DEVELOPMENT APPLICATION

APPLICATION NUMBER:	PLN-25-382
PROPOSED DEVELOPMENT:	Change of use to medical centre and associated alterations
LOCATION:	36 Cadbury Road Claremont
APPLICANT:	All Urban Planning
ADVERTISING START DATE:	24/03/2026
ADVERTISING EXPIRY DATE:	10/04/2026

Plans and documentation are available for inspection at Council's Offices, located at 374 Main Road, Glenorchy between 8.30 am and 5.00 pm, Monday to Friday (excluding public holidays) and the plans are available on Glenorchy City Council's website (**www.gcc.tas.gov.au**) until **10/04/2026**.

During this time, any person may make representations relating to the applications by letter addressed to the Chief Executive Officer, Glenorchy City Council, PO Box 103, Glenorchy 7010 or by email to gccmail@gcc.tas.gov.au.

Representations must be received by no later than 11.59 pm on **10/04/2026,** or for postal and hand delivered representations, by 5.00 pm on **10/04/2026.**

374 Main Road, Glenorchy
PO Box 103, Glenorchy TAS 7010
(03) 6216 6800 | gccmail@gcc.tas.gov.au
www.gcc.tas.gov.au
ABN 19 753 252 493

Windermere Bay

36 Cadbury Road, Claremont TAS 7011

PROJECT INFORMATION

LOCATION
ADDRESS:
34 Cadbury Rd, Claremont TAS 7011

TITLE REFERENCE:	167249/0 167249/1
SITE AREA:	36,810 m²
EXISTING SITE COVERAGE:	-
PROPOSED SITE COVERAGE:	-
PROPOSED PARKING SPACES:	Refer Traffic Engineer / Civil Engineer

DESIGNER

Circa Morris-Nunn Chua Architects
Certified Architect - Ganche Chua - CC2142 T
Address: 27 Hunter Street, IXL Atrium, Hobart TAS 7000

SITE DETAILS

CLIMATE ZONE:	7
WIND SPEED:	Refer Engineer
SOIL CLASS:	Refer Engineer
BAL:	n/a
CORROSION:	n/a
ALPINE AREA:	n/a

SITE USE

PROPOSED USE:	Class 5
EXISTING APPROVED USE:	-
PROPOSED OCCUPANCY:	Medical Consulting Rooms

Subset	No.	Title	REV
A Preliminary			
	A00	Cover	005
	A01	Proposed Site Plan	002
B Plans			
	B01	Proposed Plans	002
C Elevations/Sections			
	C01	Proposed Elevations	002

SITE CONTEXT PLAN

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-25-382
DATE RECEIVED: 20 February 2026

issue

1:3.47 original drawing size A1

Windermere Bay
Windermere Bay Precinct

36 Cadbury Road,
Claremont
TAS 7011

circa *morris-nunn chua architects*
Contact
ixl atrium | 27 hunter st | hobart | tas | 7000
03 6236 9544
info@circamorrisnunn.com.au

Cover
Preliminary

status **Development Application**
issue date **16/2/2026**
drawing n° **1902-A00**
Revision **002**

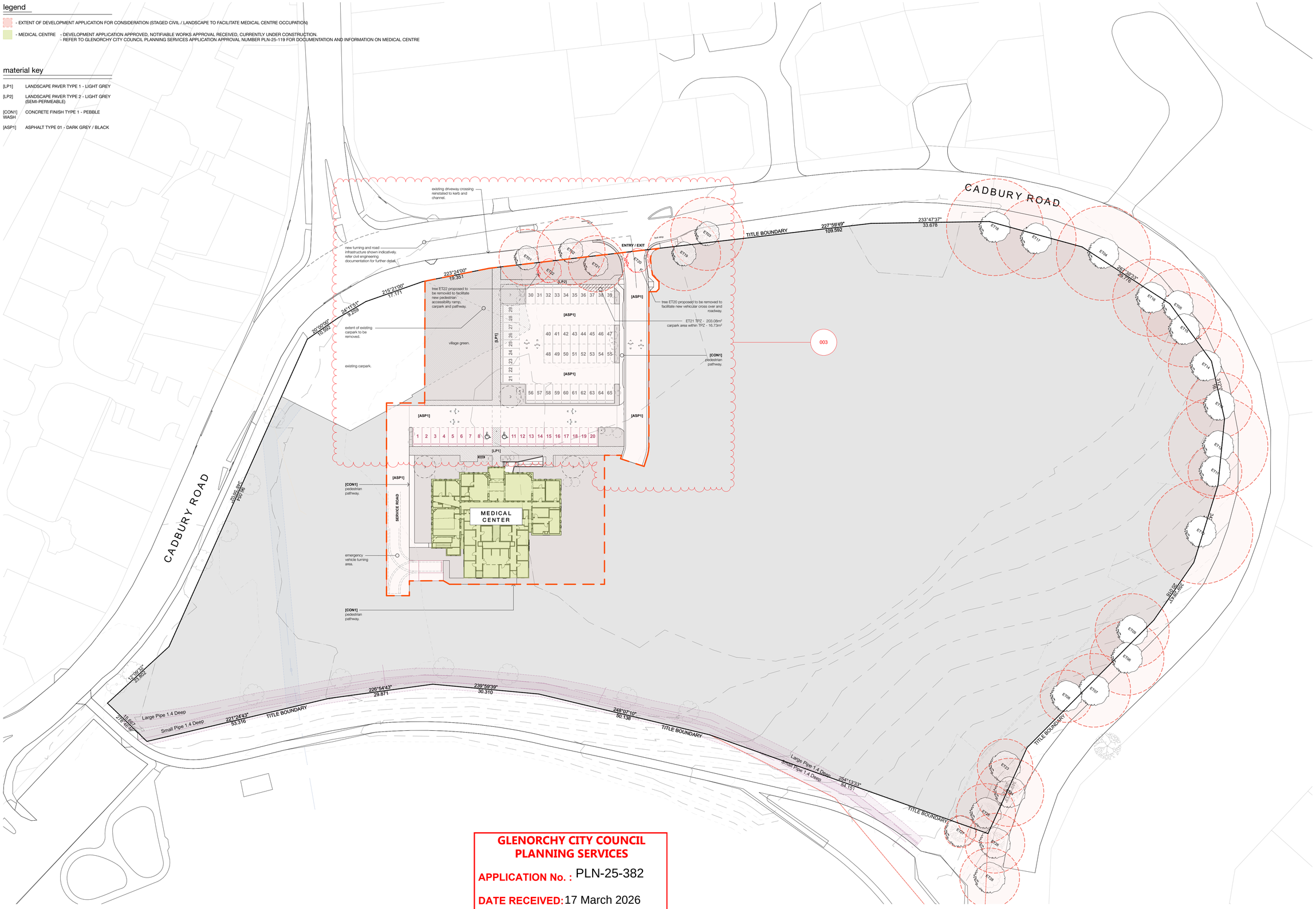
legend

- EXTENT OF DEVELOPMENT APPLICATION FOR CONSIDERATION (STAGED CIVIL / LANDSCAPE TO FACILITATE MEDICAL CENTRE OCCUPATION)

- MEDICAL CENTRE - DEVELOPMENT APPLICATION APPROVED, NOTIFIABLE WORKS APPROVAL RECEIVED, CURRENTLY UNDER CONSTRUCTION.
- REFER TO GLENORCHY CITY COUNCIL PLANNING SERVICES APPLICATION APPROVAL NUMBER PLN-25-119 FOR DOCUMENTATION AND INFORMATION ON MEDICAL CENTRE

material key

[LP1]	LANDSCAPE PAVER TYPE 1 - LIGHT GREY
[LP2]	LANDSCAPE PAVER TYPE 2 - LIGHT GREY (SEMI-PERMEABLE)
[CON1] WASH	CONCRETE FINISH TYPE 1 - PEBBLE
[ASP1]	ASPHALT TYPE 01 - DARK GREY / BLACK



01 - **Proposed Site Plan**
scale 1:500

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-382

DATE RECEIVED: 17 March 2026

DEVELOPMENT APPLICATION
not for construction

original drawing size A1

N

Windermere Bay
Claremont City Developments

36 Cadbury Road
Claremont
TAS 7031

circa *morris-nunn chua architects*
Contact
ivl atrium | 27 hunter st | hobart | tas | 7000
03 6236 9644
info@circamorrisnunn.com.au

These drawings show design intent and are suitable as a guide only. The builder shall check and verify all dimensions and verify all errors/ omissions to the Architect. Do not scale off the drawings. Drawings are not to be used for construction purposes until issued by the Architect **for construction**.

Proposed Site Plan
Development Application

status	**Development Application**
issue date	**3/3/2026**
drawing n°	Revision
1902-A01	**003**

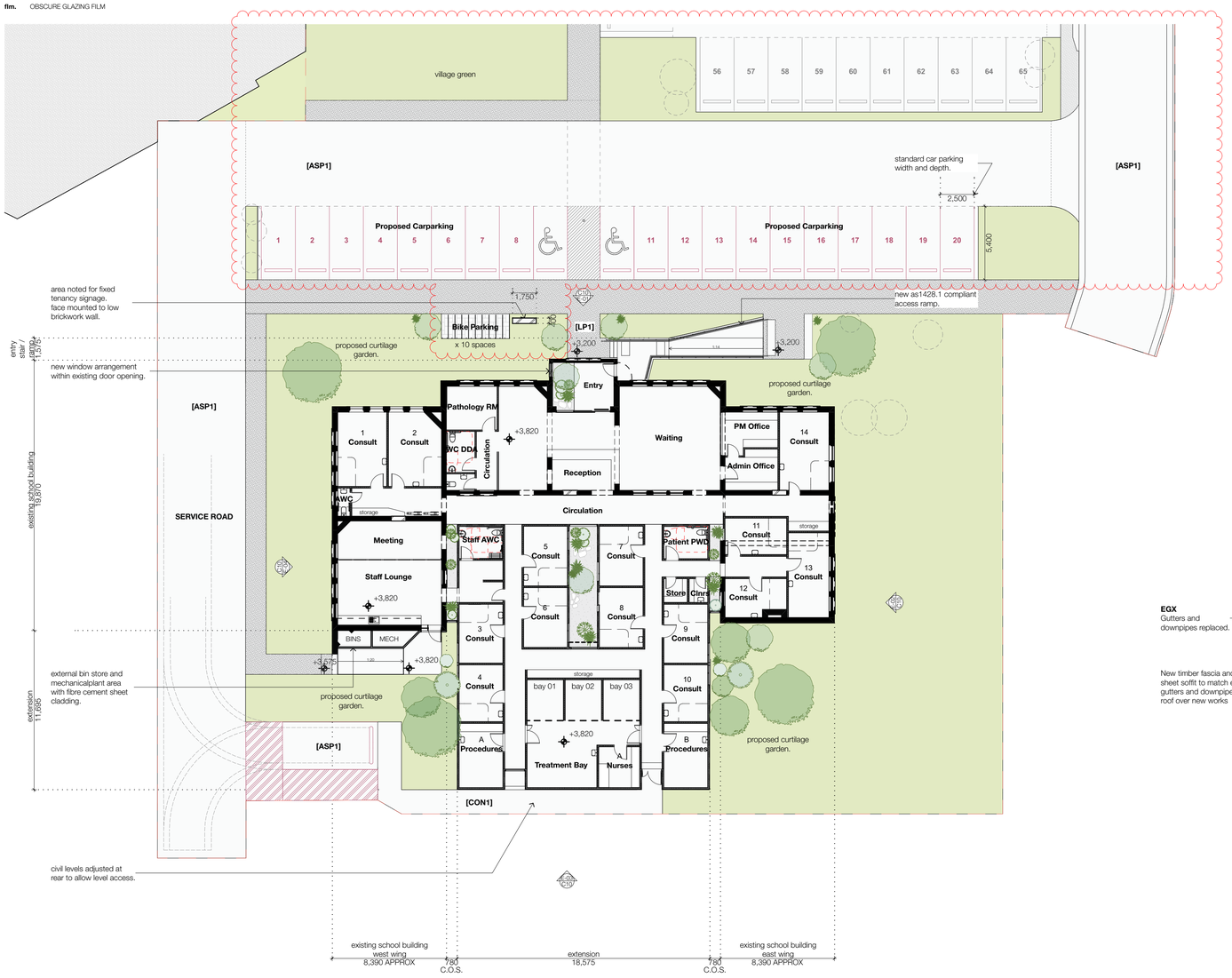
Material Key

FINISHES & SURFACES

BX BOX GUTTER - LIGHT GREY
CM1 CONCRETE FINISH TYPE 1 - LIGHT GREY
CM2 CONCRETE FINISH TYPE 1 - PEBBLE WASH
CX EXISTING CONCRETE AWNING - PAINT FINISH
DP DOWN PIPE - LIGHT GREY
EGX EXISTING EAVES GUTTER - REPLACE (TO MATCH EXISTING)
FC FIBRE CEMENT SHEET CLADDING - PAINT FINISH (DARK GREY)
FCX EXISTING CLADDING - PAINT FINISH (TO MATCH EXISTING)
HR1 METAL HANDRAIL - POWDERCOAT CHARCOAL
LP1 PERMEABLE PAVER TYPE 1 - LIGHT GREY
LP2 LANDSCAPE PAVER TYPE 2 - WARM GREY
LP3 LANDSCAPE PAVER TYPE 3 - LIGHT GREY
BWX EXISTING MASONRY
BW MASONRY - MID TONE - TEXTURED
RF1 METAL ROOFING, CAPPING AND FLASHING - LIGHT GREY
RFX EXISTING METAL ROOFING, CAPPING AND FLASHING
TBX EXISTING TIMBER BOARD CLADDING - PAINT FINISH TO MATCH EXISTING)

DOORS & WINDOWS

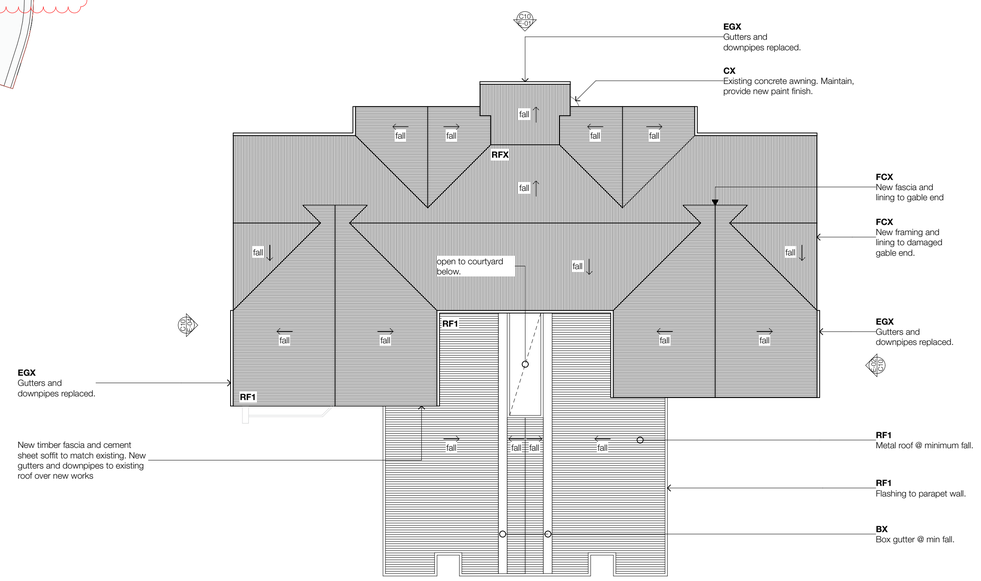
D. CLEAR DOUBLE GLAZED, ALUMINIUM FRAMED SWING DOOR. FRAMING COLOUR: BLACK
W. CLEAR DOUBLE GLAZING, FRAMING COLOUR: BLACK
Wx. EXISTING WINDOW
flm. OBSCURE GLAZING FILM



AREA SCHEDULE:
existing floor area - 401m²
proposed total floor area - 779m²

proposed hardstand area
(incl. roadways and carparks - 2,528m² approx

01 - **Proposed Ground Floor Plan**
scale 1:200



02 - **Proposed Roof Plan**
scale 1:200

revisions

Revision ID	Transmittal Set Date	Transmittal Set Name
002	16/2/2026	RFI - DA

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-382

DATE RECEIVED: 20 February 2026

DEVELOPMENT APPLICATION
not for construction

original drawing size A1

Windermere Bay
Windermere Bay Precinct

36 Cadbury Road,
Claremont
TAS 7011

circa *morris-nunn chua architects*

Contact

ivl atrium | 27 hunter st | hobart | tas | 7000
03 6238 9544
info@circamorrisnunn.com.au

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Proposed Plans
Plans

status **Development Application**
issue date **16/2/2026**
drawing nº **1902-B01**
Revision **002**

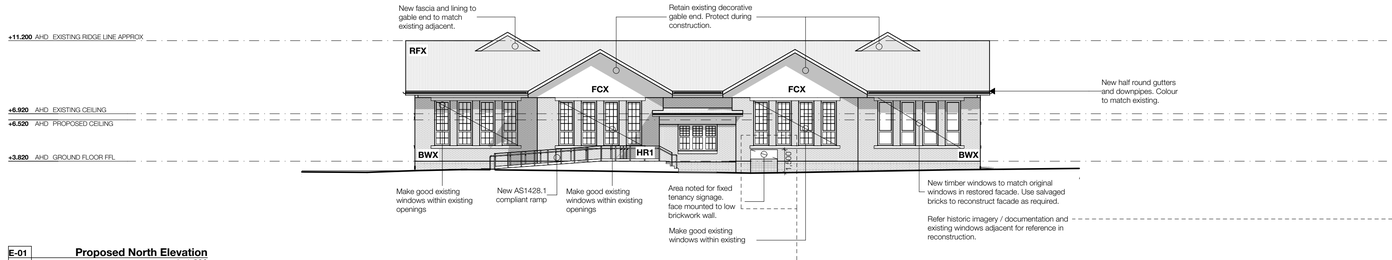
Material Key

FINISHES & SURFACES

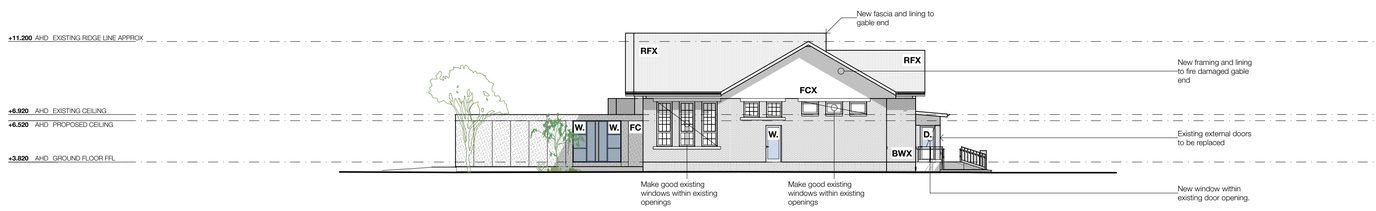
BX	BOX GUTTER - LIGHT GREY
CM1	CONCRETE FINISH TYPE 1 - LIGHT GREY
CM2	CONCRETE FINISH TYPE 1 - PEBBLE WASH
CX	EXISTING CONCRETE AWNING - PAINT FINISH
DP	DOWN PIPE - LIGHT GREY
EGX	EXISTING EAVES GUTTER - REPLACE (TO MATCH EXISTING)
FC	FIBRE CEMENT SHEET CLADDING - PAINT FINISH (DARK GREY)
FCX	EXISTING CLADDING - PAINT FINISH (TO MATCH EXISTING)
HR1	METAL HANDRAIL - POWDERCOAT CHARCOAL
LP1	PERMEABLE PAVER TYPE 1 - LIGHT GREY
LP2	LANDSCAPE PAVER TYPE 2 - WARM GREY
LP3	LANDSCAPE PAVER TYPE 3 - LIGHT GREY
BWX	EXISTING MASONRY
BW	MASONRY - MID TONE - TEXTURED
RF1	METAL ROOFING, CAPPING AND FLASHING - LIGHT GREY
RFX	EXISTING METAL ROOFING, CAPPING AND FLASHING
TBX	EXISTING TIMBER BOARD CLADDING - PAINT FINISH TO MATCH EXISTING)

DOORS & WINDOWS

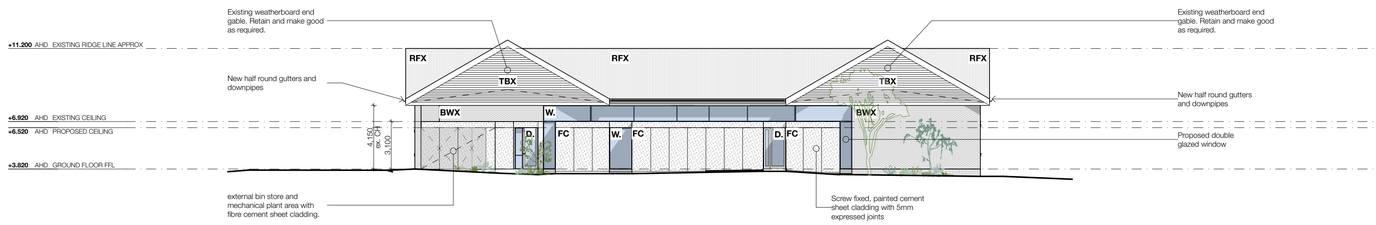
D.	CLEAR DOUBLE GLAZED, ALUMINIUM FRAMED SWING DOOR. FRAMING COLOUR: BLACK
W.	CLEAR DOUBLE GLAZING, FRAMING COLOUR: BLACK
Wx.	EXISTING WINDOW
flm.	OBSCURE GLAZING FILM



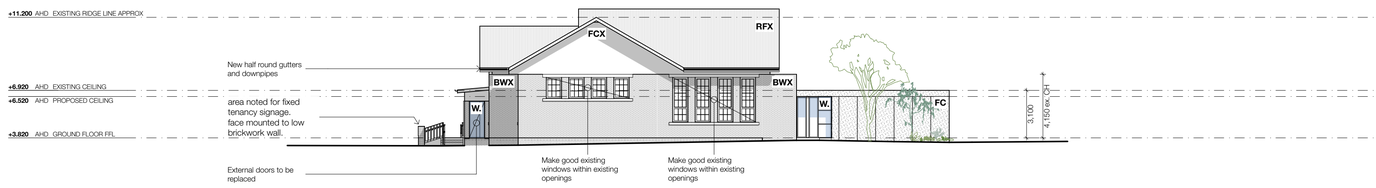
E-01 / **-** **Proposed North Elevation**
scale 1:200



E-02 / **-** **Proposed East Elevation**
scale 1:200



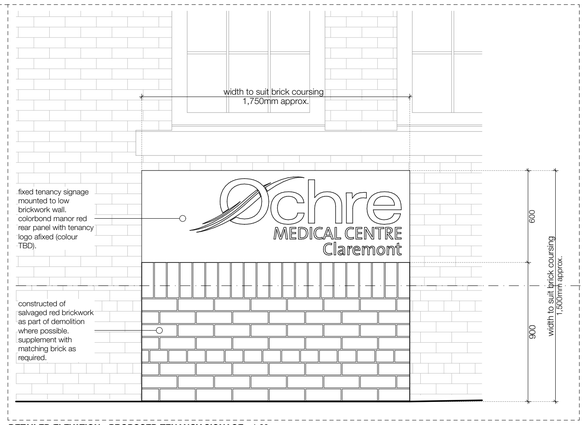
E-03 / **-** **Proposed South Elevation**
scale 1:200



E-04 / **-** **Proposed West Elevation**
scale 1:200

Original window arrangement c. 1938.

HISTORIC IMAGE - CLAREMONT SCHOOL (1938) - NTS



DETAILED ELEVATION - PROPOSED TENANCY SIGNAGE - 1:20

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-382

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revisions

Revision ID	Transmittal Set Date	Transmittal Set Name
002	16/2/2026	RFI - DA

DEVELOPMENT APPLICATION
not for construction

original drawing size A1

Windermere Bay
Windermere Bay Precinct
36 Cadbury Road,
Claremont
TAS 7011

circa *morris-nunn chua architects*
Contact
lvl atrium | 27 hunter st | hobart | tas | 7000
03 6236 9544
info@circamorrisnunn.com.au

Proposed Elevations
Elevations/Sections

status **Development Application**
issue date **16/2/2026**
drawing nº **1902-C01**
Revision **002**

CIVIL DRAWINGS
WINDERMERE BAY
36 CADBURY ROAD
CLAREMONT

C001	COVER	C	4/03/2026
C101	EXISTING SITE PLAN	B	18/02/2026
C102	DEMOLITION PLAN	C	4/03/2026
C103	SITE PLAN	B	18/02/2026
C201	ROAD & STORMWATER PLAN - SHEET 1	B	18/02/2026
C202	ROAD & STORMWATER PLAN - SHEET 2	B	18/02/2026
C203	ROAD & STORMWATER PLAN - SHEET 3	C	4/03/2026
C204	ROAD & STORMWATER PLAN - SHEET 4	B	18/02/2026
C301	CADBURY ROAD PLAN	C	4/03/2026
C401	SEWER AND WATER PLAN	B	18/02/2026
C501	LONG SECTIONS - SHEET 1	B	18/02/2026
C502	LONG SECTIONS - SHEET 2	B	18/02/2026
C503	CROSS SECTIONS	B	18/02/2026

GLENORCHY CITY COUNCIL
PLANNING SERVICES

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DATE RECEIVED: 17 March 2026

REV	ISSUE	DATE	APPROVAL
			DRAWN: LG
			CHECKED: NM
			DESIGN: LG
C	DEVELOPMENT APPLICATION	4/03/2026	CHECKED: NM
B	DEVELOPMENT APPLICATION	18/02/2026	VERIFIED: -

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

PROJECT: WINDERMERE BAY

ADDRESS: 36 CADBURY ROAD
CLAREMONT

CLIENT: CIRCA MORRIS- NUNN

SHEET: COVER

SCALE: -

TOTAL SHEETS: 13

SIZE: A1

PROJECT No: 24E19-2

SHEET: C001

REV: C

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-382

DATE RECEIVED: 17 March 2026

BILTON STREET

EXISTING TASWATER WATER INFRASTRUCTURE AS PER LISTMAP DATA

CADBURY ROAD

EXISTING PUBLIC STORMWATER MANHOLE AS SURVEYED

EXISTING DN150 PVC TASWATER SEWER MAIN AS SURVEYED ID: A227774

EXISTING DN150 PVC TASWATER SEWER MAIN AS SURVEYED ID: A227775

EXISTING TASWATER SEWER MH AS SURVEYED ID: A227710

EXISTING TASWATER SEWER MH AS SURVEYED ID: A227711

EXISTING TASWATER SEWER MH AS SURVEYED ID: A227714

EXISTING DN150 PVC TASWATER SEWER MAIN AS SURVEYED ID: A227776

CADBURY ROAD

EXISTING DN150 PVC PRIVATE SEWER AS SURVEYED

EXISTING PRIVATE STORMWATER INFRASTRUCTURE AS SURVEYED

#36 CADBURY ROAD, CLAREMONT
179351/1

EXISTING DN150 PVC PRIVATE SEWER AS SURVEYED

EXISTING DN200 CI TASWATER WATER MAIN AS SURVEYED. ASSET ID: A354545

EXISTING DN150 CI TASWATER WATER MAIN AS SURVEYED. ASSET ID: A357376

bottom of bank

top of bank

top of bank

Bike path

IL 1.8m

SITE & EXISTING SERVICES LEGEND

EX SWD	EXISTING PUBLIC STORMWATER
EX SWD	EXISTING PRIVATE STORMWATER
EX S	EXISTING SEWER
EX W	EXISTING WATER MAIN
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP	
FOC	EXISTING NBN
G	EXISTING GAS

NOTES

THESE DRAWINGS SHALL BE APPROVED BY RELEVANT AUTHORITIES (INCL. COUNCIL & TASWATER) PRIOR TO CONSTRUCTION.

