

GLENORCHY PLANNING AUTHORITY

AGENDA

TUESDAY, 14 MARCH 2017



GLENORCHY CITY COUNCIL

- * *The General Manager certifies that the reports contained in this Agenda have been written by qualified persons under Section 65 of the Local Government Act 1993.*
- * Aldermen with an interest or concern in relation to a particular item on this Agenda, are invited to attend the meeting.
- * All application information is available to Aldermen for inspection upon request to the relevant Planning Officer.

Chairperson: Commissioner Sue Smith

Hour: 3.00 p.m.

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1. PLANNING AUTHORITY DECLARATION
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The Chairperson stated that the Glenorchy Planning Authority intended to act as a Planning Authority under the Land Use Planning and Approvals Act 1993.

2. APOLOGIES/LEAVE OF ABSENCE

3. PECUNIARY INTERESTS

4. CONFIRMATION OF MINUTES

That the minutes of the Glenorchy Planning Authority Meeting held on 27 February 2017 be confirmed.

5. PROPOSED USE AND DEVELOPMENT - ALTERATIONS AND ADDITIONS TO CAFE AND TAKE AWAY FOOD PREMISES (FOOD SERVICES) RELYING ON PERFORMANCE CRITERIA - MCDONALDS MOONAH - 184-190 MAIN ROAD, MOONAH

Author: Planning Officer (Sylvia Jeffreys)

Qualified Person: Planning Officer (Sylvia Jeffreys)

Property ID: 7599175

REPORT SUMMARY:

<i>Application No.:</i>	PLN-16-236
<i>Applicant:</i>	Centrum Architects
<i>Owner:</i>	McDonalds Australia
<i>Zone:</i>	Commercial
<i>Use Class</i>	Food Services
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	E6.4 Number of car parking spaces (The proposal meets all other applicable standards as demonstrated in the attached appendices)
<i>Level 2 Activity?</i>	No
<i>42 Days Expires:</i>	20 Mar 2017
<i>Existing Land Use:</i>	Food Service
<i>Proposal In Brief:</i>	Alterations and additions to Cafe & Take Away food premises (Food Services) relying on performance criteria
<i>Representations:</i>	0
<i>Recommendation:</i>	Approval, subject to conditions

REPORT IN DETAIL:

The application is for alterations to the existing single lane drive-through arrangements so that there would be a dual drive-through lane. This would necessitate alterations to the existing car park and relocation of a canopy, as well as new signage and landscaping.

The carpark alterations would result in the loss of six parking spaces to make way for the new drive-through lane and alterations to the circulation aisle.

The existing canopy would be removed and a new canopy would be installed on a steel frame with a new illuminated sign reading 'Order Here'. The new canopy would be approximately 6m further to the west. The canopy would be 3.15m wide 3.15m long and 3.25m high.

As part of the changes, there would be two new illuminated freestanding signs, one would be a menu board sign 2.233m x 0.797m and the other a directional sign with the wording 'drive through' and the logo 2.3m x 0.7m. The proposal also includes the erection of traffic signage (Fig. 1).

