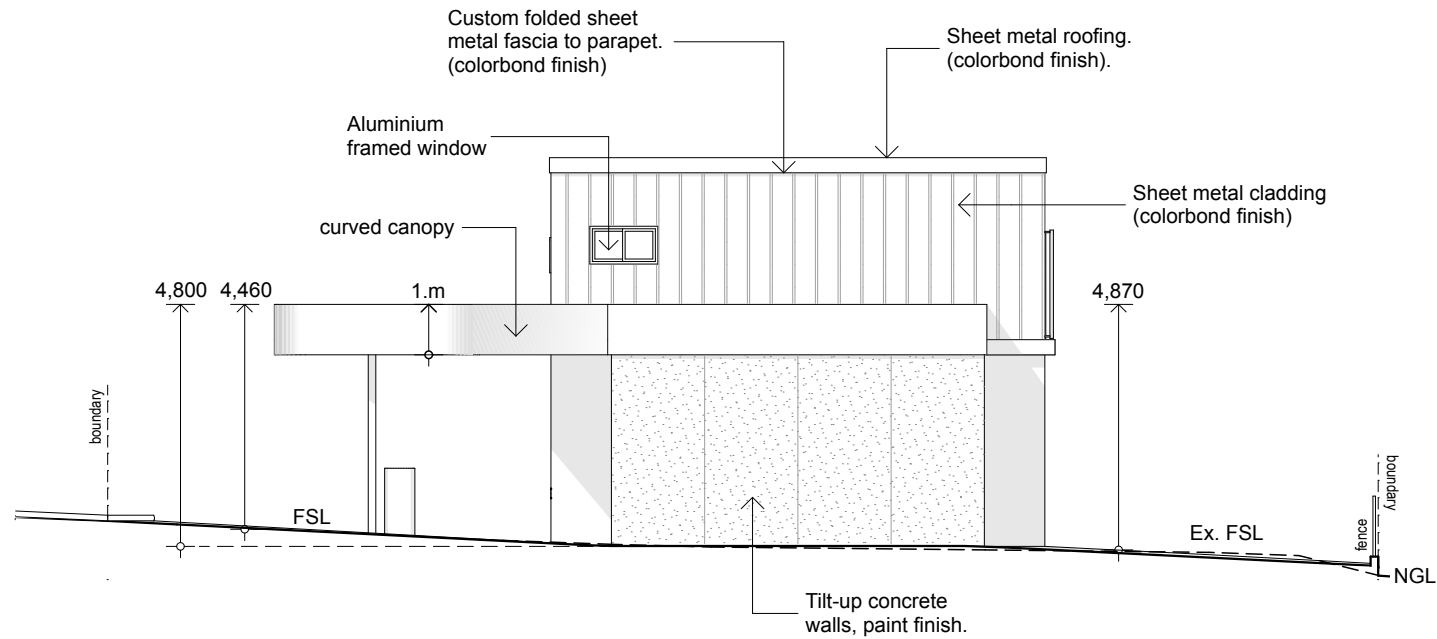
PROJECT: **Pharos Car Wash - Electra Place
Demolition Works + New Car Wash Premises**

CLIENT: **1 Electra Place Mornington TAS
for Pharos Property Group**

DRAWING:
Elevations

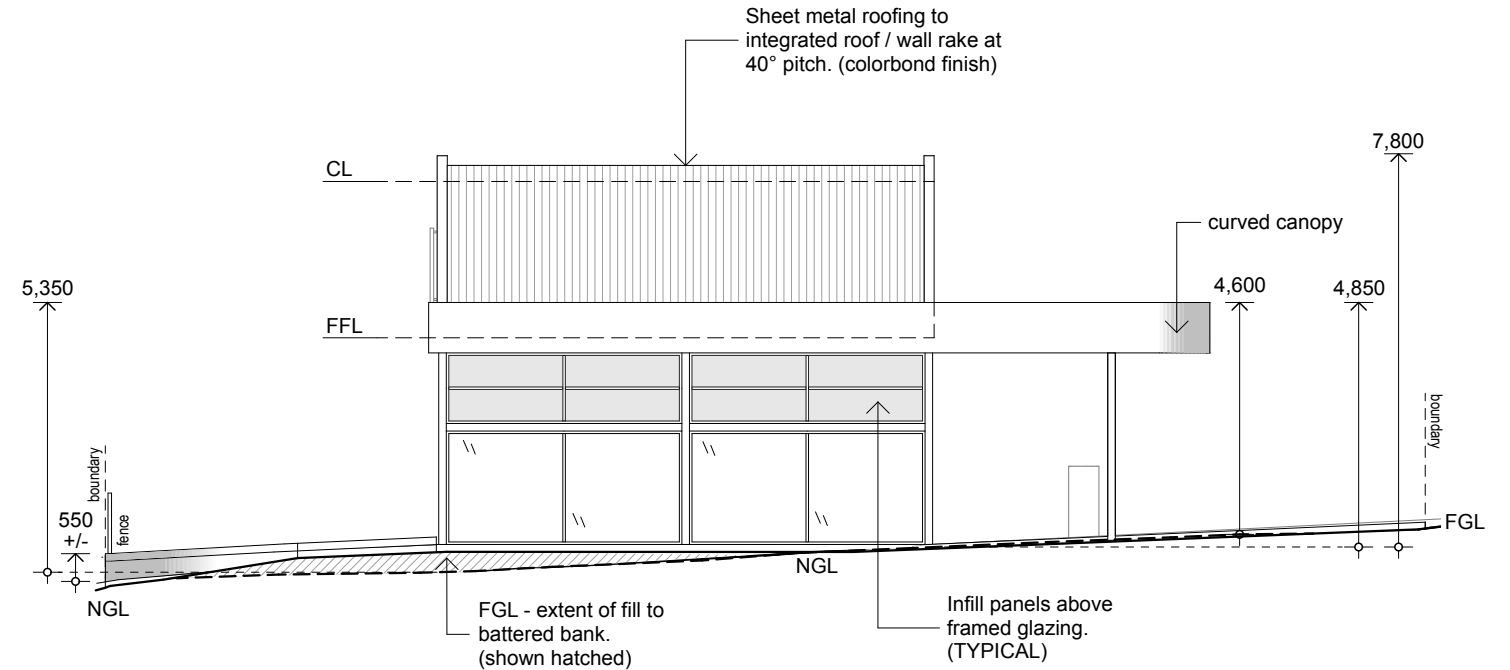
DATE: 19/8/2026 ISSUE: Planning Application

PROJECT no. 26.02	DRAWING no. DA - 06
DRAWN BY: SH	REV B
CHECKED BY:	SCALE : @ A3



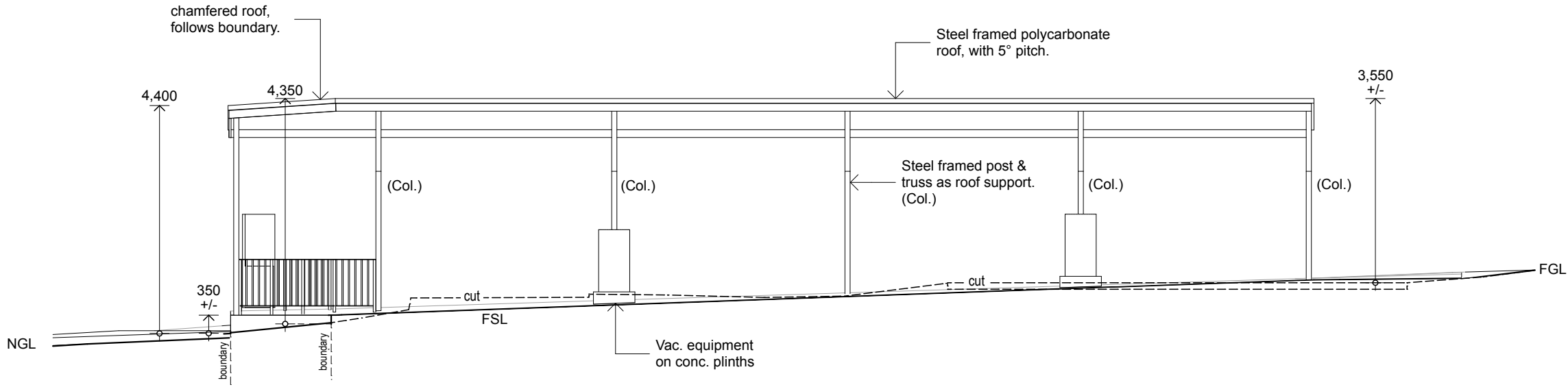
South Elevation

Scale 1:150



North Elevation

Scale 1:150



Site Section C - C

Scale 1:100

REV. AMENDMENT		DATE	 Meraki creative studio 800 Sandfly Rd, Sandfly, Tasmania 7150 E: rita@meraki-creative.studio T: 0409 801 054 ABN: 73 588 276 191 Lic. no. 370660177	Do not scale off drawings, dimensions must be taken from figures provided. It is the responsibility of the contractor to confirm all measurements on-site and notify the designer of any discrepancies or variations before works commence. Drawings must be read in conjunction with the project specifications and all other related contract drawings and documents. No construction, or site preparation depicted is to proceed unless the drawing is officially issued with 'For Construction' status. Except by specific agreement, Meraki Creative Studio holds all intellectual copyrights for these designs, plans, and specifications. No portion of this work, nor the creative ideas and information presented herein, may be reproduced, distributed, or utilised without the designer's explicit written authorisation.	PROJECT:	Pharos Car Wash - Electra Place <i>Demolition Works + New Car Wash Premises</i>	DRAWING: Elevations	PROJECT no. 26.02		DRAWING no. DA - 07	
A	1. Landscape frontage areas increased	13 July 26			CLIENT:	1 Electra Place Mornington TAS for Pharos Property Group		DATE: 19/8/2026	ISSUE: Planning Application	CHECKED BY:	SCALE : @A3
Document Set ID: 6052767 Version: 1, Version Date: 23/09/2026											

GENERAL LANDSCAPE NOTES

1. SIGHTLINE COMPLIANCE

1.1 All plantings within the required 2.0m×2.5m driveway sight triangles are restricted to low groundcovers and tussock grasses with a maximum mature height of 600mm to ensure clear, unobstructed sightlines per AS/NZS 2890.1:2004.

2. INFRASTRUCTURE & SERVICE PROTECTION

2.1 Soil depth over underground stormwater and sewer infrastructure within the landscape frontage shall be maintained at a minimum cover depth of 500mm to 600mm to support root growth without disturbing utility lines.

2.2 A high-density polyethylene (HDPE) root barrier membrane shall be installed along service trench edges adjacent to larger shrub zones to direct root systems away from underground pipes and joins.

2.3 All underground stormwater drainage beneath planted beds shall utilise solid PVC piping with sealed joints.

3. PLANTING LAYOUT & COVERAGE

3.1 Landscaping features a naturalised, layered native planting matrix designed to achieve a minimum 70% mature vegetative coverage across the frontage area.

3.2 Plant selections are specified for high tolerance to coastal conditions, urban runoff, and potential surfactant/water exposure associated with car wash operations.

3.3 Rhagodia and Westringia species have been located along the frontage areas adjacent the nature strip in well-drained soil profiles, clear of direct car wash-off zones.

4. FINISHES & HARDWORKS

4.1 Garden beds shall receive a 75mm thick layer of heavy woodchip / gravel mulch.

4.2 Planting zones shall be backfilled with a minimum 300mm – 500mm deep imported free-draining sandy loam topsoil mix (organic matter ~5%) finished with positive fall to prevent standing water. Incorporate controlled-release native fertiliser at time of planting.

