

RESPONSE TO REQUEST FOR FURTHER INFORMATION

Glenorchy City Council – PLN-26-239

Project	Proposed Change of Use and Internal Fit-out to Retail Grocery and Butcher Shop
Site	2 Pierce Street, Moonah TAS 7009
Applicant	
Tenant / End User	Aama Asian Grocery
Council RFI	Letter PLN-26-239 dated 29 September 2026
Traffic / Parking Report	ML Traffic Engineers – A2617337T, Version 1.1, 11 September 2026

1. PURPOSE OF THIS RESPONSE

This response addresses the matters raised by Glenorchy City Council in Request for Further Information PLN-26-239. The traffic, parking, access and pedestrian matters have been considered against the final Traffic and Car Parking Impact Statement prepared by ML Traffic Engineers, reference A2617337T, Version 1.1 dated 11 September 2026.

The revised response is intended to ensure that the written response and amended site plan clearly reflect the existing site arrangement assessed in that report.

The applicant has not proposed a new central pedestrian walkway or a change to the existing forecourt parking arrangement.

2. ITEM 1 – EXTERNAL LIGHTING – CLAUSE 15.3.1 A2

The proposal does not rely on additional external lighting to the site frontage or parking areas. Any external lighting associated with the use is to be directed and baffled so that light does not cause unreasonable impact to adjoining properties or the public realm. Lighting is not to operate between 11:00 pm and 6:00 am other than security lighting as permitted by Council's requirements.

The revised documentation will identify any proposed external lighting and its location/type sufficiently to demonstrate compliance with Clause 15.3.1 A2, or alternatively address the applicable Performance Criterion.

3. ITEM 2 – COMMERCIAL VEHICLE MOVEMENTS – CLAUSE 15.3.1 A3

The final ML Traffic Engineers assessment adopts up to two deliveries per day, generally by vans or small rigid vehicles. Vehicles longer than 5.5 m are not to use the site accesses and are to be accommodated from the kerb where legally permitted. Vans up to 5.5 m may use forecourt Bay 1 outside trading hours, consistent with the traffic assessment.

The proposed operating hours are 9:00 am to 9:00 pm, seven days a week, including public holidays. Delivery hours are to be managed in accordance with the traffic assessment and Council's recommended conditions.

4. ITEM 3 – CAR PARKING – CLAUSE C2.5.1

The final ML Traffic Engineers report identifies eight existing on-site spaces: four forecourt spaces (Bays 1–4) and four rear spaces (Bays 5–8). The report assesses the parking provision under the Glenorchy Parking Plan and also addresses parking demand under Performance Criterion C2.5.1 P1.1 if some spaces are not counted.

The rear spaces are to be used by staff and the Right-of-Way is to remain clear of parking, goods, bins and other obstructions. The applicant is not proposing to create additional parking or remove any of the existing four forecourt spaces.

The amended site plan is intended to remove ambiguity by clearly identifying the existing parking arrangement, the Right-of-Way and the pedestrian access route.

5. ITEM 4 – PEDESTRIAN ACCESS / FRONTAGE PARKING – CLAUSE C2.6.2

Council has requested that the drawings be amended to show pedestrian access in the middle of the frontage, between parking spaces 2 and 4. The applicant has reviewed that request against the existing site arrangement and the final ML Traffic Engineers report.

Existing arrangement assessed by ML Traffic Engineers. The final report describes the existing forecourt as containing four car parking spaces arranged at 90 degrees to Pierce Street, together with a 1.8 m wide pedestrian walkway on the northern side of the forecourt. It also records that the forecourt parking and access arrangement is existing and is not proposed to be altered.

Effect of a central walkway. The existing frontage does not provide sufficient practical space to introduce a central pedestrian walkway while retaining the existing four forecourt parking spaces in their present arrangement. Introducing a central walkway would require the forecourt parking arrangement to be reconfigured, including reducing the number of usable forecourt spaces to three.

Existing electrical/power pole. The existing electrical/power pole is located within the frontage area and is already identified on the site plan. Reconfiguring the forecourt around a central pedestrian route would also affect vehicle manoeuvring in the vicinity of this existing site constraint.

Proposed response. No reduction of the existing four forecourt parking spaces is proposed. The applicant therefore proposes to retain the existing northern-side pedestrian walkway and four-space forecourt arrangement shown on the submitted plans and assessed by ML Traffic Engineers. The revised site plan will more clearly identify the pedestrian walkway, the four forecourt parking spaces, the existing electrical/power pole and the Right-of-Way.

The pedestrian walkway and Right-of-Way are to remain clear of parked vehicles, goods, waste bins and other obstructions.

6. BASIS OF THE PEDESTRIAN ACCESS RESPONSE

The final ML Traffic Engineers report specifically records the following existing frontage arrangement:

“Forward of the building is a forecourt approximately 6.8 m deep, fronting Pierce Street for a width of 12.1 m. It contains four car parking spaces arranged at 90 degrees to Pierce Street ... together with a 1.8 m wide pedestrian walkway on its northern side.”

The same report states that the forecourt parking is existing and that the proposal does not alter the existing accesses or forecourt parking arrangement. The report also addresses the applicable Performance Criterion where the Acceptable Solution is not met.

Accordingly, this RFI response retains the site arrangement that was the subject of the final traffic and parking assessment rather than introducing a new pedestrian route that would change the existing parking configuration.

7. REVISED SITE PLAN – ITEMS TO BE CLEARLY SHOWN

Item	Plan requirement
Pedestrian access	Existing northern-side pedestrian walkway; clearly identified and kept clear.
Forecourt parking	Four existing spaces, Bays 1–4; no reduction proposed.
Electrical/power pole	Existing pole clearly identified; no additional pole is proposed.
Right-of-Way	Clearly identified; to remain unobstructed.
Rear parking	Bays 5–8 identified as staff parking in accordance with the traffic assessment.
Parking / pedestrian separation	Existing pedestrian route and vehicle parking arrangement shown without creating a new central walkway.

8. CONCLUSION

The applicant has reviewed each matter raised in Council's RFI and has addressed the traffic, parking and pedestrian access matters with reference to the final ML Traffic Engineers report A2617337T Version 1.1 dated 11 September 2026.

For the pedestrian access matter, the applicant proposes to retain the existing northern-side pedestrian walkway and the existing four forecourt parking spaces. Introducing a central pedestrian walkway would require a change to the existing frontage arrangement, including a reduction/reconfiguration of the forecourt parking, and would affect vehicle manoeuvring around the existing electrical/power pole. The applicant therefore considers the amended site plan should accurately identify the existing arrangement rather than depict a new central walkway that is not part of the existing assessed configuration.

The revised plan is to clearly identify the pedestrian walkway, four forecourt parking spaces, electrical/power pole and Right-of-Way so that there is no ambiguity about the arrangement relied upon in the final traffic assessment.

Applicant

Reference documents: Glenorchy City Council RFI PLN-26-239 dated 29 September 2026; ML Traffic Engineers, A2617337T Grocery and Butcher Shop, 2 Pierce Street, Moonah – TIS V1.1 dated 11 September 2026; submitted site and floor plans.

RESPONSE TO COUNCIL PRELIMINARY ASSESSMENT

2 Pierce Street, Moonah TAS 7009

Applicant / Tenant Aama Asian Grocery
Proposal Proposed Change of Use and Internal Fit-out to a Retail Grocery and Butcher Shop
Council advice Preliminary pre-application advice dated 13 August 2026
Planning Officer
Prepared by
Date 11 September 2026

1. Purpose of this response

This response accompanies the planning application for the proposed change of use and internal fit-out at 2 Pierce Street, Moonah. It addresses the matters identified in Glenorchy City Council's preliminary pre-application advice dated 13 August 2026 and is to be read in conjunction with the Traffic and Car Parking Impact Statement prepared by ML Traffic Engineers, Reference A2617337T, Version 1.1, dated 11 September 2026, which has been prepared for the development application.

2. Response to preliminary advice

Matter	Response
Planning approval	A formal planning application is being submitted for the proposed retail grocery and butcher shop use and associated internal fit-out. The application documentation addresses the relevant planning matters identified by Council.
Car parking	Eight existing on-site car parking spaces are shown and retained as part of the proposal: four spaces in the existing forecourt and four spaces in the rear yard. No new parking spaces are proposed and no existing parking spaces are proposed to be removed or physically altered. The final ML Traffic Engineers assessment considers the existing eight spaces and addresses the applicable parking requirements, including an alternative Performance Criterion assessment should Council not count some of the spaces.
Traffic and parking assessment	The final Traffic and Car Parking Impact Statement prepared by ML Traffic Engineers addresses access, parking layout, vehicle manoeuvrability, likely vehicle types, servicing and the matters raised by Council's preliminary advice.
Rear and front parking	The existing rear bays 5–8 are to be allocated to staff and the existing forecourt bays 1–4 are to remain available to customers. The existing pedestrian connection and right-of-way are to remain clear.
Bicycle parking	Four bicycle parking spaces are proposed, exceeding Council's preliminary advice of three spaces.
Motorcycle parking	Council's preliminary advice indicates that no motorcycle parking spaces are required.
Loading / deliveries	A dedicated loading bay is not required because the floor area is below 1,000 m ² . The traffic assessment allows for up to two deliveries per day, with delivery arrangements designed to avoid obstructing the right-of-way, footpath, pedestrian walkway or parking.
Vehicle access and manoeuvring	No new vehicle access is proposed. The existing access arrangement and right-of-way are retained. The final traffic assessment addresses the rear-yard manoeuvring constraints and delivery vehicles.
Right-of-way / pedestrian walkway	The existing right-of-way along the northern side of the building is to remain unobstructed. The existing 1.8 m pedestrian walkway is also to remain clear.
Operating hours	The proposed trading hours are 9:00 am to 9:00 pm, seven days per week, including public holidays. These hours are within the operating hours identified in Council's preliminary advice.
Lighting	Any external parking/access lighting will be designed and operated having regard to Council's requirements, including the late-night lighting restriction identified in the preliminary advice.
Accessible parking	Accessible parking requirements will be considered in accordance with the NCC and relevant Australian Standards, in consultation with the building surveyor as recommended by Council.
Road and Railway Assets Code / C3.0	The final traffic assessment addresses the relevant C3.0 matters identified by Council. No new vehicle access is proposed and no works to the verge, footpath or road network are proposed.