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

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

EXISTING SITE PLAN

SCALE 1:500 (A1)

DIAL BEFORE YOU DIG www.1100.com.au

REV	ISSUE	DATE	APPROVAL
			DRAWN: LG
			CHECKED: NM
			DESIGN: LG
			CHECKED: NM
B	DEVELOPMENT APPLICATION	18/02/2026	VERIFIED: -

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

PROJECT: WINDERMERE BAY

0 5 10 15 20 25 30 35 40 45 50m

ADDRESS: 36 CADBURY ROAD CLAREMONT

CLIENT: CIRCA MORRIS- NUNN

SHEET: EXISTING SITE PLAN

SCALE: 1:500 | TOTAL SHEETS: 13 | SIZE: A1

PROJECT No: 24E19-2 | SHEET: C101 | REV: B

Document Set ID: 3596304
Version: 2, Version Date: 19/03/2026

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-382

DATE RECEIVED: 17 March 2026

BILTON STREET

CADBURY ROAD

EXISTING TREE (ET22) MARKED FOR REMOVAL

EXISTING TREE (ET20) MARKED FOR REMOVAL

EXISTING PRIVATE STORMWATER INFRASTRUCTURE TO BE REMOVED

#36 CADBURY ROAD,
CLAREMONT
179351/1

EXISTING PRIVATE SEWER INFRASTRUCTURE TO BE REMOVED

bottom of bank

top of bank

top of bank

Bike path

IL 1.8m

SITE & EXISTING SERVICES LEGEND

EX SWD	EXISTING STORMWATER TO BE REMOVED
EX S	EXISTING SEWER TO BE REMOVED
EX SWD	EXISTING PUBLIC STORMWATER
EX SWD	EXISTING PRIVATE STORMWATER
EX S	EXISTING SEWER
EX W	EXISTING WATER MAIN
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP OP	
FOC	EXISTING NBN
G G	EXISTING GAS

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DEMOLITION PLAN

SCALE 1:500 (A1)

DIAL BEFORE YOU DIG www.1100.com.au

REV	ISSUE	DATE	APPROVAL
			DRAWN: LG
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			DESIGN: LG
C	DEVELOPMENT APPLICATION	4/03/2026	CHECKED: NM
B	DEVELOPMENT APPLICATION	18/02/2026	VERIFIED: -

ALDANMARK CONSULTING ENGINEERS

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

0 5 10 15 20 25 30 35 40 45 50m

PROJECT: WINDERMERE BAY

ADDRESS: 36 CADBURY ROAD
CLAREMONT

CLIENT: CIRCA MORRIS- NUNN

SHEET: DEMOLITION PLAN

SCALE: 1:500

TOTAL SHEETS: 13

SIZE: A1

PROJECT No: 24E19-2

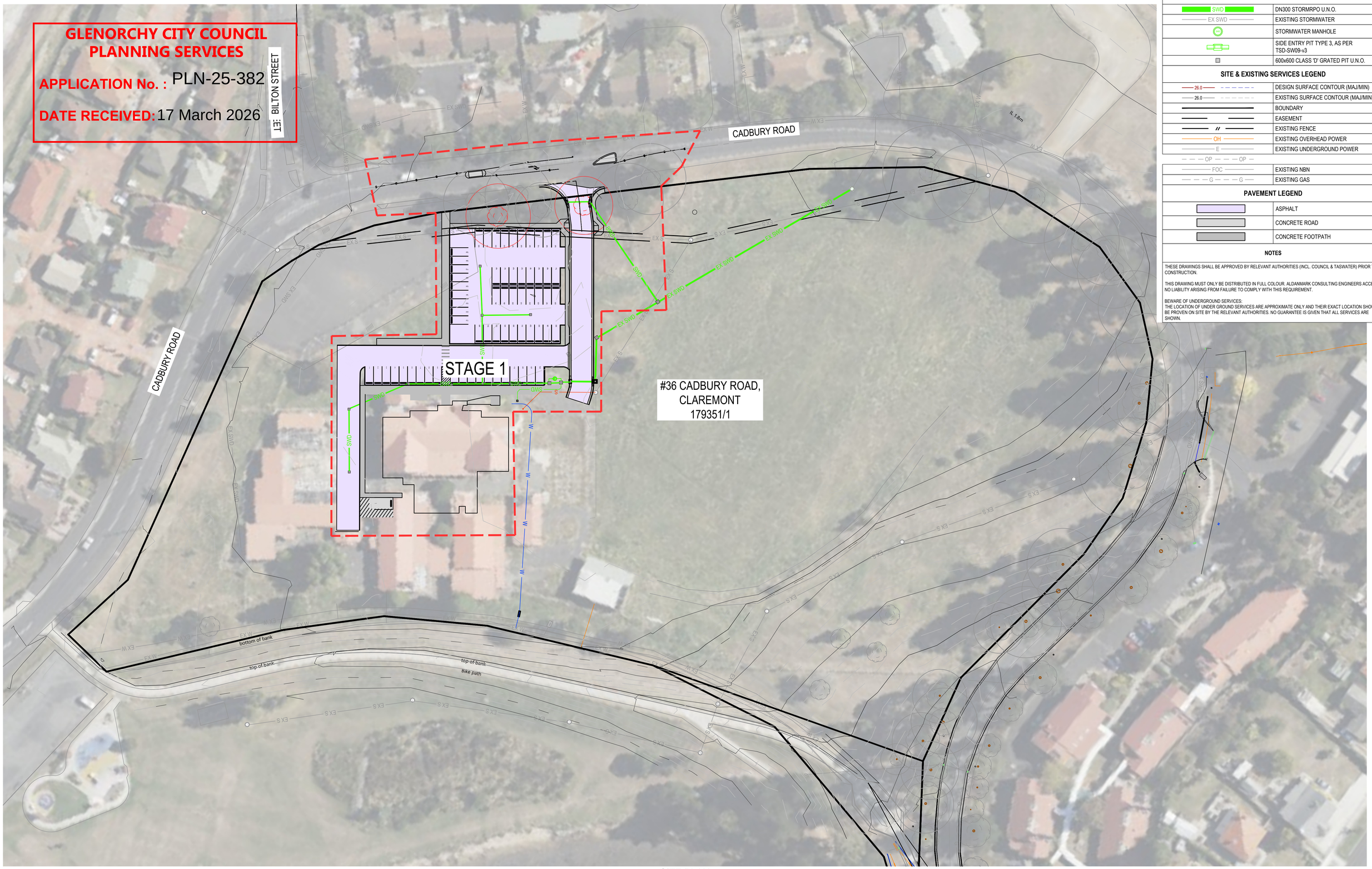
SHEET: C102

REV: C

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-382

DATE RECEIVED: 17 March 2026



STORMWATER LEGEND

SWD	DN300 STORMRPO U.N.O.
EX SWD	EXISTING STORMWATER
	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
	600x600 CLASS 'D' GRATED PIT U.N.O.

SITE & EXISTING SERVICES LEGEND

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

PAVEMENT LEGEND

	ASPHALT
	CONCRETE ROAD
	CONCRETE FOOTPATH

NOTES

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SITE PLAN

SCALE 1:500 (A1)

DIAL BEFORE YOU DIG 1100.com.au

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PROJECT: WINDERMERE BAY

0 5 10 15 20 25 30 35 40 45 50m

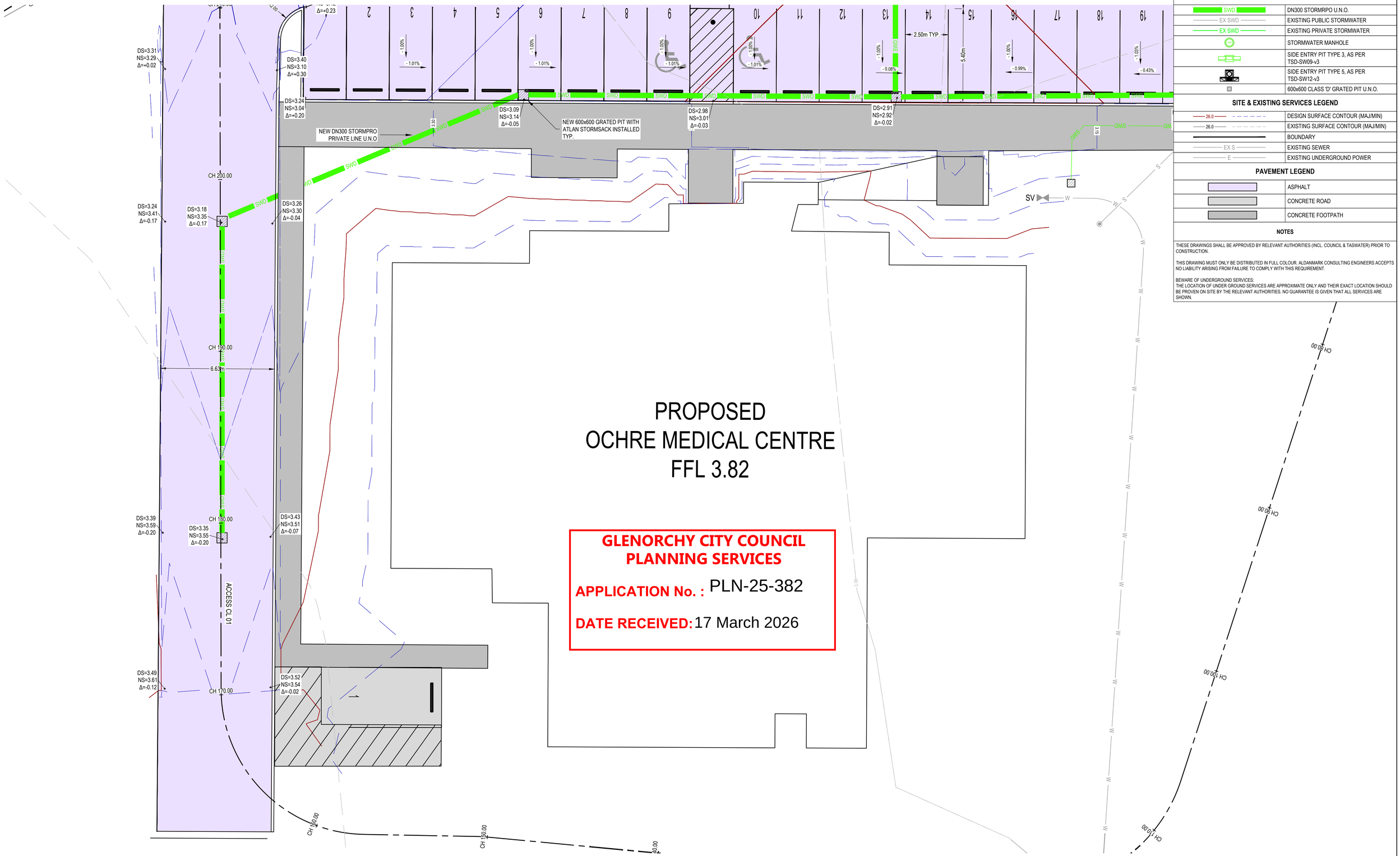
ADDRESS: 36 CADBURY ROAD
CLAREMONT

CLIENT: CIRCA MORRIS- NUNN

SHEET: SITE PLAN

SCALE: 1:500 | TOTAL SHEETS: 13 | SIZE: A1

PROJECT No: 24E19-2 | SHEET: C103 | REV: B



GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-382

DATE RECEIVED: 17 March 2026

STORMWATER LEGEND

SWD	DN300 STORMRPO U.N.O.
EX SWD	EXISTING PUBLIC STORMWATER
EX SWD	EXISTING PRIVATE STORMWATER
	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
	600x600 CLASS 'D' GRATED PIT U.N.O.

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
EX S	EXISTING SEWER
E	EXISTING UNDERGROUND POWER

PAVEMENT LEGEND

	ASPHALT
	CONCRETE ROAD
	CONCRETE FOOTPATH

NOTES

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ROAD & STORMWATER PLAN - SHEET 1

SCALE 1:100 (A1)

DIAL BEFORE YOU DIG www.1100.com.au

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B	DEVELOPMENT APPLICATION	18/02/2026	VERIFIED: -

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PROJECT: WINDERMERE BAY
ADDRESS: 36 CADBURY ROAD CLAREMONT
CLIENT: CIRCA MORRIS- NUNN
SHEET: ROAD & STORMWATER PLAN - SHEET 1
SCALE: 1:100
TOTAL SHEETS: 13
SIZE: A1
PROJECT No: 24E19-2
SHEET: C201
REV: B

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-382

DATE RECEIVED: 17 March 2026

STORMWATER LEGEND

SWD	DN300 STORMRPO U.N.O.
EX SWD	EXISTING PUBLIC STORMWATER
EX SWD	EXISTING PRIVATE STORMWATER
	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
	600x600 CLASS 'D' GRATED PIT U.N.O.

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
EX S	EXISTING SEWER
E	EXISTING UNDERGROUND POWER

PAVEMENT LEGEND

	ASPHALT
	CONCRETE ROAD
	CONCRETE FOOTPATH

NOTES

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CARPARK CL 02

ACCESS CL 01

NEW DN225 STORMPRO PRIVATE LINE

NEW DN300 STORMPRO PRIVATE LINE U.N.O

NEW 600x600 GRATED PIT WITH ATLAN STORMSACK INSTALLED TYP.

NEW 450x450 GRATED PIT. ALLOW TO CONNECT ROOF DRAINAGE AS PER ALDANMARK HYDRAULIC DRAWINGS.

NEW DN450 STORMPRO PRIVATE LINE

ATLAN FLOWFILTER FLF.400.H.01 INSTALLED OFFLINE AND CONNECTED TO 900x900 GRATED PITS IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATION.

2.50m TYP.

REFER SHEET C105 FOR CONTINUATION

ROAD & STORMWATER PLAN - SHEET 2

SCALE 1:100 (A1)

REV	ISSUE	DATE	APPROVAL
			DRAWN: LG
			CHECKED: NM
			DESIGN: LG
			CHECKED: NM
B	DEVELOPMENT APPLICATION	18/02/2026	VERIFIED: -

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

PROJECT: WINDERMERE BAY

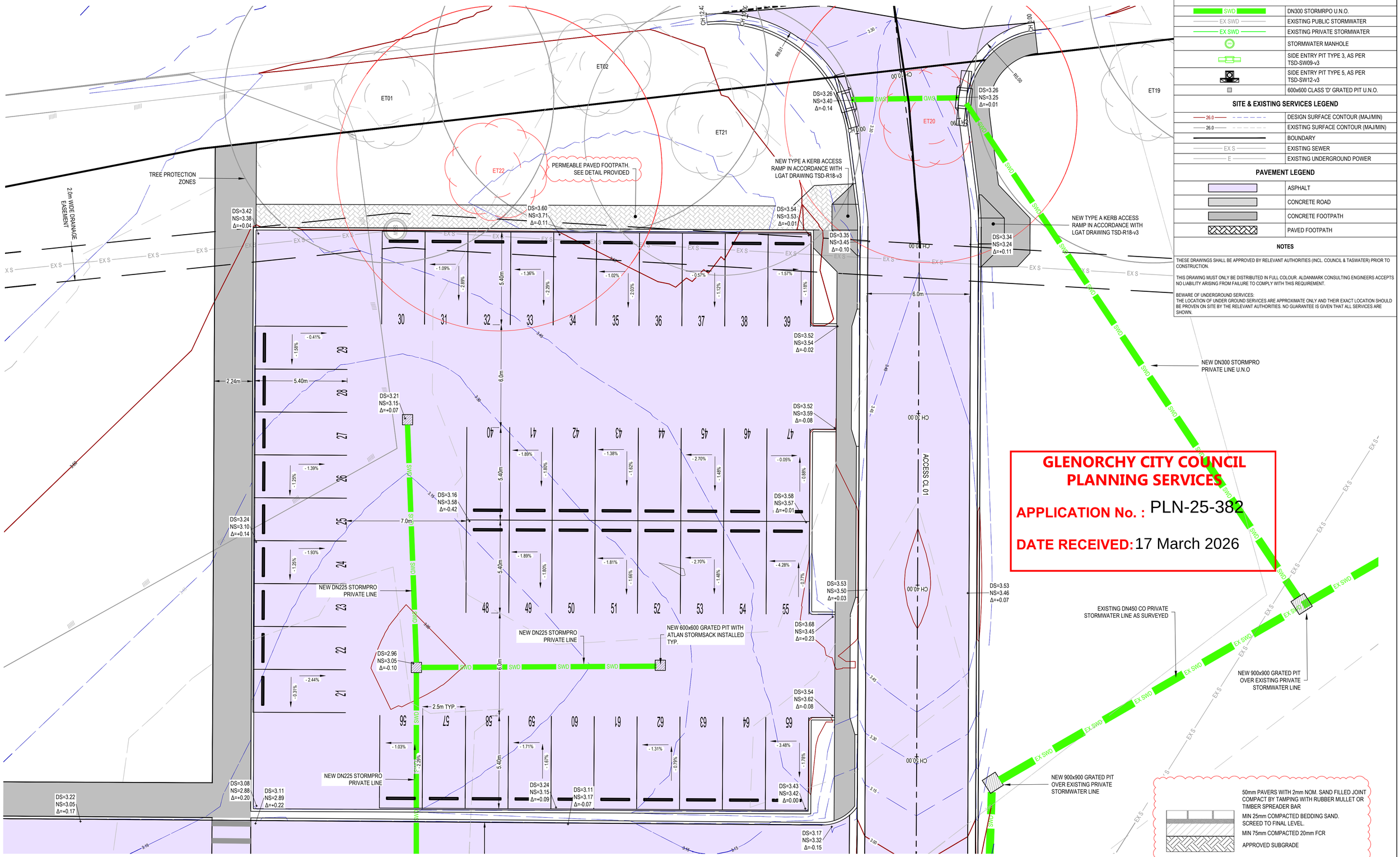
ADDRESS: 36 CADBURY ROAD CLAREMONT

CLIENT: CIRCA MORRIS- NUNN

SHEET: ROAD & STORMWATER PLAN - SHEET 2

SCALE: 1:100 | TOTAL SHEETS: 13 | SIZE: A1

PROJECT No: 24E19-2 | SHEET: C202 | REV: B



STORMWATER LEGEND

SWD	DN300 STORMRPO U.N.O.
EX SWD	EXISTING PUBLIC STORMWATER
EX SWD	EXISTING PRIVATE STORMWATER
	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
	600x600 CLASS 'D' GRATED PIT U.N.O.

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
EX S	EXISTING SEWER
E	EXISTING UNDERGROUND POWER

PAVEMENT LEGEND

	ASPHALT
	CONCRETE ROAD
	CONCRETE FOOTPATH
	PAVED FOOTPATH

NOTES

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GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-25-382
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50mm PAVERS WITH 2mm NOM. SAND FILLED JOINT COMPACT BY TAMPING WITH RUBBER MULLET OR TIMBER SPREADER BAR
MIN 25mm COMPACTED BEDDING SAND. SCREED TO FINAL LEVEL.
MIN 75mm COMPACTED 20mm FCR
APPROVED SUBGRADE

PAVED FOOTPATH DETAIL

ROAD & STORMWATER PLAN - SHEET 3

SCALE 1:100 (A1)

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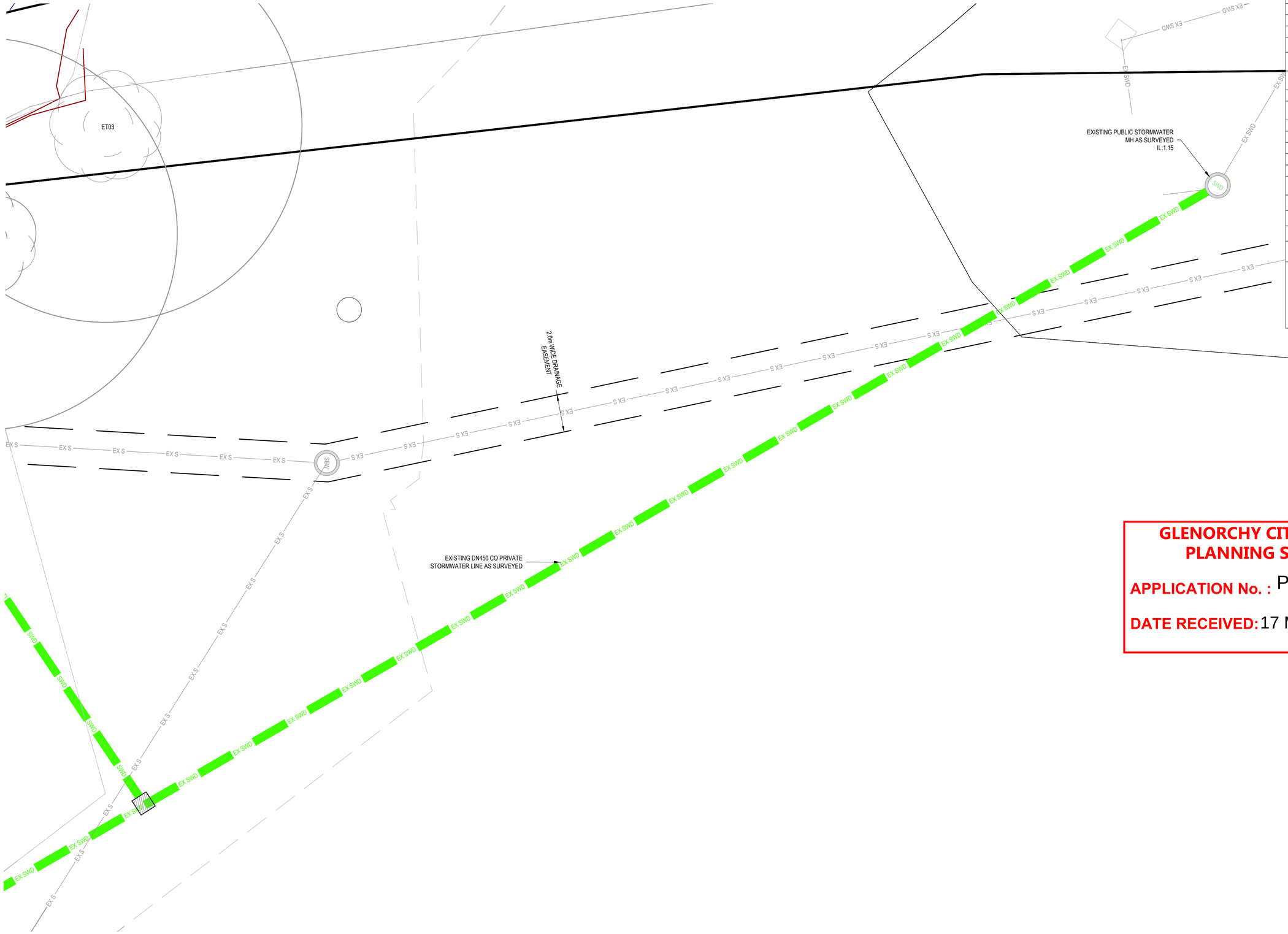
REV	ISSUE	DATE	APPROVAL
			DRAWN: LG
			CHECKED: NM
			DESIGN: LG
C	DEVELOPMENT APPLICATION	4/03/2026	CHECKED: NM
B	DEVELOPMENT APPLICATION	18/02/2026	VERIFIED: -

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

PROJECT: WINDERMERE BAY
ADDRESS: 36 CADBURY ROAD CLAREMONT
CLIENT: CIRCA MORRIS- NUNN
SHEET: ROAD & STORMWATER PLAN - SHEET 3
SCALE: 1:100
TOTAL SHEETS: 13
SIZE: A1
PROJECT No: 24E19-2
SHEET: C203
REV: C



STORMWATER LEGEND

SWD	DN300 STORMRPO U.N.O.
EX SWD	EXISTING PUBLIC STORMWATER
EX SWD	EXISTING PRIVATE STORMWATER
	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
	600x600 CLASS 'D' GRATED PIT U.N.O.