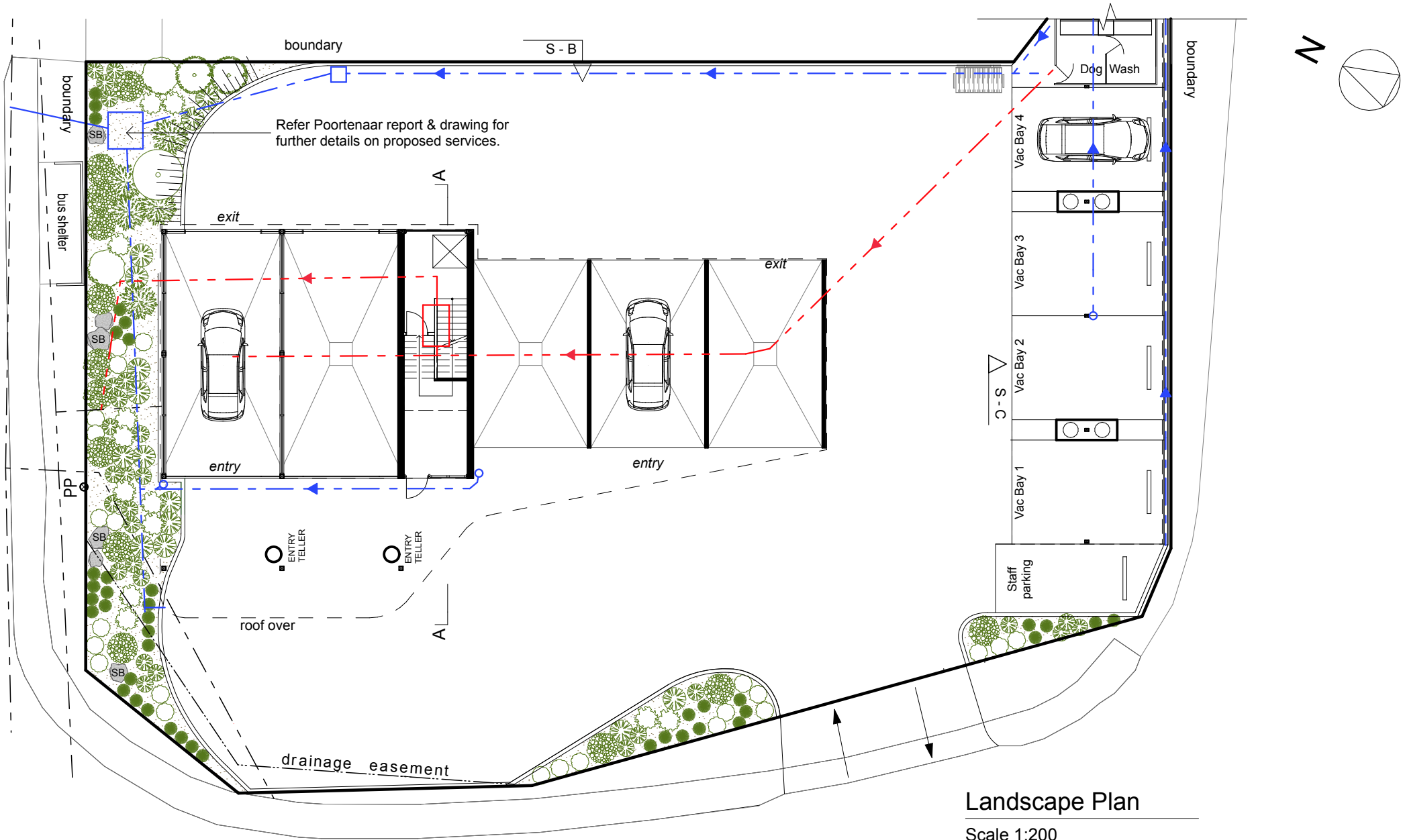
4.3 Garden beds shall be built up (50mm –100mm) above adjacent pavements, or sloped gently so surface runoff sheds off the bed rather than pooling over the root zone.

4.4 Feature sandstone boulders (500mm – 800mm) shall be partially embedded into garden beds for visual interest and ground stabilisation.

5. IRRIGATION & MAINTENANCE

5.1 Temporary watering shall be provided during the 12-week post-installation establishment period.

5.2 All landscape works shall be maintained in a healthy, weed-free condition in perpetuity by the property owner/occupier.



Landscape Plan

Scale 1:200

SB - Locally sourced Sandstone Boulders (500mm - 800mm)

PLANTING SCHEDULE

Symbol											PLANTS CaP x 1 = \$35 CvJ x 12 = \$420 CvS x 2 = \$70 DTR x 41 = \$656 GFS x 5 = \$90 LIN x 17 = \$255 LIT x 25 = \$375 RsF x 13 = \$208 WLH x 23 = \$368 WhN x 2 = \$70 FINISHES & FEATURES Supply and install soil at 300mm deep = \$3800 Supply and install mulch at 75mm thick = \$480 Supply and install temporary irrigation system = \$800 Supply and install feature boulders = \$900 TOTAL = \$8527 exc GST All prices are excluding GST
Code	CaP	CvJ	CvS	DTR	GFS	LIN	LIT	RsF	WLH	WhN	
Botanical Name / PBR	Correa alba 'COR10'	Callistemon viminalis 'LJ1'	Callistemon viminalis 'CV01'	Dianella tasmanica 'TR20'	Gahnia filum	Lomandra longifolia 'LM400'	Lomandra longifolia 'LM604'	Rhagodia spinescens 'SAB01'	Westringia fruticosa 'WES06'	Westringia hybrid 'WES01'	
Common Name	Coastal Pink™ Correa	Better John™ Bottlebrush	Slim™ Bottlebrush	Tasred™ Flax Lily	Chaffy Saw Sedge	Nyalla™ Mat Rush	Tanika™ Mat Rush	Aussie Flat Bush™ Saltbush	Low Horizon™ Coastal Rosemary	Naringa™ Coastal Rosemary	
Mature Height x Spread	2.0m x 2.0m	1.2m x 0.9m	2.5m x 1.5m	0.45m x 0.5m	1.5m x 1.5m	0.9m x 0.9m	0.6m x 0.6.5m	0.5m x 1.2m	0.3m x 0.7m	2.0m x 1.5m	
Pot Size	200mm	200mm	200mm	140mm	140mm	140mm	140mm	140mm	140mm	200mm	
Spacing & Density	1 per 2m² (1.5m o/c)	2-3 per m² (0.8-1.0m o/c)	1 per m² (1.0-1.5m o/c)	3-4 per m² (0.5m o/c)	1 per m² (1.0m o/c)	2-3 per m² (0.8m o/c)	3-5 per m² (0.6m o/c)	1-2 per m²	2-3 per m²	1 per m²	
Quantity	1	12	2	41	5	17	25	13	23	2	
Remarks	Adaptable to most soils. High tolerance to frost, surfactants & salt spray. resilient to soil moisture fluctuations. Compact, hardy mid-tier shrub.	Adaptable to most soils. High tolerance to frost, surfactants, salt spray & soil moisture fluctuations. Compact mid-tier shrub. Non-invasive fibrous root system suitable near or over service trench.	Adaptable to most soils. High tolerance to surfactants & salt spray. resilient to soil moisture fluctuations. Non-invasive fibrous root system suited adjacent service trench. Tall and narrow accent plant.	Adaptable to most soils. High tolerance to frost, surfactants & salt spray. Resilient to soil moisture fluctuations. Non-invasive root system safe over service trench. Low understorey accent plant.	Adaptable to most soils, resilient to moisture fluctuations. Performs well in damp soils. Shallow fibrous root system safe over service trench.	Adaptable to most soils. High tolerance to surfactants & soapy runoff. Fibrous non-invasive root system safe over service trench.	Adaptable to most soils. High tolerance to surfactants & soapy runoff. Fibrous non-invasive root system safe over service trench.	Adaptable to most soils. High tolerance to surfactants & soapy runoff. Fibrous non-invasive root system safe over service trench. Preserves sightlines (<600mm H).	Low groundcover with natural adaptation to heavy salts, alkaline runoff. Prefers well draining soil. Preserves sightlines (<600mm H).	Low shrub, prefers sandy to well-drained clay soils, copes with periodic wet feet. High surfactant & salt spray tolerance. Preserves sightlines (<600mm H).	Fast-growing tall shrub. High tolerance to surfactants & salt spray. Prefers sandy to well-drained clay soils; avoid standing water & sitting in wet feet.

REV. AMENDMENT
B 1. Initial Issue.

DATE
19 Aug 26



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PROJECT: **Pharos Car Wash - Electra Place
Demolition Works + New Car Wash Premises**

CLIENT: **1 Electra Place Mornington TAS
for Pharos Property Group**

DRAWING:
Landscape Plan

DATE: 19/8/2026 ISSUE: Planning Application

PROJECT no. 26.02 DAWING no. DA - 08

DRAWN BY: SH REV B

CHECKED BY: SCALE : @ A3

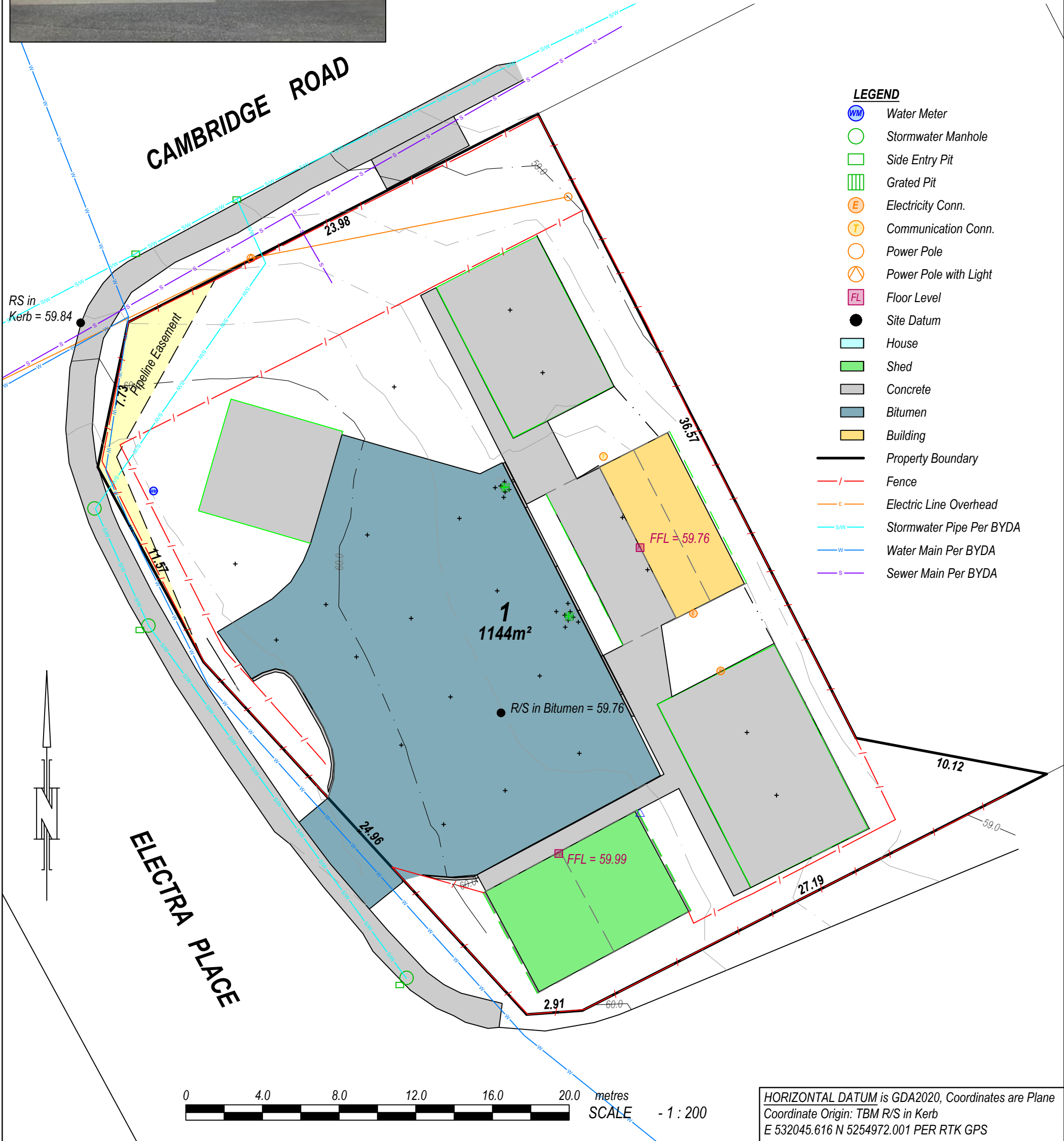
NOTES:

This plan and associated digital model is prepared for Pharos Custodians from a combination of field survey and existing records for the purpose of designing new constructions on the land and should not be used for any other purpose.

The title boundaries as shown on this plan were not marked at the time of the survey and have been determined by plan dimensions only and not by field survey. No measurements or offsets are to be derived between the features on this plan and the boundary layer. The relationship between the features in this model and the boundary layers cannot be used for any set out purposes or to confirm the position of the title boundaries on site.

Services shown have been located where visible by field survey. Services denoted as being "Per BYDA only" are approximate and for illustrative purposes only. Prior to any demolition, excavation or construction on the site, the relevant authority should be contacted for possible location of further underground services and detailed locations of all services.

This note forms an integral part of the Plan/Data. Any reproduction of this plan/model without this note attached will render the information shown invalid.