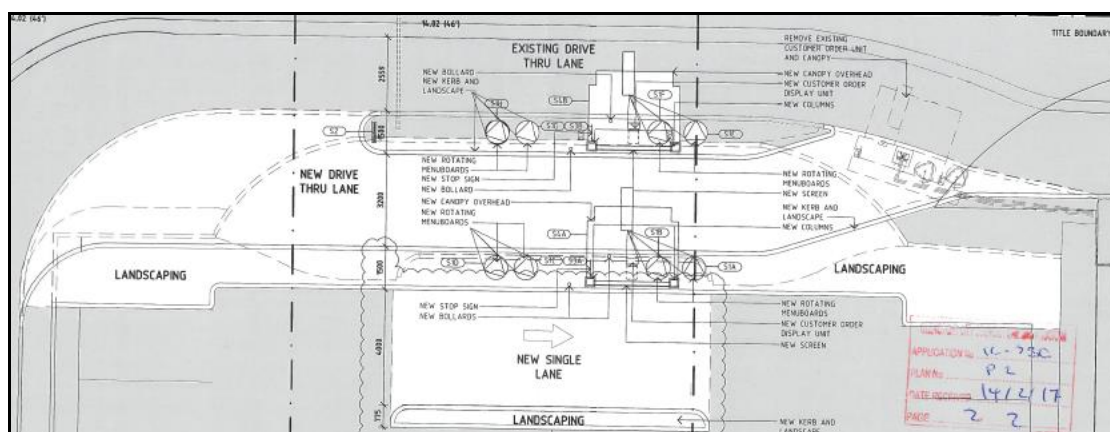


Figure 1: Proposal Plan - Centrum Architects

SITE and LOCALITY

The subject site is located on the north-west corner of Main Road and Maxwell Street in Moonah and is known as 184-190 Main Road, Moonah. The property has an irregular shape with an area of 4242m². A McDonalds restaurant and take-away occupies the site. There is parking at the front and the rear of the restaurant for fifty-seven cars. There is an access off Main Road and a second access of Maxwell Street. The access off Maxwell Street gives access to the drive-through, which traverses along the rear boundary to the western side of the site where there is an ordering station at the rear of the building. The new ordering point would be further to the west, approximately 24.9m from the rear boundary and 2m from the side boundary. The site is shown in Figure 2 below.



Figure 2: Subject Site - Council Database 2016

The locality of the site contains a mixture of commercial, industrial and residential development. On the opposite side of Main Road there are showrooms, ambulance headquarters and TasWater offices. On the south side of Maxwell Street is another large take-away food restaurant. To the north, there is a showroom, another take-away and an electrical warehouse. Adjoining at the rear of the property are dwellings with non-conforming use rights. The locality is shown in Figure 3 below.

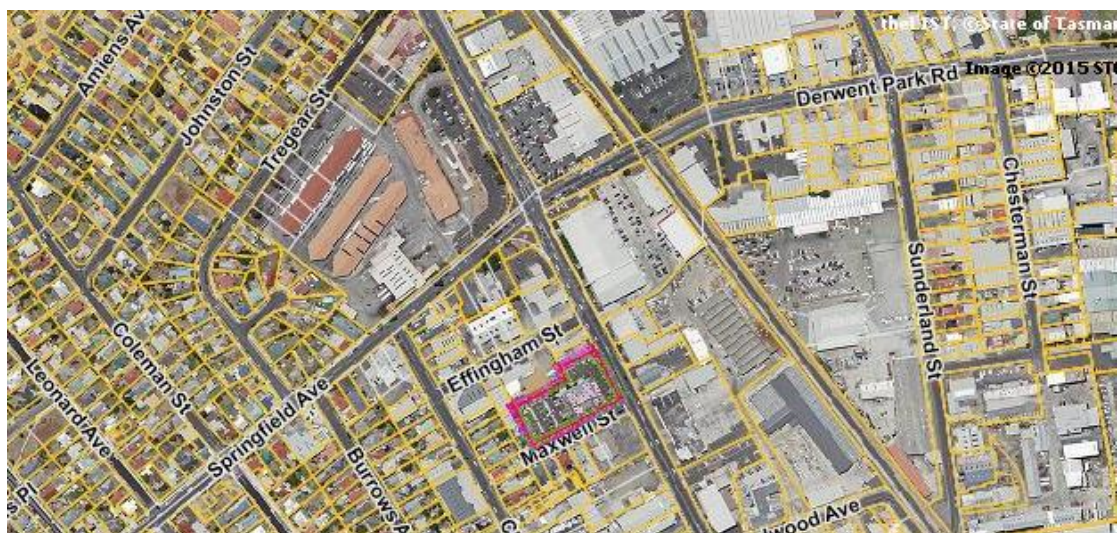


Figure 3: Locality - Council Database 2016

ZONE

The subject property is located within the Commercial Zone (Medium Slate Blue) and is surrounded by the Light Industrial Zone (Fuchsia). The zoning is shown in Figure 4 below.

