Attachment to item number 5.1 -

Planning Report from Ireneinc Planning & Urban Design

Concept Service Report from Gandy and Roberts

Traffic Impact Assessment from Midson Traffic Pty Ltd

Flood Report Addendum from Hydrodynamica

Flood Report from Hydrodynamica

Plans C001, C020, C040, C050 and C060 from Gandy and Roberts

Plans P24055_DA- 000, P24055_DA- 100, P24055_DA- 101, P24055_DA- 200, P24055_DA- 201, P24055_DA- 303, P24055_DA- 304, P24055_DA- 305, P24055_DA- 400, P24055_DA- 401, P24055_DA- 500, P24055_DA- 600, P24055_DA- 601 and P24055_DA- 602 from Jaws Architects

5 STATION LANE, SORELL

ireneinc & smithstreetstudio
PLANNING & URBAN DESIGN

PLANNING TAS PTY LTD TRADING AS IRENEINC PLANNING & SMITH STREET STUDIO PLANNING & URBAN DESIGN ABN 78 114 905 074

5 STATION LANE, SORELL

Change of Use for Medical Centre and Pharmacy and external alterations

Last Updated – April 2025

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1. INTRODUCTION

Ireneinc Planning and Urban Design has been engaged by JAWS Architects, on behalf of Rhondor Pty Ltd, to prepare a planning report for a change of use and alterations to an approved development at 5 Station Lane, Sorell.

Any new permit issued is expected to operate in conjunction with the substantive permit (DA 2022/9-1).

1.1 SITE DETAILS

1.1.1 5 STATION LANE

The site at 5 Station Lane (CT 232925/1) has an area of approximately 854.9m2 and is currently vacant, having previously supported a single storey building, housing a Laundromat, offices and two units, until a fire destroyed the building in 2019.

1.1.2 27 COLE STREET

Due to a requirement for car parking stipulated under the existing permit (DA 2022 / 9 – 1), the application also includes a portion of the 27 Cole Street (CT 158000/1), which adjoins the primary site to the north and east, as illustrated in the figure below.

The site currently supports a single storey cottage, utilised to support a chiropractic business which will be removed.

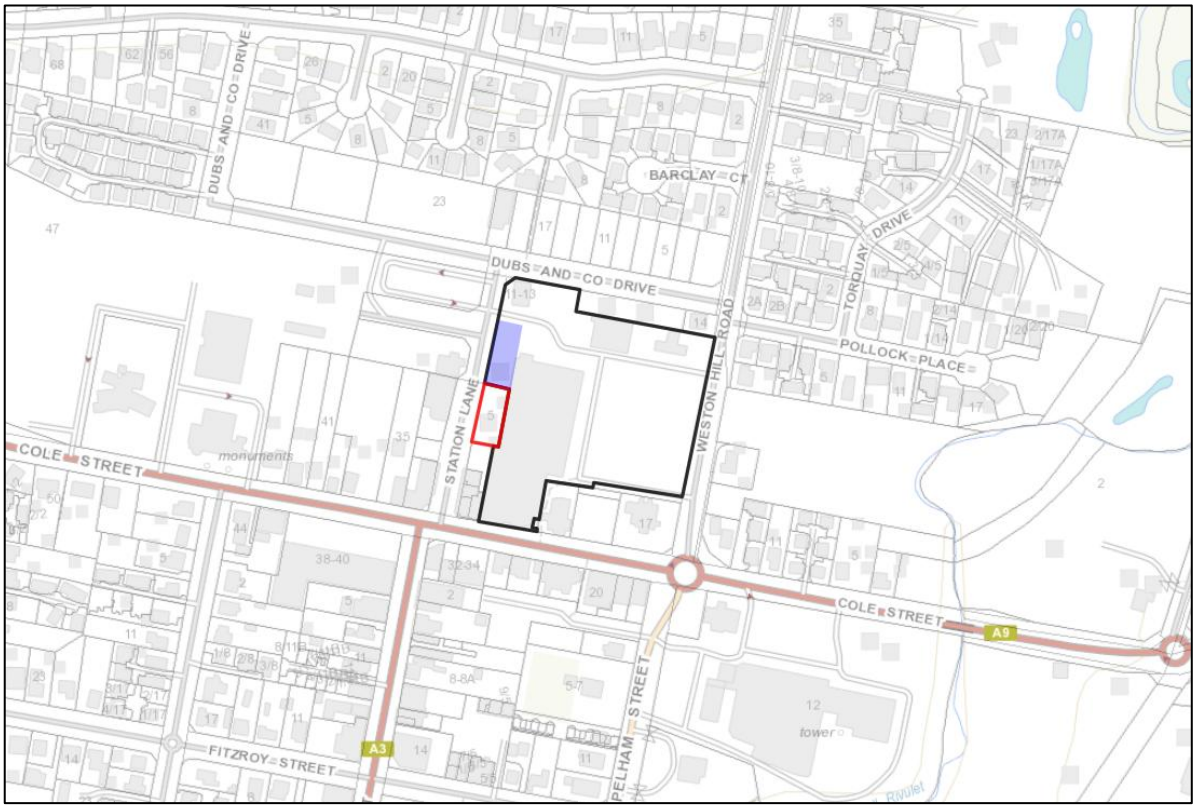

Figure 1: Topographic Map. Red outline = 5 Station Lane. Blue area = portion of 27 Cole Street forming part of the application. Black outline = 27 Cole Street. (source: www.thelist.tas.gov.au © State of Tasmania)

Both sites are situated within Sorell's primary business/commercial area, with similar land use and development in the immediate vicinity.

1.2 EXISTING APPROVAL

A permit was granted on the 19th of May 2023 for the development of a three-storey commercial building on the site at 5 Station Lane (DA 2022/9-1).

The building was designed to provide up to 2,000m2 of lettable floor space, supporting several office tenancies (business and professional services), along with a ground floor retail component (general retail and hire). The application also included works on the adjoining property at 27 Cole Street, to accommodate a re-designed car parking area with up to 28 spaces.

1.3 PROPOSAL

This application seeks a change of use, along with internal and external alterations to the approved, but not yet constructed building. This includes a reduction in height (from three-storeys to two-storeys), a reduction in overall gross floor area and changes to the external design and appearance of the approved building.

These changes are outlined in detail below.

1.3.1 CHANGE OF USE

Medical Centre / Doctors Clinic

The approved office component is to be replaced with a medical centre/doctors clinic, occupying 373m2 on the ground floor and the full 744m2 across the first floor, as shown in the accompanying plans.

Access is provided via the main pedestrian entry from Station Lane. A second entry is provided along the northern elevation, facilitating direct access to the adjoining car parking area.

Both the previously approved office use and proposed medical centre fall under the Business and Professional Services use class, as defined below:

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

A medical centre is further defined as follows:

> *means use of land to provide health services (including preventative care, diagnosis, medical and surgical treatment, and counselling) to out-patients only.*

A permit for a change of use within the same use category is not generally required, however the proposed medical centre is a more intensive use and will operate beyond the permitted hours of operation in the zone.

The medical centre is expected to support up to 10 x doctors/clinical practitioners, along with associated support staff and will operate between 8am and 7pm, 7-days a week.

In addition to the standard GP services, the ground floor component may also provide urgent care services for out-patients, which is consistent with the medical centre definition and broader Business and Professional Services classification.

Pharmacy

The approved permit included a ground floor General Retail tenancy. Whilst no retail operator had been confirmed when the permit was granted, the use category covers a range of uses, as defined below:

> ***General Retail and Hire***
>
> *use of land for selling goods or services, or hiring goods. Examples include an adult sex product shop, amusement parlour, beauty salon, betting agency, bottle shop, cellar door sales, commercial art gallery, department store, hairdresser, market, primary produce sales, local shop, shop, shop front dry cleaner and supermarket.*

The proposed pharmacy is consistent with the above definition and the broader retail use approved under the current permit.

The pharmacy will operate on the ground floor, occupying 'Commercial Tenancy 2' with a floor area of 336m2. The hours of operation are expected to align with the proposed medical centre, operating 7-days per week, between 8am and 7pm.

1.3.2 EXTERNAL ALTERATIONS

As a result of the proposed change of use, only two floors are required to meet the operational needs of the medical centre and pharmacy. Therefore, Level 2 is no longer required and will be removed, reducing the overall building height by 2.1m, from 13.2m (approved) to 11.1m2 (proposed), including plant deck enclosure. This ensures the building is now compliant with the permitted 12m height limit in the zone.

Significant changes to the external design and materiality of the building are also proposed, including:

- Redesigned building entry and facades, including grey and bronze aluminium cladding elements and contrasting window frames.
- Double-height floor-to-ceiling windows and levels to the first floor.
- Contrasting brickwork applied to the ground floor façade.
- Redesigned awning/canopy over the public footpath, extending around the northern elevation to cover a second entry into the tenancy 1. This also includes a protruding portion of the entry canopy.

The changes proposed will maintain an active ground floor, providing visual interest and promoting pedestrian activity and broader activation of the street-front.

Figure 2: Artistic render of the western elevation fronting Station Lane, illustrating the reduced height and redesigned external design, materials and finishes (source: JAWS Architects)

Figure 3: Artistic render of the northern and western elevations, illustrating the interface with the reconfigured parking area at 27 Cole Street, forming part of the application (source: JAWS Architects)

1.3.3 INTERNAL ALTERATIONS

Whilst maintain the same site coverage, the internal layout has been reconfigured to meet the functional requirements of the medical centre operator. The specific internal layout (corridors, consulting rooms, reception/admin areas etc) will be confirmed during detailed design, in consultation with the provider.

The central entry, foyer and stair/lift area will also be reconfigured, whilst generally maintaining the approved design concept.

1.3.4 WORKS ON 27 COLE STREET

As required under DA 2022/9-1, a small parking area on 27 Cole Street (immediately adjoining the northern elevation of the building) will be redesigned to accommodate 28 car parking spaces, 6 x bicycle spaces, 2 x motorcycle spaces and a loading area.

The amended application does not seek any further changes.

1.3.5 INFRASTRUCTURE WORKS

To accommodate the medical centre and pharmacy, the following works will be required:

- A new DN10 private sewer connection
- A new DN100 private water connection

These works will be undertaken by TasWater, at developers cost. Please refer to the accompanying civil documents for further information.

2. PLANNING SCHEME PROVISIONS

The following is an assessment of the proposal in response to the provisions of *Tasmanian Planning Scheme – Sorell.*

2.1 GENERAL BUSINESS ZONE

The site is situated within the General Business Zone and forms part of the broader business area within Sorell, as shown in the figure below.

The immediate surrounds are similarly zoned, before transitioning to residential areas to the north and east.

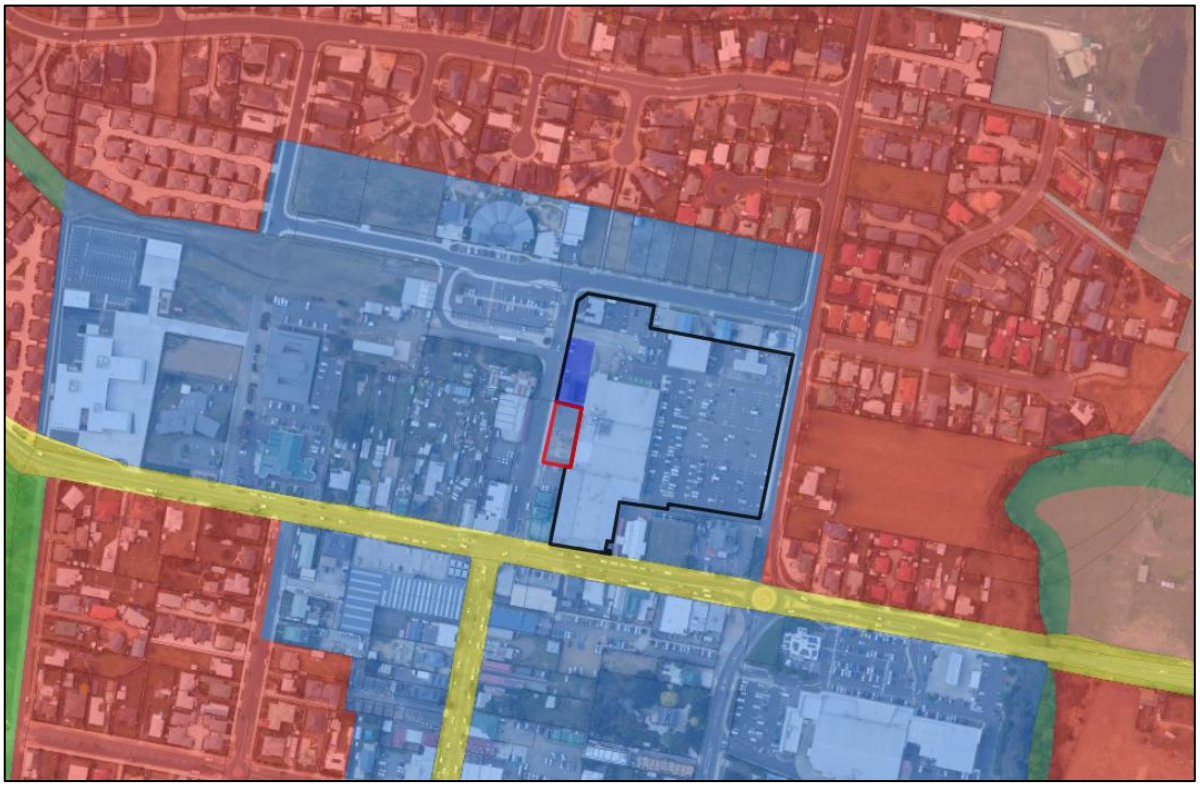

Figure 4: Site zoning. Blue areas = General Business. Red areas = General Residential. Yellow areas = Utilities (source: www.thelist.tas.gov.au © State of Tasmania)

2.1.1 ZONE PURPOSE

The zone purpose statements for the General Residential Zone are as follows:

15.1.1 To provide for business, retail, administrative, professional, community, and entertainment functions within Tasmania's main suburban and rural centres.

15.1.2 To ensure that the type and scale of use and development does not compromise or distort the activity centre hierarchy.

15.1.3 To encourage activity at pedestrian levels with active frontages and shop windows offering interest and engagement to shoppers.

15.1.4 To encourage Residential and Visitor Accommodation use if it supports the viability of the activity centre and an active street frontage is maintained.

The site is located within Sorell's primary commercial/general business area, and whilst the approved development was for office and retail, the proposed change of use will introduce a medical centre and pharmacy, for which there is greater demand.

There is an acute shortage of General Practitioners and other allied health professionals (and associated providers and facilities) across Tasmania. Many existing GP clinics and other specialists no longer accept new patients, making access to GP services increasingly difficult. The change of use will address this shortage, providing additional services to the growing community in Sorell and immediate surrounds. Given the high demand for access to such services, the proposal will not distort the activity centre hierarchy.

The building and proposed tenancies will encourage high levels of pedestrian activity.

2.1.2 USE CLASSIFICATION & STANDARDS

The proposed medical centre falls under the Business and Professional Services use class, consistent with the previously approved office component.

Business and Professional Services is a No-Permit Required use in the zone.

The proposed pharmacy falls under the previously approved General Retail & Hire classification, which is also a No-Permit Required use in the zone.

2.1.3 USE STANDARDS

15.3.1 – All uses

Objective: *That uses do not cause an unreasonable loss of amenity to residential zones.*
SCHEME REQUIREMENTS
A1 - *Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must be within the hours of:* *(a) 7.00am to 9.00pm Monday to Saturday; and* *(b) 8.00am to 9.00pm Sunday and public holidays.*
A2 - *External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must:* *(a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and* *(b) if for security lighting, must be baffled so that direct light does not extend into the adjoining property in those zones.*

***A3** - Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must be within the hours of:*

(a) 7.00am to 9.00pm Monday to Saturday; and

(b) 8.00am to 9.00pm Sunday and public holidays.

RESPONSE

These provisions only apply to a use located within 50m of a residential zone. The site at 5 Station Lane is located approximately 150m from the nearest residential zones along Weston Hill Road and Barclay Court.

Therefore, these provisions do not apply.

2.1.4 DEVELOPMENT STANDARDS

15.4.1 – Building Height

***Objective:** That building height:*

(a) is compatible with the streetscape; and

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

SCHEME REQUIREMENTS

***A1 -** Building height must be not more than 12m.*

RESPONSE

Complies with A1

The approved three-storey building had a height of 13.2m above natural ground level, which required discretionary approval. The proposed alterations result in the removal of one floor, reducing the height to 11.1m (including 2m high roof plant enclosure) in accordance with A1.

15.4.2 - Setbacks

***Objective:** That building setback:*

(a) is compatible with the streetscape;

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

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

SCHEME REQUIREMENTS

***A1 -** Buildings must be:*

(a) built to the frontage at ground level; or

(b) have a setback of not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.

…

RESPONSE

Complies with A1

The approved building was to be built to the frontage and no changes to the frontage setback are proposed.

15.4.3 - Design

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

SCHEME REQUIREMENTS

A1 - *New buildings must be designed to satisfy all of the following:*

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

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

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

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

P1 *- New buildings must be designed to be compatible with the streetscape, having regard to:*

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

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

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

RESPONSE

The roof-top plant area and lift-overrun are not contained within the roof. A response to the performance criteria is provided.

Complies with P1

(a) & (b) The mechanical plant area will be screened, as shown in the accompanying architectural plans. This in combination with a reduced overall building height ensures no additional visual impact over that which has been previously approved.

No security shutters are proposed.

(c) The approved parking area at 27 Cole Street will be provided with lighting in accordance with the applicable Australian Standard for lighting off-street parking areas, providing appropriate safety and security.

A2 - *New buildings or alterations to an existing façade must be designed to satisfy all of the following:*

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

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

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

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

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

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

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

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

…

RESPONSE

Complies with A2

(a) & (b) The redesigned pedestrian entrance from Station Lane will be clearly visible, with well over 40% of the broader ground floor façade comprised of windows/openings.

(c) The ground floor façade facing Station Lane does not include any single expanse of blank wall (greater than 30% of the façade).

(d) Consistent with existing buildings along Station Lane, the building incorporates an awning over the public footpath, which extends around the north-eastern elevation.

The following clauses under the Zone are not applicable:

- ***Clause 15.4.4 – Fencing***
    - No fencing is proposed.
- ***Clause 15.4.5 – Outdoor Storage Areas***
    - No outdoor storage areas are proposed.
- ***Clause 15.4.6 – Dwellings***
    - No dwellings are proposed.

3. CODES

3.1 SIGNS CODE

Whilst indicative locations for future signage have been shown on the plans, approval for signage will be sought under a separate application.

3.2 PARKING AND SUSTAINABLE TRANSPORT CODE

3.2.1 USE STANDARDS

C2.5.1 Car Parking Spaces

***Objective**: that an appropriate level of car parking spaces are provided to meet the needs of the use.*

SCHEME REQUIREMENTS

***A1 -** The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:*

a) …

b) …

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 onsite car parking must be calculated as follows:

N = A + (C-B)

N = number of onsite car parking spaces required

A = number of existing on site car parking spaces

B = number of onsite car parking spaces required for the existing use or development specified in table c2.1

C = number of onsite car parking spaces required for the proposed use or development specified in table C2.1

***P1.1 -** The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:*

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

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

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

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

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

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

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

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

(g) the effect on streetscape; and

(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.

RESPONSE

The approved development generated a requirement for 68 on-site parking spaces. The permit requires a minimum of 28 spaces to be provided within the reconfigured parking area at 27 Cole Street. The permit also requires a cash-in-lieu contribution for a remaining deficiency of 29 spaces.

The proposed change of use generates the following parking requirement, as per Table C2.1:

> Business and Professional Services (Doctors' surgery, clinic, consulting rooms):
>
> *4 x spaces per practitioner*

The medical centre will support up to 10 x practitioners, generating a requirement for 40 on-site spaces.

The ground floor retail tenancy (pharmacy), falls under the General Retail and Hire classification, which requires the following:

> General Retail and Hire:
>
> *1 space per 30m^2 of floor area*

The pharmacy will occupy 351m^2, thereby generating a requirement for 11.7 spaces (rounded to 12).

This generates a total requirement for 52 spaces, which is less than the approved development.

Where a proposed use or development generates a lesser parking requirement, than the existing use or development, acceptable solution A1(d)(i) applies and requires no additional on-site parking. However, the clause applies where there is an *existing* use and development. Whilst the three-storey office and retail building is approved (DA 2022/9-1), it has not been constructed nor has the use commenced.

Therefore, it does not constitute an *existing use or development* to which A1(d)(i) would otherwise apply.

A response to P1.1 has been provided.

Complies with P1.1

The performance criteria require that on-site parking be provided at a rate sufficient to meet the needs of the use, having regard to:

- Off-street parking availability
- Shared parking arrangements for multiple uses and/or consolidation of parking spaces
- Variations in parking demand
- Availability of public transport, or other modes of transport.

Parking demand associated with the change of use is expected to be considerably lower than the 52 spaces required under Table C2.1.

As outlined in the accompanying TIA, the empirical parking analysis indicates the actual parking demand will be closer to 39 spaces, given demand will be mostly generated by patients attending the clinic. Due to the co-location of the pharmacy and medical centre, in most cases patients attending the clinic will also visit the pharmacy in the same trip, resulting in shared parking arrangements.

There is also significant off-street parking available in the immediate area and designated bus stops, such as that provided on the broader Woolworths Site (27 Cole Street), and the bus stops forming part of 47 Cole Street. There is also on-street parking availability.

The abovementioned considerations confirm the number of on-site parking spaces (28) is sufficient to cater for the amended use/development on the site.

Further analysis is provided in the accompanying TIA.

Condition 3 on the existing permit (DA 2022/9-1) requires a cash-in-lieu payment for a deficiency of 29 parking spaces. If this application is approved, condition 3 must be replaced to reflect the reduced parking deficiency and associated cash-in-lieu as a result of this application (24 spaces).

C2.5.2 - Bicycle Parking Spaces

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

SCHEME REQUIREMENTS

***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

…

RESPONSE

Complies with A1

Under Table C2.1, the medical centre requires 2 x bicycle parking spaces per 8 practitioners, whilst the pharmacy requires 1 x space per 100m2 of floor area.

Combined, this equates to a total requirement for 5 x on-site bicycle parking spaces.

The reconfigured parking area at 27 Cole Street forms part of the application and includes 5 x bicycle parking spaces in accordance with A1.

C2.5.3 - Motorcycle parking numbers

***Objective**: that an appropriate level of motorcycle parking spaces are provided to meet the needs of the use.*

SCHEME REQUIREMENTS

***A1 -** The number of on-site motorcycle parking spaces for all uses must:*

a) Be no less than the number specified in Table C2.4; and

b) If an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.