LEGEND

- WM Water Meter
- Stormwater Manhole
- Side Entry Pit
- Grated Pit
- E Electricity Conn.
- T Communication Conn.
- Power Pole
- Power Pole with Light
- FL Floor Level
- Site Datum
- House
- Shed
- Concrete
- Bitumen
- Building
- Property Boundary
- Fence
- E Electric Line Overhead
- SW Stormwater Pipe Per BYDA
- W Water Main Per BYDA
- S Sewer Main Per BYDA

REV	AMENDMENTS	DRAWN	DATE	APPR.
E				
D				
C				
B				
A				

Contour & Detail Plan
FOR: PHAROS CUSTODIANS
LOCATION: 1 ELECTRA PLACE
MORNINGTON

HORIZONTAL DATUM is GDA2020, Coordinates are Plane
Coordinate Origin: TBM R/S in Kerb
E 532045.616 N 5254972.001 PER RTK GPS

Date:	Contour interval:	Reference:
02-03-2026	0.25m	PAPAA46 16756-01
Drawn:	Scale:	Bearing Datum:
AH	1:200 (A3)	MGA
Approved:	Title Reference:	Vertical Datum:
AB	123383/1	AHD



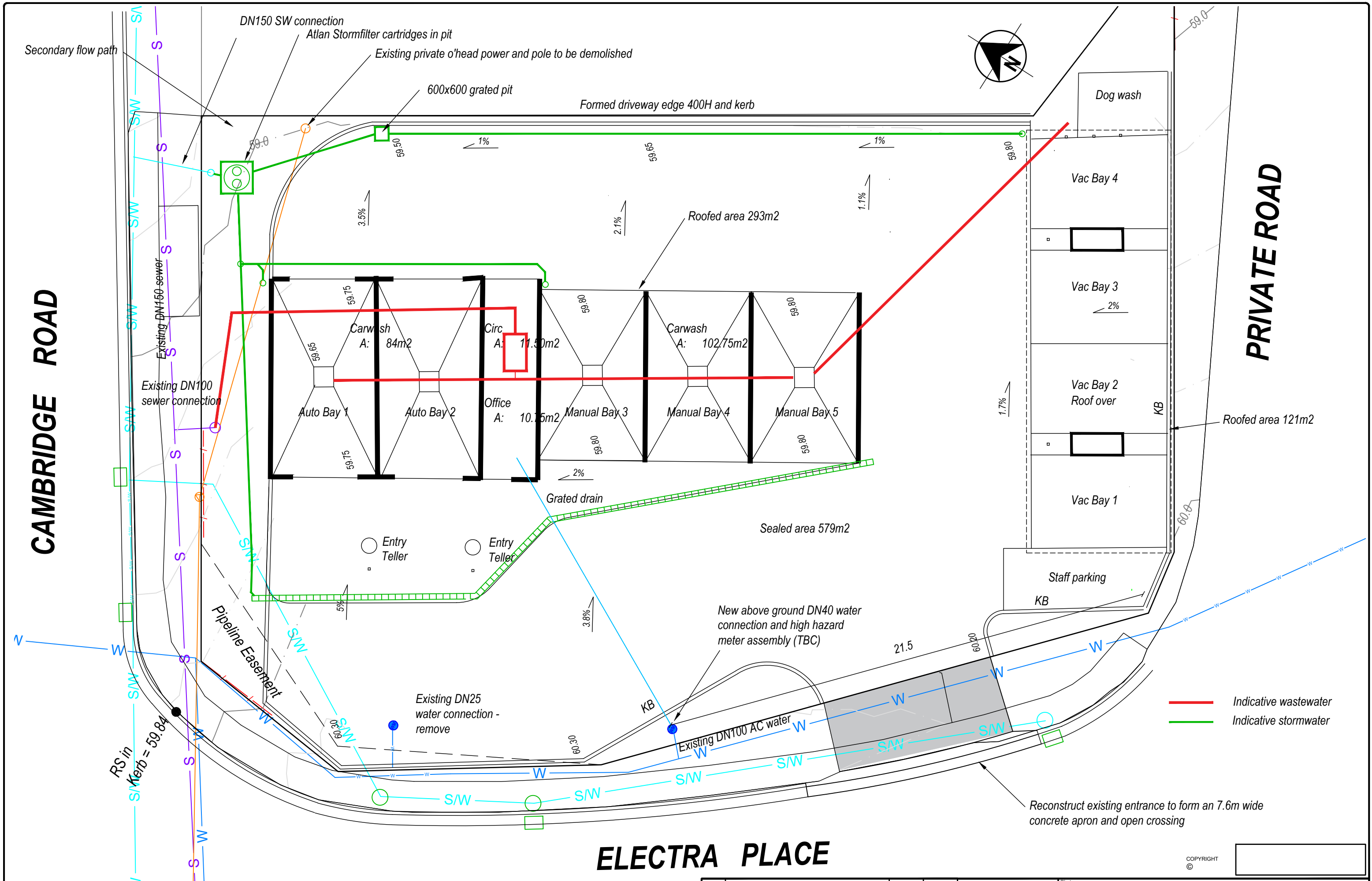
ATTACHMENT 2

Services Plan

CAMBRIDGE ROAD

PRIVATE ROAD

ELECTRA PLACE



Indicative wastewater
Indicative stormwater

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Rev No	Revision note	Date	Approved	Client
A	FOR APPROVAL	JUN26	HJP	PHAROS CUSTODIANS
B	DRIVEWAY 7.6m	AUG26	HJP	Project 1 ELECTRA PLACE, MORNINGTON - PROPOSED CARWASH
				Title SERVICES
				Scale 1:150
				Designed By: H.POORTENAAR
				Date JUN26
				A1
				Drawing No. 26532-01
				Rev B

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ABN 40 672 032 737
PH 62664708
hein@poortenaarconsulting.com



Planning Report

Car Wash and Associated Works
1 Electra Place, Mornington

For Pharos Properties Pty Ltd
June 2026



Table of Contents

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Tasmanian Planning Scheme - Light Industrial Zone [18.0]	6
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Road and Railway Assets Code [C3.0]	15
Safeguarding of Airports Code [C16.0]	16
Conclusion	17

Appendix A - Title information

Appendix B - Proposal Plans

Appendix C - Traffic Impact Assessment

Appendix D - Services Design Report

Appendix E - Notification/Consent Letters

Issuing Office: Suite 5, 199 Macquarie Street, Hobart, 7000

MC Planners Project No. 26013

Document Issue Status

Ver.	Issue Date	Description	Originator		Checked		Approved	
1	18.06.26	DA Submission	BD	20.04.26	MC	18.6	MC	18.6





Summary

Use:	Service Industry (car wash)
Development:	New car wash facility
Location:	1 Electra Place, Mornington
Certificate of Title:	Volume 123383 Folio 1 & Volume 117997 Folio 6
Property ID:	1621618
Planning Authority:	City of Clarence
Planning Policy:	Tasmanian Planning Scheme - Clarence Local Provisions Schedule
GM/Crown Consent:	Yes - for widened crossover on Electra Place
Applicant:	Pharos Properties Pty Ltd
Date of Assessment:	June 2026
Assessor:	Bithiah de Vries

The development application relies on the performance criteria of the following provisions of the *Tasmanian Planning Scheme (Clarence)*:

- 18.4.2 P1 Setbacks
- 18.4.5 P1 Landscaping;
- C2.5.1 P1.1 Car parking numbers; and
- C3.5.4 P1 Traffic generation at a vehicle crossing, level crossing or a new junction

Whilst relying on the Performance Criteria of these clauses, the development meets the objectives and purpose of the Light Industrial Zone and complies with the *Tasmanian Planning Scheme (Clarence)*.





Introduction

MC Planners have been engaged by Pharos Properties Pty Ltd to prepare a development application for a new car wash facility.

The report details the proposed development and provides an assessment against the provisions of the *Tasmanian Planning Scheme (Clarence)* ('the Planning Scheme').

The proposal has been considered against the 'Light Industrial Zone' [18.0].

Development on the site is subject to several Codes which it is required to be assessed against:

- Parking and Sustainable Transport Code [C2.0];
- Road and Railway Assets Code [C3.0];
- Safeguarding of Airports Code [C16.0];

Site Location and Context

The subject site is located at 1 Electra Place, Mornington and is identified by PID 16216181 and CT 123383/1 (see Figure 1). The car wash development is completely located at the subject site. The site has a total area of 1,144m² and has frontage to Electra Place and Cambridge Road.

The proposal also involves CT 117997/1, which is a Council road (Figure 1).

The site was formerly used by SDC Kit Homes and contains an office, a display shed, 6 parking spaces and areas for storage of building materials. An area of landscaping exists along Cambridge Road. The site is surrounded by businesses primarily involved in the provision of services such as glazing, kitchens, floor coverings, hardware and paint, car maintenance and repair, and fitness centres. There is a bus stop located on the Cambridge Road frontage.

The car wash is likely to derive clients from the surrounding area and is easily accessible to traffic on the South Arm Highway and Tasman Highway. The land across Cambridge Road from the subject site is zoned General Residential (Figure 2).

Further details regarding the site are contained in Appendix A Title Information.





Figure 1. Subject Sites (CT 123383/1) in dark blue (source: LISTmap, Accessed 08.04.2026)

Proposed Use and Development

The proposed use of the site is Service Industry (car wash).

The development is for a car wash which includes 2 auto bays, 3 manual bays, 4 vacuum bays, a dog wash and 1 staff car parking area and a two-storey building. The building includes an office, plant room, bathroom facilities, and a goods lift.

The proposal involves the demolition of the existing site structures and associated services, including all existing hard surfaces on the site.

New frontage landscaping is proposed on the western boundary at a depth of 3m and on the southern boundary. Further, the existing crossover at CT 117997/1 will be widened from 5.5m in width to 8.2m wide.

Both a fence and retaining wall are proposed along the side boundary, with the steel framed fence being 1.2m high and fixed to the driveway kerb and the retaining wall fixed to the new driveway and kerb.

No signage is proposed.

The proposal is more fully set out in Appendix B Proposal Plans.

Policy Assessment

The proposed development does not meet the list of exemptions under clause 4.0 of the Scheme.

The development site is located on land zoned 'Light Industrial' (Figure 2).

The site is subject to the Airport obstacle limitation area overlay over the entire property.

The nature of the proposal and the location of the site requires that the proposal be considered against the following Scheme elements:

- Light Industrial Zone [18.0];
- Parking and Sustainable Transport Code [C2.0];
- Road and Railway Assets Code [C3.0];
- Safeguarding of Airports Code [16.0].

The following section provides an assessment of the proposal against each of the above-listed Scheme elements.

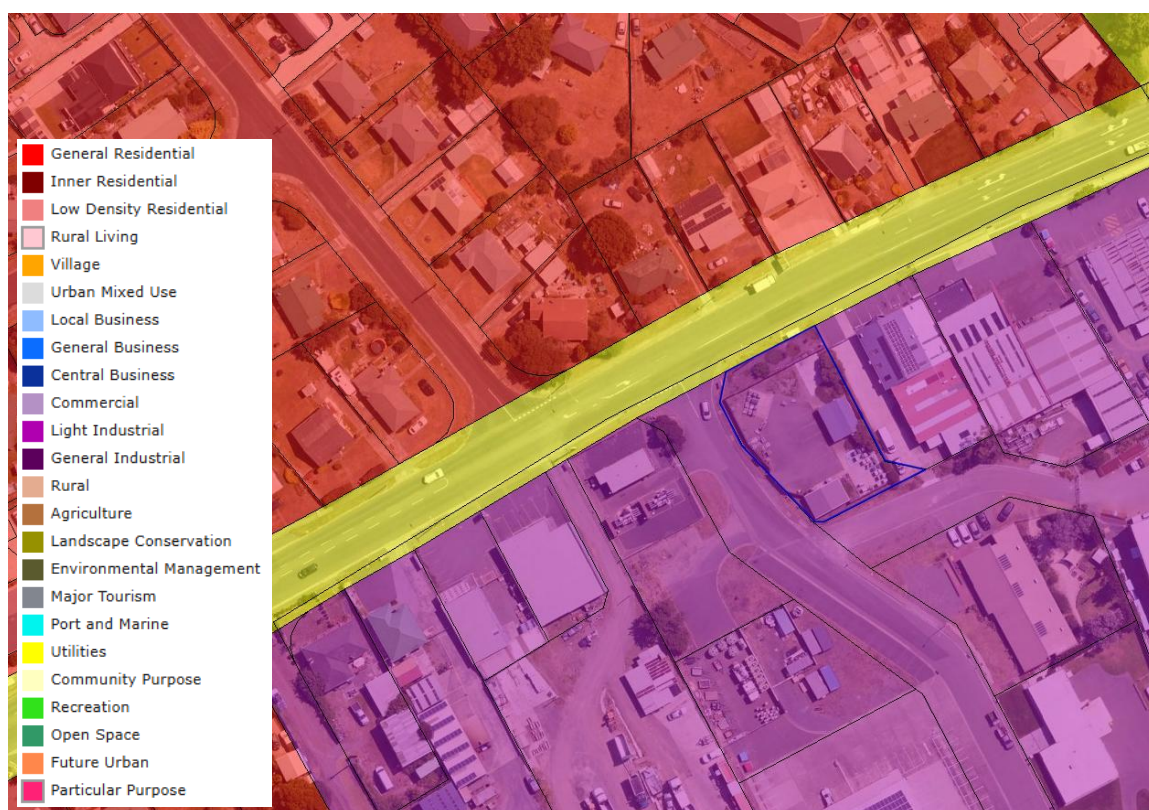


Figure 2. Land use zones (source: LISTmap - accessed on 08.04.2026)

Tasmanian Planning Scheme - Light Industrial Zone [18.0]

The site is zoned Light Industrial in the *Tasmanian Planning Scheme - Clarence*.

18.2 Use Table

The proposed use is Service Industry (car wash), which is a Permitted Use under the Use Table of the Light Industrial Zone.

18.3 Use Standards

18.3.1 All Uses

A1 <i>Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must be within the hours of:</i> (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays.	P1 ***
--	-----------------------------

As the subject site is within 50m of the General Residential Zone, the proposal must be assessed against A1.

The proposed operation hours are 7am to 9pm, Monday to Saturday and 8am to 9pm on Sundays and public holidays, in compliance with A1.

A2 <i>External lighting for a use, excluding Natural and Cultural Values Management or Passive Recreation, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must:</i> (a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and (b) if for security lighting, be baffled so that direct light does not extend into the adjoining property in those zones.	P2 ***
--	-----------------------------

External Lighting will not operate from 11pm to 6am (a) and security lighting will be baffled. Therefore, the proposal is compliant with A2 (b).

