DEVELOPMENT APPLICATION

APPLICATION NUMBER:	PLN-25-137
PROPOSED DEVELOPMENT:	Partial demolition, alterations and additions to Road Freight Terminal (Transport Depot and Distribution)
LOCATION:	110 Gormanston Road Derwent Park
APPLICANT:	6ty Architecture Surveying Engineering
ADVERTISING START DATE:	06/01/2026
ADVERTISING EXPIRY DATE:	20/01/2026

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 **20/01/2026.**

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 **20/01/2026,** or for postal and hand delivered representations, by 5.00 pm on **20/01/2026.**

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Client	Date
De Bruyn's Transport	19 November 2025

Transport Impact Assessment

Hobart Depot Redevelopment

110 Gormanston Road, Derwent Park

Planning
Transport
Urban Design
Waste Management
Landscape Architecture
Civil Engineering

ratio:

ratio.com.au

Project
110 Gormanston Road, Derwent Park

Prepared for
De Bruyn's Transport

Our reference
23643T

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Version	Date	Issue	Prepared by	Checked by
F01	5/11/2025	Final Report	R. Tan	M. Petrusma
F02	19/11/2025	Minor Updates	R. Tan	M. Petrusma

Acknowledgement of Country

We acknowledge the Traditional Owners of the land we work, live and travel on, and appreciate the rich cultures of the Aboriginal and Torres Strait Islander Peoples and their enduring connection to country.

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1. Introduction

1.1. Background

Ratio Consultants have been engaged 6ty Pty Ltd, on behalf of De Bruyn's Transport, to prepare a Transport Impact Assessment report for the proposed Hobart Depot Redevelopment at 110 Gormanston Road in Derwent Park.

1.2. Purpose and structure of this report

The purpose of this report is to identify and assess the potential traffic and transport impacts of the proposed development, and to address the relevant provisions of the *Tasmanian Planning Scheme* and the *Local Provision Schedule – Glenorchy.*

This report is structured as outlined below:

— **Section 1:** Introduction

— **Section 2:** Review of existing transport conditions on the site and key streets surrounding the site

— **Section 3:** Overview of the proposed development

— **Section 4:** Assessment of site access arrangements and carpark layout

— **Section 5:** Assessment of parking supply

— **Section 6:** Assessment of the potential traffic and transport impacts of the proposal

— **Section 7:** Review of the proposal against the relevant provisions of the Planning Scheme

— **Section 8:** Conclusions

1.3. References

In preparing this report, reference has been made to the following:

— *Tasmanian Planning Scheme – State Planning Provisions*

— *Glenorchy Local Provisions Schedule*

— Development application plans supplied by 6ty Pty Ltd

— Australian/ New Zealand Standard AS/NZS 2890 series

— National Construction Code (NCC) 2022

— Traffic volume and crash data as outlined in this report.

— Other documents as nominated.

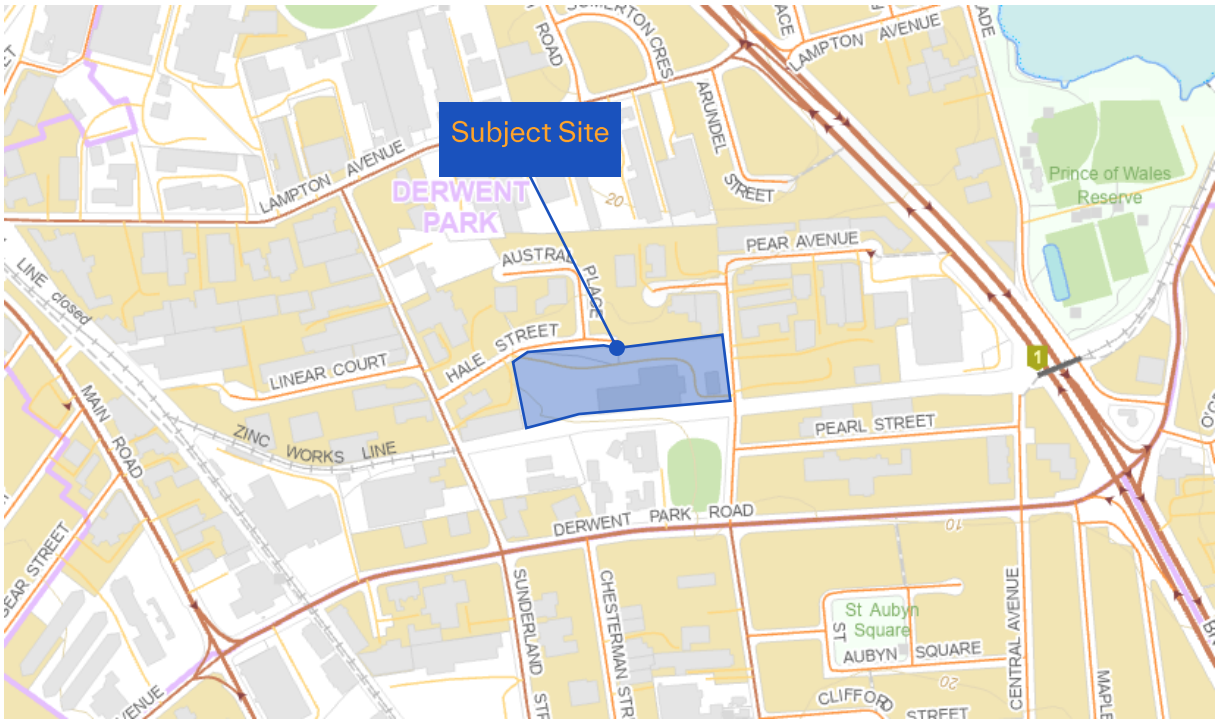
2. Existing Conditions

2.1. Location and Environment

The subject site is located on the western side of Gormanston Road addressed as 110 Gormanston Road in Derwent Park.

The location of the subject site in the context of the surrounding road network is shown in Figure 2-1.

Figure 2-1: Locality Plan



Source: LISTMap State of Tasmania (www.thelist.tas.gov.au)

The overall site is approximately rectangular in shape and has a total area of around 1.98 ha. The site has an eastern frontage to Gormanston Road and a northwestern frontage along Hale Street.

The site is located within the General Industrial zone under the Planning Scheme and is not subject to any planning overlay. Immediate surrounding land use is predominantly zoned as general industrial, light industrial or commercial.

An aerial view of the site is provided in Figure 2-2 for context.

Figure 2-2: Aerial View of Existing Site

Source: LISTMap State of Tasmania (www.thelist.tas.gov.au)

2.2. Road network

Gormanston Road is a council managed local road running in a north–south alignment between Albert Road to the south and terminating in a cul-de-sac to the north of the site. Access to Gormanston Road is provided via the existing signalised intersection at Derwent Park Road / Gormanston Road.

In the vicinity of the site, Gormanston Road has a sealed carriageway width of approximately 8 metres, accommodating two-way traffic movements and on-street parking on both sides. A "No Standing" restriction applies on the southbound side of the road between 8:00 am and 6:00 pm, Monday to Friday near the site.

A default speed limit of 50 km/h applies, which is reduced to 40 km/h during school zone hours in the vicinity of the site. Constructed footpaths are provided along both sides of the road.

A typically view along Gormanston Road in the vicinity of the site is provided in Figure 2-3.

Figure 2-3: Gormanston Road Facing North

Source: google.com/maps

2.3. Sustainable transport

Public Transport

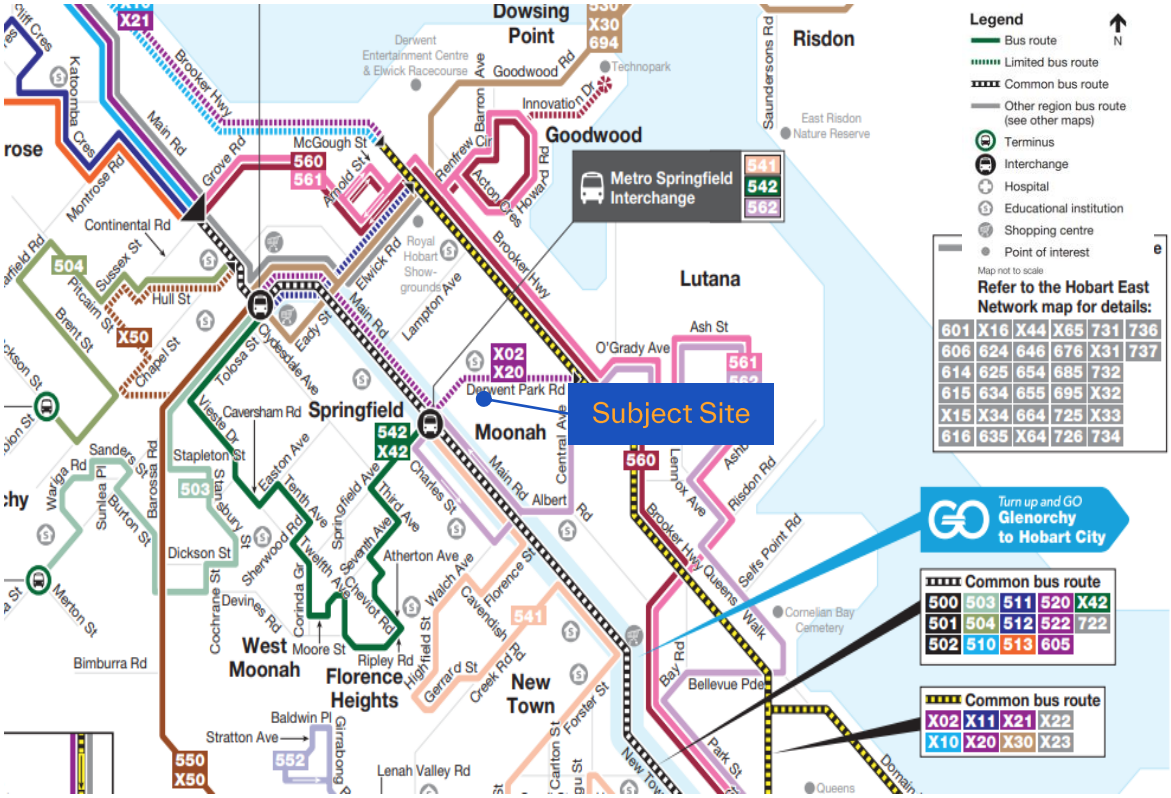
The proposed development has reasonably good access to public transport, with several bus routes operating in the vicinity of the site, including the Metro Springfield Interchange located on Main Road to the southwest.

The nearest bus stop (Stop No. 69, Derwent Park Road) is located approximately 350 metres southeast of the site, about a 5-minute walk. This stop services northbound Route X20, providing connections to Cove Hill Fair.

An additional bus stop (Stop No. 78, Derwent Park Road) is located approximately 120 metres further east of Stop No. 69, on the opposite side of the road, and services southbound routes towards Hobart City.

Services generally operate at 30-minute intervals, with increased frequency during peak periods. Other nearby bus services are shown in the excerpt of the Hobart North network map in Figure 2-4 below.

Figure 2-4: Excerpt of Hobart North Network Map in Context of the Site



Source: Metro Tas

Walking and cycling facilities

There are no established bicycle facilities in the vicinity of the site. However, footpaths are provided on both sides of Gormanston Road and most surrounding streets, which can be used by cyclists or pedestrians.

2.4. Crash history

Crash history data was obtained from the Department of State Growth for Gormanston Road (between Pear Avenue and Pearl Street), covering the most recent 5-year time period.

A total of two crashes were recorded over this time, both resulting in property damage only. One occurred along Gormanston Road and the other at the Gormanston Road/ Pearl Street intersection, with no identifiable trends in crash types.

The crash history does not indicate that there are any specific road safety deficiencies or crash trends in the area.

3. The Proposal

3.1. Overview

The proposed development involves partial demolition, and additions and alterations to the existing Transport Depot and Distribution site at 110 Gormanston Road in Derwent Valley. It is proposed to provide a new access point on Gormanston Road in addition to the existing access points along Hale Street and Gormanston Road.

More specifically, the development has the following features:

— A total of 53 car parking spaces, including:

- 1 accessible space with an adjacent shared area
- 3 visitor spaces
- 49 staff spaces (including 3 reserved staff spaces)

— A new access is proposed via Gormanston Road, restricted to light vehicles and rigid trucks only.

— The existing accesses via Hale Street and Gormanston Road will be retained, with Hale Street providing access for semi-trailers and other articulated vehicles and Gormanston Road providing access to the employee parking area.

— Existing site operations to be maintained:

- Total employees: 67 (including 15 night shift workers and 6 office staff)
- Operating hours: Monday to Thursday (5am to 2am), Friday (5am to 12am), Saturday (5am to 1pm), closed on Sundays

A site plan of the proposed development is provided in Figure 4-1.

4. Site Access and Carpark Layout

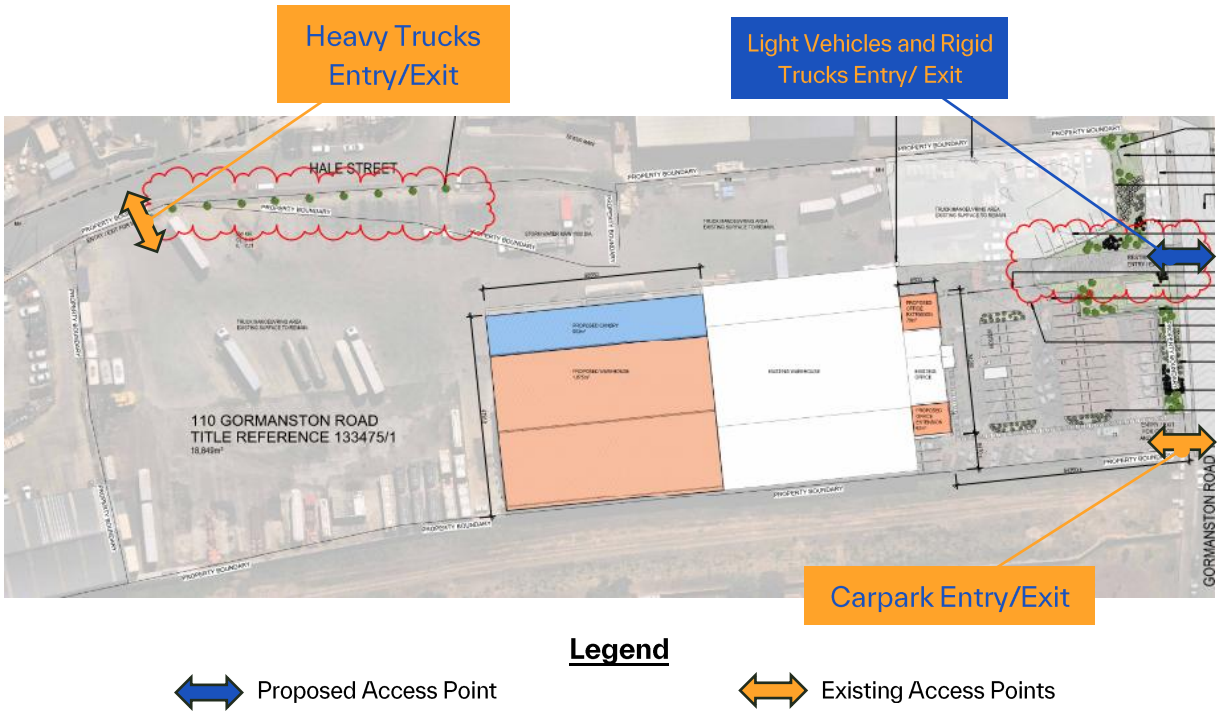
4.1. Access arrangements

Clause C2.6.3-A1 of the Planning Scheme states:

> *"A1 The number of accesses provided for each frontage must:*
> *(a) be no more than 1; or*
> *(b) no more than the existing number of accesses,*
> *whichever is the greater."*

Two existing site accesses are currently provided, with one located on Hale Street and one Gormanston Road. A new site access is proposed centrally along the eastern frontage of the site, located north of the existing car park entry/exit access, as indicated in Figure 4-1.

Figure 4-1: Site Access Arrangements



The proposal includes more than one vehicular access for eastern frontage along Gormanston Road and therefore relies on performance criteria for Clause C2.6.3 which are as follows:

> *"P1 The number of accesses for each frontage must be minimised, having regard to:*
> *(a) any loss of on-street parking; and*
> *(b) pedestrian safety and amenity;*
> *(c) traffic safety;*
> *(d) residential amenity on adjoining land; and*
> *(e) the impact on the streetscape."*

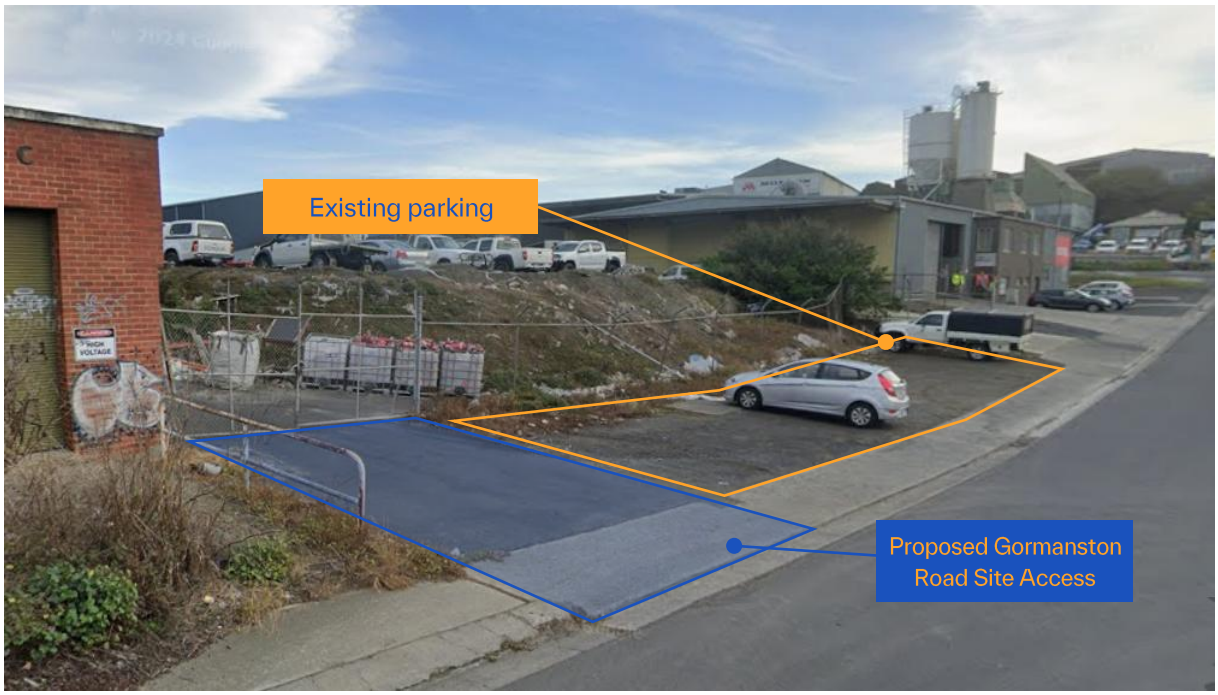
There is no loss of on-street parking, with no changes proposed to the existing 90-degree angle parking spaces located immediately north of the proposed site access point. Furthermore, there are existing 'No Standing' zones located adjacent to the proposed site access, and opposite, which do not require amendment.

As shown in Figure 4-2, the proposed access is intended primarily for rigid vehicles and will make use of an existing crossover that currently does not connect into the site or function as a formal access, and therefore will not impact the appearance of the streetscape.

Pedestrian safety will be supported through a separate access at the southern frontage on Gormanston Road, with internal line-marked pedestrian crossings integrated to the external footpath.

Accordingly, the proposal aligns with the performance criteria of Clause C2.6.3-P1.

Figure 4-2: Existing Crossover on Gormanston Road to be Formalised



4.2. Available Sight Distance

The available sight distance at the proposed site access point has been assessed against the Safe Intersection Sight Distance guidelines set out in the Austroads publication, *Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections* (2023).

Safe Intersection Sight Distance is measured from approaching vehicles on the major road to a point 7 metres back from the conflict point (5 metres minimum) and increases based on the design speed. For 50km/h, which is the speed limit on Gormanston Road, the normal requirement is 97 metres.

The existing substation adjacent to the site access is notably set back approximately 7 metres from the edge of the road, and the fence along the subject site property boundary comprises narrow vertical palings and is mostly transparent.

The sight distance at the access point is demonstrate in Figure 4-3.

Figure 4-3: Sight Distance Assessment

Based on the above sight distance triangle, there is sufficient sight distance at the proposed access point, in accordance with the Austroads guidelines, for a prevailing vehicle speed of 50km/h.

4.3. Construction of Parking Areas

Clause C2.6.1-A1 of the Planning Scheme states:

"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."

The proposed car parking areas are already paved. Any additional areas to be constructed are understood to be treated with an all-weather, heavy-duty pavement suitable for truck turning and designed in accordance with the above requirements, in compliance with the acceptable solution of Clause C2.6.1-A1.

4.4. Design and Layout of Parking Areas

Clause C2.6.2-A1.1 of the Planning Scheme states:

"A1.1 Parking, access ways, manoeuvring and circulation spaces must either:
(a) comply with the following:
(i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1- 6;
(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;
(iii) have an access width not less than the requirements in Table C2.2;

(iv) *have car parking space dimensions which satisfy the requirements in Table C2.3;*
(v) *have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;*
(vi) *have a vertical clearance of not less than 2.1m above the parking surface level; and*
(vii) *excluding a single dwelling, be delineated by line marking or other clear physical means; or*

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

The nature of the transport depot results in the parking facility being classified as User Class 1A under AS/NZS 2890.1, with the predominant users being employees. The minimum dimensional requirements for Class 1A are as follows:

— Parking width: 2.4 metres

— Parking length: 5.4 metres

— Accessway width: 5.8 metres

All proposed parking spaces have been designed in accordance with, and exceed, the above requirements. Specifically, a minimum accessway width of 6.5 metres has been provided, along with parking widths of 2.7 metres and lengths of 5.5 metres.

Accordingly, the proposed staff car parking area complies with AS/NZS 2890.1.

The proposed new access has a gradient of approximately 12% (1:8.33) between the property boundary and the security gate within the site. The proposed gradient complies with the maximum ramp grades for rigid trucks (15.4%). Appropriate grade transitions are provided in accordance with AS 2890.2 at the top and base of the ramp as demonstrated in Section 4.6 and Appendix A of this report.

The proposed development therefore complies with Clause C2.6.2-A1.1(b).

Accessible Car Parking

Clause C2.6.2-A1.2 of the Planning Scheme states:

"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."

The current version of the Code is the *National Construction Code (NCC) 2022 Volume One – Building Code of Australia Class 2 to 9 buildings*. The proposed Transport Depot and Distribution is considered as a Class 7 building

Part D4 of the Code sets out the requirements for accessible car parking for Class 7 building is 1 accessible space for every 100 carparking spaces or part thereof.

Given that a total of 53 parking spaces are provided for the development, the proposal is required to provide one accessible car parking space.

The proposed development includes one (1) accessible car parking spaces with dimensions and adjacent shared area generally in compliance with the Standard and is conveniently located close to the main entry point of the building.

While a bollard has not been shown on the plans, it can be readily incorporated, and the provision is therefore considered to comply with the acceptable solution of Clause C2.6.2-A1.2.