3. Final traffic assessment

The final Traffic and Car Parking Impact Statement, Version 1.1 dated 11 September 2026, has been received and is identified as **For Development Application**. It incorporates the confirmed staff establishment of **2 staff at any one time** and addresses the parking, access, manoeuvring, servicing and road-network matters raised in Council's preliminary advice.

The traffic assessment concludes that the proposed change of use will not result in any unreasonable car parking or traffic impact, subject to the recommended conditions contained in the report.

4. Other matters

Food premises, plumbing, grease arrestor and related health requirements are separate matters to be addressed through the relevant building, plumbing, TasWater and environmental health processes as applicable. This response does not state that Environmental Health matters have been resolved where Council has not yet issued specific advice.

5. Conclusion

The proposal is an internal fit-out and change of use within the existing commercial building. No extension, new vehicle access, or alteration to the existing car parking layout is proposed. The eight existing on-site parking spaces are retained. The accompanying final traffic assessment has been prepared specifically to address Council's preliminary advice, including parking, access, manoeuvring, servicing and road-network matters. The applicant respectfully requests that the planning application be assessed on the basis of the submitted documentation.

Prepared for submission to Glenorchy City Council

GROCERY AND BUTCHER SHOP

2 Pierce Street, Moonah

Traffic and Car Parking Impact Statement

Prepared for: Aama Asian Grocery

Our Reference: A2617337T | Version 1.1

11 September 2026

DOCUMENT INFORMATION

This statement has been prepared in support of an application for a planning permit to Glenorchy City Council for a change of use and internal fit-out of the premises at 2 Pierce Street, Moonah, to a retail grocery and butcher shop. It assesses car parking supply and utilisation within the public and on-street car parking serving the Moonah commercial centre, car parking demand, bicycle and motorcycle parking, traffic generation, and vehicle access, circulation and parking layout, against Clause C2.0 Parking and Sustainable Transport Code and Clause C3.0 Road and Railway Assets Code of the Tasmanian Planning Scheme – Glenorchy. It addresses the matters raised in the pre-application advice given by Glenorchy City Council on 13 August 2026.

Project	Grocery and Butcher Shop, 2 Pierce Street, Moonah
Our Reference	A2617337T
Prepared for	Aama Asian Grocery
Applicant's representative	
Prepared by	
Version	V1.1
Date	11 September 2026
Status	For Development Application

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1 INTRODUCTION

ML Traffic Engineers has been commissioned by Aama Asian Grocery to prepare a Traffic and Car Parking Impact Statement in support of an application for a planning permit to Glenorchy City Council for a change of use and internal fit-out of the premises at 2 Pierce Street, Moonah, to a retail grocery and butcher shop.

The site is on the northern side of Pierce Street, a short distance west of Main Road, within the Moonah commercial centre. It is within the General Business Zone under the Tasmanian Planning Scheme – Glenorchy. The proposal is an internal fit-out of an existing Class 6 building and a change of use. No building extension is proposed and no new vehicle access is proposed.

Eight car parking spaces are shown on the plans: four spaces in the existing forecourt between the building and Pierce Street, and four spaces in the rear yard, which is reached along a driveway on the northern side of the building that the plans identify as a right of way. The premises is otherwise served by on-street parking in Pierce Street and Main Road and by the two large public car parks serving the Moonah centre, which are the subject of the car parking supply and occupancy surveys reported at Section 5.

Glenorchy City Council provided pre-application advice on 13 August 2026. The advice confirms that the use falls within the General Retail and Hire use class, that the Glenorchy Parking Plan applies, and that the Acceptable Solution for car parking numbers appears to be achievable. It also raises a number of matters about the status and layout of the existing car parking, the use of the right of way, accessible parking, lighting, and access for commercial vehicles, and recommends that the application be supported by advice from a suitably qualified traffic or parking professional. This statement provides that advice. The matters raised, and the sections of this statement in which each is addressed, are set out in Table 1.

Matter Raised by Council	Summary of Council's Advice	Section
Assessment by a suitably qualified professional	Consider site constraints, access, parking layout and vehicle manoeuvrability, and show that parking and circulation areas safely and efficiently accommodate the likely users and vehicle types	6, 8, App. A
Reduction in parking, Performance Criterion C2.5.1 P1.1	If a reduction is sought, address public and shared parking, public and alternative transport, site constraints, on-street parking, and actual parking demand	5, 6.4
C2.5.1 A1 Car parking numbers	Glenorchy Parking Plan applies at 0.8 spaces per 30 m ² , giving 8 spaces; A1 appears achievable	6.1
C2.5.2 Bicycle parking numbers	Three spaces required	6.5
C2.5.3 Motorcycle parking numbers	No spaces required	6.6
C2.5.4 Loading bays	Not required; floor area below 1,000 m ²	6.7
C2.6.1 Construction of parking areas	Hardstand is existing; A1 would be met	8.7

Matter Raised by Council	Summary of Council's Advice	Section
C2.6.2 A1.1 Design and layout	No record of an approved layout; no parking in a right of way; front bays may have existing use rights but are 4.8 m to 5.0 m long (5.4 m standard) and must not overhang the footpath; changes forward of the building line unlikely to be supported; rear spaces for employees only	6.2, 8.2, 8.3, 8.5
C2.6.2 A1.2 Accessible parking	NCC Part D3 requirements to be confirmed by a building surveyor	8.6
C2.6.4 Lighting	May be required, depending on hours of operation	8.7
C2.6.6 A2 Commercial vehicles	Show commercial vehicles can enter, park and exit in a forward direction, or address P2	8.8
C3.5.1 A1.4 Traffic generation	May be triggered by more vehicles longer than 5.5 m using the access	7.4

Table 1: Matters Raised in Council's Pre-Application Advice of 13 August 2026

The following matters have been taken from the plans prepared by Roly Dizon Villapana Design and Architectural (Project No. Glen-246, July 2026) and from Council's pre-application advice, and this statement has been prepared on that basis:

- the site has an area of 701 m² (Volume 26147 Folio 3) and contains an existing building with a total floor area of 280.6 m², classified as Class 6;
- the proposed hours of operation are 9:00 am to 9:00 pm, seven days a week, including public holidays;
- eight car parking spaces are shown, being four in the front forecourt (bays 1 to 4) and four in the rear yard (bays 5 to 8), together with a pedestrian walkway in the forecourt and two bicycle rails at the front of the building; and
- the use is within the General Retail and Hire use class, and the site is subject to the Glenorchy Parking Plan and is not within a parking precinct plan.

The applicant has confirmed that two staff will be on site at any one time. The applicant has not advised the expected number of customers or the type and frequency of deliveries. Figures have been adopted for those matters, as set out at Section 3.2, and have been chosen to produce a demand at the upper end of what is likely. The existing lawful use of the premises has not been confirmed, and no credit has been taken for it. These matters, and the extent of the right of way and the land it benefits, should be confirmed by the applicant before this statement is lodged.

2 SUBJECT SITE AND SURROUNDS

2.1 Locality

The site at 2 Pierce Street, Moonah, is on the northern side of Pierce Street, close to its junction with 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, food premises, offices and community uses on both sides. The centre is anchored by a Woolworths supermarket and a Harris Scarfe department store to the north-west of the site. Public car parking for the centre is provided in two large off-street car parks, one on each side of Main Road to the north of Albert Road, together with time-restricted on-street parking along Main Road and in the side streets.

Pierce Street connects Main Road with Charles Street. The land fronting Pierce Street is a mix of commercial premises near Main Road and dwellings towards Charles Street. The site, and its location relative to the surveyed parking, is shown at Figure 2 in Section 5.2.

2.2 Road Network

Main Road is a two-way road running north-west to south-east through Moonah, connecting Glenorchy with New Town and the Hobart city centre. It is the principal public transport corridor for that catchment. Kerbside parking subject to one-hour and half-hour restrictions is provided along both sides of Main Road in the vicinity of Pierce Street.

Pierce Street is a short two-way local street. The base drawing used for the swept path analysis at Appendix A shows a carriageway approximately 7.0 m wide between kerbs and a footpath approximately 4.0 m wide on the northern side, across which the site's forecourt is accessed. On the northern side, which is the site frontage, parking is prohibited between 8:00 am and 6:00 pm Monday to Friday and permitted at other times. On the southern side, three half-hour (1/2P) and eight two-hour (2P) spaces are provided, restricted between 8:00 am and 6:00 pm Monday to Friday.

Pierce Street carries traffic generated by the premises and dwellings along it and a modest amount of local traffic between Main Road and Charles Street. Its short length, its junction with Main Road and the kerbside parking maintain a low-speed environment.

2.3 Existing Site Layout and Access

The existing building extends across most of the width of the site and occupies its central part. It is 23.0 m deep and 12.2 m wide and is built to the southern boundary. The layout of the site is shown at Figure 1.

Forward of the building is a forecourt approximately 6.8 m deep, fronting Pierce Street for a width of 12.1 m. It contains four car parking spaces arranged at 90 degrees to Pierce Street, being bay 1, which is 2.8 m wide and 5.7 m long, and bays 2 to 4, which are each 2.5 m wide and 4.9 m long, together with a 1.8 m wide pedestrian walkway on its northern side. A line of bollards stands between the head of bays 2 to 4 and the shopfront. Vehicles enter the forecourt bays directly from Pierce Street across the footpath and leave by reversing out onto Pierce Street, which is the existing arrangement.