…

RESPONSE

Complies with A1

Table C2.4 specifies a requirement for 1 x motorcycle parking space, based on the number of car parking spaces required for the use. 2 x motorcycle parking spaces are provided in the reconfigured parking area at 27 Cole Street, in accordance with A1.

C2.5.4 – Loading Bays

***Objective**: That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.*

SCHEME REQUIREMENTS

***A1 -** A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.*

…

RESPONSE

Complies with A1

The medical centre will have a floor area just over 1,000m^2. A loading bay was approved under DA 2022/9-1, as part of the reconfiguration of the parking area at 27 Cole Street – and no changes are proposed.

3.2.2 DEVELOPMENT STANDARDS FOR BUILDINGS AND WORKS

C2.6.1 - Construction of parking areas

***Objective**: The parking areas are constructed to an appropriate standard.*

SCHEME REQUIREMENTS

***A1 -** All parking, access ways, manoeuvring and circulation spaces must:*

a) Be constructed with a durable all weather pavement;

b) Be drained to public stormwater system, or contain stormwater on the site; and

c) Excluding all uses in the Rural Zone, Agricultural 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.

RESPONSE

Complies with A1

The re-design of the parking area at 27 Cole Street was approved under DA 2022/9-1, and will be:

- Be constructed with a durable all-weather pavement and drained to the public stormwater system.

No changes are proposed as part of this application.

C2.6.2 - Design and Layout of Parking Areas

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

SCHEME REQUIREMENTS

***A1.1 -** Parking, accessways, manoeuvring and circulation spaces must either:*

a) comply with the following:

(i) have a gradient in accordance with the 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 requirement in Tabel 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 delineate 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 Standards AS/NZS 2890.6:2009 Parking facilities, off-street parking for people with disabilities.*

…

RESPONSE

Complies with A1.1

As outlined in the TIA, the re-design of the parking area at 27 Cole Street is already approved under DA 2022/9-1 and complies with the requirements under *Australian Standard AS 2890 – Parking facilities, Parts 1-6,* ensuring that:

- Vehicles can enter and exit in a forward direction
- The access complies with the widths outlined in Table C2.2.
- Parking dimensions are 2.5m wide x 5.4m long and combined access and manoeuvring widths comply with Table C2.3.
- All spaces are delineated by line marking.

Complies with A1.2

The approved DDA space is:

- Located as close as practicable to the building entrance at 5 Station Lane
- Incorporated into the design of the car park; and
- Satisfies the requirements under the *Australian Standard.*

No further changes are proposed as part of this application.

C2.6.3 - Number of Accesses for Vehicles

***Objective**: that:*

a) *access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;*

b) *accesses do not cause an unreasonable loss of amenity of adjoining uses; and*

c) *the number of accesses minimise impacts on the streetscape.*

SCHEME REQUIREMENTS

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.

RESPONSE

Complies with A1

Access to the approved parking area at 27 Cole Street will utilise an existing crossover from Station Lane, which will be widened from 3m to 6m.

These changes were approved under the current DA and no changes are proposed.

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

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

(a) enables easy and efficient use;

(b) promotes the safety of users;

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

(d) prevents unreasonable light overspill impacts.

SCHEME REQUIREMENTS

A1 - *In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 "Basis of Design" and Clause 3.6 "Car Parks" in Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements.*

…

RESPONSE

Complies with A1.

The reconfigured parking area at 27 Cole Street will be provided with lighting in accordance with the previous approval and the acceptable solution.

C2.6.5 Pedestrian Access

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

SCHEME REQUIREMENTS

***A1.1 -** Uses that require 10 or more car parking spaces must:*

a) have a 1m wide footpath 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 a parking area 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 -** Safe and convenient pedestrian access must be provided within parking areas, having regard to:*

a) the characteristics of the site;

b) the nature of the use;

c) the number of parking spaces;

d) the frequency of vehicle movements;

e) the needs of persons with a disability;

f) the location and number of footpath crossings;

g) vehicular and pedestrian traffic safety

h) the location of any accessways or parking aisles; and

i) any protective devices proposed for pedestrian safety.

RESPONSE

Complies with P1

The approved development and proposed amendments require more than 10 car parking spaces.

The reconfigured parking area at 27 Cole Street includes a 1m wide footpath along the southern end of the parking area. However, no footpath is provided along the northern edge, due to a requirement for landscaping.

Please refer to the accompanying TIA, which demonstrates the approved parking area is compliant with P1.

C2.6.6 – Loading bays

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

SCHEME REQUIREMENTS

***A1 -** The area and dimensions of loading bays and access way areas must be designed in accordance with Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Off--street commercial vehicle facilities, for the type of vehicles likely to use the site.*

***P1** - Loading bays must have an area and dimensions suitable for the use, having regard to:*

(a) the types of vehicles likely to use the site;

(b) the nature of the use;

(c) the frequency of loading and unloading;

(d) the area and dimensions of the site;

(e) the topography of the site;

(f) the location of existing buildings on the site; and

(g) any constraints imposed by existing development.

RESPONSE

Complies with A1

The loading bay and associated parking area was approved under DA 2022/9-1, and no changes are proposed.

***A2 -** The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.*

…

RESPONSE

Complies with A2

The approved loading bay and reconfigured parking area at 27 Cole Street is designed to accommodate a medium rigid vehicle, allowing entry and exit in a forward direction.

3.3 ROAD AND RAILWAY ASSETS CODE

3.3.1 USE STANDARDS

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

***Objective**: To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.*

SCHEME REQUIREMENTS

***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.*

***A1.4 -** Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:*

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

(b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road.

RESPONSE

Complies with P1.

Vehicle movements to and from the approved (but not yet constructed) parking area at 27 Cole Street, will occur via the existing crossover adjoining the main development site at 5 Station Lane.

It is expected the proposed change of use will generate more than 40 vehicle movements per day.

As outlined in the TIA, the access and surrounding road network can support the additional traffic generation, without any unreasonable impacts on the safety or efficiency of the access or broader road network.

Please refer to the accompanying TIA for further assessment.

3.4 FLOOD-PRONE AREAS HAZARD CODE

The site has been identified as susceptible to flooding, as shown in the in the figure below.

Figure 5: Extent of Flood-Prone Hazard Areas Overlay across the site (source: www.thelist.tas.gov.au © State of Tasmania)

A detailed flood risk assessment was prepared by Hydrodynamic as part of the approved application.

The assessment indicated minor flooding present across the site is due to a local depression and lack of drainage (as the site is vacant). However once constructed, the approved development would introduce a roof over much of the site, allowing stormwater that would otherwise pond on the site to be drained to the stormwater system. The assessment concluded the overall risk of inundation is very low (H1) in all modelling/climate change scenarios. Risk to adjoining sites was also deemed to be very low.

The proposed change of use from office/retail to medical centre/consulting rooms and pharmacy remains within the approved Business and Professional Services and General Retail use classifications, neither of which are defined as critical, hazardous or vulnerable uses.

Whilst the use standards under the Code are not applicable, the following development standards apply.

3.4.1 DEVELOPMENT STANDARDS FOR BUILDINGS AND WORKS

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

***Objective**: That:*

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

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

SCHEME REQUIREMENTS

A1 – *No acceptable solution.*

P1.1 - *Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to:*

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

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

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

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

P1.2 *- A flood hazard report also demonstrates that the building and works:*

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

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

RESPONSE

Complies with P1.1

The previously submitted and approved flood hazard report confirms the risk to buildings/works on the site is insignificant and that no hazard reduction/protection measures are required.

Whilst the report addresses the former *Sorell Interim Planning Scheme 2015*, it is clear the approved development can achieve and maintain a tolerable level of risk. The proposed change of use and alterations do not alter the approved footprint of the building, or introduce any critical, hazardous or vulnerable activities.

Complies with P1.2

As stated above, it was previously deemed that the approved building footprint would not cause or contribute to flooding on the site, on adjacent land or public infrastructure. No requirements for flood protection/mitigation were identified.

If approved, it is expected the permit will rely on the existing 'substantive' permit, which was approved in accordance with the abovementioned flood hazard documentation.

Given this application does not propose any changes to the footprint of the approved building, or introduce any critical, hazardous or vulnerable use (as defined under the Code), the application is deemed to comply.

3.5 SAFEGUARDING OF AIRPORTS CODE

The entire township of Sorell is subject to the defined Airport Obstacle Limitation area overlay, which restricts the height of buildings and structures to no more than 152m AHD.

As the approved building and proposed amendments sit well below this threshold, the application is exempt from the Code, under clause C16.4.1.

4. SUMMARY

This application seeks to amend an existing permit (DA 2022/9-1), to accommodate a medical centre and pharmacy, in lieu of the approved office and undefined retail tenancies.

The proposed tenancies fall within the same use categories (Business and Professional Services & General Retail and Hire), as those which were previously approved. Whilst a change of use within the same use class does not generally require a permit, the new uses will operate at greater intensity.

To facilitate the above, the application also seeks to reduce the height and overall floor area of the approved building from three levels to two levels, along with changes to the external design and appearance of the building.

As a result, the proposal is not consistent with the requirements for a minor amendment under s.56 of the *Land Use Planning & Approvals Act 1993.* Whilst this application has been lodged as a new application, it is understood the assessment and any approval granted will be limited to the changes outlined in this report and associated documents. Any subsequent permit issued will operate in conjunction with the 'substantive' permit DA 2022/9-1, and must comply with all relevant permit conditions (except where modified by the new permit).

There continues to be an acute shortage of GPs and associated clinics across Tasmania, made worse by steady increases in demand. As a result, many existing clinics across the State are no longer able to accept new patients, forcing people to travel beyond their local areas to access health services.

The proposed amendment to DA 2022/9-1 will support a new and much needed medical centre in Sorell, alleviating demand and improving access to health services. The co-located pharmacy will provide improved accessibility and convenience for patients and the public.

The proposed design and material alterations will significantly improve the visual appearance of the building, promoting high quality design outcomes which are expected to further invigorate and promote pedestrian activity along Station Lane.

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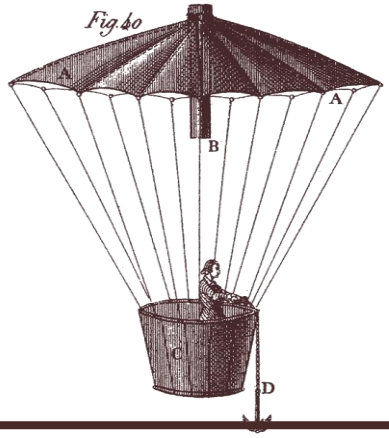

Concept Services Report

Planning Scheme Compliance & Existing Infrastructure Assessment

5 Station Lane, Sorell

for Rhondor Pty Ltd

04/04/2025

Version control

Revision	Description	Issue date	Issued by
A	Planning Approval	04/04/2025	Jeremy Knight
B	Planning Approval	09/04/2025	Jeremy Knight

PROJECT NUMBER **25.0082**
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Contents

1 Context

Gandy and Roberts Consulting Engineers have been engaged by Jacob Allom Wade Pty Ltd Architects to provide concept servicing documentation for a proposed Commercial Development at 5 Station Lane in Sorell. This report has been prepared for the Development Application submission process and aims to discuss the methodology in which the sites sewer, water and stormwater infrastructure will be delivered to existing TasWater and the Sorell Council owned infrastructure. Refer Figure 1.

Figure 1: Site Locality

2 Existing Site Services

2.1 Site Sewer Connections

The site is currently serviced by TasWater sewerage infrastructure, with a DN150 PVC gravity sewer gravity reticulation main running at the front of the. The site has an existing DN100 sewer. Refer to *Figure 2* for more information. The existing site is vacant and does not generate any ET's, the site was previously developed into a 366sqm (approx.) office space and an attached laundromat with six (6) machines (assumed). The demolished building generated approximately 6.4ET's.

Figure 2: TasWater sewer connections and assets for the development site

2.2 Site Water Connections

The site is currently service a DN100 CI reticulation main on Station Lane. There is currently two (2) Water Customer Connection Points to the site. *Figure 3* shows more detail. The existing site is vacant and does not generate any ET's, the site was previously developed into a 366sqm (approx.) office space and an attached laundromat with six (6) machines (assumed). The demolished building generated approximately 4.2ET's.

Figure 3: TasWater water connections and assets for the development site, solid lines represent water reticulation mains and square points represent Water Customer Connection Points.

2.3 Site Stormwater Connections

The Sorell Council DBYD asset record details an existing stormwater pipe along Station Lane. No. 5 Station Lane is currently serviced by two (2) existing stormwater kerb adaptor connections and a DN225 direction connection to the Council stormwater main. See *Figure 4* for more information and *Table 1* for the existing site runoff flows.

Figure 4: Sorell Council stormwater infrastructure around the site from DBYD records.

Table 1: Existing Development Stormwater Flows (Q_{20}/5% AEP Rainfall Event)

Design Flows	Area (m²)	Runoff Flow L/s
Gravel hardstand (c=0.6)	888	12.9
Landscape Zones (c=0.2)	0	0
Roof (c=1.0)	0	0
TOTAL	888	12.9

3 Proposed Site Connections

3.1 Site Sewer Connections

Sewer flows have been calculated using both AS3500.2:2021 as well as the TasWater Supplement to the WSA 02-2014-3.1 the WSAA Gravity Sewerage Code of Australia.

Development Flows for the Buildings are shown in Table 2.

Table 2: Development Sewage Flows

Design Parameter	Unit
Fixture Units (AS3500.2:2021)	73
Equivalent Tenements	10.1ETs BE01 – 366sqm BE07 – 15 rooms to first floor only
Average Dry Weather Flow (ADWF)	0.055L/s
Peaking Factor 'd'	14.01
Peak Dry Weather Flow (PDWF)	0.764L/s

Note: The listed sewage flows require the installation of DN100 private sewer drainage at a minimum grade of 1.65% in accordance with AS3500.2:2021

A new DN100 TasWater sewer connection is proposed to service the proposed development, and the existing connection shall be capped by TasWater at developers cost. Refer C050 for the proposed connection location.

3.2 Site Water Connections

Domestic water pipework has been sized in accordance with AS3500.1:2021 for probable simultaneous demand, this on the basis that Equivalent Tenements for the development are < 100 in accordance with TasWater Supplement to the Water Supply Code of Australia WSA 3-2011.3.1 MRWA Editions V2.0.

Development Flows for the proposed building are shown in Table 3.

The proposed development has been classified as Class 5 and Class 6 in accordance with the National Construction Code (NCC). Fire compartments are over 500 m² and only two (2) fire hydrants are required to operate and deliver 20L/s at 700kPa in accordance with AS 2419.1:2021. A firefighting booster assembly will be required as an internal hydrant system will be required due to inadequate pressure.

Table 3: Development Water Flows

Design Flows	Unit
Domestic Water (AS3500.1:2021)	0.92L/s at 500kPa (6.73ET's)
Fire Services (Hydrants)	20.0L/s at 700kPa (assisted)

Note: The above listed domestic water flows require the installation of DN32 private water pipework in accordance with AS3500.1:2021

It is proposed that a new DN100 lot connection is made to the existing TasWater main with an internal DN100 fire connection and DN32 medium hazard domestic water connection. Refer drawing C060 for connection location.

4 Site Stormwater Management

4.1 Planning Scheme Requirements

The current Sorell Council Stormwater in New Development Policy details *in section A2 Quality Treatment*

Discharge from stormwater infrastructure is to minimise the risk of:

- *Harm or degradation of natural values due to pollutants; and*
- *Increased maintenance costs due to sedimentation. A2.1 As a minimum, new development must comply with the targets set out in Table 2.*

Table 3. Quality Target (unless draining to the RAMSAR wetland at Orielton).			
Development type	*Applicable Lot Size*	*Impervious Surface*	*Requirement*
New buildings on vacant land	*Less than two hectares*	*Up to 500m^2*	*Nil*
New buildings on vacant land	*Greater than two hectares*	*Up to 1000m^2*	*Nil*
Additions to existing development	*Less than two hectares*	*If existing greater than 500m^2, up to 100m^2 more than impervious surface at 22 February 2022*	*Nil*
Subdivision using an existing road creating no more than two additional lots	*Any*	*NA*	*Nil*
All others	*As per the State Stormwater Strategy* *90% reduction (*) in litter and gross pollutants* *80% reduction in total suspended solids (TSS)* *45% reduction in total phosphorus (TP)* *45% reduction in total nitrogen (TN)* *Higher requirements may apply to sites draining to a RAMSAR wetland*		
(*) Reductions are to the average annual load based on typical urban stormwater concentrations			

The proposed development is situated on a 888m2 site with a new roof encapsulating the entire site, therefore the “All others” from the above table is applicable to this site.

4.2 Rainfall Runoff Quantity

4.2.1 Site Analysis

Site rainfall scenarios were analysed using the Rational Method in accordance with *AS/NZS 3500.3.2018,* with rainfall intensities from *AS/NZS 3500.3.2018.* The existing property consists of roofed areas, impervious driveways and garden areas, see *Table 4.*

Table 4: Existing site areas and runoff flows for total site.

	Area (m^2)	Existing Runoff (L/s)
Roofed Areas (C=1.0)		
Gravel hardstand (C=0.6)	888	12.9
Garden (Clay Soil) (C=0.2)	0	0
Total	888	12.9

The proposed development roof shall provide full site coverage, refer *Table 5*.

Table 5: New site areas and runoff flows for total site.

	Area (m^2)	New Runoff (L/s)
Roofed Areas (C=1.0)	888	21.4
Impervious Areas (Concrete/Driveways etc) (C=0.9)		
Garden (Clay Soil) (C=0.2)		
Total	888	21.4

It is demonstrated that there is an increase in the run off from the site caused by the development. It is proposed that an onsite detention be installed to limit the site discharge to the existing permissible site discharge rate.

PERMISSIBLE SITE DISCHARGE ASSESSED USING RATIONAL METHOD FOR 5% AEP 5 MINUTE DURATION DESIGN STORM WITH INTENSITY 86.9 mm/h. SITE STORAGE REQUIREMENT ASSESSED USING RATIONAL METHOD FOR 5% AEP WITH STORM DURATIONS FROM 1 MIN TO 90 MINS. CRITICAL DURATION DETERMINED TO BE 5 MINS WITH RAINFALL INTENSITY 86.9 mm/h.			
TOTAL DEVELOPMENT AREA = 888 m^2			
PRE-DEVELOPMENT AREAS		DEVELOPMENT AREAS	
ROOF (C=1.0)	0 m^2	ROOF (C=1.0)	888 m^2
GRAVEL HARDSTAND (C=0.6)	888 m^2	IMPERVIOUS (C=0.9)	0 m^2
GARDEN (C=0.2)	0 m^2	GARDEN (C=0.2)	0 m^2
PERMISSIBLE SITE DISCHARGE	12.9 L/s	PEAK FLOW RATE	21.4 L/s
EQUIV. VOLUME	3858 L	EQUIV. VOLUME (L)	6431 L
SITE STORAGE REQUIREMENT = 2682 L			
AREAS DETAINED		AREAS NOT DETAINED	
ROOF	888 m^2	ROOF	- m^2
IMPERVIOUS	- m^2	IMPERVIOUS	- m^2
GARDEN	- m^2	GARDEN	- m^2
PEAK FLOW TO DETENTION = 21.4 L/s		UNDETAINED PEAK FLOW = 0 L/s	
DETENTION DISCHARGE REQUIREMENT = 12.9 L/s MAXIMUM			
TANKTEC CUSTOM TANK: 2100mm LONG x700mm WIDE x2350mm HIGH			
MAXIMUM OSD WATER DEPTH = 2000 mm			
MAXIMUM CONTROLLED FLOW RATE WITH 64 mm ORIFICE = 12.5 L/s			

Figure 5: Onsite Detention calculations.

It is proposed to reuse the existing stormwater connection servicing the site. All other existing connections to be capped by CoH at developers cost. Refer drawing C040 for connection location and detention tank details.

4.3 Water Sensitive Urban Design

4.3.1 Performance Criteria

Sorell Council Stormwater Policy A2 Quality Treat requires:

A stormwater system for a new development must incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table 3. Quality Target (unless draining to the RAMSAR wetland at Orielton).

The acceptable stormwater quality and quantity targets for best practice are:

80% reduction in the average annual load of total suspended solids (TSS) based on typical urban stormwater TSS concentrations.
45% reduction in the average annual load of total phosphorus (TP) based on typical urban stormwater TP concentrations.
45% reduction in the average annual load of total nitrogen (TN) based on typical urban stormwater TN concentrations.
Stormwater quantity requirements must always comply with requirements of the local authority including catchment-specific standards. All stormwater flow management estimates should be prepared according to methodologies described in Australian Rainfall and Runoff (Engineering Australia 2004) or through catchment modelling completed by a suitably qualified person.

4.3.2 Stormwater Treatment

The proposed stormwater management system for the site development uses water sensitive urban design principles to treat and detain stormwater in accordance with Sorell Council policy. The stormwater runoff from the building roof will be captured and discharged through an Ocean Protect Stormfilter 460 filter with Psorb media located downstream of the detention tank.

4.3.3 MUSIC Modelling

MUSIC V6.4.0 was used to model the performance of the stormwater system for the proposed development. The model predicted outcomes as follows:

- Total Suspended Solids reduction: 82.3%
- Total Phosphorus reduction: 76.1%
- Total Nitrogen reduction: 49.5%

The above percentages provide are accepted as best practice for storm water treatment design.