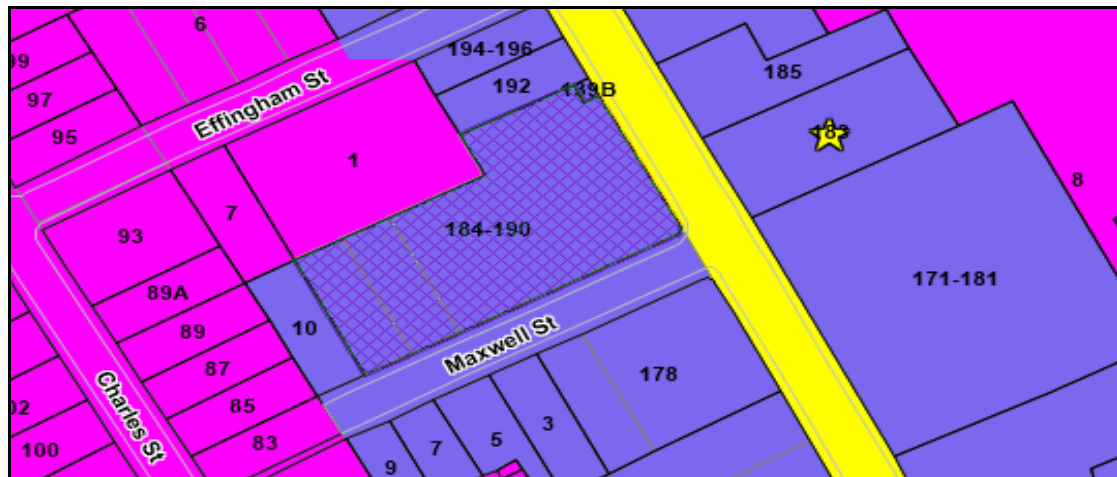


Figure 4: Zoning Map - GIPS 2015

BACKGROUND

The following permits were determined for the site:

- DA 15/89 – For the use of constructing a Restaurant – approved 27/02/89
The above permit required 41 parking spaces
- DA 83/89 – Erecting a sign - Approved 1989
- DA 127-96 – Extension of McDonalds restaurants – approved 02/09/97
The above permit did not require additional parking but did calculate the parking requirement which was 57 parking spaces, which were shown on the endorsed plans. The permit restricted seating to 162 customers.
- DA196-97 Illuminated Sky Sign – approved 07/11/97
- PLN-03-01742 - Partial Change of Use to Cafe, Signage & Access Works - approved 14/04/03
No requirement for additional parking
- PLN-06-04120 - Alterations New menu displays in drive through lane – approved 23/08/06
- PLN-08-0373 - Increase in operating hours to 24 hours per day, 7 days per week - Refused 22/03/10
- PLN-10-074 - Alterations and additions to restaurant and signage - approved 04/06/10
No requirement for additional parking

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

There are no inconsistencies with any other State Policies or with the objectives of the Land Use Planning and Approvals Act 1993 (LUPAA).

A condition is recommended requiring appropriate soil and water management to prevent erosion and the transport of sediments into surface waters, consistent with the State Policy on Water Quality Management.

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil.

Limited Exemptions

Nil.

Planning Scheme Operation (Does a SAP or Code override Zone provisions?)

No Specific Area Plan applies. The *E6.0 Parking and Access Code* applies and therefore prevails over relevant Zone provisions, where there is any conflict.

Use Class Description (Table 8.2):

The use classifications are listed in Table 8.2 Use Classes of the Scheme. The use is categorised as follows:

Food services

Use of land for preparing or selling food or drink for consumption on or off the premises. Examples include a cafe, restaurant and take-away food premises.

Other relevant definitions (Clause 4.1):

Planning terms and definitions are contained in clause 4.1 of the Scheme where the following is relevant:

Take away food premises

Means use of land to prepare and sell food and drink primarily for immediate consumption off the premises.

8.8 Discretionary Use or Development

8.8.1 The planning authority has a discretion to refuse or permit a use or development if:

- (a) the use is within a use class specified in the applicable Use Table as being a use which is discretionary;
- (b) the use or development complies with each applicable standard but relies upon a performance criterion to do so; or

- (c) it is discretionary under any other provision of the planning scheme,
- (d) and the use or development is not prohibited under any other provision of the planning scheme.

