DEVELOPMENT APPLICATION

APPLICATION NUMBER:	PLN-26-230
PROPOSED DEVELOPMENT:	Change of use to Food Services (Café) and Children's Play Centre (Sport and Recreation)
LOCATION:	84 Main Road Moonah
APPLICANT:	Snp Moonah
ADVERTISING START DATE:	03/11/2026
ADVERTISING EXPIRY DATE:	17/11/2026

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Representations must be received by no later than 11.59 pm on **17/11/2026**, or for postal and hand delivered representations, by 5.00 pm on **17/11/2026**.

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KID'S PLAY CENTRE AND CAFE

84 Main Road, Moonah

Traffic and Car Parking Impact Statement

Prepared for: SNP Moonah Pty Ltd (ABN 80 701 511 506)

Our Reference: A2617333T | Version 1.1

20 August 2026

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DOCUMENT INFORMATION

This statement has been prepared in support of an application for a planning permit to Glenorchy City Council for a partial change of use of the premises at 84 Main Road, Moonah, from a gymnasium to a cafe with an ancillary children's play area. It assesses car parking supply and utilisation within the public car parks serving the Moonah commercial centre, car parking demand, bicycle and motorcycle parking, traffic generation, and vehicle access and circulation, against Clause C2.0 Parking and Sustainable Transport Code of the Tasmanian Planning Scheme – Glenorchy.

Project	Kid's Play Centre and Cafe, 84 Main Road, Moonah
Our Reference	A2617333T
Prepared for	SNP Moonah Pty Ltd (ABN 80 701 511 506)
Prepared by	Michael Lee (BEng), Principal, ML Traffic Engineers
Version	V1.1
Date	20 August 2026
Status	For Development Application

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TABLE OF CONTENTS

1 INTRODUCTION 5
2 SUBJECT SITE AND SURROUNDS 7
2.1 Locality 7
2.2 Road Network and Access 7
2.3 Existing Use of the Premises 8
2.4 Public Car Parking in the Vicinity 8
3 PROPOSED DEVELOPMENT 10
3.1 Land Use and Floor Area 10
3.2 Operating Hours, Staffing and Patronage 11
3.3 Car Parking, Bicycle Parking and Loading 11
4 PLANNING SCHEME PARKING REQUIREMENTS 13
4.1 Applicable Provisions 13
4.2 Car Parking and Bicycle Parking Rates 13
5 CAR PARKING SUPPLY AND UTILISATION SURVEY 15
5.1 Survey Method 15
5.2 Parking Supply and Location Reference Map 16
5.3 Friday Car Parking Supply and Utilisation 16
5.4 Saturday Car Parking Supply and Utilisation 17
5.5 Utilisation of Each Car Park 17
5.6 Assessment of Car Parking Availability 18
6 CAR PARKING ASSESSMENT 20
6.1 Acceptable Solution C2.5.1 A1 20
6.2 Assessed Car Parking Demand 21
6.3 Performance Criterion C2.5.1 P1.1 22
6.4 Bicycle Parking Numbers – Clause C2.5.2 26
6.5 Motorcycle Parking Numbers – Clause C2.5.3 26
7 TRAFFIC GENERATION AND ROAD NETWORK IMPACT 28
7.1 Basis of Rates 28
7.2 Assessed Traffic Generation 28
7.3 Impact on the Road Network 28
8 VEHICLE ACCESS, CIRCULATION AND PARKING LAYOUT 30

Document Set ID: 3673843
Version: 1, Version Date: 02/09/2026

8.1 Access and Circulation 30
8.2 Parking Layout 30
8.3 Loading and Service Vehicles 30
9 CONCLUSIONS 31
RECOMMENDED CONDITIONS 33
10 CLAUSE C2.0 COMPLIANCE SUMMARY 34

Document Set ID: 3673843
Version: 1, Version Date: 02/09/2026

1 INTRODUCTION

ML Traffic Engineers has been commissioned by SNP Moonah Pty Ltd to prepare a Traffic and Car Parking Impact Statement in support of an application for a planning permit to Glenorchy City Council for a partial change of use of the premises at 84 Main Road, Moonah, to a cafe with an ancillary children's play area.

The premises is a tenancy within the Main Road commercial strip at Moonah, on the western side of Main Road, in the Glenorchy municipality. It is within the General Business Zone under the Tasmanian Planning Scheme – Glenorchy. The proposal is an internal fit-out and a change of use only. No building extension is proposed, no works to any car park, footpath or vehicle access are proposed, and no car parking space is lost or altered.

Four car parking spaces are provided at the rear of the tenancy, and are to be used as staff parking. No further on-site car parking is provided, and none is able to be provided. The premises is otherwise served by the two large public car parks located to the west and to the east of Main Road, which are shown as CP1 and CP2 at Figure 1 and which are the subject of the car parking supply and occupancy surveys reported at Section 5. That is the ordinary circumstance of every tenancy within the Main Road strip.

The existing lawful use of the premises is a gymnasium, which falls within the same Sports and Recreation use class as the play area component of the proposed use. Applying the change of use formula at Clause C2.5.1 A1(d)(ii), and assessing the play area and the cafe as separate use components, the Acceptable Solution requires 16 on-site car parking spaces where four are provided. The Acceptable Solution is not met on that basis, and the proposal falls to be assessed against Performance Criterion C2.5.1 P1.1. This statement provides the assessment by a suitably qualified person contemplated by matter (h) of that Performance Criterion. Where the proposal is instead characterised as a single Food Services use, as the Council officer has indicated, the Acceptable Solution is met without recourse to the Performance Criterion. Both pathways are set out at Section 6.1.

The following matters have been advised by the applicant, and this statement has been prepared on that basis.

- the tenancy has a floor area of 284 m², comprising a play area of approximately 105 m², a cafe area of 172.5 m² including the kitchen, dining area, party room and toilets, and a staff room of 5.5 m². The dining area itself is approximately 100 m²;
- the cafe is to be fitted out with approximately 30 seats, all within the dining area;

Document Set ID: 3673843
Version: 1, Version Date: 02/09/2026

- the existing lawful use of the premises is a gymnasium, which determines the value of B in the change of use formula at Clause C2.5.1 A1(d)(ii);
- the maximum number of children able to be on the premises at any one time is 40; and
- the site is not contained within a parking precinct plan, and four car parking spaces exist at the rear of the site which are to be used as staff parking.

The applicant has further advised that the Council officer considers the proposal to be a cafe with an ancillary play area, rather than a play centre, and that the applicable car parking rate would accordingly be the residual Food Services rate of 15 spaces for each 100 m² of floor area. That characterisation is addressed at Section 3.1 and at Section 6.1. The staff establishment has not been confirmed, and a figure of six staff on the premises at any one time has been adopted, that figure having been selected so as to produce the larger car parking requirement and the larger assessed demand.

Document Set ID: 3673843
Version: 1, Version Date: 02/09/2026

2 SUBJECT SITE AND SURROUNDS

2.1 Locality

The premises at 84 Main Road, Moonah, is a tenancy on the western side of Main Road, within the Moonah commercial centre in the Glenorchy municipality, approximately 5 km north of the Hobart city centre.

Main Road is the principal commercial street of Moonah and carries a continuous strip of shops, offices, food premises and community uses addressing the street on both sides. The centre is anchored by a Woolworths supermarket to the north of the premises and by a Harris Scarfe department store to the south-west, and contains a wide range of specialty retail, food service, professional and community tenancies. Public car parking for the centre is provided in two large off-street car parks, one on each side of Main Road, both of which are within a short and level walk of the premises.

The premises presents to, and is entered directly from, the Main Road footpath. It backs onto the public car park identified as CP1 at Figure 1, and four car parking spaces are provided at the rear of the tenancy between the building and that car park.

2.2 Road Network and Access

Main Road is a two-way road running generally north to south through Moonah, connecting Glenorchy to the north with New Town and the Hobart city centre to the south. It is the principal public transport corridor for that catchment. The Brooker Highway, which carries the through traffic of the corridor, lies a short distance to the east and is reached from Moonah by the local street network.