Along the northern side of the building a driveway between 3.0 m and 3.5 m wide, identified on the plans as a right of way, leads from Pierce Street to the rear yard. The driveway runs for approximately 29.8 m from the property frontage to the rear building line, and is straight, so that a driver at either end can see the whole of it.

The rear yard is approximately 14.9 m deep. It contains four car parking spaces: bay 5, which is 2.6 m wide and 5.4 m long, alongside the rear wall of the building; and bays 6, 7 and 8, which are 2.6 m, 2.6 m and 3.6 m wide respectively and 5.4 m long, along the southern boundary. A manoeuvring area 7.67 m deep is provided in front of bays 6 to 8, and 6.0 m in front of bay 5. The service and fire escape stair from the rear of the building opens onto the rear yard.

Council's advice records that it has no record of any approved parking for the site, that the forecourt spaces appear to form part of a historical parking arrangement which may benefit from existing use rights, and that it is unclear whether there are any formalised spaces at the rear. All of the parking and manoeuvring areas are existing sealed hardstand.

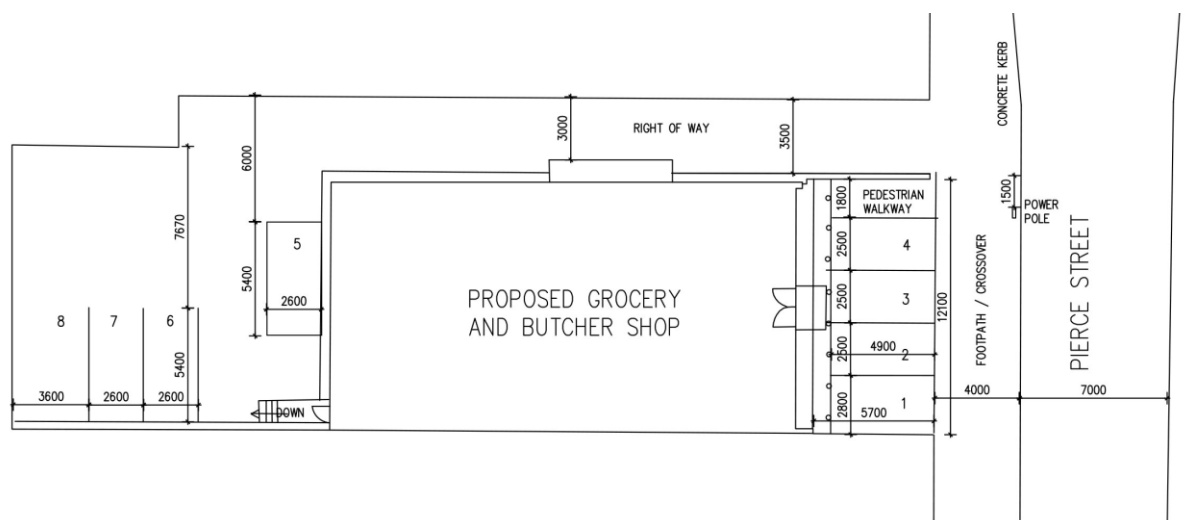


Figure 1: Site Layout (base drawing for the swept path analysis at Appendix A)

2.4 Public and On-Street Car Parking in the Vicinity

Two large public car parks serve the Moonah commercial centre, both to the north of Albert Road.

The car park on the western side of Main Road, given the location reference CP1, is the Harris Scarfe car park of 116 spaces, all subject to a one-hour (1P) restriction. It is approximately 200 m walk from the site, by way of Main Road and Albert Road.

The car park on the eastern side of Main Road, given the location reference CP2, provides 224 spaces subject to a three-hour (3P) restriction. It is approximately 250 m walk from the site, crossing Albert Road and Main Road at the existing crossing facilities.

On-street parking within approximately 100 m of the site comprises the 11 spaces on the southern side of Pierce Street (P1B), the 10 spaces on the northern side of Pierce Street that are available outside 8:00 am to 6:00 pm on weekdays (P1A), and 30 time-restricted spaces on Main Road between Albert Road and Florence Street (M0A, M1A and M1B). The time restrictions on Main Road apply until 5:30 pm or 6:30 pm on weekdays.

In total the surveyed area provides 381 car parking spaces during weekday business hours and 391 spaces at other times.

2.5 Public Transport, Walking and Cycling

Main Road is served by frequent Metro Tasmania bus services in both directions, linking Moonah with Glenorchy and the Hobart city centre. Bus stops are located on Main Road and on Albert Road, within approximately 200 m walk of the site.

Continuous footpaths are provided along both sides of Main Road and Pierce Street. The site lies within walking distance of the established residential areas of Moonah and West Moonah, including the dwellings in Pierce Street and Charles Street immediately to the west. The Intercity Cycleway, which links Hobart and Glenorchy, passes approximately 400 m to the east of the site.

3 PROPOSED DEVELOPMENT

3.1 Land Use and Floor Area

The proposal is a change of use of the premises to a retail grocery and butcher shop, trading as Aama Asian Grocery, together with an internal fit-out. The shop will combine retail grocery aisles with a fresh butcher section and meat display counter. The use falls within the General Retail and Hire use class, which Council's advice confirms.

The components of the development are set out below.

Component	Proposed
Site area	701 m ²
Total floor area of the building	280.6 m ²
Retail display area	Four aisles, customer circulation, cashier and cake display
Butcher	Butcher preparation area, meat display counter and cashier
Cool rooms and freezer	Vegetable cool room 2.4 m by 3.6 m, butcher cool room 2.4 m by 3.6 m, freezer room 4.8 m by 3.6 m
Back of house	Main storage, staff circulation, toilet and cleaner's sink
Car parking	8 spaces: bays 1 to 4 in the forecourt and bays 5 to 8 in the rear yard
Bicycle parking	Two inverted U rails at the front of the building (four bicycles)
Loading bay	None
Building works	Internal fit-out only; no extension and no new vehicle access

Table 2: Components of the Proposed Development

The pre-application enquiry described ten parking spaces, five at the front and five at the rear. The plans submitted with the application show eight, with the fifth front space replaced by a pedestrian walkway, and no space within the driveway identified as a right of way.

3.2 Operating Hours, Staffing and Patronage

The operating characteristics adopted for the assessment are set out below. The hours of operation are shown on the plans, and the number of staff has been confirmed by the applicant. The applicant has not advised the customer and delivery figures. They have been adopted by ML Traffic Engineers and should be confirmed by the applicant before this statement is lodged.

Item	Adopted for the Assessment
Hours of operation	9:00 am to 9:00 pm every day
Staff on site at any one time	2 (confirmed by the applicant)
Customer groups, busiest hour	42
Average customer visit	20 minutes
Customer groups on site at peak	14
Customers arriving by car	85 per cent, one vehicle per group
Deliveries	Up to two a day, by van or small rigid truck

Table 3: Adopted Operating Characteristics

The applicant has confirmed that two staff will be on site at any one time. The customer figures represent the busiest hour of a week, which for a neighbourhood grocery is typically late on a Saturday morning or in the late afternoon and early evening on a weekday. Forty-two customer groups in an hour is a transaction every 86 seconds across the two registers shown on the plans. The average visit of 20 minutes allows for queueing at the meat counter.

The adopted car mode share of 85 per cent is deliberately high. The site is on a bus corridor and within walking distance of a substantial residential catchment, and a specialty grocery of this kind also draws customers who combine the visit with other shopping in the Moonah centre. No discount has been applied for those customers.

The hours of operation fall within the Acceptable Solution hours advised by Council for the General Business Zone, which are 7:00 am to 9:00 pm Monday to Saturday and 8:00 am to 9:00 pm on Sundays and public holidays.

3.3 Car Parking, Bicycle Parking and Servicing

No change to the extent of the parking areas is proposed. The forecourt bays 1 to 4 are to be used by customers, for short stays. Consistent with Council's recommendation, the rear bays 5 to 8 are to be allocated to staff, who will be familiar with the driveway and the manoeuvring required.

Two inverted U bicycle rails, providing four bicycle parking spaces, are shown at the front of the building, surface mounted to the existing hardstand in accordance with AS 2890.3.

No loading bay is provided and none is required. Deliveries by vans may be made using forecourt bay 1 before the shop opens. Deliveries by vehicles longer than 5.5 m will be made from the kerb. Commercial waste will be collected by a private contractor from the kerbside. Loading and servicing are addressed at Section 8.8.

4 PLANNING SCHEME PARKING REQUIREMENTS

4.1 Applicable Provisions

The application is assessed under Clause C2.0 Parking and Sustainable Transport Code and Clause C3.0 Road and Railway Assets Code of the Tasmanian Planning Scheme – Glenorchy.

Clause C2.5.1 A1 requires that the number of on-site car parking spaces be no less than the number specified in Table C2.1, excluding if, among other things, the site is subject to a parking plan for the area adopted by council, in which case parking provision must be in accordance with that plan. Council has advised that the Glenorchy Parking Plan applies to the site, which is within the General Business Zone.

Council has advised that Clause C2.7 does not apply, so that the site is not within a parking precinct plan. Clause C2.5.5 applies only within the General Residential Zone and the Inner Residential Zone and does not apply.

Clause C2.2.2 applies Clause C2.5.3 (motorcycle parking) and Clause C2.2.3 applies Clause C2.5.4 (loading bays) to the General Retail and Hire use class, and both are therefore relevant.

The code defines floor area as the gross floor area, excluding the area of stairs, loading bays, access ways, parking areas, and any area occupied by machinery required for air conditioning, heating, power supply or lifts. The total floor area of the building shown on the plans is 280.6 m², which has been adopted.