4.5. Pedestrian Access and Layout

Clause C2.6.5-A1.1 & A1.2 of the Planning Scheme state:

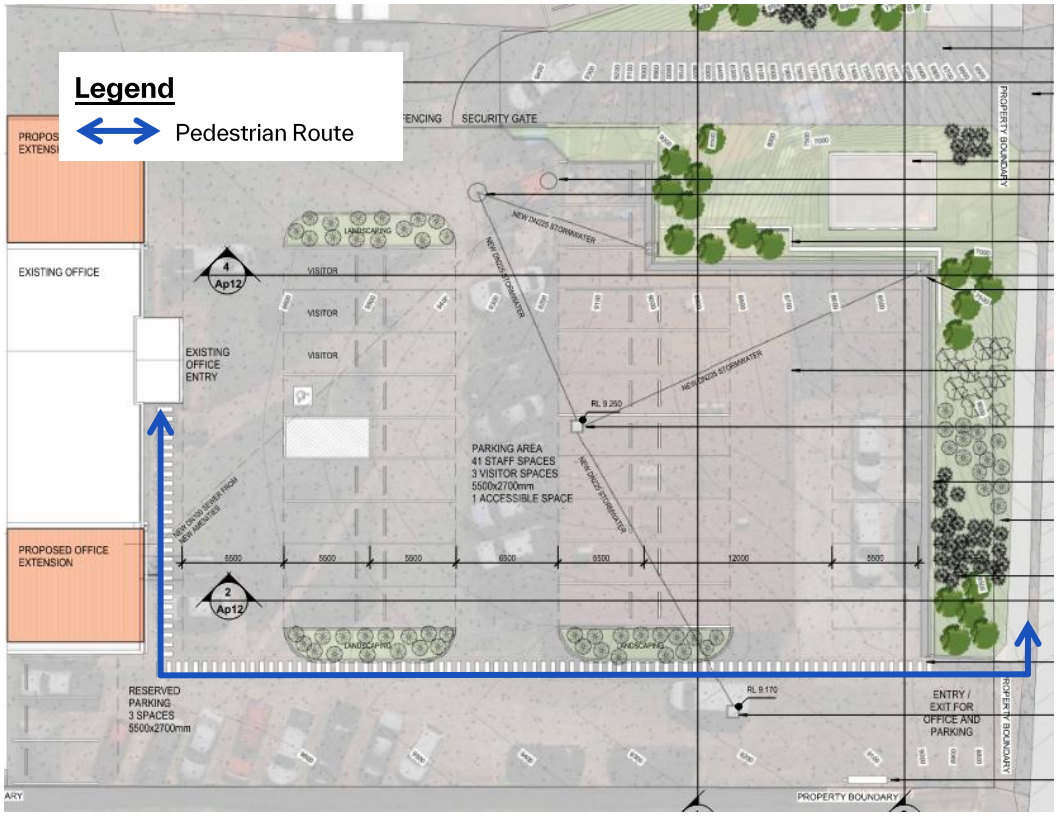
"A1.1 Uses that require 10 or more car parking spaces must:

(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."

Pedestrian movement through the surrounding area is facilitated by footpaths along Gormanston Road as well as marked footway through the site as shown in Figure 4-4.

Figure 4-4: Proposed Pedestrian Access Network



The marked footway through the site travels adjacent to the accessway and does not include bollards or planters, and therefore the proposal relies on performance criteria which as are follows:

"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."

A line-marked pedestrian footway provides a direct and clearly legible route to the office entrance, ensuring safe and efficient pedestrian movement. Truck movements are separated from pedestrian access, minimising potential conflicts between heavy vehicles and pedestrians. It is noted, however, that pedestrian access is shared with the office/employee car park entry. The potential for conflict is considered low, as employees generally arrive concurrently and remain parked for the majority of the time, thereby minimising any impact on pedestrians.

The proposed accessible car parking space is located directly opposite the office entrance, providing convenient and direct access. The site is generally level, and the pedestrian path does not appear to exceed a gradient of 1 in 14, thereby facilitating compliant and convenient access for all users.

Based on the above discussion, the proposed carpark layout provides safe and convenient pedestrian access and is consistent with the performance criteria of Clause C2.6.5-P1 of the Planning Scheme.

4.6. Truck Access

A swept path assessment has been undertaken and is provided in Appendix A, demonstrating the ability for the design truck to access the site, turn and exit in a forward direction within a low-speed environment. Existing 'No Standing' zones are present adjacent to the site access, and on the opposite side of the road, such that use of the access does not require any changes to the existing on-street parking supply.

The proposed loading bays within the warehouse building are designed with a roller door opening width of 5.0 metres and a vertical clearance of at least 4.5 metres.

A ground clearance assessment has also been undertaken and confirms that that the proposed new access ramp can be used by the relevant design vehicle without scraping the underside of the vehicle at either the top or the base of the ramp.

The proposal therefore generally complies with the acceptable solutions under Clause C2.6.6 of the Planning Scheme, which states:

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

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

5. Parking Assessment

5.1. Car Parking Spaces

Clause C2.5.1-A1 of the Planning Scheme states:

> *"A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if:*
> *(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) where*
> *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 existing use of the site will be retained as a road freight terminal (Transport Depot and Distribution), which under Table C2.1 requires 3.5 spaces per 100 m² of gross floor area.

The proposal relates to an intensification of an existing use or development, and therefore the parking requirement is calculated in accordance with the (d)(ii) above as follows:

— Existing on-site parking supply (A)

- 53 car parking spaces

— Number of car parking spaces required for the existing use (B)

- Existing floor area of 2,510.73 m² results in 87.9 spaces (rounds up to 88 car parking spaces)

— Number of car parking spaces required for the proposed use (C)

- Proposed floor area of 4,385.73 m^2 results in 153.5 spaces (rounds up to 154 car parking spaces).

The total number of car parking spaces required (N) is therefore calculated as 119 car parking spaces. The proposal provides 53 car parking spaces and therefore relies on performance criteria of Clause C2.5.1-P1.1 which states:

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

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

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

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

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

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

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

(g) the effect on streetscape; and

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

The relevant factors are addressed in the following sections:

On-street and off-street parking availability

Off-street parking is available along the eastern frontage of the site, in a 90-degree angle configuration, providing capacity for up to 10 vehicles. A review of Nearmap aerial imagery indicates that these spaces are generally underutilised.

In addition, unrestricted on-street parking is available along Gormanston Road and within the surrounding local street network. Nearby streets such as Pearl Avenue and Pearl Street also provide additional on-street parking within a reasonable walking distance of the site.

Gormanston Road operates with a posted speed limit of 50 km/h, reduced to 40 km/h during school drop-off and pick-up periods. The roadway has a sealed carriageway width of approximately 8 metres, which allows for parking on both sides while maintaining sufficient carriageway width for two-way vehicle movements. Therefore, the accessibility and safety of on-street parking is generally adequate, supporting convenient and safe vehicle access for both employees and occasional visitors.

Public transport

The site is reasonably well serviced by public transport, with bus stops located within 400 metres of the site, as outlined in Section 2.3 of this report. The site is also within a 10-minute walking distance of Main Road which facilitates high-frequency bus movements. These services provide employees with an alternative to private vehicle use, thereby potentially reducing reliance on on-site car parking.

Site characteristics

The site has no identifiable, relevant site constraints.

Car parking demand

Based on information provided by the applicant, the site operates with a shift-based workforce comprising approximately 67 staff, including 15 night-shift workers and 6 office staff. Staff generally arrive at the beginning of their shift, and leave at the end of their shift, resulting in limited turnover of spaces and a predictable peak parking demand. Observations from Nearmap aerial imagery indicates that existing on-site parking is not fully utilised and the site typically has vacant spaces.

On the basis of the above staffing profile, and assuming a conservative scenario where each staff member travels individually by private car, the maximum expected parking demand would be in the order of 52 spaces. Shift times for office staff, warehouse staff and drivers would be staggered such that car parking spaces are available on-site during shift changeovers.

It is also noted that the site is an existing operation, with no proposed changes to staffing levels or hours of operation. Accordingly, the proposed development is not expected to generate any increase in parking demand beyond the current conditions. Importantly, the existing car parking supply on the site is maintained.

Summary

Based on the above assessment, the proposed supply of 53 car parking spaces (inclusive of 1 DDA space and 3 visitor spaces) is considered appropriate and would not cause any unreasonable impact to the surrounding area. On-street parking is available in the area, however all parking demand is expected to be accommodated on-site, without reliance on on-street parking, during typical circumstances.

The proposal is therefore consistent with the performance criteria C2.5.1-P1.

5.2. Bicycle Parking Supply

Clause C2.5.2-A1 of the Planning Scheme states:

> *"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."*

Based on information provided by the applicant, the proposed development will accommodate a total of 67 employees and, in accordance with Table C2.1, would require 13 bicycle parking spaces under the rate of 1 bicycle space per 5 employees.

The proposal would provide 5 on-site bicycle parking spaces and therefore relies on the performance criteria of Clause C2.5.2-P1, which states that:

> *"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 bicycle; and*
> *(b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area."*

The immediate surrounding area does not currently provide any on-street bicycle parking facilities, and, given the availability of good public transport services, it is unlikely that employees will travel to the site by bicycle. Furthermore, the area is predominantly industrial,

and the existing site currently operates without any provision of bicycle parking spaces, further discouraging cycling as a mode of travel.

Accordingly, considering the nature of the site and its surroundings, a reduction in the bicycle parking requirement is warranted. The provision of 5 bicycle parking spaces on the site is likely to be sufficient to accommodate those employees or visitors who choose to cycle. In the event future demand warrants, there is space available on the site to provide additional bike parking if required. The proposal is therefore consistent with the performance criteria C2.5.2-P1.

5.3. Motorcycle parking

With reference to Clause C2.2.2 of the Planning Scheme, Clause C2.5.3 'Motorcycle parking numbers' does not apply to the Transport Depot and Distribution land use and therefore no motorcycle parking is required.

6. Traffic Assessment

6.1. Existing Traffic Conditions

A review of the SCATs detector loop data obtained from the State Growth has been undertaken to determine the typical existing traffic activity along Gormanston Road. This involved obtaining a typical week of SCATs detector loop data outside of school holiday period (1/09/2025 to 7/09/2025) at the intersection of Gormanston Road/ Derwent Park Road (detector loop ID: TCS9404), which is located approximately 180 metres south of the subject site.

The weekday and weekend AM and PM peak hours traffic along Gormanston Road were approximately as follow:

— Weekday peak, Friday 1 September 2025

- AM Peak (11:00am – 12:00pm): 238 vph (125 northbound, 113 southbound)
- PM Peak (12:00pm – 1:00pm): 292 vph (146 northbound, 146 southbound)

— Weekend peak Saturday 6 September 2025

- AM Peak (11:00am – 12:00pm): 161 vph (115 northbound, 46 southbound)
- PM Peak (12:00pm – 1:00pm): 132 vph (111 northbound, 21 southbound)

It is noted that the typical network peak hour traffic in the area occurs during midday period.

6.2. Traffic Generation and Distribution

Existing Condition

The existing site currently gains access from two points, one on the western side via Hale Street, designated for trucks, and one on Gormanston Road, which serves the employee parking area.

As informed by the applicant, the site currently operates as follows:

— 67 staff in total (including 15 night shifts staff and 6 office staff)

— Operating hours: Monday to Thursday (5am to 2am), Friday (5am to midnight), Saturday (5am to 1pm), closed on Sundays.

— 135 truck movements per day via Hale Street

Truck activity is likely to be spread throughout the day, with a typical 10% of daily truck movements expected during the midday peak hour of the surrounding road network. Office staff are assumed to work standard business hours, typically arriving between 7:00am and 8:00am and departing between 4:00pm and 5:00pm.

Based on the above information, peak traffic generation of the site is expected to occur during shift changeover times. Assuming that the 15 night shift staff members arrive to the site during

the same hour as the staff from the previous shift depart the site this would result in a site generated peak hour traffic generation of 61 vehicle movements per hour by staff on Gormanston Road access and up to 14 truck movements via the Hale Street access.

Proposed Condition

A new access is proposed via Gormanston Road, in addition to the existing eastern car park entry/exit on Gormanston Road. This will allow for some redistribution of existing heavy vehicle movements currently using Hale Street onto Gormanston Road. The staffing levels and site operating hours will remain unchanged.

The overall traffic generated by the site will reduce due to the demolition of the existing tenancy, however the volume of heavy vehicle traffic on Gormanston Road would increase slightly.

Under the proposal:

— 30 rigid trucks per day would access the site via the new Gormanston Road access,

— 105 trucks per day would continue to access via Hale Street,

— This equates to approximately 3 trucks per hour via the new access during peak periods.

Additionally, it is important to note that site-generated traffic occurs outside the network peak periods on Gormanston Road (11:00 am to 1:00 pm), based on SCATS data discussed in Section 6.1. Under a conservative scenario in which an additional 10% of daily truck movements were to occur during the midday period, the impact would equate to only approximately 3 additional truck movements within the network peak hour.

6.3. Traffic Impact

The site is proposing a new access on Gormanston Road and therefore relies on the performance criteria, which states the following:

> *"P1 Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*
> *(a) any increase in traffic caused by the use;*
> *(b) the nature of the traffic generated by the use;*
> *(c) the nature of the road;*
> *(d) the speed limit and traffic flow of the road;*
> *(e) any alternative access to a road;*
> *(f) the need for the use;*
> *(g) any traffic impact assessment; and*
> *(h) any advice received from the rail or road authority."*

The relevant factors are addressed as follows:

Any increase in traffic caused by the use

The proposal is expected to generate up and additional 3 truck movements during the site peak hour. The total number of peak hour movements (entry and exit combined) across the two access points on Gormanston Road is expected to be up to 64 vehicle movements per hour, the majority of which is existing. This increase is considered minimal and is not expected to create any detrimental impact on the existing road network.

The nature of the traffic generated by the use

The proposal is expected to generate a mix of light and heavy vehicle traffic. However, conflicts between these vehicle types are unlikely, as separate access points are provided for light vehicles and heavy vehicles. In addition, truck delivery and loading activities will be spread throughout the day, and a dedicated truck parking area is provided to ensure safe and efficient vehicle movements on-site.

The nature of the road

Gormanston Road is a local road, with a moderate to low speed limit of 50km/h, reduced to 40km/h during the school drop-off and pick-up periods. As discussed in Section 4.2, the site access provides adequate sight distance, allowing vehicles to safely exit and merge with existing traffic of Gormanston Road. The road environment is suitable for heavy vehicle activity due to the existing industrial and light industrial uses.

Effects on safety and efficiency

Based on the above assessment, the proposed development can be accommodated without significant impact on the safety or efficiency of the road network. In addition, the site peak hour traffic does not coincide with the existing network peak hour, which occurs during midday as discussed in Section 6.2.

While the site may generate additional truck trips during the school drop-off and pick-up period (typically only up to 1-2 trucks), the road network provides footpaths (including on both sides of Gormanston Road) and signalised pedestrian crossings at the intersection at Derwent Park Road. It is noted that Gormanston Road is located in an existing industrial area, which is already subject to heavy vehicles, and the addition of 1-2 trucks during the school periods will not result in any significant change to the existing situation.

Therefore, the proposal is not expected to adversely affect traffic flow or safety, and the proposal is therefore consistent with the performance criteria of Clause C3.5.1-P1.

6.4. Impact to Road Safety

No significant detrimental road safety impacts are anticipated due to the proposed development. This is based on the following:

- The proposed traffic generation on Gormanston Road is minimal and can be accommodated by the surrounding road network.
- Gormanston Road is located in an existing industrial area which is already subject to heavy vehicle activity.
- There are existing footpaths and safe pedestrian crossings available at the signalised intersection of Gormanston Road and Derwent Park Road.
- The crash history does not suggest that there are any specific road safety deficiencies in the vicinity of the site that might be exacerbated by the proposed development.
- There is sufficient sight distance at the proposed site access point on Gormanston Road in accordance with normal Austroads requirements.

7. Planning Scheme Assessment

The following Table 7-1 provide a summary of this transport impact assessment against the relevant provision of the *Tasmanian Planning Scheme.*

Table 7-1: Summary of Assessment Against Planning Scheme

Clause	Clause Title	Comments	Reference
C2.5.1	Car parking numbers	Consistent with P1	Section 5.1
C2.5.2	Bicycle parking numbers	Consistent with P1	Section 5.2
C2.5.3	Motorcycle parking numbers	Not applicable	
C2.5.4	Loading Bays	Not applicable	-
C2.5.5	Number of car parking spaces within the General Residential Zone and Inner Residential Zone	Not applicable	-
C2.6.1	Construction of parking areas	Complies with A1	Section 4.3
C2.6.2	Design and layout of parking area	Complies with A1.1	Section 4.4
		Complies with A1.2	
C2.6.3	Number of accesses for vehicles	Consistent with P1	Section 4.1
C2.6.4	Lighting of parking areas within the General Business Zone and Central Business Zone	Not applicable	-
C2.6.5	Pedestrian access	Consistent with P1	Section 4.5
C2.6.6	Loading bays	Complies with A1 and A2	Section 4.6
C2.6.7	Bicycle parking and storage facilities within the General Business Zone and Central Business Zone	Not applicable	-

Clause	Clause Title	Comments	Reference
C3.5.1	Traffic generation at a vehicle crossing, level crossing or new junction	Consistent with P1	Section 6

8. Conclusion

This Transport Impact Assessment report has been prepared to assess the potential traffic and transport related impacts for the redevelopment of the existing Transport Depot and Distribution site at 110 Gormanston Road in Derwent Park.

The key findings are as follows:

— The proposed development provides 53 car parking spaces, representing a shortfall of 66 spaces relative to the statutory requirement. This is considered acceptable due to the following factors:

- The existing site currently provides fewer parking spaces than the statutory requirement, indicating that the standard rate may overestimate demand.
- No changes are proposed to the existing operation or staffing levels, and the existing total parking supply is maintained.
- There are opportunities for on-street parking in the surrounding area, which are generally underutilised.
- The expected parking demand can be accommodated on the site, without reliance on on-street parking.

— The proposed car park layout and loading bay areas have been designed generally in accordance with the relevant Australian Standards.

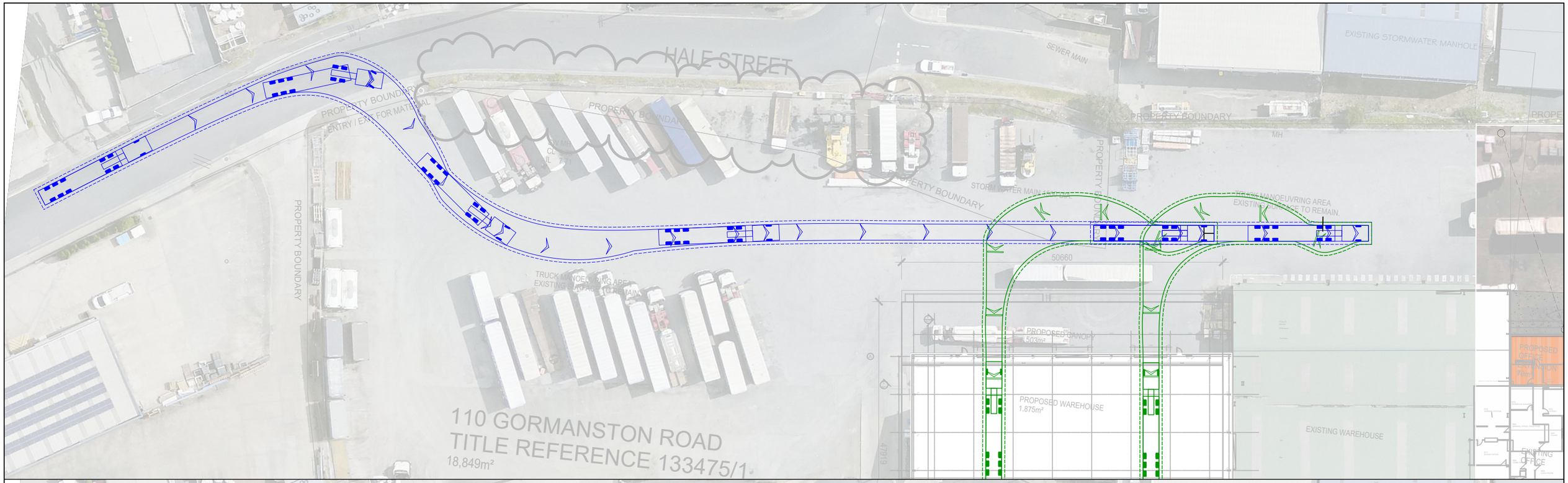
— Travel to the site by alternative means (walking and public transport) is reasonably well supported by proposed on site facilities and the external transport network.

— There is sufficient sight distance at the proposed access point for the prevailing vehicle speeds on Gormanston Road.

— The proposed redevelopment is not expected to result in increase in traffic, other than a redistribution of approximately 30 trucks per day (peak of three trucks per hour) during the peak hour to the new access proposed on Gormanston Road.

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

Appendix A Swept Path and Ground Clearance Assessment



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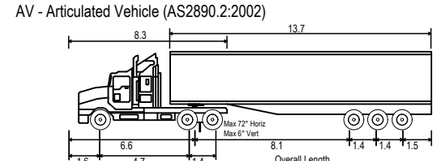
AV - Articulated Vehicle (AS2890.2:2002)



Overall Length	19.000m
Overall Width	2.500m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Curb to Curb Turning Radius	12.500m

Hobart Depot Redevelopment
110 Gormanston Road, Derwent Park
Swept Path Assessment - Hale Street Access

NOTE:
1) Base Plan Supplied By 6ty Pty Ltd
2) Maximum Design Speed 10km/h

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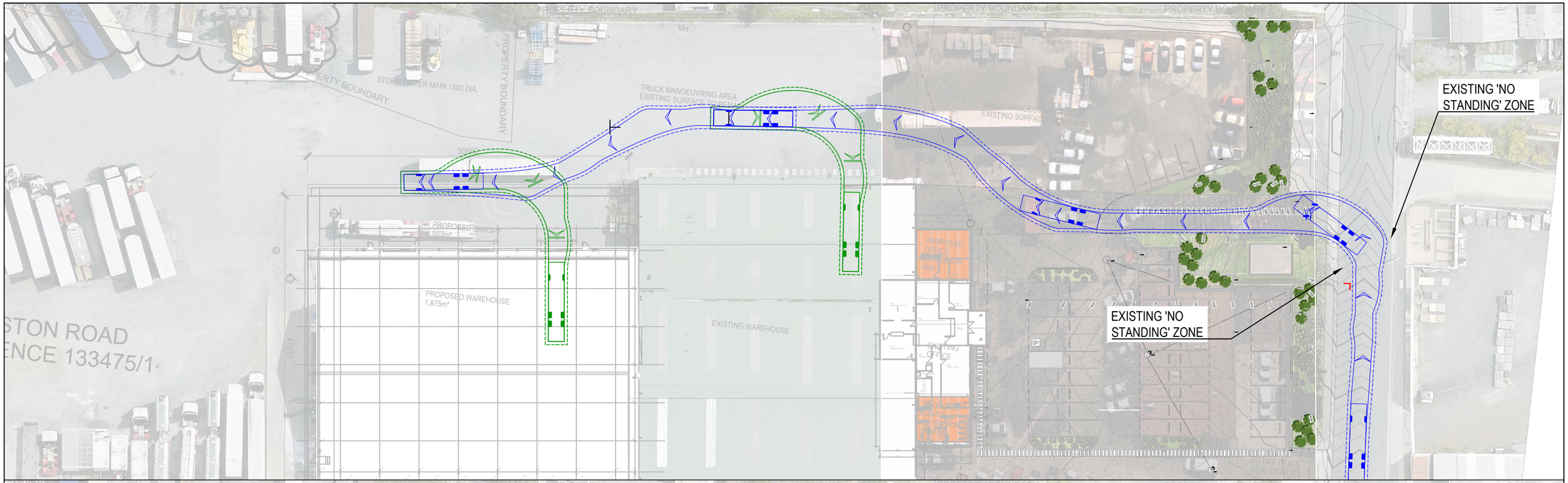
23643T-SK001-C	1 of 3	R.T.	1:600 @A3	19/11/2025



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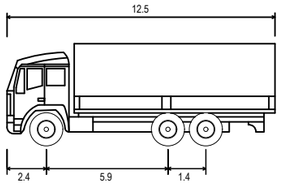
HRV - Heavy Rigid Vehicle (AS/NZS2890.2:2002)



VEHICLE ENVELOPE (FORWARD)
500mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
500mm CLEARANCE (REVERSE)

Overall Length	12.500m
Overall Width	2.500m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Curb to Curb Turning Radius	12.500m

Hobart Depot Redevelopment
110 Gormanston Road, Derwent Park
Swept Path Assessment - Gormanston Road Access

