GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-26-263
DATE RECEIVED: 2 October 2026

MC Planners Ref: 27030

2nd October 2026

General Manager/Chief Executive Officer

Glenorchy City Council

Via email – gccmail@gcc.tas.gov.au

Attention: Helen Ayers

Dear Helen,

DEVELOPMENT APPLICATION – CHANGE OF USE TO URGENT CARE CLINIC AND INTERNAL ALTERATIONS – 280 MAIN ROAD, GLENORCHY

MC Planners has been engaged by Pharos Properties Pty Ltd to prepare a development application for an Urgent Care Clinic at 280 Main Road, Glenorchy. The site is on land zoned Commercial, and the Local heritage place and Flood-prone areas overlays apply to the site. The site is within the Northern Apartments Corridor Specific Area Plan.

This letter details the proposed development and provides an assessment against the provisions of the *Tasmanian Planning Scheme - Glenorchy* ('the Planning Scheme').

In our assessment the application generates the following discretions:

- C2.5.1 P1.1 – Car parking numbers;
- C2.6.2 P1 - Design and layout of parking areas;
- C2.6.5 P1 – Pedestrian access;
- C3.5.1 P1 - Traffic generation at a vehicle crossing, level crossing or new junction; and
- GLE-S13.6.2 P1 – Discretionary uses.

The following documents are enclosed in support of the application:

- Attachment 1 – Proposal Plans;
- Attachment 2 – Traffic Statement;
- Attachment 3 - Title Information; and
- Attachment 4 – Notification letter.

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

1. Site Location and Context

The development is located at 280 Main Road, Glenorchy PID 7442776 (CT 43744/1 and CT 244805/12). The site has a total area of 1,797m^2 and has 35m of frontage to Main Road and 55m of frontage to Felicity Lane (see Figure 1). See Attachment 3 for further information.

The existing site contains a single level building that was previously used for Leprena – Aboriginal Christian Congress, and has nine parking spaces, existing lawful signs, landscaping and a small outbuilding. Vehicle access is via a double crossover from Felicity Lane. The site currently has 9 car parking spaces which includes on accessible space.

The site is near Cosgrove High School, car yards, and various commercial premises. It is located around 600m from the Glenorchy City Centre where government services, shopping and dining are available and the site forms part of the Glenorchy Principal Activity Centre.



Figure 1. Subject Sites in dark blue (source: LISTmap, Accessed 28/9/2026 annotated)

2. Proposed Use and Development

The proposed use of the site is as an Urgent Care Clinic. The Urgent Care Clinic will provide immediate care for illness and injuries that require prompt attention but do not need hospital or emergency care.

No changes are proposed to the exterior of the building. The number of parking spaces will increase from nine to eleven. The current landscaping will be retained. The proposed works are limited to the removal of selected internal walls and fittings, including a toilet and handbasin, to facilitate the building's use as an urgent care clinic. The interior has been

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

substantially modified over time, and the elements proposed for removal do not form part of the building's original heritage fabric or exhibit heritage features warranting retention. The internal demolition will not alter the external appearance of the building and will support its ongoing, viable use as an urgent care clinic. More details are provided in Attachment 1 – Proposal Plans.

The clinic will be staffed by 2 doctors, two nurses and a receptionist. Please see Section 4 of Attachment 2 for further information on the operation of the clinic.

The opening hours of the clinic are 8.00am to Midnight seven days a week.

Existing lawful signs on the site will have new graphics and text (not illuminated), and no new signs are currently proposed.

3. Policy Assessment

The applicable planning instrument in the assessment of the application is the *Tasmanian Planning Scheme - Glenorchy* ('the Planning Scheme').

The development site is located on land zoned 'Commercial' (see Figure 2). The Local Heritage place overlay applies to the entire site (GLE-C6.1.145), the site is within the Northern Apartments Corridor Specific Area Plan, and a small part of the site is within the Flood-prone areas overlay (Figure 3). The nature of the proposal and the location of the site require the proposal be considered against the following Scheme elements:

- Commercial Zone [17.0];
- Signs Code [C1.0];
- Parking and Sustainable Transport Code [C2.0];
- Road and Railway Assets Code [C3.0];
- Local Historic Heritage Code [C6.0];
- Flood-Prone Areas Code [C12.0]; and
- Northern Apartments Corridor Specific Area Plan [GLE-S13.0].

The following section provides an assessment of the proposal against each of the above-listed Scheme elements.