4.2 Glenorchy Parking Plan

The Glenorchy Parking Plan was adopted by Council on 15 December 2025 and commenced on 2 January 2026. It constitutes a parking plan for the purposes of Clause C2.5.1 A1(a). For non-residential uses in the General Business Zone it requires 20 per cent fewer car parking spaces than Table C2.1, and specifies a rate of 0.8 spaces per 30 m² of floor area for General Retail and Hire. Note 3 to its Table 1 requires fractions of a space to be rounded to the nearest whole number.

The plan also specifies accessible parking at one space per 40 car parking spaces on the site for development of this type, provides for cash-in-lieu of on-site spaces with the prior written consent of Council's Senior Transport Engineer, and includes a change of use formula equivalent to Clause C2.5.1 A1(d). No cash-in-lieu is proposed, and because the existing lawful use has not been confirmed, no reliance is placed on the change of use formula.

4.3 Car, Bicycle and Motorcycle Parking Rates

The requirements applying to the proposed use are as follows.

Requirement	Source and Rate	Calculation	Required
Car parking (Glenorchy Parking Plan)	0.8 spaces per 30 m ² of floor area	$280.6 \text{ m}^2 \times 0.8 \div 30 = 7.48$	7
Car parking (Table C2.1, for reference)	1 space per 30 m ² of floor area	$280.6 \text{ m}^2 \div 30 = 9.35$	9
Accessible car parking (Glenorchy Parking Plan)	1 space per 40 car parking spaces on the site	$8 \div 40 = 0.2$	Nil
Bicycle parking (Table C2.1)	1 space per 100 m ² of floor area	$280.6 \text{ m}^2 \div 100 = 2.81$	3
Motorcycle parking (Table C2.4)	No requirement where 0 to 20 car parking spaces are required	7 car parking spaces required	Nil
Loading bay (C2.5.4 A1)	Required only for a floor area of more than 1,000 m ² in a single occupancy	280.6 m ²	Nil

Table 4: Parking Requirements for the Proposed Use

Council's advice gives a requirement of eight car parking spaces, rounded from 7.6. That figure corresponds to the floor area of 285 m² stated in the pre-application enquiry. On the floor area of 280.6 m² shown on the plans, the requirement is 7.48 spaces, which rounds to seven. The difference does not affect the conclusions of this statement, because eight spaces are shown on the plans, and the assessment at Section 6 is made against both figures.

5 CAR PARKING SUPPLY AND UTILISATION SURVEY

5.1 Survey Method

A car parking supply and occupancy survey was undertaken 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 centre, and so represent the critical case for parking availability.

The surveyed area comprises the on-street parking in Pierce Street (P1A and P1B) and in Main Road between Albert Road and Florence Street (M0A, M1A and M1B), together with the two public car parks CP1 and CP2. The areas are shown at Figure 2. The surveyed supply is 381 spaces during weekday business hours, when parking is prohibited on the northern side of Pierce Street, and 391 spaces at other times.

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 counts span the morning and lunchtime trading peaks of the centre and fall within the proposed hours of operation.

The survey sheets spell the street name "Pearce Street". The correct name is Pierce Street, which is used throughout this statement. The location references are unchanged.

5.2 Parking Supply and Location Reference Map



Figure 2: Car Parking Survey Location Reference Map

The location references shown on the map correspond to the second column of the tables that follow. The site is marked by the red pin on the northern side of Pierce Street, immediately west of Main Road.

5.3 Friday Car Parking Supply and Utilisation

Location	Ref	Restriction	Supply	9.45 am	11.00 am	12.30 pm	2.00 pm	3.00 pm
Pierce St (north side)	P1A	No Parking 8am–6pm Mon–Fri	0	–	–	–	–	–
Pierce St (south side)	P1B	1/2P 8am–6pm Mon–Fri	3	1	1	2	3	3
Pierce St (south side)	P1B	2P 8am–6pm Mon–Fri	8	8	8	7	6	5
Main Rd (west side, south)	M0A	1P 8am–6.30pm Mon–Fri	7	0	2	5	5	4
Main Rd (west side, north)	M1A	1/2P 8am–6.30pm Mon–Fri	7	2	5	6	5	4

Location	Ref	Restriction	Supply	9.45 am	11.00 am	12.30 pm	2.00 pm	3.00 pm
Main Rd (east side)	M1B	1P 8am–5.30pm Mon–Fri	4	2	4	4	4	4
Main Rd (east side)	M1B	1P 8am–6.30pm Mon–Fri	6	5	6	6	5	3
Main Rd (east side)	M1B	1P 8am–6.30pm Mon–Fri; Taxi Zone 10pm–1am	3	0	1	1	1	1
Main Rd (east side)	M1B	1P 8am–6.30pm Mon–Fri	3	3	3	3	3	3
Car Park – West (Harris Scarfe)	CP1	1P	116	68	81	78	76	59
Car Park – East	CP2	3P	224	209	217	219	203	168
Total Supply			381					
Number of Parked Cars				298	328	331	311	254
Number of Vacant Spaces				83	53	50	70	127
Utilisation of Supply				78%	86%	87%	82%	67%

Table 5: Car Parking Supply and Utilisation, Friday 14 August 2026 (Number of Parked Cars)

Peak utilisation across the surveyed area on the Friday was 87 per cent, at the 12.30 pm count, when 50 spaces were vacant. Utilisation fell through the afternoon to 67 per cent at 3.00 pm, when 127 spaces were vacant.

5.4 Saturday Car Parking Supply and Utilisation

Location	Ref	Restriction	Supply	9.30 am	12.15 pm	2.00 pm	3.15 pm
Pierce St (north side)	P1A	No Parking 8am–6pm Mon–Fri	10	1	1	0	0
Pierce St (south side)	P1B	1/2P 8am–6pm Mon–Fri	3	1	1	1	2
Pierce St (south side)	P1B	2P 8am–6pm Mon–Fri	8	4	7	6	4
Main Rd (west side, south)	M0A	1P 8am–6.30pm Mon–Fri	7	3	4	3	3
Main Rd (west side, north)	M1A	1/2P 8am–6.30pm Mon–Fri	7	6	6	4	2
Main Rd (east side)	M1B	1P 8am–5.30pm Mon–Fri	4	2	4	3	3
Main Rd (east side)	M1B	1P 8am–6.30pm Mon–Fri	6	3	6	4	3

Location	Ref	Restriction	Supply	9.30 am	12.15 pm	2.00 pm	3.15 pm
Main Rd (east side)	M1B	1P 8am–6.30pm Mon–Fri; Taxi Zone 10pm–1am	3	0	1	1	1
Main Rd (east side)	M1B	1P 8am–6.30pm Mon–Fri	3	3	3	3	3
Car Park – West (Harris Scarfe)	CP1	1P	116	19	65	53	46
Car Park – East	CP2	3P	224	133	135	143	138
Total Supply			391				
Number of Parked Cars				175	233	221	205
Number of Vacant Spaces				216	158	170	186
Utilisation of Supply				45%	60%	57%	52%

Table 6: Car Parking Supply and Utilisation, Saturday 15 August 2026 (Number of Parked Cars)

Peak utilisation across the surveyed area on the Saturday was 60 per cent, at the 12.15 pm count, when 158 spaces were vacant. No fewer than 158 spaces were vacant at any Saturday count.

5.5 Utilisation of Each Parking Area

The combined figures conceal material differences between the four parking areas, which have accordingly been analysed separately.

Measure	Pierce Street (P1A, P1B)	Main Road (M0A, M1A, M1B)	CP1 – West (1P)	CP2 – East (3P)
Supply, Friday business hours	11	30	116	224
Friday highest occupancy	9, at four counts	25 at 12.30 pm	81 at 11.00 am	219 at 12.30 pm
Friday peak utilisation	82%	83%	70%	98%
Friday lowest number of vacant spaces	2	5	35	5
Supply, Saturday	21	30	116	224
Saturday highest occupancy	9 at 12.15 pm	24 at 12.15 pm	65 at 12.15 pm	143 at 2.00 pm
Saturday peak utilisation	43%	80%	56%	64%
Saturday lowest number of vacant spaces	12	6	51	81

Table 7: Utilisation of Each Parking Area

The on-street parking closest to the site is well used on a weekday. The 11 spaces in Pierce Street had two or three vacant at every Friday count, and the 30 spaces in Main Road had between five and 18 vacant. Taken together, the on-street parking within about 100 m of the site had between seven and 20 spaces vacant at every Friday count.

CP2 is effectively full through the middle of a Friday, reaching 98 per cent utilisation with five spaces vacant at 12.30 pm. CP1 behaved quite differently, and did not exceed 70 per cent utilisation at any Friday count, with between 35 and 57 spaces vacant.

On the Saturday every area had spare capacity at every count. Pierce Street, with the northern side unrestricted, had between 12 and 15 spaces vacant, and CP1 and CP2 together had no fewer than 140 spaces vacant.

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)	381	391
Highest occupancy (vehicles)	331 at 12.30 pm	233 at 12.15 pm
Peak utilisation	87%	60%
Lowest number of vacant spaces	50	158
Highest number of vacant spaces	127	216
Average utilisation across the counts	80%	53%
Average number of vacant spaces	77	183

Table 8: Summary of Car Parking Supply and Utilisation

Five conclusions follow from the surveys.

- First, the parking serving the Moonah centre is not at capacity at any surveyed time. Peak utilisation was 87 per cent on the Friday and 60 per cent on the Saturday, with no fewer than 50 spaces vacant on the Friday and 158 on the Saturday.
- Second, the spare capacity is not evenly distributed. On a weekday, the on-street spaces closest to the site and the three-hour car park CP2 are close to full in the middle of the day, while the one-hour car park CP1, approximately 200 m walk from the site, retains between 35 and 57 vacant spaces.
- Third, the time restrictions in the surveyed area range from half an hour to three hours. A grocery visit of around 20 minutes is compatible with

every one of them, so that the whole of the surveyed spare capacity is usable by customers of the proposed use.