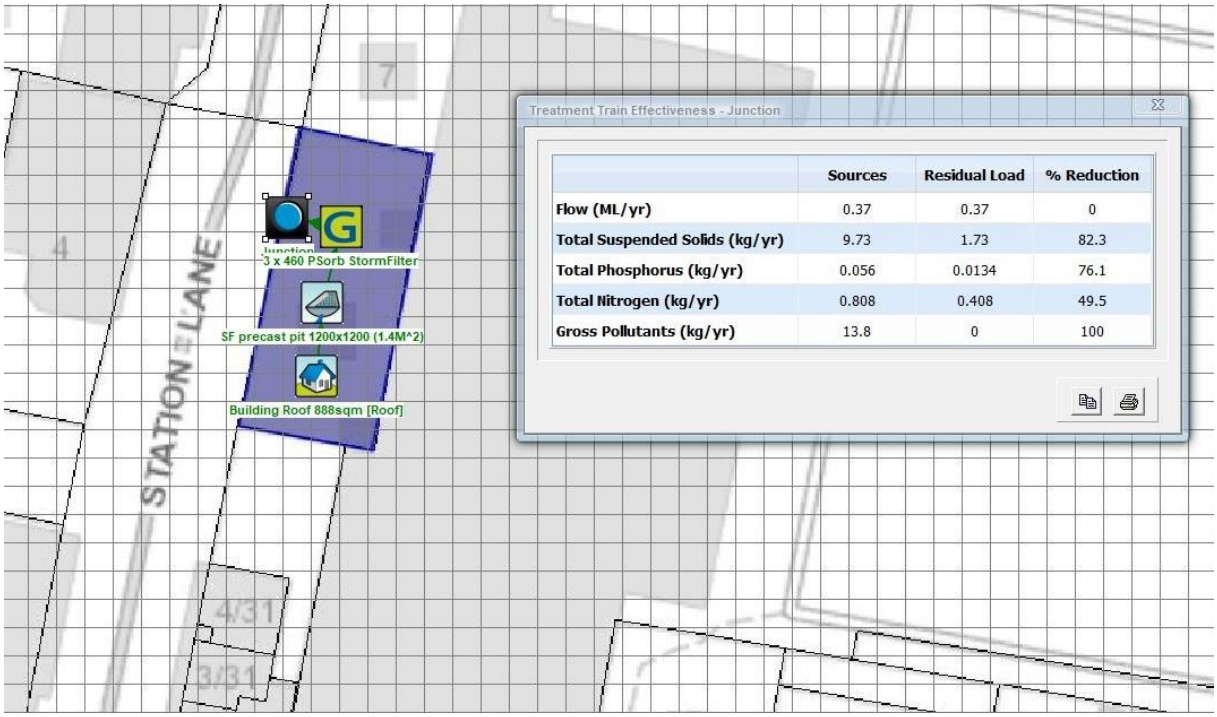
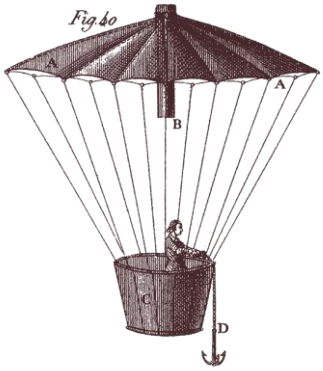


Figure 3*:* MUSIC V6.4.0 model treatment train diagram and effectiveness

5 Servicing Plans

The following drawings shall be read in conjunction with this report for a more detailed overview of the proposed development:

- C001 – Drawing Index plan
- C020 – Concept Siteworks Plan
- C040 – Concept Stormwater Plan
- C050 – Concept Sewer Plan
- C060 – Concept Water Plan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MIDSON traffic pty ltd

Rhondor Pty Ltd

Sorell Urgent Care Clinic
Traffic Impact Assessment

April 2025

CELEBRATING 15 YEARS
2008 - 2023

Contents

Figure Index

1. Introduction

1.1 Background

Midson Traffic were engaged by Rhondor Pty Ltd to prepare a traffic impact assessment for a proposed medical centre and pharmacy development at 5 Station Lane, Sorell.

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 – Sorell, 2021.

1.3 Statement of Qualification and Experience

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

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

- 29 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004

- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Chartered Professional Engineer (CPEng); Engineering Executive (EngExec); National Engineers Register (NER)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

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

1.5 Subject Site

The subject site is located at 5 Station Lane, Sorell. The site is currently vacant land that previously contained a commercial building. The subject site is integrated into the overall site of 27 Cole Street which contains a shopping centre.

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

Figure 1 Subject Site & Surrounding Road Network

Image Source: LIST Map, DPIPWE

1.6 Reference Resources

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

- Tasmanian Planning Scheme – Sorell, 2021 (Planning Scheme)
- Austroads, *Guide to Traffic Management,* Part 12: *Integrated Transport Assessments for Developments*, 2020
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2021
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- Transport NSW, *Guide to Traffic Impact Assessment*, 2024 (TfNSW Guide)
- Transport NSW, *Trip Generation Surveys Medical Centres Analysis Report*, 2015 (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 Station Lane, Cole Street, Tasman Highway and Dubs and Co Drive.

2.1.1 Station Lane

Station Lane is managed by Sorell Council serving as a collector road within the surrounding network. It is approximately 200 metres in length with one traffic lane in each direction and parallel kerbside parking along both sides. The default urban speed limit of 50 km/h is applicable to Station Lane.

The southern end of Station Lane connects to Cole Street (Arthur Highway) via a four-leg intersection controlled by traffic signals. This signalised junction provides a high level of control for traffic entering and leaving Station Lane, as well as safe crossing facilities for pedestrians. The Tasman Highway forms the southern approach to the signalised intersection.

At its northern end, Station Lane connects to Dub and Co Drive, which further connects to Western Hill Road. There is potential for westerly extension via Dub and Co Drive to access vacant land and connect to existing residential streets.

Traffic data was obtained from the Department of State Growth for the signalised intersection of Station Lane/ Cole Street/ Gordon Street for the last week of March 2025. The hourly weekday flow in Station Lane is summarised in Figure 2.

Station Lane carries a traffic volume of approximately 2,500 vehicles per day, with peaks of approximately 170 and 270 vehicles per hour during the AM and PM peaks respectively.

Station Lane provides access to various small commercial properties, some with private car parks. It also serves as a connection to the council bus transit centre and forms part of the eastern boundary of the Woolworths site.

Station Lane adjacent to the subject site is shown in Figure 3.

Figure 2 Station Lane Hourly Traffic Flow

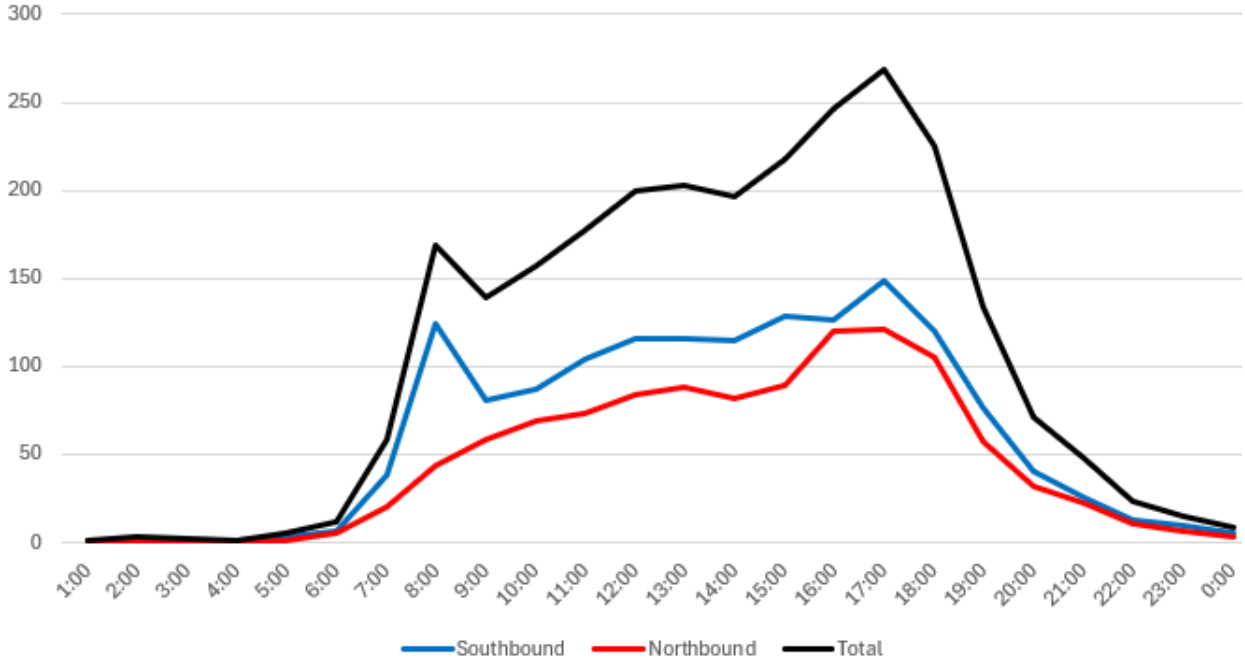


Figure 3 Station Lane

2.1.2 Cole Street

Cole Street (an extension of the Arthur Highway through Sorell) is classified as a Category 3 Regional Access Road under the Tasmanian State Road Hierarchy. It is managed by the Department of State Growth.

Within Sorell, Cole Street is designed to accommodate high volumes of through traffic while supporting local commercial activity. The road features one traffic lane in each direction with parallel kerbside parking on both sides.

East of Station Lane, Cole Street intersects with Western Hill Road at a roundabout, with Pelham Street forming the southern leg.

Cole Street has a traffic volume of approximately 7,900 vehicles per day through Sorell.

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 2020 and 28th February 2025 for the full length of Station Lane. A total of 4 crashes were reported during this period:

- 4:45pm, Friday 24th January 2020 – 'parking vehicles only' collision resulting in property damage only.
- 1:40pm, Friday 4th June 2021 – 'leaving parking' collision resulting in first aid at the scene.
- 10:15am, Wednesday 10th May 2023 – 'other same direction' collision resulting in property damage only.
- 4:00pm, Thursday 29th June 2023 – 'emerging from driveway' collision resulting in property damage only.

The crash locations are shown in Figure 4. The crash data does not provide any indication that there are existing road safety deficiencies in the network that may be exacerbated by traffic generated by the proposed development. The crash data is consistent with an urban road within a town centre, where minor parking related crashes and manoeuvring crashes are relatively common.

Figure 4 Crash Locations

Source: Department of State Growth

3. Proposed Development

3.1 Development Proposal

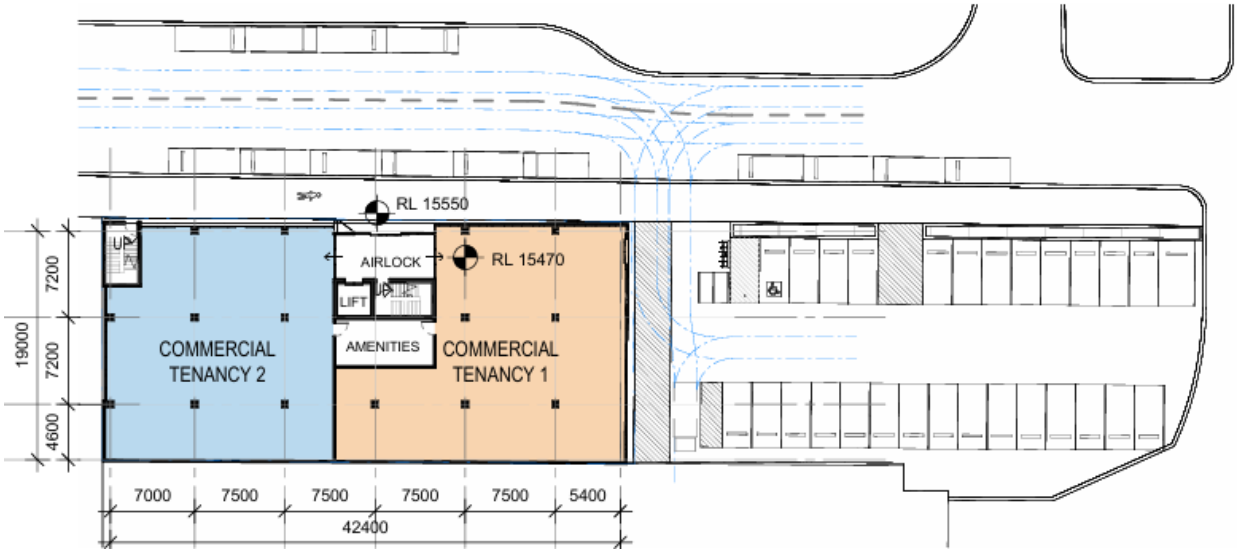
The proposed development involves the construction of a combined medical centre and pharmacy facility. The floor areas are as follows:

- Medical centre (spread over two levels) 1,114 m^2 with 10 medical practitioners
- Pharmacy (ground floor) 351 m^2

A total of 28 on-site car parking spaces are proposed with a single access to Station Lane. Bicycle parking and motorcycle parking (2 motorcycles) is also proposed.

The proposed development is shown in Figure 5.

Figure 5 Proposed Development Plans



4. Traffic Impacts

4.1 Trip Generation

The TfNSW Guide was referenced to determine the likely traffic generation associated with the proposed development.

4.1.1 Medical Centre Trip Generation

The proposed development consists of a medical centre (1,114 m² GFA) and pharmacy (351 m² GFA) with high potential for shared patronage between the two components.

For the medical centre component, the TfNSW Guide specifies the following trip generation equations (where R = number of practitioners or consulting rooms = 10):

- Peak hour = $0.0314 \times R^2 + 6.1122 \times R + 8.0607$ = 69 trips per hour
- Total daily = $0.1544 \times R^2 + 38.456 \times R + 8.6803$ = 394 vehicles per day

This equates to person trips, which will be undertaken by various modes of transportation (walk, drive, bus, etc). The TfNSW Guide states that car trips account for 74% to 96% for medical centres. A rate of 80% car trips has been adopted for this TfNSW to account for the fact that it is located in a town centre environment with good accessibility for public transport and active transport modes.

The traffic generation for the medical centre component will therefore be:

- Peak hour vehicle trips 55 vehicles per hour
- Daily vehicle trips 315 vehicles per day

4.1.2 Pharmacy Trip Generation

The pharmacy (retail) component has been assessed using small shopping centre rates from the TfNSW Guide, which recommends the following:

- AM peak hour vehicle generation = 0.192 x GFA = 67 vehicles per hour
- PM peak hour vehicle generation = 0.259 x GFA = 91 vehicles per hour
- Daily vehicle generation = 2.022 x GFA = 710 vehicles per day

Considering the complementary nature of these uses and likelihood of shared trips between tenancies, a 25% reduction factor has been applied to the pharmacy component, resulting in 68 vehicles per hour during the PM peak period. The daily traffic generation for the pharmacy component will be 532 vehicles per day.

4.1.3 Total Traffic Generation

The total estimated traffic generation for the development is as follows:

- AM peak hour vehicle generation = 105 vehicle trips per hour
- PM peak hour vehicle generation = 146 vehicle trips per hour
- Daily vehicle generation = 1,025 vehicle trips per day

4.2 Trip Assignment

Based on the connectivity of the subject site with the surrounding road network, the dominant vehicle movements at the site's access will be right-in/ left-out. This is due to the proximity of the Cole Street intersection.

It is also noted that many of the trips associated with the proposed development will be experienced in other areas of the surrounding network, including nearby on-street and off-street parking areas.

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 site is vacant land. The traffic generation associated with the previously approved development was calculated to be 144 vehicles per day. The traffic generation of 1,025 vehicles per day for the proposed development has been assumed to not satisfy the requirements of the Acceptable Solution A1 of Clause C3.5.1 of the Planning Scheme.

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

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

The following is relevant with respect to the proposed development:

a. Increase in traffic. The traffic generation of the proposed development will be in the order of 1,025 vehicles per day with a peak of 146 vehicles per hour. This represents a peak of slightly less than 1 vehicle movement every 2.5 minutes during peak periods. It is further noted that not all traffic generation will be experienced at the site's access, but in other areas of the surrounding road network (ie. On-street and off-street parking areas). This level of traffic generation can be readily absorbed at the access at a high level of efficiency.

b. Nature of traffic. All traffic will be cars. The nature of the traffic generation is compatible with the traffic currently utilising Station Lane.

c. Nature of road. Station Lane is a local access road within a commercial area. Commercial properties are located on both sides of the road and on-street public parking is provided along its length.

d. Speed limit and traffic flow. Station Lane has a speed limit of 50-km/h and a traffic volume of approximately 2,000 vehicles per day. The traffic flow and speed limit are compatible with the traffic generation of the proposed development.

e. Alternative access. No alternative access is considered possible or necessary.

f. Need for use. The access is required to service the on-site car parking area.

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

h. Road authority advice. The road authority requires a TIA to assess the access impacts on the road.

Based on the above assessment the traffic generation at the access satisfies the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme.

4.4 Sight Distance

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

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

The available sight distance exceeds this requirement at the proposed access driveway on Station Lane in both directions.

4.5 Pedestrian Impacts

The proposed development is likely to generate some pedestrian activity in the network. The existing footpath infrastructure is considered to be of a high standard in the existing road network to cater for these pedestrian movements. Footpaths are provided on both sides of Station Lane and pedestrian phasing is incorporated into the traffic signals at Cole Street.

With regards to the proposed car park associated with the development, the Acceptable Solution A1 of Clause C2.6.5 of the Planning Scheme states:

> *"Uses that require 10 or more car parking spaces must:*
>
> *(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:*
>
> *(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or*
>
> *(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and*
>
> *(b) be signed and line marked at points where pedestrians cross access ways or parking aisles".*

The following is relevant with respect to the development proposal:

a. A footpath is provided along the southern edge of the car park, satisfying the requirements of A1:C2.6.5. This path is only accessible for pedestrians parked on the southern side of the parking aisle. No corresponding footpath is provided on the northern side of the aisle.
b. No pedestrian crossing location is provided within the car park.

Based on the above, the design of the car parking does not satisfy the requirements of Acceptable Solution A1 of Clause C2.6.5 of the Planning Scheme.

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

> *"Safe and convenient pedestrian access must be provided within parking areas, having regard to:*
>
> *(a) the characteristics of the site;*
>
> *(b) the nature of the use;*
>
> *(c) the number of parking spaces;*
>
> *(d) the frequency of vehicle movements;*
>
> *(e) the needs of persons with a disability;*
>
> *(f) the location and number of footpath crossings;*
>
> *(g) vehicle and pedestrian traffic safety;*

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

(i) any protective devices proposed for pedestrian safety".

The following is relevant with respect to the development:

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

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

c. Number of parking spaces. A total of 28 on-site parking spaces are provided within the car park. Parking spaces are evenly distributed on both sides of the parking aisle.

d. Frequency of vehicle movements. The peak traffic generation will be 146 vehicles per hour, which represents slightly less than 1 vehicle movement every 2.5 minutes on average. The low traffic generation coupled with the low vehicle speeds will result in an acceptable safety environment for shared use between pedestrians and vehicles.

e. Needs of persons with a disability. One disabled parking space is provided within the car park.

f. Location and number of footpath crossings. Not applicable.

g. Vehicle and pedestrian safety. A 1-metre footpath is provided along the southern side of the car park, separated from the central manoeuvring aisle. As noted in d above, the low traffic generation coupled with the low vehicle speeds will result in an acceptable safety environment for shared use between pedestrians and cars.

h. Location of access ways or parking aisles. The development has a relatively simple layout with a central aisle and parking is accessed at 90-degrees to the aisles.

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

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

4.6 Road Safety Impacts

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

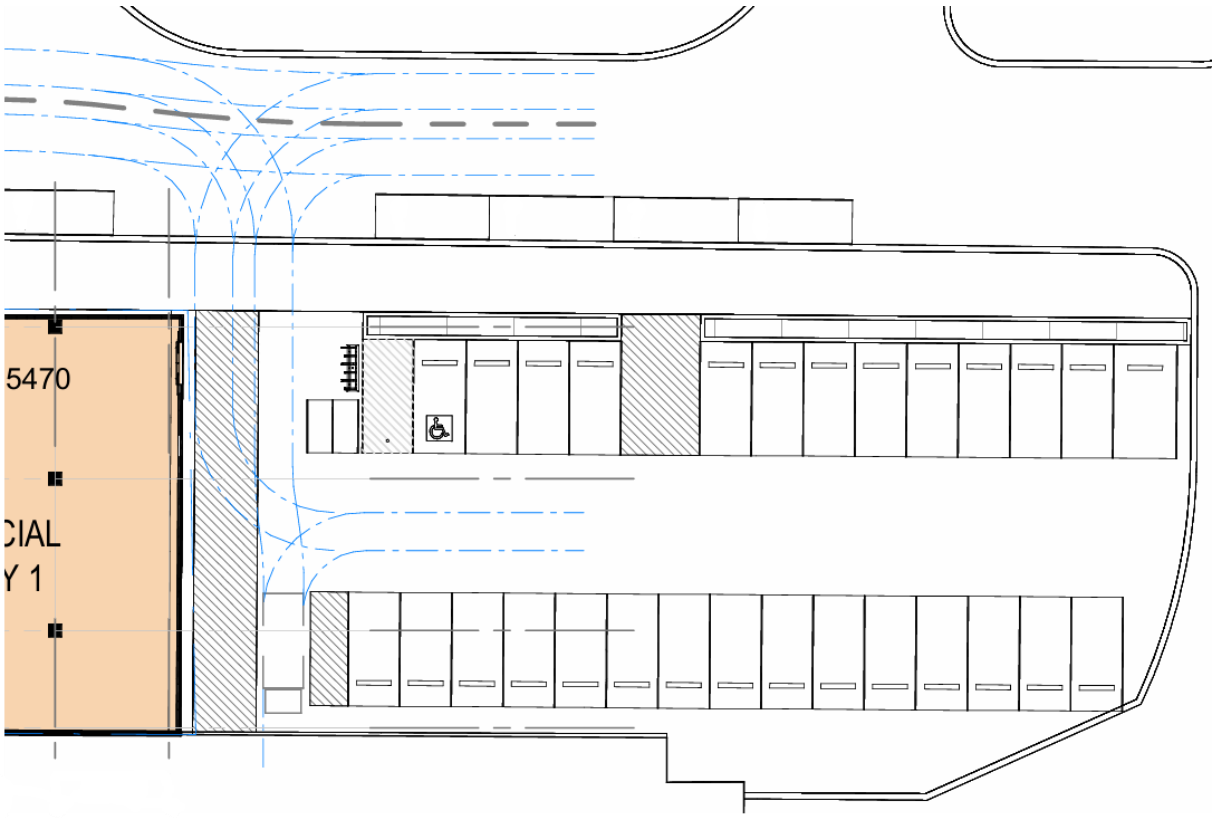
- The existing crash history of within the surrounding network does not indicate that there are any road safety deficiencies that would be exacerbated by the proposed development.
- The traffic generation of the proposed development is considered to be relatively low, in the order of 146 vehicles per hour during peak periods. The traffic generation therefore will not alter the level of service of any part of the transport network.
- Access to the proposed development is located within a low speed/ low volume traffic environment. All traffic movements into and out of the site will be clear and obvious for other road users.

5. Parking Assessment

5.1 Parking Provision

A total of 28 on-site car parking spaces are proposed, including 1 disabled parking space. The parking layout is shown in Figure 6.

Figure 6 Car Parking Layout



5.2 Empirical Parking Demand

The empirical parking demand was calculated using the TfNSW Guide. The Medical Centres survey report provides parking demand calculations by number of medical practitioners and floor area. Using the 'Regional Sites' data, the following parking demands are noted:

- Peak parking demand per doctor. 10 doctors x 3.0 spaces per doctor = 30 spaces
- Peak parking accumulation per 100m2 GFA. 1,114m^2 / 100 x 4.3 = 48 spaces

On this basis it is assumed that the likely parking demand will be between 30 and 48 spaces. Given that the number of medical practitioners is relatively low for the total floor area when compared to the survey

sites within the Medical Centres survey report. On this basis the likely parking demand of 30 spaces has been adopted, based on the number of medical practitioners rather than floor area.