NOTE:
1) Base Plan Supplied By 6ty Pty Ltd
2) Maximum Design Speed 10km/h

RATIO REFERENCE	SHEET No.	PREPARED BY	SCALE	DATE
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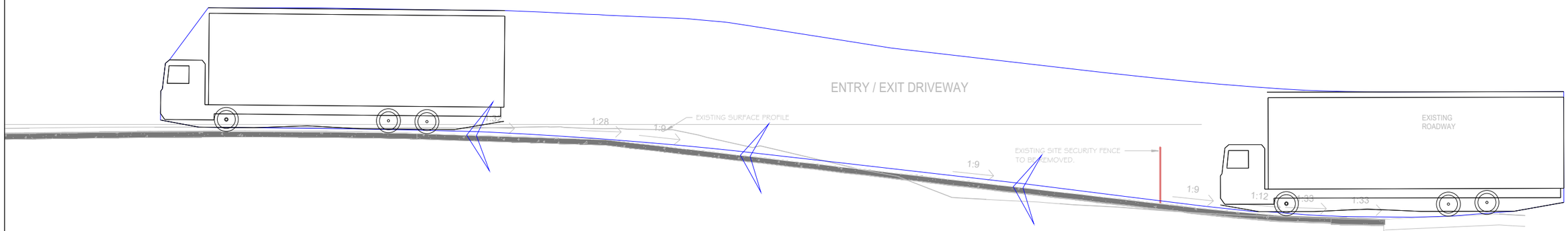

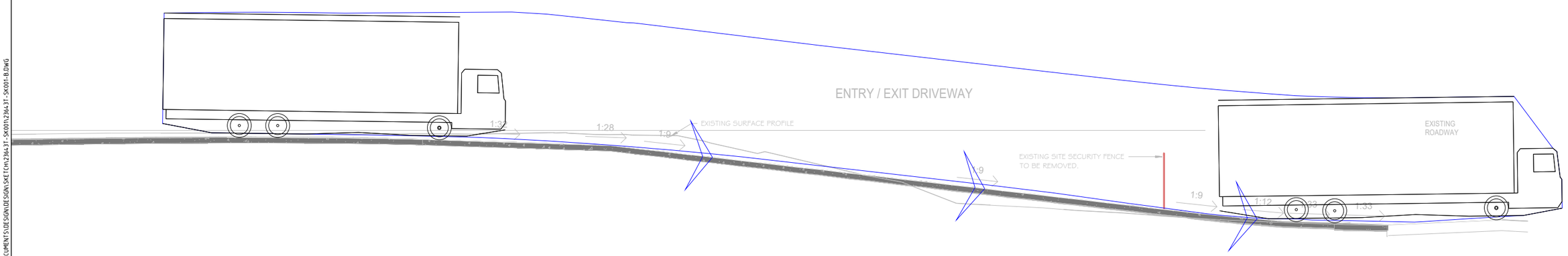

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ratio:
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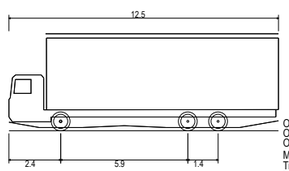
HRV - Vertical/Ground Clearance



VEHICLE ENVELOPE (FORWARD)
500mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
500mm CLEARANCE (REVERSE)

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.500m
Min Body Ground Clearance	0.150m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Curb to Curb Turning Radius	12.500m

Hobart Depot Redevelopment
110 Gormanston Road, Derwent Park
Ground Clearance Assessment - Gormanston Road Access

NOTE:
1) Base Plan Supplied By 6ty Pty Ltd
2) Maximum Design Speed 10km/h

RATIO REFERENCE	SHEET No.	PREPARED BY	SCALE	DATE
23643T-SK001-B	3 of 3	R.T.	1:150 @A3	6/11/2025

Prepared for:

De Bruyns Transport

110 Gormanston Road

Derwent Park

FLOOD HAZARD REPORT

Project Number: FE_25619

First Release: 3 October 2025

flüssig Engineers

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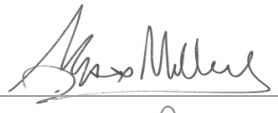
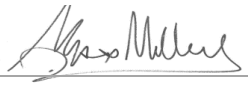
Document Information

Title	*Client*	*Document Number*	*Project Manager*
110 Gormanston Road, Derwent Park, Flood Hazard Report	**De Bruyn's Transport**	FE_25619	Max W. Möller *BEng, FIEAust, EngExec, CPEng, NER, APEC Engineer, IntPE(Aus.)* *Managing Director / Principal Hydraulic Engineer*

Document Initial Revision

REVISION 00	Staff Name	Signature	Date
Prepared by	Max W. Moller ***Principal Hydraulic Engineer***		25/09/2025
Prepared by	Ash Perera ***Hydraulic Engineer***		25/09/2025
GIS Mapping	Fraser Cumming ***Undergraduate Engineer***		25/09/2025
Reviewed by	Christine Keane ***Senior Water Resources Analyst***		03/10/2025
Reviewed by	John Holmes ***Senior Engineer***		03/10/2025
Authorised by	Max W. Möller ***Principal Hydraulic Engineer***		03/10/2025

Rev No.	Description	Prepared by	Authorised by	Date

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1. Introduction

Flüssig Engineers has been engaged by De Bruyn's Transport to prepare a site-specific Flood Hazard Report for the proposed development at 110 Gormanston Road, Derwent Park, within the Glenorchy City Council area. The report provides a detailed assessment of flood risks and characteristics affecting the site under both existing and post-development conditions.

The key objective is to assess the potential impacts of a 1% Annual Exceedance Probability (AEP) flood event, with consideration of climate change factors such as projected increases in rainfall intensity and sea level rise. The assessment outlines flood extents, depths, velocities, and associated hazards to inform decision-making and ensure the development achieves compliance with regulatory requirements and resilience standards.

The outcomes of this study will guide the design process by identifying flood-prone areas, evaluating risks to infrastructure and occupants, and recommending mitigation measures to strengthen site resilience. The analysis considers site modifications, including altered topography, drainage patterns, and additional impervious surfaces, to clearly compare pre- and post-development flood conditions.

1.1 Development

The redevelopment of the De Bruyn's Transport depot at 110 Gormanston Road, Derwent Park will modernise and consolidate the existing facilities. Key works include demolition of part of the current warehouse and the two-storey office building, construction of a new 1,875 m^2 warehouse with a 503 m^2 canopy, and office extensions to improve functionality. Existing site structures such as the substation and portions of the warehouse walls will be retained where appropriate.

Site access and circulation will be upgraded with a new restricted entry and exit on Gormanston Road for both light and heavy vehicles, while Hale Street access will remain available. Truck manoeuvring areas will use existing pavement, and a new resealed car park will provide 48 marked spaces, including accessible and visitor parking. These upgrades will improve separation of heavy vehicle movements from staff and visitor areas, enhancing safety and efficiency.

1.2 Objectives and Scope

This report is in response to a request for further information under C12.0 Flood Prone Areas Hazard Code (C12.5.1 & C12.6.1) under the Tasmanian Planning Scheme 2021 (TPS 2021). The primary objectives of this study encompass the following aspects:

- This study is assessed against a 1% Annual Exceedance Probability (AEP) storm, incorporating the effects of climate change, characterised by an 24% increase in rainfall intensity and the associated rise in sea levels for the year 2100.
- Undertake a comparative analysis of flooding between pre and post-development scenarios. This involves assessing how the proposed development aligns with established standards and criteria. The potential consequences of the planned development on the risk of flooding for adjacent land, structures, and infrastructure will be assessed. This evaluation encompasses various factors, including frequency, extent, depth, velocity, and floor levels.
- Provide recommendations for flood mitigation strategies applicable to the potential future development, wherever deemed appropriate. These suggestions aim to enhance the resilience of the development in the face of potential flood hazards. Any measures or design features intended to control inundation and mitigate risk, along with the subsequent impact on the overall risk level, will be evaluated and considered.

1.3 Limitations

This investigation is constrained by the defined objectives set forth by our clients, the accessibility and dependability of available data, and includes the following considerations:

- The flood model is specifically tailored to a worst-case scenario, encompassing a 1% Annual Exceedance Probability (AEP) in combination with the effects of climate change (CC) plus sea level rising during a temporal design storm.
- All model parameters have been extrapolated from best practice manuals and relevant studies within the area, ensuring alignment with established methodologies.
- Any data supplied by the client or governmental bodies for the purposes of this study is assumed to be fit for its intended purpose. However, it should be noted that a comprehensive accuracy check of the original data has not been conducted on the provided information.
- The study is expressly designed to assess the impact of the new development on flooding behaviour within the specified area. Caution is advised against using this study as a comprehensive flood analysis beyond the designated scope without additional assessment.

These limitations are integral to the study's context and should be taken into consideration when interpreting the findings and applying them in decision-making processes.

1.4 Relevant Planning Scheme Requirements

Table 1. Glenorchy City Planning Scheme Requirements

Planning Scheme Code	Objective
C12.5.1 Uses within a flood prone hazard area	That a habitable building can achieve and maintain a tolerable risk from flood
C12.6.1 Building and works within a flood prone hazard area	(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.

2. Model Build

2.1 Overview of Catchment

The site at 110 Gormanston Road is positioned at the north-eastern end of a broad urban catchment that drains through West Moonah and Lenah Valley before reaching the industrial precinct of Derwent Park. Runoff generated in the elevated residential areas flows downslope via a network of underground drains and overland flow paths, converging on the flatter lowlands. The subject site sits close to the hydraulic outlet of this system, meaning it receives concentrated flows from the wider catchment during major rainfall events.

Planning zones under the Tasmanian Planning Scheme – Glenorchy reflect the shift in land use across the catchment. The upper and mid catchment areas are predominantly zoned General Residential, interspersed with Open Space and Community Purpose zones around schools and recreation areas. In contrast, the northern and downstream extents, including the site, are largely zoned General Industrial and Light Industrial, forming a continuous hardstand and warehouse environments along Gormanston Road. This change in zoning results in a high degree of impervious surface, significantly increasing stormwater runoff volumes and peak flows.

The drainage system combines piped networks and natural flow paths that channel water into the Derwent Park industrial estate. As the site lies within a mapped Flood-Prone Area Overlay, it is formally recognised as being at risk from both upstream residential runoff and localised ponding across the industrial flat. These characteristics highlight the importance of integrating flood mitigation and resilient design measures into the proposed redevelopment to ensure both compliance and long-term operational security.

Figure 1 below outlines the approximate contributing catchment for the site at 110 Gormanston Road, Derwent Park.

Figure 1. Contributing Catchment, 110 Gormanston Road, Derwent Park

2.2 Hydrology

The following Table 2 states the adopted hydrological parameters for the RAFTS catchment. The adopted initial and continuous rainfall loses values were conservatively adopted from best practices and from Australian Rainfall & Runoff Revision Project 6 Loss Models for Catchment Simulation – Urban Catchments Stage 2 Report.

Table 2. Parameters for RAFTS catchment

Catchment Area (ha)	Initial Loss Perv/imp (mm)	Continuing Loss Perv/imp (mm/hr)	Manning's N pervious	Manning's N impervious	Non-linearity factor
310	27-20-10/1	3.8-2-1/0.0	0.045	0.02	-0.285

2.2.1 Design Rainfall Event

Figure 2 illustrates the box and whisker output generated from the model run. Analysis of these results identified the 1% AEP 4.5-hour storm temporal pattern 9 as the worst-case median storm. Accordingly, this storm was selected for application within the hydraulic model. Adopting this event as the primary design storm ensures that the model captures the system's behaviour under a high level of hydrological stress, providing a reliable basis for testing the system's resilience. The use of this critical storm scenario enhances the capacity of the model to simulate, assess, and inform responses to extreme weather events.

In addition to the 4.5-hour storm, comparative simulations were undertaken using 6-hour and 18-hour storm events. While these events produced larger overall runoff volumes in the plotted outputs, the 4.5-hour storm produced the most demanding conditions in terms of system response. This made it the most conservative option for detailed assessment. Selecting the 4.5-hour storm event therefore ensures that the hydraulic model remains appropriately rigorous, balancing both peak intensity and system stress while still allowing comparison with longer-duration storm outcomes.

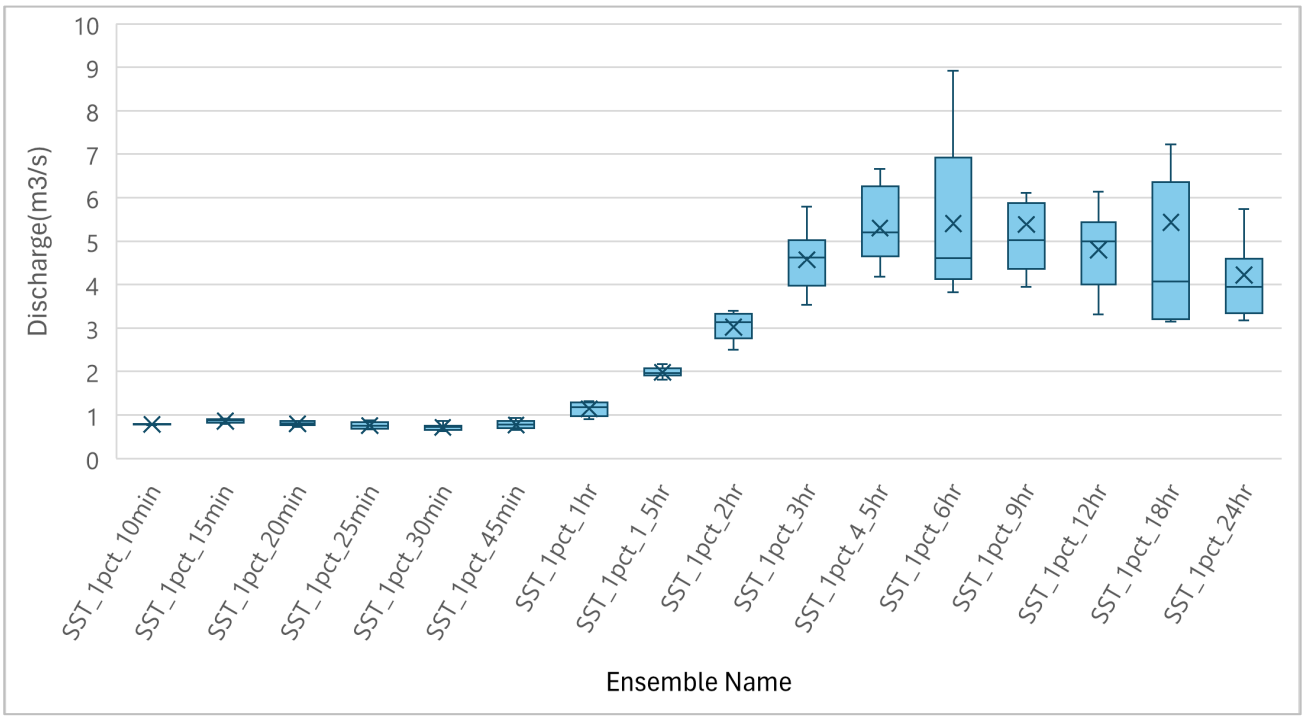

Figure 2. 1% AEP Flood Event Model, Box and Whisker Plot

2.2.2 Climate Change

As per the ARR 2019 Guide for Flood Estimation (Version 4.2), the recommended approach for estimating increases in rainfall due to climate change projections for the year 2100 scenario.

According to Table 3 of the guide, a multiplication factor of 1.58 is adopted for rainfall durations of 4.5 hour under the SSP5-8.5 2100 scenario for the localised catchment. This factor accounts for the anticipated intensification of extreme rainfall events due to climate change impacts and adopted by the Council. Table 3 below shows the applied climate change factor.

Table 3. Climate Change Increases

Parameter	Localised Catchment SSP5-8.5 @ 2100
4.5 hours	58% Increase

2.2.3 Calibration/Validation

There is no stream gauge within this immediate catchment to calibrate the model against actual storm events. Similarly, there is limited historical flood data and few previous studies available to validate the modelled flows.

The rainfall estimates used in the rain-on-grid approach were derived entirely from the RAFT model parameters for this catchment, as outlined in Table 2.

2.3 Hydraulics

2.3.1 Survey

The 2D surface model was taken from a combination of Mt Wellington LiDAR 2010 (Geoscience Australia) and existing survey and proposed design 3D TIN to create a 0.25m and 1m cell size DEM. For the purposes of this report, 1m cells are enough to capture accurate flow paths. The DEM with hill shading can be seen below (Figure 3).

Hydraulic structures are included as either 1D or 2D structures throughout the model, where 1D structures exists a 1D/2D link is provided to allow flow to transition to and from the 2D surface.

Figure 3. 1.0m DEM (Hill shade) of Lot Area

2.3.2 Roads

Roads often form the basis for overland flow in high frequency events, however the kerb and channel are not always picked up by DEM surface. To correct for the drainage lines, mesh polygons were used to delineate road corridors with the roads being incorporated a z-line along the gutter to ensure the kerb invert is represent in the mesh.

In our Digital Elevation Model (DEM), a "z-line" refers to a line representing a constant elevation or contour line. These lines connect the existing kerb points of equal elevation on the terrain surface, allowing for visualisation of the terrain's shape and elevation changes.

2.3.3 Buildings

Specifically, residential houses and commercial buildings were integrated into the DEM by elevating the corresponding grid cells representing these structures by a standardised height of 0.3 meters above the natural ground surface. Subsequently, the re-sampled grids were utilised to establish the Infoworks ICM model, thus forming a foundational framework for the subsequent analysis and simulation of flood dynamics.

This method allows for flow through the building if the flood levels/ pressure become great enough. The aim is to mimic flow through passageways such as doors, windows, and hallways.

2.3.4 Boundary Conditions

Infoworks ICM operates as a single-use software, streamlining the hydrology and hydraulic modelling processes within a unified framework. This unique feature eliminates the necessity for separate inflow boundary conditions, as the hydrology model seamlessly integrates with the hydraulic model through a 1D or 2D link.

For this model a rain on grid, boundary conditions were applied for the design rainfall interaction with the surface, influencing factors such as runoff generation, infiltration, and subsequent flow through the catchment. This properly defined boundary conditions were crucial for ensuring that the model accurately represents real-world hydrological processes.

2.3.5 Structures

In preparing the two-dimensional grid to represent the ground surface of the floodplain, LiDAR data was re-sampled to develop a digital elevation model (DEM) using ArcGIS software. During this process, particular focus was placed on capturing key features including residential and commercial buildings, boundary walls, and roadways to ensure they were accurately represented within the re-sampled DEM.

Existing fences were modelled based on site observations, material type, and their current structural condition. For analysis purposes, the south-eastern fence closest to Gormanston Road was set at 250 mm above ground level to allow for overtopping and eventual collapse, while the rear fence on the south-western side was set at 350 mm above ground level to reflect its higher structural capacity. The locations of these fences are shown in Figure 4 and Figure 5 below.

Figure 4. Existing fence conditions south-eastern lot boundary

Figure 5. Existing fence conditions south-western lot boundary

2.3.6 Structures Blockage

In alignment with the ARR2019 guidelines and insights gained from Project 11, specific blockage factors have been carefully determined for the culverts and major stormwater network servicing the surrounding area and situated under the 110 Gormanston Road shown in Figure 6.

For the above, a conservative blockage factor of 30% has been applied. This figure has been calculated based on a thorough assessment of the potential for debris accumulation, encompassing both natural materials such as branches, leaves, and the inclusion of sediment accumulation, as well as human-made obstructions that may impede the flow.

The choice of a 30% blockage factor is informed by site-specific observations, which collectively indicate a medium risk of blockage. The surrounding industrialised components, coupled with the area's topography, presents significant potential for lose materials and elements that could obstruct the inlet pits and underground pipe network, justifying the need for a conservative approach in modelling.

Figure 6. Stormwater network in the vicinity of the development lot

2.3.7 Roughness (Manning's n)

The proposed structure, driveway, carpark and landscaped area as shown in the design drawings (Appendix B) shows the adopted Manning's values for the hydraulic model for the study site and the full catchment area.

The model grid's roughness and equivalent Manning's n values were derived from land use data. The specific values utilised are outlined in Table 4 below. These parameters have proven effective in previous flood mapping projects undertaken in Tasmania.

Table 4. Manning's Coefficients (ARR 2019)

Land type	Roughness, Manning's M	Equivalent Manning's 'n' (1/Roughness)
Built up areas	8	0.125
Open space	28	0.025
Waterways	33	0.029
Roads	55	0.013
Houses/Buildings Roof	56	0.010

3. Model Results

3.1 Pre-Development Scenario

The pre-development scenario for the site at 110 Gormanston Road, Derwent Park has been modelled to establish the existing flood behaviour under the 1% Annual Exceedance Probability (AEP) storm, incorporating a 54% increase in rainfall intensity to account for projected climate change impacts to the year 2100. This baseline assessment provides a clear understanding of the flood characteristics that affect the site and surrounding area prior to any changes in land use or development.

Results shown in Figure 7, indicate that floodwaters generated under this scenario predominantly follow the natural drainage pathways across the industrial facility, with localised ponding observed in low-lying sections of the property. Depth mapping highlights that the deepest inundation occurs along the northern boundaries, where water depths are sufficient to represent moderate to significant hazard levels. Hazard mapping confirms that these areas are subject to conditions ranging from H2 to H3 classifications, indicating potential risks to property and safety during the design flood event.

Velocity outputs demonstrate that while much of the inundation across the central and developed portions of the site is characterised by relatively low flow velocities, higher velocities are concentrated along defined flow channels outside the lot and at the site's discharge points. These higher velocity zones are indicative of concentrated overland flow paths, which, combined with flood depths, could present risks of erosion or damage to unprotected surfaces.

The pre-development scenario establishes that the site, in its existing state, is already subject to measurable flood risk under extreme storm conditions. The inclusion of the climate change allowance significantly amplifies the extent and severity of inundation. This baseline analysis provides the foundation for comparing post-development conditions and assessing whether proposed works effectively manage flood behaviour and avoid increasing risk to adjacent properties or downstream environments.

3.2 Post-Development Scenario

Figure 8 illustrates the post-development scenario with the inclusion of the proposed works consisting of the construction of a new warehouse and canopy within the site, primarily replacing the footprint of an existing warehouse that was previously removed. In addition, minor reconfiguration of the carpark has been incorporated.

The modelling results confirm that the inclusion of these new structures does not materially alter the flood behaviour on the site. Depth mapping indicates that the extent and depth of inundation remain consistent with the pre-development conditions, with no significant increase observed within or beyond the site boundaries. Hazard mapping similarly shows little change, as the new warehouse and canopy are positioned on areas already occupied by impervious structures, and the overall impervious coverage of the site remains effectively unchanged.

The only minor influence is associated with the proposed exit door on the western side of the new warehouse, where flood depths reach approximately 80 mm. However, with the entry steps positioned 400 mm above ground level, there remains a freeboard of about 320 mm to the base of the door. These differences are minimal and do not cause any measurable increase in flood hazard classification or flow depth. Velocity mapping further confirms that flow patterns remain consistent with the pre-development scenario, with concentrated flow paths continuing along the existing drainage alignments and no new areas of concern identified.

By maintaining the same impervious footprint and not obstructing primary flow paths, the development ensures that flood behaviour remains stable and consistent with existing conditions. This outcome demonstrates that the project can proceed without introducing additional flood hazard or exacerbating risk to neighbouring properties or downstream areas.