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

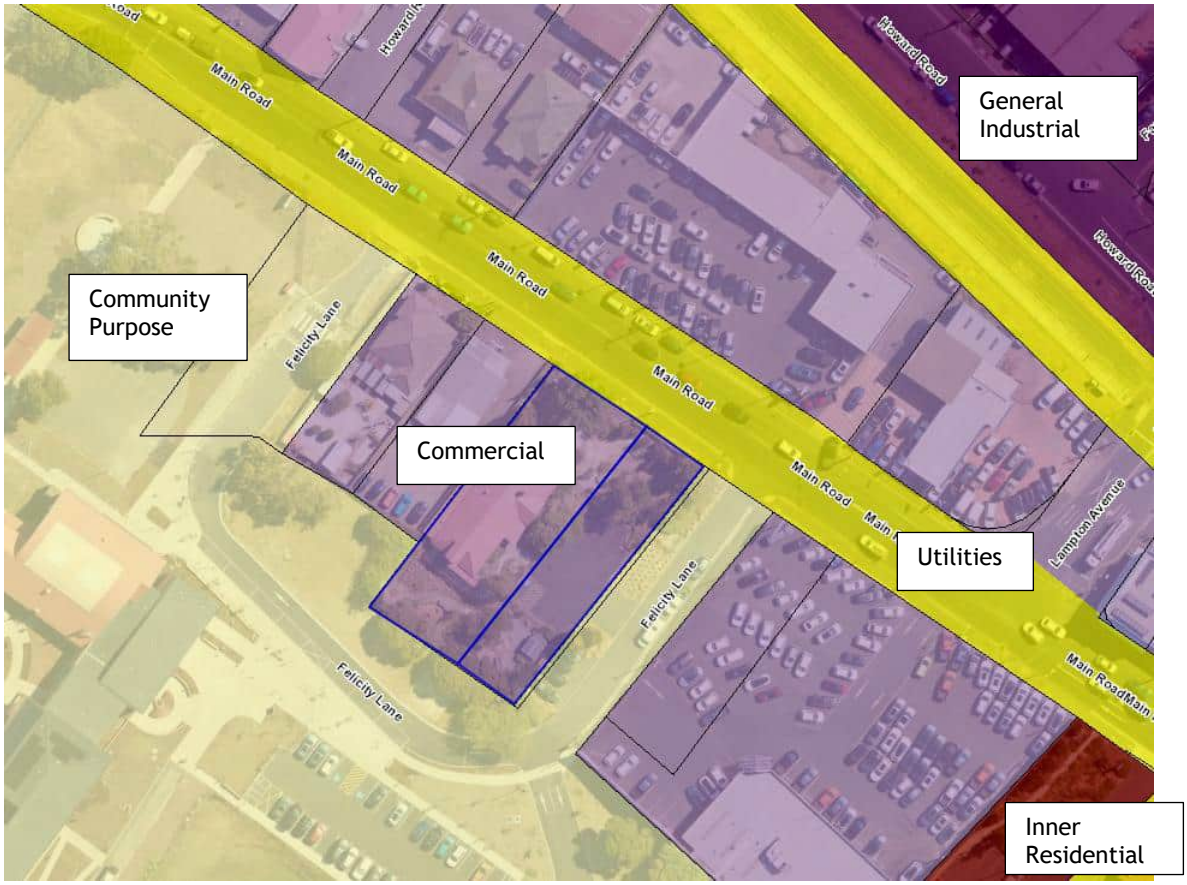


Figure 2. Land use zones (source: LIST map - accessed 28/9/2026 annotated)



Figure 3. Flood-Prone Areas Overlay (source: PlanBuild - accessed 28/9/2026)

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

Exemptions

Under Table 4.3 (4.3.2) all internal building and works are exempt from requiring a permit. The place is locally listed but is not listed on the Tasmanian Heritage Register.

Special Provisions

No special provisions apply.

Commercial Zone [17.0]

17.1 Zone Purpose

The purpose of the Commercial Zone is:

17.1.1 To provide for retailing, service industries, storage and warehousing that require:

(a) large floor or outdoor areas for the sale of goods or operational requirements; and

(b) high levels of vehicle access and parking for customers.

17.1.2 To provide for a mix of use and development that supports and does not compromise or distort the role of other activity centres in the activity centre hierarchy.