On-street parking is provided along both sides of Main Road in the vicinity of the premises and is subject to short-term restrictions. Further unrestricted and long-term on-street parking is available in the surrounding streets.

Four car parking spaces are provided at the rear of the tenancy and are reached from the adjoining public car park CP1. No vehicle crossover to Main Road serves the tenancy, no loading bay is provided, and no change to any of those arrangements is proposed. Servicing and deliveries are undertaken from the kerbside, or from the car park to the rear, in the same manner as for the adjoining tenancies.

Continuous footpaths are provided along both sides of Main Road and through both public car parks. Moonah is served by frequent Metro Tasmania bus services on Main Road in both directions. A bus stop is located directly at the frontage of the premises, on the western side of Main Road, so that patrons and

Document Set ID: 3673842
Version: 1, Version Date: 02/09/2026

staff arriving by bus alight at the door of the tenancy. The site is therefore highly accessible on foot and by bus, which is relevant to the proportion of patrons and staff who will not require a car parking space.

2.3 Existing Use of the Premises

The premises is presently fitted out and used as a gymnasium. For the purposes of the Parking and Sustainable Transport Code the existing use falls within the Sports and Recreation use class and, for the purposes of Table C2.1, within the residual category "Sports and Recreation, excluding as otherwise specified in this Table".

The floor area of the tenancy is 284 m². The car parking requirement for the existing use, which is the value of B in the change of use formula, is 50 spaces per facility and does not vary with floor area. The play area component of the proposed use falls within the same use class and attracts the same residual rate, so that the two figures offset one another in the change of use calculation at Section 6.1.

2.4 Public Car Parking in the Vicinity

Two large public car parks serve the Moonah commercial centre. Both are shown outlined at Figure 1.

The car park on the western side of Main Road, given the location reference CP1, comprises two adjoining areas, being the car park adjacent to the church with 96 spaces and the Harris Scarfe car park with 116 spaces, a total of 212 car parking spaces. All spaces within CP1 are subject to a one-hour (1P) restriction. CP1 adjoins the rear of the premises.

The car park on the eastern side of Main Road, given the location reference CP2, provides 224 car parking spaces subject to a three-hour (3P) restriction. CP2 is reached from the premises by crossing Main Road at the existing signalised and pedestrian crossing facilities.

The two car parks together provide 436 public car parking spaces. Both are sealed, line-marked, drained and lit, and both have their spaces arranged at 90 degrees to two-way aisles. Accessible car parking spaces are provided within the public car parks. The number and location of those spaces is a matter for the car park owner and is not altered by the proposal.

A further public car park, Moonah Central Parking, is located to the north of the premises behind the Woolworths supermarket. It lies outside the surveyed area and has not been counted in this assessment. The residual capacity reported in this statement is therefore understated.

Document Set ID: 3673843
Version: 1, Version Date: 02/09/2026

Document Set ID: 3673843
Version: 1, Version Date: 02/09/2026

3 PROPOSED DEVELOPMENT

3.1 Land Use and Floor Area

The proposal is a partial change of use of the premises from a gymnasium to a cafe with an ancillary indoor play area for children, together with an internal fit-out. The play area is for children aged 0 to 6 years, who attend accompanied by a parent or carer.

The characterisation of the use under the Tasmanian Planning Scheme is not settled, and two characterisations have been assessed. Under the first, the play area falls within the Sports and Recreation use class and, for the purposes of Table C2.1, within the residual category "Sports and Recreation, excluding as otherwise specified in this Table", while the cafe falls within the Food Services use class and is assessed within the "Restaurant" category, that being the category which most closely describes a cafe at which patrons are seated and served. Under the second, which is the characterisation indicated by the Council officer, the whole of the tenancy is a single Food Services use, being a cafe with an ancillary play area, and is assessed within the residual category "Food Services, excluding as otherwise specified in this Table" at 15 spaces for each 100 m² of floor area.

The first characterisation produces the larger car parking requirement and has accordingly been adopted as the primary basis of this assessment. The second is addressed at Section 6.1 as an alternative. The conclusions of this statement do not depend upon which characterisation is preferred.

Note (4) to Table C2.1 requires that, where a proposal contains multiple use classes, the car parking requirement be calculated as the sum of the requirements for each individual use component. The two components have accordingly been assessed separately and summed.

The floor areas of the proposed development are set out below.

Component	Proposed
Total floor area of the tenancy	284 m²
Play area	105 m²
Cafe, including kitchen, dining area, party room and toilets	172.5 m²
Dining area within the cafe	Approximately 100 m²
Staff room	5.5 m²
Cafe seats	30
Outdoor dining	None

Table 1: Floor Areas of the Proposed Development

Document Set ID: 3673843
Version: 1, Version Date: 02/09/2026

No extension to the building, no change to the tenancy envelope, no new vehicle access and no works within any car park are proposed.

3.2 Operating Hours, Staffing and Patronage

The operating characteristics of the proposed use are set out below. The staff establishment is an adopted figure, and should be confirmed by the applicant before the statement is lodged.

Item	Adopted for the Assessment
Hours of operation	9:00 am to 5:00 pm, seven days a week
Age range of children	0 to 6 years
Maximum children on the premises at any one time	40
Average children per family group	1.5
Family groups on the premises at any one time	27
Average length of a visit	1 hour 45 minutes
Cafe seats	30
Staff on site at any one time	6
Car parking spaces at the rear of the tenancy	4, to be used as staff parking
Deliveries	One to two per day, by courier or small van

Table 2: Adopted Operating Characteristics

A play area for children aged 0 to 6 years is attended by children accompanied by a parent or carer. It does not generate the unaccompanied arrivals and departures of a use catering for school aged children, and it does not trade in the after-school period in the way that such a use would. Its busiest periods are the mid-morning period on a weekday, when parents and carers of pre-school children attend, and the middle of the day at weekends. Demand falls away through the afternoon, and the use closes at 5:00 pm, before the evening peak on the road network.

The number of patrons able to be on the premises at any one time is fixed by the capacity of the play area, and the number of vehicles is fixed in turn by the number of family groups rather than by the number of children. That is a materially different demand profile from that of the existing gymnasium, and from that of a shop, which draws unbooked passing and destination trade and peaks with the trading peaks of the centre.

3.3 Car Parking, Bicycle Parking and Loading

Four car parking spaces are provided at the rear of the tenancy, and are to be used as staff parking. No further on-site car parking is provided, and the site has

Document Set ID: 3673842
Version: 1, Version Date: 02/09/2026

no capacity to accommodate any. The balance of the car parking demand of the use will be met from the public car parks CP1 and CP2, from Moonah Central Parking, and from on-street parking in the vicinity, in the same manner as for every other tenancy in the Main Road strip.

Bicycle parking is addressed at Section 6.4. Dedicated bicycle hoops are provided at 25 Albert Road, Moonah, approximately 180 m from the premises. It is recommended that four bicycle parking spaces be provided on the site, or within 50 m of the site, in accordance with AS 2890.3.

Clause C2.5.4 (Loading Bays) applies only to the Bulky Goods Sales, General Retail and Hire, Manufacturing and Processing and Storage use classes, and therefore does not apply to either component of the proposed use. In any event, the Acceptable Solution requires a loading bay only for uses with a floor area of more than 1,000 m² in a single occupancy, and the tenancy has a floor area of 284 m². Deliveries to the use are small, are made by courier or small van, and are able to be undertaken from the kerbside or the rear car park in the same manner as for the adjoining tenancies.

Document Set ID: 3673843
Version: 1, Version Date: 02/09/2026

4 PLANNING SCHEME PARKING REQUIREMENTS

4.1 Applicable Provisions

The application is assessed under Clause C2.0 Parking and Sustainable Transport Code of the Tasmanian Planning Scheme – Glenorchy.