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
EX S	EXISTING SEWER
E	EXISTING UNDERGROUND POWER

PAVEMENT LEGEND

	ASPHALT
	CONCRETE ROAD
	CONCRETE FOOTPATH

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GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-382

DATE RECEIVED: 17 March 2026

ROAD & STORMWATER PLAN - SHEET 4

SCALE 1:100 (A1)

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REV	ISSUE	DATE	APPROVAL
			DRAWN:
			CHECKED:
			DESIGN:
			CHECKED:
B	DEVELOPMENT APPLICATION	18/02/2026	VERIFIED:

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mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT: WINDERMERE BAY

0 1 2 3 4 5 6 7 8 9 10m

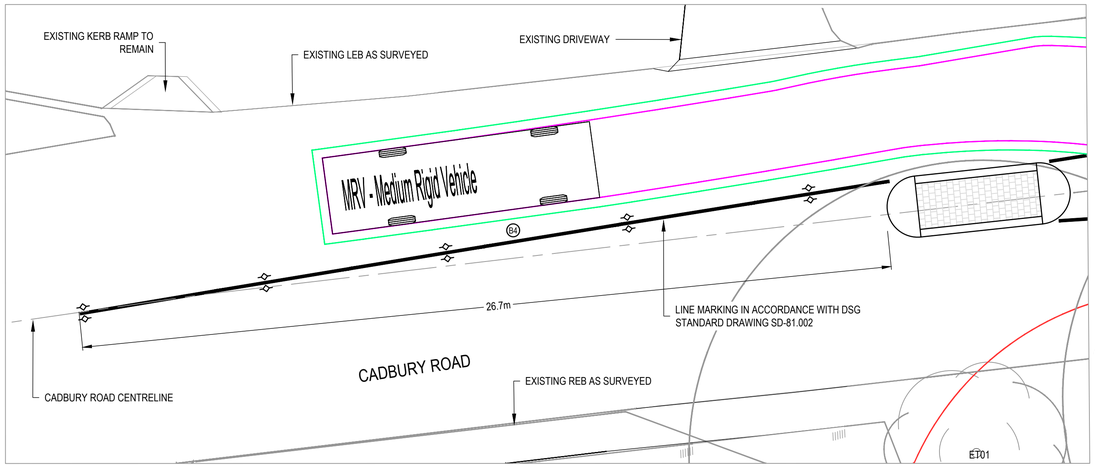
ADDRESS: 36 CADBURY ROAD CLAREMONT

CLIENT: CIRCA MORRIS- NUNN

SHEET: ROAD & STORMWATER PLAN - SHEET 4

SCALE: 1:100 | TOTAL SHEETS: 13 | SIZE: A1

PROJECT No: 24E19-2 | SHEET: C204 | REV: B



GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-382

DATE RECEIVED: 17 March 2026

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
EX S	EXISTING SEWER
E	EXISTING UNDERGROUND POWER

PAVEMENT LEGEND

	ASPHALT
	CONCRETE ROAD
	CONCRETE FOOTPATH

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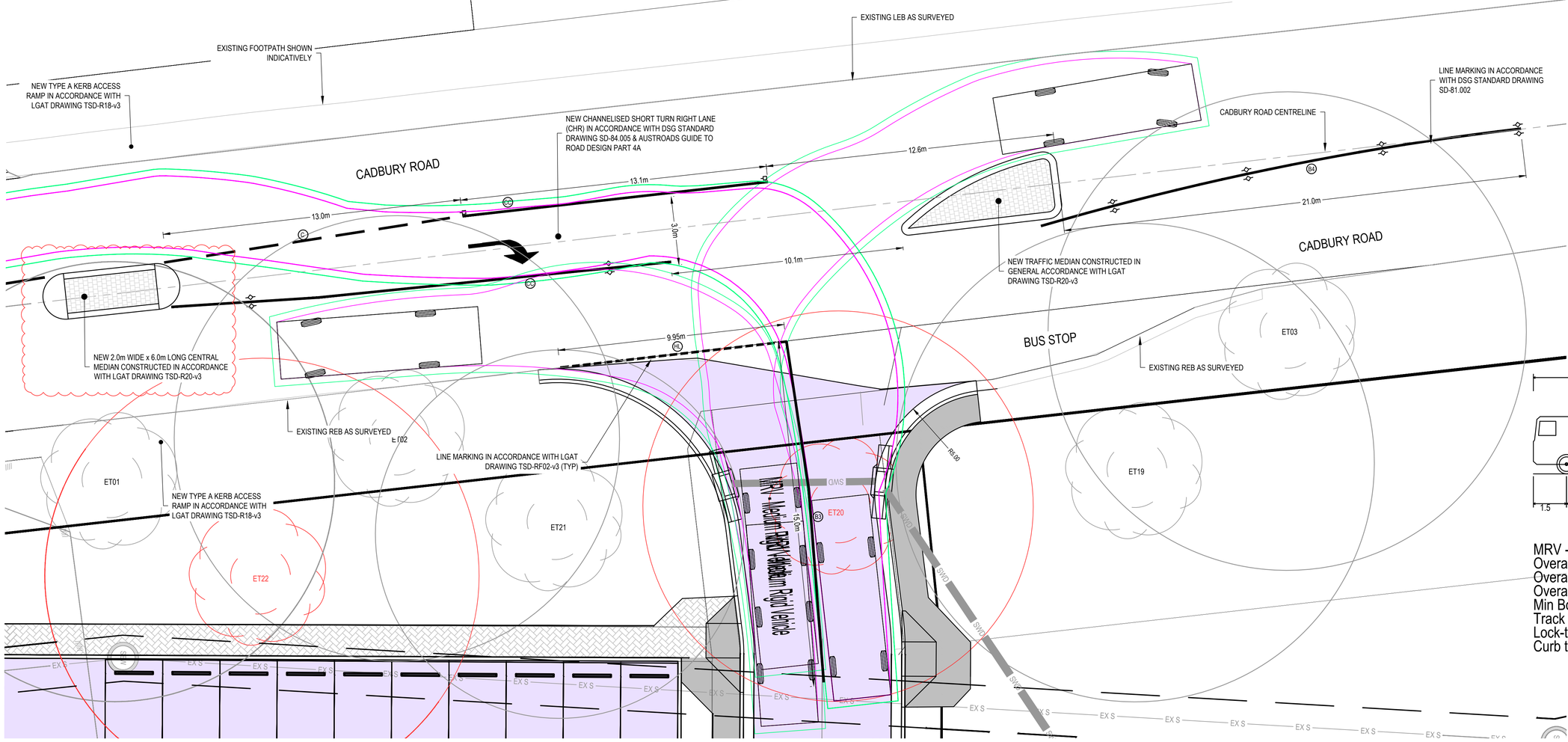

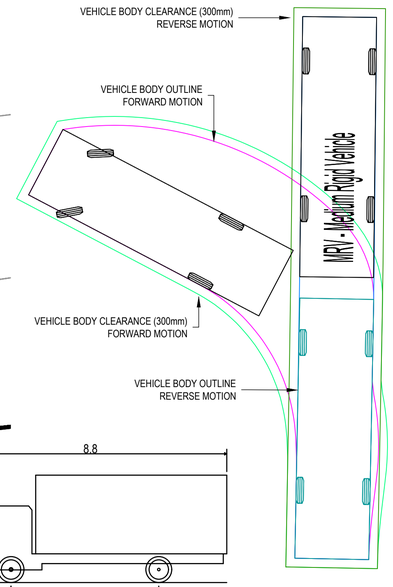

MRV - Medium Rigid Vehicle	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.000m

VEHICLE TURNPATH - LEGEND

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

CADBURY ROAD PLAN

SCALE 1:100 (A1)

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REV	ISSUE	DATE	APPROVAL
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PROJECT: WINDERMERE BAY

0 1 2 3 4 5 6 7 8 9 10m

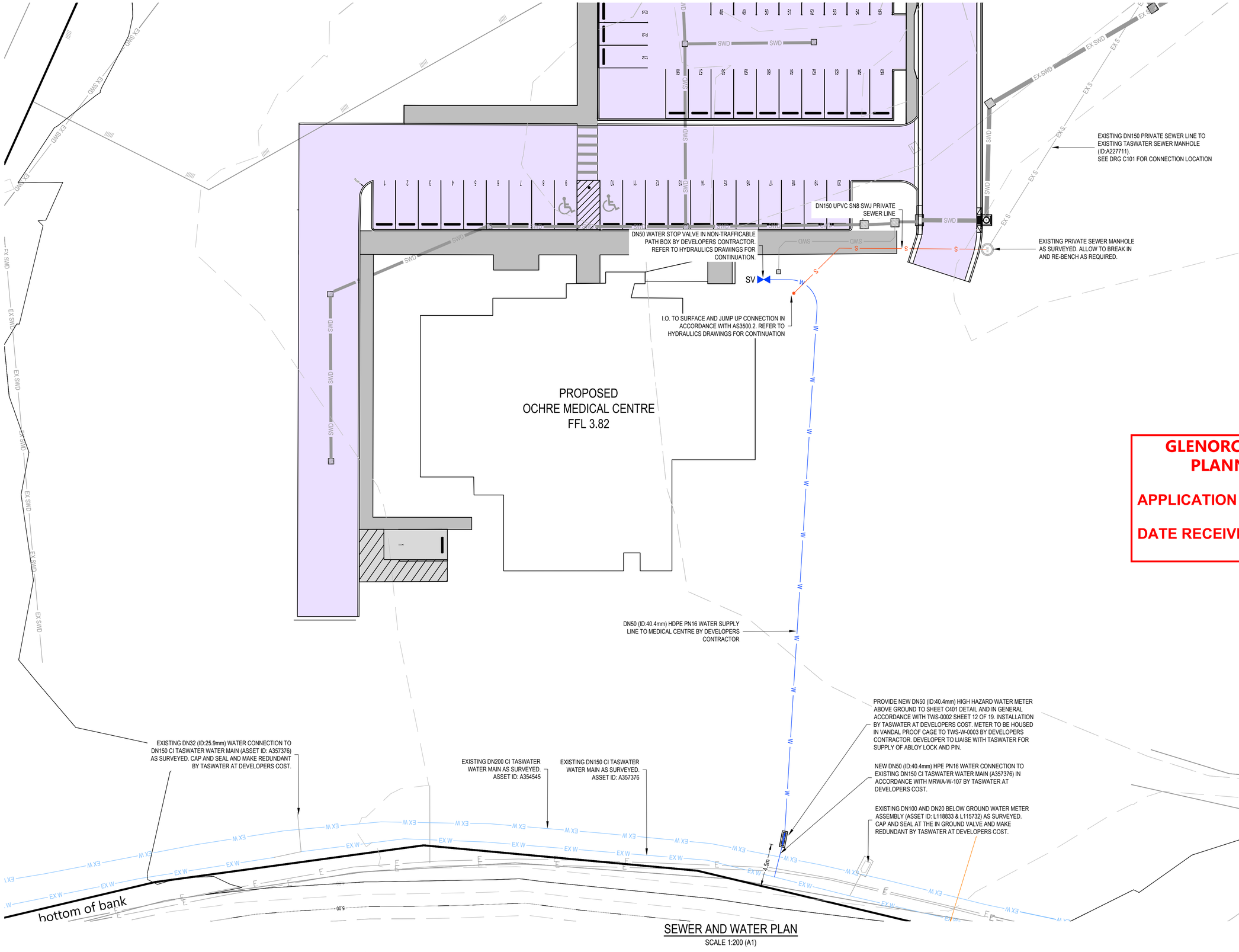
ADDRESS: 36 CADBURY ROAD CLAREMONT

CLIENT: CIRCA MORRIS- NUNN

SHEET: CADBURY ROAD PLAN

SCALE: 1:100 | TOTAL SHEETS: 13 | SIZE: A1

PROJECT No: 24E19-2 | SHEET: C301 | REV: C



SEWER AND WATER PLAN

SCALE 1:200 (A1)

SEWER LEGEND

S	uPVC SEWER DN100 SN6 U.N.O.
EX S	EXISTING SEWER
	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
IO	INSPECTION OPENING

WATER SERVICES LEGEND

W	HDPE WATER
EX W	EXISTING WATER MAIN
SV	WATER VALVE
FH	HYDRANT

SITE & EXISTING SERVICES LEGEND

26.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
26.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
EX SWD	EXISTING STORMWATER
E	EXISTING UNDERGROUND POWER

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WATER & SEWER NOTES

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

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

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-382

DATE RECEIVED: 17 March 2026

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mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT: WINDERMERE BAY

ADDRESS: 36 CADBURY ROAD CLAREMONT

CLIENT: CIRCA MORRIS- NUNN

SHEET: SEWER AND WATER PLAN

SCALE: 1:200 | TOTAL SHEETS: 13 | SIZE: A1

PROJECT No: 24E19-2 | SHEET: C401 | REV: B

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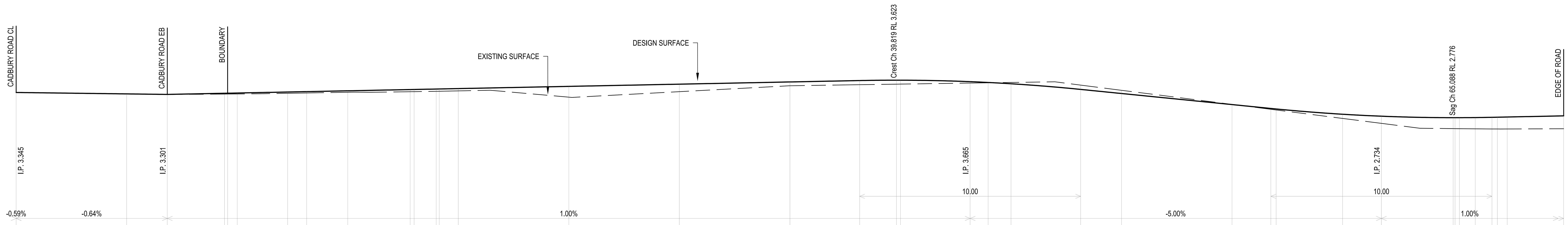

CHAINAGE	EXISTING SURFACE	DESIGN CENTRE LINE	CUT (-) FILL (+)
-0.000	3.345	3.345	+0.000
5.000	3.316	3.313	-0.003
6.837	3.301	3.301	+0.000
9.424	3.310	3.327	+0.017
9.565	3.310	3.329	+0.019
10.000	3.312	3.333	+0.021
12.280	3.327	3.356	+0.029
13.143	3.334	3.364	+0.030
15.000	3.350	3.383	+0.033
17.823	3.362	3.411	+0.049
18.000	3.363	3.413	+0.050
19.000	3.372	3.423	+0.051
19.137	3.373	3.424	+0.051
20.000	3.381	3.433	+0.052
25.000	3.240	3.483	+0.243
30.000	3.364	3.533	+0.169
35.000	3.497	3.583	+0.086
38.152	3.521	3.615	+0.094
39.819	3.533	3.623	+0.090
40.000	3.535	3.623	+0.088
43.152	3.558	3.590	+0.032
43.967	3.564	3.571	+0.007
45.000	3.572	3.542	-0.030
48.152	3.512	3.415	-0.097
50.000	3.395	3.322	-0.073
55.000	3.077	3.072	-0.005
56.755	2.965	2.984	+0.019
56.996	2.950	2.973	+0.023
60.000	2.759	2.854	+0.095
61.755	2.648	2.809	+0.161
65.000	2.529	2.776	+0.247
65.088	2.528	2.776	+0.248
65.284	2.527	2.776	+0.249
66.000	2.524	2.779	+0.255
66.755	2.521	2.784	+0.263
67.000	2.520	2.787	+0.267
67.448	2.521	2.791	+0.270
70.000	2.526	2.817	+0.291

From 0.000m To 70.000m Scales: H 1:100 V 1:50

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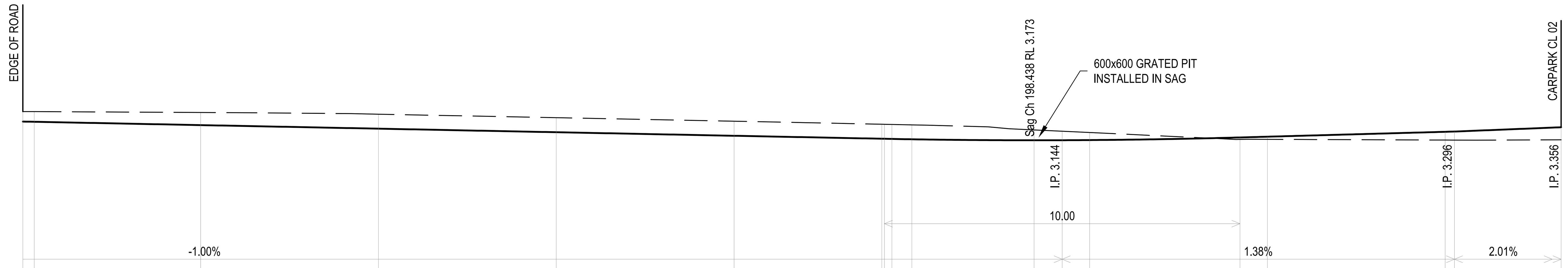

CHAINAGE	EXISTING SURFACE	DESIGN CENTRE LINE	CUT (-) FILL (+)
170.320	3.577	3.434	-0.143
175.000	3.565	3.387	-0.178
180.000	3.540	3.337	-0.203
185.000	3.491	3.287	-0.204
190.000	3.441	3.237	-0.204
194.157	3.399	3.195	-0.204
194.228	3.398	3.194	-0.204
194.439	3.396	3.192	-0.204
195.000	3.390	3.187	-0.203
198.438	3.319	3.173	-0.146
199.228	3.301	3.174	-0.127
200.000	3.283	3.176	-0.107
204.228	3.185	3.213	+0.028
205.000	3.187	3.224	+0.037
210.000	3.176	3.293	+0.117
210.259	3.176	3.296	+0.120
213.259	3.180	3.356	+0.176

From 140.000m To 213.259m Scales: H 1:100 V 1:50

LONG SECTIONS - SHEET 1

AS INDICATED

REV	ISSUE	DATE	APPROVAL	
			DRAWN:	LG
			CHECKED:	NM
			DESIGN:	LG
			CHECKED:	NM
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PROJECT: WINDERMERE BAY

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

ADDRESS: 36 CADBURY ROAD CLAREMONT

CLIENT: CIRCA MORRIS- NUNN

SHEET: LONG SECTIONS - SHEET 1

SCALE: AS INDICATED | TOTAL SHEETS: 13 | SIZE: A1

PROJECT No: 24E19-2 | SHEET: C501 | REV: B

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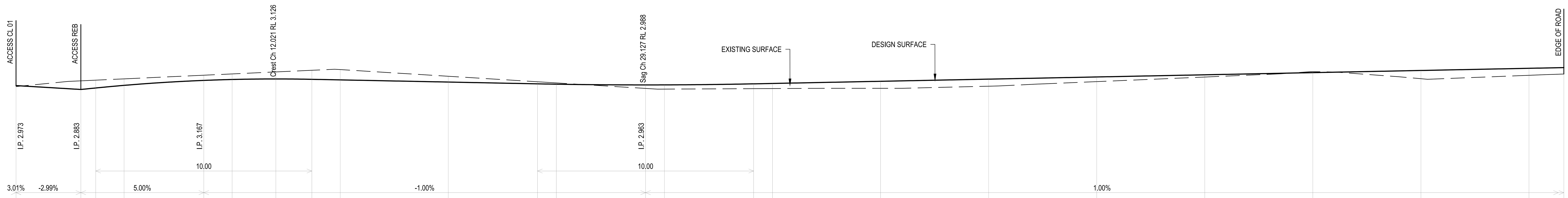

CUT (-) FILL (+)	+0.023	-0.199	-0.181	-0.150	-0.120	-0.129	-0.162	-0.209	-0.238	-0.134	-0.048	-0.029	+0.081	+0.098	+0.112	+0.118	+0.162	+0.163	+0.108	+0.052	-0.021	+0.191	+0.162	+0.149
DESIGN CENTRE LINE	2.973	2.883	2.917	2.978	3.092	3.113	3.126	3.117	3.104	3.054	3.013	3.005	2.988	2.989	3.013	3.022	3.072	3.122	3.172	3.222	3.272	3.322	3.372	3.388
EXISTING SURFACE	2.950	3.082	3.098	3.128	3.212	3.242	3.288	3.326	3.342	3.188	3.061	3.034	2.907	2.891	2.901	2.904	2.910	2.959	3.064	3.170	3.293	3.131	3.210	3.239
CHAINAGE	0.000	3.000	3.688	5.000	8.688	10.000	12.021	13.688	15.000	20.000	24.127	25.000	29.127	30.000	34.127	35.000	40.000	45.000	50.000	55.000	60.000	65.000	70.000	71.613

From 0.000m To 71.613m Scales: H 1:100 V 1:50

LONG SECTIONS - SHEET 2

AS INDICATED

			DRAWN:	LG
			CHECKED:	NM
			DESIGN:	LG
			CHECKED:	NM
B	DEVELOPMENT APPLICATION	18/02/2026	VERIFIED:	-
REV	ISSUE	DATE	APPROVAL	

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PROJECT: WINDERMERE BAY

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

ADDRESS: 36 CADBURY ROAD CLAREMONT

CLIENT: CIRCA MORRIS- NUNN

SHEET: LONG SECTIONS - SHEET 2

SCALE: AS INDICATED | TOTAL SHEETS: 13 | SIZE: A1

PROJECT No: 24E19-2 | SHEET: C502 | REV: B

NOTES

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GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-382

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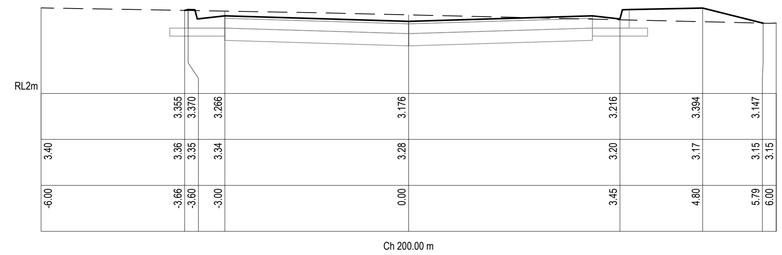
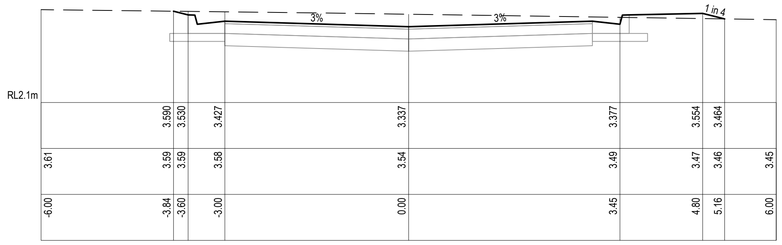
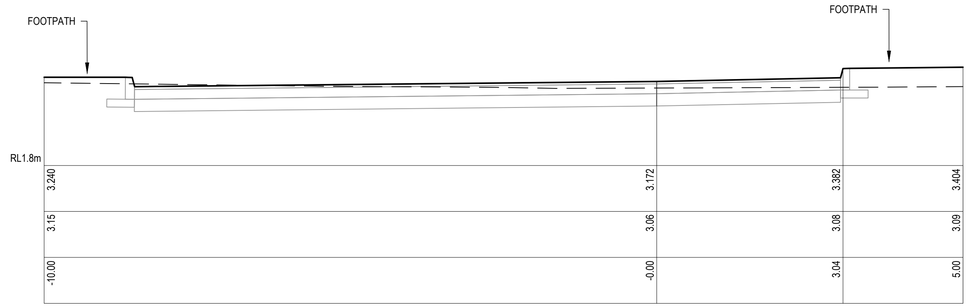


Ch 200.00 m



Ch 180.00 m



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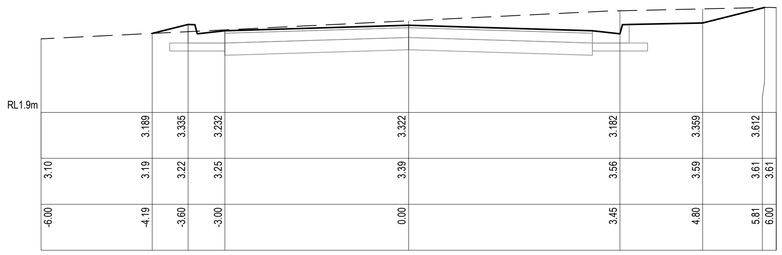

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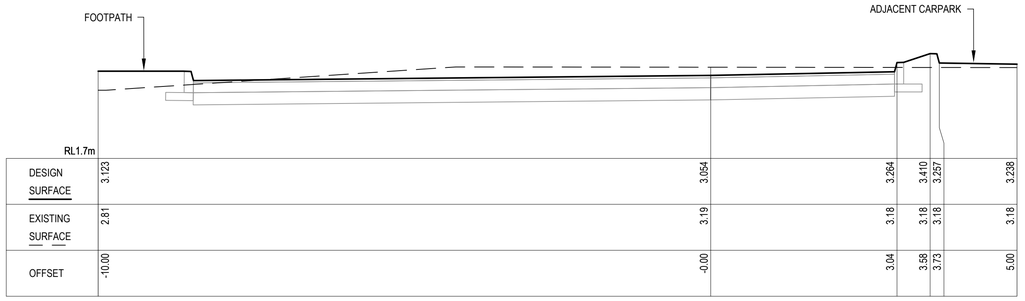
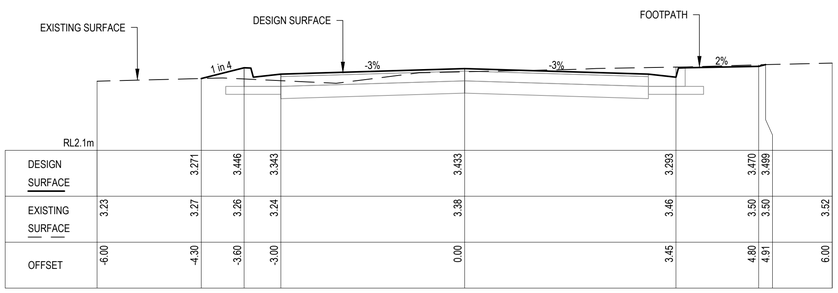


Ch 20.00 m



Ch 20.00 m

CROSS SECTIONS

AS INDICATED

REV	ISSUE	DATE	APPROVAL
			DRAWN: LG
			CHECKED: NM
			DESIGN: LG
			CHECKED: NM
B	DEVELOPMENT APPLICATION	18/02/2026	VERIFIED: -

ALDANMARK CONSULTING ENGINEERS

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

PROJECT: WINDERMERE BAY	ADDRESS: 36 CADBURY ROAD CLAREMONT	SHEET: CROSS SECTIONS	
AS INDICATED	CLIENT: CIRCA MORRIS- NUNN	SCALE: AS INDICATED	TOTAL SHEETS: 13 / SIZE: A1
		PROJECT No: 24E19-2	SHEET: C503 / REV: B

AllUrbanPlanning PTY LTD

20 December 2025

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-25-382
DATE RECEIVED: 20 December 2025

Helen Ayers
Senior Statutory Planner
Glenorchy City Council
PO Box 103
GLENORCHY 7010

Dear Helen,

Application for a Planning Permit – Alterations and Change of Use to Medical Centre – 36 Cadbury Road, Claremont

All Urban Planning Pty Ltd has been engaged by Circa Architects on behalf of Claremont City Developments Pty Ltd to prepare the following planning assessment for alterations, extensions and change of use of the former Claremont Primary School building for a medical centre.

This permit is for the same use, architectural alterations and extensions as previously approved under planning permit PLN-25-119. However, unlike that permit that was for alterations to the approved but not yet constructed mixed use redevelopment of the site under planning permit PLN-20-097, this proposal is for a standalone application just for the medical centre. It involves an altered access, parking and servicing arrangement.

Figure 1– Site Plan (source: Circa)

The Proposal

The proposal is for alterations, extensions, restoration and a change of use of the former Claremont Primary School building for use as a medical centre.

The proposed medical centre will involve 10 practitioners.

The proposed opening hours are:

- Monday to Friday: 8am - 6pm
- Saturday: 9am - 12pm
- Sunday & Public Holidays: 9:30am -12pm

The proposal includes formation of a new access from Cadbury Road and a 65 space carpark between the building and the Cadbury Road frontage. The carpark will include 2 x accessible parking spaces and an emergency vehicle turning area.

The proposal will connect to the existing buildings stormwater connection for the site.

A modest freestanding ground based sign is proposed adjacent to the main entry on the north eastern elevation.

The application is accompanied by:

- Architectural plans prepared by Circa
- Site Survey
- Certificate of Title
- Civil Documentation (Overall Site Plan and Roadway Information)
- Supplementary heritage assessment and advice

Additional civil engineering information and a traffic impact assessment are being prepared and will be provided to Council as soon as possible.

The Site

The proposal relates to 36 Cadbury Road, Claremont. The site is 3.7ha and is contained within CT 179351/1 owned by Claremont City Development Pty Ltd.