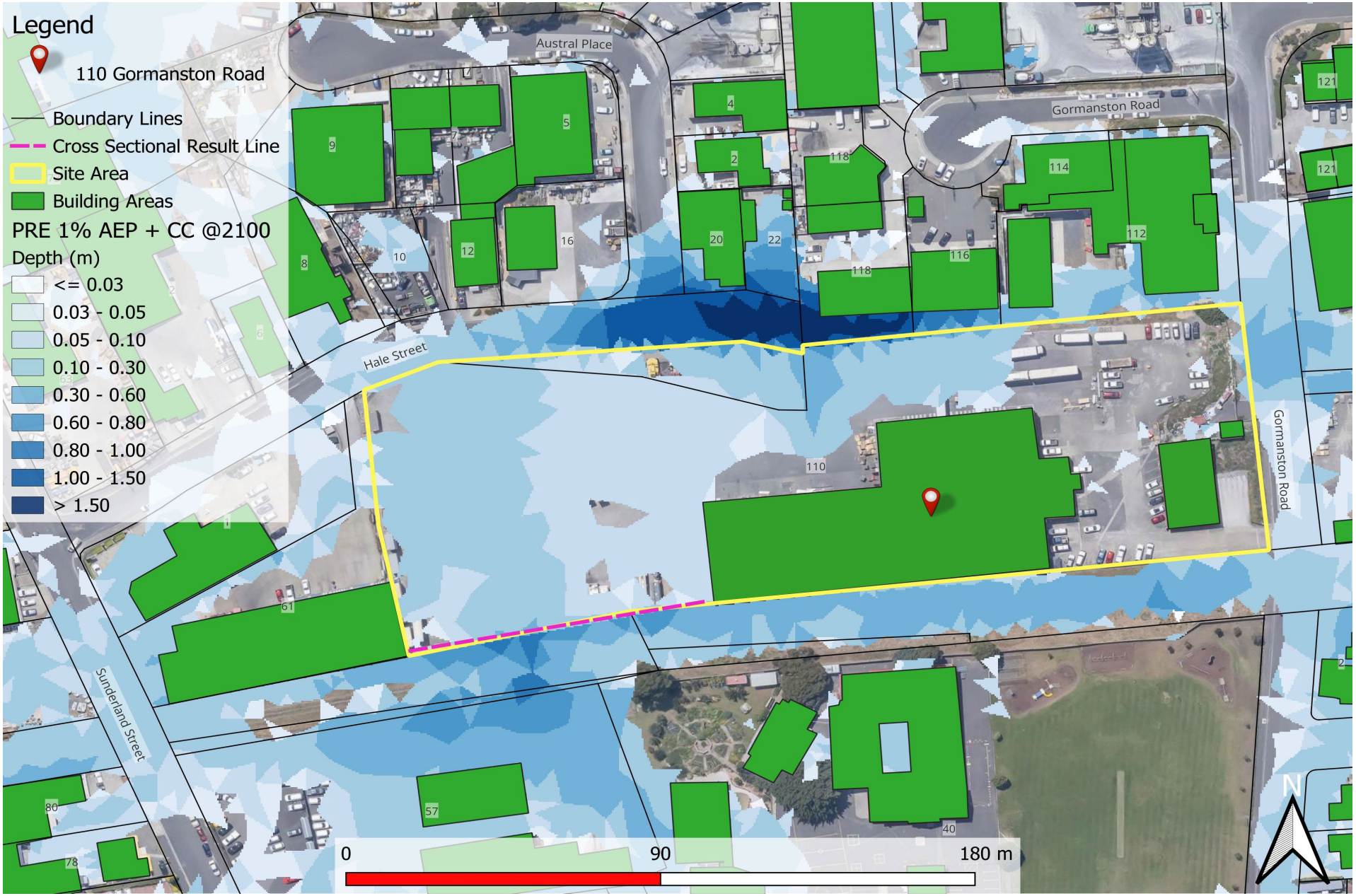

Figure 7. Pre-Development 1% AEP + CC 2100 Depth.

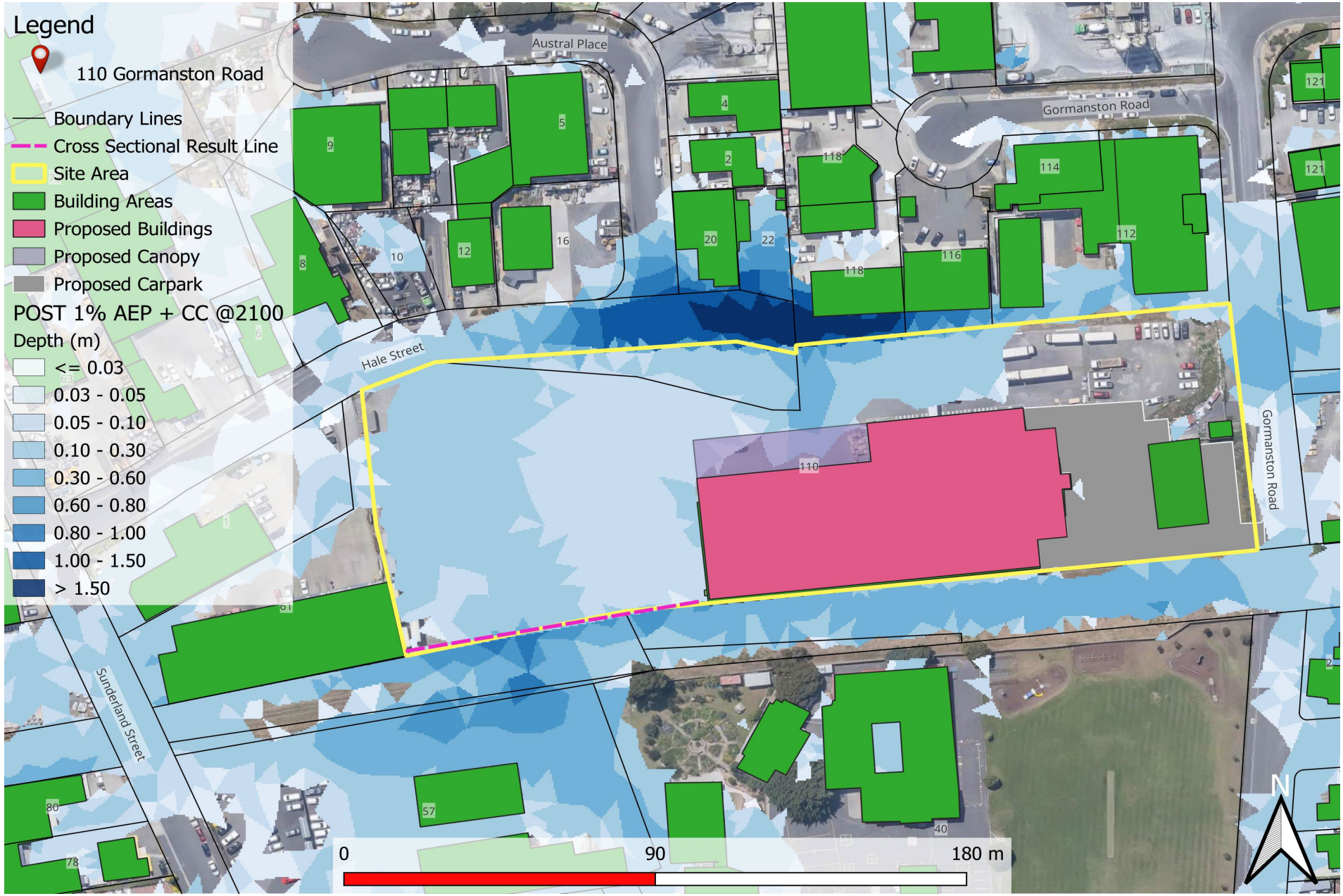

Figure 8. Post-Development 1% AEP + CC 2100 Depth.

3.3 Displacement of Overland Flow on Third Party Property

The results of the hydraulic modelling for both the pre-development and post-development scenarios, demonstrate that the proposed development does not result in any displacement of overland flow onto neighbouring properties.

The assessment shows that flood depths, velocities and hazard conditions within and adjacent to the site remain consistent between the pre and post-development scenarios. This is primarily due to the fact that the proposed new structures are located within the same footprint as the former buildings, ensuring no additional obstruction of flow paths. Similarly, the minor adjustments associated with the car park do not alter the overland flow distribution across the site.

Accordingly, there is no measurable increase in flood levels, hazard, or redirection of flows towards adjoining properties. The modelling confirms that the development maintains the existing flood behaviour and does not introduce adverse off-site impacts.

3.4 Development Effects on Flooding

Figure 7 shows the post-development hydraulic modelling undertaken for the 1% AEP event with the inclusion of a climate change allowance to 2100 demonstrates that the proposed development will not result in any adverse effects on flooding either within the site or on adjoining properties. The modelling outputs for flow and velocity at the cross-sectional result line on the south-western lot boundary clearly indicate that flood behaviour under the post-development condition remains consistent with the pre-development scenario. This outcome is primarily due to the location and nature of the proposed structures. The new warehouse and canopy have been positioned within the footprint of former buildings that were recently removed from the site. As a result, the development does not introduce additional obstructions to overland flow, nor does it create new areas of impervious cover beyond those that already exist.

The slight adjustments associated with the upgraded car park have also been considered. The modelling confirms that these surface changes have only a negligible influence on local flow patterns. Flood storage and conveyance across the site are maintained, with no measurable increase in flood levels or redirection of overland flow towards neighbouring land. Importantly, there is no displacement of floodwater beyond the site boundaries. The surrounding properties are unaffected, with flood extents, depths and velocities at the boundary remaining unchanged between the pre-development and post-development conditions.

Taken together, these findings confirm that the proposed works preserve the existing flood regime. The development does not generate additional flood risk, does not compromise floodplain storage, and does not modify the overland flow paths that traverse the site. The design approach, which reuses existing building footprints and maintains the overall balance of impervious areas, ensures that flood behaviour is effectively neutral under the proposed scenario. Consequently, the development complies with best practice requirements by avoiding any detrimental impacts to adjacent landholders and by sustaining existing hydraulic function across the site.

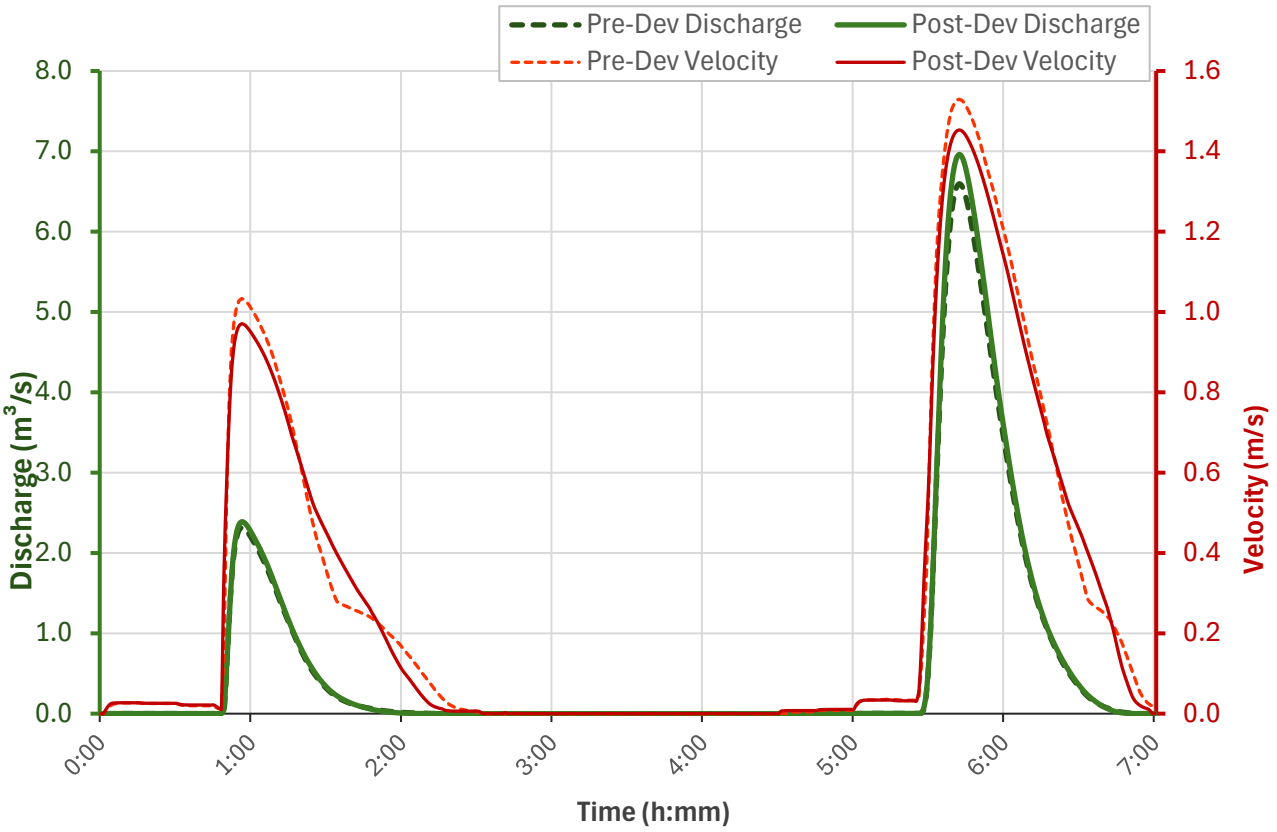

Figure 9. Pre and Post Development Discharge and Velocity 1% AEP + CC 2100.

4. Flood Hazard

The hydraulic modelling results for the 1% AEP design event with climate change allowance to 2100 show that the majority of the site is subject to low flood hazard, classified as H1, as described in Figure 10. This classification indicates conditions of shallow depth and low velocity, where risk to people and property is minimal and flood behaviour does not pose significant constraints on the intended land use.

A small portion of the site, located at the central northern area of the site, is identified as being within hazard categories H2 to H3 due to a natural depression in this area. These zones reflect slightly higher depths and velocities when compared with the remainder of the site but still remain within tolerable ranges. The areas of H2 – H3 are limited in extent and do not coincide with the location of the proposed structures. They are confined to lower ground that naturally conveys overland flow during major storm events and therefore represent a manageable level of flood hazard.

Overall, the hazard mapping confirms that the development footprint is primarily located within H1 areas, ensuring that risks to occupants and infrastructure are minimal. The identified H2 – H3 areas and can be effectively managed through appropriate site planning and do not present a constraint to the proposed works.

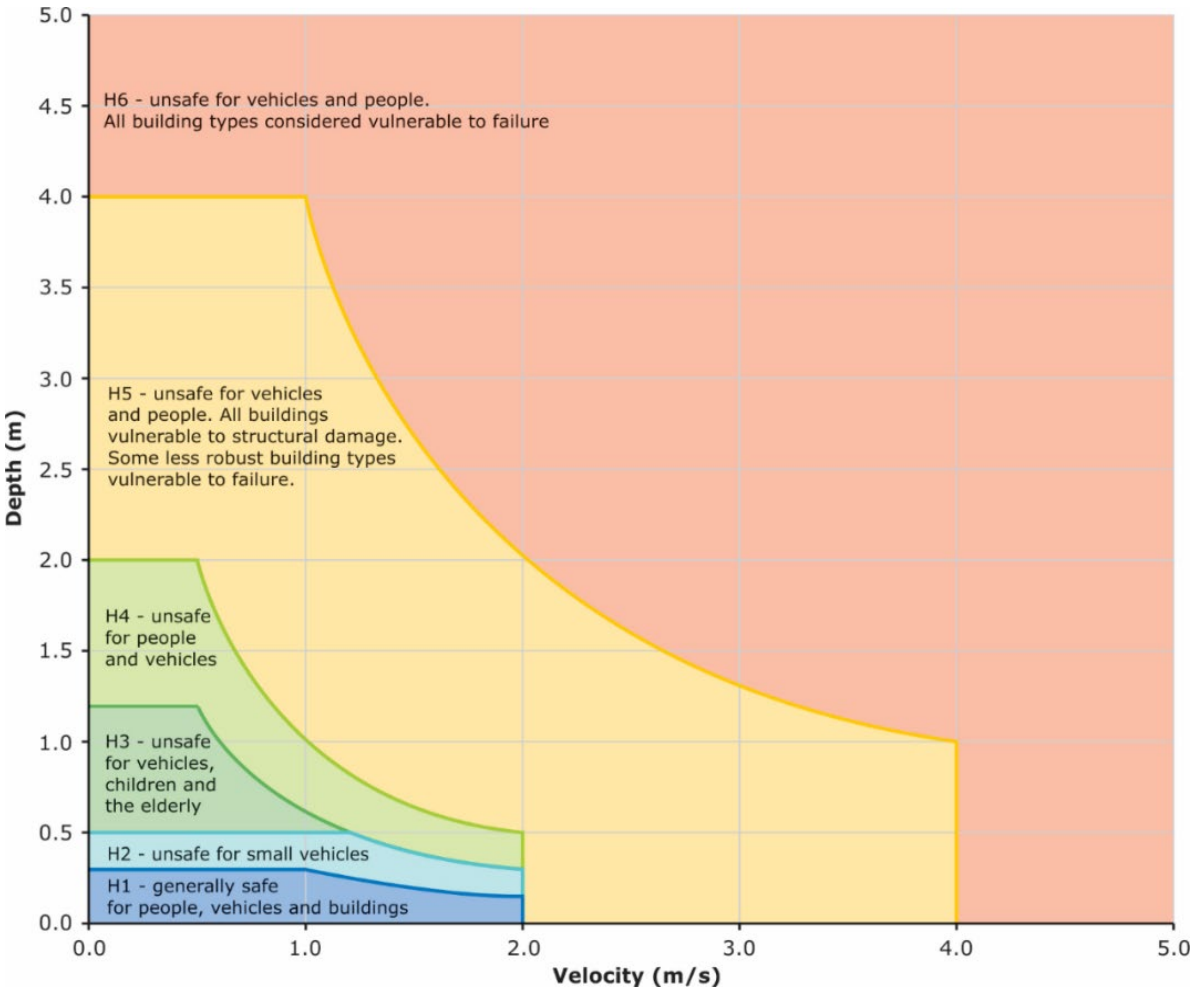

Figure 10. Hazard Categories Australian Disaster and Resilience Handbook

4.1 Tolerable Risk

In both the pre-development and post-development scenarios, the modelling results confirm that the proposed warehouse area is subject to inundation during the 1% AEP + CC event. While the broader site is exposed to shallow flooding under extreme rainfall conditions, it is important to note that the proposed northeast access points, which connect to the existing driveway, remain free from inundation. These unaffected access routes provide a reliable and safe means of evacuation for occupants in the event of a flood emergency and are therefore identified as the preferred egress locations.

To strengthen the resilience of the proposed development, it is recommended that durable and flood-resistant materials be incorporated into all major structural and surface elements. Materials such as reinforced concrete, water-resistant finishes, and corrosion-resistant steel should be prioritised to withstand the effects of periodic inundation and the potential forces generated by floodwaters. In addition to material selection, robust construction methods that minimise water ingress and protect critical infrastructure are strongly advised.

Provided that these measures are implemented, the proposed development—planned with a design life of 50 years in accordance with the Building Code of Australia 2019 (BCA2019)—is expected to operate with a tolerable level of flood risk throughout its lifespan. This conclusion is conditional on the full adoption of the engineering recommendations outlined in this report, which collectively ensure that the development can continue to function safely and sustainably despite the presence of flood hazard.

4.2 Minimum Finish Floor Levels

In both the pre-development and post-development scenarios, the modelling confirms that the 1% AEP flood extent, including climate change to 2100, does not increase the minimum finished floor level requirements.

The comparison shows that flood extent remains unchanged, and there is no additional encroachment onto the new warehouse or proposed office extension. As a result, floodwaters will not ingress into these structures, and both areas will remain free from inundation.

The development therefore maintains the same level of flood protection as the pre-development condition, with no need for further adjustment to finished floor levels.

Table 5. TPS C12.5.1 Uses within a flood prone area

C12.5.1 Uses within a flood prone area			
Objectives: That a habitable building can achieve and maintain a tolerable risk from flood			
Performance Criteria			
P1.1		**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:		Response from flood report	
(a)	the location of the building;	(a)	Proposed development and associated infrastructure are located on a lot affected by an overland flood path.
(b)	the advice in a flood hazard report;	(b)	Assuming recommendations of this report are implemented, no additional flood protection measures required for the life expectancy of proposed habitable buildings.
(c)	any advice from a state authority, regulated entity or a council;	(c)	N/A
P1.2		**P1.2**	
A flood hazard report also demonstrates that:		Response from flood report	
(a)	any increase in the level of risk from flood does not require any specific hazard reduction or protection measures;	(a)	No additional hazard reduction or protection measures are specified beyond those recommended in this report. The proposed measures adequately address the identified flood risks, and any increase in risk has been mitigated within the design parameters outlined. The assessment confirms that the development can proceed without the need for further hazard reduction interventions.
(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	(b)	The assessment confirms that the proposed use can achieve and maintain a tolerable risk level from a 1% Annual Exceedance Probability (AEP) flood event for the intended life of the development without the need for additional flood protection measures. The recommended design elements and site management strategies effectively address flood risk within acceptable thresholds.

Table 6. TPS C12.6.1 Building and works within a flood-prone hazard area.

C12.6.1 Building and works within a flood prone area			
Objective: (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.			
Performance Criteria			
P1.1		**P1.1**	
Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to:		Response from flood report	
(a)	the type, form, scale and intended duration of the development;	(a)	Proposed industrial warehouse re-development, office extension and associated carpark area.
(b)	whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures;	(b)	Proposed re-developed warehouse must be constructed with material to resist the given flood forces to ensure no additional flood protection measures are required.
(c)	any advice from a state authority, regulated entity or a council; and	(c)	N/A
(d)	the advice contained in a flood hazard report.	(d)	Flood report and recommendations provided within.
Performance Criteria			
P1.2		**P1.2**	
A flood hazard report also demonstrates that the building and works:		Response from Flood Report	
(a)	do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and;	(a)	No increase in level of risk within the lot or on surrounding properties. Maximum hazard category of H3.
(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.	(b)	Assuming recommendations of this report the proposed site can achieve a tolerable risk to the 1% AEP storm event.

5. Conclusion

The Flood Hazard Report for 110 Gormanston Road, Derwent Park development site has reviewed the potential development flood scenario.

The following conclusions were derived in this report:

1. A comparison of the post-development peak flows for the 1% AEP at 2100 were undertaken against C12.5.1 & C12.6.1 of the Tasmanian Planning Scheme - Glenorchy Flood Prone Areas Hazard code.
2. An increase of 0.01 m in depth at the cross-sectional results line due to the construction of impervious areas within the proposed development.
3. No flood depths observed within the existing and new building doors, except from the exit door at the western side of the new warehouse that would be installed 400 mm above ground level.
4. Peak discharge sees a marginal increase of 0.02 m^3/s from pre- to post-development, riverine flood scenarios at the cross-sectional results line.
5. Velocity shows a decrease of 0.07 m/s between pre- and post-development, riverine flood scenarios at the cross-sectional results line.
6. Hazard from flooding within the entire lot remains in the range H1-H3 for both pre and post development scenarios.

6. Recommendations

Flüssig Engineers therefore recommends the following engineering design be adopted for the development and future use to ensure the works meets the Flood Prone Areas Hazard Code:

1. The proposed habitable building structures must be constructed with finished floor levels equal to or higher than the existing conditions.
2. The new warehouse to be designed to resist the hydrodynamic and hydrostatic flood forces including debris for the given flood conditions.
3. Landscaping around the driveways and carpark areas should consist of stabilised, non-erosive materials.
4. Future use of lot areas to be limited to areas deemed safe under the ARR Disaster Manual categories.
5. All future proposed structures within the flood extent not shown within this report will require a separate design and report addressing their impacts.

Under the requirements of Flood Hazard Report, the proposed dwellings will meet current acceptable solutions and performance criteria under the Tasmanian Planning Scheme 2021.

7. Limitations

Flüssig Engineers were engaged by **De Bruyn's Transport,** for the purpose of a site-specific Flood Hazard Report for 110 Gormanston Road, Derwent Park as per C12.5.1 and C12.6.1 of the Tasmanian Planning Scheme - Glenorchy 2021. This study is deemed suitable for purpose at the time of undertaking the study. If the conditions of the site should change, the report will need to be reviewed against all changes.

This report is to be used in full and may not be used in part to support any other objective other than what has been outlined within, unless specific written approval to do otherwise is granted by Flüssig Engineers.

Flüssig Engineers accepts no responsibility for the accuracy of third-party documents supplied for the purpose of this Flood Hazard Report.