The proposal relies on the Performance Criteria because it does not meet the following acceptable solutions:

- E6.4 Number of car parking spaces

Part C: Special Provisions

Nil

Part D: Zones

The land is within the Commercial zone and the following Scheme zone purpose statements, use table, use standards and/or development standards apply to this proposal:

Zone Purpose Statements

The zone purpose statements are contained in clause 23.1.1 and are as follows:

- To provide for large floor area retailing and service industries.
- To provide for a mix of activities that cannot be accommodated in other Activity Centres and does not compromise the viability of those Centres.
- To provide for development that requires high levels of vehicle access and car parking for customers.

Comment

It is considered that the proposal would meet the above intent. The use of a Food service is 'permitted' within the Commercial zone as it is a preferred use. Whilst there is discretion in terms of car parking spaces, it is considered that the site can accommodate anticipated demand.

Use Table

The use of Food Services is 'permitted' within the Commercial Zone in clause 23.3 Use Table.

Use Standards

There are standards in regards to Hours of Operations, Noise, External Lighting and Commercial Vehicle Movements in clause 23.2 Use Standards. There is no change proposed in the way the restaurant operates, so that the standards are not applicable.

Development Standards for Buildings or Works

The proposal includes a canopy that meets all the acceptable solutions in terms of height and setbacks, as demonstrated in the attached Appendix.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E6.0 Parking and Access Code

The application does not include any changes to the floor area and does therefore not require any additional parking spaces. However, the proposal would result in a reduction of the existing number of parking spaces. The proposal would provide for fifty-one parking spaces where fifty-seven spaces were previously required.

The restaurant has an area of 423m² and 123 seats. The parking rate for Food Services is 15 spaces per 100m² or 1 space for every 3 seats, whichever is greater, in Table E6.1 Number of Car Parking Spaces. This normally would need provision of sixty-three spaces based on floor area or forty-one spaces based on seating. However, in this instance the permit requirement is applicable. The permit is DA 127-96 which requires fifty-seven spaces and has a restriction for 162 seats and was granted under the previous Scheme.

The proposal does not meet the Acceptable Solution in E6.6.1 A1 and therefore relies on the Performance Criteria in E6.6.1 as follows:

E6.6.1 – P1 Number of Car Parking Spaces

The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:

- (a) car parking demand;*
- (b) the availability of on-street and public car parking in the locality;*
- (c) the availability and frequency of public transport within a 400m walking distance of the site;*
- (d) the availability and likely use of other modes of transport;*
- (e) the availability and suitability of alternative arrangements for car parking provision;*
- (f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;*
- (g) any car parking deficiency or surplus associated with the existing use of the land;*
- (h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;*
- (i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;*

- (j) any verified prior payment of a financial contribution in lieu of parking for the land;*
- (k) any relevant parking plan for the area adopted by Council;*
- (l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;*
- (m) whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Schedule.*

The application first proposed the loss of four spaces, which was later revised to six spaces so to achieve improved circulation arrangements. The applicant submitted revised plans for the parking layout alterations, accompanied by an assessment from a Consultant of the parking provision. The assessment indicated that the demand generated was less than the rate based on floor space and more in line with the rate based on seating. These assertions were founded on the restaurant having a large proportion of 'back of house' area and based on experiences in Victoria of other McDonald's Restaurants. It is also anticipated that the second lane would reduce the queuing cars from spilling into the carpark.

The proposal therefore, meets criteria (a) above. It is also noted that Main Road is a major transport corridor where public transport is readily available. The proposal therefore meets criteria (c) and (d) above. The proposal also meets the criteria of (g) as the last permit required a lesser amount of parking than under the current provisions. There is no parking plan for the locality so that cash-in-lieu would not be applicable. The proposal meets all the relevant criteria of the Performance Criteria above.

Overall, the parking arrangements were assessed by the Development Engineer and were found to be satisfactory. For further comments, please refer to the assessment by the Development Engineer later in this report.

E17.0 Signs Code

The application includes two illuminated ground based panel signs. One would be a menu board sign 2.233m x 0.797m (1.563m²) and the other a directional sign with the wording drive through and the logo 2.3m x 0.7m (1.61m²). The proposal also includes the erection of traffic signage.

E17.3 Definition of Terms

The proposal is for a ground based panel sign which is defined in 17.3.2 as follows:

Ground Based Sign

Means a sign permanently attached to the ground on its own supportive structure, independent of any building, primarily intended to identify the premises or its access on arrival and not be seen from a distance. Does not include a pole or pylon sign or ground based panel sign.