Clause C2.5.1 A1 excludes from its operation a site which is subject to a parking plan for the area adopted by the council, a site contained within a parking precinct plan and subject to Clause C2.7, and a site subject to Clause C2.5.5. Clause C2.5.5 applies only within the General Residential Zone and the Inner Residential Zone, and does not apply to the site. The applicant has advised that the site is not contained within a parking precinct plan, and this statement proceeds on that basis and on the basis that the site is not subject to a parking plan for the area adopted by the Council.

Both of those matters should nonetheless be confirmed with the Council, being matters of Council mapping. Either would remove the requirement for on-site car parking and would resolve the car parking numbers standard without recourse to Performance Criterion P1.1. In the case of a parking precinct plan, Acceptable Solution C2.7.1 A1 requires that on-site car parking not be provided, or not be increased above existing parking numbers, which the proposal satisfies on its face because the four existing car parking spaces are retained and no additional on-site car parking is proposed.

The proposal is a change of use, and the change of use provisions at Clause C2.5.1 A1(d) are accordingly the relevant part of the Acceptable Solution.

4.2 Car Parking and Bicycle Parking Rates

The rates specified in Table C2.1 for the existing and the proposed use are as follows.

Document Set ID: 3673843
Version: 1, Version Date: 02/09/2026

Use	Table C2.1 Category	Car Parking Rate	Bicycle Parking Rate
Existing use (gymnasium)	Sports and Recreation, excluding as otherwise specified in this Table	50 spaces per facility	No requirement
Proposed use – play area (first characterisation)	Sports and Recreation, excluding as otherwise specified in this Table	50 spaces per facility	No requirement
Proposed use – cafe (first characterisation)	Food Services – Restaurant	1 space per 15 m² of floor area, including any outdoor dining areas	1 space per 75 m² of floor area
Proposed use – whole tenancy (second characterisation)	Food Services, excluding as otherwise specified in this Table	15 spaces per 100 m² of floor area	1 space per 75 m² of floor area

Table 3: Applicable Rates from Table C2.1

Note (3) to Table C2.1 requires fractions of a space to be rounded to the nearest whole number, so that a full number of spaces is provided for any fraction of a quota of floor area or number of employees. That note has been applied throughout.

The rate of 50 spaces per facility for the Sports and Recreation use class is a residual rate. It applies to every facility within that use class which is not one of the specified categories in Table C2.1, and it takes no account of the floor area of the facility, of the number of persons able to be accommodated within it, or of the nature of the activity. It applies to the existing gymnasium and, on the first characterisation, to the play area component of the proposed use, so that the two offset one another in the change of use calculation. Its significance for this assessment is discussed at Section 6.1.

Document Set ID: 3673843
Version: 1, Version Date: 02/09/2026

5 CAR PARKING SUPPLY AND UTILISATION SURVEY

5.1 Survey Method

A car parking supply and occupancy survey was undertaken within the two public car parks serving the Moonah commercial centre on Friday 14 August 2026 and Saturday 15 August 2026. Friday and Saturday were selected because they are the busiest trading days of the week for a supermarket-anchored commercial centre, and therefore represent the critical case for car parking availability.

The surveyed area comprises the two car parks shown outlined at Figure 1, being the car park on the western side of Main Road (CP1) and the car park on the eastern side of Main Road (CP2). The surveyed supply within those areas is 436 car parking spaces, of which 212 are subject to a one-hour (1P) restriction and 224 to a three-hour (3P) restriction. Moonah Central Parking, to the north of the premises behind the Woolworths supermarket, lies outside the surveyed area and was not counted. The residual capacity reported in this section is therefore understated.

Occupancy was counted at five times on the Friday, being 9.45 am, 11.00 am, 12.30 pm, 2.00 pm and 3.00 pm, and at four times on the Saturday, being 9.30 am, 12.15 pm, 2.00 pm and 3.15 pm. The count times were selected to bracket the mid-morning and lunchtime trading peaks of the centre, to capture the early afternoon period, and to fall within the hours in which the proposed use would operate.

The location references CP1 and CP2 are shown on the survey map at Figure 1 and in the second column of the car parking supply and utilisation tables at Table 4 and Table 5.

Sunday was not surveyed. Retail activity within the Moonah centre on a Sunday is materially lower than on a Saturday, and the residual car parking capacity available on a Sunday would be expected to exceed that recorded on the Saturday.

Document Set ID: 3673842
Version: 1, Version Date: 02/09/2026

5.2 Parking Supply and Location Reference Map



Figure 1: Car Parking Survey Location Reference Map

The location references shown on the map above, CP1 and CP2, correspond to the location references given in the second column of the car parking supply and utilisation tables which follow. The premises at 84 Main Road is outlined in white on the western side of Main Road, between the two car parks.

5.3 Friday Car Parking Supply and Utilisation

Location	Ref	Restriction	Supply Other Times	9.45 am	11.00 am	12.30 pm	2.00 pm	3.00 pm
Car Park – West (You Church)	CP1	1P	96	37	49	53	46	35
Car Park – West (Harris Scarfe)	CP1	1P	116	68	81	78	76	59
Car Park – East	CP2	3P	224	209	217	219	203	168
Off-Site Parking Capacity			436					
Number of Parked Cars				314	347	350	325	262
Number of Vacant Spaces				122	89	86	111	174
Utilisation of Supply				72%	80%	80%	75%	60%

Table 4: Car Parking Supply and Utilisation, Friday 14 August 2026 (Number of Parked Cars)

Document Set ID: 3673842
Version: 1, Version Date: 02/09/2026

Peak utilisation across the two car parks on the Friday was 80 per cent, recorded at both the 11.00 am and the 12.30 pm counts, when 89 and 86 car parking spaces respectively were vacant within the surveyed area. Utilisation fell through the afternoon to 60 per cent at 3.00 pm, when 174 spaces were vacant.

5.4 Saturday Car Parking Supply and Utilisation

Location	Ref	Restriction	Supply Other Times	9.30 am	12.15 pm	2.00 pm	3.15 pm
Car Park – West (You Church)	CP1	1P	96	17	38	46	37
Car Park – West (Harris Scarfe)	CP1	1P	116	19	65	53	46
Car Park – East	CP2	3P	224	133	135	143	138
Off-Site Parking Capacity			436				
Number of Parked Cars				169	238	242	221
Number of Vacant Spaces				267	198	194	215
Utilisation of Supply				39%	55%	56%	51%

Table 5: Car Parking Supply and Utilisation, Saturday 15 August 2026 (Number of Parked Cars)

Peak utilisation across the two car parks on the Saturday was 56 per cent, recorded at the 2.00 pm count, when 194 car parking spaces were vacant. Utilisation did not exceed 56 per cent at any Saturday count, and no fewer than 194 spaces were vacant at any count.

5.5 Utilisation of Each Car Park

The combined figures at Table 4 and Table 5 conceal a material difference in the performance of the two car parks. Each car park has accordingly been analysed separately.

Measure	CP1 – West (1P, 212 spaces)	CP2 – East (3P, 224 spaces)
Friday highest occupancy (vehicles)	131 at 12.30 pm	219 at 12.30 pm
Friday peak utilisation	62%	98%
Friday lowest number of vacant spaces	81	5
Friday average number of vacant spaces	96	21
Saturday highest occupancy (vehicles)	103 at 12.15 pm	143 at 2.00 pm
Saturday peak utilisation	49%	64%
Saturday lowest number of vacant spaces	109	81
Saturday average number of vacant spaces	132	87

Table 6: Utilisation of Each Car Park

CP2, on the eastern side of Main Road, is effectively full through the middle of a Friday. It reached 98 per cent utilisation at the 12.30 pm count, with five

Document Set ID: 3673843
Version: 1, Version Date: 02/09/2026

spaces vacant, and was at or above 91 per cent at every Friday count before 3.00 pm.