- Fourth, the weekday counts did not extend into the late afternoon and evening. Utilisation fell steadily after 12.30 pm, reaching 67 per cent at 3.00 pm. After 6:00 pm on weekdays, the northern side of Pierce Street becomes available and most Main Road businesses have closed, so spare capacity in the evening trading period of the proposed use can be expected to exceed that recorded at 3.00 pm.
- Fifth, Sunday was not surveyed. Retail activity in the centre on a Sunday is materially lower than on a Saturday, and spare capacity on a Sunday would be expected to exceed that recorded on the Saturday.

The surveys demonstrate that there is continuous spare car parking capacity within reasonable walking distance of the site at all surveyed times, and that the capacity closest to the site is greatest on Saturdays and in the evenings, which are the busiest trading periods of a neighbourhood grocery.

6 CAR PARKING ASSESSMENT

6.1 Acceptable Solution C2.5.1 A1

Under Clause C2.5.1 A1(a), parking provision must be in accordance with the Glenorchy Parking Plan. The plan requires 0.8 spaces per 30 m² of floor area, which for 280.6 m² gives 7.48 spaces, rounding to seven. Council's advice, based on the floor area of 285 m² stated in the pre-application enquiry, gives eight.

The plans show eight on-site car parking spaces. The number of on-site car parking spaces is therefore no less than the number required by the Glenorchy Parking Plan on either figure, and Acceptable Solution C2.5.1 A1 is met.

That conclusion depends on all eight spaces being counted. Council's advice raises questions about the status of both the forecourt spaces and the rear spaces, which are addressed at Section 6.2. In case Council does not count some of the spaces, the proposal has also been assessed against Performance Criterion C2.5.1 P1.1 at Section 6.4.

6.2 Status of the On-Site Car Parking Spaces

Council's advice about the on-site spaces, and the response of this statement, are as follows.

- Rear bays 5 to 8. These spaces are within the site, clear of the driveway identified as a right of way, and are each at least 2.6 m wide and 5.4 m long, meeting the dimensions in Table C2.3. The swept path analysis at Appendix A demonstrates that a B85 car can enter and leave the most constrained of them, bays 5 and 8, and leave the site, in a forward direction. Council recommends that the rear spaces be allocated to employees, and that is proposed. The rear bays should be counted.
- Forecourt bay 1. This space is 2.8 m wide and 5.7 m long and is entered directly from Pierce Street. It exceeds the 2.8 m by 5.4 m dimensions in Table C2.3, and note 1 to that Table allows the road to be included in the manoeuvring width where a space is entered from a road. Bay 1 should be counted.
- Forecourt bays 2 to 4. These spaces are 2.5 m wide and 4.9 m long, less than the 2.6 m by 5.4 m in Table C2.3, and Council notes that vehicles parked in them could overhang the footpath. They are nonetheless existing, Council's advice acknowledges that they may benefit from existing use rights, and a B85 car, which is 4.91 m long, fits within them when parked nose-in to the bollards. The proposal does not alter them.

They are serviceable for short customer stays, subject to the management measures at Section 8.2.

On that basis all eight spaces are available to the use, and the Acceptable Solution is met. If Council were not to count forecourt bays 2 to 4, five spaces would remain, being two fewer than the seven required on the plans' floor area, or three fewer than the eight in Council's advice. That case is assessed below.

6.3 Assessed Car Parking Demand

The car parking demand of the use has been assessed from first principles, using the operating characteristics at Table 3.

Component	Vehicles	Basis
Staff	2	Two staff on site at any one time, as confirmed by the applicant, each assumed to drive and park alone
Customers	12	14 customer groups on the premises at the busiest time (42 an hour staying 20 minutes), 85 per cent arriving by car, one vehicle per group (11.9, rounded up)
Assessed peak car parking demand	14	
Less staff parking in rear bays 5 to 8	2	Staff parking, in accordance with Council's recommendation
Less customer parking in forecourt bays 1 to 4	4	Short-stay customer parking
Peak demand for off-site parking, all eight spaces counted	8	Customers parking on-street or in the public car parks
Peak demand for off-site parking, bays 2 to 4 not counted	11	Customers parking on-street or in the public car parks

Table 9: Assessed Car Parking Demand

The assessed peak demand of 14 vehicles is well above both the seven spaces required by the Glenorchy Parking Plan and the nine spaces required by Table C2.1 without the Parking Plan reduction. That reflects the conservative customer figures adopted. With two staff on site, two of the four rear bays will ordinarily be free, and are available for staff arriving before the outgoing staff leave. The demand occurs only at the busiest time of the week. For most of the trading day the forecourt and on-street parking will accommodate the customers of the shop with little or no demand on the public car parks.

No discount has been applied for customers who walk from the surrounding residential area, arrive by bus, or combine the visit with other shopping in the centre. No credit has been taken for the parking demand of the existing use of the premises.

6.4 Performance Criterion C2.5.1 P1.1

This section applies if Council does not accept that the Acceptable Solution is met. Performance Criterion P1.1 requires that the number of on-site car parking spaces must meet the reasonable needs of the use, having regard to matters (a) to (h), each of which is addressed below.

Performance Criterion P1.1	Response
(a) the availability of off-street public car parking spaces within reasonable walking distance of the site	CP1 (116 spaces, 1P) and CP2 (224 spaces, 3P) are approximately 200 m and 250 m walk from the site. CP1 had between 35 and 57 vacant spaces at every Friday count and between 51 and 97 at every Saturday count. CP2 had between 81 and 91 vacant spaces at every Saturday count. The peak off-site demand of 8 to 11 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	The on-street parking and public car parks are shared by all uses in the centre and are managed by time restrictions of between half an hour and three hours, which maintain turnover. Customers of a grocery stay about 20 minutes, so each space serves several customers an hour. The busiest periods of a neighbourhood grocery, Saturday morning and weekday late afternoon and evening, differ from the weekday lunchtime peak of the centre. Staff park on site and add no long-stay demand to the public parking.
(c) the availability and frequency of public transport within reasonable walking distance of the site	Main Road is the principal public transport corridor between Glenorchy and Hobart and is served by frequent Metro Tasmania bus services in both directions. Bus stops on Main Road and Albert Road are within approximately 200 m walk of the site.
(d) the availability and frequency of other transport alternatives	Continuous footpaths serve the site from a substantial residential catchment in Moonah and West Moonah, including the dwellings immediately to the west. Four bicycle parking spaces are provided at the entrance, and the Intercity Cycleway is approximately 400 m to the east.
(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping	The existing building extends across most of the site. Parking is confined to the forecourt and the rear yard, both of which are fully used. No additional space could be provided without demolition, and Council's advice indicates that changes to the forecourt layout are unlikely to be supported. Council also advises that no parking may be placed in the right of way.
(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	There are 41 on-street spaces within about 100 m of the site during weekday business hours and 51 at other times, all kerbside on footpathed streets. Between seven and 20 were vacant at every Friday count, and between 18 and 30 at every Saturday count. Customers can use them safely and conveniently, and the restrictions suit the length of a grocery visit. Occasional short-stay customer parking in Pierce Street is consistent with the commercial frontages at its eastern end.

Performance Criterion P1.1	Response
(g) the effect on streetscape	No change is proposed to the building, the forecourt or the Pierce Street frontage. There is no effect on the streetscape.
(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 14 vehicles, being two staff and 12 customer vehicles, of which six are accommodated on site, leaving eight customer vehicles, or 11 if bays 2 to 4 are not counted, to park on-street or in the public car parks. That compares with no fewer than 50 vacant spaces across the surveyed area at any Friday count and 158 at any Saturday count.

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

The effect of the development on the surveyed parking is set out below. A worst case has been adopted, in which the peak off-site demand of eight vehicles occurs at the same time as the surveyed peak occupancy, although the peak of the use and the peak of the centre are unlikely to coincide.

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)	331	87%	339	89%	42
Friday 3.00 pm (latest count)	254	67%	262	69%	119
Friday, average of the five counts	304	80%	312	82%	69
Saturday 12.15 pm (Saturday peak)	233	60%	241	62%	150
Saturday, average of the four counts	209	53%	217	55%	174

Table 11: Effect of the Development on Parking Utilisation

At the Friday peak, utilisation of the surveyed area would rise from 87 to 89 per cent, with 42 spaces vacant. If forecourt bays 2 to 4 were not counted, and 11 vehicles parked off site, utilisation would be 90 per cent, with 39 spaces vacant. On the Saturday, utilisation would not exceed 62 per cent at any count and no fewer than 150 spaces would be vacant.

At the Friday midday peak, the on-street spaces closest to the site had seven vacant, so some customers would need to walk from CP1, which had 38 vacant spaces at that count. That is a walk of approximately 200 m, which is reasonable for a grocery visit and is the ordinary circumstance for the shops of the Moonah centre. At the busiest times of the use itself, on Saturday mornings and weekday evenings, the on-street parking closest to the site has the most spare capacity.

For these reasons, the on-site parking meets the reasonable needs of the use, and Performance Criterion C2.5.1 P1.1 is satisfied should it be relied on.

6.5 Bicycle Parking Numbers – Clause C2.5.2

Table C2.1 requires one bicycle parking space per 100 m² of floor area for General Retail and Hire, which for 280.6 m² gives 2.81 spaces, rounding to three, as Council has advised.

The plans show two inverted U bicycle rails at the front of the building, each able to accommodate two bicycles, providing four bicycle parking spaces on the site. Acceptable Solution C2.5.2 A1 is met. Their placement is addressed at Section 8.7.

6.6 Motorcycle Parking Numbers – Clause C2.5.3

Table C2.4 specifies no motorcycle parking requirement where 20 or fewer car parking spaces are required for a use. The use requires seven car parking spaces under the Glenorchy Parking Plan (eight on Council's figure, nine under Table C2.1), so no motorcycle parking is required, as Council has advised. Acceptable Solution C2.5.3 A1 is met.