According to the TfNSW Guide, the pharmacy component of the development is likely to have a demand of 1 space per 30m^2 of floor area, equating to 12 spaces.

This gives a combined total of 42 parking spaces (30 + 12) when calculated in aggregate.

However, there will be a high degree of shared use between the two tenancies, with patients visiting the medical centre and pharmacy in one trip. On this basis the principles of shared principles are applicable. Section 8.2.2 of the TfNSW Guide, particularly "Shared parking arrangements." recognises that different uses may have complementary peak demand times or that visitors may visit multiple tenancies in one trip.

Assuming 25% of pharmacy customers will also be medical centre patients, we can reduce the pharmacy parking by this percentage. The shared parking reduction factor justification can be found in Section 5.4.

- Adjusted pharmacy parking: 12 × 0.75 = 9 spaces
- Total adjusted parking demand: 30 + 9 = 39 spaces

Therefore, the likely parking demand for the development would be approximately 39 parking spaces. The provision of 28 spaces therefore results in some peak parking demand experienced elsewhere in the network (on-street parking, as well as customers from nearby parking areas through shared trips associated with other land uses).

5.3 Sorell Parking Supply

There is a large supply of off-street parking near the subject site. This comprises of the following:

- The Woolworths site provides substantial off-street parking with 376 spaces.
- Bus transit centre off Station Lane with 87 dedicated parking spaces designed to support park-and-ride commuters.

Similarly, there is a large pool of nearby on-street parking. This consists of the following:

- 20 spaces in Station Lane (1-hour time restricted).
- 27 spaces in Cole Street between Station Lane and Weston Hill Road (1-hour time restricted).

General observations indicate that the on-street parking demand in Station Lane is relatively low, with the majority of spaces available throughout business hours. Higher parking demands were noted in Cole Street. The one-hour time restrictions on the parking spaces in both streets results in a relatively high turnover of parking throughout the day.

Parking surveys were conducted within the Woolworths car park in December 2022 (pre-Christmas peak trading period). The survey results are summarised as follows:

- Maximum Demand: 214 vehicles (57% occupancy) on Thursday at 5:00pm.
- Minimum Demand: 48 vehicles (13% occupancy) on Sunday morning.
- Available Spaces at Peak: 162 spaces remained unoccupied at maximum demand.
- Demand Range: 13% to 57% of available spaces used.

It is noted that there is a relatively large pool of on-street parking beyond these areas.

5.4 Shared Parking Principles

The proposed development is situated in the town centre of Sorell and as such the principles of shared parking will be applicable. In busy commercial areas it is common for trips to be undertaken that result in several destinations within the area requiring only one parking manoeuvre. That is, patrons visit more than one destination within the area whist only utilising one parking space.

The principles of shared parking are best outlined by the following extract from the text: Parking Policy, Design and Data, Young, W., 1991.

> *"There are many locations where a number of different land uses are located in close proximity. These areas have been termed mixed use or multi-use areas and tend to exhibit different characteristics to single use developments. These differences are exhibited in three ways:*
>
> - *The dependence of one land use on activities generated by other land uses,*
> - *The recognition that a parking space can be shared by several users. This is often referred to as shared parking, and*
> - *The tendency, in situations where an aggregate of single uses exist, for a principal trip (perhaps a motorised trip) to result in a number of short trips (walk trip) from the initial destination.*
>
> *In complex land uses, it is not uncommon for the three characteristics to occur concurrently. Accordingly, where complex land uses exist, the parking needs should not be calculated by adding the individual land use needs. The peak demand for parking in shared parking facilities must take into account the parking demand for each generator, displacing them temporally to determine the maximum demand. Further, the use of time, user and area access restrictions can be relaxed to take into account the complementarity of parking demands.*
>
> *In an overall urban context, some city parking management plans have considered joint use parking promotion in which developers of centre city sites are allowed to use municipal parking facilities to satisfy parking requirements provided that demand patterns for multiple users do not conflict. They may also develop a neighbourhood shopping district parking programme which will provide short term parking areas facing a shortage of such spaces.*
>
> *The development of multi-use facilities has opened a new dimension in parking policy. The provision of public parking places through cash in lieu systems have been used to enable more efficient use*

of parking facilities. Further, parking credits for existing public parking provide a basis for recognising that existing developments have a certain share of public parking devoted to their use."

These shared parking principles are also discussed in Section 8.2.2 of the TfNSW Guide. It states that shared parking is a car parking management approach that allows multiple land uses or businesses within a development to share parking spaces based on varying peak demand patterns. The key benefits include:

- Taking advantage of different demand profiles and peak periods between individual land uses.
- Increasing overall parking utilisation efficiency.
- Reducing the total provision of parking required.

In the Sorell township context, there is a mix of land uses ranging from shopping centres, smaller shops, government agencies, offices, service outlets, sporting facilities, etc. This is coupled with a large supply of on and off street parking in the surrounding area that has been managed to cater for typical parking demands for these uses (ranging from commuter parking, short term parking, loading facilities and public transport parking). The overall parking supply within Sorell in close proximity to the subject site is detailed in Section 5.3.

In the context of the proposed development, it is likely that patrons of the proposed development will include staff of nearby businesses or residents that may already be parked within the area and will not require an additional parking space. It is further noted that the subject site is well serviced by public transport, with buses operating on a regular basis near the proposed development, as well as the Sorell Bus Interchange located a short distance from the subject site.

The shared parking between the proposed medical centre and the pharmacy is also apparent. To better understand the dynamics between medical centres and pharmacies, a survey was undertaken by Midson Traffic at the Wentworth Pharmacy at 178 Clarence Street, Bellerive in 2011. It was found that of those patrons that visited the pharmacy, 20% also visited more than one other neighbouring land use.

A survey was also undertaken by Midson Traffic at Top of the Town in Upper Burnie in January 2011 also indicated that a large proportion of doctor's surgery patients also visited the nearby pharmacy in one trip.

A similar survey undertaken at the Elizabeth Hope Pharmacy in Glenorchy in 2007 indicated that 47% of all patrons who visited either the doctors or the pharmacy also visited at least one another establishment nearby (ie. went to the doctors and the pharmacy in one trip and vice versa). It was further noted in the survey that 39% of all patrons visited two or more sites nearby in one trip (such as went to doctors, then pharmacy, then supermarket, etc).

5.5 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".

Whilst the subject site previously contained a commercial development, the current site is a vacant lot. Therefore the development has been considered in isolation.

The requirements of Table C2.1 are as follows:

- Retail (pharmacy). 1 space per 30m^2 of floor area = 12 spaces
- Doctors surgery, clinic, consulting room. 4 spaces per practitioner = 40 spaces
- Total = 52 spaces

The provision of 28 spaces therefore is therefore a shortfall of 24 spaces in accordance with Table C2.1 requirements. The proposed development does not satisfy the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme.

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

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

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

(b) the ability of multiple users to share spaces because of: (i) variations in car parking demand over time; or (ii) efficiencies gained by consolidation of car parking spaces;

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

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

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

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

(g) the effect on streetscape; and

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

The following is relevant with respect to the development proposal:

a. Off-street public parking. There is a large pool of available off-street public parking within the Woolworths car park. Previous parking surveys indicate that the peak parking demand results in a spare capacity of 162 spaces. This spare capacity more than adequately accommodates the shortall associated with the proposed development. This is documented in Section 5.3.

b. Shared parking. The proposed development is located within a town centre environment and therefore will have a high degree of shared parking as documented in Section 5.4.

c. Public transport. The proposed development is located within Sorell town centre which has good provision of public transport along Cole Street.

d. Alternative transport. The proposed development is located within close proximity to commercial sites and residential dwellings. It is therefore likely that patients and customers will access the site as pedestrians from these nearby areas.

e. Site constraints. The site is relatively constrained. The provision of the requirements of Table C2.1 on the site would likely result in a multi-storey car park, which is considered unfeasible.

f. On street parking. There is a large pool of nearby public on-street car parking available as documented in Section 5.3.

g. Streetscape. Not applicable.

Parking demands. The parking demands of the proposed development will be lower than the requirements of Table C2.1. The likely parking demand will be 39 cars, resulting in a shortfall of 11 spaces as documented in Section 5.4.

Based on the above assessment, the proposed development satisfies the requirements of Performance Criteria P1 of Clause C2.5.1 of the Planning Scheme. Notably:

- The actual parking demands will be lower than Table C2.1 requirements, resulting in a relatively small shortfall of 11 spaces.
- The shortfall of parking can be readily accommodated in the nearby on-street and off-street parking supply. Parking surveys indicate that there is a large pool of available parking that can accommodate the parking demands associated with the development.
- The proposed development is located in a town centre environment which will result in shared trips between nearby land uses.

5.6 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 parking layout was assessed against the requirements of AS2890.1 (A1.1(b)) in the following sections.

5.6.1 Space Dimensions

AS2890.1 defines the car parking as User Class 2, '*long-term city and town centre parking'* (consistent with existing 3P time restrictions within the car park). The parking dimensions associated with User Class 2 are:

- Space length 5.4 metres
- Space width 2.5 metres
- Aisle width 5.8 metres

All parking spaces proposed comply with these dimensional requirements, noting that the aisle width exceeds the minimum requirement (6.6 metres provided).

5.6.2 Parking Grade

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

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

All parking spaces and manoeuvring areas have slopes that are less than the above values.

5.6.3 Ramp Grade

Ramp grades accessing the car park are effectively level. Maximum grades of 25% are permitted under AS2890.1 for short lengths (AS2890.1, Section 2.5.3).

5.6.4 AS2890.1 Assessment Summary

The Acceptable Solution A1 of Clause C2.6.2 of the Planning Scheme is met.

5.7 Bicycle Parking

The Acceptable Solution A1 of Clause C2.5.2 of the Planning Scheme states:

"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".

The number of motorcycle parking spaces in Table C2.1 specifies the following:

- Medical centre. 2 bicycle spaces for each 8 practitioners.
- Pharmacy. 1 bicycle space for each 100m^2 GFA.

This equates to a requirement for 5 bicycle spaces. This quantity of bicycle parking is provided, thus satisfying the requirements of Acceptable Solution A1 of Clause C2.5.3 of the Planning Scheme.

5.8 Motorcycle Parking

The Acceptable Solution A1 of Clause C2.5.3 of the Planning Scheme states "*The number of on-site motorcycle parking spaces for all uses must be no less than the number specified in Table C2.4*".

Table C2.4 specifies a requirement for 1 motorcycle space for the provision of 28 car parking spaces. The proposed development provides two motorcycle parking spaces, thus satisfying the requirements of Acceptable Solution A1 of Clause C2.5.3 of the Planning Scheme.

6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed medical centre and pharmacy development at 5 Station Lane, Sorell.

The key findings of the TIA are summarised as follows:

- The traffic generation of the development is likely to be 1,025 vehicles per day with a peak generation of 146 vehicles per hour.
- The traffic generation at the development's accesses meets the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme.
- The pedestrian infrastructure within the on-site car park meets the requirements of Performance Criteria P1 of Clause C2.6.5 of the Planning Scheme.
- The car parking provision of 28 on-site parking spaces meets the requirements of Performance Criteria P1 of Clause C2.5.1 of the Planning Scheme. The actual parking demands associated with the proposed development are likely to be 39 spaces. There is a large pool of nearby parking available to accommodate the shortfall of on-site parking.
- The car parking layout of the development meets the requirements of Acceptable Solution A1.1(b) of Clause C2.6.2 of the Planning Scheme.

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

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Document Status

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0	Keith Midson	Zara Kacic-Midson	29 March 2025
1	Keith Midson	Zara Kacic-Midson	31 March 2025
2	Keith Midson	Zara Kacic-Midson	28 April 2025

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ADDENDUM TO MEMO 24 October 2022 FOR DA 2022 / 9 - 1-COMMERCIAL/ RETAIL BUILDING AT 5 STATION LANE, SORELL

29/05/2025

1. Introduction:

In October 2022 Hydrodynamica produced a memo to address E15 Inundation Prone Area Code under the Sorell Interim Planning Scheme. The proposal, since approved under DA2022/9-1, was for a three-storey Commercial/Retail building at 5 Station Lane, Sorell.

The new proposal is for a change of use of the development to an medical centre / doctors clinic. This proposal includes some internal and external changes to approved building, including a reduction in gross floor height. Sorell Council has requested that the Flood-prone Areas Hazard Code be addressed for the new proposal. Given that the physical size and siting of the new building is the same as previously approved, Council has said they would allow an addendum to our 2022 memo, rather than relying on new modelling.

2. Modelling and analysis

In 2022 Sorell Council provided mapping of the 1% AEP flood depth, refer to Figure 1 of the 2022 Memo. The mapping showed minor flooding ranging from 0 to 100mm on the existing site. The flood map, and contributing modelling was assessed and it was evident that the minor flooding present on the development site was probably due to water ponding in a localised depression, and without private pipe and pit drainage modelled. It was stated that placing a roof over most of the site would direct a significant proportion of stormwater to the public stormwater system and prevent ponding. The Sorell Rivulet was ruled out as a source of flooding.

For this addendum the Tasmanian Strategic Flood Maps (TSFM) were examined. These confirm that there is no impact on the site from rivulet flooding in the 1% AEP climate change event, and that the local overland 1% AEP climate change flooding is predicted to be minor in nature. Refer to Figure 1A. Figure 5 in the 2022 Memo shows the flood hazard categories and definitions which are shown in Figure 1A.

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Figure 1A. Tasmanian Strategic Flood Mapping (https://www.ses.tas.gov.au/floodmaps/) Flood Hazards

Figure 1A shows only a very small overlap with the site and the TSFM. The TSFM has limitations given its large grid size and lack of modelled public and private minor drainage system (pipe and pit) infrastructure.

In the 2022 assessment Hydrodynamica produced very conservative pre and post-development modelling for the 1% AEP climate change event. These were presented as Figure 10 in the 2022 memo, and are provided again here as Figure 2A. It should be noted that since this modelling was undertaken Australian Rainfall and Runoff and the Bureau of Meteorology have revised their climate change rainfall intensity predictions. These predictions now vary depending on storm duration, rather than given as a flat increase in intensity for every duration. However, given our 2022 model used an extremely conservative volumetric runoff factor of 90%, those results are still likely very conservative.

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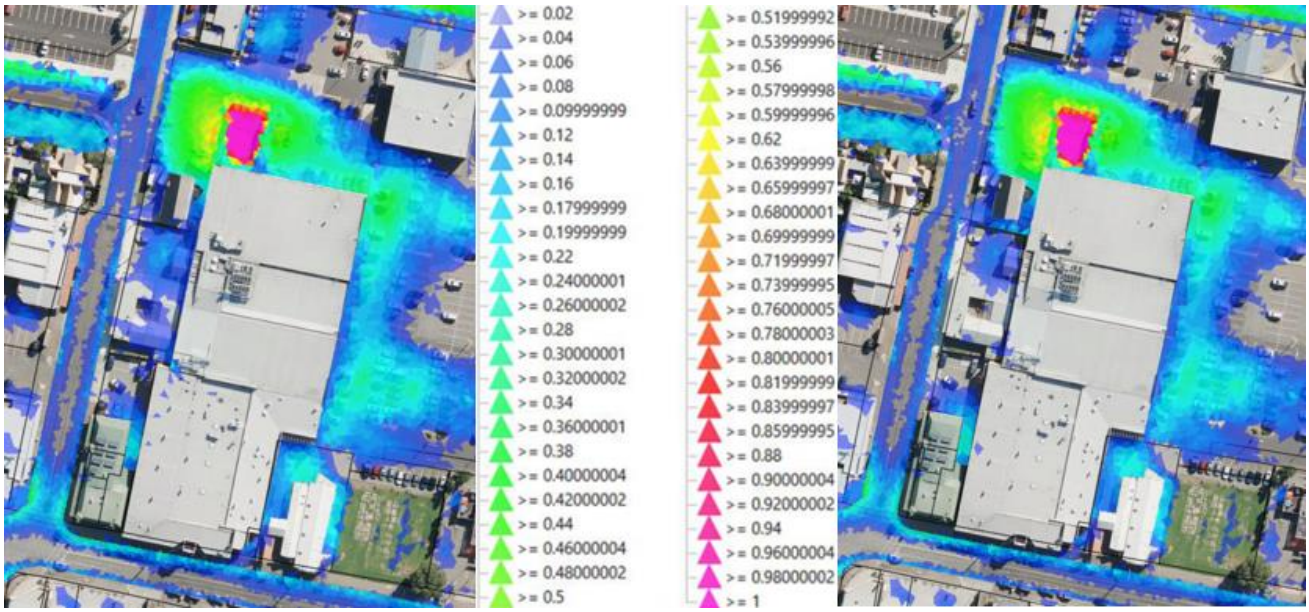

Figure 2A. 1% AEP CC Pre (left) and Post development (right) flood depths

It was noted that the post-development flood depth on the development site is a result of water falling and sitting on a depression on the roof of the building, rather than it being actual flooding impacting upon the development. Given the new proposed development footprint remains the same, it can therefore be stated that there is negligible change between the pre and post development flood scenarios.

3. Conclusion:

The 2022 Memo found that the results modelling by Hydrodynamica were more severe than those provided by Council, due to the model being more conservative for demonstrative purposes. However, despite the very conservative nature of the model, the risk of inundation of the proposed development is very low in all scenarios, including the climate change scenario. This remains true for the urgent care development proposal The Hazard Vulnerability Classification on the site remains low (H1) in all scenarios, and most 'flooding' is the result of ponding on the site, which will not occur when the site is mostly covered by roofing, properly drained and connected to the public stormwater system.

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4. Response to C12 Flood-Prone Areas Hazard Code

Responses to the performance criteria are provided in red:

C12.5.1 Uses within a flood-prone hazard area

P1.1 A change of use that, converts a non-habitable building to a habitable building, or a use involving a new habitable room within an existing building, within a flood-prone hazard area must have a tolerable risk, having regard to:

(a) the location of the building;

Not applicable. The proposal is not converting a non-habitable building to a habitable building and it is not a proposal for a use involving a new habitable room within an existing building.

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

As above. Not applicable.

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

As above. Not applicable.

P1.2 A flood hazard report also demonstrates that:

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

Modelling demonstrated that there is no increase in the level of risk.

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

Tolerable risk in the 1% AEP CC event is maintained without requiring flood protection measures.

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C12.5.2 Critical use, hazardous use or vulnerable use

P1 A critical, hazardous, or vulnerable use within a flood-prone hazard area must achieve a tolerable level of risk from flood, having regard to:

(a) the type form and duration of the use: and

Flood was mapping is provided for the peak 1% AEP climate change flood. Assuming some flow is intercepted by the site directly north of the development, which again is unlikely, these flows are a H1 class which, combined with an insignificant consequence, results in a low risk. Ensuring the floor level of the development is not built on existing ground level, and has a minimum FFL of 200mm above the current surface, will ensure a tolerable risk in the 1% AEP climate change flood.

(b) a flood hazard report that demonstrates that:

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

No increase in the level of risk. No hazard reduction measures required.

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

Tolerable risk in the 1% AEP CC event is maintained without requiring flood protection measures.

P2 In addition to the requirements in clause C12.5.2 P1, a critical use within a flood-prone hazard area must achieve and maintain a tolerable risk, having regard to:

(a) the ability of the use to function and maintain service during the flood event and recovery period;

Service will be maintained during a flood event, and no recovery will be necessary.

(b) any interruption to the operation of the critical use in locations external to the immediate impact of the flood;

Service will not be interrupted.

(c) the creation of risk to the health or safety of people from damage or disruption to:

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(i) a water supply service; or

Not applicable.

(ii) the drainage and treatment of waste water;

Not applicable.

(d) the advice contained in a flood hazard report; and

Nominal floor level freeboard above natural surface recommended only. Refer to C12.6.1 P1.1.

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

No advice.

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

P1.1 Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to:

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

Flood was mapping is provided for the peak 1% AEP climate change flood. Assuming some flow is intercepted by the site directly north of the development, which again is unlikely, these flows are a H1 class which, combined with an insignificant consequence, results in a low risk. Ensuring the floor level of the development is not built on existing ground level, and has a minimum FFL of 200mm above the current surface, will ensure a tolerable risk in the 1% AEP climate change flood.

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

No increase in the level of risk. No hazard reduction measures required.

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

No advice.

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(d) the advice contained in a flood hazard report, and

FFL of 200mm above the current surface recommended.

P1.2 A flood hazard report also demonstrates that the building and works:

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

No flood contributed on the site, on adjacent land, or public infrastructure.

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

Tolerable risk in the 1% AEP CC event is maintained without requiring flood protection measures.

It is therefore concluded by the author that the development meets the performance criteria.

Cameron Oakley

CONSULTING ENGINEER

B.Tech, B.Eng (Hons), MBA

Licensed Building Services Provider No. 949718126

HYDRODYNAMICA

SORELL COUNCIL
PLANNING PERMIT DOCUMENT
This is the approved plan to which the below planning permit applies.
Permit No: 5.2022.9.1
Date Permit Issued: 16/05/2023
Signed:
SHANE WELLS

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MEMO **24 October 2022**

Re: DA 2022 / 9 - 1-COMMERCIAL/ RETAIL BUILDING AT 5 STATION LANE, SORELL

RESPONSE TO ITEM 5 ON RFI 16/02/2022 E15 INUNDATION PRONE AREAS CODE

Introduction:

This memo addresses Item 5 of the RFI sent to John Lewis from Sorell Council (SC) on 16 February 2022. Item 5 is as follows:

5. Council has draft inundation / flood mapping which is shown to potentially impacting your site (see attachment). Consequently as the property is deemed to be within Code E15.0 Inundation Prone Area, under the Sorell Interim Planning Scheme 2015, please provide evidence of compliance with this Code which may include an inundation vulnerability report that includes an inundation risk management plan, prepared by a suitably qualified person, in accordance with best practice guidelines which details;

   - the risk of inundation of the site, with respect to the proposed location and floor levels of buildings, within applicable timeframes (current, year 2050 and/or 2100); and

   - any inundation control measures or design features proposed to be employed to reduce risk to an acceptable level.

   - The report needs to address the performance criteria of clauses E15.7.4 P3, E15.7.5 P1 & E15.7.5 P2 of Code E15.0 Inundation Prone Areas Code – Riverine.

The proposed 'Sorell Central' development is a multi-storey development which will occupy most of the site. It will back directly on to the existing Woolworths supermarket at no. 27 Cole Street.