CP1, on the western side of Main Road and immediately adjacent to the rear of the premises, behaved quite differently. It did not exceed 62 per cent utilisation at any Friday count, and had between 81 and 118 car parking spaces vacant at every count, with an average of 96 spaces vacant across the five counts.

On the Saturday both car parks had substantial residual capacity at every count. CP1 had between 109 and 176 spaces vacant and CP2 between 81 and 91 spaces vacant.

The time restrictions applying to the two car parks differ, and that difference is material to the assessment. CP1 is signed 1P and CP2 is signed 3P. The residual capacity within CP1 is therefore suited to the short visits associated with the cafe and with convenience retailing, while the residual capacity within CP2 is suited to a visit of the length anticipated at the play area. This matter is addressed at Section 6.3 and in the recommended conditions.

5.6 Assessment of Car Parking Availability

The results of the two surveys are summarised below.

Measure	Friday 14 August 2026	Saturday 15 August 2026
Surveyed supply (spaces)	436	436
Highest occupancy (vehicles)	350 at 12.30 pm	242 at 2.00 pm
Peak utilisation	80%	56%
Lowest number of vacant spaces	86	194
Highest number of vacant spaces	174	267
Average utilisation across the counts	73%	50%
Average number of vacant spaces	116	218

Table 7: Summary of Car Parking Supply and Utilisation

Six conclusions follow from the surveys.

- First, the public car parking serving the Moonah commercial centre is not at capacity at any surveyed time on either day. Peak utilisation was 80 per cent on the Friday and 56 per cent on the Saturday. No fewer than 86 car parking spaces were vacant at any Friday count, and no fewer than 194 at any Saturday count.
- Second, the residual capacity is not evenly distributed. CP2 is effectively full through the middle of a Friday, with five spaces vacant at the peak, while CP1, which adjoins the rear of the premises, had between 81 and 118 spaces vacant at every Friday count.

Document Set ID: 3673842
Version: 1, Version Date: 02/09/2026

- Third, on the Saturday both car parks had substantial residual capacity at every count, with a combined minimum of 194 vacant spaces and a combined average of 218.
- Fourth, the one-hour restriction in CP1 and the three-hour restriction in CP2 mean that the two bodies of residual capacity suit different lengths of stay. That is a management matter rather than a question of the adequacy of the supply, and is dealt with in the recommended conditions.
- Fifth, the figures exclude Moonah Central Parking, which was not surveyed and which provides further public car parking capacity within a short walk of the premises.
- Sixth, Sunday was not surveyed. Trading activity in the centre on a Sunday is materially lower than on a Saturday, and the residual capacity on a Sunday would be expected to exceed that recorded on the Saturday.

The surveys demonstrate that there is substantial and continuous residual car parking capacity within the public car parks serving the Moonah commercial centre at all times at which the proposed use would operate.

Document Set ID: 3673843
Version: 1, Version Date: 02/09/2026

6 CAR PARKING ASSESSMENT

6.1 Acceptable Solution C2.5.1 A1

The proposal is a change of use, and Clause C2.5.1 A1(d)(ii) applies. The number of on-site car parking spaces required is calculated as N = A + (C – B), where N is the number of on-site car parking spaces required, A is the number of existing on-site car parking spaces, B is the number of on-site car parking spaces required for the existing use specified in Table C2.1, and C is the number of on-site car parking spaces required for the proposed use specified in Table C2.1.

Term	Basis	Spaces
A – existing on-site car parking spaces	Four car parking spaces at the rear of the tenancy, to be used as staff parking	4
B – requirement for the existing use	Sports and Recreation, excluding as otherwise specified in this Table, at 50 spaces per facility (gymnasium)	50
C – requirement for the proposed use, play area	Sports and Recreation, excluding as otherwise specified in this Table, at 50 spaces per facility	50
C – requirement for the proposed use, cafe	Food Services (Restaurant), 172.5 m² at 1 space per 15 m² of floor area	12
C – total requirement for the proposed use	Sum of the requirements for each use component, in accordance with note (4) to Table C2.1	62
N = A + (C – B)	4 + (62 – 50)	16

Table 8: Car Parking Calculation under Clause C2.5.1 A1(d)(ii)

The Acceptable Solution therefore requires 16 car parking spaces, of which four are provided at the rear of the tenancy. The Acceptable Solution is not met on the first characterisation, and the proposal falls to be assessed against Performance Criterion C2.5.1 P1.1.

Under the second characterisation, in which the whole of the tenancy is a single Food Services use, the requirement for the proposed use is 284 m² at 15 spaces for each 100 m² of floor area, being 42.6 spaces and, after rounding, 43 spaces. The value of B remains 50 spaces, being the requirement for the existing gymnasium. N is then 4 + (43 – 50), which is less than the four car parking spaces provided at the rear of the tenancy, so that the Acceptable Solution is met and no assessment against the Performance Criterion is required.

The assessment which follows proceeds on the first characterisation, being the less favourable of the two.

Two matters are relevant to that assessment.

Document Set ID: 3673843
Version: 1, Version Date: 02/09/2026

- First, 50 of the 62 spaces comprising the requirement for the proposed use arise from a single residual rate in Table C2.1 of 50 spaces per facility. That rate applies to every facility within the Sports and Recreation use class which is not separately specified in the Table, and it is directed at facilities such as sports grounds, clubrooms and recreation centres. It takes no account of the floor area of the premises, of the number of persons able to be accommodated within it, or of the fact that the use here is an indoor play area of approximately 105 m² for children aged 0 to 6 years within a cafe tenancy. The same residual rate applies to the existing gymnasium, so that the greater part of the requirement for the proposed use is already attributed to the premises by the existing use. An assessment of actual demand from first principles is provided at Section 6.2.
- Second, the departure does not arise from any change in the physical supply of car parking. No car parking space is lost, no car parking space is altered, the four car parking spaces at the rear of the tenancy are retained, and the tenancy is neither extended nor increased in floor area. The premises has never had more than four on-site car parking spaces, and its existing lawful use as a gymnasium is likewise served principally by the public car parks and by on-street parking.

6.2 Assessed Car Parking Demand

Car parking demand has been assessed from first principles, from the maximum number of children able to be accommodated within the play area, the composition of the family groups attending, the seating provided in the cafe, and the staff establishment. The number of vehicles is governed by the number of family groups, not by the number of children.

Document Set ID: 3673842
Version: 1, Version Date: 02/09/2026

Component	Vehicles	Basis
Family groups attending the play area	27	A maximum of 40 children on the premises at any one time, an average of 1.5 children per family group, and one vehicle per group
Cafe patrons not attending the play area	5	10 of the 30 cafe seats occupied by patrons who are not at the play area, at 2 persons per vehicle
Staff	6	Play supervision, cafe, reception and management, assuming that every staff member drives and parks alone
Assessed peak car parking demand	38	
Less demand accommodated at the rear of the tenancy	4	Staff parking within the four car parking spaces at the rear, in accordance with the recommended conditions
Assessed peak demand on the public car parks	34	Being the assessed peak demand of 38 vehicles less the four spaces provided at the rear

Table 9: Assessed Car Parking Demand

The assessed peak car parking demand is 38 vehicles, of which four are accommodated within the car parking spaces at the rear of the tenancy, leaving 34 vehicles to be accommodated within the public car parks. The existing gymnasium use carries an entitlement of 50 car parking spaces under Table C2.1, which exceeds the whole of the assessed demand of the proposed use.

No discount has been applied for patrons who walk to the premises from the surrounding residential area, who arrive by bus, who are dropped off, or who combine the visit with other business in the Moonah centre, and no discount has been applied for staff who do not drive. Moonah is a walkable centre with a substantial established residential catchment within 800 m of the premises, a bus stop is located directly at the frontage of the premises, and a material proportion of the patronage of a play area for pre-school children is drawn from that immediate catchment. The assessment is therefore conservative.

6.3 Performance Criterion C2.5.1 P1.1

Performance Criterion P1.1 requires that the number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to matters (a) to (h). Each is addressed below.