6.7 Loading Bays – Clause C2.5.4

Acceptable Solution C2.5.4 A1 requires a loading bay only for uses with a floor area of more than 1,000 m² in a single occupancy. The floor area is 280.6 m², so no loading bay is required, as Council has advised. Acceptable Solution C2.5.4 A1 is met. The arrangements for deliveries are addressed at Section 8.8.

7 TRAFFIC GENERATION AND ROAD NETWORK IMPACT

7.1 Basis of Assessment

Traffic generation has been assessed from first principles, using the operating characteristics at Table 3. This statement has been prepared having regard to the Austroads Guide to Traffic Management Part 12, to which the definition of a traffic impact assessment in Clause C3.3.1 refers.

In the busiest hour, 42 customer groups arrive, of which 85 per cent, or 36, arrive by car. With an average visit of 20 minutes, departures in the busiest hour match arrivals. Staff arrive before opening and leave after closing or at shift changes, so few of their movements fall in the busiest hour of customer activity. Deliveries are one or two a day and are made outside the busiest period.

Daily traffic at the site's vehicle accesses has been estimated separately. That traffic comprises vehicles using the forecourt bays, which are assumed to be occupied 60 per cent of the time over a 12-hour trading day with a turnover of three vehicles an hour, staff vehicles in the rear bays, and vans using bay 1.

7.2 Assessed Traffic Generation

Component	Basis	Vehicle Movements
Busiest hour, all customer vehicles	36 arrivals and 36 departures	72 per hour
Busiest hour, staff and deliveries	Allowance	3 per hour
Busiest hour, total generation	Distributed between the forecourt, Pierce Street, Main Road and the public car parks	75 per hour
Busiest hour, at the site accesses	Four forecourt bays each turning over three times (24), plus staff (2)	26 per hour
Daily, forecourt bays	4 bays × 60% occupancy × 3 vehicles an hour × 12 hours × 2	173 per day
Daily, staff in rear bays	2 vehicles, arriving and departing, with allowance for shift changes	8 per day
Daily, delivery vans in bay 1	Up to 2 vans, arriving and departing	4 per day
Daily, total at the site accesses	Vehicles up to 5.5 m long	Approximately 185 per day
Daily, vehicles longer than 5.5 m at the site accesses	Deliveries by larger vehicles made from the kerb	Nil

Table 12: Assessed Traffic Generation (Vehicle Movements, In and Out)

The development is assessed to generate approximately 75 vehicle movements in its busiest hour, of which 26, or one every 2.3 minutes, would use the site's accesses. The remainder are customer vehicles parking on-street or in the public car parks. The site's accesses would carry approximately 185 vehicle movements per day, all by cars and vans no longer than 5.5 m.

7.3 Impact on the Road Network

In the context of the Moonah centre the generated traffic is small. Main Road carries a substantial volume of local and through traffic, and the surveyed parking alone accommodated between 175 and 331 parked vehicles at the count times, generating several hundred vehicle movements an hour through the day. The traffic of a 280.6 m² shop cannot be distinguished against that background.

Much of the customer traffic will already be on Main Road or in the Moonah centre for other purposes, or will be diverted from other grocery stores. The number of trips new to the road network will therefore be lower than the figures in Table 12.

The traffic using Pierce Street is confined, for the most part, to the short section between Main Road and the site, which is approximately 40 m long. Vehicles entering and leaving the forecourt and driveway do so at low speed and with good visibility along Pierce Street. No upgrade or modification to Pierce Street, Main Road, or the vehicle accesses is required.

7.4 Traffic Generation at a Vehicle Crossing – Clause C3.5.1

Clause C3.2.1(a) applies Clause C3.0 to a use that will increase the amount of vehicular traffic, or the number of movements of vehicles longer than 5.5 m, using an existing vehicle crossing. Council has advised that Clause C3.5.1 is not otherwise triggered, but that A1.4 may be triggered if the proposal increases the number of vehicles longer than 5.5 m using the access.

For vehicles longer than 5.5 m, Table C3.1 allows an increase of 20 per cent or five vehicle movements per day, whichever is greater, at a vehicle crossing on a road other than a major road. No vehicle longer than 5.5 m will use the site's accesses. Deliveries by such vehicles will be made from the kerb, as recommended in the conditions. On that basis Acceptable Solution C3.5.1 A1.4 is met for vehicles longer than 5.5 m.

For vehicles up to 5.5 m long, Table C3.1 allows an increase of 20 per cent or 40 vehicle movements per day, whichever is greater. The existing use of the premises has not been confirmed, so the increase cannot be quantified. The assessed daily traffic of approximately 185 movements would exceed 40 movements if the premises were previously vacant or used for a low-generating

purpose. For completeness, Performance Criterion C3.5.1 P1 has been addressed below.

Performance Criterion C3.5.1 P1	Response
(a) any increase in traffic caused by the use	Up to approximately 185 vehicle movements per day and 26 in the busiest hour at the site's accesses, or about one movement every 2.3 minutes at the busiest time.
(b) the nature of the traffic generated by the use	Customer cars making short visits to the forecourt, staff cars in the rear yard, and up to two delivery vans a day. No vehicle longer than 5.5 m will use the accesses.
(c) the nature of the road	Pierce Street is a short two-way local street, approximately 7.0 m wide between kerbs, serving commercial premises near Main Road and dwellings further west. The site is approximately 40 m from Main Road, and the section of Pierce Street in front of it is used mainly by traffic to and from the premises along it.
(d) the speed limit and traffic flow of the road	Pierce Street is a low-speed environment because of its short length, the Main Road junction and the kerbside parking. Its traffic flow is low. The site frontage is kept clear of parked vehicles between 8:00 am and 6:00 pm on weekdays, which maintains visibility between drivers leaving the site and traffic in Pierce Street.
(e) any alternative access to a road	The site has no frontage to any other road. The existing forecourt and driveway are the only means of access.
(f) the need for the use	The use re-occupies an existing commercial building in the General Business Zone with a neighbourhood grocery and butcher serving the Moonah community, consistent with the purpose of the zone.
(g) any traffic impact assessment	This statement constitutes that assessment, and concludes that the traffic can be accommodated safely and without any adverse effect on the efficiency of Pierce Street or Main Road.
(h) any advice received from the rail or road authority	Council, as the road authority for Pierce Street, has advised that Clause C3.5.1 is not triggered other than potentially in respect of vehicles longer than 5.5 m, which will not use the accesses.

Table 13: Assessment against Performance Criterion C3.5.1 P1

Performance Criterion C3.5.1 P1 is satisfied should it be relied on.

8 VEHICLE ACCESS, CIRCULATION AND PARKING LAYOUT

8.1 Site Access

The site is accessed from Pierce Street in two places, both existing: across the footpath directly into the forecourt bays, and by the driveway on the northern side of the building leading to the rear yard. No new access and no change to the existing accesses is proposed.

Acceptable Solution C2.6.3 A1 is met, because the number of accesses is no more than the existing number.

8.2 Forecourt Parking (Bays 1 to 4)

The forecourt bays are existing, are not altered by the proposal, and are to be used for short customer stays. Drivers enter nose-in from Pierce Street and reverse out. The swept path analysis at Appendix A demonstrates that a B85 car can enter bays 1 and 2 in a forward direction from Pierce Street, reverse out, and depart in a forward direction. Bays 3 and 4 are identical to bay 2.

Council has raised two concerns about the forecourt: that bays 2 to 4 are shorter than the current standard of 5.4 m, and that vehicles parked in them could overhang the footpath. The response is as follows.

- The bays are 4.9 m long, measured from the property boundary to the line of the bollards in front of the shopfront. A B85 car, 4.91 m long, fits within the bay when parked fully forward against the bollards. Only longer vehicles parked short of the bollards would overhang the footpath.
- Because Council has indicated that changes forward of the building line are unlikely to be supported, overhang is best managed by the operator. Signs at the head of each bay should direct drivers to park nose-in and fully forward and not to obstruct the footpath, and staff should be responsible for enforcing that, as Council's advice anticipates.
- Bay 1, which is 5.7 m long, is the most suitable forecourt space for larger cars and for delivery vans.

Drivers reversing out of the forecourt have an unobstructed view along the footpath and Pierce Street in both directions, because the forecourt is open across its full width and the site frontage is kept clear of parked vehicles on weekdays. The swept paths show the manoeuvre with the carriageway clear. When vehicles are parked on the southern side of Pierce Street opposite the site, some drivers leaving bays 1 to 4 will need a short additional manoeuvre within the carriageway before departing. That is the existing condition for the forecourt

parking and is typical of shopfront parking on local streets. It is acceptable given the low speed and low volume of traffic at this end of Pierce Street.

The 1.8 m wide pedestrian walkway on the northern side of the forecourt provides a path from the footpath to the shop entrance that is clear of the parking bays. It should be kept clear of parked vehicles, display goods and bicycles.

8.3 Rear Staff Parking (Bays 5 to 8) and the Right of Way

The rear bays are reached along the driveway on the northern side of the building. The driveway is 3.0 m wide at its narrowest point and 3.5 m wide at the frontage, and is straight for approximately 29.8 m between the property frontage and the rear yard.

Table C2.2 requires an internal access way serving one to five parking spaces to be not less than 3 m wide, with a passing bay 2 m wide by 5 m long every 30 m. The driveway serves the four rear bays and is at least 3.0 m wide. The single-lane section alongside the building is less than 30 m long, and the rear yard at one end and the Pierce Street frontage at the other allow vehicles to pass. Because the driveway is straight, a driver entering from Pierce Street can see whether a vehicle is coming out before committing to the driveway, and a driver in the rear yard can wait there for an entering vehicle to clear. Conflicts will be rare, because the rear bays are used by staff who arrive and leave at predictable times, and they can be resolved without reversing onto Pierce Street.