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Sorell Council provided mapping of the 1% AEP flood depth with the RFI, shown for reference in Figure 1. It is understood that this mapping is derived from modelling undertaken by Entura in 2020.

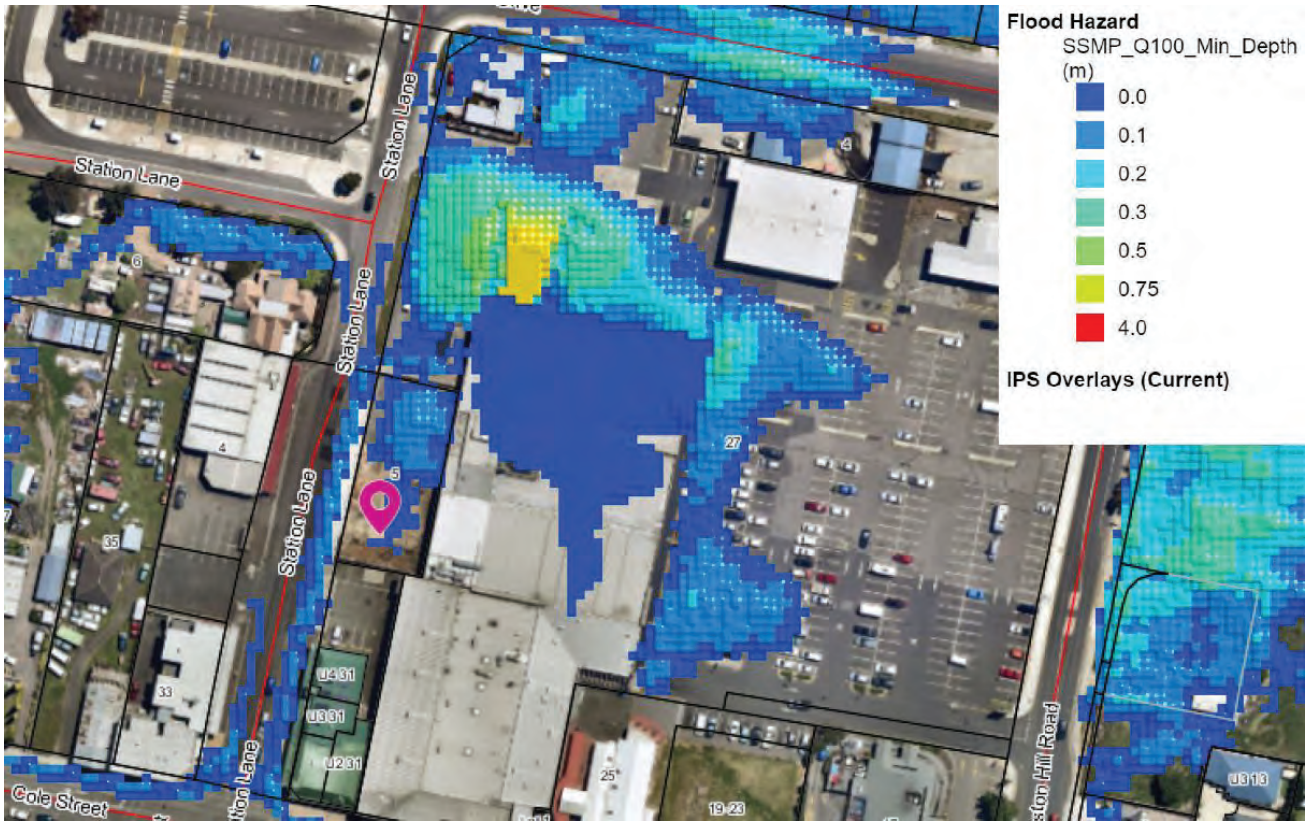

Figure 1. Sorell Council Flood Hazard Mapping

The flood footprint in Figure 1 shows minor flooding in the 1% AEP, ranging from 0 to approximately 100mm on the site. This would provide minimal risk the proposed development assuming nominal finished floor levels are provided.

Although the public pipe and pit stormwater infrastructure seems to have been used in the Entura modelling, it is unlikely that private stormwater infrastructure, such as the pits and pipes servicing Woolworths and the large carpark, were surveyed or modelled for the production of the flood map. Therefore, it is likely that the modelled flood footprint in Figure 1 is greater than what would be anticipated in the 1% AEP, if private drainage of Woolworths carpark and surrounding businesses was included in the model.

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It is also evident that shallow flooding has been allowed to pass *through* buildings in the model. This is probably due to the model having been set up using a high Manning's roughness area for the building polygons in the catchment. While this is a typical 2D modelling process which prevents overland flooding from being 'stuck' against buildings, it does not necessarily capture the complex nature of flooding in and around those structures.

Also, the minor flooding present on the development site seems to be due to it being a local depression, without private drainage. Putting a roof over the majority of the site would direct a significant proportion of stormwater to the public stormwater system and prevent ponding.

In addition to the mapping supplied, the Sorell Interim Planning Scheme identifies flooding of the Sorell Rivulet in their 'river inundation hazard area' for the 1% AEP, as shown in Figure 2. At its nearest point, 1% AEP flooding from the rivulet is 300 metres from the development site. The rivulet can therefore be discounted as a source of flooding impacting no. 5 Station Lane.

Figure 2. Sorell Interim Planning Scheme 2015 1% AEP Riverine Inundation Hazard Area Overlay

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Description of flood mechanisms:

In order to confirm the possible flooding mechanisms in and around the development site a basic rain-on-grid model was produced for the catchment. This model assumed an extremely conservative fraction impervious of *90%* for the entire catchment, which extends north to the Low-Density Residential Zoning at the intersection of Weston Hill Road and Gatehouse Drive.

Buildings in the vicinity of the development site were represented as polygons with a Manning's roughness of 1. This means the modelled buildings are pervious, but somewhat resistant to flow through them.

The model utilised the Greater Hobart 2013 1 metre digital elevation model (DEM) available on ELVIS (https://elevation.fsdf.org.au/). The model assumed no public or private stormwater systems within the catchment. Roads with kerb and channel were dropped 150mm to ensure definition of the kerb line. The flow directions are shown below:

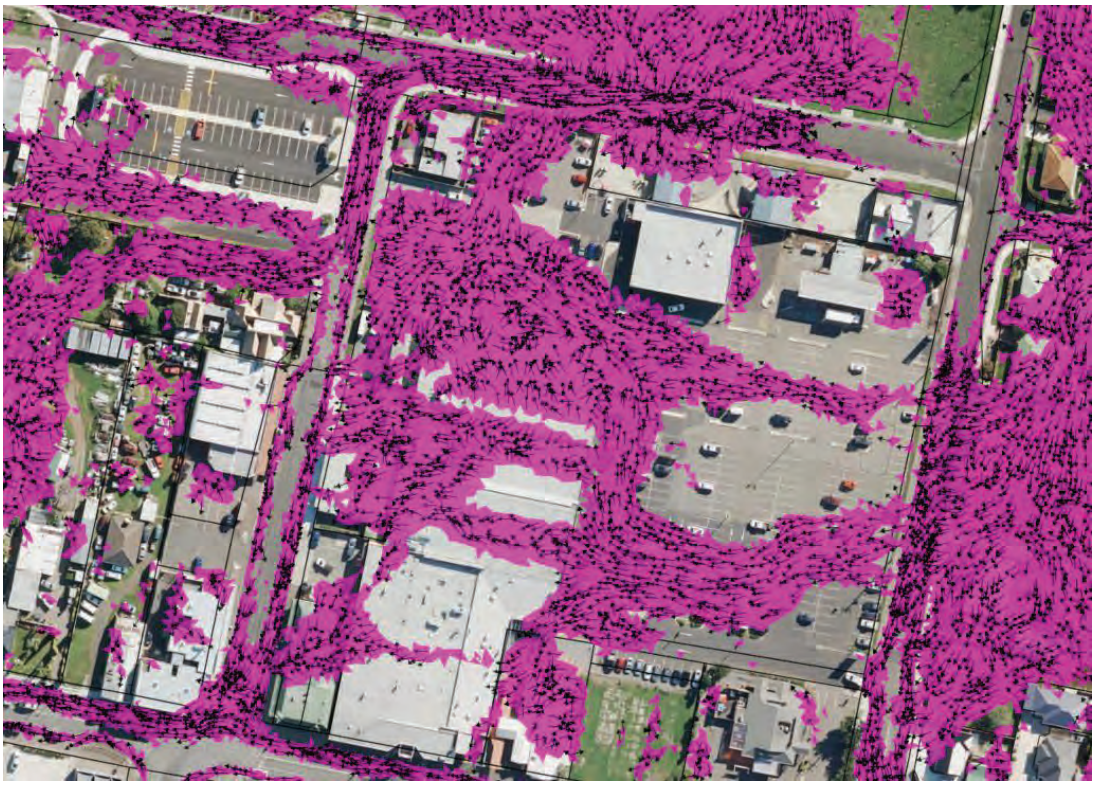

Figure 3. Indicative pre-development flow paths, resulting from a basic but conservative rain-on-grid model (depths >20mm)

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Figure 3 shows modelled flows impacting on the development site originating from two sources:

1. Spill from the Woolworths loading bay; and
2. From Weston Hill Road and the carpark to the east, including *through* the supermarket

Rainfall falling directly on the site probably also contributes nominally to the footprint.

Referring back to Figure 1 it shows an anomalous flood area at the north-west corner of the Woolworths building, significantly deeper than the surrounding flooding. This is occurring in the ramp down into the loading bay, with the mapped flooding effectively being held against the bay doors and filling the ramp. The ramp and loading bay can be seen in Figure 4.

Figure 4. Woolworths loading bay area (Google Streetview & LISTmap)

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Unless the doors have a water-tight seal flooding would actually enter the building here, assuming their private drainage was inadequate. It is understood the loading bay floor level is lower that the level of the adjacent development site. If this is the case, then more 'detention' volume is available inside Woolworths. This would reduce the flooding on 5 Station Lane in comparison to that shown in the flood mapping.

Flood modelling and results:

Our 1% AEP modelling results in a peak flood depth in of 184mm in the proposed development site. This compares to Sorell Councils 1% AEP mapping which results in depths of up to approximately 100mm in the development site. It must be reiterated that results shown in Figure 3 are much less likely to occur than in a 1% AEP, due to:

- The assumption that the entire contributing catchment, which extends north to the Low-Density Residential Zoning at the intersection of Weston Hill Road and Gatehouse Drive, is 90% impervious
- No pipes and pits of any kind were modelled, which would mitigate overland flooding.
- The Woolworths loading bay is unlikely to be watertight. Flooding in the loading bay would likely pass into the Woolworths building
- Shallow flooding from east to west directly *through* Woolworths is extremely unlikely. I would have to pass through solid walls

Figure 6 presents the Australian Rainfall and Runoff 2019 flood Hazard Vulnerability Classifications (HVCs) during the 1% AEP, from our conservative model. The HVCs definitions are a function of flood velocity and depth, as per the flood hazard curves shown in Figure 5.

It can be seen that despite the conservative nature of the model, which is predicting worse flooding than Councils 1% AEP mapping, the HVC on the development site is the lowest class, H1. H1 is defined as 'generally safe for people, vehicles and buildings'.

The post-development results, shown in Figure 7, give very similar results after including the proposed19.8m x 43.2m building on the development site. It can be seen that there is negligible change in the flood footprint and HVCs.

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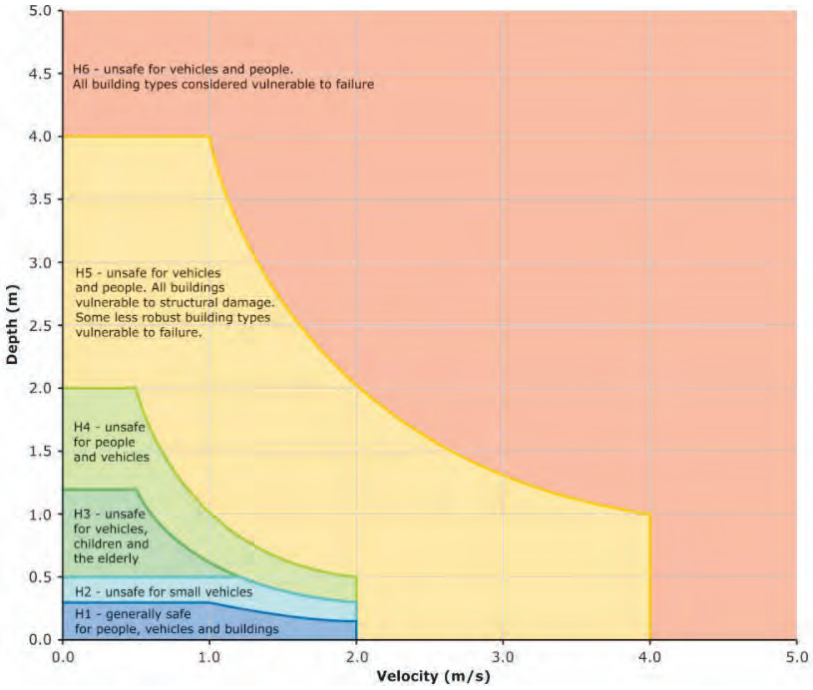

Figure 5. Australian Rainfall & Runoff 2019 Flood Hazard Curves

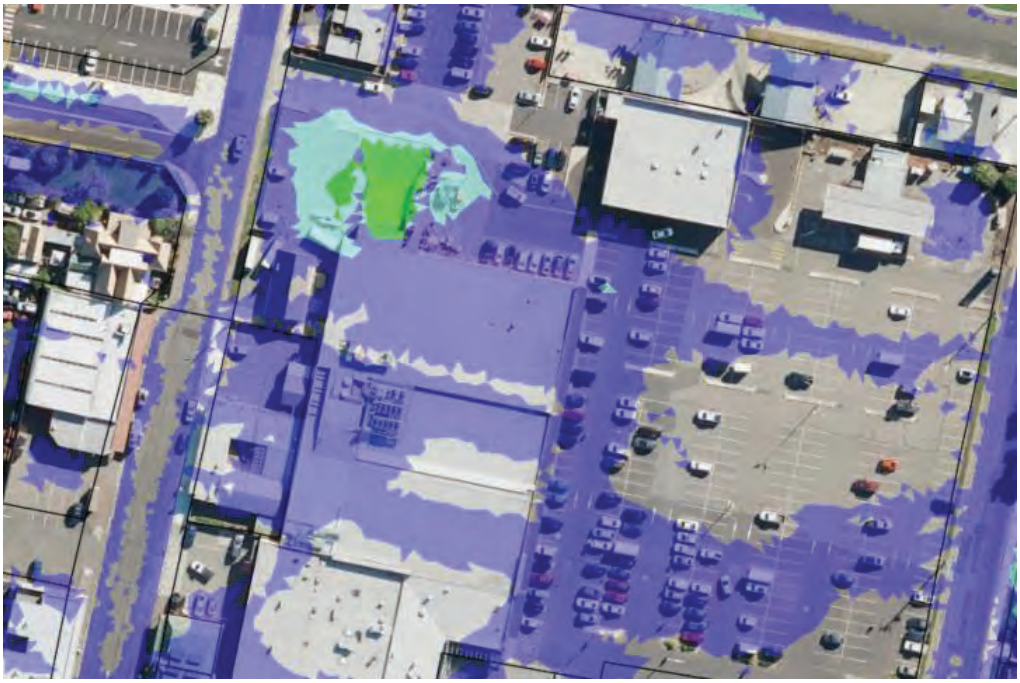

Figure 6. Pre-development Hazard Vulnerability Classes (light green = H4, dark green = H3, light blue = H2, dark blue = H1), for depths >20mm

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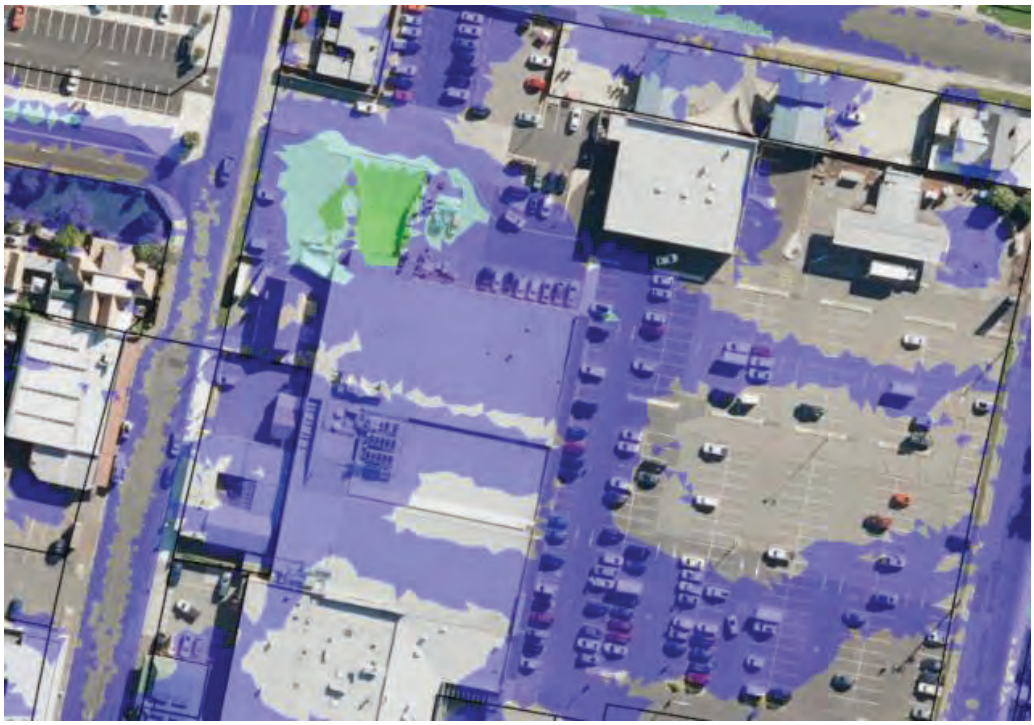

Figure 7. Post-development Hazard Vulnerability Classes (light green = H4, dark green = H3, light blue = H2, dark blue = H1), for depths >20mm

Pre- and post-development site flood footprints were compared in a model which embedded the impervious building footprints of the development and the surrounding buildings using a raised 2.5 metre tall mesh zone. The procedure artificially increased the level of the publicly available ground model over the building footprints. This potentially better estimates how flooding would be intercepted and diverted by these structures, however this modelling remains limited by the lack of inclusion of the stormwater drainage system.

The flood depth results from the pre and post development scenarios are shown in Figure 8. Again, there is negligible change because of the development. It is noted that the post-development flood depth on the development site in Figure 8 is a result of water falling and sitting on a depression on the roof of the building. This would not occur, due to the rainfall falling on roofs being diverted directly to the stormwater system.

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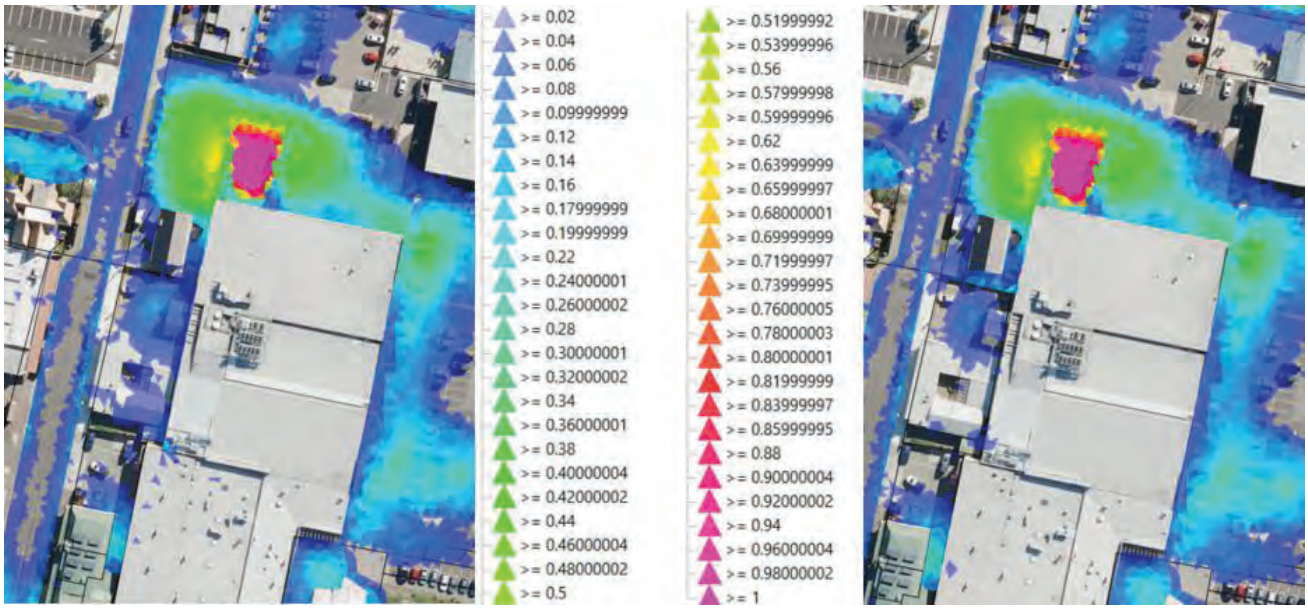

Figure 8. 1% AEP Pre (left) and Post development (right) flood depths (raised building footprints)

Examining the impacts of climate change for the RCP8.5 2090 Australian Rainfall and Runoff interim climate change factor (16.3%), the following peak flooding is generated for the pre- and post-development scenarios, assuming pervious buildings, are as follows:

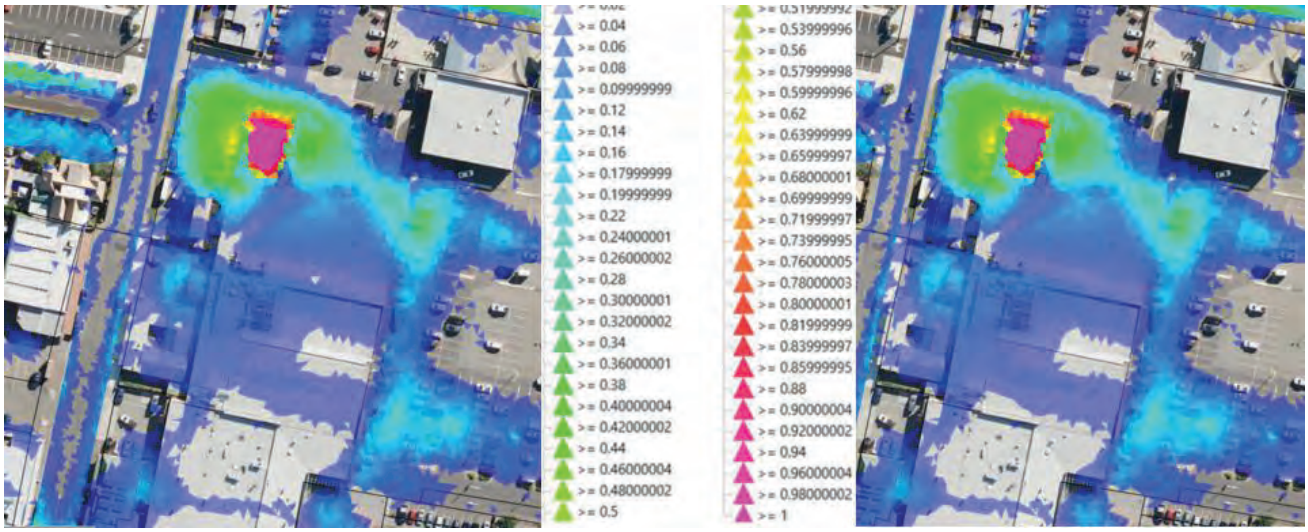

Figure 9. 1% AEP CC Pre (left) and Post development (right) flood depths (pervious building footprints)

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Figure 10 shows the pre- and post-development results for the 1% AEP climate change results with raised building footprints. Again, it is noted that the post-development flood depth on the development site is a result of water falling and sitting on a depression on the roof of the building, rather than it being actual flooding impacting upon the development.