8. References

- Australian Disaster Resilience Guideline 7-3: Technical flood risk management guideline: Flood hazard, 2014, Australian Institute for Disaster Resilience CC BY-NC
- Ball J, Babister M, Nathan R, Weeks W, Weinmann E, Retallick M, Testoni I, (Editors), 2019, Australian Rainfall and Runoff: A Guide to Flood Estimation, Commonwealth of Australia
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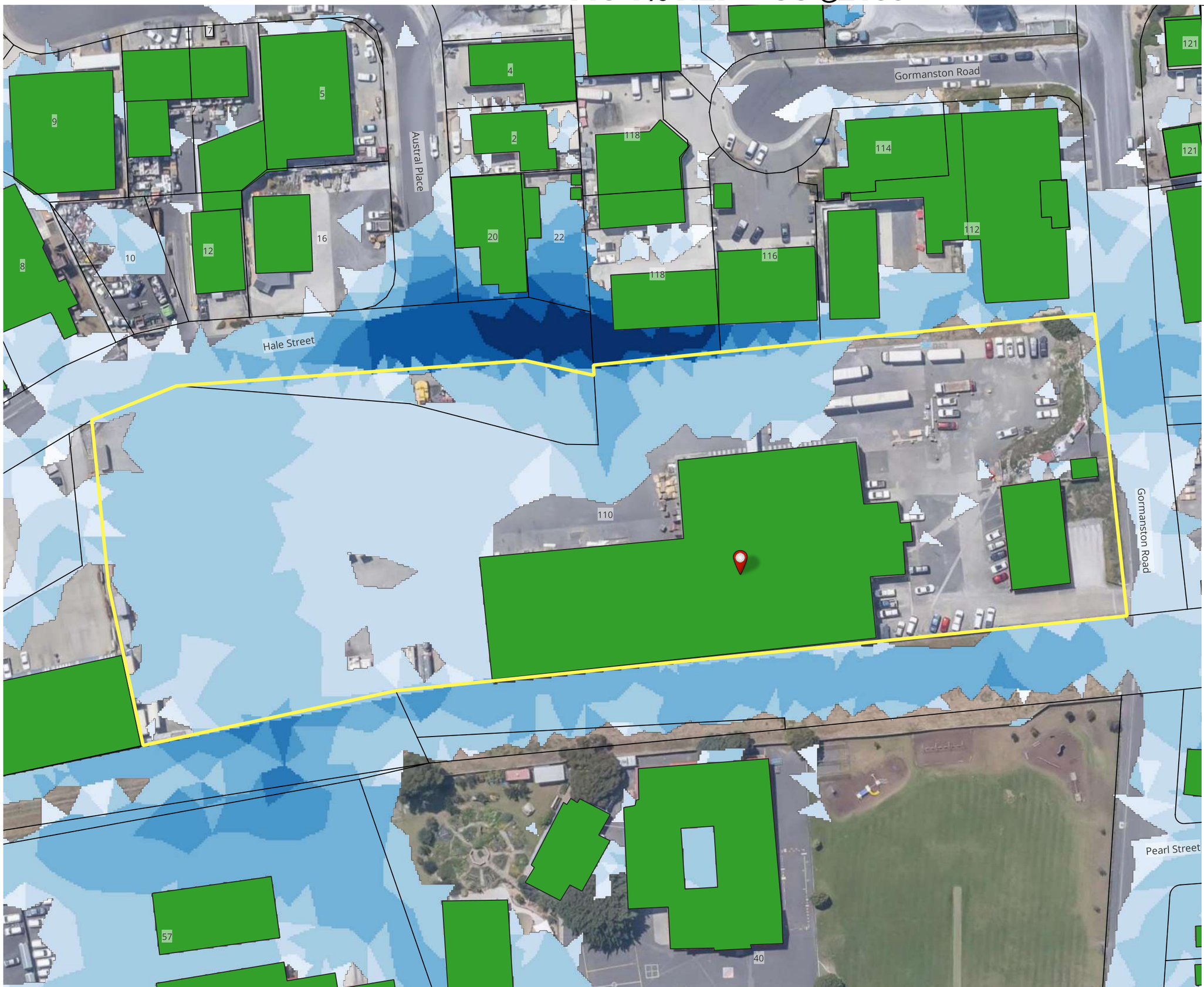
- T.A. Remenyi, N. Earl, P.T. Love, D.A. Rollins, R.M.B. Harris, 2020, Climate Change Information for Decision Making –Climate Futures Programme, Discipline of Geography & Spatial Sciences, University of Tasmania.
- Antarctic Climate and Ecosystems CRC (ACE-CRC) 2010, Climate Futures for Tasmania Technical Report Extreme Events December 2010, ISBN 978-1-921197-09-3
- Australian Attorney-General's Department, 2015, National Emergency Risk Assessment Guidelines (NERAG) Handbook 10
- Australian Institute for Disaster Resilience (AIDR), 2002, Australian Disaster Resilience Manual 27- Disaster Loss Assessment Guidelines, CC BY-NC

Appendices

Appendix A: Flood Study Maps

Pre 1% AEP + CC @2100



Legend

110 Gormanston Road

Boundary Lines

Site Area

Building Areas

PRE 1% AEP + CC @2100
Depth (m)

- <= 0.03
- 0.03 - 0.05
- 0.05 - 0.10
- 0.10 - 0.30
- 0.30 - 0.60
- 0.60 - 0.80
- 0.80 - 1.00
- 1.00 - 1.50
- > 1.50

0 20 40 m

meters

N

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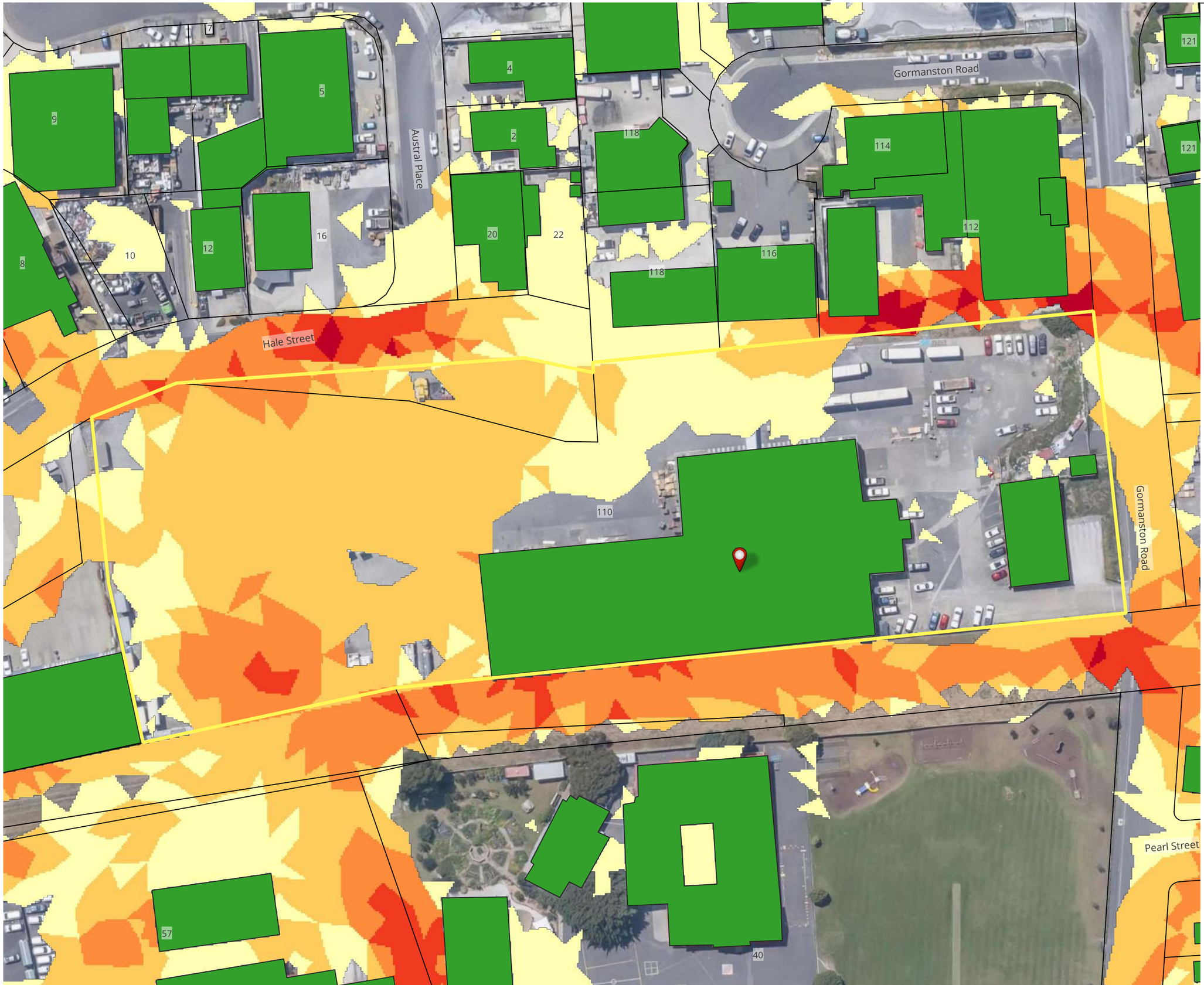
Map CRS: GDA94 / MGA zone 55 EPSG:28355

Document Set ID: 3568304
Version: 1, Version Date: 19/12/2025

Pre 1% AEP + CC @2100



Legend

110 Gormanston Road

Boundary Lines

Site Area

Building Areas

PRE 1% AEP + CC @2100
Velocity (m/s)

- <= 0.50
- 0.50 - 1.00
- 1.00 - 1.50
- 1.50 - 2.00
- > 2.00

0 20 40 m

meters

N

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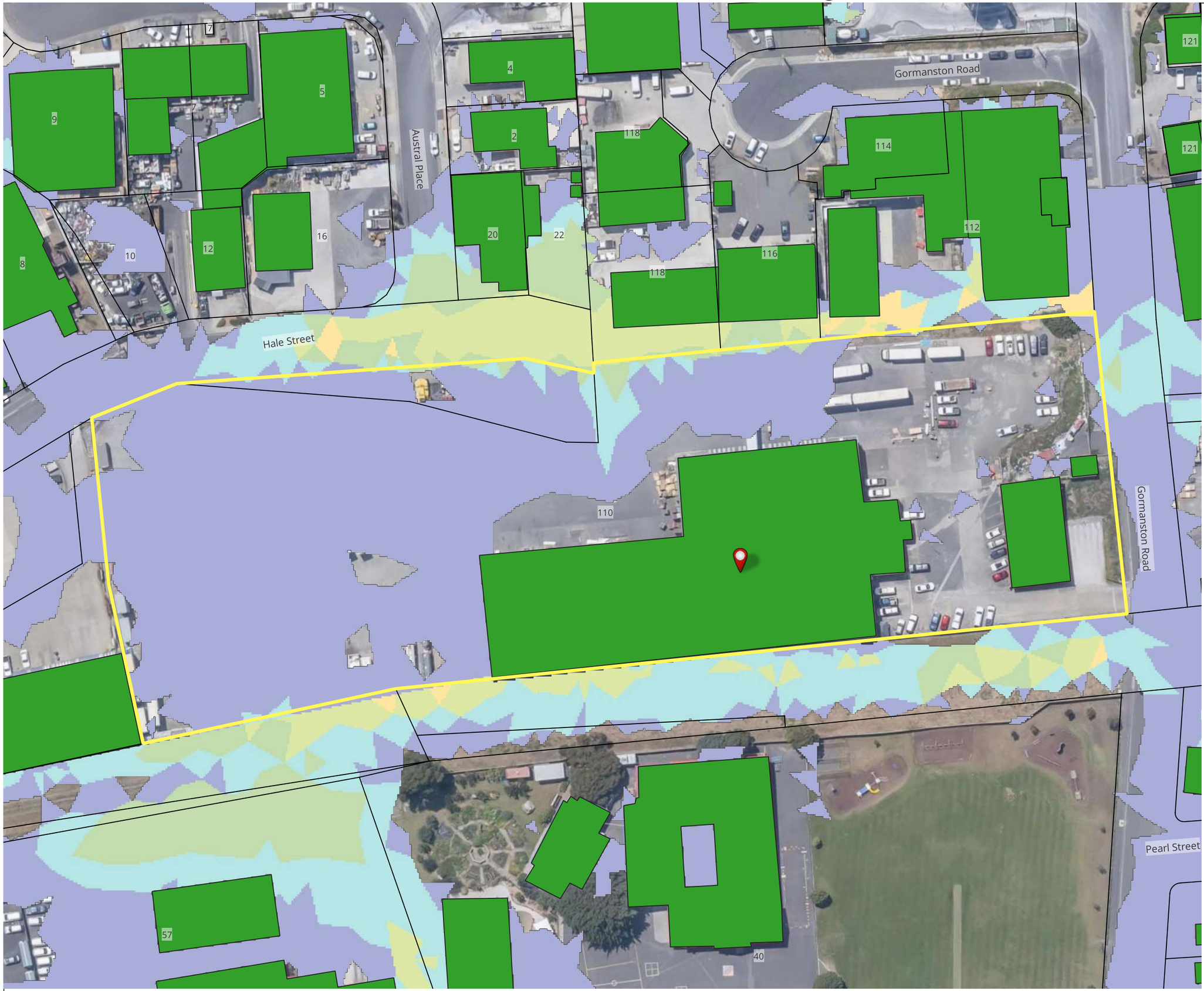

Legend

110 Gormanston Road

Boundary Lines

Site Area

Building Areas

PRE 1% AEP + CC @2100 Hazard

- H1
- H2
- H3
- H4
- H5
- H6

0 20 40 m

meters

N

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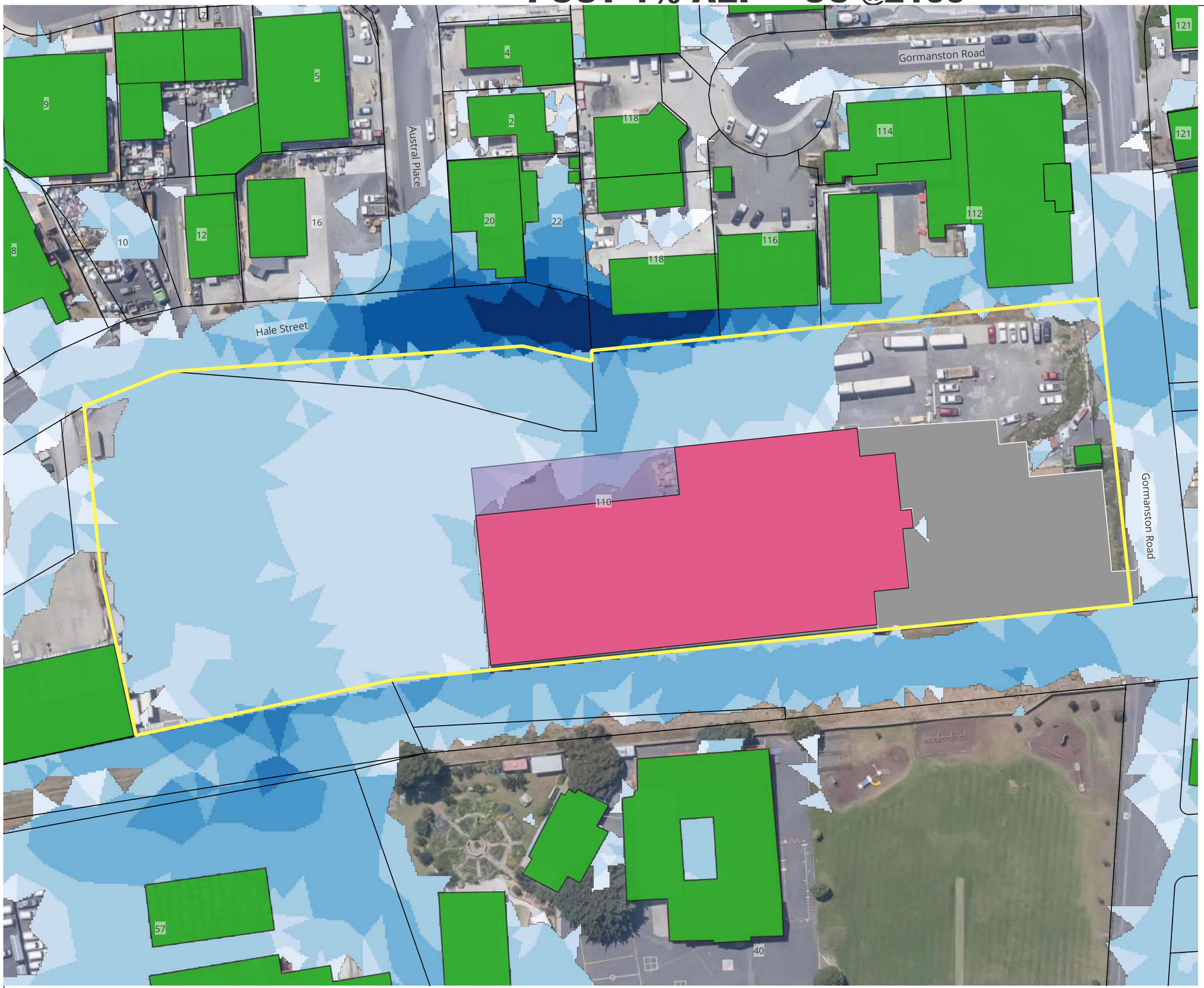
Map CRS: GDA94 / MGA zone 55 EPSG:28355

Document Set ID: 3568304
Version: 1, Version Date: 19/12/2025

POST 1% AEP + CC @2100



Legend

110 Gormanston Road

- Boundary Lines
- Site Area
- Existing Buildings
- Proposed Buildings
- Proposed Canopy
- Proposed Carpark

POST 1% AEP + CC @2100
Depth (m)

- <= 0.03
- 0.03 - 0.05
- 0.05 - 0.10
- 0.10 - 0.30
- 0.30 - 0.60
- 0.60 - 0.80
- 0.80 - 1.00
- 1.00 - 1.50
- > 1.50

0 20 40 m

meters

N

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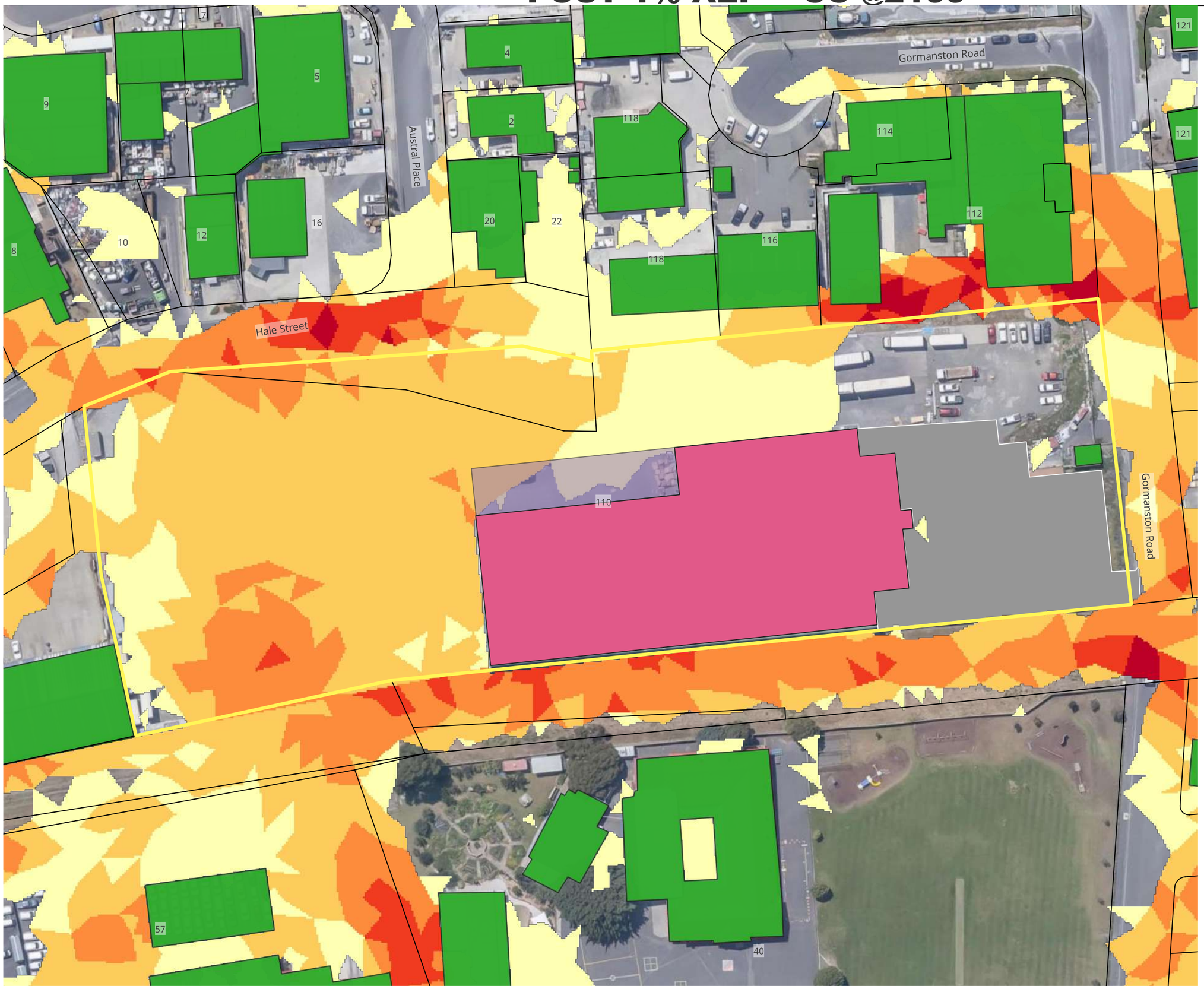
Map CRS:

POST 1% AEP + CC @2100



Legend

110 Gormanston Road

- Boundary Lines
- Site Area
- Existing Buildings
- Proposed Buildings
- Proposed Canopy
- Proposed Carpark

POST 1% AEP + CC @2100
Velocity (m/s)

- <= 0.50
- 0.50 - 1.00
- 1.00 - 1.50
- 1.50 - 2.00
- > 2.00

0 20 40 m

meters

N

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Map CRS:

POST 1% AEP + CC @2100

Gormanston Road
Austral Place
Hale Street
Gormanston Road
7
9
5
4
2
118
114
121
121
7
10
12
16
20
22
118
116
112
8
110
57
40

Legend

110 Gormanston Road

- Boundary Lines
- Site Area
- Existing Buildings
- Proposed Buildings
- Proposed Canopy
- Proposed Carpark

POST 1% AEP + CC @2100

Hazard

- H1
- H2
- H3
- H4
- H5
- H6

0 20 40 m

meters

N

Map CRS:

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Project: HOBART DEPOT REDEVELOPMENT

At: 110 GORMANSTON ROAD, MOONAH TAS 7009

For: DE BRUYN'S TRANSPORT

Project: 23.041

Drawings:

Ap00	COVER SHEET
Ap01	SITE PLAN
Ap02	TASWATER WORKS PLAN
Ap03	EASTERN SITE PLAN - EXISTING
Ap04	EASTERN SITE PLAN
Ap05	OFFICE EXISTING/DEMOLITION PLAN
Ap06	OFFICE FLOOR/ROOF PLAN
Ap07	OFFICE ELEVATIONS/SECTIONS
Ap08	SHED FLOOR PLAN
Ap09	SHED ROOF PLAN
Ap10	SHED ELEVATIONS
Ap11	SHED SECTIONS
Ap12	SITE SECTIONS

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Citation Certification ISO 9001 Quality management system

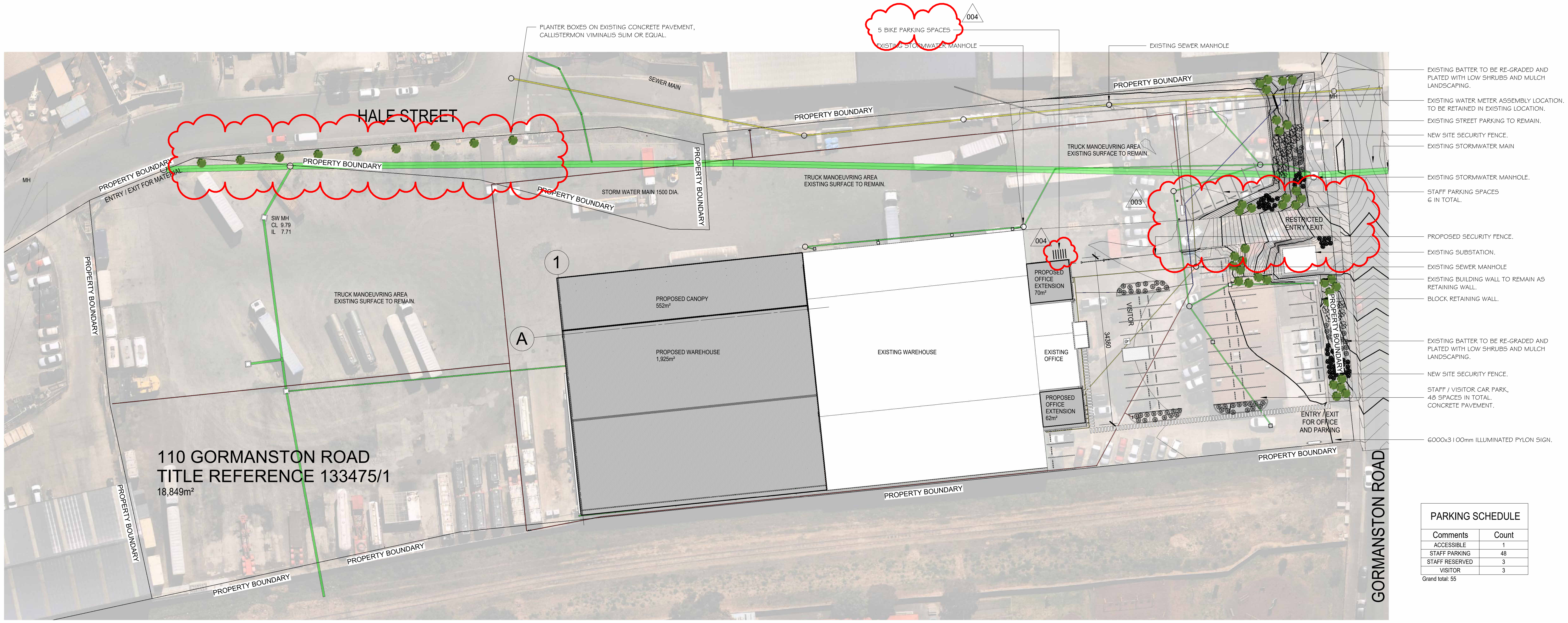
GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-25-137
DATE RECEIVED: 11 December 2025