Document Set ID: 3673842
Version: 1, Version Date: 02/09/2026

Performance Criterion P1.1	Response
(a) the availability of off-street public car parking spaces within reasonable walking distance of the site	Two public car parks lie within a short and level walk of the premises, on either side of Main Road, providing 436 car parking spaces in total. Surveys on Friday 14 and Saturday 15 August 2026 recorded a minimum of 86 vacant spaces at any Friday count and a minimum of 194 at any Saturday count. CP1, which adjoins the rear of the premises, had between 81 and 118 spaces vacant at every Friday count and between 109 and 176 at every Saturday count. Moonah Central Parking provides further capacity and was not surveyed. The assessed peak demand on the public car parks of 34 vehicles is accommodated with substantial margin.
(b) the ability of multiple users to share spaces because of variations in car parking demand over time, or efficiencies gained by consolidation of car parking spaces	CP1 and CP2 are consolidated public car parks shared by all of the uses within the Moonah commercial centre. The demand profile of a cafe with a play area for children aged 0 to 6 years differs materially from that of the retail uses which set the peak in these car parks. Its weekday peak falls in the mid-morning period, ahead of the lunchtime retail peak recorded at 12.30 pm on the Friday, and it generates no demand after 5.00 pm. The 1P and 3P restrictions maintain turnover within both car parks.
(c) the availability and frequency of public transport within reasonable walking distance of the site	Main Road is the principal public transport corridor between the Hobart city centre and Glenorchy, and is served by frequent Metro Tasmania bus services in both directions. A bus stop is located directly at the frontage of the premises, on the western side of Main Road.
(d) the availability and frequency of other transport alternatives	The premises fronts Main Road, with continuous footpaths on both sides of the street and through both public car parks, and lies within walking distance of a substantial established residential catchment at Moonah, West Moonah and Derwent Park. A cafe with a play area for pre-school children draws a materially higher proportion of walk-in trade from its immediate catchment than a use serving a district catchment. Dedicated bicycle hoops are provided at 25 Albert Road, Moonah, approximately 180 m from the premises, and further bicycle parking is recommended at Section 6.4.
(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping	The proposal is an internal fit-out of an existing tenancy within an existing building which occupies its site to the boundaries and forms part of a continuous strip of shopfronts addressing Main Road. The only land on the site available for car parking is the area at the rear which accommodates the four existing car parking spaces, and no further car parking space could be constructed. That is the ordinary circumstance of every tenancy in the strip, and is the reason the centre is served by consolidated public car parks.
(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity	On-street parking is available on Main Road, subject to short-term restrictions, and in the surrounding streets. The proposal does not rely on on-street parking to meet its demand. The public car parks retain substantial residual capacity at all surveyed times, and no overflow into the surrounding residential streets is expected.

Document Set ID: 3673842
Version: 1, Version Date: 02/09/2026

Performance Criterion P1.1	Response
(g) the effect on streetscape	There is no change to the building envelope, to the Main Road frontage or to either car park, and accordingly no effect on streetscape. No vehicle crossover is created and no on-street car parking space is lost.
(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	This statement constitutes that assessment. The assessed peak demand is 38 vehicles, comprising 27 vehicles for family groups attending the play area, five for cafe patrons and six for staff. Four of those vehicles are accommodated within the car parking spaces at the rear of the tenancy, leaving 34 to be accommodated within the public car parks. That demand is to be compared with a minimum observed residual capacity of 86 spaces on the Friday and 194 spaces on the Saturday, and with a minimum of 81 vacant spaces within the adjoining car park CP1 at any Friday count.

Table 10: Assessment against Performance Criterion C2.5.1 P1.1

The effect of the development on the utilisation of the two car parks is set out below. A worst case has been adopted, in which the whole of the assessed demand on the public car parks of 34 vehicles is present at the same time as the surveyed occupancy, and no credit is taken for the 50 spaces attributable to the existing gymnasium use.

Count	Surveyed Parked Cars	Utilisation	Parked Cars with the Development	Utilisation with the Development	Vacant Spaces with the Development
Friday 12.30 pm (Friday peak)	350	80%	384	88%	52
Friday 9.45 am (weekday peak of the proposed use)	314	72%	348	80%	88
Friday, average of the five counts	320	73%	354	81%	82
Saturday 2.00 pm (Saturday peak)	242	56%	276	63%	160
Saturday, average of the four counts	218	50%	252	58%	184

Table 11: Effect of the Development on Car Park Utilisation

On the Friday, which is the busiest trading day of the week for the centre, the two car parks together would remain at 88 per cent utilisation at the 12.30 pm retail peak, with 52 spaces vacant, and would average 81 per cent utilisation with 82 spaces vacant. At 9.45 am, which is the period in which the proposed use would be busiest on a weekday, utilisation would be 80 per cent with 88 spaces vacant.

Document Set ID: 3673843
Version: 1, Version Date: 02/09/2026

On the Saturday, which with Sunday will be the busiest period for the proposed use itself, utilisation would not exceed 63 per cent at any count and no fewer than 160 spaces would be vacant.

The time restrictions require specific comment. An average visit of one hour and forty-five minutes exceeds the one-hour restriction applying in CP1, but falls comfortably within the three-hour restriction applying in CP2. CP2 is the car park with the least residual capacity on a Friday, with five vacant spaces at the 12.30 pm count, and CP1 is the car park with the most, with 81 vacant spaces at the same count. Three points follow.

- The Friday middle-of-day constraint in CP2 is a retail peak, not a peak of the proposed use. The weekday peak of the proposed use falls in the mid-morning period, when CP2 had 15 vacant spaces at 9.45 am and CP1 had 107.
- On the Saturday and the Sunday, when the proposed use will be at its busiest, CP2 alone had between 81 and 91 spaces vacant at every Saturday count, which is ample for the whole of the assessed demand of the use.
- The residual capacity in CP1 remains fully available to the cafe trade, to staff drop-off and collection, and to shorter visits, and Moonah Central Parking, which was not surveyed, provides further unrestricted capacity for longer stays.

The recommended conditions at the end of this statement accordingly provide for staff of the use to park within the four car parking spaces at the rear of the tenancy, and for any staff who cannot be accommodated there to park outside CP1 and CP2, so that the restricted spaces in those car parks remain available to patrons and to the customers of other businesses, and for the operator to direct patrons whose visit will exceed one hour to CP2 and to Moonah Central Parking.

The existing gymnasium use carries an entitlement of 50 car parking spaces under Table C2.1, which exceeds the assessed demand of the proposed use in its entirety. On that measure the proposal generates no net additional car parking demand at all, and the figures in Table 11, which take no such credit, are correspondingly conservative.

For these reasons the number of on-site car parking spaces meets the reasonable needs of the use, and Performance Criterion C2.5.1 P1.1 is satisfied.

Document Set ID: 3673843
Version: 1, Version Date: 02/09/2026

6.4 Bicycle Parking Numbers – Clause C2.5.2

Table C2.1 specifies no bicycle parking requirement for the Sports and Recreation use class, so that neither the existing gymnasium use nor the play area component of the proposed use generates a requirement. For the Food Services use class the rate is one space per 75 m² of floor area. On the first characterisation the cafe floor area of 172.5 m² generates a requirement of 2.3 spaces, which rounds to two spaces. On the second characterisation, in which the whole of the 284 m² tenancy is a Food Services use, the requirement is 3.79 spaces, which rounds to four spaces.

Acceptable Solution C2.5.2 A1 requires that bicycle parking spaces be provided on the site, or within 50 m of the site, and be no less than the number specified in Table C2.1. Dedicated bicycle hoops are provided at 25 Albert Road, Moonah, approximately 180 m from the premises, which is beyond the 50 m contemplated by the Acceptable Solution and cannot be counted towards it. It is recommended that four bicycle parking spaces be provided in the vicinity of the tenancy entrance, in accordance with AS 2890.3, which satisfies the requirement on either characterisation. On that basis Acceptable Solution C2.5.2 A1 is met, and no assessment against Performance Criterion P1 is required.