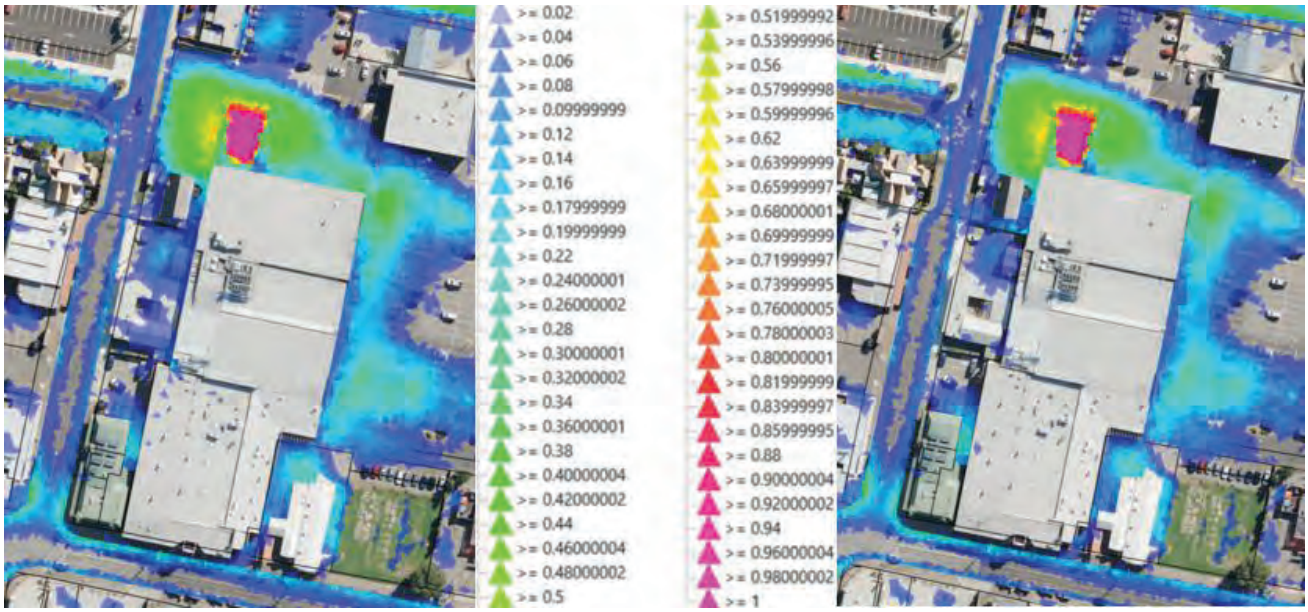

Figure 10. 1% AEP CC Pre (left) and Post development (right) flood depths (raised building footprints)

Again, Figure 9 and 10 show negligible changes between the scenarios.

Conclusion and Performance Criteria:

Based on the 1% AEP provided by Council the results presented in this report are more severe, due to the model being more conservative for demonstrative purposes. Despite the very conservative nature of the model, the risk of inundation of the proposed development is very low in all scenarios, including the climate change scenario. The Hazard Vulnerability Classification on the site remains low (H1) in all scenarios, and in reality, most 'flooding' is the result of ponding on the site, which will not occur when the site is mostly covered by roofing, properly drained and connected to the public stormwater system.

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Assuming some flow is intercepted by the site directly north of the development, which again is unlikely, these flows are a H1 class which, combined with an insignificant consequence, results in a low risk. Ensuring the floor level of the development is not built on existing ground level, and has a minimum FFL of say 200mm above the current surface, will ensure an insignificant risk of very shallow flooding in storms more extreme than the 1% AEP climate change RCP8.5 2090.

Performance Criteria 15.7.4 P3 is as follows:

A non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia, must satisfy all of the following:

(a) risk to users of the site, adjoining or nearby land is acceptable;

(b) risk to adjoining or nearby property or public infrastructure is acceptable;

(c) need for future remediation works is minimised;

(d) provision of any developer contribution required pursuant to policy adopted by Council for riverine flooding protection works;

Response:

a) Risks are insignificant as demonstrated
b) Risks remain unchanged, low H1 Vulnerability Classification with an insignificant consequence is a low risk, and therefore acceptable
c) Future remediation works are extremely unlikely
d) N/A

Performance Criteria 15.7.4 P1 is as follows:

Landfill, or solid walls greater than 5 m in length and 0.5 m in height, must satisfy all of the following:

(a) no adverse affect on flood flow over other property through displacement of overland flows;

(b) the rate of stormwater discharge from the property must not increase;

(c) stormwater quality must not be reduced from pre-development levels.

Response:

a) There is a negligible displacement of overlands flows, with no adverse effects

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b) The rate of stormwater discharge from the site will not increase. Both the pre- and post-development sites are fully impervious
c) Stormwater quality from the existing site will remain unchanged

Performance Criteria 15.7.4 P2 is as follows:

Mitigation measures, if required, must satisfy all of the following:

(a) be sufficient to ensure habitable rooms will be protected from flooding and will be able to adapt as sea levels rise;

(b) not have a significant effect on flood flow.

Response:

a) Sea level rise will not impact the development
b) The property does not have a significant impact on flood flow.

Cameron Oakley

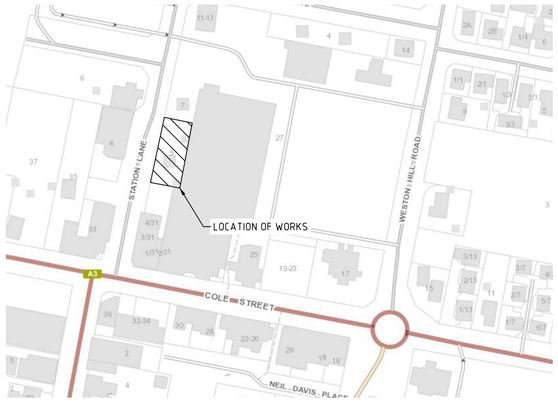
B. TECH (Env.), B. ENG (Hons), MBA

HYDRODYNAMICA

Licensed Building Services Provider No. 949718126

RHONDOR PTY LTD
SORELL URGENT CARE CLINIC
5 STATION LANE,
SORELL, TASMANIA, 7172

DWG No.	DRAWING TITLE	REV	ISSUE DATE
C001	DRAWING INDEX	A	04.04.2025
C020	CONCEPT SITEWORKS PLAN	A	04.04.2025
C040	CONCEPT STORMWATER PLAN	A	04.04.2025
C050	CONCEPT SEWER PLAN	A	04.04.2025
C060	CONCEPT WATER PLAN	A	04.04.2025



LOCALITY PLAN
NOT TO SCALE

LEGEND

• 9.80	EXISTING SURFACE LEVEL
• 9.80	PROPOSED BULK EARTHWORKS LEVEL
• 9.60	PROPOSED FINISHED SURFACE LEVEL
(Δ-2.5)	CUT (-)/FILL DEPTH
EX W	EXISTING WATER SUPPLY EXTERNAL TO BUILDING
W	PROPOSED WATER SUPPLY EXTERNAL TO BUILDING
EX FS	EXISTING FIRE SUPPLY
FS	PROPOSED FIRE SUPPLY
EX S	EXISTING SEWER DRAIN
S	PROPOSED SEWER DRAIN
EX SW	EXISTING STORMWATER DRAIN
SW	PROPOSED STORMWATER DRAIN
	PROPOSED STORMWATER (LARGER)
SS	PROPOSED DN100 SUBSOIL DRAIN WITH GEOTEXTILE SOCK
CJ	PROPOSED CONCRETE CONSTRUCTION JOINT
KJ	PROPOSED CONCRETE KEY JOINT
SJ	PROPOSED CONCRETE SAWN JOINT
TOP / TOE	EXISTING BATTER
TOP / TOE	PROPOSED BATTER
	PROPERTY BOUNDARY
EJ	EXPANSION JOINT
SEJ	SWIVEL EXPANSION JOINT

Sorell Council
Development Application: 5.2025.97.1 - Development Application - 5 Station Lane Sorell - P1.pdf
Plans Reference: P1
Date Received: 14/04/2025

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REV	DESCRIPTION	APP'D	DATE	REV	DESCRIPTION	APP'D	DATE
A	PLANNING APPROVAL	DH	04.04.2025				

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DRAWING TITLE
DRAWING INDEX

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JK	JK	DH

PROJECT	DRAWING	REVISION
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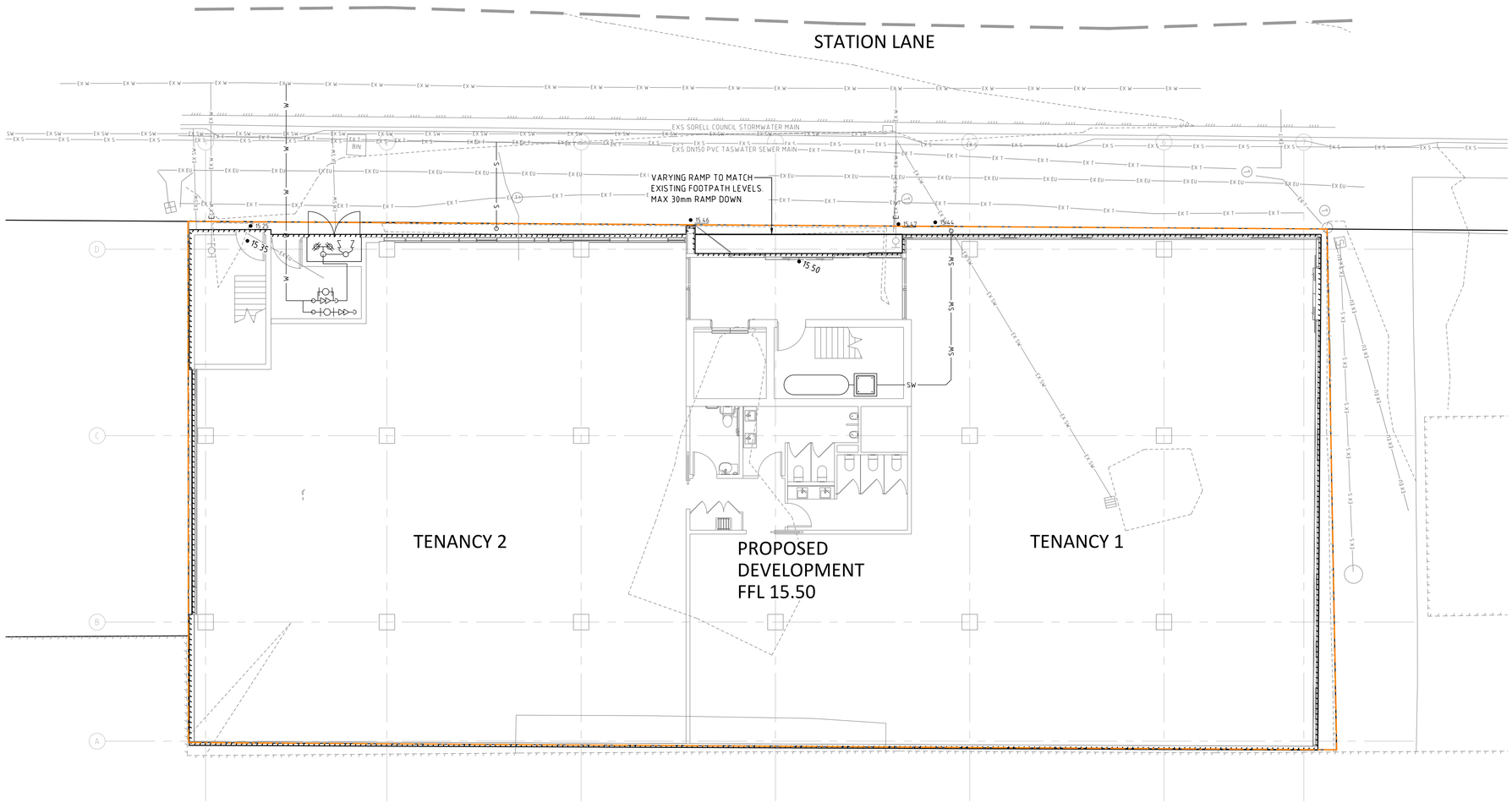

SORELL COUNCIL

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Development Application: 5.2025.97.1 - Development Application - 5 Station Lane Sorell - P1.pdf
Plans Reference: P1
Date Received: 14/04/2025

REV	DESCRIPTION	APP'D	DATE	REV	DESCRIPTION	APP'D	DATE
A	PLANNING APPROVAL	DH	04.04.2025				

THIS DRAWING HAS NOT BEEN APPROVED FOR CONSTRUCTION

North

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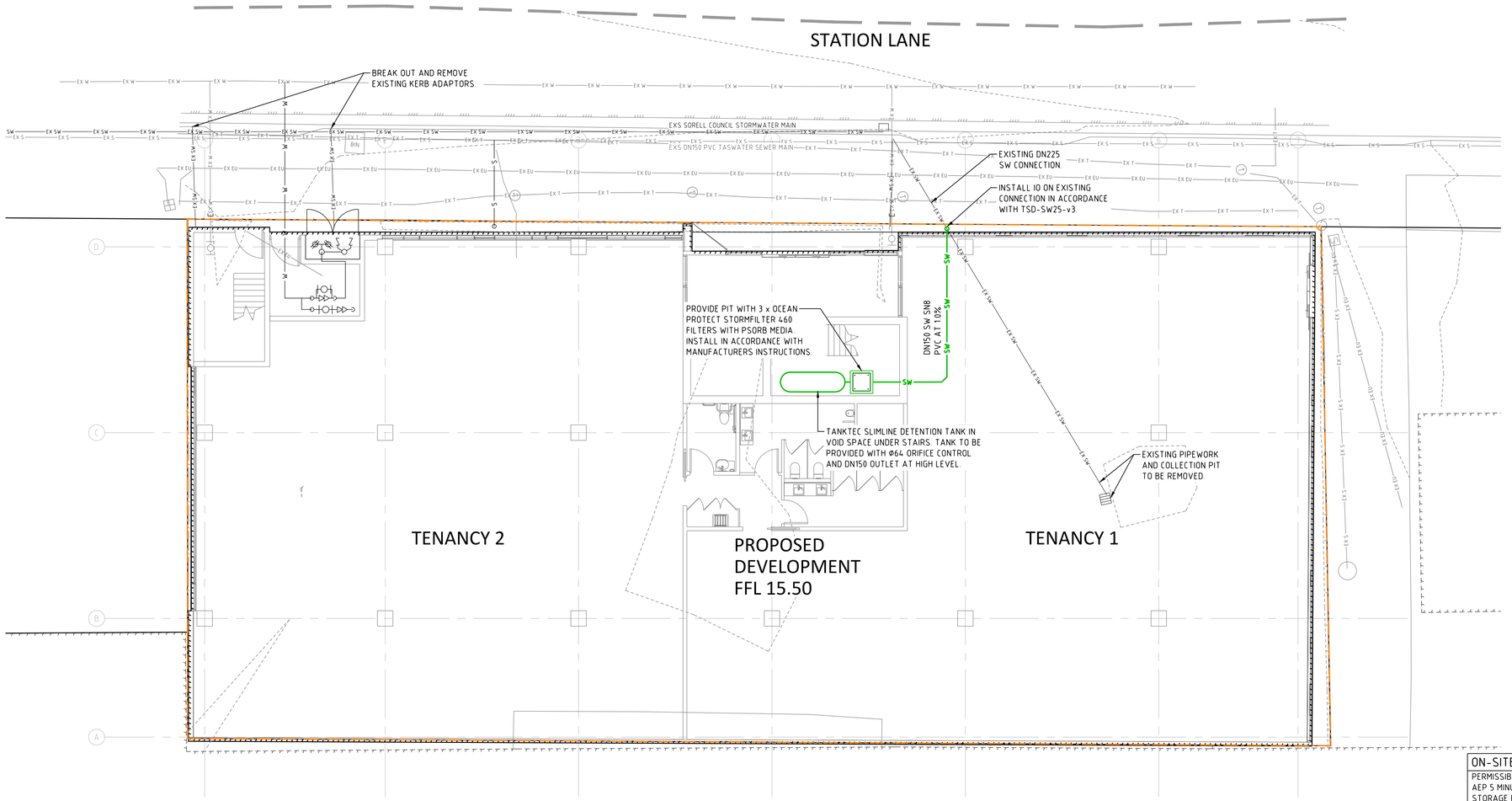
ph 03 6223 8877

SORELL URGENT CARE CLINIC
5 STATION LANE
SORELL, TASMANIA, 7172
DRAWING TITLE
CONCEPT SITEWORKS PLAN

0 50mm

SCALE	DESIGNED	DRAWN	CHECKED
1:100@A1	JK	JK	DH

PROJECT	DRAWING	REVISION
25.0082	C020	A



ON-SITE STORMWATER DETENTION

PERMISSIBLE SITE DISCHARGE ASSESSED USING RATIONAL METHOD FOR 5% AEP 5 MINUTE DURATION DESIGN STORM WITH INTENSITY 86.9 mm/h. SITE STORAGE REQUIREMENT ASSESSED USING RATIONAL METHOD FOR 5% AEP WITH STORM DURATIONS FROM 1 MIN TO 90 MINS. CRITICAL DURATION DETERMINED TO BE 5 MINS WITH RAINFALL INTENSITY 86.9 mm/h.

TOTAL DEVELOPMENT AREA = 888 m^2

PRE-DEVELOPMENT AREAS		DEVELOPMENT AREAS	
ROOF (C=1.0)	0 m^2	ROOF (C=1.0)	888 m^2
GRAVEL HARDSTAND (C=0.6)	888 m^2	IMPERVIOUS (C=0.9)	0 m^2
GARDEN (C=0.2)	0 m^2	GARDEN (C=0.2)	0 m^2
PERMISSIBLE SITE DISCHARGE	12.9 L/s	PEAK FLOW RATE	21.4 L/s
EQUIV. VOLUME	3858 L	EQUIV. VOLUME (L)	6431 L

SITE STORAGE REQUIREMENT = 2682 L

AREAS DETAINED		AREAS NOT DETAINED	
ROOF	888 m^2	ROOF	- m^2
IMPERVIOUS	- m^2	IMPERVIOUS	- m^2
GARDEN	- m^2	GARDEN	- m^2
PEAK FLOW TO DETENTION = 21.4 L/s		UNDETAINED PEAK FLOW = 0 L/s	

DETENTION DISCHARGE REQUIREMENT = 12.9 L/s MAXIMUM

TANKTEC CUSTOM TANK: 2100mm LONG x700mm WIDE x2350mm HIGH

MAXIMUM OSD WATER DEPTH = 2000 mm

MAXIMUM CONTROLLED FLOW RATE WITH 64 mm ORIFICE = 12.5 L/s

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SORELL URGENT CARE CLINIC
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CONCEPT STORMWATER PLAN

0 50mm SCALE 1:100@A1

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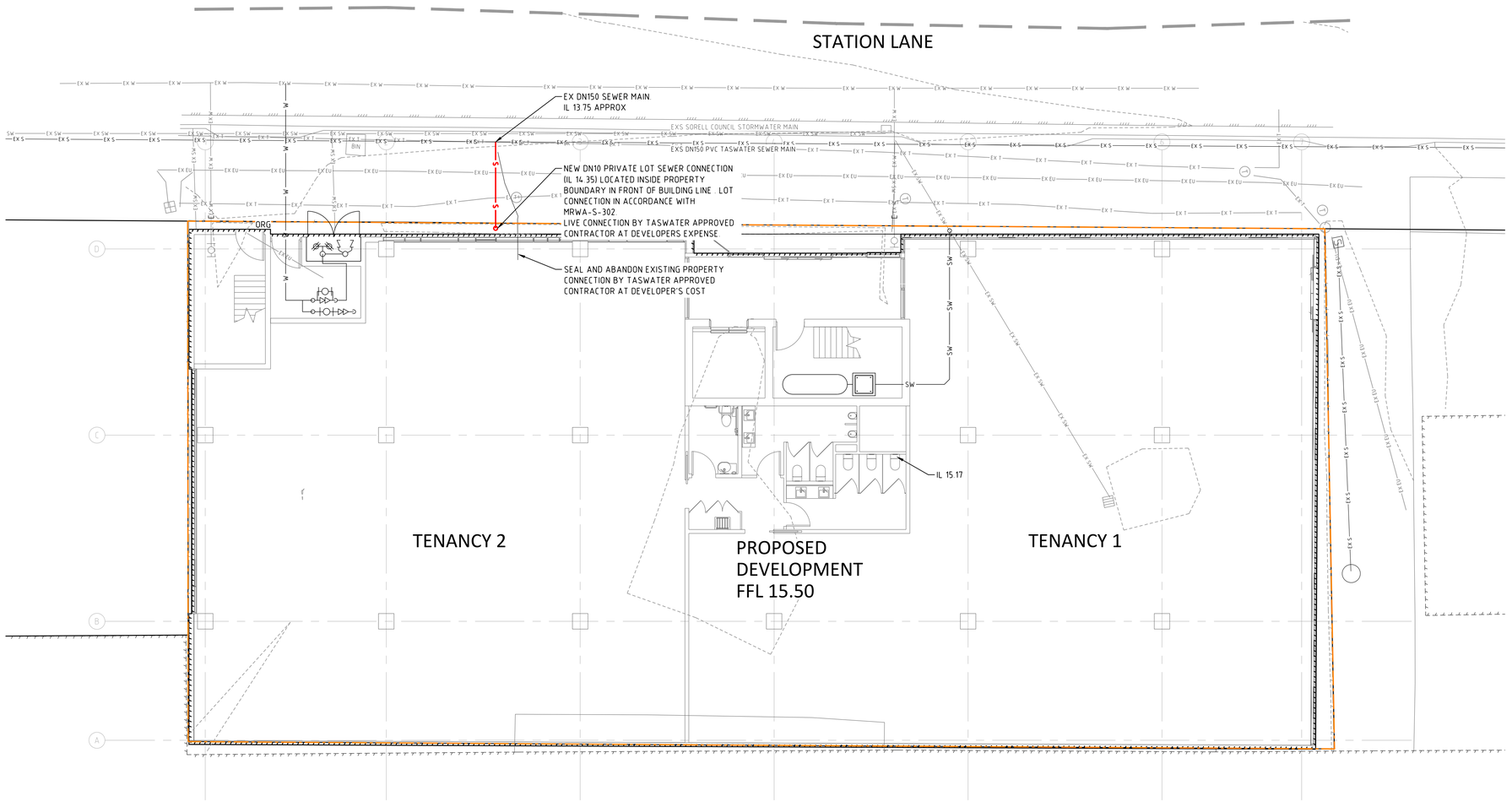
JK	JK	DH