A3 <i>Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, must be within the hours of:</i> <i>(a) 7.00am to 9.00pm Monday to Saturday; and</i> <i>(b) 8.00am to 9.00pm Sunday and public holidays.</i>	P3 ***
---	-----------------------------

As the subject site is within 50m of the General Residential Zone, the proposal must be assessed against A3.

The proposed operating hours are 7am to 9pm, Monday to Saturday and 8am to 9pm on Sundays and public holidays, in compliance with A3.

18.3.2 Discretionary Uses

As the proposal does not have a Discretionary Use, clause 18.3.2 is not applicable.

18.4 Development Standards for Buildings and Works

18.4.1 Building Height

A1 <i>Building height must not be more than 10m.</i>	P1 ***
---	-----------------------------

As the proposed building height is 8m, the proposal is compliant with A1.

A2 <i>Building height:</i> <i>(a) within 10m of a General Residential Zone, Low Density Residential Zone or Rural Living Zone must be not more than 8.5m; or</i> <i>(b) within 10m of an Inner Residential Zone must be not more than 9.5m.</i>	P2 ***
--	-----------------------------

The subject site is more than 10m from the zones listed. Therefore, A2 is not applicable.

Thus, the proposal complies with clause 18.4.1.

18.4.2 Setbacks

A1	P1
------------------	------------------

<i>Buildings must have a setback from a frontage of:</i> (a) <i>not less than 5.5m;</i> (b) <i>not less than existing buildings on the site; or</i> (c) <i>not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.</i>	<i>Buildings must have a setback from a frontage that provides adequate space for vehicle access, parking and landscaping, having regard to:</i> (a) <i>the topography of the site;</i> (b) <i>the setback of buildings on adjacent properties; and</i> (c) <i>the safety of road users.</i>
---	--

The proposed structures are setback 3m from Cambridge Road. Therefore, the proposal does not comply with A1 and P1 must be addressed.

The topography of the site is flat and not a constraint (a).

Adjacent properties on Cambridge Road have setbacks from Cambridge Road ranging from approximately 4.8m (309 Cambridge Road) to 12m (297 Cambridge Road). However, there are adjacent buildings in Electra Place which have frontages of 2.5m (10 Electra) and 3m (25 Electra). Given the range of setbacks on adjacent properties in the same zone, the proposed 3m setback is acceptable (b).

As the site will be accessed from the Electra Place frontage, from which structures are setback 10m, it is unlikely that the safety of road users will be compromised - refer to Appendix C (c).

Therefore, the proposal is considered to comply with A1.

A2 <i>Buildings must have a setback from an adjoining property within a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone of not less than:</i> (a) <i>4m; or</i> (b) <i>half the wall height of the building, whichever is greater.</i>	P2 ***
---	-----------------------------

The subject site does not adjoin a property within the General Residential, Inner Residential, Low Density Residential or Rural Living Zones. Therefore, A2 is not applicable.

A3 <i>Air extraction, pumping, refrigeration systems, compressors or generators must be separated a distance of not less than 10m from a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone.</i>	P3 ***
--	-----------------------------

The subject site is more than 10m from the listed zones and thus complies with A3.

Therefore, the proposal is considered to comply with clause 18.4.2.

18.4.3 Fencing

A1 <i>No Acceptable solution.</i>	P1 <i>Common boundary fences with a property in a General Residential Zone, Inner Residential</i>
--	--

	<i>Zone, Low Density Residential Zone or Village Zone must not cause an unreasonable loss of residential amenity, having regard to:</i> <i>(a) their height, design, location and extent; and</i> <i>(b) the proposed materials and construction.</i>
--	--

As there is no Acceptable Solution (A1), P1 must be addressed.

The site does not share a common boundary with properties within the listed zones.

Therefore, clause 18.4.3 is not applicable.

18.4.4 Outdoor storage areas

A1 <i>Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining the site.</i>	P1 <i>Outdoor storage areas, excluding for the display of goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.</i>
---	--

No outdoor storage areas are proposed compliant with A1.

Therefore, the proposal is considered to comply with clause 18.4.4.

18.4.5 Landscaping

A1 <i>If a building is set back from a road, landscaping treatment must be provided along the frontage of the site:</i> <i>(a) to a depth of not less than 5.5m; or</i> <i>(b) not less than the frontage of an existing building if it is a lesser distance.</i>	P1 <i>If a building is set back from a road, landscaping treatment must be provided along the frontage of the site, having regard to:</i> <i>(a) the width of the setback;</i> <i>(b) the width of the frontage;</i> <i>(c) the topography of the site;</i> <i>(d) existing vegetation on the site;</i> <i>(e) the location, type and growth of the proposed vegetation; and</i> <i>(f) any relevant local area objectives contained within the relevant Local Provisions Schedule.</i>
--	--

The proposed landscaping is to a depth of 3m on the western boundary and there is landscaping on the southern boundary (a) and there are no existing buildings closer to the Cambridge Street frontage than 5.5m. Therefore, the proposal does not comply with A1 and P1 must be addressed.

The proposed structures are setback 3m and 10m from the frontages (a).

The width of the frontage on Cambridge Road is approximately 24m and for Electra Place is approximately 36m. The site is thus quite small, has dual frontages and thus a 5.5m landscaping depth would occupy approximately 30% of the site (b).

There are no topographical constraints (c).

There is some existing vegetation on the northern boundary of the site which will be removed for vehicle swept paths. The existing vegetation on northern boundary will be retained and reworked into the proposed 3m wide landscaped area. Due to the width of the site, there can only be minimal landscaping on the Electra Place frontage of the site to accommodate the swept paths for vehicle movements on the site (refer to the vehicle swept paths in Appendix C). Where it is possible to include landscaping beds they have been included (d & e).

There are no relevant local area objectives for the subject site (f).

Therefore, the proposal is considered to comply with clause 18.4.5.

18.5 Development Standards for Subdivision

The proposal does not involve subdivision. Therefore, clause 18.5 and all sub-clauses are not applicable.

Parking and Sustainable Transport Code [C2.0]

There are no exemptions from the *Parking and Sustainable Transport Code* (C2.2.1), therefore provisions under C2.0 must be considered.

C2.5 Use Standards

C2.5.1 Car parking numbers

A1 <i>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if:</i> (a) <i>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;</i> (b) <i>the site is contained within a parking precinct plan and subject to Clause C2.7;</i> (c) <i>the site is subject to Clause C2.5.5; or</i> (d) <i>it relates to an intensification of an existing use or development or a change of use where:</i> (i) <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</i>	P1.1 <i>The number of on-site car parking spaces for use, excluding dwellings, must meet the reasonable needs of the use, having regard to:</i> (a) <i>the availability of off-street public car parking spaces within reasonable walking distance of the site;</i> (b) <i>the ability of multiple users to share spaces because of:</i> (i) <i>variations in car parking demand over time; or</i> (ii) <i>efficiencies gained by consolidation of car parking spaces;</i> (c) <i>the availability and frequency of public transport within reasonable walking distance of the site;</i> (d) <i>the availability and frequency of other transport alternatives;</i>
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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: $N = A + (C - B)$ <i>N</i> = Number of on-site car parking spaces required <i>A</i> = Number of existing on site car parking spaces <i>B</i> = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 <i>C</i> = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.	(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; (f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (g) the effect on streetscape; and (h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development. P1.2 The number of parking spaces for dwellings must meet the reasonable needs of the use, having regard to: (a) the nature and intensity of the use and car parking required; (b) the size of the dwelling and the number of bedrooms; and (c) the pattern of parking in the surrounding area.
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As stated in Appendix C Traffic Impact Assessment;

“The proposed development provides 1 designated parking space for occasional staff or maintenance vehicles associated with servicing activities. Given the operational characteristics of the development, no additional conventional parking demand is expected to be generated beyond the wash bays and vacuum bays themselves.”

As such, although the proposal does not meet the required number of car parking spaces in Table C2.1, the proposal is considered to comply with clause C2.5.1.

Further details regarding on-site car parking spaces are contained in in Appendix C Traffic Impact Assessment.

C2.5.2 Bicycle parking numbers

A1 Bicycle parking spaces must: (a) be provided on the site or within 50m of the site; and (b) be no less than the number specified in Table C2.1.	P1 ***
--	--------------------------

Table C2.1 requires 1 bicycle parking space per every 5 employees. As there is only 1 employee proposed to be on the site at a given time, there is no requirement for bicycle parking spaces on the site (b). Therefore, clause C2.5.2 is not applicable.

C2.5.3 Motorcycle parking spaces

As less than 20 car spaces are required, no motorcycle parking is required, and the proposal complies with clause C2.5.3.

C2.5.4 Loading Bays

As the floor area is less than 1,000m², no loading bay is required, and the proposal complies with C2.5.4.

C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone

As the subject site is not located within the General Residential or Inner Residential Zones, clause C2.5.5 is not applicable.

C2.6 Development Standards for Buildings and Works

C2.6.1 Construction of parking areas

A1 <i>All parking, access ways, manoeuvring and circulation spaces must:</i> (a) <i>be constructed with a durable all-weather pavement;</i> (b) <i>be drained to the public stormwater system, or contain stormwater on the site; and</i> (c) <i>excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.</i>	P1 ***
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The proposed vehicle parking, access ways, and manoeuvring and circulation spaces will be constructed from a durable all-weather pavement (a & c) and will be drained to a public stormwater system (b), complying with clause C2.6.1 A1.

C2.6.2 Design and layout of parking areas

A1.1 Parking, access ways, manoeuvring and circulation spaces must either: (a) comply with the following: (i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) comply with Australian Standard AS 2890- Parking facilities, Parts 1-6. A1.2 Parking spaces provided for use by persons with a disability must satisfy the following: (a) be located as close as practicable to the main entry point to the building; (b) be incorporated into the overall car park design; and (c) be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.	P1 ***
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The proposed vehicle parking, access ways, and manoeuvring and circulation spaces will be constructed in accordance with Australian Standards AS 2890- Parking facilities, Parts 1-6 (b), as stated in Appendix C Traffic Impact Statement (A1.1).

The nature of the proposal does not require that disability parking be provided (A1.2).
As such, the proposal complies with clause C2.6.2.

C2.6.3 Number of accesses for vehicles

A1 The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.	P1 ***
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There is 1 existing access to the site, which will be widened (a). There are no other accesses proposed.

Therefore, the proposal complies with clause C2.6.3.

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

This standard is not applicable as the subject site is not located within the General Business or Central Business Zones.

C2.6.5 Pedestrian Access

A1.1 Uses that require 10 or more car parking spaces must: (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles. A1.2 In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.	P1 ***
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As the use does not require more than 10 car parking spaces, A1.1 is not applicable.

The proposal does not include an accessible car parking space. Therefore, A1.2 is not applicable.

Thus, clause C2.6.5 is not applicable.

C2.6.6 Loading Bays

As there are no proposed loading bays, clause C2.6.6 is not applicable.

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

As the subject site is not located within the General Business or Central Business Zones, clause C2.6.7 is not applicable.

C2.6.8 Siting of parking and turning areas

This standard is not applicable as the subject site is not within the listed zones.

C2.7 Parking Precinct Plan

The subject site is not located within a Parking Precinct Plan, so clause C2.7 is not applicable.

Road and Railway Assets Code [C3.0]

As the proposal is expected to increase vehicular traffic, the Code applies. There are no exemptions from the *Parking and Sustainable Transport Code* (C3.2.1), therefore provisions under C3.0 must be considered.

C3.5 Use Standards

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

A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing. A1.2 For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority. A1.3 For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail	P1 Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to: (a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and
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authority. A1.4 <i>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</i> (a) <i>the amounts in Table C3.1; or</i> (b) <i>allowed by a license issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road.</i> A1.5 <i>Vehicular traffic must be able to enter and leave a major road in a forward direction.</i>	(h) <i>any advice received from the rail or road authority.</i>
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The proposal does not comply with clause A1.4, as the estimated increase in vehicle movements per day to and from the site will increase by greater than 20%. Therefore, P1 must be addressed.

P1 is addressed in Appendix C Traffic Impact Assessment, and the proposal is considered to comply with clause C3.5.1.

C3.6 Development Standards for Buildings or Works

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area

As the proposal does not involve a sensitive use, clause C3.6.1 is not applicable.

C3.7 Development Standards for Subdivision

The proposal does not involve subdivision. Therefore, clause C3.7 and all sub-clauses are not applicable.

Safeguarding of Airports Code [C16.0]

The site is located within the *Airport Obstacle Limitation Area* within the *Tasmanian Planning Scheme - Clarence*.

C16.4 Use or Development Exempt from this Code

C16.4.1 The following use or development is exempt from this code:

- a) development that is not more than the AHD height specified for the site of the development in the relevant airport obstacle limitation area.

The AHD height specified for the site is 147m AHD. All future developments on the proposed lots will not exceed 147m AHD. As such, the proposal is exempt from assessment against the Safeguarding of Airports Code.

Conclusion

This report has been prepared in support of a Planning Application for development of a car wash which includes 2 auto bays, 3 manual bays, 4 vacuum bays, a dog wash and 1 staff car parking area and a two-storey building.