PLANNING DOCUMENT

Issue date: 11.12.2025

PROJECT DETAILS

DESIGNER:	CGB
BUILDING CLASSIFICATION:	7b
TITLE REFERENCE:	133475/1
DESIGN WIND SPEED:	
SOIL CLASSIFICATION:	
CLIMATE ZONE:	7
BAL RATING:	12.5
ALPINE AREA:	N/A
CORROSION ENVIRONMENT:	N/A
SITE HAZARDS:	N/A



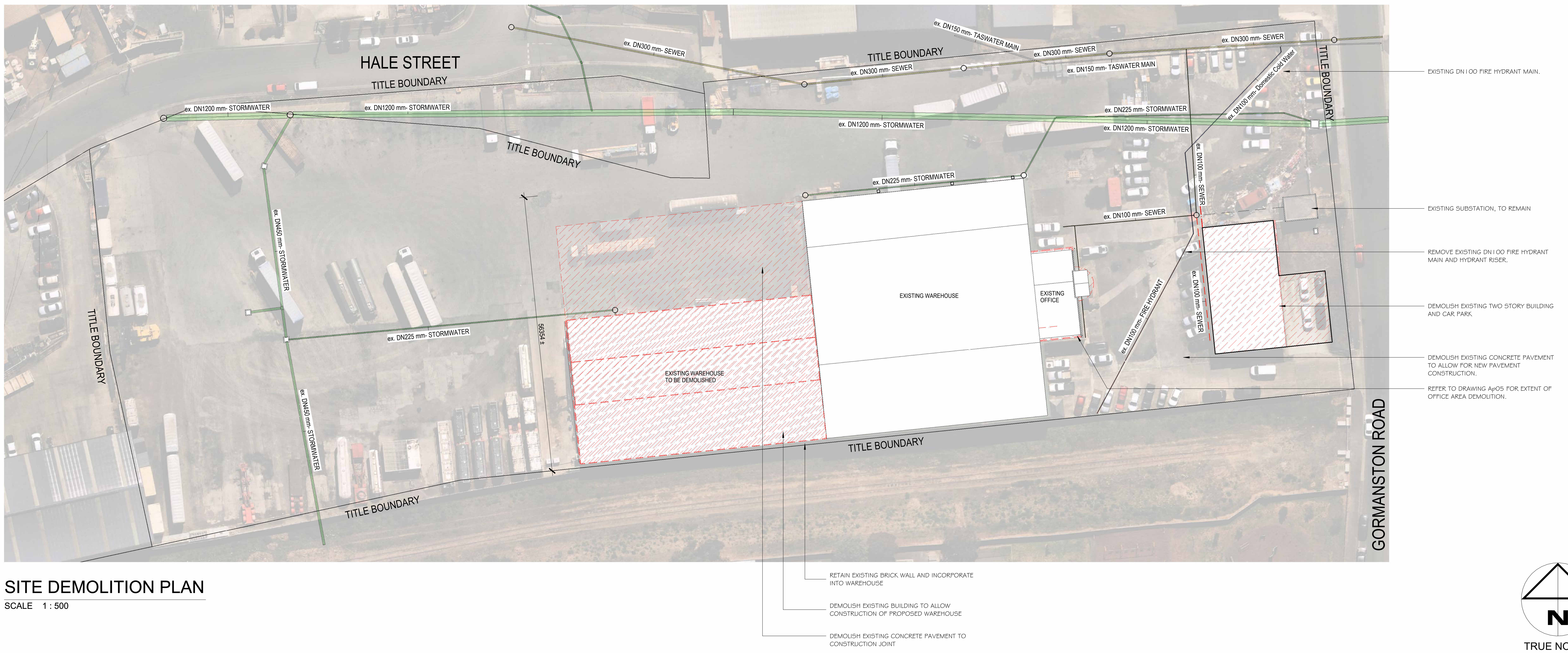
PARKING SCHEDULE

Comments	Count
ACCESSIBLE	1
STAFF PARKING	48
STAFF RESERVED	3
VISITOR	3

Grand total: 55

SITE PLAN

SCALE 1 : 500



SITE DEMOLITION PLAN

SCALE 1 : 500

TRUE NORTH

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ISO 9001 Quality

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-137

DATE RECEIVED: 11 December 2025

ISSUE.	DATE	ISSUED FOR
001	30.04.25	DEVELOPMENT APPLICATION
002	16.09.25	DEVELOPMENT APPLICATION FULL REVISION
003	29.10.25	SECTIONS ADDED. VEHICLE RAMP GRADES ALTERED
004	18.11.25	LOADING BAYS AND BIKE PARKING ADDED
005	11.12.25	DEVELOPMENT APPLICATION REVISION

PROJECT: HOBART DEPOT REDEVELOPMENT

AT: 110 GORMANSTON ROAD, MOONAH TAS 7009

FOR: DE BRUYN'S TRANSPORT

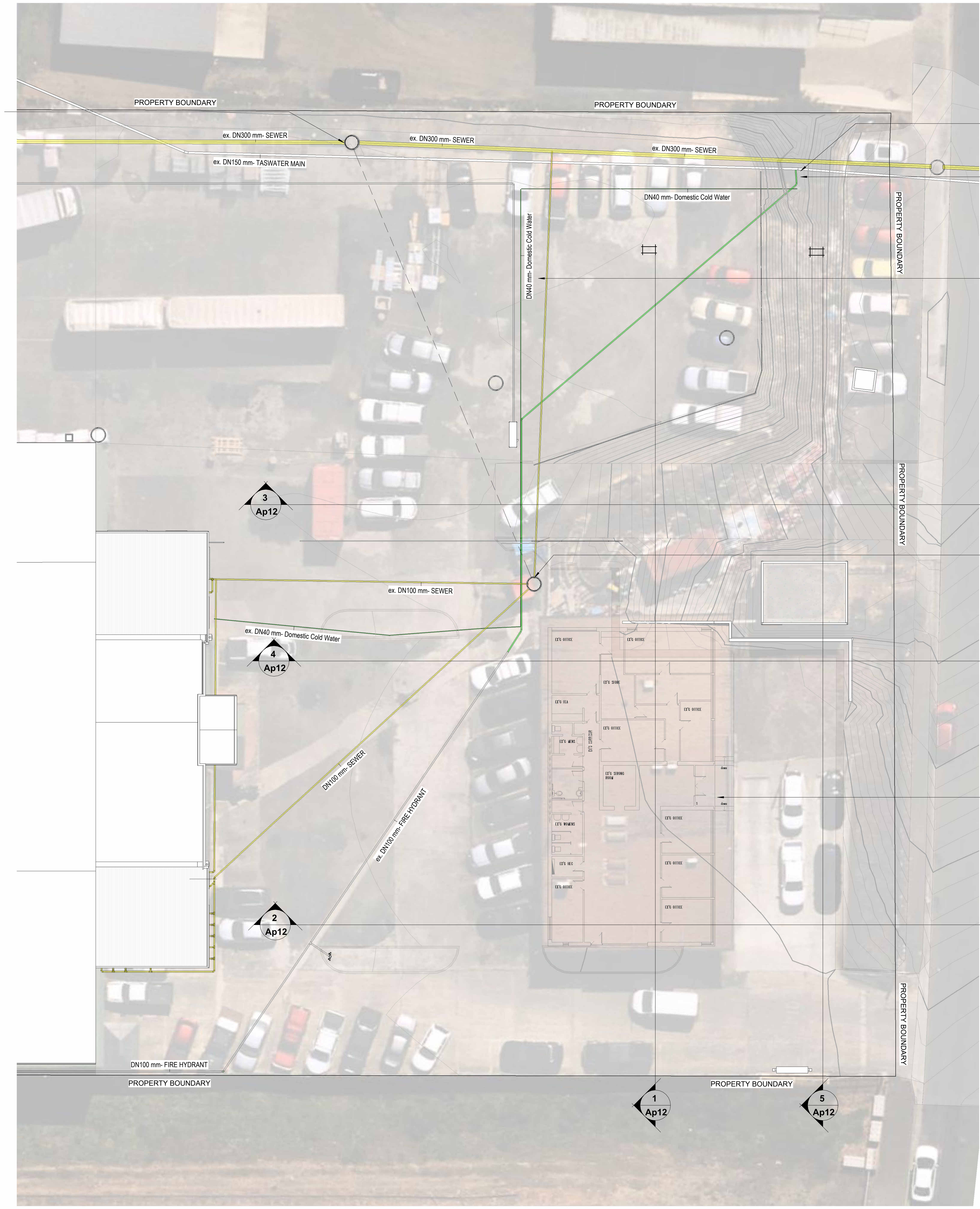
DRAWING: SITE PLAN

DESIGNED: CGB | DRAWN: MJB | CHECKED: GHN

SCALES: 1 : 500 AT A1

PROJECT No. 23.041 | DRAWING No. Ap01 | REV. 005

EXISTING SEWER MAINTENANCE HOLE.
INVERT 7.935



EXISTING DN100 WATER CONNECTION AND METER ASSEMBLY.

EXISTING METER ASSEMBLY TO BE UPGRADED TO COMBINATION DN100 FIRE (MEDIUM HAZARD) AND DN40 DOMESTIC (HIGH HAZARD).
WORKS BY TASWATER AT OWNERS EXPENSE.

NEW METERED DN40 DOMESTIC WATER FEED TO OFFICE.

REFER TO DEMOLITION PLAN FOR REMOVAL OF EXISTING WAREHOUSE, 1,493m² TO BE DEMOLISHED.

ALL NEW SEWER WORKS TO BE CONNECTED TO EXISTING SITE SEWER DRAINAGE.

EXISTING SEWER MANHOLE

EXISTING BUILDING TO BE DEMOLISHED.
338m² TO BE DEMOLISHED GROUND FLOOR LEVEL.
105m² TO BE DEMOLISHED BASEMENT LEVEL.

WATER SUPPLY TO, AND SEWER DRAINAGE FROM THE BUILDING TO BE DEMOLISHED ARE INTERNAL SITE CONNECTIONS.
SERVICES ARE TO BE LOCATED AND REMOVED / CAPPED BY THE PLUMBER DURING DEMOLITION WORKS.

EQUIVALENT TENEMENTS CALCULATION

DEMOLISHED ARE FOR CREDIT:
OFFICE ARE REMOVED: 443m²
ET PER UNIT: 0.006 / m²
OFFICE AREA ET's: -2.66

WAREHOUSE AREA REMOVED 1493m²
ET PER UNIT: 0.002 / m²
OFFICE AREA ET's: -2.99

NEW AREAS:
OFFICE FLOOR AREA: 120m²
ET PER UNIT: 0.006 / m²
OFFICE AREA ET's: 0.72

WAREHOUSE FLOOR AREA: 1873m²
ET PER UNIT: 0.002 / m²
WAREHOUSE AREA ET's: 3.75

TOTAL DEVELOPMENT NET CHANGE IN ET's: -1.18.

TASWATER WORKS PLAN
SCALE 1 : 200

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Citation Certification ISO 9001 Quality management system

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-25-137
DATE RECEIVED: 11 December 2025

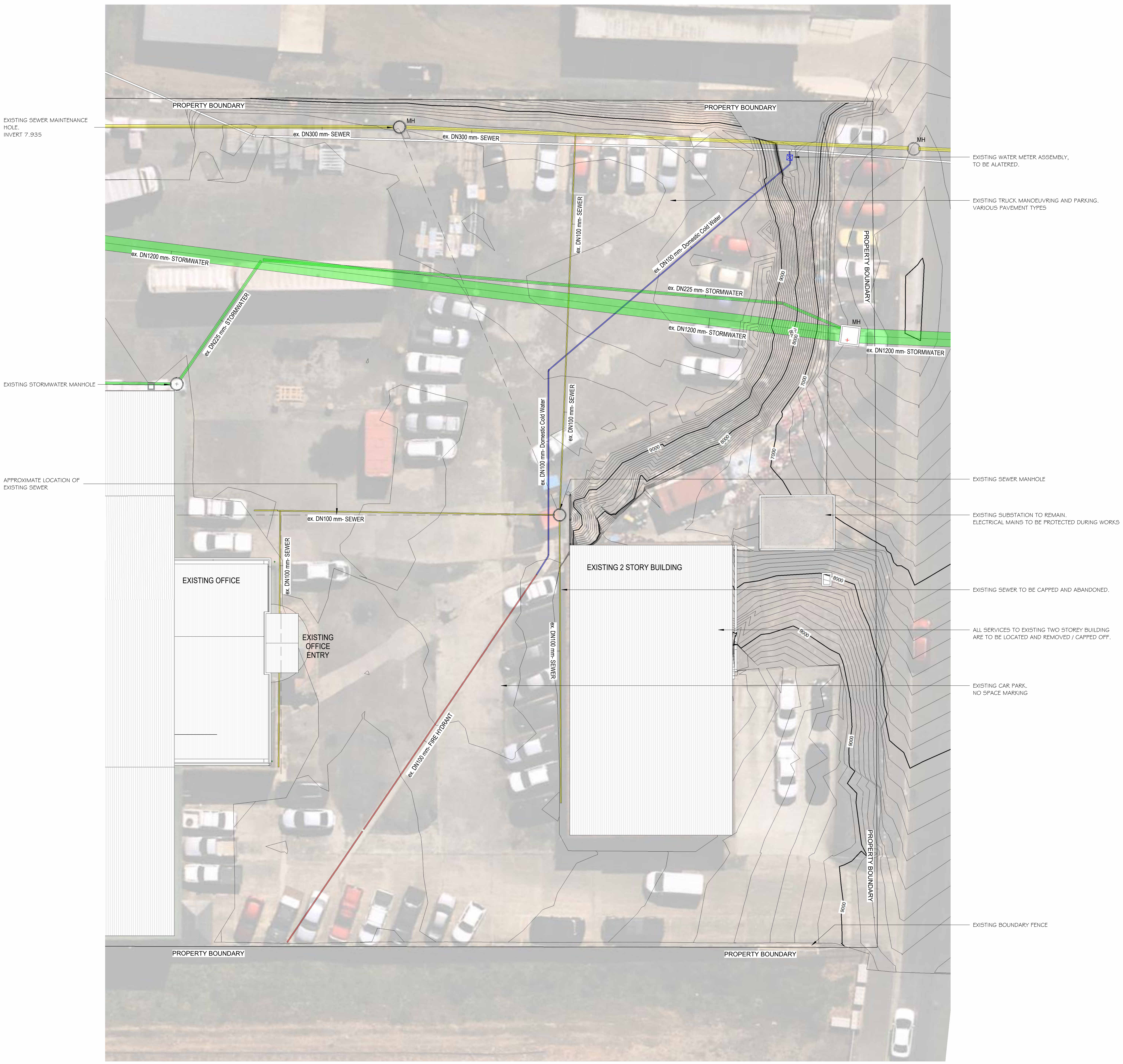
ISSUE.	DATE	ISSUED FOR
001	30.04.25	DEVELOPMENT APPLICATION
002	16.09.25	DEVELOPMENT APPLICATION FULL REVISION
003	11.12.25	DEVELOPMENT APPLICATION REVISION

PROJECT: HOBART DEPOT REDEVELOPMENT
AT: 110 GORMANSTON ROAD, MOONAH TAS 7009
FOR: DE BRUYN'S TRANSPORT
DRAWING: TASWATER WORKS PLAN

N
PROJECT NORTH

DESIGNED: CGB DRAWN: MJB CHECKED: GHN
SCALES: 1 : 200 AT A1
PROJECT No. 23.041 DRAWING No. Ap02 REV. 003

Document Set ID: 3568300
Version: 1, Version Date: 19/12/2025



EASTERN SITE PLAN - EXISTING

SCALE 1 : 200

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ISO 9001 Quality

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003	11.12.25	DEVELOPMENT APPLICATION REVISION

PROJECT: HOBART DEPOT REDEVELOPMENT

AT: 110 GORMANSTON ROAD, MOONAH TAS 7009

FOR: DE BRUYN'S TRANSPORT

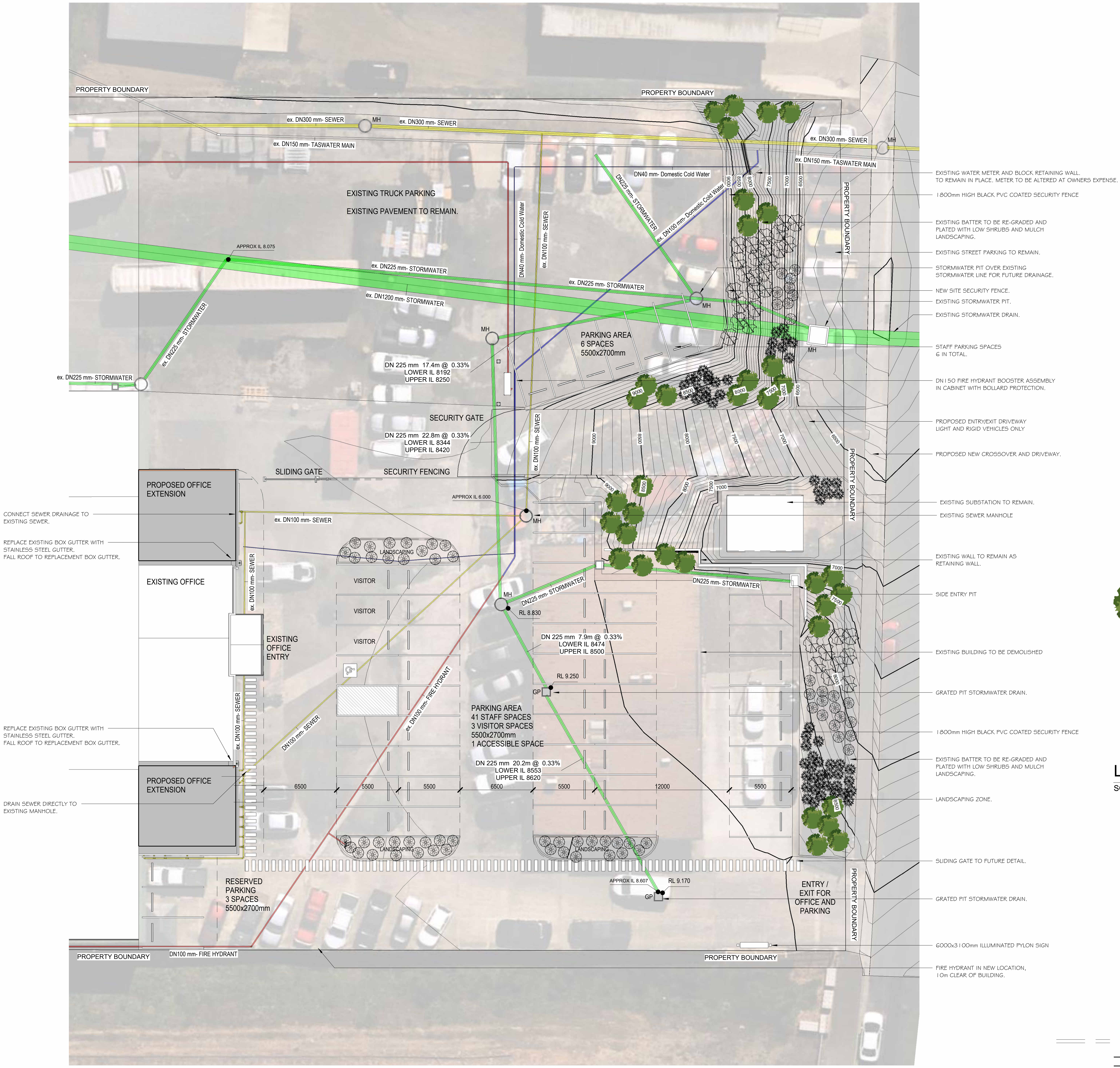
DRAWING: EASTERN SITE PLAN - EXISTING

DESIGNED: CGB DRAWN: MJB CHECKED: GHN

SCALES: 1 : 200 AT A1

PROJECT No. 23.041 DRAWING No. Ap03 REV. 003

Document Set ID: 3568300
Version: 1, Version Date: 19/12/2025



EASTERN SITE PLAN

SCALE 1 : 200

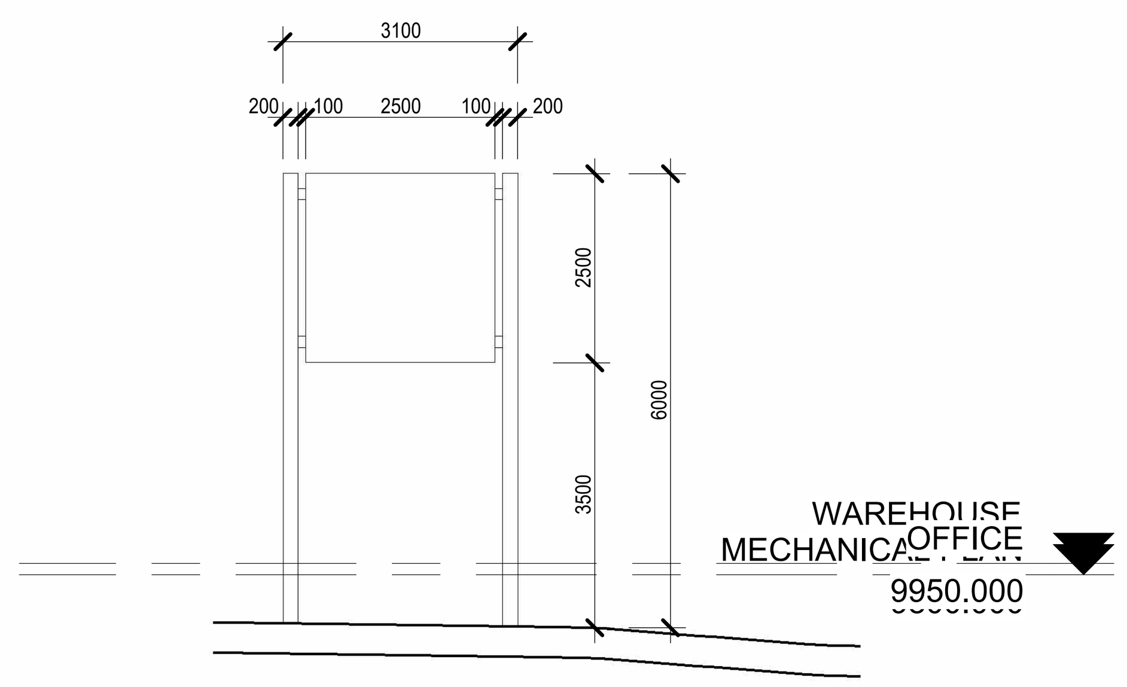
PARKING SCHEDULE

Comments	Count
ACCESSIBLE	1
STAFF PARKING	48
STAFF RESERVED	3
VISITOR	3

Grand total: 55

LANDSCAPING LEGEND

SCALE 1 : 100



SIGN ELEVATION

SCALE 1 : 100

PROJECT NORTH

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GLENORCHY CITY COUNCIL PLANNING SERVICES

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002	16.09.25	DEVELOPMENT APPLICATION FULL REVISION
003	29.10.25	SECTIONS ADDED. VEHICLE RAMP GRADES ALTERED
004	11.12.25	DEVELOPMENT APPLICATION REVISION

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS AND LOCAL AUTHORITY REQUIREMENTS.