The proposal involves traffic management and access works within the Cadbury Road casement owned by Glenorchy City Council. These works mean that the application requires owners consent form Council pursuant to Section 51b) of the Act.

The Zone

The land is zoned Inner Residential.

The Zone Purpose Statements under Clause 9.1 are as follows:

9.1.1 To provide for a variety of residential use or development that accommodates a range of dwelling types at higher densities.

9.1.2 To provide for the efficient utilisation of available social, transport and other service infrastructure.

9.1.3 To provide for non-residential use that:

(a) primarily serves the local community; and

(b) does not cause an unreasonable loss of amenity, through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.

9.1.4 To provide for Visitor Accommodation that is compatible with residential character.

The proposed medical centre will primarily serve the local community of Claremont and will not involve significant traffic or noise emissions outside of business hours that would unreasonably impact the amenity of nearby residents. The proposal will repurpose an important heritage building and is considered compatible with the Zone Purpose statements 9.1.2 and 9.1.3 in particular.

The Use

The proposed medical centre falls within the Business and Professional Services Use Class and is a Discretionary Use in the Inner Residential Zone.

Use Standards

Discretionary Use (9.3.1)

Objective:

That Discretionary uses do not cause an unreasonable loss of amenity to adjacent sensitive uses.

Acceptable Solution	***Performance Criteria***
A1 *Hours of operation of a use listed as Discretionary, excluding Emergency Services, must be within the hours of:* *(a) 7.00am to 7.00pm Monday to Friday; and* *(b) 8.00am to 6.00pm Saturday and Sunday.*	***P1*** *Hours of operation of a use listed as Discretionary, excluding Emergency Services, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:* *(a) the timing, duration or extent of vehicle movements; and* *(b) noise, lighting or other emissions.*
Assessment: The proposed hours of operation of 8am to 6pm Monday to Friday, 9am to 12pm Saturday and 9.30am to 12pm will comply with the permitted hours of operation set out in A1.	

A2 *External lighting for a use listed as Discretionary:* *(a) must not operate within the hours of 8.00pm to 6.00am, excluding any security lighting; and* *(b) security lighting must be baffled so that direct light does not extend into the adjoining property.*	***P2*** *External lighting for a use listed as Discretionary, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:* *(a) the number of proposed light sources and their intensity;* *(b) the location of the proposed light sources;* *(c) the topography of the site; and* *(d) any existing light sources.*
Assessment: The proposal will not involve external lighting other than security lighting outside the permitted hours in A2. The security lighting will also be orientated and baffled to avoid light spill beyond the site and will also comply with A2.	
A3 *Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services, must be within the hours of:* *(a) 7:00am to 8:00pm Monday to Friday;* *(b) 9:00am to 12 noon Saturday; and* *(c) nil on Sunday and public holidays.*	***P3*** *Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:* *(a) the extent and timing of traffic generation;* *(b) the dispatch of goods and materials; and* *(c) existing levels of amenity.*
Assessment: The proposal will not involve commercial vehicle movements outside the hours set out in A3.	
A4 *No Acceptable Solution.*	***P4*** *A use listed as Discretionary must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:* *(a) the intensity and scale of the use;* *(b) the emissions generated by the use;*

	(c) the type and intensity of traffic generated by the use; *(d) the impact on the character of the area; and* *(e) the need for the use in that location.*

Assessment:

The proposed discretionary medical centre use is unlikely to cause an unreasonable loss of amenity to adjacent sensitive uses and therefore satisfy P4 having regard to parts a) to e) as follows:

a) The medical centre involving up to 10 practitioners at peak times is considered a relatively modest scale and intensity on this large, 3.7ha site.

b) Other than the proposed traffic movements within the permitted hours under Clause 9.3.1 A1 and A3 and managed security lighting emissions under Clause 9.3.1 A2 the proposal is unlikely to involve significant emissions that would unreasonably impact the amenity of adjacent sensitive uses.

c) As will be demonstrated in the TIA the expected traffic generation of users of the peak generation of the proposed medical centre will be 65 vehicles per hour, which represents an average of slightly greater than 1 vehicle movement every minute. This level of traffic generation can be absorbed at the accesses at a high level of efficiency, noting that previous traffic modelling of the accesses demonstrated that good operational performance when assessed at a higher peak hour traffic generation rate. The increased traffic generation will be associated with people visiting the medical centre. The relatively low amount of commercial traffic generation associated with the development will be compatible with nearby commercial traffic (ie. Claremont Village shopping centre, etc).

d) The proposal will refurbish and repurpose the existing dilapidated heritage building for a use to serve the residents of the local area. It will have an overwhelmingly positive impact on the character of the area.

e) The proposal will respond to an identified need for medical services to support the local community. The proposal will relocate the existing 3 doctor medical practice from Claremont Plaza Shopping Centre that has restricted space and unable to expand.

Development Standards for Non-dwellings

9.5.1 Non-dwelling development

Objective:

That all non-dwelling development:

(a) is compatible with the character, siting, apparent form, scale, bulk, massing and proportion of residential development; and

(b) does not cause an unreasonable loss of amenity on adjoining residential properties.

Acceptable Solutions	**Performance Criteria**
A1 *A building that is not a dwelling, excluding for General Retail and Hire, Food Services, garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is:* *(a) if the frontage is a primary frontage, not less than 3m, or if the setback from the primary frontage is less than 3.0m, not less than the setback, from the primary frontage, of any existing dwelling on the site;* *(b) if the frontage is not a primary frontage, not less than 2m, or if the setback from the primary frontage is less than 2.0m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or* *(c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining properties on the same street.*	***P1*** *A building that is not a dwelling, excluding for General Retail and Hire, or Food Services, must have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints.*
Assessment: Complies	
A2 *A building that is not a dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:*	**P2** The siting and scale of a building must: (a) not cause an unreasonable loss of amenity having regard to:

(a) be contained within a building envelope (refer to Figures 9.1, 9.2 and 9.3) determined by: *(i) a distance equal to the frontage setback of 3m, or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and* *(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side or rear boundaries to a building height of not more than 9.5m above existing ground level; and* *(b) only have a setback within 1.5m of a side or rear boundary if the building:* *(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or* *(ii) does not exceed a total length of 9m or one-third of the length of the side or rear boundary (whichever is lesser).*	(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property; (ii) overshadowing the private open space of a dwelling on an adjoining property; (iii) overshadowing of an adjoining vacant property; or (iv) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from an adjoining property; and (b) provide separation between buildings on adjoining properties that is consistent with that existing on established properties in the area.
Assessment: Complies	
A3 *A building that is not a dwelling, must have:* *(a) a site coverage of not more than 65% (excluding eaves up to 0.6m); and* *(b) a site area of which not less than 15% is free from impervious surfaces.*	***P3*** *A building that is not a dwelling must have:* *(a) site coverage consistent with that on established properties in the area; and* *(b) a reasonable space for the planting of gardens and landscaping.*
Assessment: Complies	
A4 *No Acceptable Solution. [S9]*	***P4***

	A fence (including a free-standing wall) for a building that is not a dwelling within 4.5m of a frontage must: *(a) provide for security and privacy, while allowing for passive surveillance of the road; and* *(b) be compatible with the height and transparency of fences in the street, having regard to:* *(i) the topography of the site; and* *(ii) traffic volumes on the adjoining road.*
Assessment: The proposal does not include a front fence. This standard does not apply.	
A5 *Outdoor storage areas, for a building that is not a dwelling including waste storage must not:* *(a) be visible from any road or public open space adjoining the site; or* *(b) encroach upon parking areas, driveways or landscaped areas.*	***P5*** *Outdoor storage areas, for a building that is not a dwelling, must be located or screened to minimise their impact on views into the site from any roads or public open space adjoining the site, having regard to:* *(a) the nature of the use;* *(b) the type of goods, materials or waste to be stored;* *(c) the topography of the site; and* *(d) any screening proposed.*
Assessment: The proposal does not involve an outdoor storage area and this standard does not apply.	
A6 *Air extraction, pumping, refrigeration systems or compressors, for a building that is not a dwelling, must have a setback not less than 10m from a property containing a sensitive use. [S10]*	***P6*** *Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors, for a building that is not a dwelling, within 10m of the boundary of a property containing a sensitive use must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity, having regard to:*

	(a) the characteristics and frequency of any emissions generated; *(b) the nature of the proposed use;* *(c) the topography of the site and location of the sensitive use; and* *(d) any mitigation measures proposed.*
Assessment: The proposal will not involve any mechanical plant within 10m of another property containing a sensitive use. The proposal therefore complies with A6.	

Codes

The site is within the following mapped code overlays:

- Heritage Place
- Flood Prone Area

The proposal is considered in relation to these and other relevant codes below.

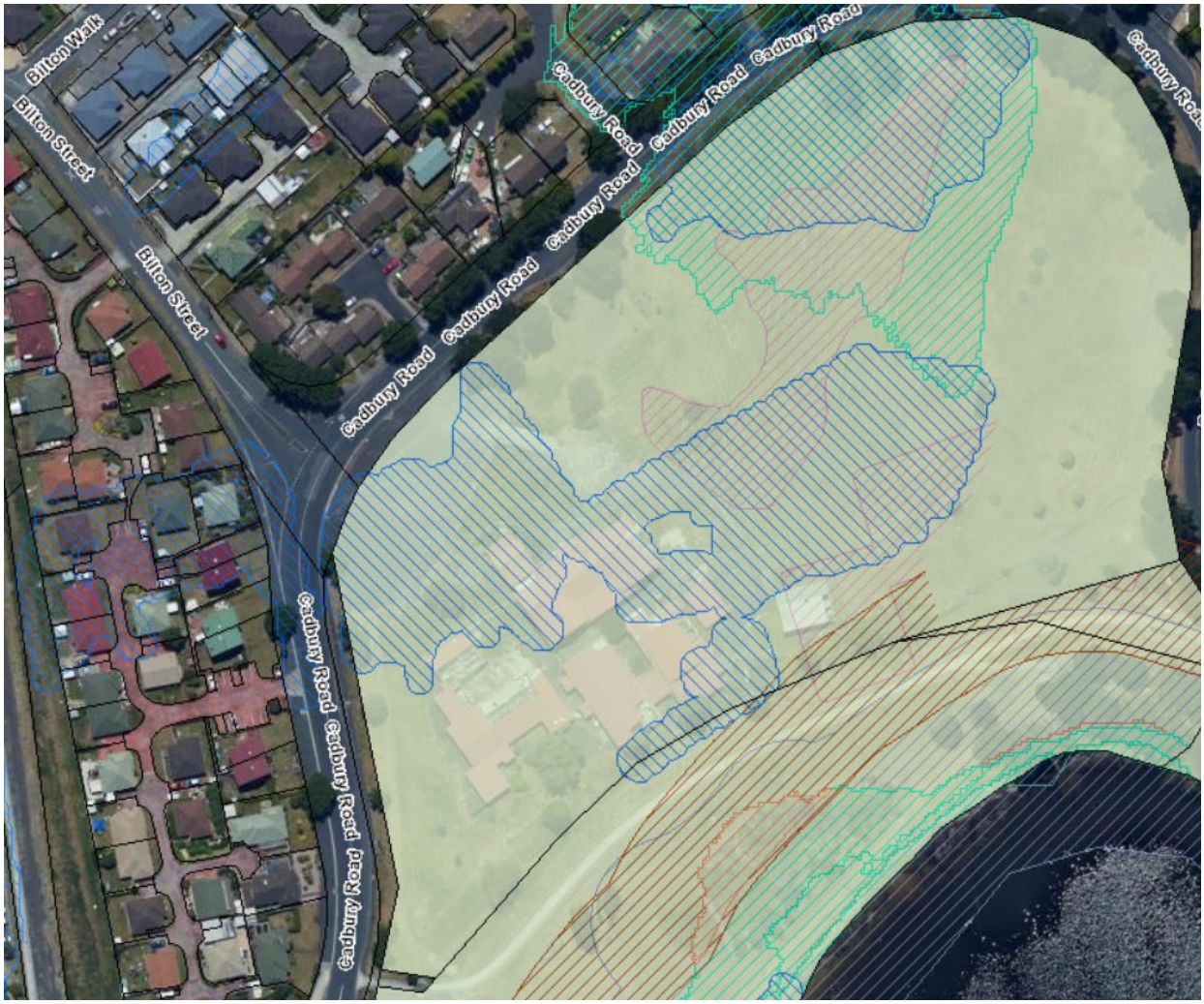


Figure 2 - Planning Scheme Code Overlays (Source: theLIST.tas.gov.au)

Signs Code

A modest freestanding ground-base sign is proposed adjacent to the main entry on the north elevation, approximately 50m from the frontage of the site. The significant setback of this sign from the road and its modest size suggests that this sign is not intended to be read from off the site and is therefore exempt from the Signs Code under Clause C1.4.2.

The following assessment is included in the event that Council consider that the Code does apply.

C1.6.1 Design and sitting of signs

Objective:

That:

(a) signage is well designed and sited; and

(b) signs do not contribute to visual clutter or cause an unreasonable loss of visual amenity to the surrounding area.

Acceptable Solutions	Performance Criteria
A1 *A sign must:* *(a) be located within the applicable zone for the relevant sign type set out in Table C1.6; and* *(b) meet the sign standards for the relevant sign type set out in Table C1.6,* *excluding for the following sign types, for which there is no Acceptable Solution:* *(i) roof sign;* *(ii) sky sign; and* *(iii) billboard.*	***P1.1*** *A sign must:* *(a) be located within an applicable zone for the relevant sign type as set out in Table C1.6; and* *(b) be compatible with the streetscape or landscape, having regard to:* *(i) the size and dimensions of the sign;* *(ii) the size and scale of the building upon which the sign is proposed;* *(iii) the amenity of surrounding properties;* *(iv) the repetition of messages or information;* *(v) the number and density of signs on the site and on adjacent properties; and* *(vi) the impact on the safe and efficient movement of vehicles and pedestrians.* ***P1.2*** *If a roof sign, sky sign or billboard, the sign must:* *(a) be located within the applicable zone for the relevant sign type set out in Table C1.6;* *(b) meet the sign standards for the relevant sign type in Table C1.6; and* *(c) not contribute to visual clutter or cause unreasonable loss of amenity to the surrounding area, having regard to:* *(i) the size and dimensions of the sign;*

	(ii) the size and scale of the building upon which the sign is proposed; *(iii) the amenity of surrounding properties;* *(iv) the repetition of messages or information;* *(v) the number and density of signs on the site and on adjacent properties; and* *(vi) the impact on the safe and efficient movement of vehicles and pedestrians.*
Assessment: The proposed single ground base sign is an applicable sign in the Inner Residential Zone and complies with the Signs Standards under Table C1.6. The proposal complies with A1.	
A2 *A sign must be not less than 2m from the boundary of any lot in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone or Landscape Conservation Zone.*	***P2*** *A sign must not cause an unreasonable loss of amenity to adjoining residential properties, having regard to:* *(a) the topography of the site and the surrounding area;* *(b) the relative location of buildings, habitable rooms of dwellings and private open space;* *(c) any overshadowing; and* *(d) the nature and type of the sign.*
Assessment: The proposed sign is located well clear of all boundaries in the Inner Residential Zone and complies with A2.	
A3 *The number of signs for each business or tenancy on a road frontage of a building must be no more than:* *(a) 1 of each sign type, unless otherwise stated in Table C1.6;* *(b) 1 window sign for each window;*	***P3*** *The number of signs for each business or tenancy on a street frontage must:* *(a) not unreasonably increase in the existing level of visual clutter in the streetscape, and where possible, reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs; and*

(c) 3 if the street frontage is less than 20m in length; and *(d) 6 if the street frontage is 20m or more,* *excluding the following sign types, for which there is no limit:* *(i) name plate; and* *(ii) temporary sign.*	*(b) not involve the repetition of messages or information.*
Assessment: Complies.	

C1.6.2 Illuminated signs

Objective:

That:

(a) illuminated signs are compatible with the streetscape;

(b) the cumulative impact of illuminated signs on the character of the area is managed, including the need to avoid visual disorder or clutter of signs; and

(c) any potential negative impacts of illuminated signs on road safety and pedestrian movement are minimised.

Acceptable Solutions	Performance Criteria
A1 *No Acceptable Solution.*	***P1*** *An illuminated sign must not cause an unreasonable loss of amenity to adjacent properties or have an unreasonable effect on the safety, appearance or efficiency of a road, and must be compatible with the streetscape, having regard to:* *(a) the location of the sign;* *(b) the size of the sign;* *(c) the intensity of the lighting;* *(d) the hours of operation of the sign;* *(e) the purpose of the sign;*

	(f) the sensitivity of the area in terms of view corridors, the natural environment and adjacent residential amenity; *(g) the intended purpose of the changing message of the sign;* *(h) the percentage of the sign that is illuminated with changing messages;* *(i) proposed dwell time; and* *(j) whether the sign is visible from the road and if so the proximity to and impact on an electronic traffic control device.*
Assessment: The proposed ground base sign will not be illuminated and complies with A1.	
A2 *An illuminated sign visible from public places in adjacent roads must not create the effect of flashing, animation or movement, unless it is providing direction or safety information.*	***P2*** *No Performance Criterion.*
Assessment: The proposed ground base sign will not be illuminated and complies with A2.	

C1.6.4 Signs on local heritage places and in local heritage precincts and local historic landscape precincts

Objective:

That the size, design and siting of signs is compatible with and does not have an unacceptable impact on the local historic heritage significance of a local heritage place, a local heritage precinct or a local historic landscape precinct as listed in the Local Historic Heritage Code.

Acceptable Solutions	Performance Criteria
A1 *A sign located on a site that is a local heritage place, in a local heritage precinct or local historic landscape precinct listed under the Local Historic Heritage Code, must:*	***P1*** *A sign located on a site that is a local heritage place, in a local heritage precinct or local historic landscape precinct listed under the Local Historic Heritage Code must be located in a manner that*

(a) be not more than 0.2m²; *(b) not be an illuminated sign; and* *there must be not more than 1 sign per site.*	*does not have an unacceptable impact on the local heritage significance of the place or precinct, having regard to:* *(a) placement to allow the architectural details of the building to remain prominent;* *(b) the size and design not substantially diminishing the local historic heritage significance of the place or precinct;* *(c) where relevant, placement in a location on the building that would traditionally have been used as an advertising area;* *(d) any domination or obscuring of any historic signs forming an integral part of a building's architectural detailing or local historic heritage significance;* *(e) using fixtures that do not and are not likely to damage building fabric;* *(f) not projecting above a parapet or roof line if such a projection impacts on the local historic heritage significance of the building; and* *(g) not using internal illumination in a sign on a local heritage place unless it is demonstrated that such illumination will not detract from the local historic heritage significance of the place or precinct.*
Assessment: The proposed modest, freestanding sign is considered to satisfy P1.	

Parking and Sustainable Transport Code

This Code applies to all use and development and is addressed in the accompanying Traffic Impact Assessment.

2.5 Use Standards

C2.5.1 Car parking numbers

Objective:

That an appropriate level of car parking spaces are provided to meet the needs of the use.

Acceptable Solutions	Performance Criteria
A1 *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*	***P1*** *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.* ***P1.2***

B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 *C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.*	*The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:* *(a) the nature and intensity of the use and car parking required;* *(b) the size of the dwelling and the number of bedrooms; and* *(c) the pattern of parking in the surrounding area.*
Assessment: Table C2.1 requires 4 spaces per practitioner for *'doctor's surgery, clinic, consulting room'* land use. This is a requirement for 40 spaces. The proposal including 65 parking spaces therefore complies with A1.	

C2.5.2 Bicycle parking numbers

Objective:

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

Acceptable Solutions	**Performance Criteria**
A1 *Bicycle parking spaces must:* *(a) be provided on the site or within 50m of the site; and* *(b) be no less than the number specified in Table C2.1.*	***P1*** *Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:* *(a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and* *(b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.*
Assessment: Table C2.1 requires 2 spaces for each 8 practitioners. The proposal includes provision for 10 bicycle parking spaces adjacent to the font entry to the building and complies with A1.	

2.6 Development Standards

C2.6.1 Construction of parking areas

Objective:

That parking areas are constructed to an appropriate standard.

Acceptable Solutions	Performance Criteria
A1 *All parking, access ways, manoeuvring and circulation spaces must:* *(a) be constructed with a durable all weather pavement;* *(b) be drained to the public stormwater system, or contain stormwater on the site; and* *(c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.*	***P1*** *All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to:* *(a) the nature of the use;* *(b) the topography of the land;* *(c) the drainage system available;* *(d) the likelihood of transporting sediment or debris from the site onto a road or public place;* *(e) the likelihood of generating dust; and* *(f) the nature of the proposed surfacing.*
Assessment: The proposed access and parking areas will be constructed with a durable all-weather surface drained to the public stormwater system and comply with A1.	

C2.6.2 Design and layout of parking areas

Objective:

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

Acceptable Solutions	Performance Criteria
A1.1 *Parking, access ways, manoeuvring and circulation spaces must either:* *(a) comply with the following:* *(i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;*	***P1*** *All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:* *(a) the characteristics of the site;* *(b) the proposed slope, dimensions and layout;*

(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; *(iii) have an access width not less than the requirements in Table C2.2;* *(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;* *(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;* *(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and* *(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or* *(b) comply with Australian Standard AS 2890-Parking facilities, Parts 1-6.* ***A1.2*** *Parking spaces provided for use by persons with a disability must satisfy the following:* *(a) be located as close as practicable to the main entry point to the building;* *(b) be incorporated into the overall car park design; and* *(c) be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities. [S35]*	*(c) useability in all weather conditions;* *(d) vehicle and pedestrian traffic safety;* *(e) the nature and use of the development;* *(f) the expected number and type of vehicles;* *(g) the likely use of the parking areas by persons with a disability;* *(h) the nature of traffic in the surrounding area;* *(i) the proposed means of parking delineation; and* *(j) the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.*
Footnotes: *[S35] Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016.*	
Assessment:	

These matters are to be assessed in the TIA.

C2.6.5 Pedestrian access

Objective:

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

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

C2.6.8 Siting of parking and turning areas

Objective:

That the siting of vehicle parking and access facilities in an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone does not cause an unreasonable visual impact on streetscape character or loss of amenity to adjoining properties.

Acceptable Solutions	**Performance Criteria**
A1 *Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.*	***P1*** *Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas, may be located in front of the building line where this is the only practical solution and does not cause an unreasonable loss of amenity to adjoining properties, having regard to:* *(a) topographical or other site constraints;* *(b) availability of space behind the building line;* *(c) availability of space for vehicle access to the side or rear of the property;* *(d) the gradient between the front and the rear of existing or proposed buildings;* *(e) the length of access or shared access required to service the car parking;* *(f) the location of the access driveway at least 2.5m from a window of a habitable room of a dwelling;* *(g) the visual impact of the vehicle parking and access on the site;* *(h) the streetscape character and amenity;* *(i) the nature of the zone in which the site is located and its preferred uses; and* *(j) opportunities for passive surveillance of the road.*
Assessment:	

The existing site already includes a bitumen parking area in front of the building area. The proposal therefore complies with A1

Road and Railway Assets Code

The requirements of this code will be addressed in the TIA.

Local Historic Heritage Code

The site is listed as a Heritage Place GLE-C6.1.57 under the Code. The site of the proposed medical centre is partly within and partly outside the Tasmanian Heritage Registration for the site under CPR9882. The Local Historic Heritage code therefore applies.

C6.6 Development Standards for Local Heritage Places

C6.6.1 Demolition

Objective:

That the demolition or removal of buildings do not cause an unacceptable impact on the local historic heritage significance of local heritage places.

Acceptable Solutions	Performance Criteria
A1 *No Acceptable Solution*	***P1*** *Demolition or removal of buildings on a local heritage place must not cause an unacceptable impact on the local historic heritage significance of the place, having regard to:* *(a) the physical condition of the local heritage place;* *(b) the extent and rate of deterioration of the building or structure;* *(c) the safety of the building or structure;* *(d) the streetscape or setting in which the building or structure is located;* *(e) the historic heritage values of the local heritage place as identified in the relevant Local Provisions Schedule, or if there are no historic heritage values identified in the relevant Local Provisions Schedule, the historic heritage values as*

	identified in a report prepared by a suitably qualified person; *(f) any options to reduce or mitigate deterioration;* *(g) whether demolition is a reasonable option to secure the long-term future of a building or structure; and* *(h) any economic considerations.*
Assessment: The proposed demolition has been approved under the previous permit and is assessed in the accompanying Conservation Management Plan and impact assessment. Based on this assessment the proposal is considered to satisfy P1.	

C6.6.2 Site coverage

The proposed site cover resulting from the medical centre renovation of the building has previously been approved and is considered compatible with the local heritage significance of the place and to satisfy C6.6.2 Site coverage, P1.

C6.6.3 Height and bulk of buildings

The modest single storey height of the proposed rear extension to the original school building has previously been approved and is considered compatible with the local heritage significance of the place and to satisfy C6.6.3 Height and bulk of buildings, P1.

C6.6.4 Siting of buildings and structures

The proposal is considered to have an overwhelmingly positive impact on the local historic heritage significance of the place and to satisfy P1.

C6.6.5 Fences

The proposal does not involve new fencing.

C6.6.6 Roof form and materials & C6.6.7 Building alterations, excluding roof form and materials

The external features of the original school building will be restored to its 1920-1940 design, as far as possible, with no change to the roof design, no new windows or door openings, repainting of external timber work and window/door frames to match the period (using paint scrapes to identify colours) and restoration of the external brickwork.

The proposed alterations have previously been approved. As discussed in the accompanying supplementary heritage advice it is considered the proposal satisfies C6.6.6 Roof form and materials, P1 and C6.6.7 Building alterations, excluding roof form and materials, P1.

C6.6.8 Outbuildings and structures

The proposal does not involve a new outbuilding. This Standard does not apply.

C6.6.9 Driveways and parking for non-residential purposes

The proposed carparking has been offset to maintain a landscaped green and sight lines to the façade of the original school building. As discussed in the accompanying supplementary heritage assessment, the proposal is considered to satisfy C6.6.9 P1.

C6.6.10 Removal, destruction or lopping of trees, or removal of vegetation, that is specifically part of a local heritage place

The proposed conversion of the former school building to a medical centre does not require the removal of trees or other important vegetation. The proposal does not conflict with C6.6.10.

It is expected that the protection of trees adjacent to the frontage would be conditioned on the permit.

C6.8 Development Standards for Places or Precincts of Archaeological Potential

Objective:

That building and works on a place or precinct of archaeological potential is implemented in a manner that seeks to retain or protect, preserve or otherwise appropriately manage archaeological evidence.

Acceptable Solution	***Performance Criteria***
A1 *No Acceptable Solution.*	*P1* *Building and works on places or precincts of archaeological potential must not cause an unacceptable impact on archaeological evidence, having regard to:* *(a) the nature of the archaeological evidence, either known or potential;* *(b) measures proposed to investigate the archaeological evidence to confirm statements of potential;* *(c) strategies to avoid, minimise or control impacts arising from building, works and demolition;* *(d) measures proposed to preserve significant archaeological evidence in situ; and* *(e) any advice contained in a statement of archaeological potential.*

Assessment:
As discussed in the accompanying supplementary heritage advice, the proposed works are not located in zones of high archaeological potential identified in previous reports.