The application is to be lodged with the Clarence Council for assessment.

This proposal is for the demolition of existing buildings and construction of a car wash on land zoned Light Industrial.

The proposal has been considered against the development standards of Zone, and the proposal generates the following discretions under the *Tasmanian Planning Scheme (Clarence)*:

- 18.4.2 P1 Setbacks
- 18.4.5 P1 Landscaping;
- C2.5.1 P1.1 Car parking numbers; and
- C3.5.4 P1 Traffic generation at a vehicle crossing, level crossing or a new junction

The proposal has been assessed against all relevant scheme criteria and is found to either comply with the Acceptable Solutions or satisfy the relevant Performance Criteria. The application is considered to be acceptable with respect to the Planning Scheme requirements and therefore ought to be supported by the Planning Authority.



APPENDIX C

Traffic Impact Assessment





Pharos Property Group
1 Electra Place, Mornington
Traffic Impact Assessment
June 2026



CELEBRATING 18 YEARS
2008 - 2026

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1. Introduction

1.1 Background

Midson Traffic were engaged by Pharos Property Group to prepare a traffic impact assessment for a proposed car wash development at 1 Electra Place, Mornington.

Figure 1 Proposed Development



1.2 Traffic Impact Assessment (TIA)

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

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

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

A TIA is not a promotional exercise undertaken on behalf of a developer; a TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and person movements to and from a development site might affect existing

road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

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

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

1.4 Project Scope

The project scope of this TIA is outlined as follows:

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

1.5 Subject Site

The subject site is located at 1 Electra Place, Mornington. It is currently a commercial site that contains two sheds and outdoor storage.

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

Figure 2 Subject Site & Surrounding Road Network



Image Source: LIST Map, DNER

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, 2023
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- Transport NSW, *Guide to Traffic Impact Assessment*, 2024 (TfNSW Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1)

2. Existing Conditions

2.1 Transport Network

For the purposes of this report, the transport network consists of Electra Place and Cambridge Road.

2.1.1 Electra Place

Electra Place is a cul-de-sac that services a small commercial and industrial catchment area. It is approximately 170 metres long, with a sealed pavement width of approximately 7-8 metres. The general urban speed limit of 50-km/h is applicable to Electra Place and it carries a traffic volume of approximately 300 vehicles per day.

Electra Place adjacent to the subject site is shown in Figure 3.

Figure 3 Electra Place



2.1.2 Cambridge Road

Cambridge Road connects between Bellerive at its southern end to the Tasman Highway at its northern end. It provides an arterial/ collector road function between Bellerive, Warrane and Mornington. Cambridge Road carries approximately 15,000 vehicles per day and has a posted speed limit of 60-km/h near the subject site.

2.2 Road Safety Performance

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

Crash data was obtained from the Department of State Growth for a 5+ year period between 1st January 2021 and 31st March 2026 for the full length of Electra Place.

The findings of the crash data is summarised as follows:

- A total of 4 crashes were reported during this period.
- Severity. 1 crash involved minor injury; 1 crash involved first aid at the scene; 2 crashes involved property damage only.
- Time of day. 1 crash occurred at 11:00am; 3 crashes occurred between 3:00pm and 5:15pm.
- Day of week. 3 crashes were reported on Tuesdays; 1 crash was reported on a Monday.
- Crash types. 2 crashes involved 'right-near' crashes; 1 crash involved 'cross-traffic' collision; 1 crash involved 'parking-vehicles-only'.
- Crash locations. 3 crashes were reported at the intersection of Cambridge Road and Electra Place. 1 crash was reported near the southern end of Electra Place.
- Vulnerable road users. 1 crash involved a motorcycle. This 'right-near' crash occurred at 3:00pm, Tuesday 12th April 2022 at the intersection of Cambridge Road and Electra Place resulting in minor injury.

The crash data highlights that there are no pre-existing road safety deficiencies in the surrounding transport network that might be exacerbated by traffic generated by the proposed development. Importantly no crashes involved vehicles accessing or alighting from property accesses.

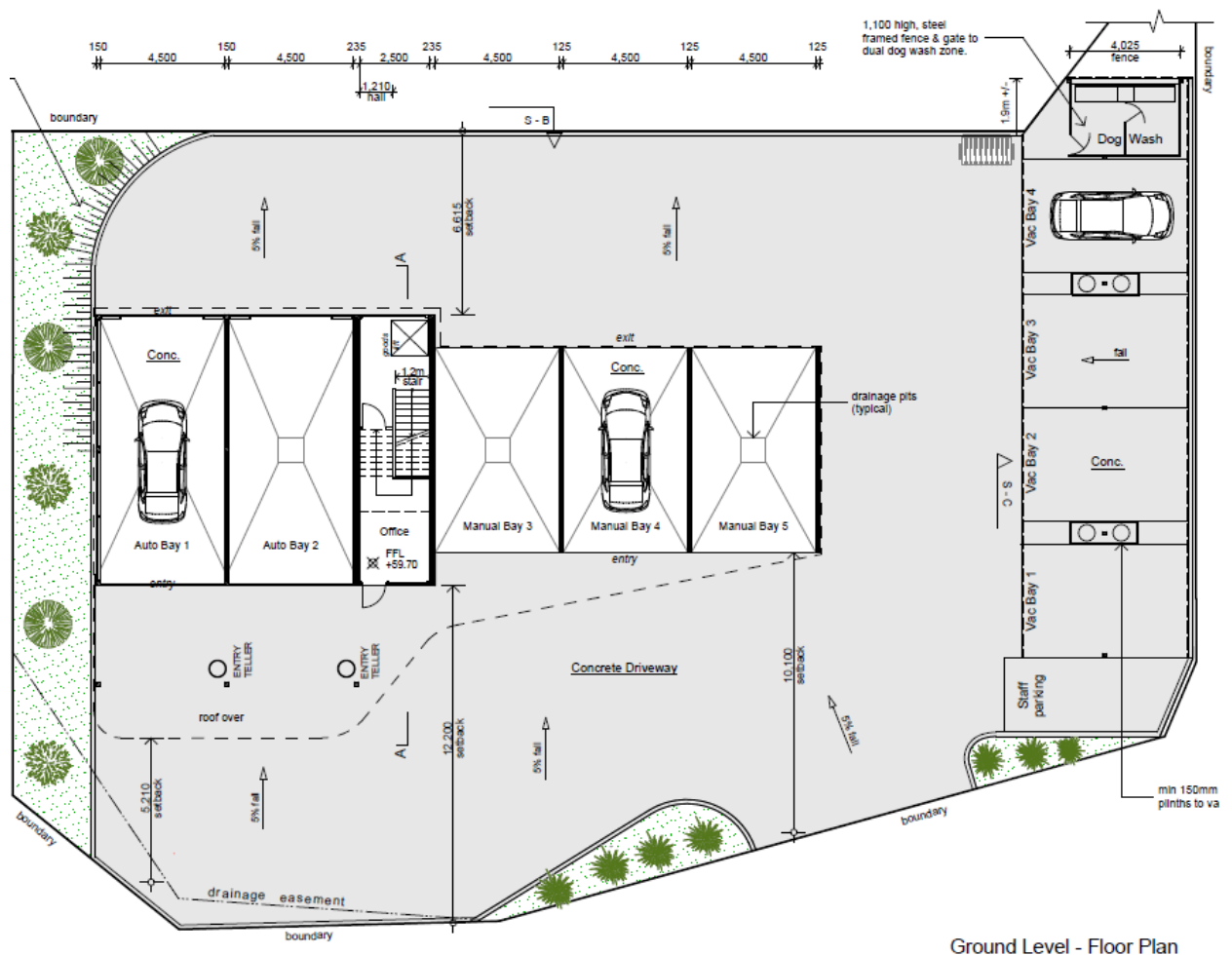
3. Proposed Development

3.1 Development Proposal

The proposed development involves the demolition of existing sheds and structures on the site, and the construction of a car wash facility that comprises of 2 automated wash bays; 3 manual wash bays; dog wash facility; and 4 vacuum bays.

The proposed development layout plans are shown in Figure 4.

Figure 4 Proposed Development Plans



4. Traffic Impacts

4.1 Trip Generation

There is limited published Australian research data relating specifically to the traffic generation characteristics of standalone unmanned car wash facilities. Most established Australian traffic engineering references, including the TfNSW Guide, do not provide specific trip generation rates for this type of development.

The TfNSW Guide references survey data associated with “car wash and café” developments; however, these sites included ancillary café and retail components that materially influence traffic generation characteristics and customer dwell times. The proposed development does not contain any café, retail or food and beverage component and therefore the TfNSW survey data is considered to have limited direct applicability to the proposed development.

Due to the limited Australian research data available, reference has also been made to the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition), which contains survey data for automated and self-service car wash facilities. Published ITE survey data indicates that self-service car wash facilities typically generate traffic volumes in the order of approximately 100 to 110 vehicles per day per wash bay, with peak hour generation generally in the order of 6 to 8 vehicle trips per bay. Automated wash tunnels have been observed to generate higher peak hour traffic volumes, although the published survey sample size is relatively limited and the observed traffic generation characteristics vary significantly depending on site location, pricing, queuing capacity, weather conditions and the extent of passing trade.

Given the absence of robust Australian survey data, a first-principles assessment has been adopted for the proposed development, with the ITE data used as a reasonableness check. The proposed development comprises 2 automated wash bays and 3 manual wash bays. Vacuum bays are considered ancillary to the car wash operation and are not expected to independently attract significant additional vehicle trips, as they are generally utilised by customers already using the car wash facility.

Based on the scale of the proposed development, the operational characteristics of the facility, and the available ITE survey information, it is estimated that the proposed development would generate traffic volumes in the order of approximately 400 to 500 vehicle trips per day, with a peak hour generation of approximately 40 to 50 vehicle movements per hour during busy operational periods.

4.2 Trip Assignment

Based on the connectivity of the network, the majority of vehicle movements at the site’s access will be left-in/ right-out (from and to Cambridge Road).

4.3 Access Impacts

The Acceptable Solution A1.4 of Clause C3.5.1 states “*Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than the amounts in Table C3.1*”.

Table C3.1 specifies a maximum increase in daily traffic volume at an access to be 20% or 40 vehicles per day, whichever is greater.

In this case the existing traffic generation associated with the previous land use is unknown. The proposed development is likely to generate between 400 and 500 vehicles per day – on this basis it is assumed that the Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme is not satisfied.

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 with respect to the development proposal:

- a. Increase in traffic. The proposed development is estimated to generate approximately 400 to 500 vehicle trips per day. The peak vehicle trip generation is likely to be in the order of 40 to 50 vehicles per hour, which is less than 1 vehicle per minute. Electra Place currently services commercial and industrial land uses and is appropriately designed to accommodate vehicle movements associated with commercial activities. The increase in traffic is therefore not expected to adversely affect the safety or efficiency of the surrounding road network.
- b. Nature of traffic. The proposed development will generate light vehicle traffic associated with customers accessing the car wash facility. Heavy vehicle traffic generation associated with the proposed development is expected to be negligible and limited to occasional servicing and maintenance vehicles. Traffic movements associated with the development will occur progressively throughout the day rather than being concentrated within a short commuter peak period. The nature of the traffic generated by the proposed development is therefore compatible with the existing function of the surrounding road network.
- c. Nature of road. Electra Place functions as a local commercial/ industrial access road servicing existing commercial and industrial developments. The road currently accommodates vehicle access movements associated with surrounding land uses and provides direct connectivity to Cambridge Road. The proposed development is consistent with the commercial nature and operational

function of Electra Place and does not represent an incompatible land use from a traffic engineering perspective.

- d. Speed limit and traffic flow of road. Electra Place is subject to the general urban speed limit of 50-km/h and carries relatively low traffic volumes in the order of approximately 300 vehicles per day. The low-speed environment and relatively low traffic flows are conducive to safe vehicle access movements.
- e. Alternative access. The subject site is located within a cul-de-sac road environment and practical alternative access opportunities are limited. Direct vehicular access to Cambridge Road is not deemed acceptable. The existing access arrangement to Electra Place represents the most appropriate and logical access solution for the proposed development. The access arrangement provides appropriate separation from the Cambridge Road intersection and enables all vehicle movements associated with the development to occur within a relatively low-speed local road environment.
- f. Need for use. The proposed development will provide a commercial service facility within the Mornington commercial area that supports the needs of the surrounding community and businesses. Car wash facilities are commonly located within commercial and industrial areas due to their accessibility to the arterial road network and ability to accommodate customer vehicle movements. The proposed development therefore represents an appropriate commercial use within the locality.
- g. Traffic impact assessment. This traffic impact assessment has considered the characteristics of the surrounding transport network, the forecast traffic generation associated with the proposed development, the operational characteristics of the access arrangement, and the potential impacts on traffic efficiency and road safety. The assessment concludes that the surrounding road network has adequate capacity to accommodate the proposed development and that the proposal will not result in unreasonable traffic or safety impacts.
- h. Road authority advice. Council (as road authority) have not provided written advice.

Based on the above assessment, the proposed development meets the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme.