6.5 Motorcycle Parking Numbers – Clause C2.5.3

Clause C2.5.3 applies to both the Food Services and the Sports and Recreation use classes. Table C2.4 specifies no motorcycle parking requirement where the number of car parking spaces required for a use is 20 or fewer, one space where 21 to 40 car parking spaces are required, and one further space for each additional 20 car parking spaces required beyond that. The Table C2.1 requirement for the proposed use is 62 car parking spaces on the first characterisation, which generates a requirement for two motorcycle parking spaces, and 43 car parking spaces on the second, which generates a requirement for one. The existing gymnasium use, at 50 car parking spaces, generates a requirement for two motorcycle parking spaces on the same basis, so that the requirement is not increased by the proposal.

The four car parking spaces at the rear of the tenancy are fully committed, and no motorcycle parking space can be created within that area other than by the loss of a car parking space. Acceptable Solution C2.5.3 A1 is accordingly not met, and the standard falls to be assessed against Performance Criterion C2.5.3 P1, which requires that motorcycle parking spaces meet the reasonable needs of the use having regard to matters (a) to (e). The relevant matters are as follows.

- The nature of the use is a cafe with an ancillary indoor play area for children aged 0 to 6 years. Its patrons attend as family groups with

Document Set ID: 3673843
Version: 1, Version Date: 02/09/2026

infants and young children, and with prams and child restraints, and are very unlikely to travel by motorcycle.

- The premises is an existing tenancy within a building which occupies its site to the boundaries. The constraints imposed by that existing development leave no area in which a motorcycle parking space could be created other than by the loss of one of the four existing car parking spaces at the rear of the tenancy.
- Motorcycle parking is available on Main Road and within both public car parks, in the same manner as for every other tenancy in the strip.

On that basis the motorcycle parking provision meets the reasonable needs of the use, and Performance Criterion C2.5.3 P1 is satisfied.

Document Set ID: 3673843
Version: 1, Version Date: 02/09/2026

7 TRAFFIC GENERATION AND ROAD NETWORK IMPACT

7.1 Basis of Rates

Traffic generation has been assessed from first principles, from the assessed car parking demand and the length of stay of each component of the use. A visit to a play area by a family group with children aged 0 to 6 years occupies between one and a half and two hours. The mid-point of one hour and forty-five minutes has been adopted. A visit to the cafe by a patron who is not attending the play area occupies approximately 45 minutes.

Staff arrive before, and depart after, the trading day, so their movements fall outside the busiest hour of patron activity. An allowance of two two-way trips has nonetheless been included in the peak hour. Deliveries occur once or twice a day and contribute less than one trip per hour.

7.2 Assessed Traffic Generation

Component	Basis	Trips per Hour
Family groups attending the play area	27 vehicles parked, average stay of 1 hour 45 minutes, arrivals and departures	31
Cafe patrons	5 vehicles parked, average stay of 45 minutes, arrivals and departures	13
Staff	Allowance for arrivals and departures falling within the peak hour	2
Deliveries and services	One to two per day	Less than 1
Total assessed generation		46
Less credit for the existing gymnasium use	284 m² of gymnasium floor area at approximately 10 two-way trips per hour per 100 m²	28
Net additional generation		18

Table 12: Assessed Traffic Generation (Two-Way Vehicle Trips per Hour)

The development is assessed to generate 46 two-way vehicle trips per hour at its busiest, equivalent to approximately one vehicle every 78 seconds, and a net additional 18 two-way vehicle trips per hour over the existing gymnasium use.

7.3 Impact on the Road Network

The Tasmanian Department of State Growth Traffic Impact Assessment Guidelines identify a traffic impact assessment as being warranted where a development generates more than 10 vehicle movements in a peak hour on a road of significance, or where the increase in traffic on the road network would be material. The net additional generation of 18 two-way vehicle trips per hour is above that threshold, and this statement provides the assessment contemplated by the Guidelines.

Document Set ID: 3673843
Version: 1, Version Date: 02/09/2026

In the context of the site the assessed generation is very small. Main Road is the principal commercial street of Moonah and carries a substantial volume of local and through traffic throughout the day. The two surveyed car parks alone accommodated between 169 and 350 parked vehicles at any one time and, with maximum stays of one hour and three hours, generate several hundred vehicle movements per hour during peak trading. An additional 46 vehicle trips per hour, of which 18 are new to the road network, cannot be measured against that background.

The temporal distribution of the generated traffic is also favourable. The use opens at 9.00 am, after the morning commuter peak, and closes at 5.00 pm, before the evening commuter peak. Its own busiest periods, the mid-morning period on a weekday and the middle of the day at weekends, fall outside the peak periods on Main Road. The existing gymnasium use, by contrast, generates its own peaks in the early morning and in the evening, within the commuter peak periods.

A proportion of the patrons will already be within the Moonah centre for other purposes, or will walk from the immediately surrounding residential area, so the number of trips genuinely new to Main Road will be lower again.

No upgrade or modification to Main Road, to the public car parks, or to any vehicle access is required.

Document Set ID: 3673842
Version: 1, Version Date: 02/09/2026

8 VEHICLE ACCESS, CIRCULATION AND PARKING LAYOUT

8.1 Access and Circulation

The proposal makes no change to any vehicle access. The premises has no vehicle crossover to Main Road, and the four car parking spaces at the rear of the tenancy are reached from the adjoining public car park CP1. No new vehicle access, and no change to the existing arrangement, is proposed. Patrons, and the balance of the staff, park within the public car parks or on-street and approach the premises on foot along the existing footpaths.

Because no new vehicle access is proposed, Acceptable Solution C2.6.3 A1 is met. The number of accesses provided for the Main Road frontage is no more than the existing number of accesses, which is nil.

8.2 Parking Layout

No car parking space, access way, manoeuvring area or circulation space is created or altered by the proposal. The four existing car parking spaces at the rear of the tenancy are retained without alteration, and the development standards for buildings and works at Clause C2.6 are accordingly not engaged. The public car parks are existing, sealed, line-marked, drained and lit, and their spaces are arranged at 90 degrees to two-way aisles consistent with Table C2.2 and Table C2.3 of the Code and with AS 2890.1.

No swept path analysis is required, because no car parking space, aisle or access is being created or altered.

The number of accessible car parking spaces serving the premises is not altered by the proposal. Accessible car parking is provided within the public car parks and is a matter for the car park owner. The accessibility of the tenancy itself should be confirmed against the National Construction Code at the building permit stage.

8.3 Loading and Service Vehicles

As set out at Section 3.3, Clause C2.5.4 does not apply to the Food Services or the Sports and Recreation use classes, and the tenancy floor area of 284 m² is in any event well below the 1,000 m² threshold in the Acceptable Solution. Deliveries are one to two per day, by courier or small van, and are undertaken from the kerbside or from the car park to the rear in the same manner as for the adjoining tenancies, without obstruction to any footpath, aisle, accessible car parking space or vehicle access.

Document Set ID: 3673843
Version: 1, Version Date: 02/09/2026

9 CONCLUSIONS

The proposed partial change of use of 84 Main Road, Moonah, from a gymnasium to a cafe with an ancillary children's play area will not result in any material car parking or traffic impact.

The tenancy has a floor area of 284 m², comprising a play area of approximately 105 m², a cafe area of 172.5 m² including the kitchen, dining area, party room and toilets, and a staff room of 5.5 m². Four car parking spaces are provided at the rear of the tenancy and are to be used as staff parking. Applying the change of use formula at Clause C2.5.1 A1(d)(ii), and assessing the play area and the cafe as separate use components, the Acceptable Solution requires 16 car parking spaces where four are provided. The Acceptable Solution is not met on that characterisation, and the proposal falls to be assessed against Performance Criterion C2.5.1 P1.1. Where the proposal is instead characterised as a single Food Services use, being a cafe with an ancillary play area, the requirement for the proposed use is 43 spaces against a requirement of 50 spaces for the existing gymnasium, N is nil, and the Acceptable Solution is met without recourse to the Performance Criterion.