E17.4 Use and Development Exempt from this Code

The proposed signage is not listed in the exemptions, but is permitted as it meets all the Acceptable Solutions.

E17.6.1 Use of Signs

The proposed sign accords with the standard in E17.6.1 Use Standard as it is a 'permitted' sign within the Commercial Zone and relates to the site to which it is affixed; does not contain flashing lights, moving parts or changing messages; and is not an illuminated sign within 30m of a residential use.

E17.7.1 Development Standards

The proposed signage is in accordance with Table E17.3 Status of Signs in Zone as it is a permitted sign. The signage also accords with Table E17.2 Sign Standard as the signs comply with the maximum height of 2.5m and are less than 2.5m² in area. Therefore the signage meets the Acceptable Solution in E17.7 A1.

The proposed signage also meets all the other criteria of the Acceptable Solution in terms of number of signs per frontage, not obscuring a statutory sign and not resembling a statutory sign

PART F: Specific Area Plans

Nil.

INTERNAL REFERRALS**Development Engineer*****Comments***

The development proposes alterations and additions to existing café and Take Away resulting from a dual drive-thru lane. The proposed works necessitate changes to the car parking layout, including the reduction in car parking from the current provision of 57 car parking spaces to 51 car parking spaces on-site.

Traffic, Access & Parking

The developer has provided the report prepared by GTA Consultants addressing the parking demand matter; and the report concludes that the car parking layout and number of parking spaces meet the relevant standards and the planning scheme requirements.

GCC Services (Stormwater)

There are no GCC stormwater mains affected by this application and there will be no significant additional stormwater runoff created by the proposal.

Other

Geoscience issues

There are no Geotechnical issues identified through Council's records that affect the application.

Flooding/Inundation issues

There are no flooding impacts identified through Council's records that affect the application.

EXTERNAL REFERRALS

TasWater

Pursuant to the Water and Sewerage Industry Act 2008 (TAS) Section 56P(2)(a) TasWater does not object to the proposed development and no conditions are imposed.

REPRESENTATIONS

The application was advertised for the statutory 14-day period with no representation being received.

CONCLUSION

The application is for drive-through alterations at McDonalds in Moonah, which results in a reduction of six car parking spaces, a relocation of a canopy and two new ground based signs. The proposal also includes traffic signs.

The signage is exempt from the Signs Code as it meets all Acceptable Solutions. The canopy is permitted as it complies with all Acceptable Solutions and does not raise any issues. However, the car parking shortfall relies on the Performance Criteria and is therefore discretionary.

The parking shortfall was assessed to meet the Performance Criteria, in particular in regards to demand generated. The applicant provided revised plans to improve circulation which was to the satisfaction of the Development Engineer.

There were no representations received during the statutory 14-days advertising.

Overall, the application is assessed as acceptable.

Recommendation:

That a permit be granted for the use and development of Alterations and additions to Cafe & Take Away food premises (Food Services) relying on performance criteria at McDonalds Moonah 184-190 Main Road Moonah subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-16-236 and Drawing No. P1 submitted on 26/10/16 pages 1, 4, 5, 6 and Drawing No. P2 submitted on 14/02/17 pages 1 and 2 (parking layout), except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater, and set out in the attached Appendix A, form part of this permit.

Engineering

3. Prior to the issuing of a Building Permit Approval or the commencement of works on site, including demolition (whichever occurs first), submit a Soil and Water Management Plan detailing proposed sediment and erosion control measures to the satisfaction of to be approved by the Council's Development Engineer. The approved control measures must be installed prior to any disturbance of soil or construction activity such as concrete cutting, demolition and must be regularly inspected and maintained during the construction and demolition period to prevent soil and other materials entering the local stormwater system, roadways or adjoining properties. The approved control measures must remain in place until such time as all construction activity likely to generate sediment has been completed or all disturbed areas have been stabilised using vegetation and/or restored or sealed to the satisfaction of the Council. The approved Soil and Water Management Plan (SWMP) forms part of this permit and must be complied with.

Advice: For further information please refer to the Soil and Water Management Fact Sheets published by the Department of Environment, Parks, Heritage and the Arts. These are available from Council or online at www.derwentestuary.org.au.

4. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
5. The design and construction of the driveway, parking, drive-thru and turning areas must generally comply with the Australian Standard, Parking facilities, Part 1: Off-Street Car parking, AS 2890.1 – 2004, to the satisfaction of the Council's Development Engineer. Detailed engineering drawings showing the driveway and manoeuvring areas, internal service lines and connections to service mains, surface drainage collection, pavement composition and finished levels must be in accordance with the Australian Standard AS 2890.1 – 2004 Off-Street Parking and submitted with the Building Application for approval by Council's Development Engineer. The proposed driveway, access and parking must comply with the following:-
 - Be constructed to a sealed finish and properly line-marked in accordance with the approved plan P2 DWG. No. DA01 and DA02 dated 14/02/2017;

- All runoff from paved and driveway areas must be discharged into Council's stormwater system;
- The gradient of any parking areas must not exceed 5%;
- Minimum carriageway width is to be no less than 3.0 metres;

To comply with the above requirements, the developer must submit engineering drawings demonstrating compliance with the requirements to the satisfaction of Council's Development Engineer prior to the issuing of the Building Permit.

Advice to Applicant

This advice does not form part of the permit but is provided for the information of the applicant.

Other Permits

Please be aware that this planning permit is a planning approval issued under the Glenorchy Interim Planning Scheme 2015. You should consult with an accredited Building Surveyor prior to commencing this use or work to ensure all relevant requirements of the Building Act 2016 are complied with. In addition to this planning permit, a building permit and/or plumbing permit may also be required. If further clarification is required, please contact Council's Building Section on 62166800.

APPENDIX**E6.0 Parking and Access Code**

Standard	Acceptable Solution	Proposed	Complies?
E6.6 Use Standards			
E6.6.1 Number of Car Parking Spaces	A1 The number of on-site car parking spaces must be: (a) no less than the number specified in Table E6.1 and no more than 10% greater than that number; except if: (i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (ii) this provision was not used in this planning scheme.	51	Discretion See report
E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability	A1 Car parking spaces provided for people with a disability must: (a) satisfy the relevant provisions of the Building Code of Australia; (b) be incorporated into the overall car park design; (c) be located as close as practicable to the building entrance.	Provided	Yes
E6.6.3 Number of Motorcycle Parking Spaces	A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.	N/A	
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.	N/A	

Standard	Acceptable Solution	Proposed	Complies?
E 6.7 Development Standards			
E6.7.1 Number of Vehicle Accesses	A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.	No change	
E6.7.2 Design of Vehicular Accesses	A1 Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.	No change	
E6.7.3 Vehicular Passing Areas Along an Access	A1 Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day; (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access.	No change	
E6.7.4 On-Site Turning	A1 On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units;	No change	

Standard	Acceptable Solution	Proposed	Complies?
	(b) it meets a road carrying less than 6000 vehicles per day.		
E6.7.5 Layout of Parking Areas	A1 The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.	Provided	Yes
E6.7.6 Surface Treatment of Parking Areas	A1 Parking spaces and vehicle circulation roadways must be in accordance with all of the following; (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.	As existing	Yes
E6.7.7 Lighting of Parking Areas	A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.	As existing	Yes
E6.7.8 Landscaping of Parking Areas	A1 Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.	No change	
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following:	N/A	

Standard	Acceptable Solution	Proposed	Complies?
	(a) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) be located within 30 m of the main entrance to the building.		
E6.7.10 Design of Bicycle Parking Facilities	A1 The design of bicycle parking facilities must comply with all the following; (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building.	N/A	
	A2 The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.	N/A	
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.	N/A	
E6.7.12 Siting of Car Parking	A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.	Provided	Yes

Standard	Acceptable Solution	Proposed	Complies?
E6.7.1.13 Facilities for Commercial Vehicles	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site.	N/A	
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.	No change	

Attachments/Annexures

- 1  Attachment - McDonalds - 184-190 Main Road, Moonah

CLOSED TO MEMBERS OF THE PUBLIC

6. APPEALS REPORT

This item is to be considered at a closed meeting of the Glenorchy Planning Authority by authority of the Local Government (Meeting Procedures) Regulations 2015 Regulation 15(4).