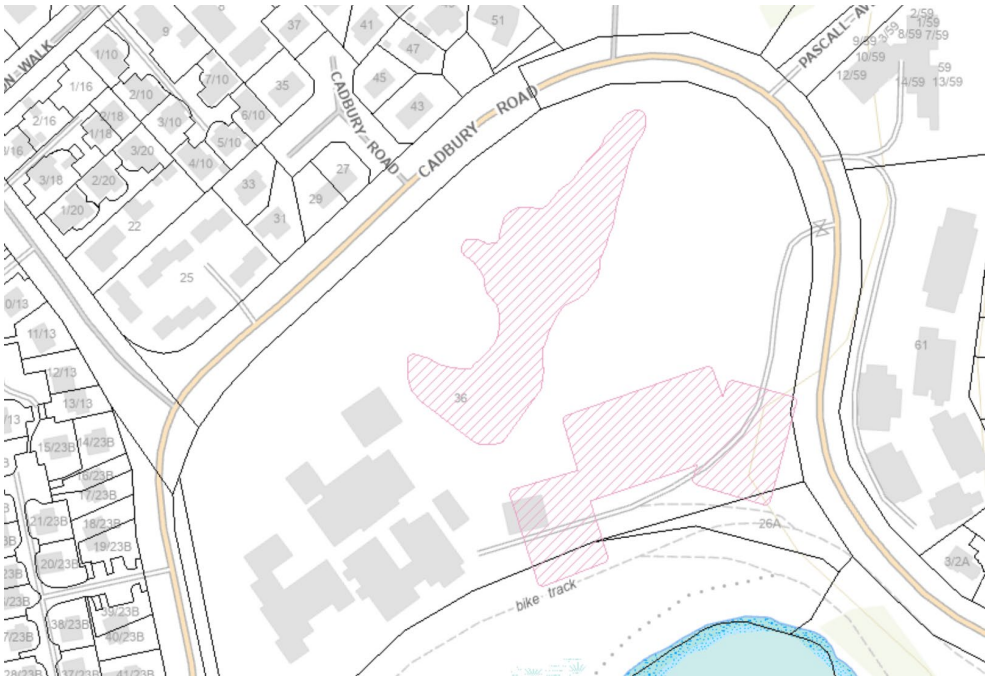


Figure 3 - Place of archaeological potential - Ashurton Farm complex - Farm lagoon extent (Source: Local Heritage Code, theLIST)

Flood-Prone Areas Hazard Code

The proposal relates to land within a mapped flood-prone hazard area and this Code applies.

Flood Prone Areas – (Source: GLPS)

C12.5 Use Standards

C12.5.1 Uses within a flood-prone hazard area

Objective:

That a habitable building can achieve and maintain a tolerable risk from flood.

Development Standard	Performance Criteria
A1 *No acceptable Solution.*	***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;* *(b) the advice in a flood hazard report; and*

	(c) any advice from a State authority, regulated entity or a council ***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* *(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.*
Assessment: The proposed refurbished building for the medical centre will retain a FFL of 3.82m which is well in excess of the 1% AEP flood level of 2.25m AHD. The proposal is considered to satisfy P1.1 and P1.2.	

C12.6 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.

Development Standard	Performance Criteria
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.*
Assessment: The proposal is considered consistent with the recommendations of the GES report that accompanied the redevelopment DA and is considered to satisfy P1.1 and P1.2.	

Conclusion

The proposed medical centre, as the subject of this standalone application, will serve the local Claremont community and will not result in unreasonable impacts on the amenity of nearby residential properties. The use, alterations and extension to the former school building are the same as previously approved.

The revised access, parking, and servicing arrangement has been designed to operate safely and efficiently. As demonstrated by the supporting civil documentation and the accompanying Traffic Impact Assessment (to be provided), the anticipated traffic generation associated with the operation of a 10-practitioner medical centre can be appropriately accommodated by the surrounding road network and site access arrangements. Traffic movements will predominantly comprise patient and staff vehicles, with limited service vehicle activity, and will be compatible with nearby residential and established commercial uses, including Claremont Village.

Overall, the proposal represents a logical and well-considered outcome for the site, delivering a community-serving use while preserving and enhancing a valued heritage building. For these reasons,

the application is recommended for approval as a discretionary application following public advertising in accordance with Section 57 of the Act.

Yours sincerely,

Frazer Read
Principal
All Urban Planning Pty Ltd



JOHN WADSLEY Planning and Heritage Consultancy

Planning Heritage Consultation Facilitation

17 December 2025

Mr Sam McQueeny
circa morris-nunn chua architects
118 Murray street
Hobart TAS 7000

Dear Sam,

Windermere Bay – Claremont City Developments

I refer to your email of 15 December 2025 and the DA to be submitted, focussing on achieving occupancy for the Ochre Medical Centre in the former Claremont School buildings. I have reviewed the revised plans you attached, in comparison to my CMP (Updated Version, dated 17 January 2025) previously submitted to the Glenorchy City Council and Heritage Tasmania. I can advise that I have no concerns with the revised plans, based on the following:

1. Landscape and Visual Impact: Village Green/Carpark - It is pleasing to see the village green has been retained to maximise the visibility of the 1920s-40s school buildings from Bilton Street and Cadbury Road. Any plantings and landscaping treatments in this area should be minimal to maintain views of the school buildings.

   As I have said previously, I think maintaining open viewlines to the school from outside the site will meet community expectations that the former school site is being properly cared for.

   I do not see any impacts on identified heritage values from this work.

2. Landscape and Visual Impact – In relation to the pine trees, I note Council has amended its listing in Local Heritage Places, GLE-C6.1.57 to acknowledge the tree plantings around the oval along Cadbury Road are an important feature reflecting Cadbury's philosophy.

   However, I also note Council's advice that it will work with the proponent if removal of specific trees is necessary to support the development (such as vehicle access).
   As some of the trees may be reaching end of life, appropriate succession planting may also be necessary in the future, especially if different species are being considered. This can be discussed with Council and HT in the future.

   I do not see any impacts on identified heritage values if one tree needs to be removed for the proposed crossover.

3. Archaeological Assessment – It is considered the works proposed at the school site and the carpark/village green area are not located in zones of high archaeological potential identified by Brad Williams of Praxis Environment and myself in previous reports.

   Site works should avoid the high archaeological potential zones identified in the Praxis report (see image overleaf). Site works and ancillary activities must avoid any disturbance in any of the zones identified (red, orange and green), as they relate to the various stages of historic development on the site for the 1820s cottages and the Ashburton Farm complex from the mid-1830s onwards to 1920. However, as always, if site works uncover potential archaeological material, this should be investigated immediately by myself and Brad.

   As the wider site development progresses, it would be good to see some archaeological investigations proceed as previously discussed. Such work would be of great community interest.

Archaeological zoning plan (from Praxis Environment, *Statement of Archaeological Potential Archaeological Impact Assessment and Archaeological Method Statement, 36 Cadbury Road, Claremont,* August 2020)

Site works and ancillary activities must avoid any disturbance in any of the zones identified (red, orange and green),

4. Heritage Listing for 36 Cadbury Road – Following approval of this revised plan to allow occupancy for the Ochre Medical Centre, it would be appropriate to consider updating the Local Heritage listing under the Local Provisions of the Glenorchy Planning Scheme, as well as the Listing for the Tasmanian Heritage Register.

   This should consider not only the school's history on the site, but also the history of the Claremont Remont Depot on the site (1910-1918) and the Claremont Military Camp (1914-1919). Most of that history for 36 Cadbury Road centres on the location of the Ashburton Farm complex buildings. I am not suggesting that updating the listing will impose further conditions on development; rather this is an appropriate time to make sure the history of this site is properly documented.

I trust this meets your requirements. Please contact me if you need further information.

Yours sincerely,

John Wadsley
BA (Hons) M.ICOMOS

John Wadsley Planning and Heritage Consultancy

33 Everton Place, Acton Park 7170
Mobile Ph: 0417 487 289
ABN 47 435 784 653

circa morris-nunn chua architects
118 Murray Street
Hobart TAS 7000 AU
e. info@circaarchitecture.com.au
w. circaarchitecture.com.au
p. +61 3 6236 9544

19 February 2026

Russell Dobie
Regional Heritage Advisor
Tasmanian Heritage Council
GPO Box 618
Hobart 7000

CLAREMONT PRIMARY SCHOOL, 36 CADBURY ROAD, CLAREMONT
APPLICATION NUMBER - PLN-25-382

I refer to your notice of interest and request for additional Information regarding the above planning application. Please find responses to the queries below using the Notice of Interest / Request for Additional Information document as a basis for clarity and consistency.

Many of the responses refer to where the information is located on the drawings or on other submitted documents. Where changes have been made these are described briefly and the drawings updated accordingly. Screenshots have been shown to assist in finding the information on the drawings.

Under s36(4) of the Act, the Tasmanian Heritage Council gives notification that it requires the following additional information:

1. Please provide details of the primary materials, finishes and colours proposed for the external ramp.

Response: *This information was provided previously as part of the RFI correspondence relating to DA PLN-25-024 (request and correspondence provided by Jemma Carins and THC on 26th February 2025). The primary materials, finishes and colours for the proposed external ramp have not changed since this application was made. See the extracted response below:*

New ramps and steps are proposed to be constructed using (where possible) bricks recovered from select demolition from the Claremont School. This would be supplemented if required using a similar alternative brick (whether recycled from elsewhere, or new). Balustrades are proposed to be constructed of welded mild steel flat bar or similar, finished with a powdercoat paint system, using a complimentary colour to the colour scheme of the Claremont School building.

This approach was confirmed in the Conditions provided by THC in their Notice of Heritage Decision (12 June 2025), as well as their Compliance with Conditions of Approval (29 August 2025)

Please reference the following documentation previously provided:
THC - NOTICE OF HERITAGE DECISION WA8653.pdf
THC - WA8653 COMPLIANCE WITH THC CONDITIONS.pdf

2. Please provide details of proposed conservation and restoration works to the heritage building, including measures to prevent the transfer of moisture from the new addition to the heritage building.

Response: *Information relating to this query was acknowledged and found to generally satisfy the objectives of condition 1 of the Heritage Council's Notice of Heritage Decision for Works Application 8653 dated 12/06/2025, subject to the following.*

1. *The provision of a compressible waterproof barrier between new concrete and existing masonry where the new entry ramp and rear addition floor slab abut the heritage building; and*
2. *Maintaining the provision of sub-floor ventilation to the existing suspended timber floors.*

We intend to adhere to the approach set out by THC above.

Please reference the following documentation previously provided:
THC - NOTICE OF HERITAGE DECISION WA8653.pdf
THC - WA8653 COMPLIANCE WITH THC CONDITIONS.pdf

We hope the above description and the attached documentation is adequate for your assessment.

Many thanks,

Sam McQueeney
For and on behalf of Circa Morris-Nunn Pty Ltd

APPLICATION REQUIREMENTS

An application does not become valid until all items below are met:

- [x] Completed Planning Permit Application Form;
- [x] Full copy of current Certificate Title including the folio text, folio plans and schedule of easements (if any);
- [x] One (1) copy of plans drawn to scale (refer to separate Information Checklist for information to be shown on the plans);
- [x] Full description of the proposed use/development; and
- [ ] Application Fees Paid

GLENORCHY CITY COUNCIL

Planning Application Form

374 Main Road Glenorchy
P.O. Box 103 GLENORCHY

Phone (03) 6216 6800

gccmail@gcc.tas.gov.au
www.gcc.tas.gov.au

You may also need to provide:

- [ ] Stormwater Concept Servicing plan showing how the stormwater will be managed and be connected to public infrastructure in accordance with Council's Stormwater Management policy
- [ ] Landscape plan
- [ ] Detailed documentation if the place is listed on the Tasmanian Heritage Register, noting that Council will refer any Applications for work to these places to the Tasmanian Heritage Council.
- [ ] Detailed documentation if the place is heritage listed at the local level (GLE-C6.0 Local Historic Heritage Code)

TYPE OF APPLICATION BEING APPLIED FOR

PRELIMINARY ASSESSMENT	Select if: your application is eligible for a *No Permit Required* assessment.	○
REGULAR ASSESSMENT	Select if: you are lodging an application for a planning permit	◉

APPLICANT

Company	Claremont City Development Pty Ltd
Contact Name	Frazer Read, All Urban Planning
Phone	0400109582
Email	frazer@allurbanplanning.com.au
Address	
19 Mawhera Avenue, Sandy Bay 7005	

PROPERTY OWNER(S)

Name (s)	Claremont City Development Pty Ltd (Cadbury Road casement GCC)
If property is owned by Council/The Crown, ensure the Owner s declaration on the final page is fully completed.	
Phone	0400109582
Email	frazer@allurbanplanning.com.au
Address	
7 GLOVER DR SANDY BAY TAS 7005	

APPLICATION SITE

		PID	9357242
Street Address	36 Cadbury Road (CT 179351/1) and Cadbury Road casement		
Suburb	Claremont	Site Area (m^2)	37470

PROPOSED USE / DEVELOPMENT	Estimated Cost of Works	$ 3,000,000

Provide a summary of the purpose of the development, and activities proposed to be carried out on the site.
A full description of the proposal in a covering letter or as a planning report should be attached with this Application.

Alterations and Change of Use to Medical Centre

PRE-APPLICATION MEETING

Has a meeting been held with Council Planning staff in relation to this application?		Yes ◉ No ○
*If **YES**, please provide details:*	Name of Council's Planning Officer, Development Engineer and/or Heritage Officer	Helen Ayers
	Date of Meeting	

STAGING

Is the proposal to be carried out in more than one stage?	Yes ○ No ◉

*Note to applicant: if answering **YES** to the question above, ensure stages are marked on plans and provide details of the number and order of staging below.*

SUBDIVISION

Is a subdivision or boundary adjustment proposed?	Yes ○ No ◉
How many lots are to be created?	
Is public open space proposed in accordance with Local Government (Building and Miscellaneous Provisions) Act 1993 and Council's Public Open Space policy?	Yes ○ No ◉

PRESENT USE OF THE LAND/BUILDINGS

If vacant, give last known use.

Vacant. Approved change of use

SIGNS

Does the proposal involve the display of advertising signs?	Yes ◉ No ○

*Note to applicant: if answering **YES** to the question above, ensure plans include dimensions of sign (height, width, total height above ground), content of the sign, where the sign will be located on the site, how it will be attached or supported, and details of any proposed illumination.*

FLOOR AREA OF NEW BUILDINGS / EXTENSIONS / CHANGES OF USE		
State the gross floor area of proposed building/extension, or the area of land affected by the change of use (if any)	☐ *Hectares* ☐ m^2	see plans

MATERIALS		COLOUR
Walls	see plans	see plans
Roof	see plans	see plans
Boundary fences, walls etc		

SURFACING MATERIALS	
Driveway area/ Access Road	see plans
Total Parking Area(s)	see plans

ACCESSIBILITY

Does the proposal involve <u>new</u> or <u>altered</u> access to a road? *If YES, ensure the location & width of existing and/or proposed accesses are marked on plans*	Yes ◉ No ○

VEHICLES VISITING OR DELIVERING TO OR FROM SITE

TYPE	NUMBER	TRIPS PER DAY	TYPE	NUMBER	TRIPS PER DAY
Car		368	Commercial Vehicle		4

PARKING ON SITE

TYPE	EXISTING	PROPOSED	TYPE	EXISTING	PROPOSED
Standard		65	Special (long/wide)		1

SERVICES

How will sewage be disposed of?	connect to existing sewer
How will surface water be disposed of?	connect to existing stormwater
What arrangements will be made for refuse storage and collection?	contractor
Are there any special water supply requirements?	No

EMPLOYMENT *(please indicate if these numbers are estimates only)*	
How many people are employed on the site now?	
How many people are proposed to be employed?	10

HOURS OF OPERATION		
What are the proposed maximum hours of operation?	AM	PM
Weekdays	8	6
Saturdays	9	12pm
Sundays	9.30	12pm
Public Holidays	9.30	12pm

STORAGE	
Will goods be stored outside?	Yes ○ No ●
Is provision made for loading/unloading on site?	Yes ● No ○
*Note to applicant: if answering **YES** to either question above, ensure storage and unloading areas are marked on plans.*	

TREES	
Does the proposal involve the removal of trees or shrubs?	Yes ○ No ●
*Note to applicant: if answering **YES** to the question above, state the number and identify the precise position and species on the plans.*	

PRIVACY NOTICE

Council collects personal information to carry out its operations as a Tasmanian Local Government. This personal information may be used for other purposes permitted by law. The information may be shared with contractors and agents of the Council for this purpose, law enforcement agencies, courts and other organisations.

You do not have to provide your personal information but if full information is not provided the Council may be unable to action your application or request.

You can find out more about how the Council manages personal information and how you can request access or corrections to it in the Council's Privacy Policy available on the Council website or on request.

APPLICANT'S DECLARATION

This section MUST be completed before an Application will be accepted.

I/we hereby apply for a planning permit to carry out the use and/or development described in this application and the accompanying plans.

a) Where the General Manager's consent is also required under s.14 of the *Urban Drainage Act 2013*, by making this application I/we also apply for that consent.

b) I/we declare that the information contained in the form and any attached plans and documents is correct.

c) I/we own the land, or have notified the owner/s of the land of the intention to make this application in accordance with Section 52 of the *Land Use Planning and Approvals Act 1993*.

d) By providing Council with the plans and documents attached to this application ("Documents"), I/we:

   i. warrant to Council I/we own all copyright in the Documents or am a licensee of the copyright owner with the right to grant the following authority;

   ii. authorise Council to copy the Documents, attach copies to Agendas for any relevant Council meetings and release copies to the public; and

   iii. acknowledge Council is relying on my/our warranty and authorisation and may seek recovery of any damages suffered by it if my/our warranty and/or authority is incorrect.

Signed by the Applicant:	Frazer Read	**Date:**	20/12/2025

LAND OWNED BY COUNCIL OR THE CROWN

Is the land owned by Council or the Crown (i.e. government land)?	Yes ◉ No ○

If the answer above is YES:

a) The form must be signed by the Minister of the Crown responsible for the administration of the land or by the General Manager of the Council; and

b) be accompanied by the written permission of that Minister or General Manager to the making of the application. A copy of the delegation must be provided.

I/we hereby give my/our permission for the lodgement of this application.

Signed by the Owner(s):		**Date:**	

If completing the following section by hand, please ensure legibility. The use of ALL CAPITALS is preferred.

Name/s – please print	
Title/s (if the owner is a company)	

Written permission to the making of the Application is provided with this form:	Yes ○ No ○
A copy of the delegation is provided:	Yes ○ No ○

Arboricultural Impact

Assessment Report – Version 2

For

Sam McQueeney

Circa Morris Nunn Architects

Site

36 Cadbury Road, Claremont,

TAS, 7011

Prepared By

Tree Pioneers Pty Ltd
ABN: 15 687 986 876
Franklin, Tasmania,
7113

Consulting Arborist

Joe Loorham
Graduate Certificate of Arboriculture
Diploma of Arboriculture
Ph: 0433 918 192
Email: treepioneers@gmail.com

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1. Overview

Commissioned by Sam McQueeney of Circa Morris Nunn Architects, Tree Pioneers were engaged to provide an Arboricultural Impact Assessment Report for 36 Cadbury Road, Claremont. A site visit took place on Tuesday 2nd of February. The report will also respond to the RFI issued by the Glenorchy City Council.

2. Key Objectives

- Provide a tree assessment and record tree data.
- Discuss and provide recommendations for the management of trees on development sites.
- Provide methods to safely install the pipeline around trees.

3. Method

The site was inspected from the ground on the 2nd of February 2026 by Joe Loorham and Hunter Church. The trees were assessed using the Visual Tree Assessment (VTA) methods and hazard identification methods described by Harris, Clark & Matheny (2004), Lonsdale (1999), Matheny & Clark (1998), Mattheck & Breloer (1994), and Matheny & Clark (1994). The trees were assessed for the following.

- Species identification and origin
- Approximate age of the tree
- Stem diameter at 1.3 meters above ground level with DBH tape or at ground if not possible
- An estimation of the height and width of the tree canopy with clinometer
- The structure of the tree
- The health of the tree
- The risk that the tree presents to the site using the Valid Trees Risk Assessment Method

The visual tree inspection was undertaken from the ground and recorded. No aerial assessment has taken place. An aerial inspection of the tree will be recommended if further assessment is required. Anything not visible from the ground cannot be accounted for. No underground investigation took place. The tree assessment relates to the data taken on the day of the assessment and does not include any changes thereafter. Any changes to site will void the risk assessment. Assessment is for trees under normal weather conditions.

4. Site

The site is 36 Cadbury Road, Claremont. It is in the municipality of Glenorchy City Council. The property has Tasmanian heritage overlay. The site is lined with predominantly mature *Pinus radiata*. There are some open spaces/gaps in the avenue lining the streets.

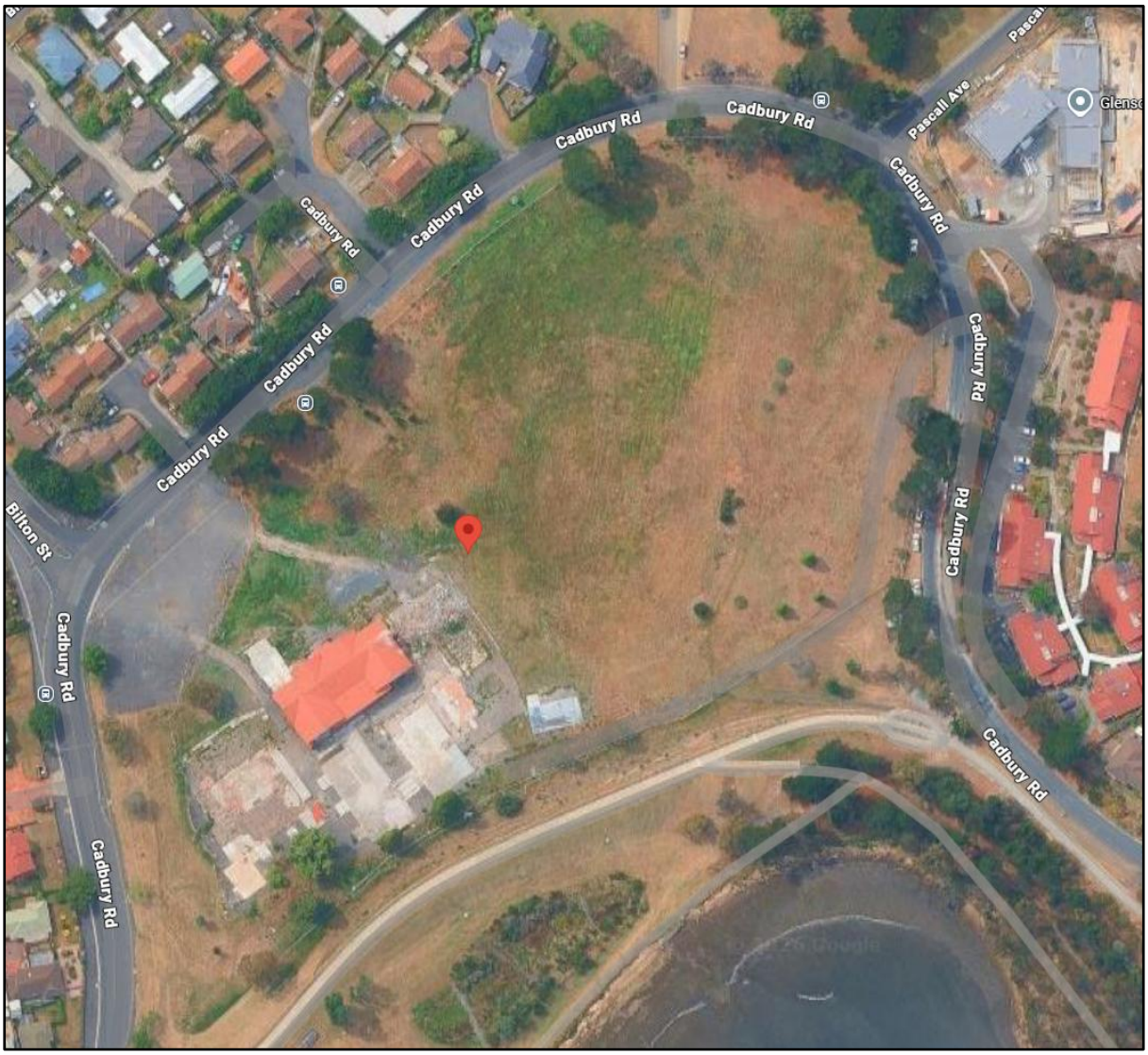


Figure 1. Aerial map of site. (Source Bing Maps).

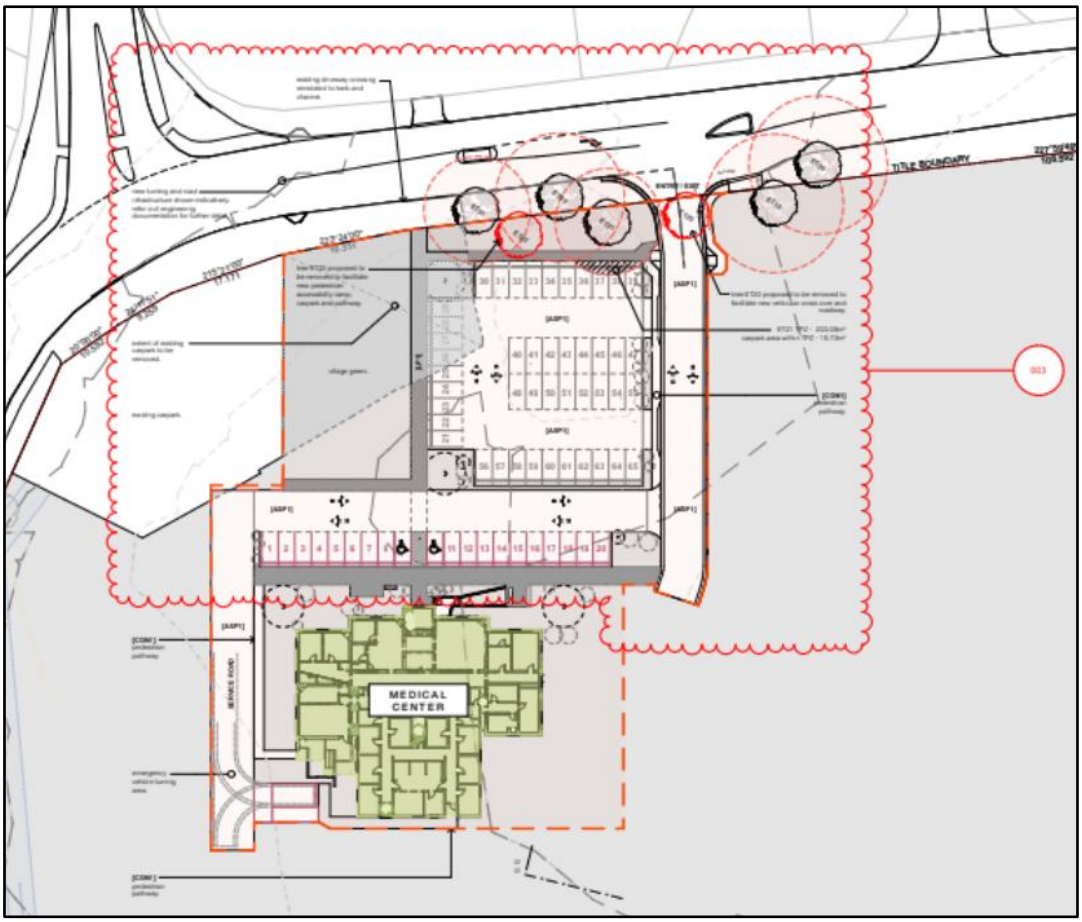


Figure 2. Plans of site with tree locations. (Source Circa Morris Nunn Architects).