4.4 Internal Vehicle Circulation

Vehicle swept paths were tested for all wash bays associated with the proposed development. The swept paths are shown in Figure 4 and Figure 5. The swept path assessment demonstrates that B99 design vehicles can safely and efficiently traverse through all wash bays and circulation areas within the site. A B99 vehicle represents a passenger vehicle design envelope based on the 99th percentile passenger car identified within Australian Standard AS2890.1 and is commonly adopted for the design and assessment of commercial vehicle circulation areas.

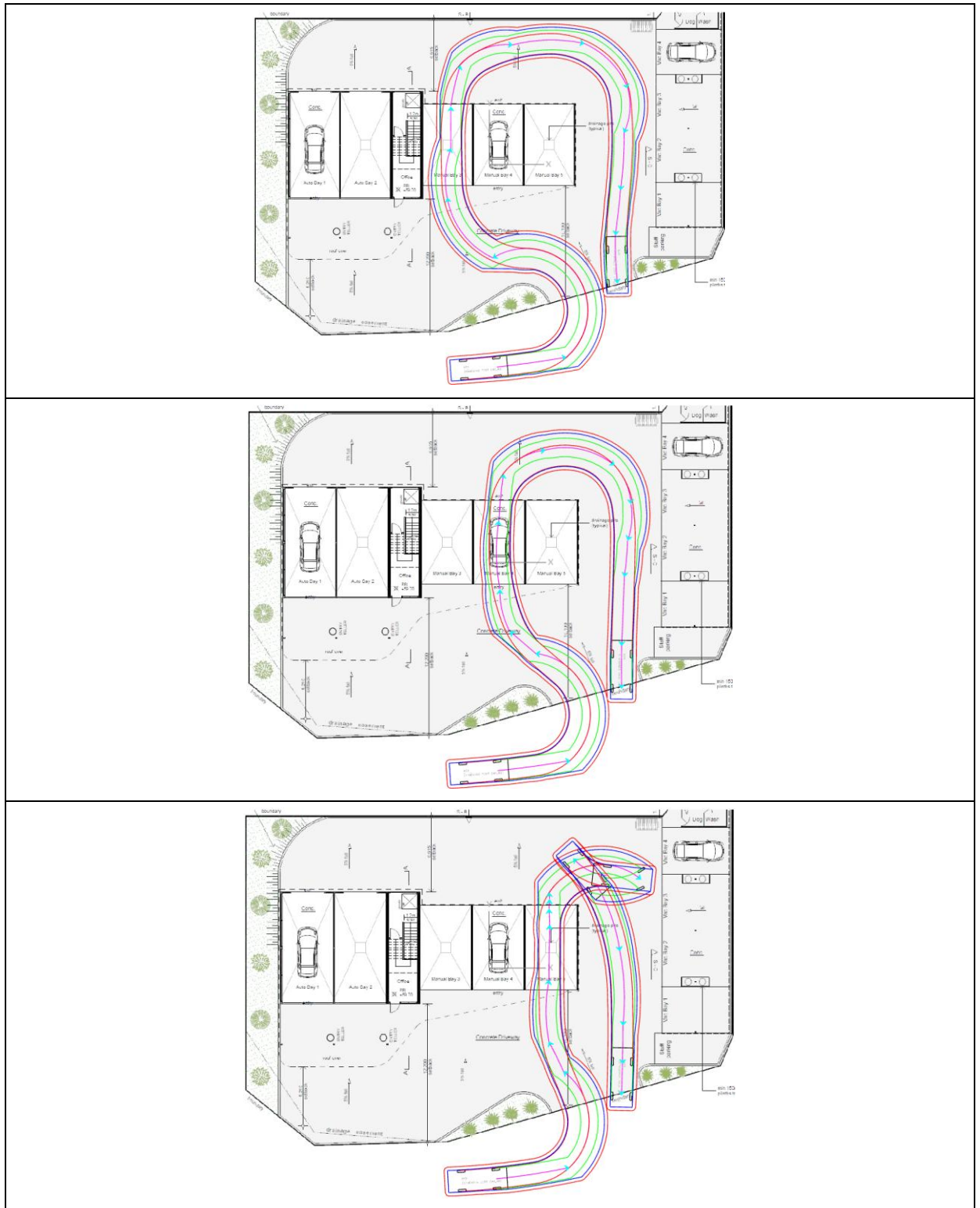
The swept path analysis confirms that vehicles can enter, manoeuvre within and exit the site in a forward direction without unreasonable encroachment into opposing circulation areas or conflicts with fixed

infrastructure. The proposed internal layout is therefore considered to provide satisfactory vehicle manoeuvring capability for the intended operation of the development.

Figure 5 B99 Vehicle Swept Paths – Auto Bays



Figure 6 B99 Vehicle Swept Paths – Manual Bays



4.5 Sight Distance

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

The minimum sight distance requirements for a commercial driveway in a 50-km/h frontage road is 45 metres. The available sight distance at the site's access exceeds 45 metres in both directions, noting that full sight distance is available into the Cambridge Road junction to the north, and more than 100 metres sight distance is available to the south of the access along Electra Place.

4.6 Pedestrian Impacts

The proposed development is not expected to generate significant pedestrian activity. The nature of the development is such that the overwhelming majority of customers will access the site directly by private motor vehicle for the purposes of utilising the car wash facilities.

Unlike retail, commercial or food and beverage developments, the proposed use does not contain any component that is likely to encourage walk-in patronage or prolonged on-site activity. The development is therefore expected to function primarily as a vehicle-oriented land use, with pedestrian movements generally confined to customers moving between parked vehicles and the car wash or vacuum facilities within the site.

The low level of pedestrian activity associated with the proposed development is compatible with the existing commercial and industrial character of Electra Place and is not expected to create adverse impacts on pedestrian safety or the surrounding transport network.

4.7 Road Safety Impacts

The proposed development is not expected to result in unreasonable road safety impacts. The development will primarily generate light vehicle traffic within a relatively low-speed road environment and traffic movements will be distributed progressively throughout the day.

Crash data analysis identified no existing road safety deficiencies associated with property access movements along Electra Place. The site access provides appropriate sight distance in accordance with AS2890.1 and is located within a low-speed environment that is conducive to safe vehicle manoeuvring.

The proposed development is therefore not expected to adversely affect the safety performance of the surrounding road network.

5. Parking Assessment

5.1 Parking Provision

The proposed development provides 1 on-site car parking space. Four additional parking spaces are provided within the vacuum bay facilities.

5.2 Planning Scheme Requirements

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

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

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

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

N = Number of on-site car parking spaces required

A = Number of existing on site car parking spaces

B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1

C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1".

There is no strict definition of the proposed development provided within Table C2.1 of the Planning Scheme. The most closely aligned use class is considered to be "Vehicle Fuel Sales and Service", which includes the servicing or washing of motor vehicles.

Table C2.1 specifies a car parking requirement for "Vehicle Fuel Sales and Service" of 4 spaces per service bay. In this case, the proposed development does not contain traditional vehicle service bays associated with mechanical repair or servicing activities. Traditional service bays generally involve vehicles being stored on-site for extended periods whilst repair or servicing works are undertaken, which consequently generates a demand for associated customer and operational parking spaces.

The proposed development operates in a materially different manner. Vehicles utilising the wash bays remain within the wash bay itself during the activity and are not stored on-site awaiting servicing. The wash bays therefore effectively operate as the functional equivalent of parking and service areas associated with the use. Similarly, the vacuum bays operate in the same manner, whereby vehicles occupy the vacuum bay whilst the activity is undertaken before departing the site.

The proposed development does not include fuel sales, retail activities, food and beverage components or other ancillary uses that would independently generate additional parking demand. The facility is also predominantly unmanned, with only occasional staff attendance required for maintenance and servicing of the wash equipment. It is also noted that parking is not required on the basis that the car wash facilities typically do not require occupants of a car to exit the vehicle and walk away from the vehicle (other than to manually wash or vacuum a car).

The proposed development provides 1 designated parking space for occasional staff or maintenance vehicles associated with servicing activities. Given the operational characteristics of the development, no additional conventional parking demand is expected to be generated beyond the wash bays and vacuum bays themselves.

On this basis, the proposed development is considered to satisfy the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme.

5.3 Car Parking Layout

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

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

(a) comply with the following:

- (i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;*
 - (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;*
 - (iii) have an access width not less than the requirements in Table C2.2;*
 - (iv) have car parking space dimensions which satisfy the requirements in Table C2.3;*
 - (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;*
 - (vi) have a vertical clearance of not less than 2.1m above the parking surface level;*
- and*

(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or

(b) comply with Australian Standard AS 2890- Parking facilities, Parts 1-6".

The development was assessed against A1.1(b). Only one designated car parking space is provided, however the vacuum bays have been assessed as car parking spaces for completeness.

Australian Standards, AS2890.1 defines the staff parking space as User Class 1A (residential, domestic and employee parking). The dimensional requirements of User Class 1A are as follows:

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

The staff parking space complies with these requirements, noting that the aisle width and space width exceeds minimum requirements (2.7 metres).

The parking associated with the vacuum bays would be classified as User Class 3A (short-term, high turnover parking at shopping centres) on the basis that the parking turnover would be short duration. The dimensional requirements for User Class 3A are:

- Space length 5.4 metres
- Space width 2.7 metres
- Aisle width 6.2 metres

The vacuum bay spaces comply with these requirements, noting that the aisle width and space length exceeds minimum requirements.

The car parking layout therefore complies with the requirements of Acceptable Solution A1.1 of Clause C2.6.2 of the Planning Scheme.

6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts associated with a proposed unmanned car wash development at 1 Electra Place, Mornington.

The key findings of the TIA are summarised as follows:

- The proposed development comprises 2 automated wash bays, 3 manual wash bays, dog wash facility and 4 vacuum bays.
- The proposed development is likely to generate approximately 400 to 500 vehicle trips per day, with peak hour traffic generation in the order of 40 to 50 vehicle movements per hour. A proportion of the development traffic is also likely to comprise pass-by traffic already travelling on the surrounding arterial road network.
- The surrounding road network has adequate capacity to accommodate the forecast traffic generation associated with the proposed development. The proposed development satisfies the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme.
- Vehicle swept path assessment demonstrates that B99 design vehicles can safely and efficiently manoeuvre throughout the site and traverse all wash bays in a forward direction.
- Appropriate sight distance is available at the site access in accordance with the requirements of Australian Standard AS2890.1.
- The proposed development is not expected to generate significant pedestrian activity or unreasonable road safety impacts.
- The operational characteristics of the development are such that conventional parking demand is minimal, with the wash bays and vacuum bays effectively operating as the functional parking areas associated with the use.
- The proposed development satisfies the relevant parking requirements of Clause C2.5.1 and the parking layout complies with Australian Standard AS2890.1.

Based on the findings of this report, the proposed development is supported on traffic engineering grounds.

Midson Traffic Pty Ltd ABN: 26 133 583 025

28 Seaview Avenue

Taroona TAS 7053

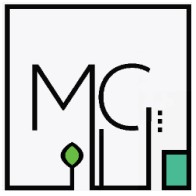
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Document Status

Revision	Author	Review	Date
0	Keith Midson	Zara Kacic-Midson	15 May 2026
1	Keith Midson	Zara Kacic-Midson	17 June 2026



APPENDIX D

Services Design Report



SERVICES DESIGN REPORT

JUNE 2026

1 ELECTRA PLACE, MORNINGTON – PROPOSED
CAR WASH

CLIENT: PHAROS PROPERTY PTY LTD

Report version 1.1
Hein Poortenaar (BE, civil)

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REVISION HISTORY

Version	Date	Author	Description of change
1.0 (DRAFT)	April 2026	H. Poortenaar	Initial draft for client review.
1.1	June 2026	H. Poortenaar	Updated for final design

SERVICES DESIGN REPORT

1 ELECTRA PLACE, MORNINGTON – PROPOSED CAR WASH

1. INTRODUCTION

Poortenaar Consulting has been engaged to prepare this Services Design Report in support of the proposed development at 1 Electra Place, Mornington. The proposal comprises a commercial car wash development, including automatic and manual wash bays, a plant room, dog wash and vacuum bay facilities.

The purpose of this report is to provide an overview of the existing site conditions and to assess the availability and suitability of essential services required to support the proposed development, including:

- vehicle access
- earthworks
- stormwater drainage
- sewer and trade waste
- water supply
- power
- communications

This report has been prepared having regard to the Rogerson & Birch contour and detail survey (Plan Ref. PAPAA46 16756-01, dated 02 March 2026), the Meraki Creative Studio Sketch Design SKD.06 (dated 06 May 2026), the Before You Dig Australia (BYDA) Job No. 52653878 responses (dated 18 March 2026) and other background material provided for the site. It is intended to accompany the development application and to demonstrate that the proposed development can be serviced in a practical and coordinated manner, subject to detailed design and approval by the relevant authorities.

2. SITE DESCRIPTION

The subject site at 1 Electra Place, Mornington, is an irregular-shaped corner allotment located at the intersection of Electra Place and Cambridge Road. The site has a gentle to moderate fall toward the north-east. It is currently developed as a secured commercial compound, comprising a dwelling/office building (FFL 59.99 m AHD), a shed (FFL 59.76 m AHD), bitumen and concrete hardstand and perimeter fencing. It is situated within an established urban area characterised by a mix of commercial, service industrial and residential uses, with existing urban services available in the surrounding road reserves. The site fronts both Electra Place and Cambridge Road and is affected by a pipeline easement along part of the Cambridge Road frontage and the north-western boundary.