PROJECT: HOBART DEPOT REDEVELOPMENT

AT: 110 GORMANSTON ROAD, MOONAH TAS 7009

FOR: DE BRUYN'S TRANSPORT

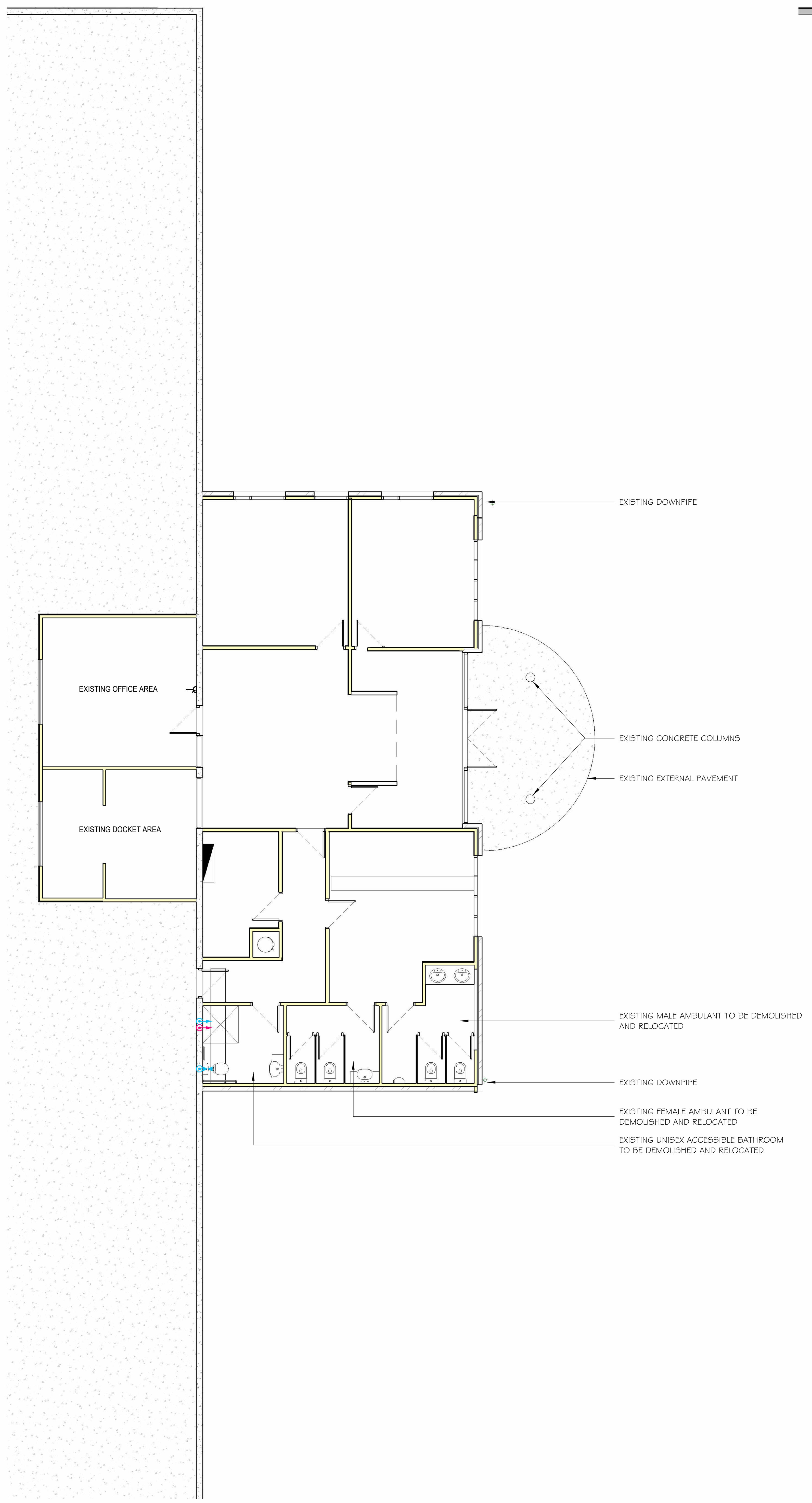
DRAWING: EASTERN SITE PLAN

DESIGNED: CGB DRAWN: MJB CHECKED: GHN

SCALES: As indicated AT A1

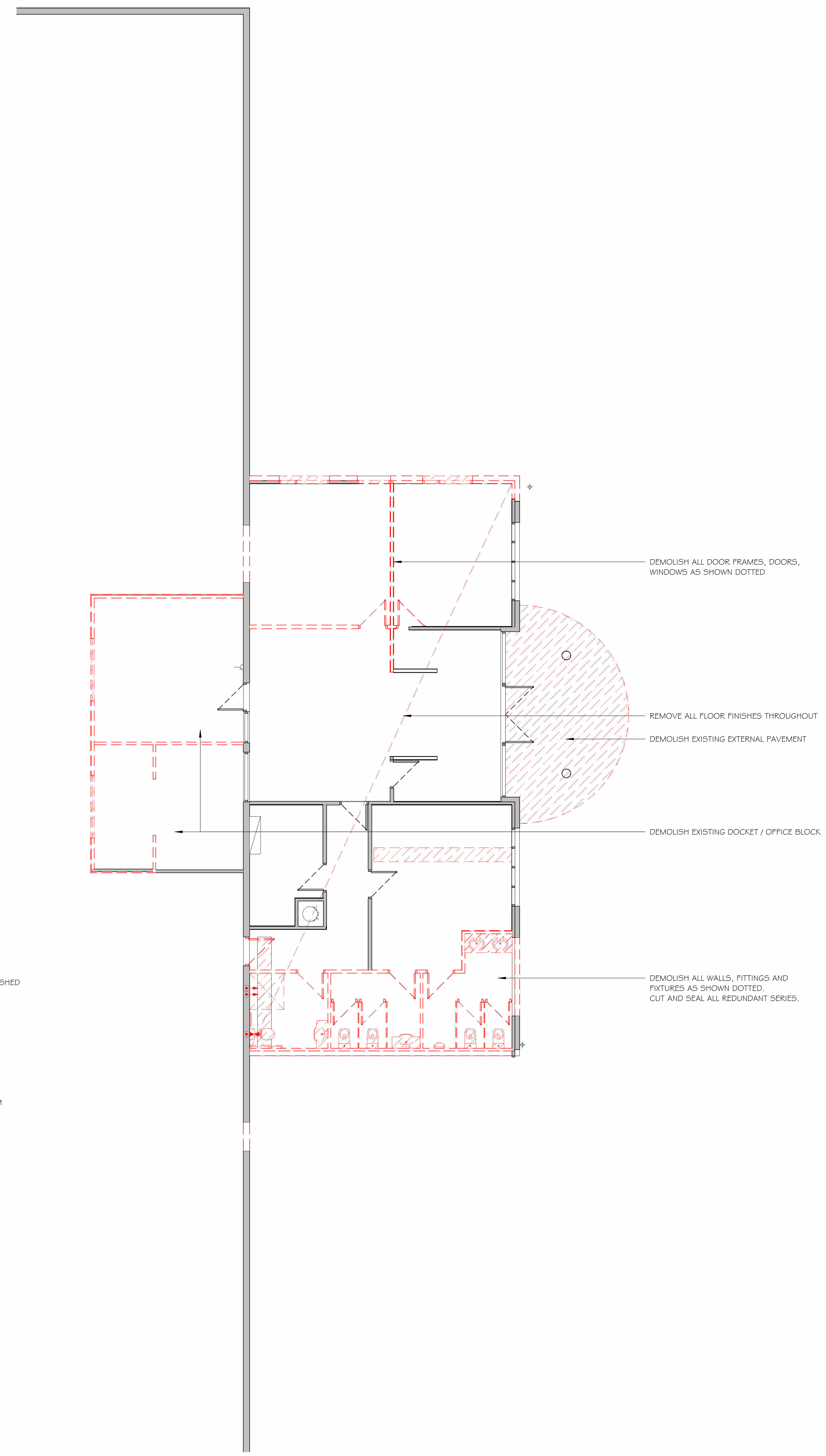
PROJECT No. 23.041 DRAWING No. Ap04 REV. 004

Document Set ID: 3568300
Version: 1, Version Date: 19/12/2025



EXISTING OFFICE FLOOR PLAN

SCALE 1 : 100



OFFICE DEMOLITION FLOOR PLAN

SCALE 1 : 100

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Citation Certification ISO 9001 Quality management system

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002	11.12.25	DEVELOPMENT APPLICATION REVISION

PROJECT: HOBART DEPOT REDEVELOPMENT

AT: 110 GORMANSTON ROAD, MOONAH TAS 7009

FOR: DE BRUYN'S TRANSPORT

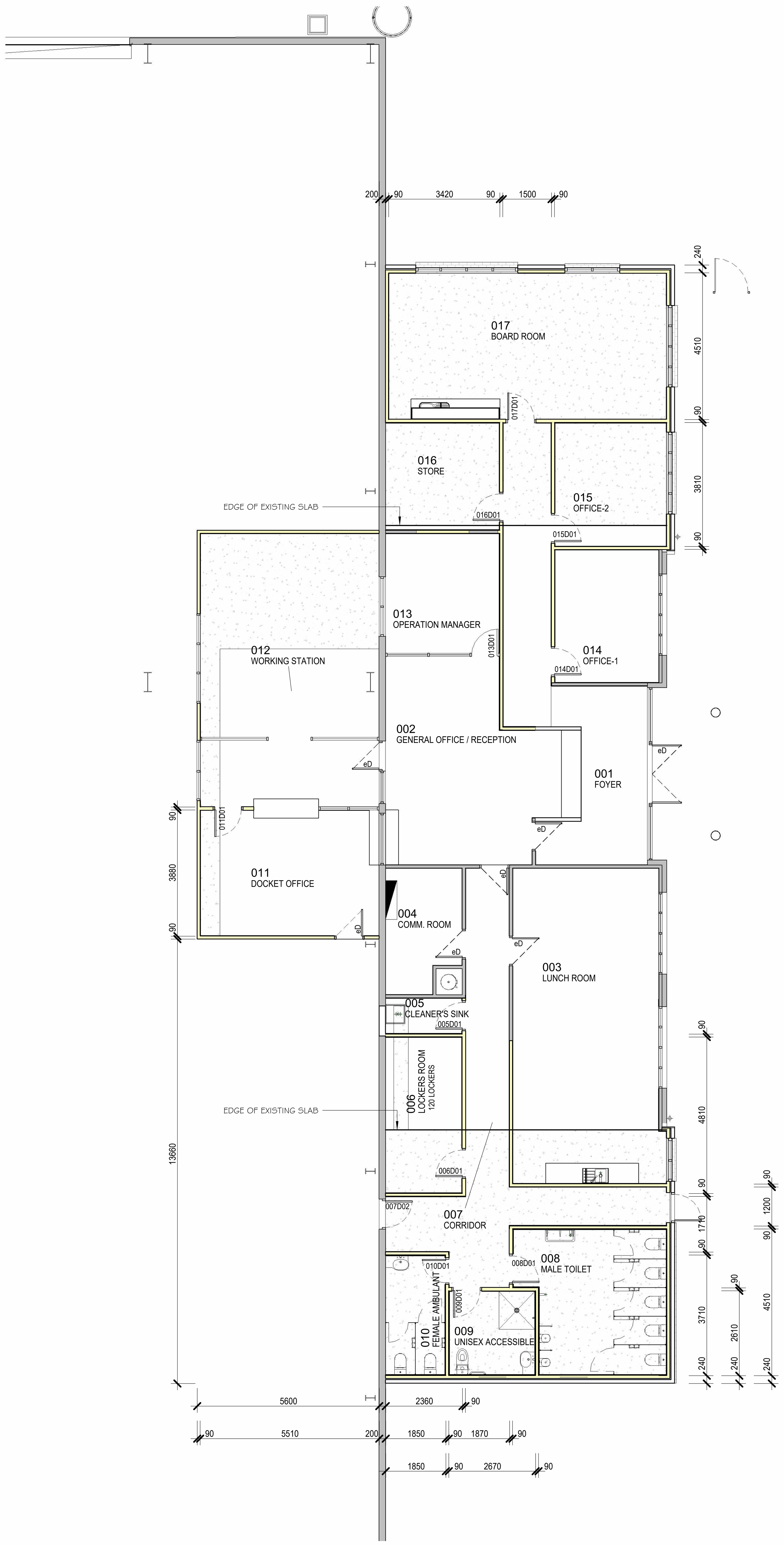
DRAWING: OFFICE EXISTING/DEMOLITION PLAN

DESIGNED: CGB DRAWN: RCP CHECKED: GHN

SCALES: 1 : 100 AT A1

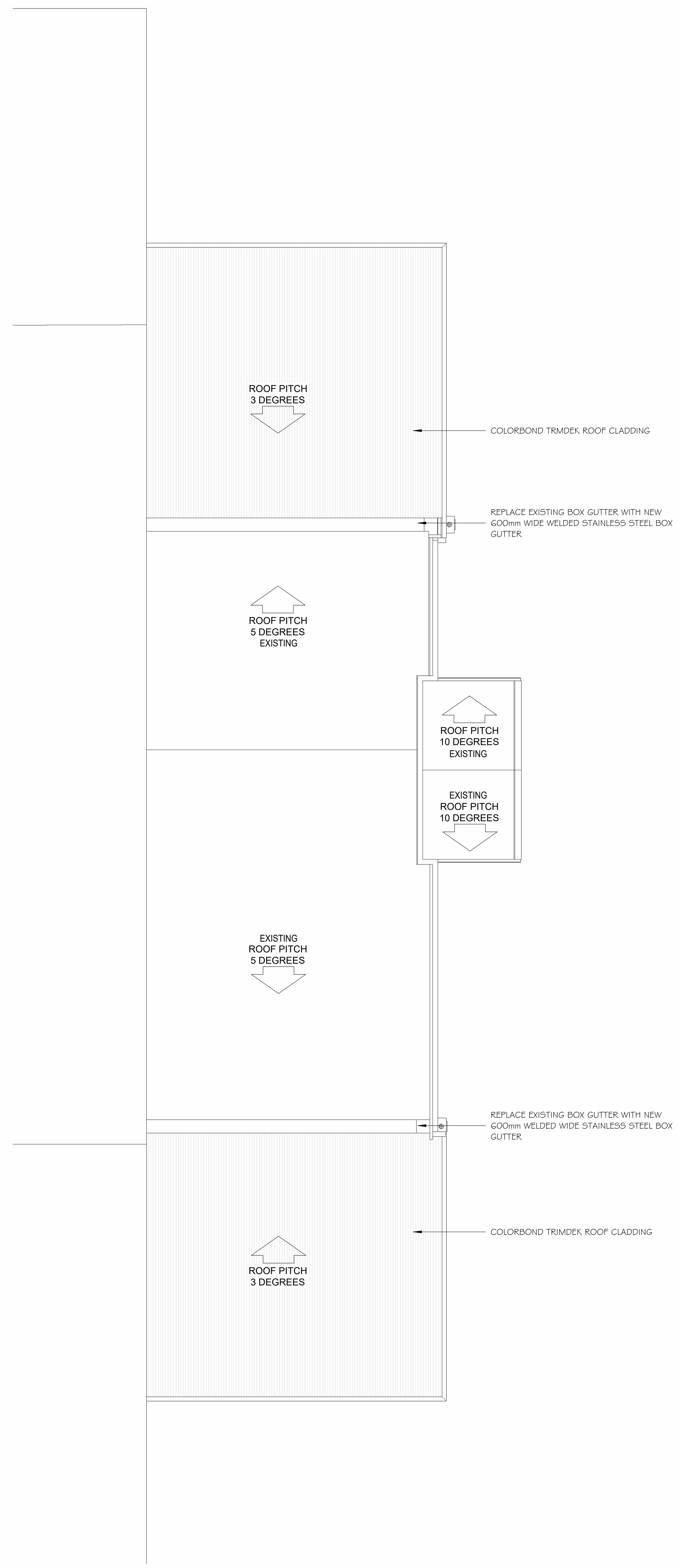
PROJECT NORTH

PROJECT No. 23.041 DRAWING No. Ap05 REV. 002



OFFICE FLOOR PLAN

SCALE 1 : 100



OFFICE ROOF PLAN

SCALE 1 : 100

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ISO 9001 Quality

GLENORCHY CITY COUNCIL PLANNING SERVICES

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002	11.12.25	DEVELOPMENT APPLICATION REVISION

PROJECT: HOBART DEPOT REDEVELOPMENT

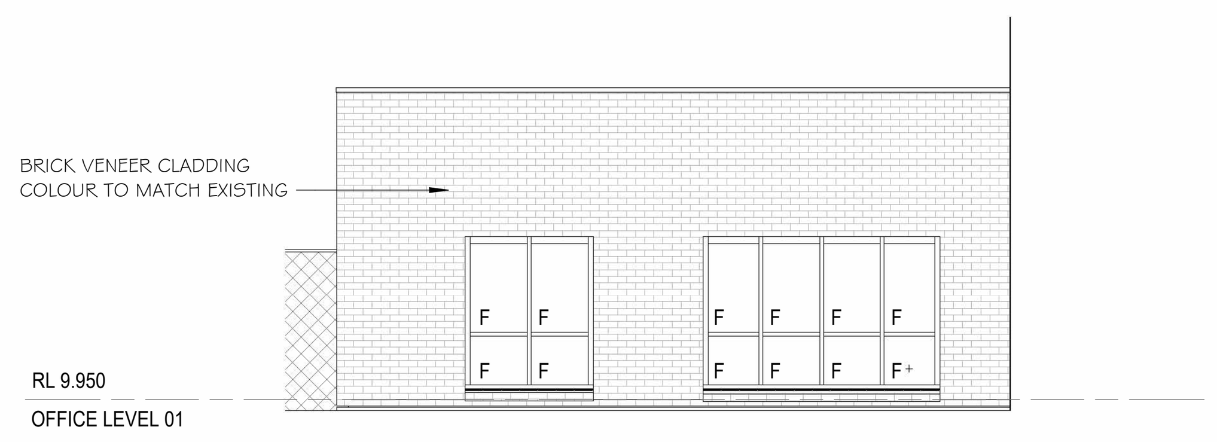
AT: 110 GORMANSTON ROAD, MOONAH TAS 7009

FOR: DE BRUYN'S TRANSPORT

DRAWING: OFFICE FLOOR/ROOF PLAN

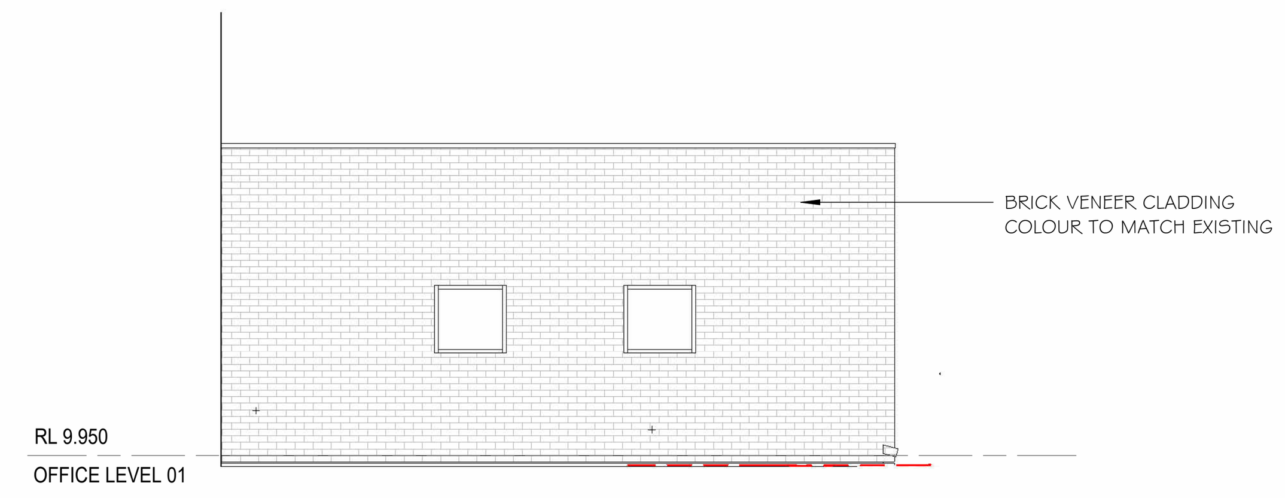
PROJECT NORTH

DESIGNED: CGB	DRAWN: RCP	CHECKED: GHN
SCALES: 1 : 100	AT A1	
PROJECT No: 23.041	DRAWING No: Ap06	REV: 002



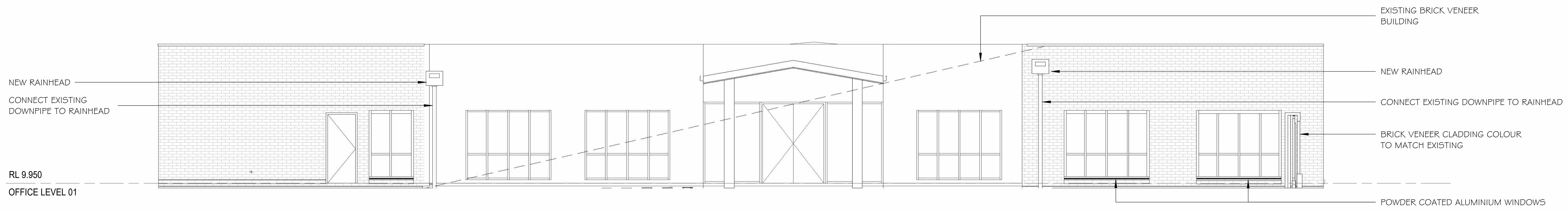
NORTH ELEVATION

SCALE 1 : 100



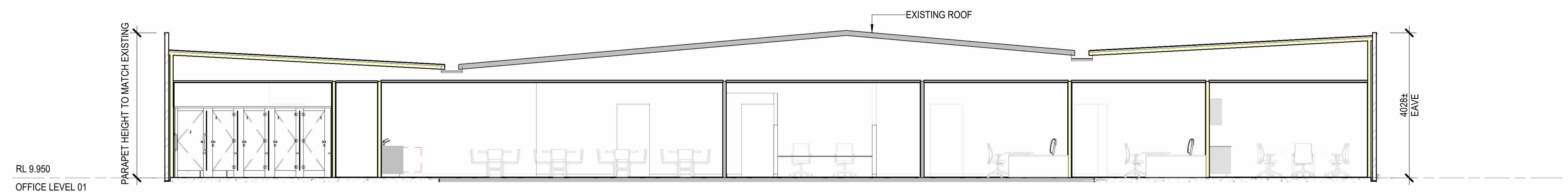
SOUTH ELEVATION

SCALE 1 : 100



EAST ELEVATION

SCALE 1 : 100



SECTION 1

SCALE 1 : 100

F FIXED WINDOW PANEL

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Citation Certification ISO 9001 Quality management system

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PLANNING SERVICES

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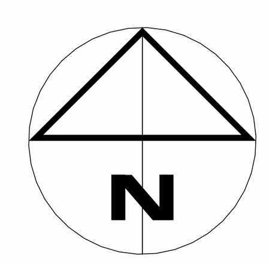
PROJECT: HOBART DEPOT REDEVELOPMENT