Car parking supply and occupancy surveys were undertaken within the two public car parks serving the Moonah commercial centre on Friday 14 August 2026 and Saturday 15 August 2026, the two busiest trading days of the week. Within the surveyed supply of 436 spaces, peak utilisation was 80 per cent on the Friday, with a minimum of 86 vacant spaces and an average of 116 vacant spaces across the five counts, and 56 per cent on the Saturday, with a minimum of 194 vacant spaces and an average of 218 across the four counts. Moonah Central Parking, behind the Woolworths supermarket, was not surveyed and provides additional capacity.

The two car parks perform differently. CP2, on the eastern side of Main Road and signed 3P, is effectively full through the middle of a Friday, reaching 98 per cent utilisation with five vacant spaces at 12.30 pm. CP1, on the western side of Main Road immediately adjoining the rear of the premises and signed 1P, did not exceed 62 per cent utilisation at any Friday count and had between 81 and 118 spaces vacant. On the Saturday both car parks had substantial residual capacity at every count.

The assessed peak car parking demand of the use is 38 vehicles, comprising 27 vehicles for family groups attending the play area, five for cafe patrons who are not attending the play area, and six for staff. Four of those vehicles are accommodated within the car parking spaces at the rear of the tenancy, leaving 34 to be accommodated within the public car parks. The assessment is conservative, because no allowance has been made for patrons or staff who walk, who use the bus stop at the frontage of the premises, who are dropped off, or who combine the visit with other business in the Moonah centre. Adding the whole of that demand to the surveyed occupancy would raise Friday peak utilisation from 80 to 88 per cent, leaving 52 spaces vacant, would raise Friday average

Document Set ID: 3673843
Version: 1, Version Date: 02/09/2026

utilisation from 73 to 81 per cent, leaving 82 spaces vacant, and would leave no fewer than 160 spaces vacant at any Saturday count.

Because an average visit of one hour and forty-five minutes will exceed the one-hour restriction applying in CP1, conditions are recommended requiring staff of the use to park within the four car parking spaces at the rear of the tenancy, and otherwise outside both public car parks, and requiring the operator to direct patrons whose visit will exceed one hour to the three-hour car park CP2 and to Moonah Central Parking. On the Saturday and the Sunday, when the use will be busiest, CP2 alone had between 81 and 91 spaces vacant at every surveyed count.

Performance Criterion C2.5.1 P1.1 is satisfied against each of matters (a) to (h). The bicycle parking requirement is two spaces on the first characterisation and four on the second, and Acceptable Solution C2.5.2 A1 is met by the provision of four bicycle parking spaces on the site or within 50 m of the site. Motorcycle parking cannot be provided on the site other than by the loss of a car parking space, the requirement is not increased by the proposal, and Performance Criterion C2.5.3 P1 is satisfied. Clause C2.5.4 does not apply to either component of the use.

The development is assessed to generate 46 two-way vehicle trips per hour at its busiest, a net increase of 18 two-way vehicle trips per hour over the existing gymnasium use, which is negligible in the context of Main Road and of the public car parks serving the centre. The use opens after the morning commuter peak and closes at 5.00 pm, before the evening commuter peak. No change to any vehicle access, to the public car parks or to the road network is proposed or required.

The staff establishment is an adopted figure and should be confirmed by the applicant before this statement is lodged. The applicant advises that the site is not contained within a parking precinct plan; that should be confirmed with the Council, together with the characterisation of the use, either of which would resolve the car parking numbers standard without recourse to Performance Criterion P1.1.

The proposal is supported on traffic and car parking grounds.

Document Set ID: 3673843
Version: 1, Version Date: 02/09/2026

RECOMMENDED CONDITIONS

1. The play area shall accommodate no more than 40 children at any one time.
2. The hours of operation of the cafe and the play area shall be limited to 9:00 am to 5:00 pm.
3. Not fewer than four bicycle parking spaces shall be provided on the site, or within 50 m of the site, in the vicinity of the tenancy entrance and in accordance with AS 2890.3, prior to the commencement of the use.
4. Staff of the cafe and the play area shall park within the four car parking spaces at the rear of the tenancy. Staff who cannot be accommodated within those spaces shall not park within the car parks identified as CP1 and CP2 in the Traffic and Car Parking Impact Statement, so that the restricted car parking spaces within those car parks remain available to patrons and to the customers of other businesses within the centre.
5. The operator shall advise patrons, at the time of booking and by signage at the entrance to the premises, that a visit exceeding one hour should be parked within the three-hour car park identified as CP2, or at Moonah Central Parking, and not within the one-hour car park identified as CP1.
6. Deliveries to the tenancy shall be undertaken by courier, or by vehicles no larger than a small van, and in a manner that does not obstruct any footpath, aisle, accessible car parking space or vehicle access.

Document Set ID: 3673843
Version: 1, Version Date: 02/09/2026

10 CLAUSE C2.0 COMPLIANCE SUMMARY

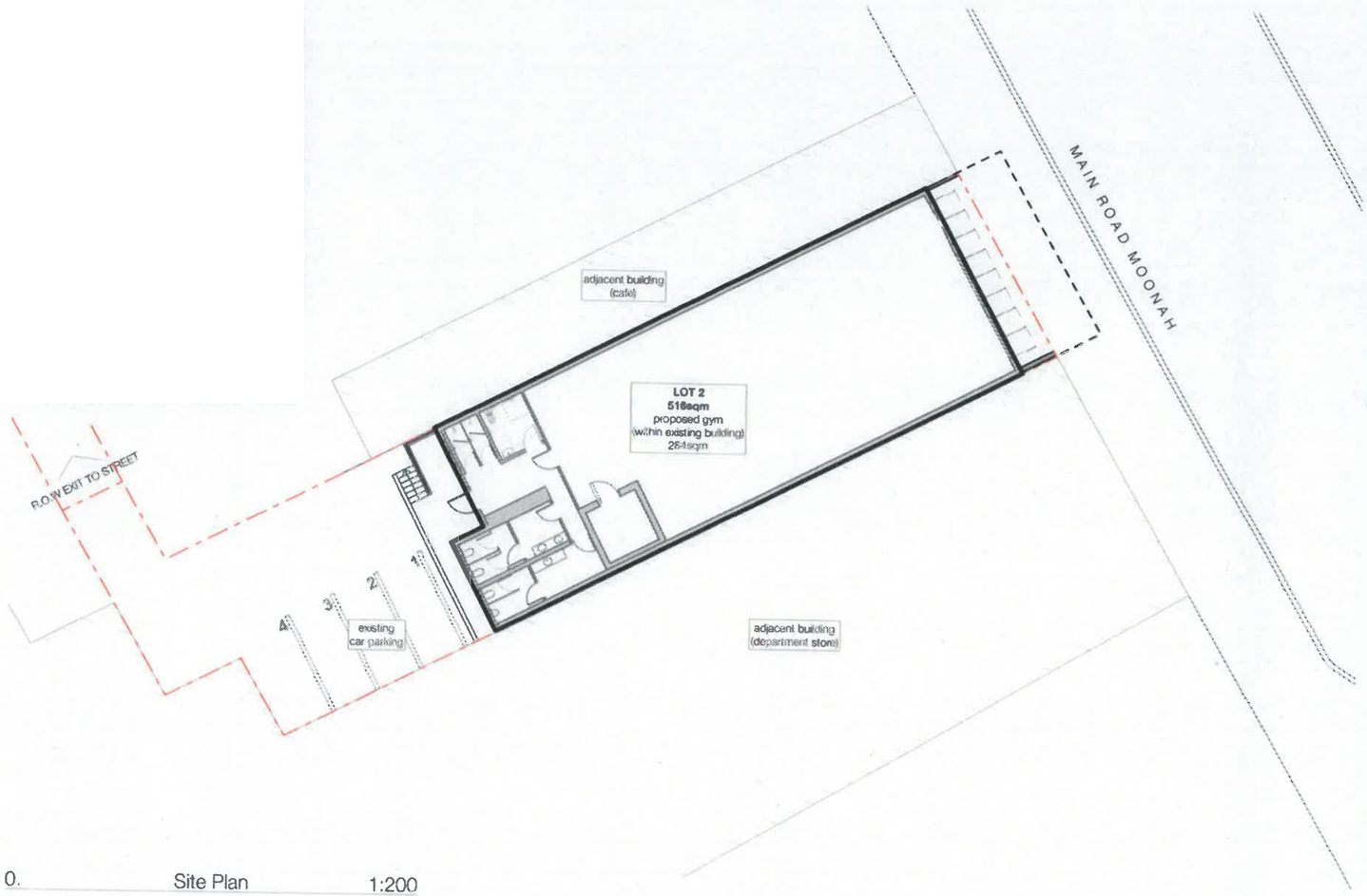
The following table summarises the assessment of the proposal against each applicable standard of Clause C2.0 Parking and Sustainable Transport Code.