Table 1. Site details (Source: LISTmap¹)

Title references	123383/1
Property ID	1621618
Planning Scheme	Tasmanian Planning Scheme
Council Area	Clarence City Council
Zoning	Light Industrial
Planning Scheme codes and overlays	Safeguarding of Airports Code
Site area	1,144 m ²
Existing	Secured commercial compound: dwelling/office, shed, bitumen and concrete hardstand, perimeter fencing
Services	Water, sewer, stormwater, electricity and communications are connected or available in the road reserves (DBYD)
Slope	Gentle to moderate slope (approx. 1% - 3%) north-east, with surveyed levels ranging from approximately RL 59.5 m AHD (south-east) to RL 60.0 m AHD (north-west)
Geology	The site is underlain by sedimentary rock units with residual soils typical of the Mornington area, generally comprising weathered sandstone/siltstone materials
Water courses and water bodies	Nil within the site; the wider catchment drains north towards Kangaroo Bay Rivulet
Catchment	Urban catchment draining generally north toward Kangaroo Bay Rivulet
Easements	Pipeline easement along Cambridge Road frontage and the north-west boundary

Refer to Figures 1, 2 and 3 for the location map, aerial view of the site and planning scheme overlays.

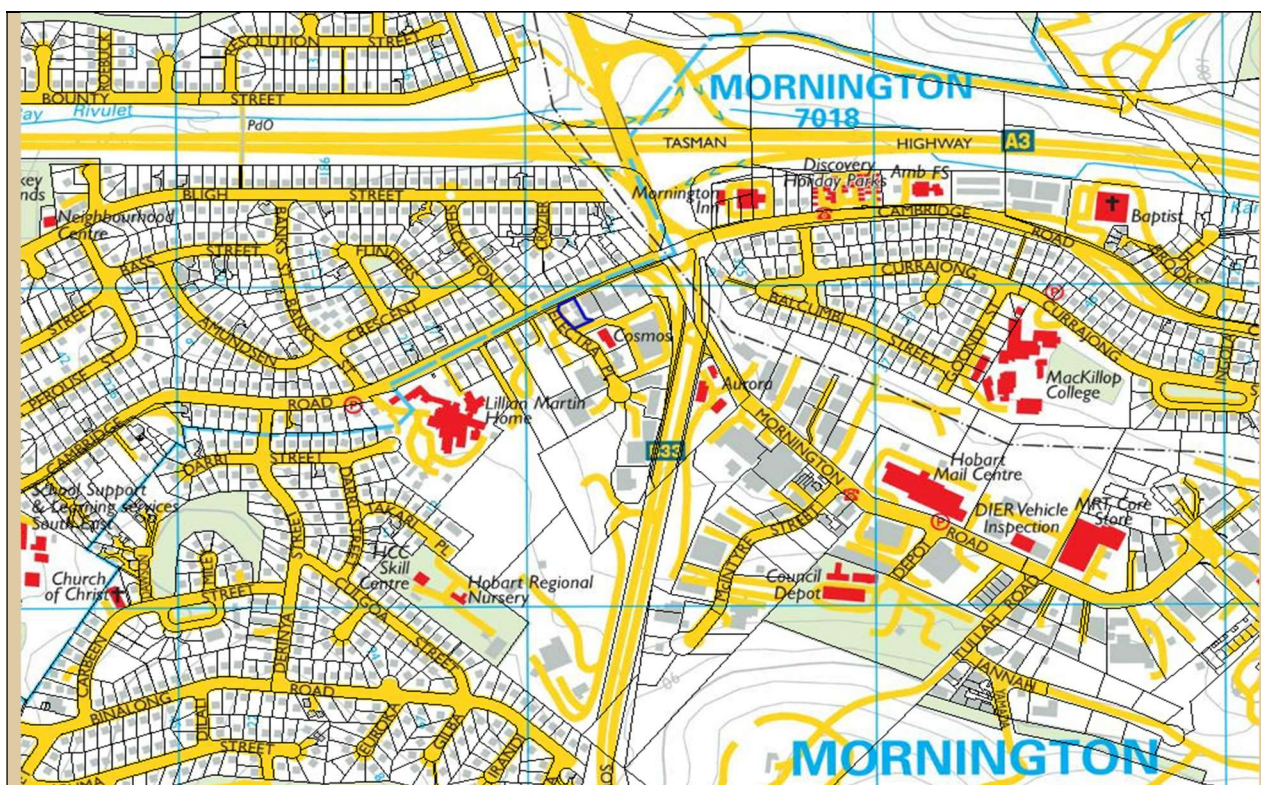


Figure 1. Regional context of the sites and location of the site with respect to the suburb of Mornington (↑N) (Source: map from the LIST, © State of Tasmania).

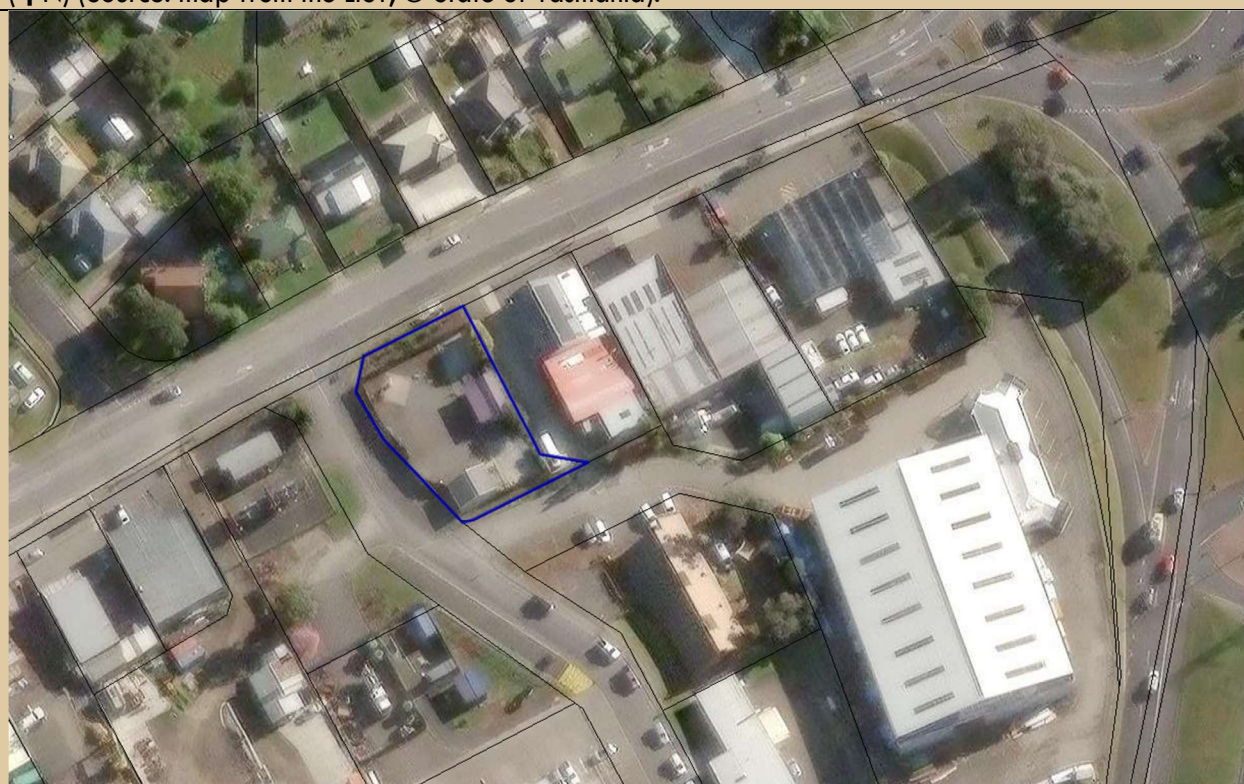
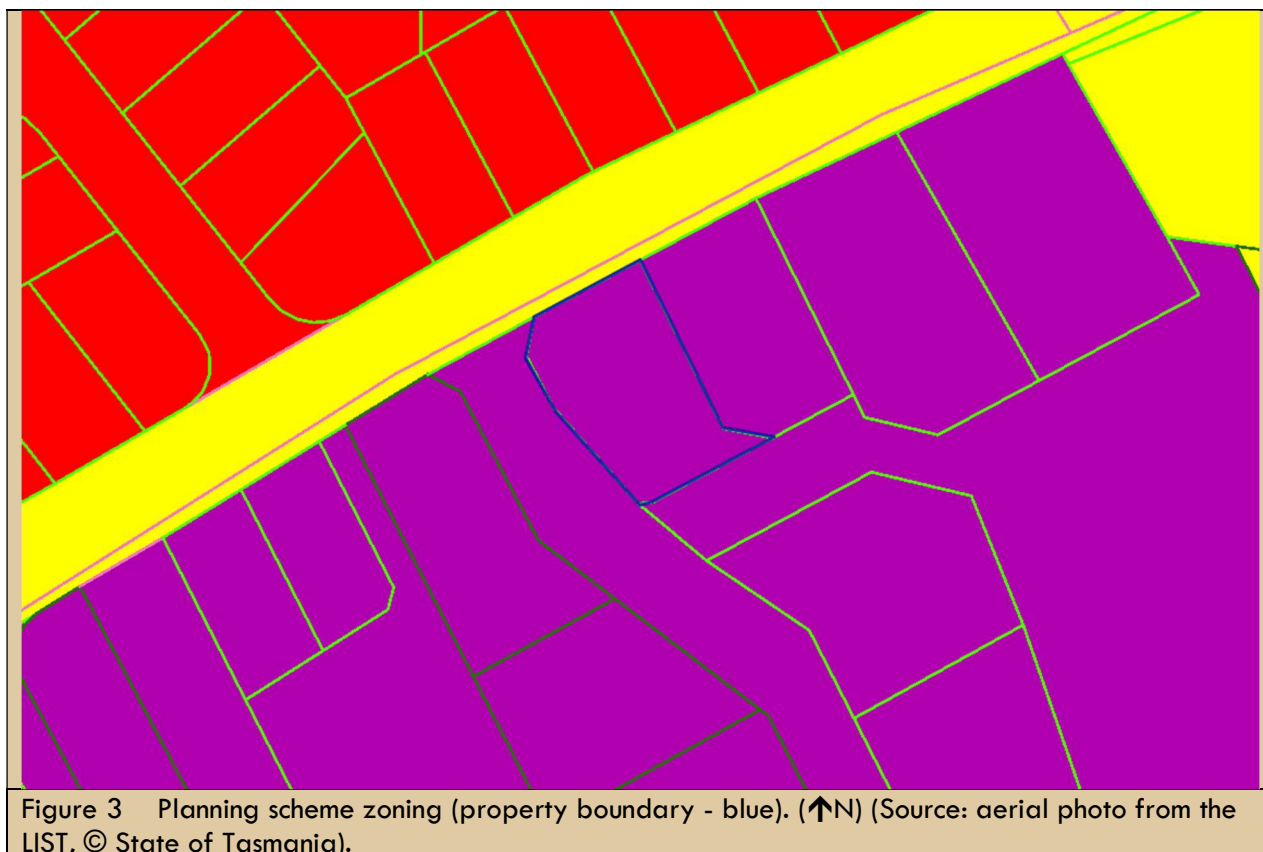


Figure 2: Aerial view of the site (property boundary blue). (↑N) (Source: aerial photo from the LIST, © State of Tasmania).



3. DEVELOPMENT PROPOSAL

The proposed development comprises a commercial car wash facility at 1 Electra Place, Mornington. As shown on Meraki Creative Studio Sketch Design SKD.06 (Rev —, dated 06 May 2026), the development is to include:

- two automatic car wash bays (Auto Bays 1 and 2);
- three manual wash bays (Manual Bays 3, 4 and 5);
- an entry teller/office area with internal circulation;
- a lift to the plant room above;
- four vacuum bays (Vac Bays 1 to 4) along the eastern boundary;
- a dog wash facility located in the north-east of the site;
- associated landscaping, a waste bin area and staff parking; and
- the demolition of the existing dwelling, shed, private power pole and overhead power line.

The existing vehicular crossover to Electra Place is proposed to be extended to approximately 8.2 m wide to accommodate in/out movements. Internal circulation areas and hardstand surfaces accommodate vehicle manoeuvring, queuing and operational requirements.

The development will include associated infrastructure such as water supply, drainage, sewer and trade waste connections, together with power and communications servicing to support the operation of the facility.

4. ACCESS AND TRAFFIC

The site is a corner allotment with frontages to Electra Place, Cambridge Road, and a private road to the east. Vehicle access is proposed via Electra Place (an extended existing crossover, approximately 8.2 m wide), which is a low-speed local road capable of accommodating the anticipated traffic movements associated with the development.

The proposed layout has been designed to provide a drive-through arrangement, allowing vehicles to enter, circulate through the wash bays and exit the site in a forward direction. Internal accessways and hardstand areas are designed to accommodate passenger vehicles in accordance with AS 2890.1:2004, including adequate space for manoeuvring and queuing within the site.