The proposal will not compromise or distort the role of other activity centres within the activity centre hierarchy. The site is located within the Glenorchy Principal Activity Centre, and the proposed Urgent Care Clinic will contribute to the provision of community facilities and social infrastructure consistent with the role of the centre described in the Southern Tasmania Regional Land Use Strategy (STRLUS). The proposal complies with all applicable standards of the Commercial Zone, except clause 17.3.2 Discretionary Uses, which is substituted by GLE-S13.6.2. As demonstrated above, the proposal satisfies the applicable Performance Criterion under that provision. Accordingly, the proposal is consistent with and advances the purpose of the Commercial Zone.

17.2 Use Table

Business and Professional Services (Medical Clinic) is a discretionary use in the zone. The discretionary use categorisation is not affected by the Specific Area Plan (GLE-S13.5 Use Table).

17.3 Use Standards

17.3.1 All uses

Please see GLE-S13.6.1 All uses, which substitutes for this provision.

17.3.2 Discretionary uses

Please see GLE-S13.6.2 Discretionary uses, which substitutes for this provision.

17.3.3 Retail Impact

As no Bulky Goods Sales use is proposed, this standard is not applicable.

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

17.4 Development Standards for Buildings and Works

No applicable building or works are proposed and assessment of subclauses under this standard is not required.

17.5 Development Standards for Subdivision

This standard is not applicable as no subdivision is proposed.

Signs Code [C1.0]

Under C1.4.3 Changes to the graphics of a sign that was lawfully displayed on or after the effective date, including text, graphic design and colour, is exempt provided that:

(a) the sign has not changed in dimension, proportion or location; and

(b) If an illuminated sign, the method of illumination has not changed.

As the proposal is to change the text, graphic design and colour of existing lawful signs on the site, the proposed signs are exempt from assessment against this code.

Parking and Sustainable Transport Code [C2.0]

This code applies to all use and development.

C2.5 Use Standards

C2.5.1 Car parking numbers

A1 *The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if:* *(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;* *(b) the site is contained within a parking precinct plan and subject to Clause C2.7;* *(c) the site is subject to Clause C2.5.5; or* *(d) it relates to an intensification of an existing use or development or a change of use where:* *(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car*	*P1.1* *The number of on-site car parking spaces for use, excluding dwellings, must meet the reasonable needs of the use, having regard to:* *(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;* *(b) the ability of multiple users to share spaces because of:* *(i) variations in car parking demand over time; or* *(ii) efficiencies gained by consolidation of car parking spaces;*

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or *(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:* *N = A + (C- B)* *N = Number of on-site car parking spaces required* *A = Number of existing on site car parking spaces* *B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1* *C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.*	*(c) the availability and frequency of public transport within reasonable walking distance of the site;* *(d) the availability and frequency of other transport alternatives;* *(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;* *(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;* *(g) the effect on streetscape; and* *(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.* *P1.2* *The number of parking spaces for dwellings must meet the reasonable needs of the use, having regard to:* *(a) the nature and intensity of the use and car parking required;* *(b) the size of the dwelling and the number of bedrooms; and* *(c) the pattern of parking in the surrounding area.*

With respect to A1, there is no parking plan or parking precinct plan for the area (a)(b), and the site is not in the General or Inner Residential zones (c).

As the number of car parking spaces is less that the number specified in Table C2.1, Section 6 of the Traffic Statement (Attachment 2) assesses the proposed parking against Performance Criterion P1.1 and concludes that the on-site supply is expected to meet the largest periods of demand, while any overflow is anticipated to be small, infrequent and readily accommodated within the surrounding kerbside parking, which is safe, accessible and more than suitable to support occasional peak conditions. Accordingly, the proposal complies with Performance Criterion P1.1.

Performance Criterion P1.2 is not applicable.

C2.5.2 Bicycle parking numbers

A1 *Bicycle parking spaces must:* *(a) be provided on the site or within 50m of the site; and* *(b) be no less than the number specified in Table C2.1.*	*P1* *Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:* *(a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and* *(b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.*

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

Table C2.1 requires 2 bicycle spaces for each 8 practitioners. As there are only 2 practitioners, no bicycle parks are required. Regardless, one bicycle space will be provided near the building entrance.

Please see GLE-S13.6.3 Bicycle parking numbers, which is in addition to this standard.

C2.5.3 Motorcycle parking numbers

A1 *The number of on-site motorcycle parking spaces for all uses must:* *(a) be no less than the number specified in Table C2.4; and* *(b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.*	*P1* *Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:* *(a) the nature of the proposed use and development;* *(b) the topography of the site;* *(c) the location of existing buildings on the site;* *(d) any constraints imposed by existing development; and* *(e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.*

Table C2.4 does not require motorcycle parking for a use with less than 20 car parking spaces and the proposal complies with this standard.