Council's advice is that parking cannot be supported within a designated right of way, because such areas must remain clear for access and manoeuvring by all beneficiaries. No parking space is proposed within the driveway. The title plan was not available for this assessment. The extent of the right of way, the land it benefits, and whether it extends into the rear yard should be confirmed. The rear bays are outside the driveway: bay 5 is 6.0 m from the northern boundary, and bays 6 to 8 are 7.67 m from the northern boundary of the rear yard. If the right of way does extend into the rear yard, vehicles manoeuvring to and from the bays would pass over it, but none would park on it. That use is consistent with the purpose of a right of way as an access, subject to its terms.

Consistent with Council's recommendation, the rear bays are to be allocated to staff and signed accordingly. Staff will be familiar with the driveway, the manoeuvres required and the visibility at the frontage, and their movements are few. With two staff on site at any one time, rear bay movements are approximately eight a day.

At the Pierce Street end of the driveway, the adjoining building stands on the northern boundary and limits the view of pedestrians on the footpath

approaching from the Main Road direction. On the southern side, the pedestrian walkway in the forecourt provides a clear view. This is an existing condition. Given the low number of staff movements, it is recommended that a convex mirror be mounted at the driveway exit to give drivers a view along the footpath to the north, and that a sign be placed directing drivers to give way to pedestrians.

8.4 Swept Path Analysis

Swept path analysis has been undertaken using the B85 design car of AS/NZS 2890.1, as modelled in AutoTURN. The results are at Appendix A and show the following:

- entry to bay 8, the rear bay against the western boundary, driving forward along the driveway and turning into the bay;
- exit from bay 8, reversing into the manoeuvring area of the rear yard and driving forward along the driveway to Pierce Street;
- entry to bay 5, alongside the rear wall of the building, turning in the rear yard and reversing into the bay;
- exit from bay 5, driving forward out of the bay and along the driveway to Pierce Street; and
- entry to forecourt bays 1 and 2 from Pierce Street in a forward direction, and exit from them by reversing into Pierce Street and departing in a forward direction.

Bays 5 and 8 are the most constrained rear bays. Bays 6 and 7 lie between them, are reached through the same manoeuvring area, and have the same 7.67 m manoeuvring depth as bay 8. The analysis demonstrates that a B85 car can use every rear bay and enter and leave the site in a forward direction. The rear yard manoeuvring area must be kept clear of parked vehicles, stored goods and waste bins for those manoeuvres to be available.

8.5 Design and Layout of Parking Areas – Clause C2.6.2

The parking areas are assessed against the elements of Acceptable Solution C2.6.2 A1.1(a) below.

Element of A1.1(a)	Assessment	Result
(i) Gradient in accordance with AS 2890	Existing level sealed hardstand	Met
(ii) Forward entry and exit where providing for more than 4 parking spaces	Rear bays 5 to 8 are entered and exited in a forward direction. Forecourt bays 1 to 4 are exited by reversing onto Pierce Street	Not met

Element of A1.1(a)	Assessment	Result
(iii) Access width not less than Table C2.2	Driveway at least 3.0 m wide, serving four spaces; single-lane section less than 30 m long	Met
(iv) Car parking space dimensions satisfying Table C2.3	Bays 1 and 5 to 8 satisfy Table C2.3. Bays 2 to 4 are 2.5 m by 4.9 m	Not met for bays 2 to 4
(v) Combined access and manoeuvring width not less than Table C2.3	7.67 m in front of bays 6 to 8 and Pierce Street for the forecourt bays. 6.0 m in front of bay 5, against 6.4 m	Not met for bay 5
(vi) Vertical clearance not less than 2.1 m	All parking is uncovered	Met
(vii) Delineation by line marking or other clear physical means	Bays are line marked; to be maintained	Met

Table 14: Assessment against Acceptable Solution C2.6.2 A1.1

Acceptable Solution C2.6.2 A1.1 is not met in three respects. The parking areas are therefore assessed against Performance Criterion C2.6.2 P1, which requires that they be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to matters (a) to (j).

Performance Criterion C2.6.2 P1	Response
(a) the characteristics of the site	The building extends across most of the site. Parking is confined to an existing forecourt and rear yard, which are used to their capacity without encroaching on the driveway identified as a right of way.
(b) the proposed slope, dimensions and layout	The parking areas are level. The rear bays satisfy the dimensions of Table C2.3, and the swept paths demonstrate forward entry and exit for a B85 car, including to bay 5 where the manoeuvring width is 6.0 m. Forecourt bays 2 to 4 are existing and accommodate a B85 car parked nose-in.
(c) useability in all weather conditions	All areas are sealed and drained.
(d) vehicle and pedestrian traffic safety	Staff use the rear bays, keeping unfamiliar drivers out of the driveway. Customers reversing from the forecourt have an open view of the footpath and street, and the frontage is kept clear of parking on weekdays. A pedestrian walkway leads to the entrance clear of the bays. A convex mirror and signage are recommended at the driveway exit, and signage is recommended to prevent overhang of the footpath.
(e) the nature and use of the development	A neighbourhood grocery generating short customer visits, with a small and regular staff establishment.
(f) the expected number and type of vehicles	Cars and vans no longer than 5.5 m. No larger vehicle will enter the site. Rear bay movements are approximately eight a day.
(g) the likely use of the parking areas by persons with a disability	Addressed at Section 8.6.
(h) the nature of traffic in the surrounding area	Pierce Street is a low-speed, low-volume local street at its junction with Main Road.

Performance Criterion C2.6.2 P1	Response
(i) the proposed means of parking delineation	Existing line marking to be maintained. Rear bays signed for staff and forecourt bays signed for nose-in customer parking.
(j) the provisions of AS 2890.1 and AS 2890.2	The rear layout has been tested with the AS/NZS 2890.1 B85 design car. The forecourt arrangement with reverse exit to a local street is an existing arrangement of a kind common on local streets. Commercial vehicles are addressed at Section 8.8.

Table 15: Assessment against Performance Criterion C2.6.2 P1

Subject to the recommended conditions, the parking areas provide convenient, safe and efficient parking, and Performance Criterion C2.6.2 P1 is satisfied.

8.6 Accessible Parking

Acceptable Solution C2.6.2 A1.2 applies to parking spaces provided for use by persons with a disability, and none is proposed. The Glenorchy Parking Plan requires one accessible space per 40 car parking spaces on the site. For eight spaces that is 0.2, which rounds to nil.

The number of accessible spaces required under the National Construction Code is a building matter to be determined by the building surveyor, as Council's advice notes. If the building surveyor requires an accessible space, the logical location is the forecourt next to the entrance. A space and shared area in accordance with AS/NZS 2890.6 would need to be formed from bays 1 and 2 and would reduce the forecourt to three spaces. The site would then provide seven spaces, which still equals the Glenorchy Parking Plan requirement for 280.6 m², and a footpath of at least 1.5 m would be needed from the space to the entrance under Acceptable Solution C2.6.5 A1.2. That detail should be resolved with the building surveyor before a building permit is sought.

8.7 Other Development Standards

Clause C2.6.1 Construction of parking areas. All parking, access and manoeuvring areas are existing sealed, drained hardstand. Acceptable Solution C2.6.1 A1 is met, as Council has advised.

Clause C2.6.4 Lighting of parking areas. The use will trade until 9:00 pm, so the parking areas will be used outside daylight hours for much of the year, and the site provides eight car parking spaces. It is recommended that the rear parking area, the driveway, the forecourt and the pedestrian walkway be lit in accordance with Clauses 3.1 and 3.6 of AS/NZS 1158.3.1, with lights baffled to avoid overspill onto adjoining land. On that basis Acceptable Solution C2.6.4 A1 is met.

Clause C2.6.5 Pedestrian access. Acceptable Solution A1.1 applies to uses requiring 10 or more car parking spaces, and the use requires seven. It does not apply. The forecourt nonetheless provides a dedicated 1.8 m pedestrian walkway to the entrance.

Clause C2.6.7 Bicycle parking and storage facilities. Acceptable Solution A1 applies to uses requiring five or more bicycle spaces, and the use requires three. It does not apply. The bicycle rails should nonetheless satisfy AS 2890.3 and Acceptable Solution A2, with bicycles parked clear of bay 1, the pedestrian walkway and the entrance doors.

Clause C2.6.8 Siting of parking and turning areas. Acceptable Solution A1 excludes sites where a parking area is already provided in front of the building line. The forecourt parking is existing, so Acceptable Solution C2.6.8 A1 is met.

Clause C2.7 Parking precinct plan. Council has advised that Clause C2.7.1 is not applicable.

8.8 Loading and Commercial Vehicles – Clause C2.6.6

The use will receive grocery and meat deliveries, adopted at up to two a day, by vans and by small rigid trucks. No loading bay is required under Clause C2.5.4 and none is provided, so Acceptable Solution C2.6.6 A1, which concerns the design of loading bays, does not apply.

Acceptable Solution C2.6.6 A2 requires that the commercial vehicles likely to use the site be able to enter, park and exit the site in a forward direction in accordance with AS 2890.2. A 3.0 m driveway leading to a rear yard occupied by staff parking cannot accommodate a rigid truck turning on site. A van using forecourt bay 1 would reverse out. Acceptable Solution C2.6.6 A2 is not met, and Performance Criterion C2.6.6 P2 is addressed below.

Performance Criterion C2.6.6 P2	Response
(a) the types of vehicles associated with the use	Vans and utilities up to 5.5 m long, and small rigid trucks for bulk grocery and meat deliveries.
(b) the nature of the use	A 280.6 m ² neighbourhood grocery and butcher with modest delivery requirements and cool room storage on site.
(c) the frequency of loading and unloading	Up to two deliveries a day, each typically taking 10 to 20 minutes.
(d) the area and dimensions of the site	The site has no area in which a rigid truck could turn, and the rear yard is occupied by staff parking.