Adequate sight distance is available at the proposed access location in accordance with typical requirements for local roads, allowing safe entry and exit movements. The sight distance west extends to the junction with Cambridge Road (~35m). The sight distance east is 75m allowing for parked cars obscuring the sight lines. Figure 3.2 Sight Distance Requirements at access driveways requires a minimum SSD of 35m.

Given the nature of the development, traffic generation is expected to be consistent with similar commercial car wash facilities and is not anticipated to adversely impact the surrounding road network. All vehicle movements can be contained within the site, with no requirement to reverse onto the public road.

5. EARTHWORKS

The site has a gentle to moderate fall to the north-east, with existing ground levels ranging from approximately RL 59.5 m AHD (south-east corner of the Electra Place frontage) to RL 60.0 m AHD (north-west). As such, only minor earthworks are anticipated to be required to achieve the proposed finished surface levels and grades across the site. The proposed finished floor level of the wash building is in the order of RL 59.76–59.99 m AHD, broadly matching the existing surface.

Earthworks will be undertaken to facilitate the construction of building pads, pavements and drainage infrastructure, including localised cut and fill as required to provide positive surface drainage. A formed driveway edge approximately 400mm high is proposed along the northern boundary.

A pipeline easement is present along a section of Cambridge Road frontage and the north-western boundary. No buildings or permanent structures are proposed within the easement, and any works within

or adjacent to the easement will be undertaken in accordance with the requirements of the relevant authority.

All earthworks are to be carried out in accordance with standard engineering practice, with appropriate compaction and subgrade preparation to support the proposed development. Any imported fill is to be clean, free-draining material suitable for the intended use.

Earthworks will also be undertaken to support the construction of hardstand areas associated with the car wash operations, including appropriate grading to direct runoff toward collection and drainage infrastructure.

6. STORMWATER

The site forms part of an established urban catchment within the Mornington area, generally draining toward the Kangaroo Bay Rivulet via the existing piped stormwater network within the surrounding road reserves. The Clarence City Council BYDA response (Sequence No. 269912004, dated 18 March 2026) confirms the presence of Council stormwater pits and pipes within both the Electra Place and Cambridge Road reserves adjacent to the site.

Stormwater from the development will be managed through a conventional drainage system, collecting runoff from roofed areas and external pavements and directing flows to the existing Council stormwater system in Electra Place, subject to detailed design and approval. The Rogerson & Birch survey indicates an existing stormwater alignment along the Electra Place frontage.

Given the nature of the proposed development, stormwater management will incorporate appropriate measures to ensure strict separation of clean stormwater from contaminated washdown water associated with the car wash operations. All washdown areas will be bunded, graded to collection pits, and directed to the sewer system via a trade waste connection. No discharge of contaminated water to the stormwater system will occur.

Surface levels across the site will be designed to provide positive drainage, preventing ponding and ensuring that overland flow paths are maintained for the major storm event. Any minor changes to runoff characteristics as a result of the development will be managed through standard drainage design measures, with no significant impact anticipated on the downstream network.

There is 579m² of circulation and parking and 414m² of roof area. The usual threshold for stormwater treatment is a pavement area greater than 600m². However given the high use and the possibility some undercover areas may be hosed down treatment is proposed. It is proposed to treat the stormwater using a stormwater treatment train comprising Storm sacks in pits for primary filtration and Atlan Stormfilter cartridges for secondary filtration or an approved equivalent.

The site is currently substantially impervious (bitumen and concrete hardstand) and will remain so under the proposed development, with all wash-down areas roofed or otherwise covered. There is therefore no material increase in impervious area.

Subject to confirmation at the detailed design stage, harvesting of roof water for reuse within the car wash process is being considered, which would reduce both potable water demand and peak stormwater discharge from the site.

The stormwater system will be designed in accordance with Clarence City Council requirements and relevant standards, with pit and pipe layouts, levels and discharge points to be confirmed as part of the detailed design. The development will be required to demonstrate compliance with the Urban Drainage Act 2013 and Council's Stormwater Management for New Developments Procedure. A stormwater detention assessment will be carried out at the detailed design stage to confirm that post-development peak flows do not exceed pre-development flows for the relevant design storm events. The minor storm event (1-in-20-year ARI) will be managed by the underground piped network, with overland flow paths maintained for the major storm event (1-in-100-year ARI). The exact location of Council pits and pipes will be confirmed by a service locator prior to construction.

7. WATER

Water supply is available to the development via TasWater's reticulated potable water network. TasWater's BYDA response (Sequence No. 269912002) confirms the presence of a 150 mm cast iron cement-lined (CICL) water main in Cambridge Road, together with a 100mm AC water main in Electra Place. The existing site is serviced by a metered water connection on the Electra Place frontage, indicated for relocation under the proposed sketch design.

The facility will use a Petit machine. This has a storage tank and a pump to smooth water consumption. Petit have advised For a 2 Auto and 2 self serve site they would have a 40mm main running through a carbon filter and water softener into a minimum 2000lt softened water storage tank. From there they pressurise a reticulated main around the plant room feeding all the equipment.

The maximum consumption of the auto car wash is 6000L/hr with 20 car through-put. The manual car wash is 250L/hr. The total peak hourly consumption is 12750L/hr or 3.5L/s. The velocity through a 40mm ID connection is 2.7m/s which is a little higher than the desirable 2m/s but this would be at absolute maximum throughput which would likely be unachievable due to traffic queuing limitations.

Taswater's supplement to the Sewer Code Appendix B calculated the equivalent tenements as: Auto 5.7ET each and manual 1.442ET each which is a total 15.726ET.

The facility could in the future incorporate a water recycling system, which treats and reuses a proportion of the washdown water and reduces overall potable demand.

The existing DN25mm connection will be capped and replaced with a new DN40 connection near the entrance in an above ground meter assembly.

Due to the risk of contamination from detergents, chemicals and recycled water used in the car wash process, the premises will be classified as a high-hazard site for backflow containment purposes under AS/NZS 3500.1 and TasWater's Boundary Backflow Containment Selection Requirements. A high-hazard testable backflow prevention device (Reduced Pressure Zone device or equivalent) will be required at the property service connection boundary. The device must be listed on TasWater's approved products register, installed by a licensed plumber and subject to annual testing and maintenance. A formal water connection application is to be submitted with the Application for Development Services.

8. SEWER/TRADE WASTE

Sewer servicing is available to the development via TasWater's reticulated sewer network. TasWater's BYDA response confirms the presence of a sewer gravity main in the Cambridge Road reserve, together with an existing sewer property connection servicing the site (entering from the north-western corner of the property). The proposed development will connect to the existing sewer network via a conventional gravity connection. The sewer connection appears to be approximately 1m deep and enough to adequately cover the site.

Given the nature of the development, wastewater generated from the car wash operations will be classified as trade waste and will require approval from TasWater prior to discharge. The car wash facility is classified as a Category 2 trade waste discharger under TasWater's Commercial Trade Waste Customer Pre-Treatment Guideline (2022, Rev 3). All washdown water will be collected and directed to the sewer system via a pre-treatment system designed to achieve TasWater's acceptance criteria. The pre-treatment system will include, as a minimum:

- bunding or cut-off drains to fully isolate all wash areas from stormwater runoff;
- roofing of all wash bays in accordance with the National Construction Code 2019 Volume 3, or an automated stormwater diversion / first-flush system where roofing is impractical;
- a coarse sediment trap or sump upstream of the oil-water separator to capture dirt and debris;
- a coalescing plate or vertical gravity oil-water separator sized to TasWater's requirements; and
- a lint and hair trap upstream of the separator to serve the dog wash facility.

As outlined in the previous section the maximum discharge is 3.5L/s. Taswater's supplement to the Sewer Code Appendix B calculated the equivalent tenements as: Auto 9 ET each and manual 2.247 ET each which is a total 24.7 ET.

A formal Trade Waste Permit application must be submitted to TasWater prior to construction. It is recommended that this application be lodged concurrently with, or prior to, the Application for Development Services, as TasWater advises that the trade waste assessment outcome may affect the

development application. TasWater's Commercial Customer Repayment Program (no interest) may be available to assist with pre-treatment installation costs.

All sanitary wastewater from amenities associated with the development will be discharged to the sewer network via standard plumbing connections in accordance with TasWater requirements and relevant plumbing regulations. The sewer system will be designed in accordance with TasWater technical standards and AS/NZS 3500.2 (Sanitary Plumbing and Drainage), with final connection arrangements and treatment systems to be confirmed as part of the detailed design and approval process. An Application for Development Services is to be lodged with TasWater at the planning stage.

9. POWER

Power supply is available to the development via the existing TasNetworks electricity distribution network, with infrastructure located within the surrounding road reserves, including Electra Place and Cambridge Road. TasNetworks' BYDA Distribution Detail Sheets (Plan Nos. 5-52-31505450, 5-52-31505475 and 5-52-32005475) confirm the presence of underground Low Voltage (LV) and High Voltage (HV) cables on both frontages, including 11 kV and 33 kV underground cables, together with associated pilot cables and a fibre optic cable. The Electra Place Substation is located in proximity to the site.

Under the proposed development, the existing private power pole and associated overhead power line are to be demolished, with the site re-serviced via an underground connection from the existing network, subject to confirmation with TasNetworks at the detailed design stage.

In accordance with TasNetworks' conditions, no mechanical plant is to be used within one metre of any indicated underground reticulation. A TasNetworks-authorized service locator will be engaged prior to any excavation to confirm the exact location of all underground electrical assets. Electrical servicing will be designed to meet the operational demand of the wash equipment, plant room, dog wash, vacuum bays, lighting and associated facilities, with final connection arrangements confirmed with TasNetworks at the detailed design stage.

10. COMMUNICATIONS

Communications infrastructure is available to the development via existing telecommunications networks in the surrounding road reserves. BYDA assessments confirm the presence of underground telecommunications assets from multiple carriers in the vicinity of the site. The proposed development will be provided with telecommunications conduits to allow connection to available services, with final connection arrangements to be confirmed with the relevant service provider at the detailed design stage.

The following BYDA responses confirm affected telecommunications assets:

(a) Optus (Sequence No. 269912001, dated 18 March 2026) confirms underground fibre optic telecommunications assets in the vicinity of the site. An Optus Accredited Asset Locator must be engaged to electronically locate all Optus assets prior to any excavation, in accordance with the requirements of the Criminal Code Act 1995 (Cth).

(b) Pipe Networks (Sequence No. 269912005) confirms the presence of AAPT/PowerTel, TransACT, DDA and PIPE Networks conduits and pits in Electra Place and Cambridge Road. Assets must be physically located by pot-holing or hand-digging at maximum 5-metre intervals prior to any construction activities.

(c) Telstra (Sequence No. 269912006) has identified a Critical Network Route within the plot area. Telstra's cable plan contains the following specific caution: *"DO NOT PROCEED with any excavation before seeking advice from InfraCo Plan Services on 1800 653 935."* This requirement must be complied with in full prior to any ground-breaking works. A Certified Locating Organisation must be engaged to validate the exact location of all Telstra plant in accordance with Telstra's Duty of Care requirements and AS 5488 (Classification of Subsurface Utility Information).

Given the presence of existing telecommunications infrastructure, all works will be undertaken with appropriate clearances and in accordance with the requirements of the relevant authority. The location of existing assets will be confirmed prior to construction to avoid impacts on the network.

11. CONCLUSION

The proposed development at 1 Electra Place, Mornington can be effectively serviced for all essential utilities, including stormwater, sewer and trade waste, water, power and communications.

Vehicle access is available via Electra Place, with the proposed internal layout providing safe and practical circulation for vehicles associated with the car wash operations. The site has a gentle to moderate fall to the north-east and is suitable for development, with only minor earthworks required to achieve the proposed levels.

Stormwater will be managed through connection to the existing Council drainage network, with appropriate measures implemented to ensure strict separation of clean stormwater from contaminated washdown water. Sewer servicing will be provided via connection to the existing TasWater network, with trade waste pre-treatment incorporated to meet TasWater's Category 2 acceptance criteria. Water, power and communications services are all available within the surrounding road reserves and can be extended to service the development.

The servicing concept is practical and utilises existing urban infrastructure and standard commercial solutions. Subject to detailed design and approval by Clarence City Council, TasWater and other relevant authorities, the proposed servicing arrangements are considered adequate to support the development.

A Before You Dig Australia search (Job No. 52653878, Sequence No. 269912000) was completed on 18 March 2026. All utility responses returned an 'Affected' status, confirming the presence of water, sewer, stormwater, electricity and telecommunications infrastructure in the surrounding road reserves. The specific BYDA responses referenced in this report are:

- TasWater water and sewer – Sequence No. 269912002;
- Clarence City Council stormwater – Sequence No. 269912004;

- Pipe Networks – Sequence No. 269912005;
- Telstra – Sequence No. 269912006; and
- Optus – Sequence No. 269912001.

An Aboriginal Heritage Tasmania search (Search Record No. PS0441703, dated 18 March 2026, valid until 18 September 2026) confirmed that no registered Aboriginal relics or apparent risk of impacting registered relics was identified for the site. Notwithstanding this clearance, an Unanticipated Discovery Plan will be prepared and maintained on-site during all ground disturbance activities, as required under the Aboriginal Heritage Act 1975 (Tas).

12. ATTACHMENTS

- Services drawing 26532-01