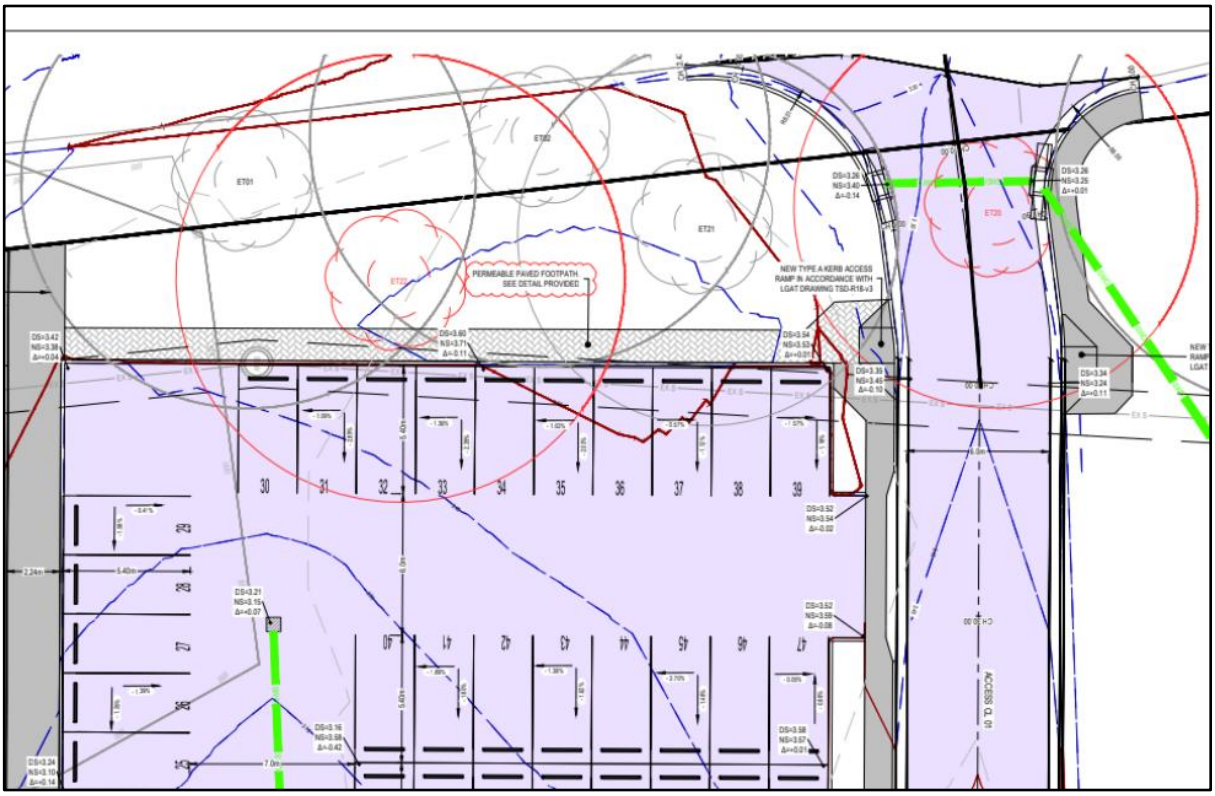


Figure 3. Plans for crossover into site. Tree 20 within driveway. (Source Aldanmark consulting engineers).

5. Observations

The stage 1 site at 36 Cadbury Road Claremont has 5 trees that have their TPZs within the footprint of the development. The trees are located along the Northern boundary of the site. Trees 1 and 2 are growing in the nature strip. Trees 20, 21 and 22 are on private land. All trees have heritage significance. The 5 trees are planted, exotic specimens. The trees appear to be small and stunted, which is not typical for trees of this age. Their form may be due to harsh growing environment. The initial arborist report by Alister Hodgmen appears to have referred to different plans, as the encroachment is different.

Figure 4. Photo showing scraped asphalt and debris from around the trees.

There is pre-existing encroachment on all sides of the trees. The site appears to have been scraped clear/flat. There are piles of asphalt present which appear to have been on and around Trees 20, 21 and 22 Tree Protection Zone (TPZ). There doesn't appear to be damage from scraping asphalt.

Trees 1 and 2 have large visible roots growing directly under the road. Theres is visible heave and cracking in the asphalt.

Tree 20 is significantly smaller and appears to have been planted later then the others in the row.

Pine trees typically have a fast-developing root system and have the ability to grow in harsh conditions. However, pine tree root systems are susceptible to root disturbance. Pines trees are shallow rooted trees, and disturbance can lead to whole tree failure, apposed to tree decline.

Nature strip environments are typically compacted and inhospitable to roots. The pine trees appear to have acclimated to the nature strip. The development of new roots would be slow. Roots will farm water along the path of least resistance.

Trees typically located near roads in nature strips are smaller and less vigorous than standard for species. This is due to their sub-optimal growing conditions. Conditions are compromised by competition for resources with the grass and the lack of organic matter. All trees assessed appear to be stunted.

Trees grow in a delicate balance with their surrounding environment, and the effects of disturbance or site changes are not usually immediately obvious. Additional impacts to already stressed trees, such as construction activities, can add further stress and cause advanced decline, which cannot be reversed.

The proposed development will require the removal of Tree 20. The crossover into the site runs straight through the trees position. Tree 20 is younger and appears to have been planted at and alternative time.

Machinery and tools can wound or cause mechanical damage to the above-ground parts of a tree. Mechanical damage to wood or bark; the tree's outer protective tissue, creates an entry point for pathogens. Although a tree may seal a wound, the initial damage is permanent.

Works such as trenching, excavation, and site cuts can directly damage trees by removing roots that absorb water and nutrients critical for tree health, or by severing structural roots that keep the tree upright. Various activities, including soil compaction in the root zone, sealing the surface, and adding fill over roots, can all inhibit root growth and function by limiting oxygen and moisture availability in the soil. Such damage to trees may take several years to become apparent in the crown but can also be sudden and irreversible. It is therefore important that roots are protected throughout all stages of a development.

Trees 1 and 2 have minor encroachment and are furthest away beside the nature strip. The construction would not cause any damage to Trees 1 and 2 given Trees 21 and 22 are between them and the development. Development inside TPZ's is acceptable if an arborist can demonstrate that the works will not affect the tree. A minor encroachment is less than 10% of the trees TPZ and not in the Structural Root Zone (SRZ). Site conditions indicate Trees 1 and 2 will remain viable.

Tree 21 has moderate encroachment from the carpark and the foot path. The pedestrian foot path between the trees and the carpark is to be developed above grade with a semi permeable surface. Therefore, Tree 21 has minor encroachment which is acceptable.

Tree 22 has major encroachment from the development. Major encroachment into a pine tree roots system would potentially affect the structural integrity of the tree. This is due to their shallow, woody root system. Tree 22 should be removed.

Figure 5. Image of Tree 22. Scraped surface below tree.

Figure 6. Image of Tree 21. Scraped surface below tree.

Figure 7. Image of asphalt heaving. Pre-existing encroachment.

Figure 8. Image of Pine tree in the nature strip.

6. Conclusion/Recommendations

The stage 1 development of 36 Cadbury Road, Claremont has 5 trees that have their TPZs within the footprint of the development. Trees 1, 2, 20, 21 and 22 are affected.

- Trees 20 and 22 are not viable with the proposed plan. Tree removal is required.
- Implementation of a succession plan for the aging tree population should be implemented. The 2 specimens should be replaced in a more practical location in keeping with the site.
- Tree 20 is a smaller specimen and appears to have been planted at an alternative time to the rest of the row. The crossover is planned straight through the tree.
- Tree 22 is too close to the development, and the structural integrity would be compromised.
- Tree 1 and 2 have minor encroachment. Site condition indicate they will remain viable with development.
- Tree 21 has moderate encroachment from the footpath and car park. The pedestrian path is to be above grade and therefore not included as encroachment. Tree 21 has minor encroachment (9.02%) which is acceptable.

Temporary Tree Protection Measures

Listed below are protection measures to be implemented, prior, during and can be removed after all works are complete.

- Appoint a site arborist.
- Installation of TPZ fences at the edge of the Tree Protection Zone Figure 11. shows a typical TPZ fence
- Tree Protection fences to be erected at the edge of the encroachment.
- A sign installed on the Tree protection zone and along TPZ fences to ensure no access to area. Figure 13. Shows a typical TPZ sign.
- Inspection by site arborist to ‘sign off’ Tree Protection measures implementation.

Tree Health

Listed below are measures to be implemented to ensure the health of the tree during the development stages.

- No scraping or altering of soil level or debris inside TPZ.
- Organic matter such as mulch to be added to the TPZ. Mulch to be laid in a circle around the tree to the edge of the TPZ were practical.
- Tree health measures to updated throughout development.
- Inspection of the trees post development to determine any changes in health. Any recommendations to be implemented to ensure the trees remain viable in the future.

7. Tree Protection

Notional Root Zone (NRZ)

Zone enclosed by a radius 12 times the Diameter at Standard Height (DSH) that is a primary trigger for arboricultural input on a development site.

Tree Protection Zones (TPZ)

The specific area set aside above ground at a given distance from the trunk set aside for the protection of the tree's roots and crown to provide for the viability and stability of a tree to be retained where it is potentially subject to damage by development.

Structural Root Zones (SRZ)

The area around the base of a tree is of value for the tree's stability in the ground. The woody root growth and soil cohesion in this area are necessary to hold the tree upright. The SRZ is nominally circular with the trunk at its centre and is expressed by its radius in meters. This zone considers the trees structural stability only, not the root zone required for a tree's vigour and long-term viability, which will usually be much larger area.

Encroachment

In some case, encroachment into the TPZ is necessary. There are provisions for encroachment, within the Australian standards framework. Encroachment is categories as minor or major.

Minor Encroachment AS 4970-2025

Minor encroachment is less than or equal to 10% of the TPZ and doesn't enter the SRZ (Structural Root Zone). Generally, it is unlikely that there will be any significant impact to tree health, longevity or structure. Tree protection should be implemented during site works. An equivalent area to the encroachment shall be incorporated into the TPZ, unless the project arborist can otherwise demonstrate the tree will remain viable.

Moderate Encroachment AS 4970-2025

Moderate encroachment is greater than 10% and less than or equal to 20% of the TPZ and doesn't enter the SRZ. The project arborist shall be engaged to review the proposed impact and undertake any necessary investigation to demonstrate how the tree will remain viable. This may be through implementation of suitable design measures and construction control measures to mitigate impact during the process. An equivalent area to the encroachment shall be incorporated into the TPZ, unless the project arborist can otherwise demonstrate the tree will remain viable.

Major Encroachments AS 4970-2025

Major encroachment is greater than 20% of the TPZ and into the SRZ. The project arborist shall be engaged to review the proposed impact and undertake any necessary investigation to demonstrate how the tree will remain viable. This can include research such as root investigation, soil analysis, historical records of the tree or site relevant literature and examples of similar encroachment. These encroachments must be supervised by the project arborist. An equivalent area to the encroachment shall be incorporated into the TPZ, unless the project arborist can otherwise demonstrate the tree will remain viable.

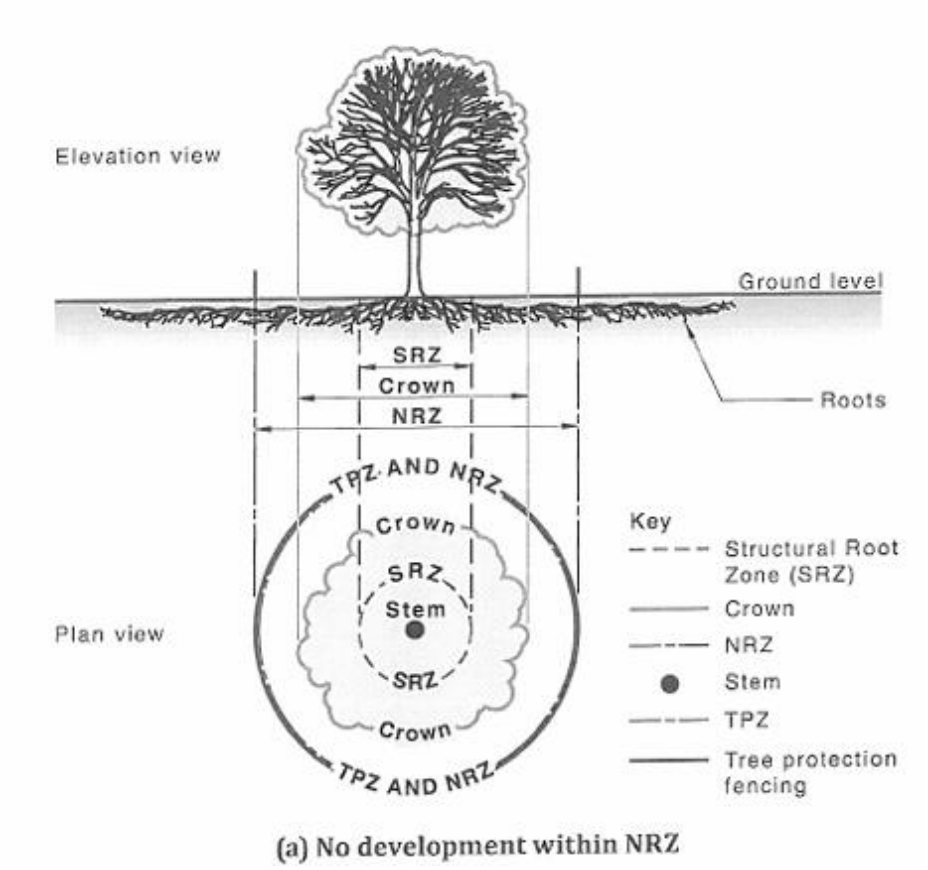
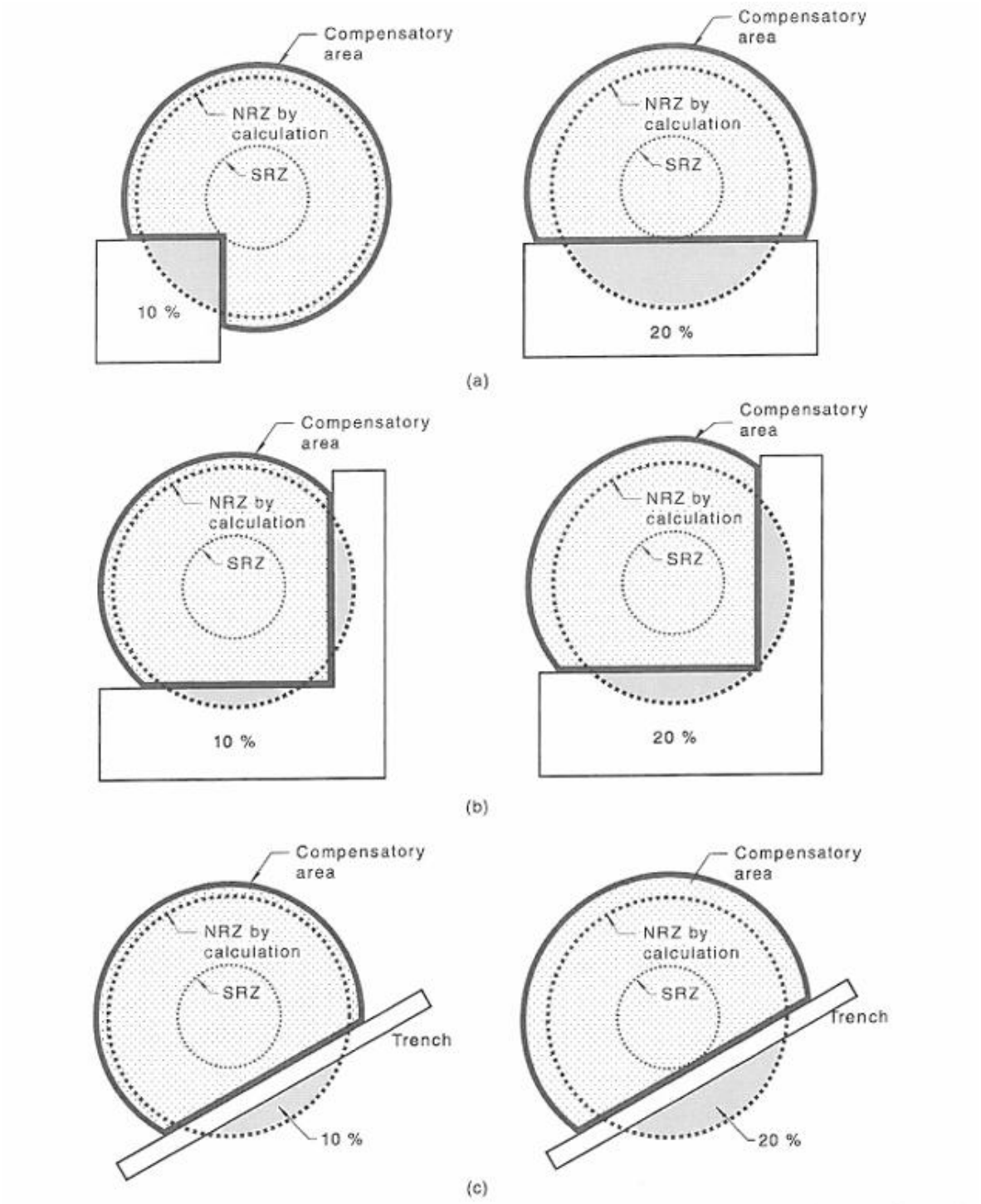


Figure 9. Image of a tree with no encroachment showing all the requirements. Image source from Australian Standard 4970-2025.



NOTE These examples are not to scale and are for illustrative purposes. The proposed encroachment is considered minor if it is less than or equal to 10 % of the area of the NRZ, has not had recent TPZ encroachments and is outside of the SRZ (see Clause 3.4). The proposed encroachment is considered moderate if it is greater than 10 % and less than or equal to 20 % of the area of the NRZ and is outside of the SRZ (see Clause 3.4).

Figure 10. Examples of various encroachments. Sources Australia Standard 4970-2025.

Development sites

Development sites incorporating trees need to implement protection measures to ensure the tree remains viable in the future landscape. Damage to trees during development can occur directly to the tree and indirectly to it through its environment.

- Direct damage includes mechanical injury to the trunk, severing roots, or alterations to the soil environment in the immediate vicinity of the roots. This included compaction or loss of organic matter.
- Indirect damage includes soil moisture alterations, changes in water tables and drainage patterns.

On development site, the protection of trees is achieved with a TPZ (Tree Protection Zone). TPZ are calculated according to *AS 4970-2025 Protections of amenity trees on development sites*. TPZ are TPZ are based on a NRZ which 12 times the trunk diameter at 1.4 m above ground level. Once the NRZ has been calculated, it can then be adjusted for encroachment and site-specific conditions. This new area becomes the TPZ and a TPZ fence is erected to protect the tree and its environment. This Fences must be erected before any work takes place.

<u>Guidelines for TPZ's (Tree Protection Zones):</u>

- No building structures or hard landscape features.
- No building material storage.
- No excavation or soil disturbance work
- No placing or storing of fill.
- No lighting of fire or preparing of chemicals.
- No vehicles or pedestrian access.

<u>TPZ requirements:</u>

- Erect signs along the entire length of the protective fence.
- Construct TPZ to prevent pedestrian and vehicle access.
- Mulch TPZ area to a depth of 150mm with wood chips.
- Irrigate the TPZ periodically, as determined by the arborist.

TPZ Guidelines and requirements need to be adhere to at all stages of the design and development process.

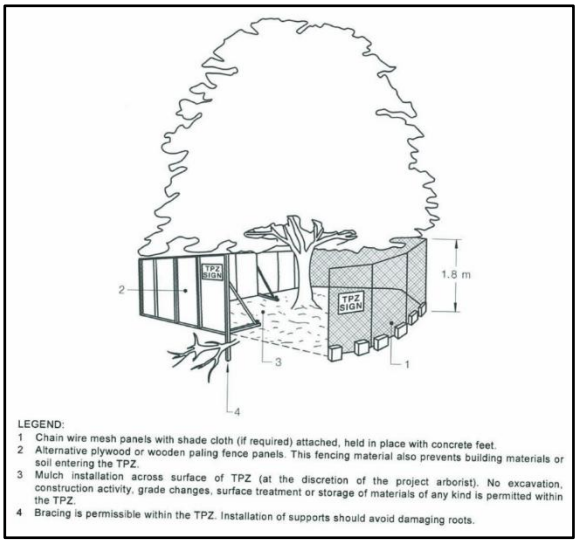


Figure 11. Tree Protection Fence and signs. Imaged sourced from the Australian Standard 4970-2025.

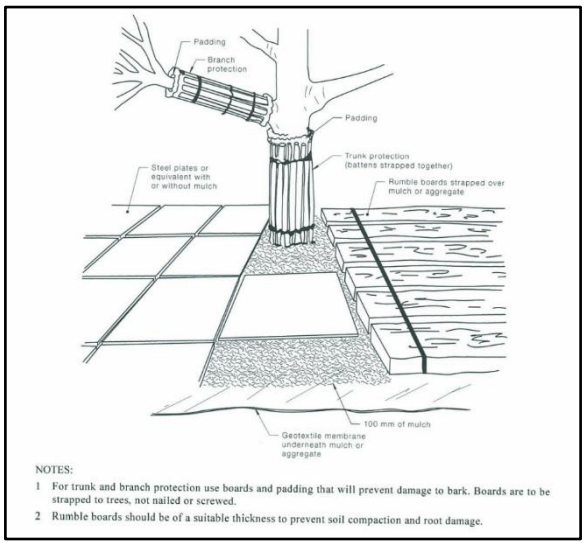


Figure 12. Trunk Protection and ground protection. Imaged sourced from the Australian Standard 4970-2025.

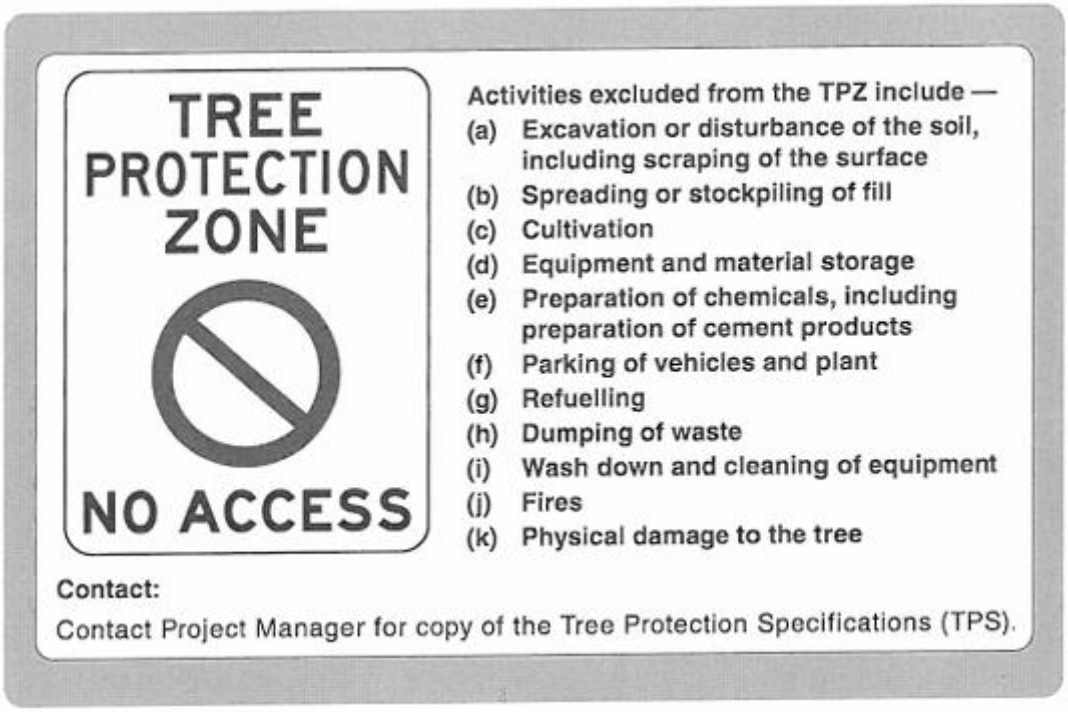


Figure 13. An example of a Tree Protection Zone Sign. Imaged sourced from the Australian Standard 4970-2025.

8. References

Australian Standards – AS 4970-2025 Protection of trees on development site.

Australian Standards – AS 4373-2007 Pruning of Amenity trees.

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9. Tree Descriptors

AGE

The notation of age is based on the following categories.

Category	Description
Young	Less than 20% of the life expectance of the tree.
Mature	20 – 80% of the life expectance of the tree.
Over Mature	>80% of the life expectance for the tree.
Dead	Tree is no long alive.

HEALTH

Pertains to the health and growth potential of the tree. The notation of 'health' is based on the following categories.

Category	Description
Good	Full canopy, good foliage density, average leaf colour for species. Average growth indicators such as good extension of growth per growing season, typical leaf size. Little to no dieback in the canopy, minimal deadwood. Good wound wood development. **Tree exhibits above average health and minimal to no work is required.**
Fair	Tree has <25% deadwood and may have minor canopy dieback. Foliage density and colour may be slightly below average for species. Imperfections in canopy present, pathogen signs present. Average growth indicators such as good extension of growth per growing season, typical leaf size and canopy density. Moderate wound wood development. **Tree exhibits below average health, and remedial works may be employed to improve tree health.**
Poor	Tree has >25% deadwood and has canopy die back. Foliage density and colour is below average for species. Leaf size distorted and discoloured. Epicormic growth is present throughout the canopy. Canopy is incomplete and has pathogen damage present. Poor wound wood development. **Tree exhibits low health and remedial work or removal may be required.**
Very Poor	Tree has more than 50% deadwood and extensive canopy dieback. Foliage density is sparse and leaf and colour is atypical for species. Epicormic shoots can make up large sections of canopy. Pathogen and stress agent is present are leading to decline. Very poor wound wood development. **Tree exhibits low health and remedial work or removal are required.**
Dead	**Tree is no longer living.**

RETENTION VALUE

Retention Value is rated into three levels: LOW, MEDIUM and HIGH.