C2.5.4 Loading bays

This standard is not applicable for Business and Professional Services Use.

C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone

This standard is not applicable as the site is not within a residential zone.

C2.6 Development Standards for Buildings and Works

C2.6.1 Construction of parking areas

No new parking, access ways, manoeuvring and circulation spaces are being constructed, and this standard is not applicable.

C2.6.2 Design and layout of parking areas

A1.1 *Parking, access ways, manoeuvring and circulation spaces must either:* *(a) comply with the following:*	*P1* *All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:*

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

(i) *have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;* (ii) *provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;* (iii) *have an access width not less than the requirements in Table C2.2;* (iv) *have car parking space dimensions which satisfy the requirements in Table C2.3;* (v) *have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;* (vi) *have a vertical clearance of not less than 2.1m above the parking surface level; and* (vii) *excluding a single dwelling, be delineated by line marking or other clear physical means; or* (b) *comply with Australian Standard AS 2890-Parking facilities, Parts 1-6.* *A1.2* *Parking spaces provided for use by persons with a disability must satisfy the following:* (a) *be located as close as practicable to the main entry point to the building;* (b) *be incorporated into the overall car park design; and* (c) *be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.*[35]	(a) *the characteristics of the site;* (b) *the proposed slope, dimensions and layout;* (c) *useability in all weather conditions;* (d) *vehicle and pedestrian traffic safety;* (e) *the nature and use of the development;* (f) *the expected number and type of vehicles;* (g) *the likely use of the parking areas by persons with a disability;* (h) *the nature of traffic in the surrounding area;* (i) *the proposed means of parking delineation; and* (j) *the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.*

Two additional spaces will be provided for staff through a tandem arrangement, and these spaces must be assessed against Performance Criterion P1. Section 7 of the Traffic Statement (Attachment 2) concludes that the tandem arrangement will operate on a long term basis with minimal potential for conflict, and without affecting the efficiency or availability of patient parking. The arrangement is contained entirely within the existing sealed parking module and represents a practical response to site constraints while maintaining safe and functional operation of the parking area. Accordingly, the proposal complies with Performance Criterion P1.

Under the National Construction Code, the proposed urgent care centre is classified as a Class 5 building, which requires one accessible parking space for every 100 car parking spaces, or part thereof. As the site provides fewer than 100 spaces, the requirement is for a single accessible parking space. The existing accessible space therefore satisfies the NCC provision and is compliant with A1.2.

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

C2.6.3 Number of accesses for vehicles

A1 *The number of accesses provided for each frontage must:* *(a) be no more than 1; or* *(b) no more than the existing number of accesses,* *whichever is the greater.*	*P1* **

There is one existing access, and no new accesses are proposed, and the proposal complies with A1(a & b).

A2 is not applicable.

C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone

This standard is not applicable in the Commercial zone.

C2.6.5 Pedestrian Access

A1.1 *Uses that require 10 or more car parking spaces must:* *(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:* *(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or* *(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and* *(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.* *A1.2* *In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.*	*P1* *Safe and convenient pedestrian access must be provided within parking areas, having regard to:* *(a) the characteristics of the site;* *(b) the nature of the use;* *(c) the number of parking spaces;* *(d) the frequency of vehicle movements;* *(e) the needs of persons with a disability;* *(f) the location and number of footpath crossings;* *(g) vehicle and pedestrian traffic safety;* *(h) the location of any access ways or parking aisles; and* *(i) any protective devices proposed for pedestrian safety.*

The site does not have an existing pedestrian access, and none is proposed for a use with 10 or more parking spaces, and as such the proposal is assessed against Performance Criterion P1 in Section 8 of the Traffic Statement (Attachment 2). The Traffic Statement concludes that "*The existing parking module is already established, and the provision of a separated pedestrian path is not feasible or practical given the physical constraints of the site and the allocation of seven spaces for patient use. The module is small in scale, vehicle operating speeds are inherently low, and pedestrian interaction occurs in a low-speed, low-turnover environment. Under these conditions, a dedicated pedestrian pathway is not considered necessary and cannot be accommodated within the available space. The existing accessible parking space will be*

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

retained and positioned as close as practicable to the building entrance." Accordingly, the proposal complies with Performance Criterion P1.

C2.6.6 Loading bays

No loading bays are proposed or required, and this standard is not applicable.

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone

This standard is not applicable in the Commercial Zone.