AT: 110 GORMANSTON ROAD, MOONAH TAS 7009

FOR: DE BRUYN'S TRANSPORT

DRAWING: OFFICE ELEVATIONS/SECTIONS

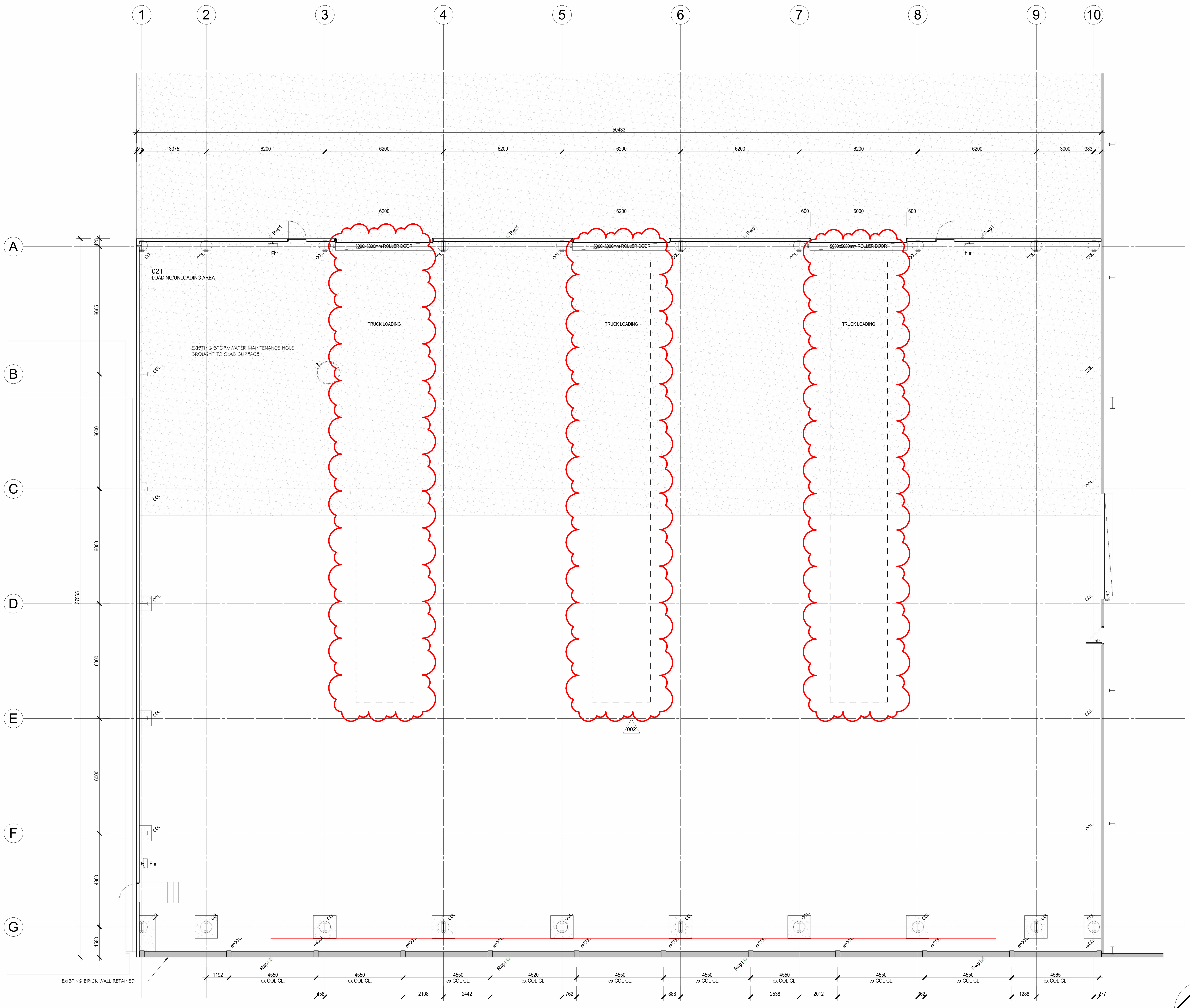


PROJECT NORTH

DESIGNED: CGB DRAWN: RCP CHECKED: GHN

SCALES: 1 : 100 AT A1

PROJECT No: 23.041 DRAWING No. Ap07 REV. 002



SHED FLOOR PLAN

SCALE 1 : 100

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Citation Certification ISO 9001 Quality management system

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-137

DATE RECEIVED: 11 December 2025

Rwp1 100 DIA. uPVC RAINWATER PIPE
Fhr FIRE HOSE REEL

ISSUE.	DATE	ISSUED FOR
001	30.04.25	DEVELOPMENT APPLICATION
002	18.11.25	LOADING BAYS AND BIKE PARKING ADDED
003	11.12.25	DEVELOPMENT APPLICATION REVISION

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PROJECT: HOBART DEPOT REDEVELOPMENT

AT: 110 GORMANSTON ROAD, MOONAH TAS 7009

FOR: DE BRUYN'S TRANSPORT

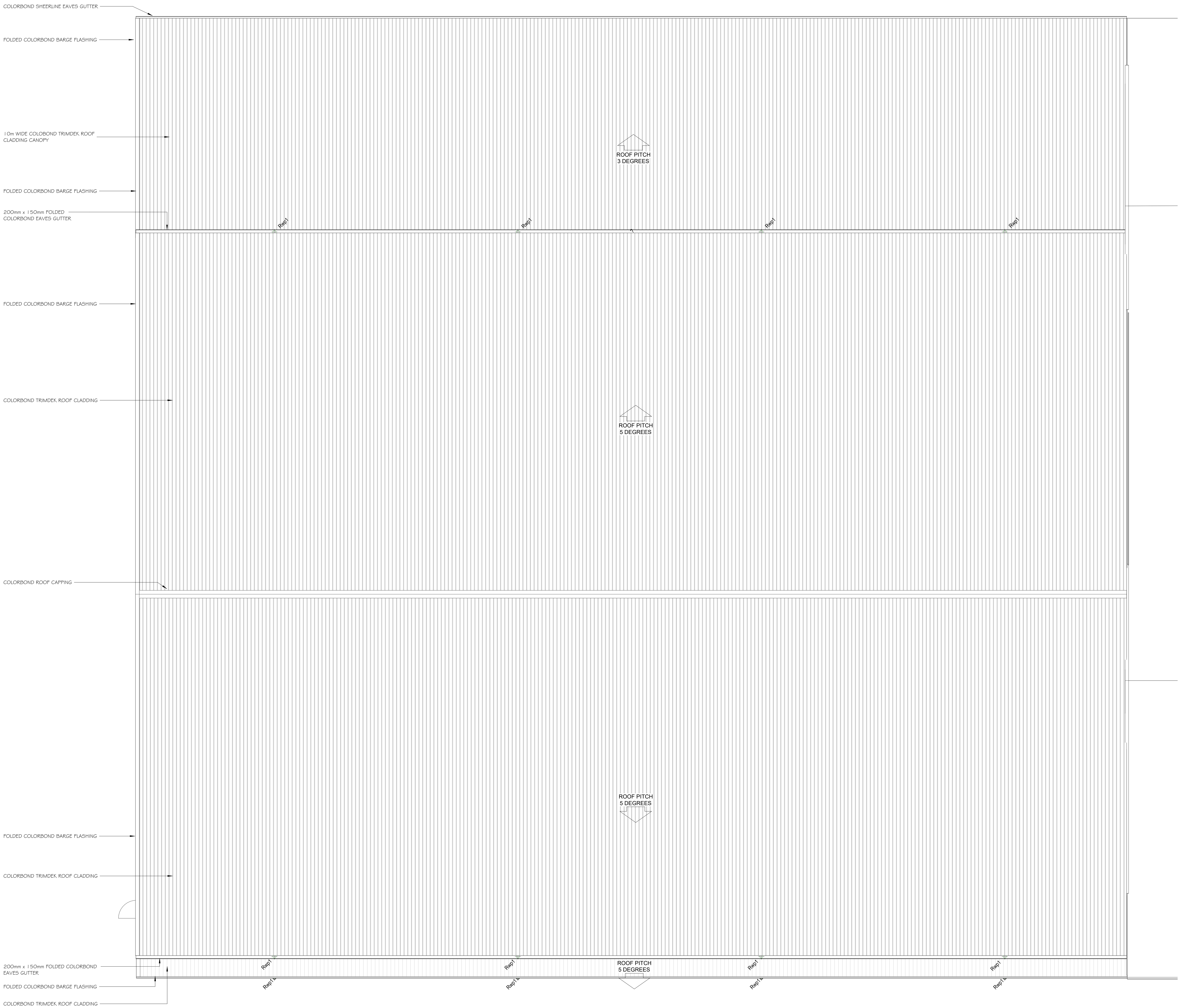
DRAWING: SHED FLOOR PLAN

N
PROJECT NORTH

DESIGNED: CGB DRAWN: RCP CHECKED: GHN

SCALES: 1 : 100 AT A1

PROJECT No. 23.041 DRAWING No. Ap08 REV. 003



SHED ROOF PLAN

SCALE 1 : 100

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ISO 9001 Quality management system

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-137

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ISSUE.	DATE	ISSUED FOR
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002	11.12.25	DEVELOPMENT APPLICATION REVISION

Rwp1 100 DIA. uPVC RAINWATER PIPE

PROJECT: HOBART DEPOT REDEVELOPMENT

AT: 110 GORMANSTON ROAD, MOONAH TAS 7009

FOR: DE BRUYN'S TRANSPORT

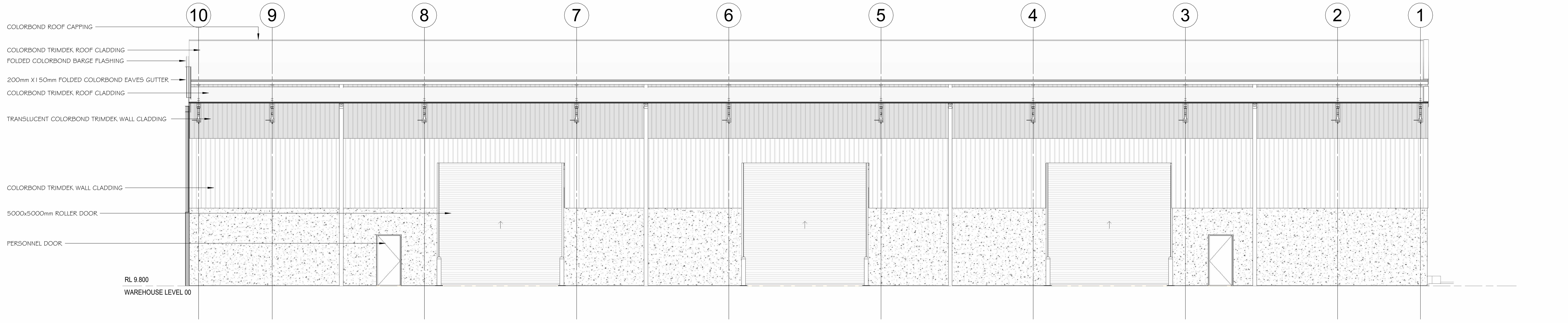
DRAWING: SHED ROOF PLAN

PROJECT NORTH

DESIGNED: CGB DRAWN: RCP CHECKED: GHN

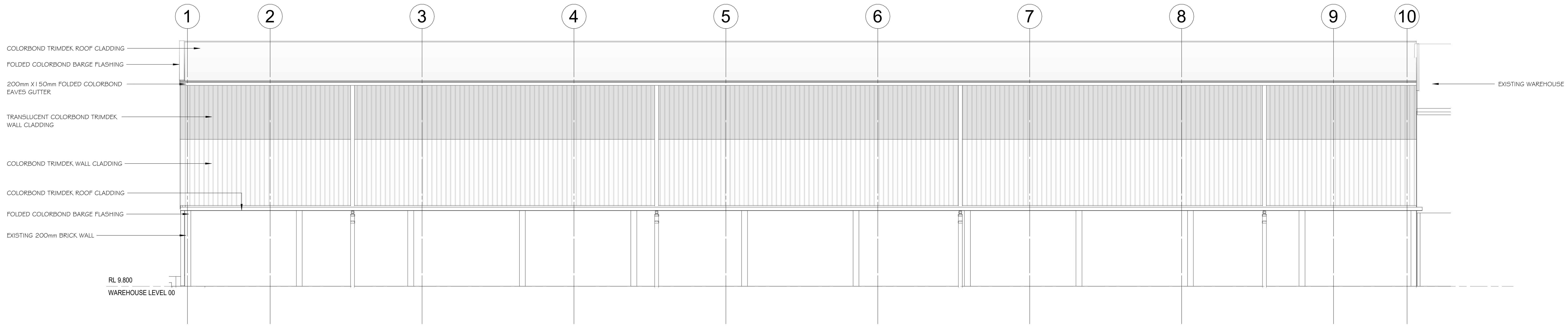
SCALES: 1 : 100 AT A1

PROJECT No. 23.041 DRAWING No. Ap09 REV. 002



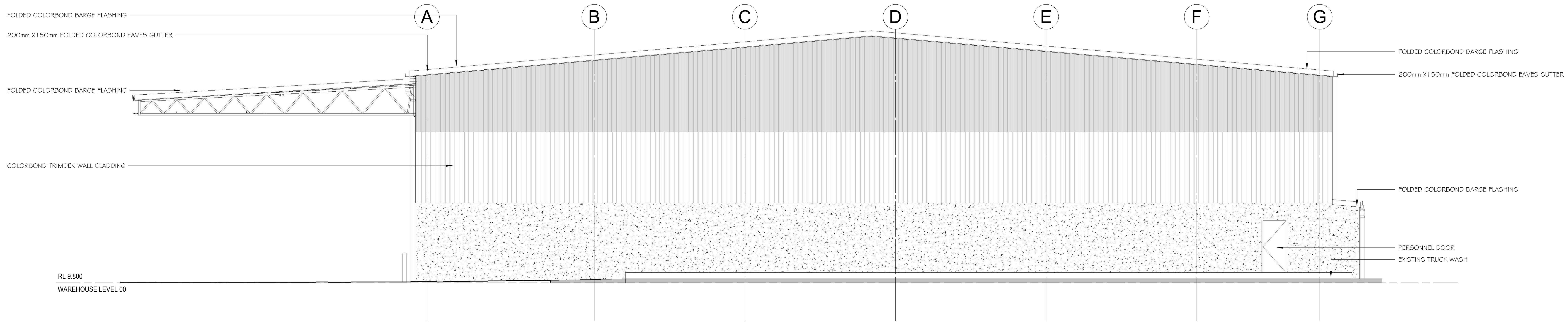
NORTH ELEVATION

SCALE 1 : 100



SOUTH ELEVATION

SCALE 1 : 100



WEST ELEVATION

SCALE 1 : 100

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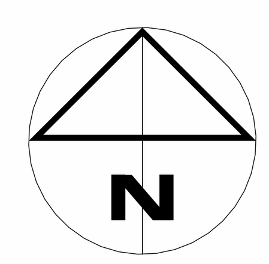
PROJECT: HOBART DEPOT REDEVELOPMENT

AT: 110 GORMANSTON ROAD, MOONAH TAS 7009

FOR: DE BRUYN'S TRANSPORT

DRAWING: SHED ELEVATIONS

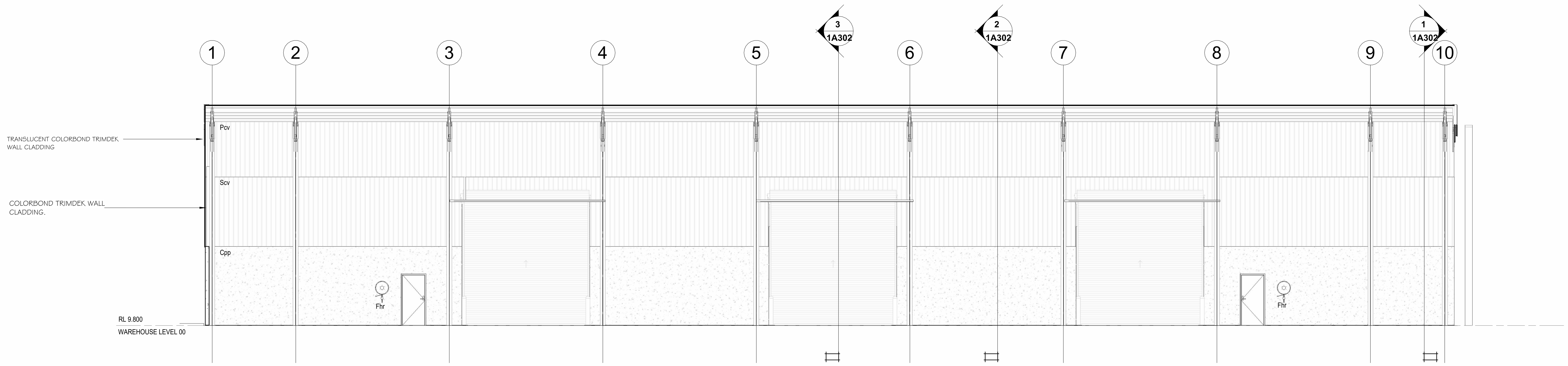


PROJECT NORTH

DESIGNED: CGB DRAWN: RCP CHECKED: GHN

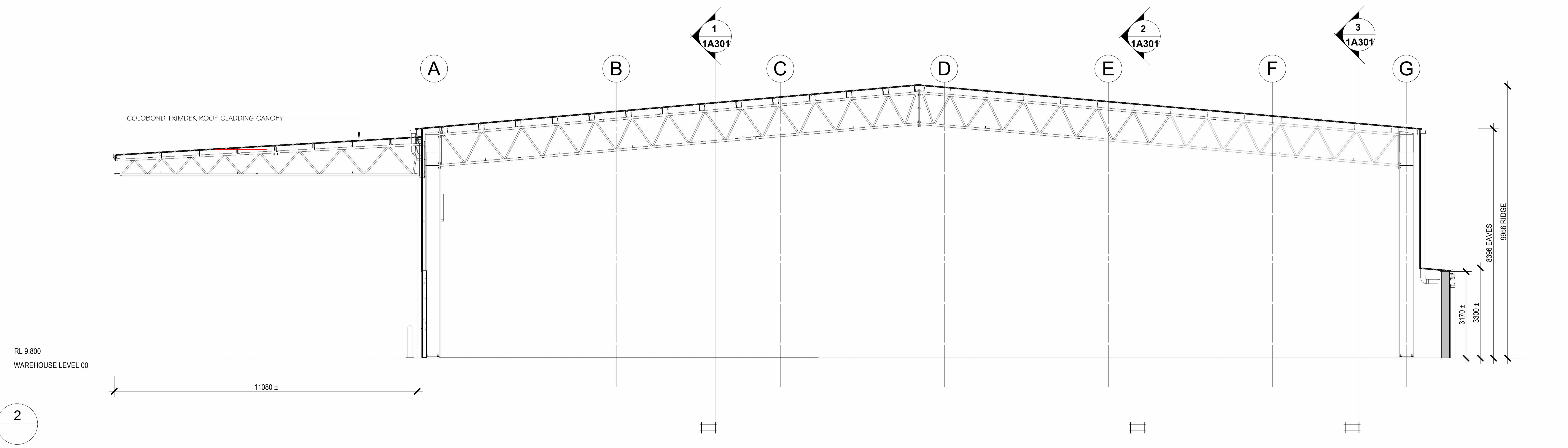
SCALES: 1 : 100 AT A1

PROJECT No. 23.041 DRAWING No. Ap10 REV. 002



SECTION 1

SCALE 1 : 100



SECTION 2

SCALE 1 : 100

Fhr	FIRE HOSE REEL
Pcv	POLYCARBONATE CLADDING VERTICAL
Cpp	PRECAST CONCRETE PANEL
Scv	STEEL CLADDING, VERTICAL

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PLANNING SERVICES
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002	11.12.25	DEVELOPMENT APPLICATION REVISION

PROJECT: HOBART DEPOT REDEVELOPMENT

AT: 110 GORMANSTON ROAD, MOONAH TAS 7009

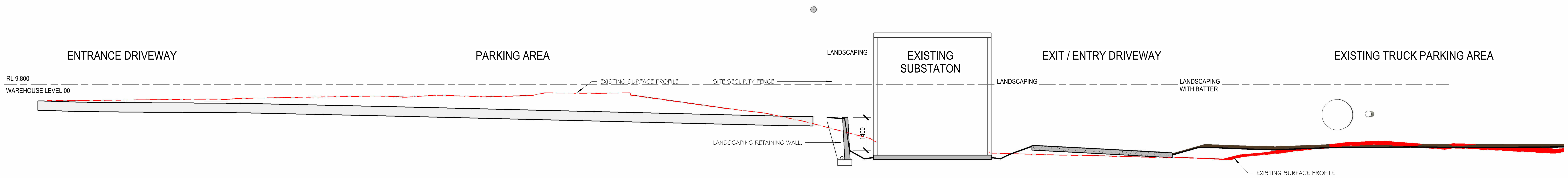
FOR: DE BRUYN'S TRANSPORT

DRAWING: SHED SECTIONS

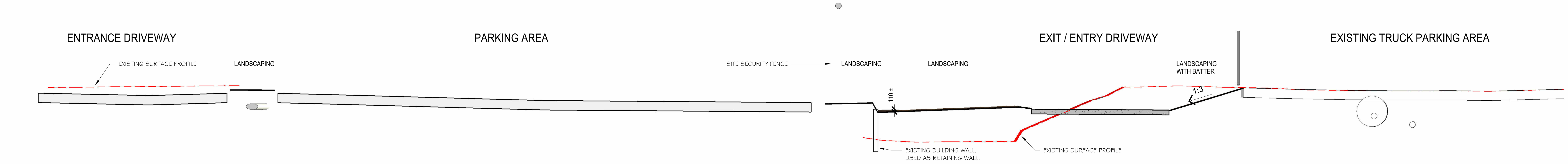
DESIGNED: CGB DRAWN: RCP CHECKED: GHN

SCALES: 1 : 100 AT A1

PROJECT No. 23.041 DRAWING No. Ap11 REV. 002



SECTION 5 Ap02
SCALE 1 : 100



SECTION 1 Ap02
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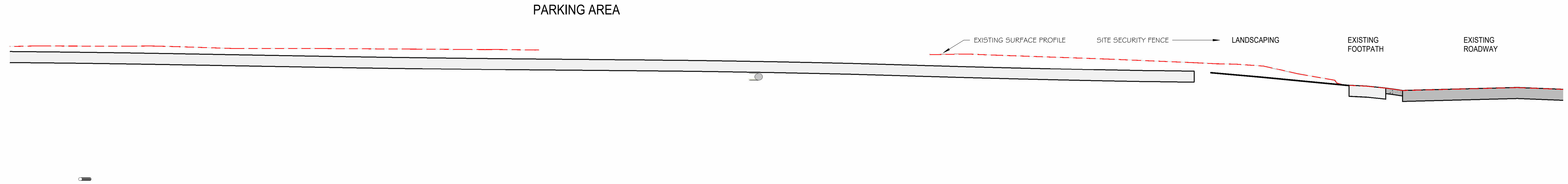

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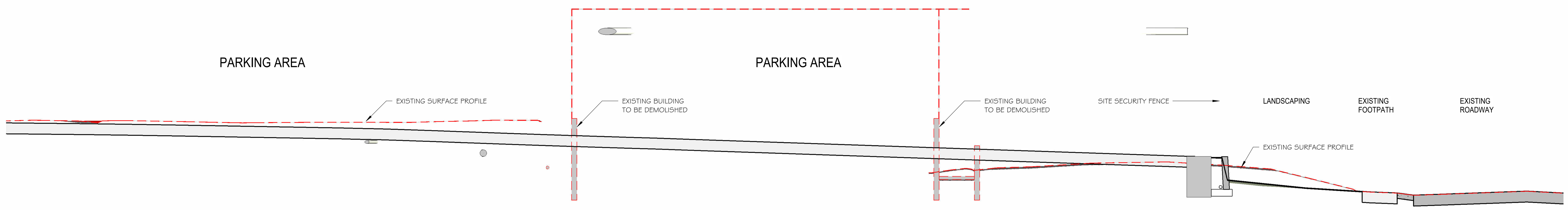
SCALE 1 : 100



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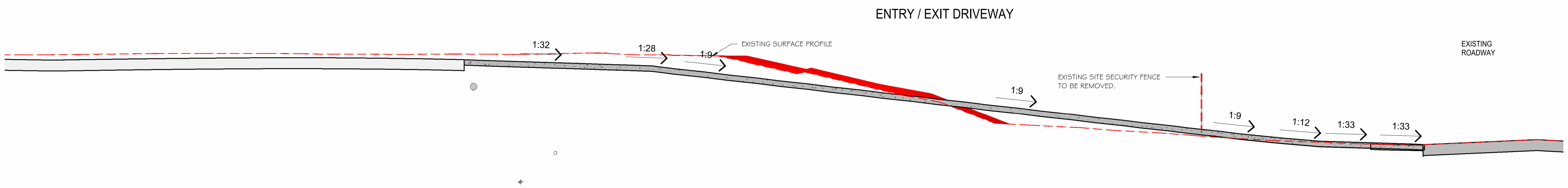

SECTION 3 Ap02
SCALE 1 : 100

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ISSUE.	DATE	ISSUED FOR
001	29.10.25	SECTIONS ADDED. VEHICLE RAMP GRADES ALTERED
002	11.12.25	DEVELOPMENT APPLICATION REVISION

PROJECT: HOBART DEPOT REDEVELOPMENT

AT: 110 GORMANSTON ROAD, MOONAH TAS 7009

FOR: DE BRUYN'S TRANSPORT

DRAWING: SITE SECTIONS

DESIGNED: CGB DRAWN: RCP CHECKED: GHN

SCALES: 1 : 100 AT A1

PROJECT No. 23.041 DRAWING No. Ap12 REV. 002