Category	Description
Low	Trees that offer little in terms of contributing to the future landscape. Should be considered for removal.
Medium	Trees with some beneficial attributes that may benefit the site. Could be considered for retention if possible.
High	Trees with the potential to positively contribute to the site. Should be considered for retention if possible.

STRUCTURE

Pertains to the physical structure of the tree including main scaffold branches and roots. Structure includes those attributes that may influence the probability of major, trunk, root or limb failure.

Category	Description
Good	Tree has well-defined and balance canopy. Branch unions appear strong and without defects evident. Trunk and branches have nice taper. Tree is unlikely to suffer trunk or branch failure under normal conditions. **The tree is considered a good example of the species with well-developed form.**
Fair	Tree has some minor problems in the structure of the crown. The crown may slightly out on balance and some branch unions may exhibit structural faults. Tree may have a slight lean. Tree may have slight root damage. **There defects are not likely to result in catastrophic trunk or branch failure, although some branch failure may occur under normal conditions.**
Poor	Tree may have significant problems in structural scaffold limbs and trunk. Canopy may be lopped sided and have gaps. Limbs crossing in canopy. Branch unions may be poor with faults present. Tree may have substantial lean. Tree may have suffered significant root damage. Tree may have basal or trunk damage. Tree may have co-dominate stems. Tree may have bifurcated unions. **These defects <u>may</u> predispose the tree to major truck and branch failure.**
Hazardous	Tree has very significant problems in structural scaffold limbs and trunk. Canopy is lopped sided and has gaps. Limbs crossing in canopy causing rubbing and damage. Branch unions are poor with faults at the point of attachment. Tree has substantial lean. Tree has suffered significant root damage. Tree has basal or trunk damage. Tree has co-dominate stems. Tree has bifurcated unions. **There defects <u>are</u> likely to predispose the tree to trunk and scaffold limb failure**

USEFUL LIFE EXPECTANCY (ULE)

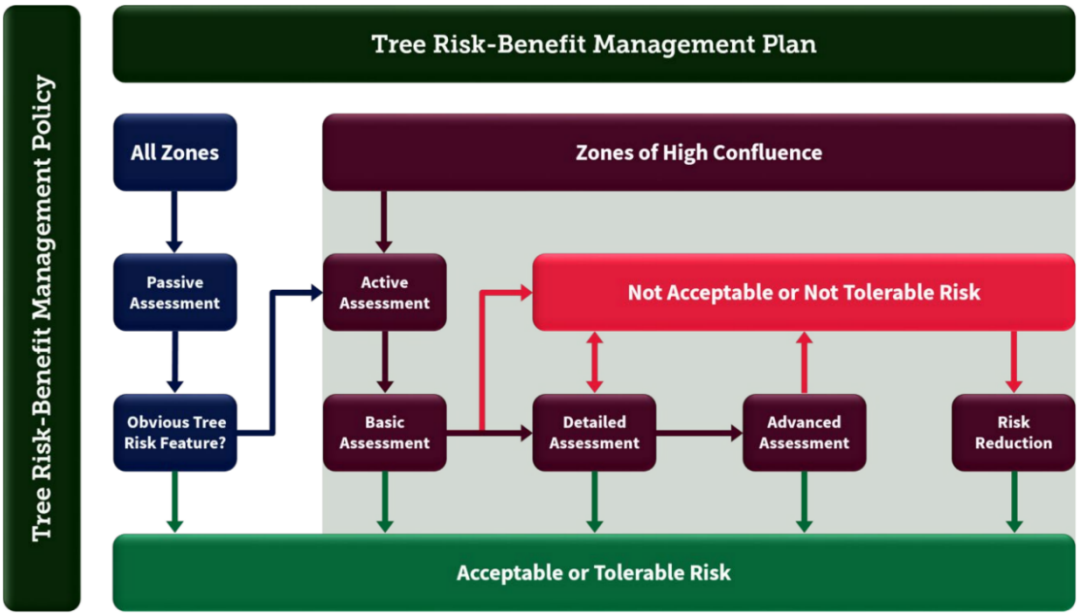
U.L.E. pertains to the span of time that the tree might reasonably be expected to provide useful amenity value with an acceptable level of safety at an acceptable cost. Trees with have varying U.L.E. according to the environment, economical and other factors. **(Note: Useful life expectancy is relevant to the tree if it is maintained and nothing significantly in the environment changes)**

The notation of U.L.E. is based on the following categories.

Category	Description
Short	The tree appears to be retainable with an acceptable level of risk for 5 to 15 years.
Medium	The tree appears to be retainable with an acceptable level of risk for 15 to 40 years.
Long	The tree appears to be retainable with an acceptable level of risk for more than 40 years.
Remove	The tree presents with a high level of risk that would need removal within the next 5 years

RISK

Risk is calculated using the following chart.



Passive Assessment - is simply picking up on Obvious Tree Risk Features you can't help but notice as you got about your daily routine. We carry it out in all zones of use. Passive Assessment is our most valuable risk management asset because it can be done by anyone and it's going on day in day out.

Active Assessment - is where we have trained assessors looking for risks that might not be Acceptable or Tolerable. Or where Passive Assessment has picked up an Obvious Tree Risk Feature that needs a closer look. Active Assessment has three levels to it that increase in depth of investigation from Basic, to Detailed, up to Advanced. We'll carry out Active Assessment in zones of high confluence every 5 years.

Risk Ratings - VALID has applied ISO 31000: Risk Management and the Tolerability of Risk Framework to tree risk-benefit assessment and management, which we've adopted. We're going to manage the risk from our trees and branches falling using four easy-to-understand traffic light signal coloured risk ratings. Red Not Acceptable risks will be reduced to an Acceptable level Amber Not Tolerable risks will be reduced to an Acceptable level, but with a lower priority than red Not Acceptable risks Amber Tolerable risks will not be reduced but may require an increased frequency of assessment than green Acceptable risks Green Acceptable risks will not be reduced.

More documentation is attached.

TREE PROTECTION ZONES

The T.P.Z. applied is AS 4970-2025 'Protection of trees on development site'. AS 4970-2009 uses a multiplication method to determine the T.P.Z. based on T.P.Z. radius being 12 times stem diameter measured 1.4 metres above ground.

T.P.Z. radius = DBH x 12

STRUCTURAL ROOT ZONE

The S.R.Z. applied is AS 4970-2025 'Protection of trees on development site'. The SRZ is the area required for tree stability. A larger area is required to maintain a viable tree.

$$\text{SRZ radius} = (D \times 50)^{0.42} \times 0.64$$

10. Assumptions and limitations

1. Any legal description provided to Tree Pioneers Pty Ltd is assumed to be correct. Any titles and ownerships to any property are assumed to be correct. No responsibility is assumed for matters outside the consultant's control.

2. Tree Pioneers Pty Ltd assumes that any property or project is not in violation of any applicable codes, ordinances, statutes or other local, state or federal government regulations.

3. Tree Pioneers Pty Ltd has taken care to obtain all information from reliable sources. All data has been verified insofar as possible; however, Tree Pioneers Pty Ltd can neither guarantee nor be responsible for the accuracy of the information provided by others not directly under Tree Pioneers Pty Ltd control.

4. No Tree Pioneers Pty Ltd employee shall be required to give testimony or to attend court by reason of this report unless subsequent contractual arrangements are made, including payment of an additional fee for such services.

5. Loss of this report or alteration of any part of this report not undertaken by Tree Pioneers Pty Ltd invalidates the entire report.

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7. This report and any values expressed herein represent the opinion of the Tree Pioneers Pty Ltd consultant and the Tree Pioneers Pty Ltd fee is in no way conditional upon the reporting of a specified value, a stipulated result, the occurrence of a subsequent event, nor upon any finding to be reported.

8. Sketches, diagrams, graphs and photographs in this report, being intended as visual aids, are not necessarily to scale and should not be construed as engineering or architectural drawings, reports or surveys.

9. Unless expressed otherwise: 1) Information contained in this report covers only those items that were covered in the project brief or that were examined during the assessment and reflect the condition of those items at the time of inspection; and 2) The inspection is limited to visual examination of accessible components without dissection, excavation or probing unless otherwise stipulated.

10. There is no warranty or guarantee, expressed or implied by Tree Pioneers Pty Ltd, that the problems or deficiencies of the plants or site in question may not arise in the future.

11. All instructions (verbal or written) that define the scope of the report have been included in the report and all documents and other materials that the Tree Pioneers Pty Ltd consultant has been instructed to consider or to take into account in preparing this report have been included or listed within the report.

12. To the writer's knowledge all facts, matter and all assumptions upon which the report proceeds have been stated within the body of the report and all opinion contained within the report have been fully researched and referenced and any such opinion not duly researched is based upon the writers' experience and observation.

MIDSON
traffic
pty ltd

Circa Architects

Ochre Medical Centre, Windemere Bay
Traffic Impact Assessment

February 2026

CELEBRATING 15 YEARS
2008 - 2023

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1. Introduction

1.1 Background

Midson Traffic were engaged by Circa Architects to prepare a traffic impact assessment for a proposed medical centre development within the Windermere Bay precinct, Claremont.

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 – Glenorchy, 2021.

1.3 Statement of Qualification and Experience

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

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

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

- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Engineering Executive (EngExec)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

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

1.5 Subject Site

The subject site is located at 36 Cadbury Road located at the corner of Cadbury Road and Box Hill Road. The site was previously the site of the Claremont primary school.

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 – Glenorchy, 2021 (Planning Scheme)
- Austroads, *Guide to Traffic Management,* Part 12: *Integrated Transport Assessments for Developments*, 2020
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2023
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- Transport NSW, *Guide to Traffic Impact Assessment*, 2024 (TIA 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 Cadbury Road, Box Hill Road and Bilton Street.

2.1.1 Cadbury Road

Cadbury Road is a minor collector road connecting between Bourneville Crescent and Main Road at its southern end. Cadbury Road provides access to the entire Claremont Peninsula which houses the Cadbury Factory, the subject site, residential properties and the Claremont Golf Course.

Cadbury Road is approximately 8 metres wide with a standard kerb and channel on both sides. There is generally good pedestrian footpath provision along its length. Cadbury Road carries approximately 4,000 vehicles per day and is a designated b-double route (b-doubles service the Cadbury chocolate factory).

Cadbury Road connects with Box Hill Road at a roundabout. The eastern leg of the roundabout provides access to a public car park located immediately south of the subject site.

Cadbury Road adjacent to the subject site is shown in Figure 2.

Figure 2 Cadbury Road

2.1.2 Bilton Street

Bilton Street is a local residential street which carries approximately 1,600 vehicles per day.

Bilton Street has an entry to Claremont Village. The intersection of Main Road and Bilton Street is it origin and from there travels in an east and south easterly direction before terminating in an intersection with Cadbury Road. Bilton Street has a moderate traffic volume, most of which would be due to the access to

the Claremont Village Shopping Centre carpark located a short distance from the Main Road intersection. The general urban speed limit of 50-km/h applies to Bilton Street.

Figure 3 Bilton Street

2.1.3 Box Hill Road

Box Hill Road is a collector road that connects between the eastern and western areas of Claremont. It connects between Cadbury Road and Branscombe Road via an overpass over the Brooker Highway. Box Hill Road carries approximately 4,000 vehicles per day.

Box Hill Road connects to Main Road at a four-leg signalised intersection approximately 100 metres south of the subject site.

2.2 Public Transport

Metro Tasmania operate a regular bus service (Route 512) along Cadbury Road past the subject site. Existing bus stops are located adjacent to the subject site.

Bus routes also operate along Main Road.

2.3 Road Safety Performance

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

Crash data was obtained from the Department of State Growth for a 5-year period between 1st January 2021 and 31st December 2025 for Cadbury Road between Box Hill Road and Pascall Avenue.

A total of three crashes were reported during this time:

- 1:20pm, Saturday 13th March 2021 – 'rear-end' collision at the intersection of Bilton Street and Cadbury Road resulting in property damage only.
- 11:10am, Wednesday 27th November 2024 – 'right-through' collision at the intersection of Bilton Street and Cadbury Road resulting in first aid at the scene.
- 10:10am, Saturday 7th December 2024 – unspecified crash type adjacent to the subject site resulting in property damage only.

The crash history does not provide an indication that there are any pre-existing road safety deficiencies in the road network that might be exacerbated by traffic generated by the proposed development. The crash history is considered to be low for a busy urban network on the near a shopping precinct.

3. Proposed Development

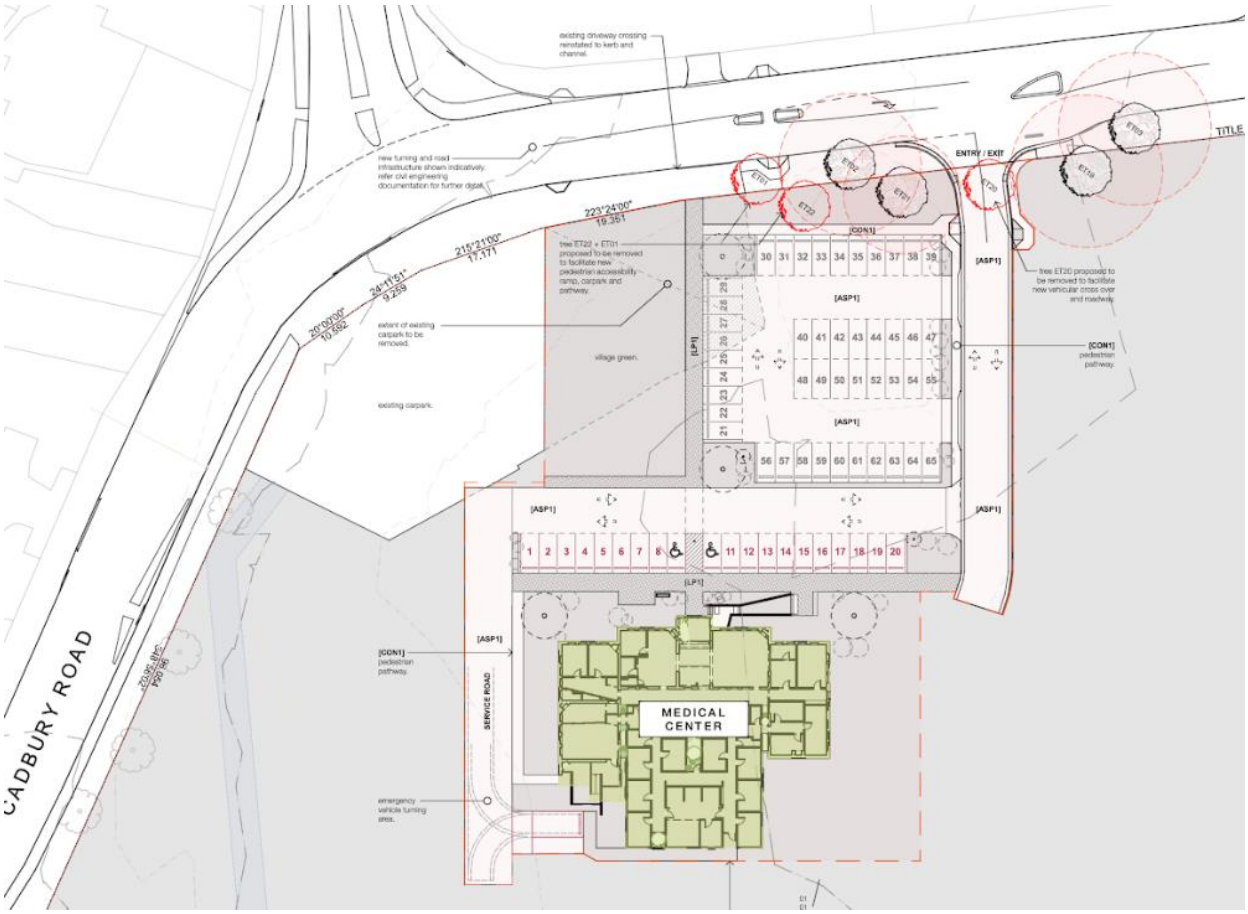
3.1 Development Proposal

The proposed development involves the conversion of the original school building to a medical centre with 10 practitioners. A total of 65 on-site car parking spaces are provided, including 2 disabled parking spaces.

Access is provided via a new driveway connecting to Cadbury Road.

The proposed development layout plans are shown in Figure 4.

Figure 4 Proposed Development Plans



4. Traffic Impacts

4.1 Trip Generation

Trip generation was calculated from the TfNSW Guide as follows:

- Peak hour = 0.0314 R^2 + 6.1122 R + 8.0607 = 72 trips per hour
- Daily trips = 0.1544 R2 + 38.456 R + 8.6803 = 409 trips per day

Where R = number of consulting rooms.

The TfNSW Guide provides a breakdown of mode share as follows:

- Car trips 90% = 65 vehicles per hour, 368 vehicles per day
- Walk trips 4% = 3 pedestrians per hour, 16 pedestrians per day
- Public transport 5% = 4 people per hour, 20 people per day
- Other 1% = 1 trip per hour, 4 trips per day

4.2 Trip Assignment

The distribution of traffic utilising the driveway access will be as follows:

Table 1 Traffic Distribution – Medical Centre

Period	Left-In	Right-In	Left-Out	Right-Out	Total
AM Peak	3 vph	30 vph	30 vph	3 vph	66 vph
PM Peak	3 vph	30 vph	30 vph	3 vph	66 vph

Note that the turning movements do not vary between the AM and PM peak periods as the ratio of inward to outward vehicle movements are equal, and the majority of vehicles will arrive and depart from/ to Cadbury Road at Bilton Street.

4.3 Access Impacts

The proposed development will be accessed via a single driveway that connects to Cadbury Road.

The Acceptable Solution A1.2 of Clause C3.5.1 of the Planning Scheme states "*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*".

In this case, Council (as road authority) have not provided written consent and therefore the Acceptable Solution A1.2 of Clause C3.5.1 of the Planning Scheme is not met.

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

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

The following is relevant to the proposed development:

a. Increase in traffic. The peak traffic generation of the proposed medical centre will be 65 vehicles per hour, which represents an average of slightly greater than 1 vehicle movement every minute. This level of traffic generation can be absorbed at the accesses at a high level of efficiency.

b. Nature of traffic. The increased traffic generation will be associated with people visiting the medical centre (ie. cars).

c. Nature of road. Cadbury Road is a collector road that services the Claremont Peninsular (including Claremont Golf Course, Cadbury, residential estates, etc). The road is compatible with the access requirements associated with the development and has the capacity to cater for the traffic generation of the development.

d. Speed limit and traffic flow of road. The default urban speed limit of 50-km/h applies to Cadbury Road. It carries approximately 4,000 vehicles per day. The speed limit of Cadbury Road is conducive for safe site access.

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

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

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

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

Based on the above assessment, the proposed development's access complies with the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme. This is particularly noting that analysis of the intersection performance indicates that the two main accesses will operate at a high level of service during peak periods.

4.4 Access Design

A channelised right turn lane (CHR) is proposed for the development's access. The CHR will provide separation from right turning entering traffic from through traffic on Cadbury Road. Conceptually this is shown in Figure 5.

Figure 5 Concept CHR Lane

4.5 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 car park exit on Cadbury Road. The sight distance requirements of AS2890.1 are therefore met.

4.6 Pedestrian Impacts

The proposed development is likely to generate some pedestrian activity in the network. Referring to Section 4.1, the likely peak pedestrian movements will be in the order of 8 trips per hour (noting that public transport trips will result in a pedestrian movement on the network to/ from the site). The existing footpath infrastructure is considered to be of a high standard in the existing road network to cater for these pedestrian movements.

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

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

The following is relevant with respect to the development proposal:

a. A network of footpaths connect through the proposed car park. This includes a footpath located adjacent to the building frontage, as well as a footpath that connect through the car park to Cadbury Road. The pedestrian path is separated from the main parking aisle and crosses the eastern end of the car parking aisle.
b. The path is clearly defined by alignment of the path through the car park with the main entry to the building. A marked crossing location is provided where it crosses the parking aisle adjacent to the building.

Based on the above assessment, the pedestrian path complies with the requirements of Acceptable Solution A1 of Clause C2.6.5 of the Planning Scheme.

4.7 Public Transport Impacts

Metro Tasmania Route 512 operates along Cadbury Road, with existing bus stops located adjacent to the subject site.

The proposed access and channelised right turn (CHR) treatment results in some modification to kerb alignment in the vicinity of the existing bus stop. Council's RFI notes that the bus stop length may be insufficient and that compliance with State Growth and Tasmanian Standard Drawings is required.

4.7.1 Existing Constraints

The bus stop is located within a section of Cadbury Road that is constrained by:

- Heritage-listed Pinus Radiata trees located within the road reserve (refer C6.0 Local Historic Heritage Code matters);
- Existing driveway access to adjacent properties; and
- The need to provide a right-turn treatment for the proposed development.

These physical and heritage constraints limit the ability to significantly relocate or extend the bus stop without impacting protected trees or adjoining access arrangements.

4.7.2 Operational Considerations

The proposed development is expected to generate approximately 4 public transport trips per peak hour (approximately 20 per day). This represents a modest increase in bus passenger activity and will not materially affect bus dwell times.

Cadbury Road operates within a 50 km/h urban speed environment with moderate traffic volumes (~4,000 vpd). Buses currently stop within the traffic lane, and this operating arrangement will remain unchanged.

Given the low passenger demand, moderate traffic volumes, and the constrained heritage environment, the existing in-lane bus stop configuration is considered operationally appropriate.

4.7.3 Recommended Approach

It is recommended that detailed design of the bus stop length and line marking be undertaken in consultation with Council and the Department of State Growth to ensure compliance with relevant Tasmanian Standard Drawings, while balancing:

- Heritage tree protection requirements;
- Access safety and CHR lane requirements; and
- Bus operational needs.

Subject to this coordination at detailed design stage, no adverse public transport impacts are anticipated as a result of the proposed development. This process can be undertaken independently of the development application process.

4.8 Road Safety Impacts

Road safety impacts have been assessed having regard to:

- The existing crash history (refer Section 2.2)
- The nature and scale of traffic generated by the proposal
- The access configuration and sight distance
- Pedestrian and internal car park design
- The speed environment of the surrounding road network

4.8.1 External Road Network

As outlined in Section 2.2, the crash history along Cadbury Road between Box Hill Road and Pascall Avenue indicates only three reported crashes over a five-year period. Two occurred at the Bilton Street intersection and one occurred adjacent to the subject site, all resulting in either property damage or minor injury only.

For a collector road carrying approximately 4,000 vehicles per day in an urban environment adjacent to a shopping precinct, this represents a low crash frequency and does not indicate any systemic safety deficiency.

The proposed development is expected to generate approximately 65 vehicle movements in the peak hour and 368 vehicle movements per day (car mode). This represents less than a 10% increase in daily traffic on Cadbury Road and will be distributed throughout the day in association with appointment scheduling.

The traffic generated by the development will:

- Consist almost entirely of passenger vehicles;
- Occur within a 50 km/h urban speed environment;
- Utilise a single access point with compliant sight distance and appropriate access design; and
- Operate in proximity to an existing roundabout and signalised intersection which already regulate traffic movements in the broader network.

Given the relatively modest increase in traffic volumes, the urban speed environment, and the absence of an existing crash pattern attributable to access movements near the site, the proposal is not expected to result in any measurable deterioration in road safety performance on Cadbury Road or at the surrounding intersections.

4.8.2 Access Safety

The proposed driveway access has been designed in accordance with AS2890.1 requirements, including compliance with minimum sight distance standards for a 50 km/h frontage road. Adequate forward visibility is available for vehicles exiting the site to identify approaching traffic and select safe gaps.

The anticipated peak exiting flow (approximately 33 vehicles per hour) equates to roughly one vehicle every two minutes. This low exit demand ensures that vehicles will not queue back into the site in a manner that would create internal conflict or unsafe manoeuvres. A dedicated right turn lane is proposed, which will provide separation for turning vehicles from through traffic.

The access location on a straight section of Cadbury Road, combined with the moderate traffic volumes and low speed limit, provides a safe operating environment for turning vehicles.

4.8.3 Internal Car Park Safety

The internal car park provides 65 parking spaces, including two accessible spaces, with compliant aisle widths and clearly defined circulation paths. The layout provides:

- Defined pedestrian routes connecting parking areas to the building entrance;
- A marked pedestrian crossing at the key conflict point;
- Low internal operating speeds consistent with typical commercial car park environments; and
- Clear sight lines within parking aisles.

Vehicle speeds within the car park will be inherently low due to the layout geometry and parking activity. As such, the risk of vehicle–vehicle or vehicle–pedestrian conflict is considered low.

4.8.4 Pedestrian Safety

The development is expected to generate approximately 8 pedestrian movements per peak hour when public transport trips are included. Existing footpaths along Cadbury Road are of good quality and provide continuous connectivity to surrounding residential areas, bus stops and nearby commercial uses.

The provision of an internal pedestrian path separated from parking aisles further reduces potential conflict between vehicles and pedestrians.

Given the relatively low pedestrian volumes and the controlled internal layout, no adverse pedestrian safety impacts are anticipated.

4.8.5 Heavy Vehicles

Cadbury Road is a designated B-double route servicing the Cadbury factory. However, the proposed development will not generate heavy vehicle traffic other than occasional service vehicles typical of a medical centre (e.g. deliveries, waste collection). These vehicle types are consistent with the existing urban environment and do not introduce any atypical safety risks.

4.8.6 Overall Safety Assessment

The proposal represents a change of use from a former school site to a medical centre. The traffic generation is moderate, consists predominantly of passenger vehicles, and occurs within a controlled 50-km/h urban collector road environment.

The crash history does not identify any underlying safety deficiency that would be exacerbated by the proposal. The access configuration, sight distance, internal circulation design and pedestrian facilities are all consistent with accepted engineering standards.

Accordingly, the proposed development is not expected to have any adverse impact on the safety of the surrounding road network.

5. Parking Assessment

5.1 Parking Provision

The proposed development provides a total of 65 on-site parking spaces, including 2 disabled parking spaces.

5.2 Empirical Parking Assessment

The TfNSW Guide recommends a parking provision of 4 spaces per 100m^2 of gross floor area. This is a requirement for 29 spaces. The provision of 65 spaces therefore provides a surplus of parking that will be available for future stages of the development (based on a GFA of 779 m^2).

5.3 Planning Scheme Requirements

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

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

The parking requirement has been calculated as a new development. The requirements of Table C2.1 are 1 space per 4 practitioners, which equates to a requirement for 40 spaces. The provision of 65 spaces exceeds this requirement and therefore the Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme is satisfied.