C2.6.8 Siting of parking and turning areas

This standard is not applicable in the Commercial Zone.

C2.7 Parking Precinct Plan

The site is not within a Parking Precinct, and this standard is not applicable.

Road and Railway Assets Code [C3.0]

Under C3.2.1 this code applies to a use or development that:

(a) will increase the amount of vehicular traffic or the number of movements of vehicles longer than 5.5m using an existing vehicle crossing or private level crossing;

(b) will require a new vehicle crossing, junction or level crossing; or

(c) involves a subdivision or habitable building within a road or railway attenuation area if for a sensitive use.

If the proposal increases vehicular traffic assessment against this code is required.

C3.5 Use Standards

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

A1.1 *For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:* *(a) a new junction;* *(b) a new vehicle crossing; or* *(c) a new level crossing.* *A1.2* *For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.*	*P1* *Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:* *(a) any increase in traffic caused by the use;* *(b) the nature of the traffic generated by the use;* *(c) the nature of the road;*

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

A1.3 *For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.* *A1.4* *Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:* *(a) the amounts in Table C3.1; or* *(b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road.* *A1.5* *Vehicular traffic must be able to enter and leave a major road in a forward direction.*	*(d) the speed limit and traffic flow of the road;* *(e) any alternative access to a road;* *(f) the need for the use;* *(g) any traffic impact assessment; and* *(h) any advice received from the rail or road authority.*

The site is accessed from Felicity Lane. As Felicity Lane is not a category 1 or limited access road, A1.1 is not applicable.

No new vehicle crossing is proposed and A1.2 is not applicable.

The application does not involve the rail network and A1.3 is not applicable.

Traffic from the site does not enter or leave a major road and A1.5 is not applicable, regardless, vehicles are able to enter and leave in a forward direction.

With respect to A1.4, the expected traffic volume associated with the development exceeds the threshold in Table C3.1 and must be considered under Performance Criterion P1.

Section 10 of the Traffic Statement (Attachment 2) considers the performance criterion and concludes that *"the proposed urgent care centre will not result in adverse operational or safety effects on Felicity Lane or the surrounding road network. The analysis considers expected patient throughput, parking turnover, staff activity, sight-distance conditions, junction performance and the functional characteristics of both Felicity Lane and Main Road. Although the change of use results in an increase in daily vehicle movements relative to the previous community use, the surrounding road network has sufficient capacity to accommodate this uplift without affecting safety, efficiency or the operation of nearby intersections. The scale and nature of the traffic generated are consistent with the role of Felicity Lane as a local access street and Main Road as an urban collector."* Accordingly, the proposal complies with Performance Criterion P1.

C3.6 Development Standards for Buildings or Works

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area

No buildings for sensitive use are proposed, and the site is not within a road or railway attenuation area, and this standard is not applicable.

C3.7 Development Standards for Subdivision

This standard is not applicable as no subdivision is proposed.

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

The existing single level Federation bungalow was built in 1910 and is listed as a heritage place (GLE-C6.4.145). The bungalow is an example of a prominent early suburban house which later became a private hospital.

C6.6 Development Standards for Local Heritage Places

C6.6.1 Demolition

No demolition of the building's external fabric is proposed; thus, this clause is not applicable.

C6.6.2 Site coverage

No changes are proposed to site coverage, and this standard is not applicable.

C6.6.3 Height and bulk of buildings

No new buildings are proposed, and this standard is not applicable.

C6.6.4 Siting of buildings and structures

No new buildings are proposed, and this standard is not applicable.

C6.6.5 Fences

No fences are proposed, and this standard is not applicable.

C6.6.6 Roof form and materials

No new buildings are proposed, and this standard is not applicable.

C6.6.7 Building alterations, excluding roof form and materials

No external work is proposed; thus, this clause is not applicable.

C6.6.8 Outbuildings and structures

No outbuildings or structures are proposed, and this standard is not applicable.

C6.6.9 Driveways and parking for non-residential purposes

No changes to the existing driveways and parking are proposed, and this standard is not applicable.

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

No vegetation removal, destruction or lopping is proposed, and this standard is not applicable.

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

C6.7 Development Standards for Local Heritage Precincts and Local Historic Landscape Precincts

The site is not within a Local Heritage Precinct or Local Historic Landscape Precinct and this clause, and all subclauses are not applicable.

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

The site is not within a Place or Precinct of Archaeological Potential, and this standard is not applicable.

C6.9 Significant Trees

No significant trees are affected by this proposal, and this standard is not applicable.