PROJECT	DRAWING	REVISION
25.0082	C040	A



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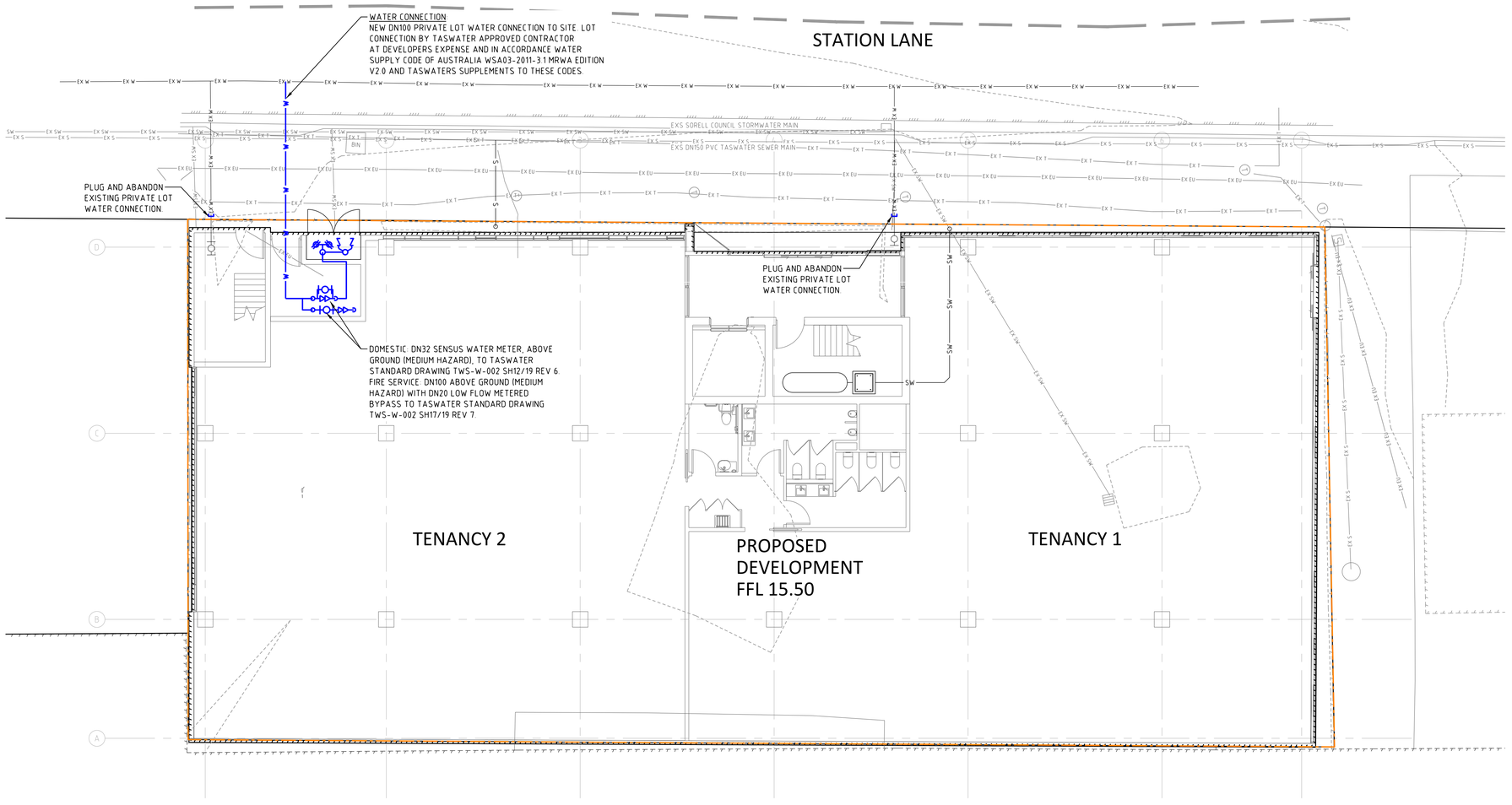
SORELL URGENT CARE CLINIC
5 STATION LANE
SORELL, TASMANIA, 7172
DRAWING TITLE
CONCEPT SEWER PLAN

SCALE	DESIGNED	DRAWN	CHECKED
1:100@A1	JK	JK	DH

PROJECT	DRAWING	REVISION
25.0082	C050	A



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SORELL URGENT CARE CLINIC
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SORELL, TASMANIA, 7172
DRAWING TITLE
CONCEPT WATER PLAN

0 50mm SCALE 1:100@A1

DESIGNED	DRAWN	CHECKED
JK	JK	DH

PROJECT	DRAWING	REVISION
25.0082	C060	A

SORELL URGENT CARE CLINIC

5 STATION LANE, SORELL TAS 7172

SITE INFORMATION

LAND TITLE REFERENCE		**232925/1**
PROPERTY ID		**7121673**
WIND CLASSIFICATION		SITE CLASSIFICATION TO AS4055-2006
SOIL CLASSIFICATION		SITE CLASSIFICATION TO AS2870-2011
CLIMATE ZONE	**7**	(www.abcb.gov.au.map)
BAL LEVEL		No areas of bushfire prone vegetation >1ha within 100m of the building
ALPINE AREA		BCA Figure 3.7.5.2
CORROSION ENVIRONMENT		For steel subject to the influence of salt water, breaking surf or heavy industrial areas, refer to BCA section 3.4.2.2 & BCA Table 3.4.4.2. Cladding and fixings to manufacturer's recommendations.
OTHER HAZARDS	**N/A**	High wind, earthquake, flooding, landslip, dispersive soils, sand dunes, mine subsidence, landfill, snow & ice or other relevant factors
TOTAL AREA	**SITE:**	Approx. 888 sqm
HOUSE EXISTING	**N/A**	
BUILDING AREA PROPOSED	**Refer Drawings**	
DECK / PATIO AREA	N/A	

ACCREDITED DESIGNER

DESIGNER	HL
ACCREDITATION NUMBER	682220660

ARCHITECTURAL SHEET LIST

No.	SHEET NAME	REVISION
DA- 000	COVER SHEET	B
DA- 100	LOCATION PLAN	B
DA- 101	SITE PLAN	B
DA- 200	EXISTING / DEMOLITION SITE PLAN	B
DA- 201	PROPOSED SITE PLAN	B
DA- 303	PROPOSED GROUND FLOOR PLAN	B
DA- 304	PROPOSED LEVEL 1 FLOOR PLAN	B
DA- 305	PROPOSED ROOF PLAN	B
DA- 400	PROPOSED ELEVATIONS	B
DA- 401	PROPOSED ELEVATIONS	B
DA- 500	SECTION A-A	B
DA- 600	3D STREET VIEW	B
DA- 601	ARTIST IMPRESSION	B
DA- 602	ARTIST IMPRESSION	B

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Development Application: 5.2025.97.1 - Development Application - 5 Station Lane Sorell - P1.pdf
Plans Reference: P1
Date Received: 14/04/2025

P24055_DA- 000

JAWS ARCHITECTS

HOBART
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21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

JACOB ALLOM WADE PTY LTD
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PROJECT

SORELL URGENT CARE CLINIC
5 STATION LANE, SORELL TAS 7172
For
Rhondor Pty Ltd

DRAWING

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
B	DEVELOPMENT APPLICATION	09/04/2025
A	DRAFT DA SET	07/04/2025

DRAWING NAME **COVER SHEET**

SCALE: **1 : 100@A3**
DRAWN: **ML**
CHECKED: **HL**
ACCREDITED DESIGNER: **HL**
ACCREDITED NUMBER: **682220660**
PLOT DATE: **09/04/2025**

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P24055_DA- 100

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DRAWING

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
B	DEVELOPMENT APPLICATION	09/04/2025
A	DRAFT DA SET	07/04/2025

DRAWING NAME **LOCATION PLAN**

SCALE:	**1 : 5000@A3**
DRAWN:	**ML**
CHECKED:	**HL**
ACCREDITED DESIGNER:	**HL**
ACCREDITED NUMBER:	**682220660**
PLOT DATE:	**09/04/2025**

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NORTH

P24055_DA- 101

PROJECT

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SORELL URGENT CARE CLINIC
5 STATION LANE, SORELL TAS 7172
For
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Sorell Council
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DEVELOPMENT APPLICATION

REVISIONS

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A	DRAFT DA SET	07/04/2025

DRAWING NAME **SITE PLAN**

SCALE:	**1 : 1000@A3**
DRAWN:	**ML**
CHECKED:	**HL**
ACCREDITED DESIGNER:	**HL**
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PLOT DATE:	**09/04/2025**

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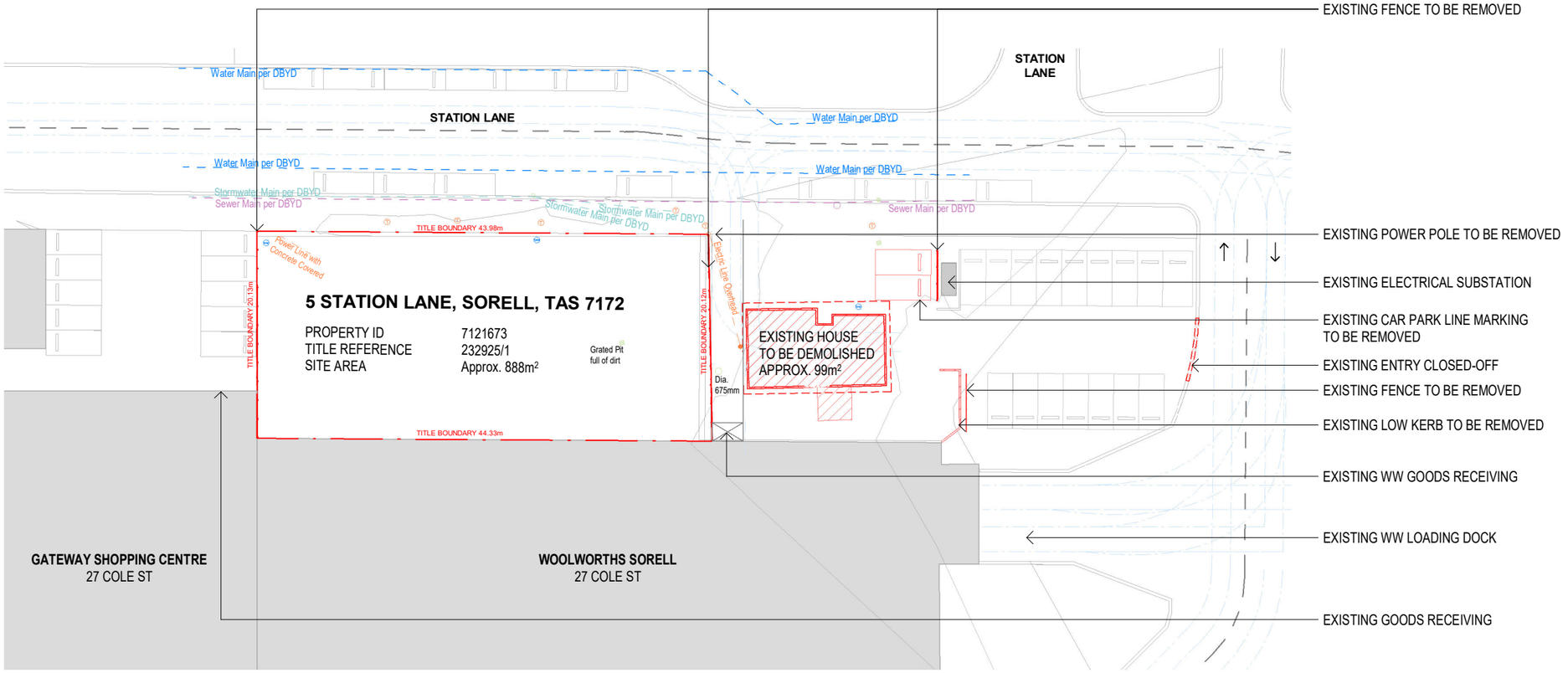
NORTH



DEMOLITION LEGEND

- DEMOLISHED WALLS
- DEMOLISHED FLOOR
- WM — WATER METER
- SEWER MANHOLE
- STORMWATER MANHOLE
- STORMWATER HOUSE CONN.
- SIDE ENTRY PIT
- GRATED PIT
- POWER CONN.
- TELSTRA / NBN PIT
- POWER POLE

Sorell Council

Development Application: 5.2025.97.1 - Development Application - 5 Station Lane Sorell - P1.pdf
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P24055_DA- 200

JAWS ARCHITECTS

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DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
B	DEVELOPMENT APPLICATION	09/04/2025
A	DRAFT DA SET	07/04/2025

DRAWING NAME **EXISTING / DEMOLITION SITE PLAN**

SCALE:	**As indicated@A3**
DRAWN:	**ML**
CHECKED:	**HL**
ACCREDITED DESIGNER:	**HL**
ACCREDITED NUMBER:	**682220660**
PLOT DATE:	**09/04/2025**

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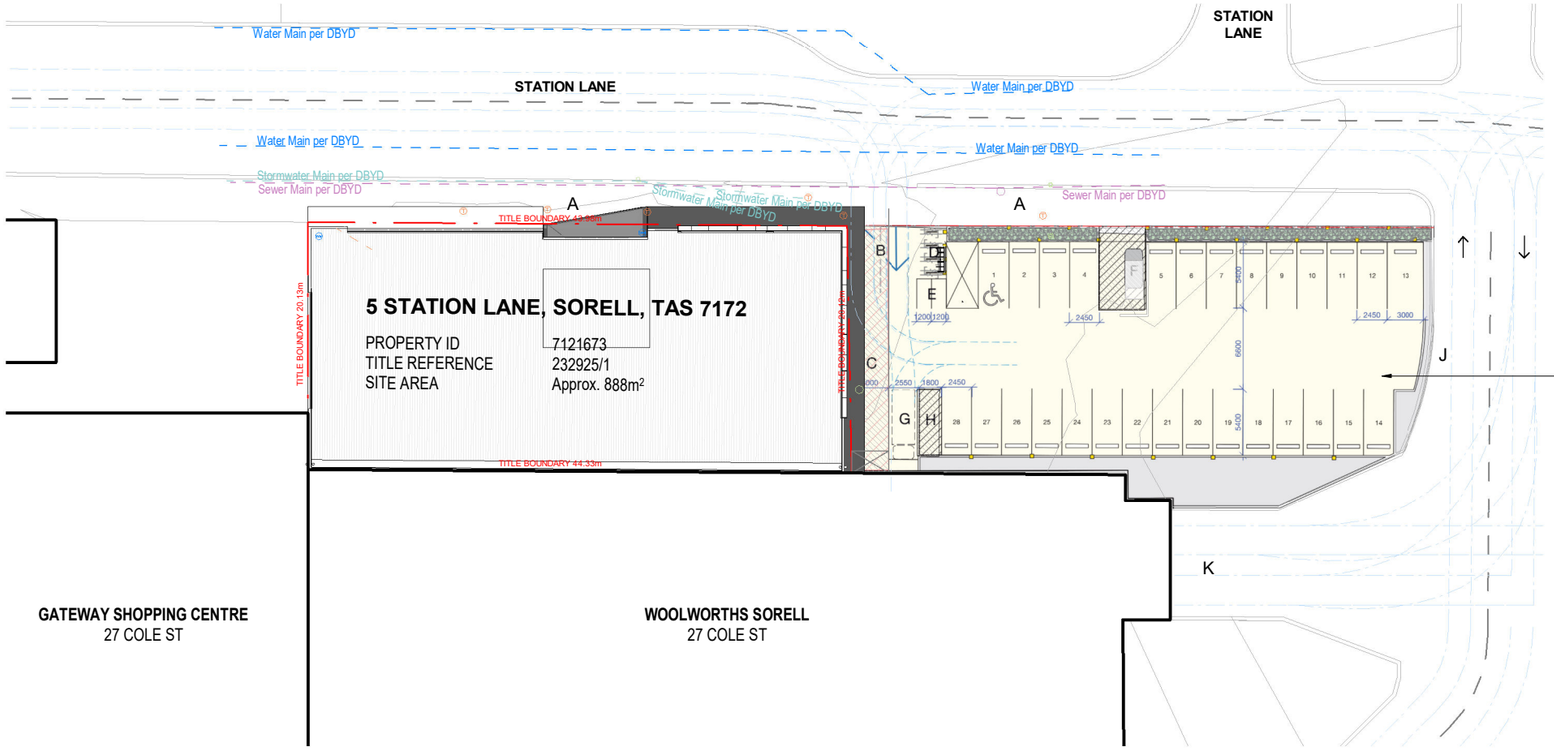

PROPOSED SITE LEGEND

A : PEDESTRIAN ACCESS
B : NEW PARKING ENTRY
C : EXISTING WW FIRE EGRESS
D : 8 BICYCLE RACKS
E : 2 MOTORCYCLE SPACES
F : EXISTING SUBSTATION
G : LOADING ZONE
H : EXISTING GREASE TRAP
J : EXISTING ENTRY CLOSED OFF
K : EXISTING WW LOADING DOCK

JAWS ARCHITECTS

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PROJECT

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B	DEVELOPMENT APPLICATION	09/04/2025
A	DRAFT DA SET	07/04/2025

DRAWING NAME **PROPOSED SITE PLAN**

P24055_DA- 201

SCALE: **As indicated@A3**
DRAWN: **ML**
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ACCREDITED DESIGNER: **HL**
ACCREDITED NUMBER: **682220660**
PLOT DATE: **09/04/2025**

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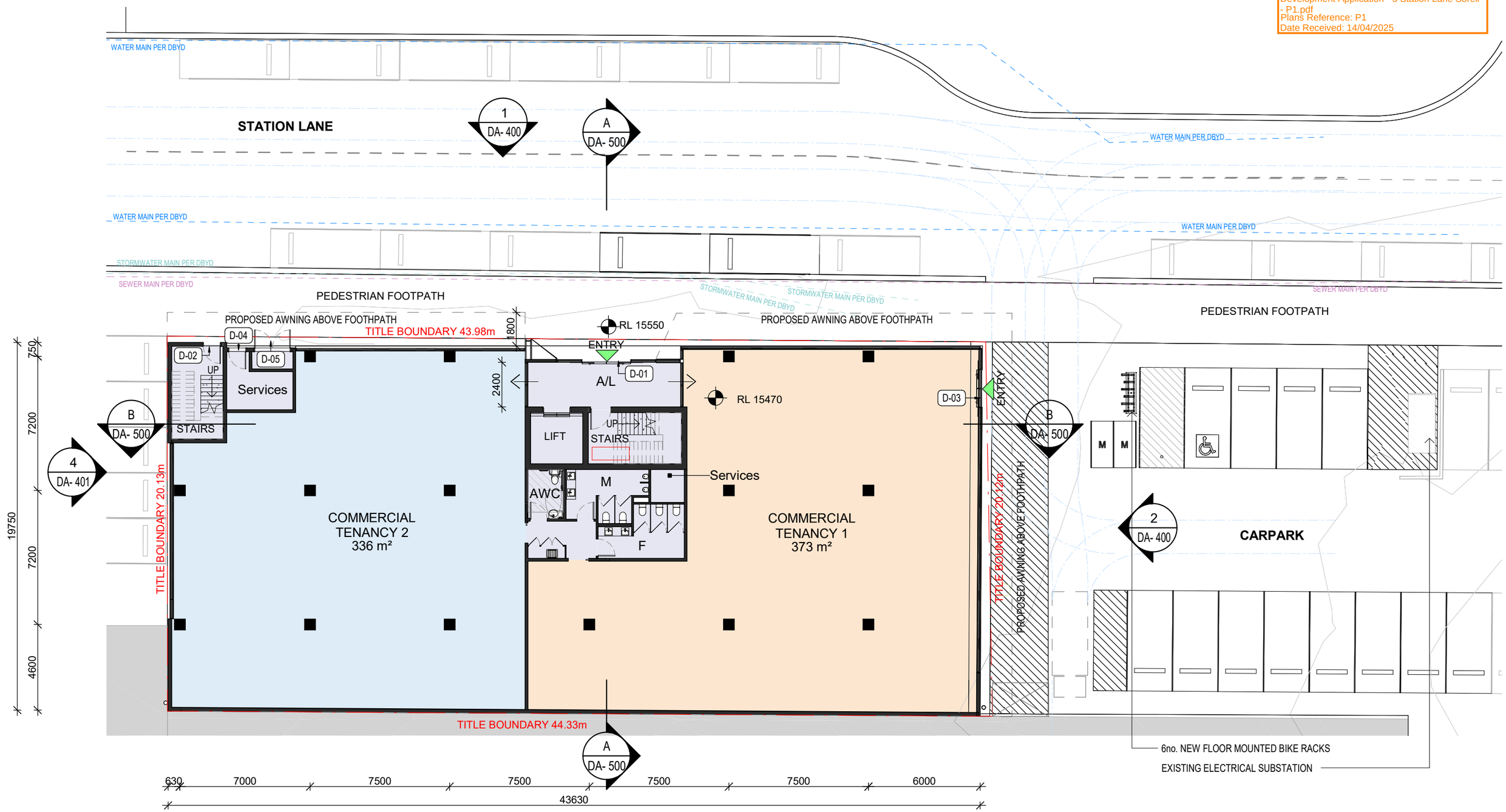

GROUND FLOOR PLAN

SCALE: 1 : 200

P24055_DA- 303

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DRAWING NAME **PROPOSED GROUND FLOOR PLAN**