5.4 Car Parking Layout

The car parking layout is shown in Figure 6. The car park consists of a series of connected aisles that with no blind aisles. The Acceptable Solution A1.1 of Clause C2.6.2 of the Planning Scheme states:

> *"Parking, access ways, manoeuvring and circulation spaces must either:*
>
> *(a) comply with the following:*
>
> *(i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;*
>
> *(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;*
>
> *(iii) have an access width not less than the requirements in Table C2.2;*
>
> *(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;*
>
> *(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;*
>
> *(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and*
>
> *(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or*
>
> *(b) comply with Australian Standard AS 2890- Parking facilities, Parts 1-6".*

The car parking was assessed against the requirements of A1.1(b), using AS2890.1 as detailed in the following sections.

5.4.1 Driveway Grade

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

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

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

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

5.4.2 Parking Grade

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

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

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

5.4.3 Parking Dimensions

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

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

The parking dimensions are typically as follows:

- Space width 2.5 metres
- Space length 5.4 metres
- Aisle width 6.0 metres

The parking layout therefore generally complies with these requirements, with spaces having widths lower than the minimum amount. It is noted that the aisle widths exceed the minimum requirements and as such there is additional manoeuvring space available. On this basis these spaces are deemed to comply with AS2890.1 requirements (further noting that the spaces comply with User Class 3 in terms of space width).

5.4.4 Driveway Width

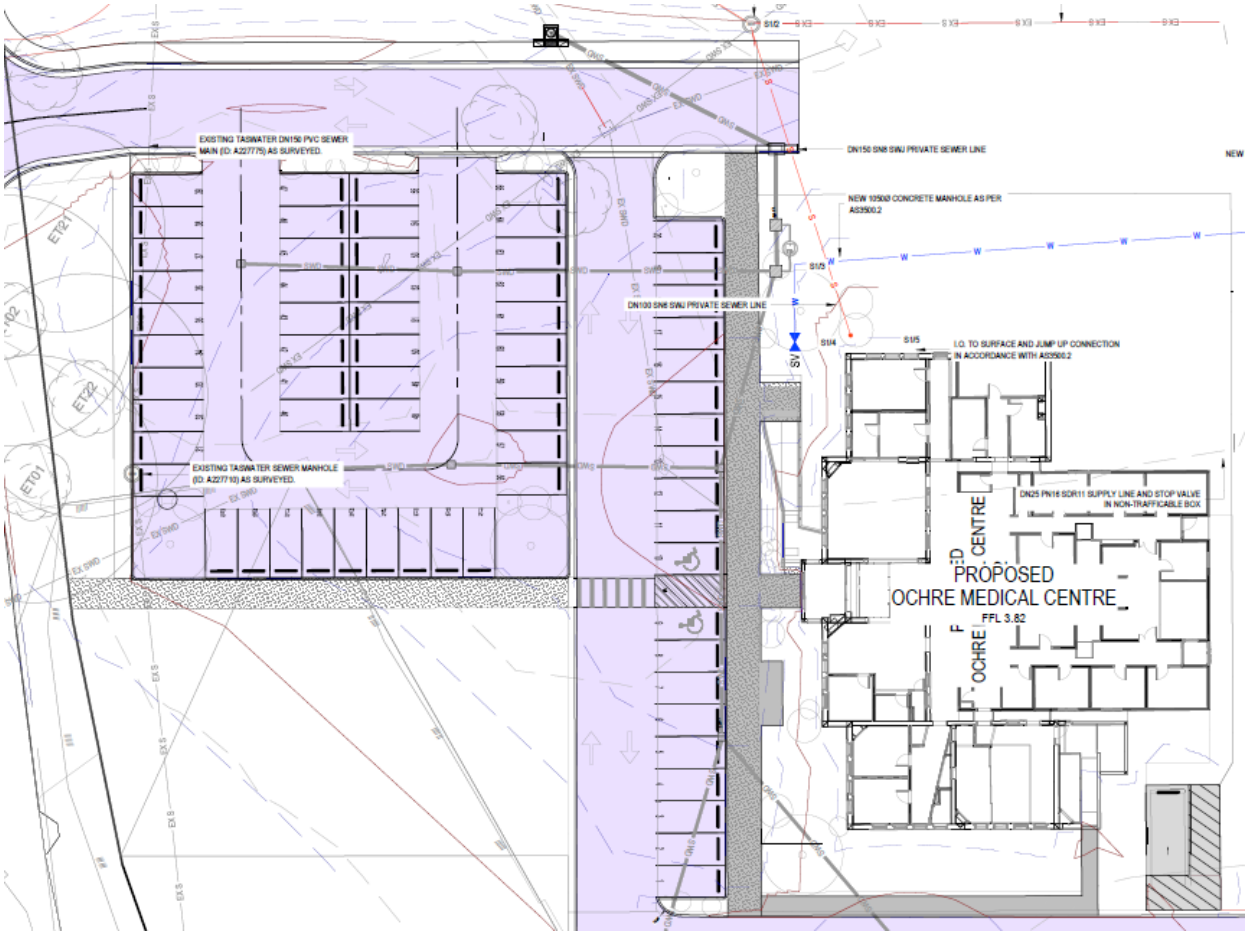
AS2890.1 defines the access as 'Category 2' access facility (Class 2 parking with 25 to 100 spaces fronting onto a local road). The AS2890.1 minimum driveway width requirement for a Category 2 access is 6.0 to 9.0 metres.

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

5.4.5 AS2890.1 Assessment Summary

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

Figure 6 Car Parking Layout



5.5 Accessible Parking

The proposed development provides two additional disabled parking spaces, located within the parking area close to the main access of the building associated proposed medical centre. The disabled parking provision complies with the requirements of the BCA Code.

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

5.6 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".*

Table C2.1 requires 2 spaces for each 8 practitioners. This is a requirement for 3 bicycle spaces. The proposed development provides a total of 10 bicycle spaces located immediately adjacent to the building. The Acceptable Solution A1 of Clause C2.5.2 of the Planning Scheme is therefore met.

5.7 Motorcycle Parking

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

Table C2.4 requires a total of 3 motorcycle parking spaces. No motorcycle parking spaces are provided and therefore the Acceptable Solution A1 of Clause C2.5.3 of the Planning Scheme is not satisfied.

The Performance Criteria P1 of Clause C2.5.3 of the Planning Scheme states:

> *"Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:*
>
> *(a) the nature of the proposed use and development;*
>
> *(b) the topography of the site;*
>
> *(c) the location of existing buildings on the site;*
>
> *(d) any constraints imposed by existing development; and*
>
> *(e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area".*

The following is relevant with respect to the proposed development:

a. Nature of development. The development is a medical centre. These types of medical/ health sites typically have low motorcycle parking demands. Motorcycles are legally permitted to park within a car parking space, of where there is a surplus of parking provided.
b. Topography of site. The site is not constrained by topography.
c. Location of existing buildings. The existing building will be retained and repurposed to accommodate the proposed development.
d. Constraints imposed by existing buildings. Not applicable.

e. Availability and accessibility of motorcycle spaces. As noted in (a) above, on-site parking is available for motorcycles within the proposed car parking spaces.

Based on the above assessment, the proposed development satisfies the requirements of Performance Criteria P1 of Clause C2.5.3 of the Planning Scheme.

6. Conclusions

This Traffic Impact Assessment has assessed the traffic, access, parking and safety impacts associated with the proposed conversion of the former school site at 36 Cadbury Road to a medical centre containing 10 practitioners.

The key findings are summarised as follows:

- The development is expected to generate approximately 72 vehicle trips per peak hour and 409 vehicle trips per day, with approximately 65 vehicle movements in the peak hour. This represents a modest increase in traffic relative to existing volumes on Cadbury Road.
- Cadbury Road is a collector road carrying approximately 4,000 vehicles per day within a 50 km/h speed environment and has capacity to safely accommodate the additional traffic.
- The proposed driveway access and channelised right turn lane provide a safe and efficient access arrangement. Sight distance at the access location complies with AS2890.1 requirements.
- Crash history within the study area does not indicate any systemic safety deficiencies that would be exacerbated by the proposal.
- The development provides 65 on-site car parking spaces, exceeding the Planning Scheme requirement of 40 spaces under Table C2.1. The Acceptable Solution A1 of Clause C2.5.1 is therefore satisfied.
- The parking layout complies with the requirements of AS2890.1 and Clause C2.6.2 of the Planning Scheme.
- Bicycle parking requirements are exceeded, and accessible parking complies with AS2890.6. Motorcycle parking is not provided but is deemed acceptable under Performance Criteria P1 of Clause C2.5.3 of the Planning Scheme.
- Public transport services operate adjacent to the site. Bus stop arrangements are constrained by existing heritage-listed trees within the road reserve. Subject to detailed design coordination with Council and the Department of State Growth to confirm final bus stop line marking and length, no adverse public transport impacts are anticipated.

Overall, the proposed medical centre represents a moderate intensity land use within an established urban collector road environment. The development will not result in unreasonable impacts on the safety or efficiency of the surrounding road network.

Accordingly, the proposed development is supported on traffic and transport grounds.

Midson Traffic Pty Ltd ABN: 26 133 583 025

28 Seaview Avenue
Taroona TAS 7053
T: 0437 366 040 E: admin@midsontraffic.com.au W: www.midsontraffic.com.au

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STORMWATER REPORT

Ochre Medical Centre
36 Cadbury Road
Claremont TAS 7011

260213 SR 24 E 19 - 2 REV A

ALDANMARK
CONSULTING ENGINEERS

Lower Ground
199 Macquarie Street
Hobart TAS 7000

GPO Box 1248
Hobart TAS 7001

03 6234 8666

mail@aldanmark.com.au
www.aldanmark.com.au

ABN 79 097 438 714

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ALDANMARK CONTACT/S	Lachlan Gadomski (lgadomski@aldanmark.com.au)

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1. INTRODUCTION

Aldanmark have been engaged by Circa Morris - Nunn Chua Architects to provide a stormwater report for the proposed development at 36 Cadbury Road, Claremont.

This report aims to demonstrate that the development at 36 Cadbury Road, Claremont does not increase the site run-off beyond the capacity of the existing stormwater infrastructure.

2. SITE OVERVIEW

The site contains one existing dwelling and an existing asphalt driveway area as per Figure 1 below. The existing site stormwater system discharges to an existing grated pit and through a DN450 concrete private line (approximately 95m in length) to a public manhole at the northern boundary.

An extension to the existing building footprint is proposed to be constructed on the subject site as well as additional asphalt pavement parking areas and roadway. The increase in impervious area within the site is expected to increase the quantity of site stormwater runoff beyond the current site outflows.

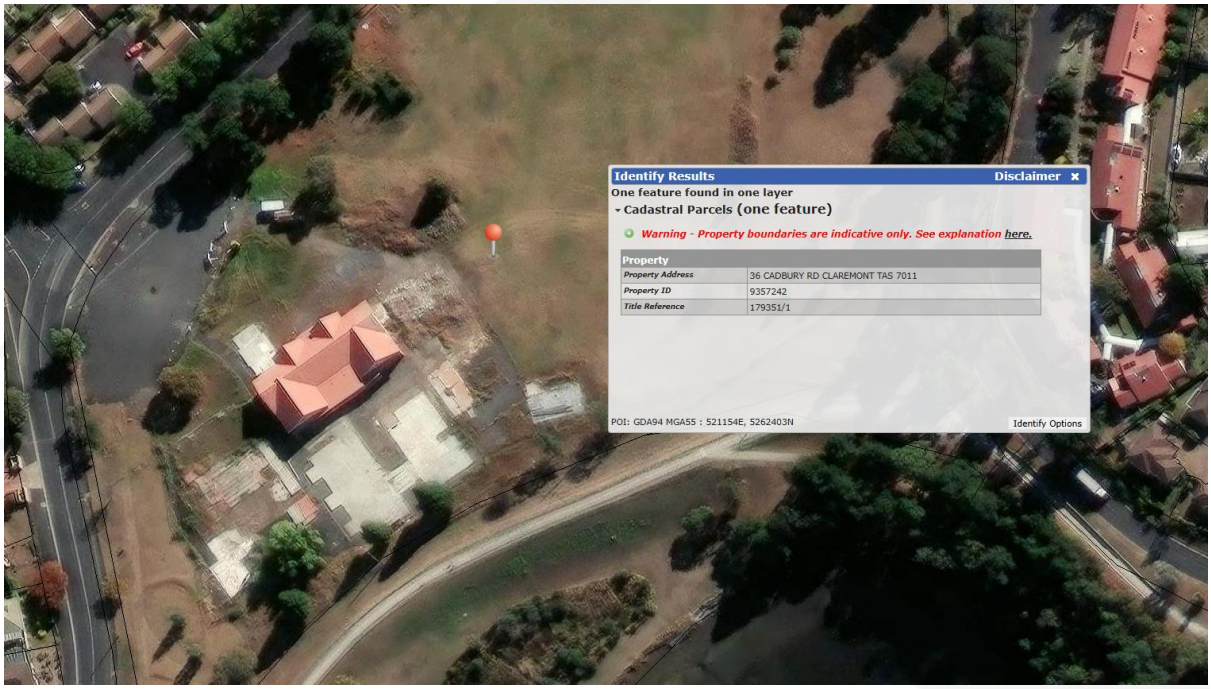


FIGURE 1: EXISTING SITE

3. QUANTITY MODEL

3.1 INITIAL LOSS / CONTINUING LOSS (IL-CL) METHOD

The Initial Loss / Continuing Loss (IL-CL) loss method was applied within the software DRAINS to determine the increase in runoff between the pre-development and post-development conditions.

Rainfall data for the DRAINS model was sourced from the ARR Data Hub website (https://data.arr-software.org/) and includes the following:

- Storm losses – Initial and continual
- Pre-burst rainfall depths
- Temporal patterns

3.2 SITE CATCHMENTS

The catchment areas assumed for the IL-CL method calculations were determined from the architectural site plan prepared by Circa Morris – Nunn Chua dated December 2025. The post-development catchment areas are shown in Figure 2 below. The post development roof catchment is increased by 186m^2.

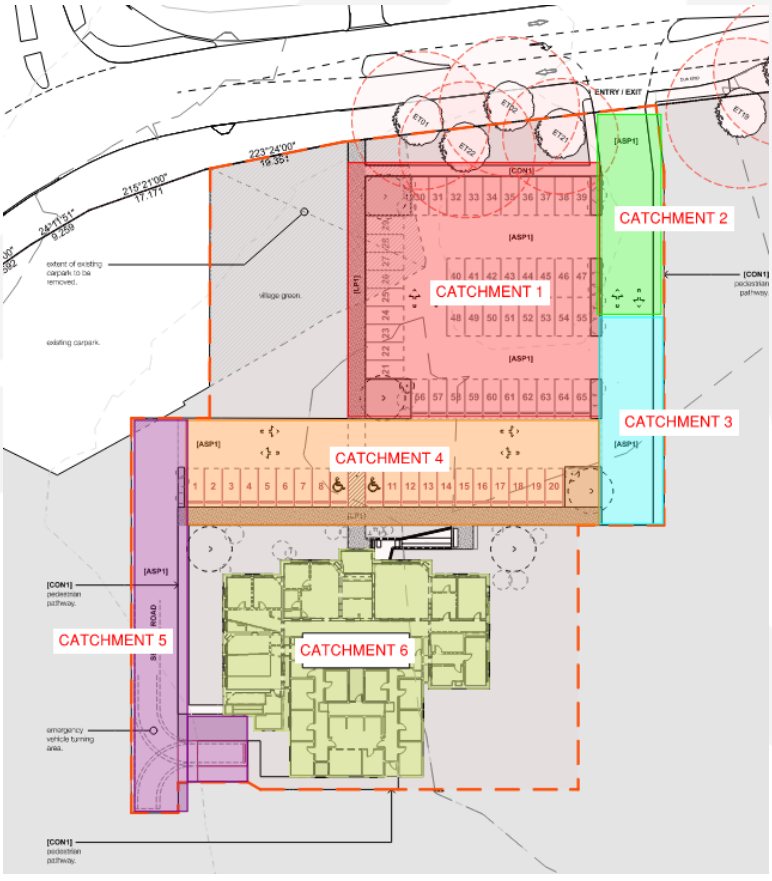


FIGURE 2: POST DEVELOPMENT ROOF CATCHMENTS

The proportion of effective impervious area (EIA), remaining impervious area (RIA) and pervious area (PA) defined for the catchments in the DRAINS model is shown in Table 1. Times of concentration for all catchments were determined within DRAINS using the kinematic wave equation.

TABLE 1: SITE CATCHMENT BREAKDOWN

CATCHMENT	AREA (M^2)	EIA (%)	RIA (%)	PA (%)
Pre-development (Site catchment)	4404	16	0	84
Post-development (Catchment 1)	1290	95	0	5
Post-development (Catchment 2)	265	100	0	0
Post-development (Catchment 3)	226	100	0	0
Post-development (Catchment 4)	831	100	0	0
Post-development (Catchment 5)	900	100	0	0
Post-development (Catchment 6)	892	100	0	0

3.3 STORM LOSSES

The initial and continuing losses for the pre-development condition were sourced from the ARR Data Hub website and the impervious area losses were set as per advice in ARR 2019 Book 5 Chapter 3 Section 3.5.3.1.2.

For the post-development condition, an allowance for climate change was applied. The rainfall data sourced from the ARR data website was adjusted based on the climate change scenario/target horizon **SSP2-4.5/2100.** The Watercom Climate Change Rainfall modifier (https://climatechange.watercom.com.au/) was utilised to factorise the data**.**

Table 2 captures the storm losses assumed in the DRAINS model for both the pre-development and post-development conditions.

TABLE 2: ASSUMED STORM LOSSES (ARR)

STORM LOSSES	PRE-DEVELOPMENT	POST-DEVELOPMENT
Impervious Area Initial Losses (mm)	1	1
Post-Impervious Area Continuing Losses (mm/hr)	0	0
Pervious Area Initial Losses (mm)	27	29.7
Pervious Area Continuing Losses (mm/hr)	3.80	4.64

3.4 MODEL RESULTS

The results of the DRAINS model showed that the post-development site runoff is increased by 81 L/s over pre-existing runoff quantities as shown in Table 3.

The critical storm for the post development scenario was the 5% AEP, 10-minute duration storm.

TABLE 3: PEAK SITE RUNOFF SUMMARY

CONDITION	SITE RUNOFF (L/S)	CRITICAL DURATION
Pre-development	23	2-hour
Post-development	104	10-minute

The existing DN450 public main was modelled in the AutoCAD Civil Site Design software, based on survey data provided by Rogerson & Birch Surveyors dated May 2025.

The existing DN450 pipe has a capacity of 277 L/s as determined through AutoCAD. The model results showed that for the pre-development condition, the site run-off utilised 8% of the existing DN450 pipe's capacity whilst the post-development condition utilises approximately 36%.

The DN450 pipe has more than sufficient capacity to discharge the post-development catchment, as approximately 64% of it's capacity is still available to discharge any potential increases to the site run-off in the future.

A long section of the pipe detailing the hydraulic grade line for the post-development condition is provided in Appendix A.

4. QUALITY MODEL

Aldanmark Engineers have collaborated with Atlan and a Model for Urban Stormwater Improvement Conceptualisation (MUSIC) was used to model the site and the effectiveness of various treatment devices to achieve the stormwater quality targets outlined in the Derwent Valley Council's Development Stormwater Policy:

- 90% reduction in the average load of litter/gross pollutants
- 80% reduction in the average load of total suspended solids (TSS)
- 45% reduction in the average annual load of total phosphorous (TP)
- 45% reduction in the average annual load of total nitrogen (TN)

Proprietary devices by Atlan have been utilized to meet the water quality targets. The propriety devices include:

- Atlan Stormsacks installed in each grated pit – Primary Treatment
- 1 x Atlan FlowFilter FLF.400/1 – Tertiary Treatment

The MUSIC model is shown in Figure 3 below.

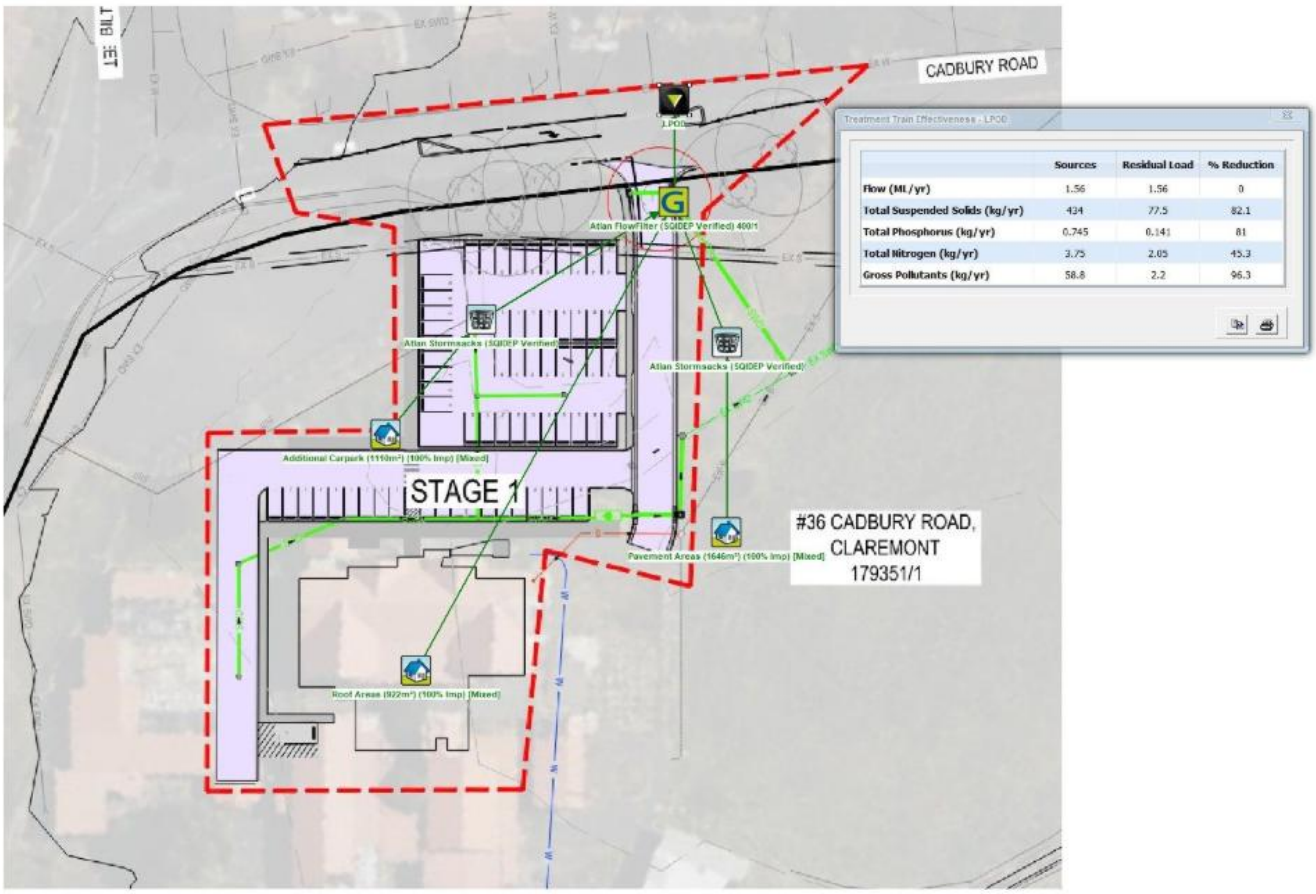


FIGURE 3: MODEL FOR URBAN STORMWATER IMPROVEMENT CONCEPTUALISATION OUTPUT

5. MAINTENANCE

The recommended maintenance schedule for the on-site detention and stormwater treatment devices specified in this report are outlined in Table 4.

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

TABLE 4: MAINTENANCE FOR ATLAN TREATMENT DEVICES

ATLAN STORMSACKS	FREQUENCY
VISUAL INSPECTION Filter bag inspection and evaluation Removal of captured pollutants Disposal of material	Every 4 months.
SYSTEM REPLACMENT Filter bag replacement Support frame rectification	As required
ATLAN FILTER	**FREQUENCY**
VISUAL INSPECTION Removal of gross pollutants System assessment Minimal rectification works as needed	Every 4 months
GENERAL CLEANING At the end of each standard inspection, trigger measures will identify if general cleaning is required or if requested by the owner.	As required
CARTRIDGE REPLACMENT Replacement of Atlan Filter cartridge system	Within 10 years.

6. CONCLUSION

This report has demonstrated that the proposed development at 36 Cadbury Road, Claremont does not increase the site run-off beyond the capacity of the existing stormwater infrastructure.

Note:

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

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

Yours faithfully,

Lachlan Gadomski BEng Civil (Hons), Dip. Project Management
Civil Engineer

APPENDIX A – PIPE LONG SECTIONS

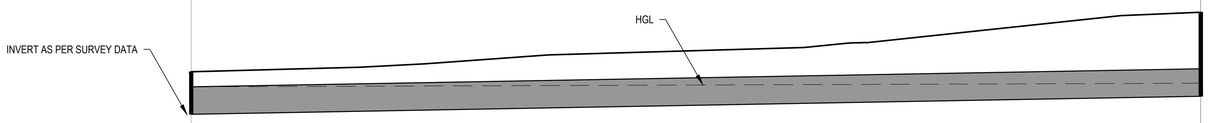
NOTES

THESE DRAWINGS SHALL BE APPROVED BY RELEVANT AUTHORITIES (INCL. COUNCIL & TASWATER) PRIOR TO CONSTRUCTION.

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

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

STRUCTURE DESCRIPTION	EXIST PUBLIC SW MH 1050	NEW PRIVATE 900x900 GP
STRUCTURE NAME	SW1/1	SW1/2



PIPE SIZE / MATRIAL	DN450 StormPRO	
GRADE %	0.45%	
PIPE VELOCITY	0.73 m/s	
PIPE HGL CAPACITY	277 L/s	
DESIGN FLOW	104 L/s	
DEPTH TO INVERT	0.69	1.37
INVERT LEVEL	1.200	1.494
FINISHED SURFACE	1.89	2.87
EXISTING SURFACE	1.89	2.87
CHAINAGE	0.00	65.92
	65.92m	

DRAINAGE LONGITUNDINAL SECTION FOR LINE SW
SCALES: HORIZONTAL 1:200 VERTICAL 1:50

Error
Layout name not found in CSV

REV		DATE		
			DRAWN:	LG
			CHECKED:	NM
			DESIGN:	LG
			CHECKED:	NM
A	DEVELOPMENT APPROVAL	20/03/2025	VERIFIED:	-
	ISSUE		APPROVAL	

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

PROJECT: WINDERMERE BAY

ADDRESS: 46 CADBURY ROAD
CLAREMONT

CLIENT: CIRCA MORRIS- NUNN

0 2 4 6 8 10m
0 0.5 1.0 1.5 2.0 2.5m
H1:200
V1:50

SHEET: STORMWATER LONG SECTIONS - SHEET 1

SCALE: AS INDICATED

TOTAL SHEETS: 16

SIZE: A1

PROJECT No: 24E19-2

SHEET: C301

REV: A