Performance Criterion C2.6.6 P2	Response
(e) the location of the site and nature of traffic in the area of the site	The site is on a low-speed local street close to Main Road. Kerbside loading is available where parking controls permit, including on the northern side of Pierce Street before 8:00 am and after 6:00 pm on weekdays and at weekends, clear of the site accesses and the Main Road junction.
(f) the effectiveness or efficiency of the surrounding road network	Deliveries scheduled before the shop opens at 9:00 am, and outside the midday peak of the centre, will not affect the efficiency of Pierce Street or Main Road.
(g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping	The existing building and parking layout prevent on-site turning. Vans no longer than 5.5 m can use bay 1, which is 5.7 m long, before opening, leaving the bay free for customers during trading hours.

Table 16: Assessment against Performance Criterion C2.6.6 P2

It is recommended that vehicles longer than 5.5 m do not enter the site, and that deliveries by those vehicles be made from the kerb in accordance with the parking controls. Vans no longer than 5.5 m may use bay 1 outside trading hours. All deliveries should be made within the hours advised by Council for the General Business Zone. Subject to those conditions, access for commercial vehicles is safe, and Performance Criterion C2.6.6 P2 is satisfied.

9 CONCLUSIONS

The proposed change of use of 2 Pierce Street, Moonah, to a retail grocery and butcher shop will not result in any unreasonable car parking or traffic impact.

The site is subject to the Glenorchy Parking Plan, which requires 0.8 car parking spaces per 30 m² of floor area. On the floor area of 280.6 m² shown on the plans, seven spaces are required. Council's advice, based on 285 m², gives eight. The plans show eight on-site spaces, four in the existing forecourt and four in the rear yard, so Acceptable Solution C2.5.1 A1 is met.

The rear bays 5 to 8 satisfy the dimensions of Table C2.3, are clear of the driveway identified as a right of way, and are to be allocated to staff, as Council recommends. Forecourt bay 1 satisfies Table C2.3. Forecourt bays 2 to 4 are existing, may benefit from existing use rights, and are shorter than the current standard. They accommodate a B85 car parked nose-in, and footpath overhang is to be managed by signage and by the operator.

If Council does not count forecourt bays 2 to 4, the proposal satisfies Performance Criterion C2.5.1 P1.1. The assessed peak car parking demand is 14 vehicles, being two staff and 12 customer vehicles based on conservative customer figures, of which six are accommodated on site. Surveys on Friday 14 and Saturday 15 August 2026 found no fewer than 50 vacant spaces within the surveyed area at any Friday count, and 158 at any Saturday count. The time restrictions all suit a grocery visit. With the whole of the off-site demand added at the Friday peak, utilisation would rise from 87 to 89 per cent with 42 spaces vacant, or to 90 per cent with 39 vacant if only five on-site spaces are counted. Utilisation would not exceed 62 per cent at any Saturday count.

Three bicycle parking spaces are required and four are provided, so Acceptable Solution C2.5.2 A1 is met. No motorcycle parking or loading bay is required.

The development is assessed to generate approximately 75 vehicle movements in its busiest hour, of which 26 use the site's accesses, and approximately 185 movements per day at the accesses, all by vehicles no longer than 5.5 m. That traffic is small in the context of the Moonah centre and can be accommodated safely on Pierce Street. No vehicle longer than 5.5 m will use the accesses, so Acceptable Solution C3.5.1 A1.4 is met for those vehicles, and Performance Criterion C3.5.1 P1 is satisfied for other traffic should it be relied on.

The B85 swept path analysis demonstrates that a car can enter and leave every rear bay and the site in a forward direction, and can enter the forecourt bays forward and reverse out to Pierce Street. The layout departs from Acceptable Solution C2.6.2 A1.1 in the reverse exit from the forecourt, the dimensions of bays 2 to 4, and the manoeuvring width in front of bay 5. It satisfies Performance Criterion C2.6.2 P1, subject to the recommended conditions. Commercial vehicles cannot turn on site, and Performance

Criterion C2.6.6 P2 is satisfied by kerbside delivery for vehicles longer than 5.5 m and use of bay 1 by vans outside trading hours.

The applicant has confirmed that two staff will be on site at any one time. The customer figures and delivery arrangements are adopted figures and should be confirmed by the applicant before this statement is lodged, together with the extent of the right of way and the land it benefits. The number of accessible spaces required under the National Construction Code is a matter for the building surveyor.

The proposal is supported on traffic and car parking grounds, subject to the recommended conditions.

RECOMMENDED CONDITIONS

1. Car parking bays 5 to 8 in the rear yard shall be allocated to staff of the use and signed accordingly.
2. Car parking bays 1 to 4 in the forecourt shall be available to customers of the use for short-stay parking. Signs shall be placed at the head of each bay directing drivers to park nose-in and fully forward and not to obstruct the footpath. The operator shall ensure that vehicles do not overhang the footpath.
3. No vehicle shall be parked within the driveway on the northern side of the building identified as a right of way, within the pedestrian walkway in the forecourt, or within the manoeuvring area of the rear yard other than in a marked bay. Those areas shall be kept clear of stored goods, display goods and waste bins.
4. The existing line marking of the car parking bays shall be maintained.
5. Not fewer than four bicycle parking spaces shall be provided at the front of the building in accordance with AS 2890.3 before the use commences, positioned so that parked bicycles are clear of bay 1, the pedestrian walkway and the entrance doors.
6. The rear parking area, the driveway, the forecourt and the pedestrian walkway shall be lit in accordance with AS/NZS 1158.3.1 during hours of operation outside daylight hours, with lights baffled to prevent light spill onto adjoining land.
7. A convex mirror shall be mounted at the Pierce Street end of the driveway to give drivers leaving the site a view along the footpath to the north, and a sign shall be placed directing drivers to give way to pedestrians.
8. Vehicles longer than 5.5 m shall not enter the site. Deliveries by such vehicles shall be made from the kerb in accordance with the parking controls in force. Delivery vans no longer than 5.5 m may use bay 1 outside the hours of operation.
9. Deliveries shall be made between 7:00 am and 9:00 pm Monday to Saturday and between 8:00 am and 9:00 pm on Sundays and public holidays.

10 CLAUSE C2.0 AND C3.0 COMPLIANCE SUMMARY

The following table summarises the assessment of the proposal against each applicable standard of Clause C2.0 Parking and Sustainable Transport Code and Clause C3.0 Road and Railway Assets Code.

Standard	Requirement	Assessment	Report Reference
C2.5.1 A1 Car parking numbers	Glenorchy Parking Plan, 0.8 spaces per 30 m ² : 7 spaces on 280.6 m ² (8 in Council's advice)	Met. Eight on-site spaces shown	Section 6.1
C2.5.1 P1.1 Car parking numbers	Reasonable needs of the use, having regard to (a) to (h)	Satisfied, should it be relied on	Sections 5 and 6.4
C2.5.2 A1 Bicycle parking numbers	3 spaces, on the site or within 50 m	Met. Four spaces provided	Section 6.5
C2.5.3 A1 Motorcycle parking numbers	No requirement where 20 or fewer car spaces required	Met	Section 6.6
C2.5.4 A1 Loading bays	Required only above 1,000 m ² floor area	Met. Not required	Section 6.7
C2.5.5 Residential zones	General Residential and Inner Residential Zones only	Not applicable	Section 4.1
C2.6.1 A1 Construction of parking areas	Durable, sealed and drained	Met. Existing hardstand	Section 8.7
C2.6.2 A1.1 Design and layout	Elements (i) to (vii)	Not met in part: forecourt reverse exit, bays 2 to 4 dimensions, bay 5 manoeuvring width	Section 8.5
C2.6.2 P1 Design and layout	Convenient, safe and efficient parking, having regard to (a) to (j)	Satisfied, subject to conditions	Sections 8.2 to 8.5
C2.6.2 A1.2 Accessible parking	Spaces for persons with a disability to AS/NZS 2890.6	None required under the Parking Plan; NCC requirement for the building surveyor	Section 8.6
C2.6.3 A1 Number of accesses	No more than the existing number	Met. No new access	Section 8.1
C2.6.4 A1 Lighting of parking areas	AS/NZS 1158.3.1 where used outside daylight hours	Met, by condition	Section 8.7
C2.6.5 A1.1 Pedestrian access	Uses requiring 10 or more spaces	Not applicable. Walkway provided	Section 8.7
C2.6.6 A1 Loading bays	Loading bay design to AS 2890.2	Not applicable. No loading bay	Section 8.8
C2.6.6 A2 Commercial vehicles	Enter, park and exit in a forward direction	Not met	Section 8.8
C2.6.6 P2 Commercial vehicles	Safe access, having regard to (a) to (g)	Satisfied, subject to conditions	Section 8.8

Standard	Requirement	Assessment	Report Reference
C2.6.7 Bicycle parking facilities	A1 applies where 5 or more spaces required	A1 not applicable; rails to AS 2890.3 by condition	Section 8.7
C2.6.8 A1 Siting of parking	Behind the building line, unless already provided in front	Met. Existing forecourt parking	Section 8.7
C2.7.1 Parking precinct plan	Within a parking precinct plan	Not applicable, as advised by Council	Section 4.1
C3.5.1 A1.4 Traffic at an existing crossing	Table C3.1: 20% or 40 movements a day up to 5.5 m; 20% or 5 movements a day over 5.5 m	Met for vehicles over 5.5 m, by condition. Not demonstrated for other vehicles, as the existing use is unconfirmed	Section 7.4
C3.5.1 P1 Traffic at an existing crossing	Minimise adverse effects, having regard to (a) to (h)	Satisfied, should it be relied on	Section 7.4

Table 17: Clause C2.0 and C3.0 Compliance Summary

Appendix A: B85 Car Swept Paths