SCALE:	**1 : 200@A3**
DRAWN:	**ML**
CHECKED:	**HL**
ACCREDITED DESIGNER:	**HL**
ACCREDITED NUMBER:	**682220660**
PLOT DATE:	**09/04/2025**

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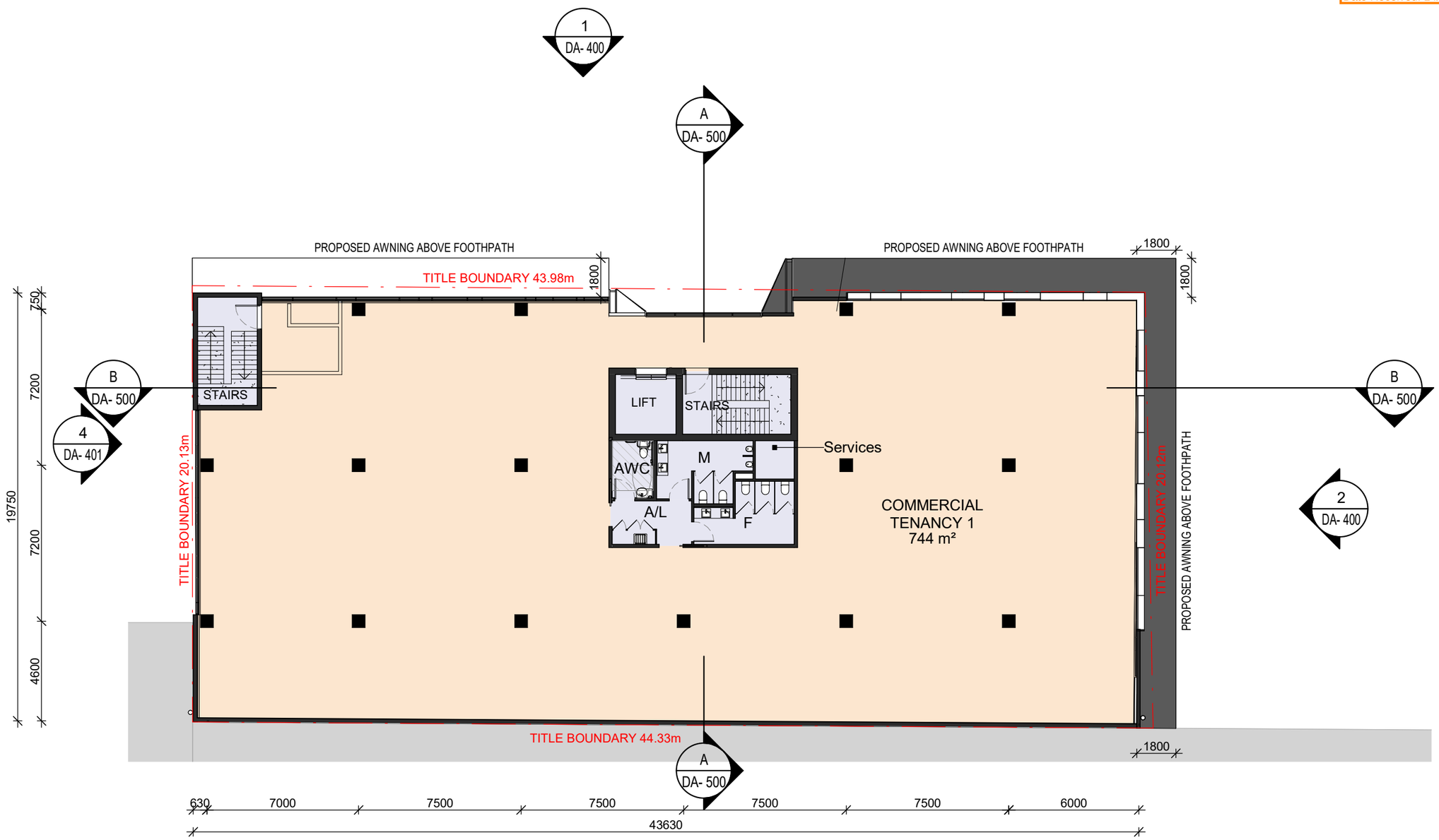

LEVEL 1 FLOOR PLAN

SCALE: 1 : 200

P24055_DA- 304

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DRAWING NAME **PROPOSED LEVEL 1 FLOOR PLAN**

SCALE:	**1 : 200@A3**
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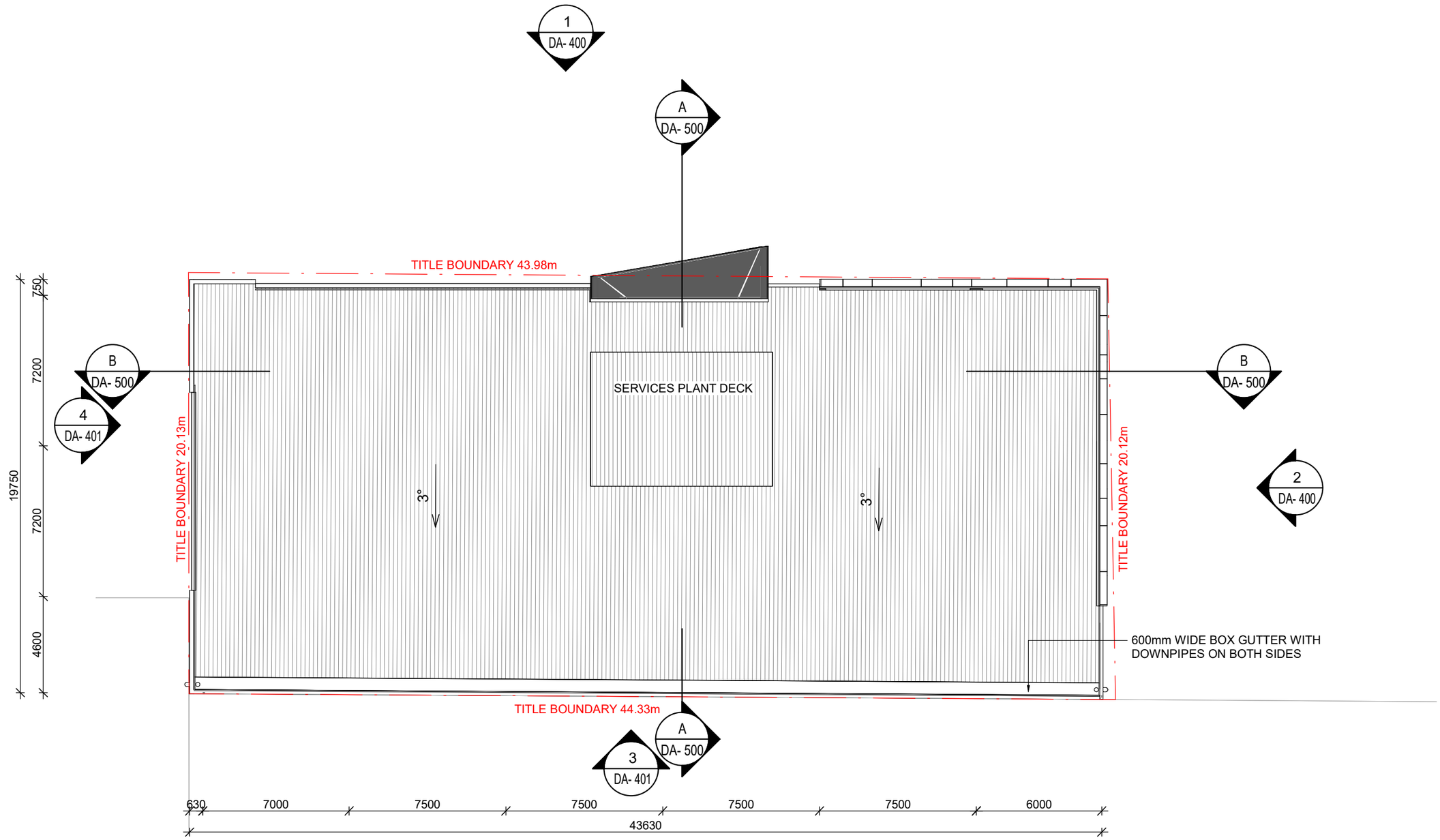

PROPOSED ROOF PLAN

SCALE: 1 : 200

P24055_DA- 305

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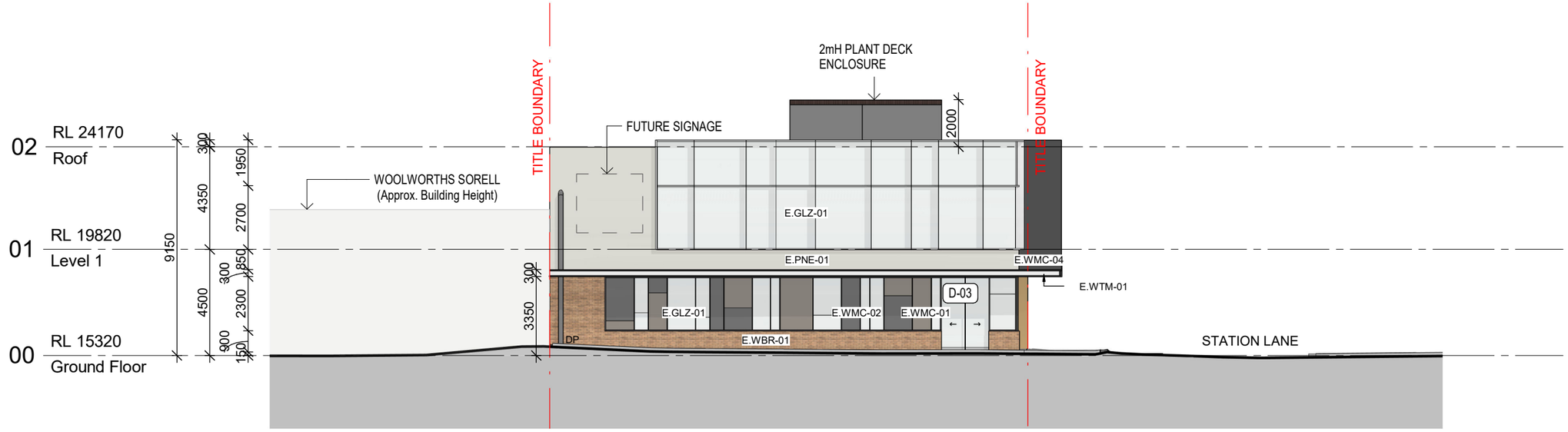
1 WEST ELEVATION (STATION LANE STREET ELEVATION)

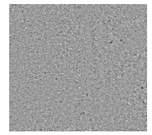
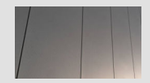
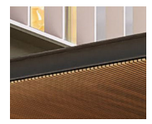
SCALE: 1 : 200



2 NORTH ELEVATION

SCALE: 1 : 200

CODES - FINISHES

CODE	REF. IMAGE	DESCRIPTION
E.GLZ-01		Fixed glass panel, powdercoated aluminium framed glass, clear glass
E.PNE-01		Concrete finish Type 1, exposed aggregate, light grey
E.PNE-02		Concrete finish Type 2, exposed aggregate, dark grey
E.PNE-03		Concrete finish Type 3, exposed aggregate, warm grey
E.WBR-01		Faced Brickwork
E.WMC-01		Aluminium cladding panel Type 1, non-combustible, light grey
E.WMC-02		Aluminium cladding panel Type 2, non-combustible, dark grey
E.WMC-03		Aluminium cladding panel Type 3, non-combustible, bronze-look
E.WMC-04		Aluminium cladding panel Type 4, non-combustible, black
E.WTM-01		Aluminium cladding panel Type 5, non-combustible, timber-look

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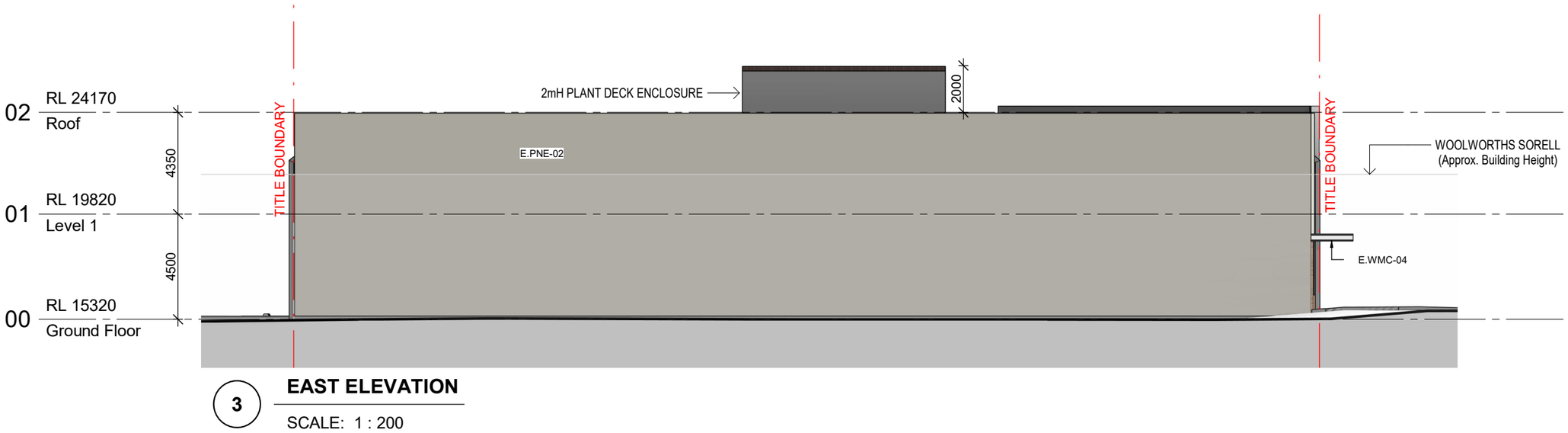
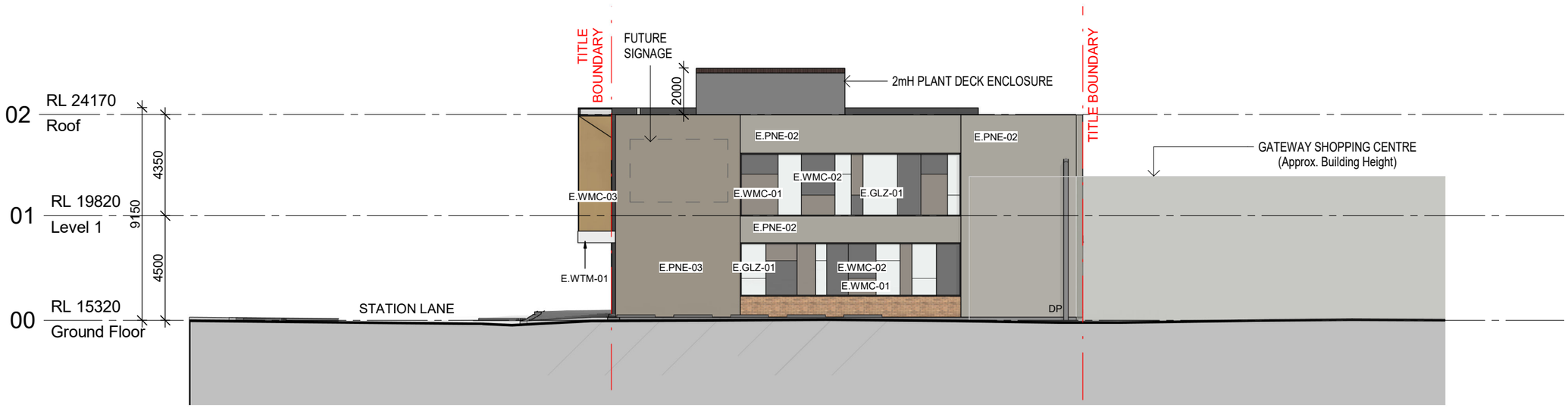
CAD REF: O:\P25013 Sorell Urgent Care Clinic\P25013_Sorell Urgent Care Clinic_R24.rvt

P24055_DA- 400



3 **EAST ELEVATION**

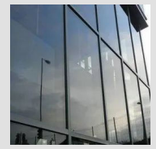
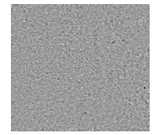
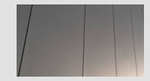
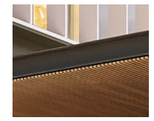
SCALE: 1 : 200



4 **SOUTH ELEVATION**

SCALE: 1 : 200

CODES - FINISHES

CODE	REF. IMAGE	DESCRIPTION
E.GLZ-01		Fixed glass panel, powdercoated aluminium framed glass, clear glass
E.PNE-01		Concrete finish Type 1, exposed aggregate, light grey
E.PNE-02		Concrete finish Type 2, exposed aggregate, dark grey
E.PNE-03		Concrete finish Type 3, exposed aggregate, warm grey
E.WBR-01		Faced Brickwork
E.WMC-01		Aluminium cladding panel Type 1, non-combustible, light grey
E.WMC-02		Aluminium cladding panel Type 2, non-combustible, dark grey
E.WMC-03		Aluminium cladding panel Type 3, non-combustible, bronze-look
E.WMC-04		Aluminium cladding panel Type 4, non-combustible, black
E.WTM-01		Aluminium cladding panel Type 5, non-combustible, timber-look

JAWS ARCHITECTS

HOBART
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

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PROJECT

SORELL URGENT CARE CLINIC
5 STATION LANE, SORELL TAS 7172
For
Rhondor Pty Ltd

DRAWING

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
B	DEVELOPMENT APPLICATION	09/04/2025
A	DRAFT DA SET	07/04/2025

DRAWING NAME **PROPOSED ELEVATIONS**

SCALE:	**1 : 200@A3**
DRAWN:	**ML**
CHECKED:	**HL**
ACCREDITED DESIGNER:	**HL**
ACCREDITED NUMBER:	**682220660**
PLOT DATE:	**09/04/2025**

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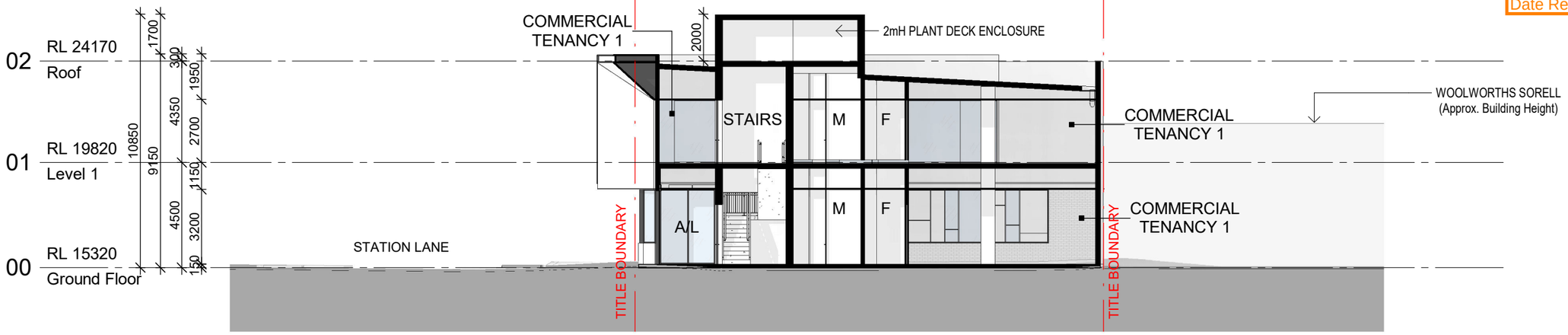
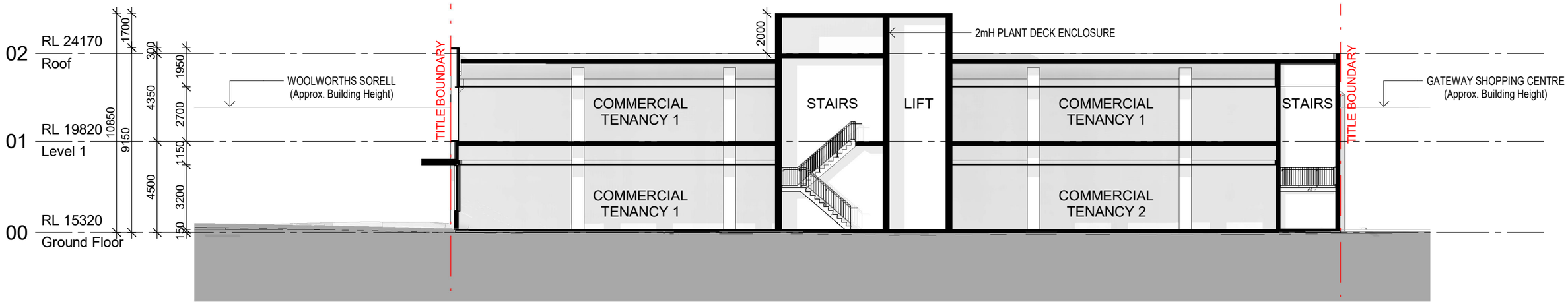
P24055_DA- 401



A **SECTION A-A**

SCALE: 1 : 200



B **SECTION B-B**

SCALE: 1 : 200

P24055_DA- 500

JAWS ARCHITECTS

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DRAWING

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
B	DEVELOPMENT APPLICATION	09/04/2025
A	DRAFT DA SET	07/04/2025

DRAWING NAME **SECTION A-A**

SCALE:	**1 : 200@A3**
DRAWN:	**ML**
CHECKED:	**HL**
ACCREDITED DESIGNER:	**HL**
ACCREDITED NUMBER:	**682220660**
PLOT DATE:	**09/04/2025**

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DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
B	DEVELOPMENT APPLICATION	09/04/2025
A	DRAFT DA SET	07/04/2025

DRAWING NAME **3D STREET VIEW**

SCALE:	**1 : 200@A3**
DRAWN:	**ML**
CHECKED:	**HL**
ACCREDITED DESIGNER:	**HL**
ACCREDITED NUMBER:	**682220660**
PLOT DATE:	**09/04/2025**

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DEVELOPMENT APPLICATION

REVISIONS

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DRAWING NAME **ARTIST IMPRESSION**

SCALE:	**@A3**
DRAWN:	**ML**
CHECKED:	**HL**
ACCREDITED DESIGNER:	**HL**
ACCREDITED NUMBER:	**682220660**
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B	DEVELOPMENT APPLICATION	09/04/2025
A	DRAFT DA SET	07/04/2025

P24055_DA- 602

DRAWING NAME **ARTIST IMPRESSION**

SCALE:	**@A3**
DRAWN:	**ML**
CHECKED:	**HL**
ACCREDITED DESIGNER:	**HL**
ACCREDITED NUMBER:	**682220660**
PLOT DATE:	**09/04/2025**

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