Standard	Requirement	Assessment	Report Reference
C2.5.1 A1 Car parking numbers	N = A + (C – B) = 4 + (62 – 50) = 16 spaces on the first characterisation; N is nil on the second	Not met on the first characterisation. Four on-site car parking spaces are provided at the rear of the tenancy. Met on the second characterisation	Section 6.1
C2.5.1 P1.1 Car parking numbers	Must meet the reasonable needs of the use, having regard to (a) to (h)	Satisfied	Sections 5 and 6.3
C2.5.2 A1 Bicycle parking numbers	Two spaces on the first characterisation and four on the second, provided on the site or within 50 m of the site	Met. Four spaces recommended	Section 6.4
C2.5.3 A1 Motorcycle parking numbers	Two spaces, where 62 car parking spaces are required for the use; the same requirement arises from the existing gymnasium use	Not met. No motorcycle parking space can be provided other than by the loss of a car parking space	Section 6.5
C2.5.3 P1 Motorcycle parking numbers	Must meet the reasonable needs of the use, having regard to (a) to (e)	Satisfied	Section 6.5
C2.5.4 A1 Loading bays	Does not apply to the Food Services or Sports and Recreation use classes	Not applicable	Section 8.3
C2.5.5 Car parking in residential zones	Applies only within the General Residential Zone and the Inner Residential Zone	Not applicable	Section 4.1
C2.6.3 A1 Number of accesses for vehicles	No more than the existing number of accesses, which is nil	Met. No vehicle access is proposed	Section 8.1
C2.6 Development standards for buildings and works	Existing sealed, line-marked, drained and lit public car parks; no parking, access way or works proposed	Not engaged; no change	Section 8.2
C2.7 Parking precinct plans	On-site car parking must not be provided, or not increased above existing numbers, within a parking precinct plan	The applicant advises that the site is not contained within a parking precinct plan. To be confirmed with the Council. If applicable, satisfied on its face, because the four existing car parking spaces are retained and no additional on-site car parking is proposed	Section 4.1

Table 13: Clause C2.0 Compliance Summary

Document Set ID: 3673843
Version: 1, Version Date: 02/09/2026

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-26-230
DATE RECEIVED: 01/10/2026



0. Site Plan 1:200

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scc: CC6926
ABN: 69 937 068 318

Rev	Date	Issue Name	Change ID	Change Name	Issue Date
DA-01	7/05/2019	Issue for Application for Planning Permit			

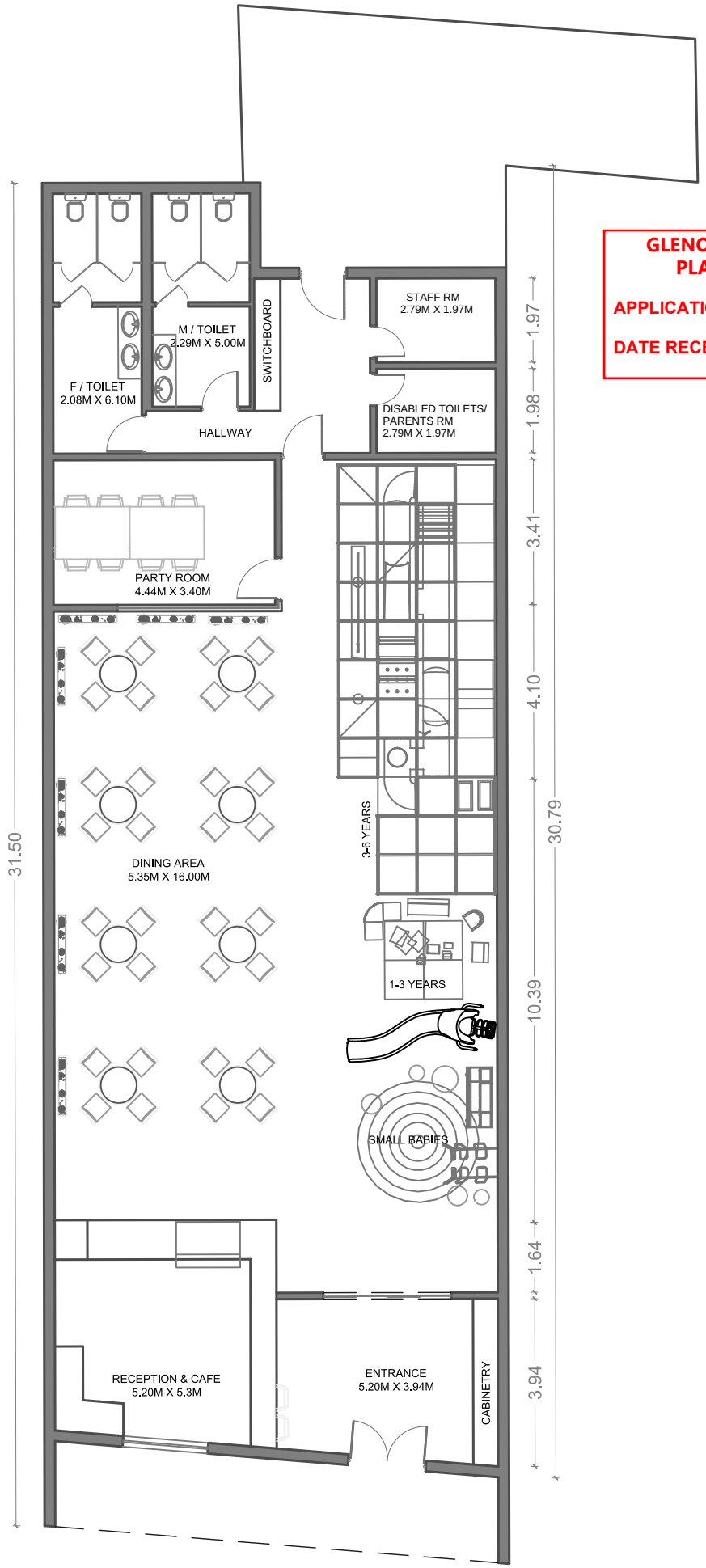
PRELIMINARY ISSUE
SCHEMATIC DESIGN

The builder shall check and verify all dimensions and advise the architect of any errors or omissions. Do not scale off the drawings. Drawings are not to be used for construction purposes until issued by the architect as FOR CONSTRUCTION

F45 Moonah
for
Planning Permit Application

DRAWING TITLE:
Site Plan
Tuesday, 7 May 2019
DATE: 7/05/2019
SCALE: 1:200
PROJECT CODE: A19002
DWG No: DA01
Rev: DA-01

Document Set ID: 3673189
Version: 1, Version Date: 02/10/2026



GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-26-230

DATE RECEIVED: 01/10/2026

FLOOR LAYOUT PLAN

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