C6.10 Development Standards for Subdivision

No subdivision is proposed, and this standard is not applicable.

Flood-Prone Areas Hazard Code [C12.0]

The building for which the change of use and internal reconfiguration is proposed is not located within the part of the site affected by the flood-prone areas overlay and assessment against this code is not required.

Northern Apartments Corridor Specific Area Plan [GLE-S13.0]

GLE-S13.2 Application of this Plan

This plan applies to Commercial zoned land in the overlay, and the provisions of the Specific Area Plan are in addition to or and in substitution for the provisions of the Commercial Zone and Parking and Sustainable Transport Code.

GLE-S13.5 Use Table

Business and Professional Services is a discretionary use in the Specific Area Plan.

GLE-S13.6 Use Standards

GLE-S13.6.1 All uses

This clause is in substitution for Commercial Zone - clause 17.3.1 All uses.

The nearest residential zone is the Inner Residential zone which is 76m southeast of the site. As there are no residential zones within 50m of the site, A1 is not applicable.

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

The nearest residential zone is the Inner Residential zone 76m southeast of the site. As there are no residential zones within 50m of the site, A2 is not applicable.

The nearest residential zone is the Inner Residential zone 76m southeast of the site. As there are no residential zones within 50m of the site, A3 is not applicable.

GLE-S13.6.2 Discretionary uses

This clause is in substitution for Commercial Zone - Clause 17.3.2 Discretionary uses.

A1 *No Acceptable Solution.*	*P1* *A use listed as discretionary, other than discretionary residential use, must not compromise or distort the activity centre hierarchy, having regard to:* *(a) the characteristics of the site;* *(b) the size and scale of the proposed use;* *(c) the functions of the activity centre and the surrounding activity centres; and* *(d) the extent that the proposed use impacts on other activity centres.*

The site is approximately 600 m from Glenorchy City Centre and is located within the Glenorchy Principal Activity Centre, identified by STRLUS (2026). Principal Activity Centres are intended to accommodate a broad range of services and facilities, including health care services such as medical centres.

With regard to P1(a), the site's location within an established Principal Activity Centre, its proximity to Glenorchy City Centre and the surrounding mix of commercial and community services make it suitable for an Urgent Care Clinic.

With regard to P1(b), the proposed clinic is modest in size and scale and will operate from an existing building. It will nevertheless provide an important community service by improving access to medical care at short notice when appointments at other clinics are unavailable.

With regard to P1(c), the Glenorchy Principal Activity Centre performs a broad service and community function and already accommodates a diverse range of activities, including medical centres. The Urgent Care Clinic is consistent with, and will reinforce, that function without displacing the role of surrounding activity centres.

With regard to P1(d), the proposal responds to demand for timely medical care within Glenorchy. Given its modest scale, location within the Principal Activity Centre and local service role, it is unlikely to draw activity away from or otherwise adversely affect any other activity centre. Accordingly, the proposed use will not compromise or distort the activity centre hierarchy and satisfies Performance Criterion P1.

A2 is not applicable as no discretionary residential use is proposed.

GLE-S13.6.3 Bicycle parking numbers

This clause is in addition to the provisions of the Parking and Sustainable Transport Code - clause C2.5.2 Bicycle parking numbers.

This proposal does not include apartments, and this standard is not applicable.

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

GLE-S13.7 Development Standards for Buildings and Works

There are no applicable subclauses under this standard as no new buildings or apartment buildings are proposed.

GLE-S13.8 Development Standards for Subdivision

This clause is not used in this specific area plan.

4. Conclusion

This proposal seeks approval for Urgent Care Clinic with associated internal works at 280 Main Road, Glenorchy. The development is on land zoned Commercial, which is subject to the Flood-prone Areas, and Local Heritage Place Overlays and also sits within the Northern Apartments Corridor Specific Area Plan.

The proposal has been considered against the development standards of the Commercial Zone, and the proposal generates the following discretions under the Scheme:

- C2.5.1 P1.1 – Car parking numbers;
- C2.6.2 P1 - Design and layout of parking areas;
- C2.6.5 P1 – Pedestrian access;
- C3.5.1 P1 - Traffic generation at a vehicle crossing, level crossing or new junction; and
- GLE-S13.6.2 P1 – Discretionary uses.

The proposal has been assessed against all relevant scheme criteria and is found to either comply with the Acceptable Solutions or satisfy the relevant Performance Criteria. The application is considered to be acceptable with respect to the Planning Scheme requirements and therefore ought to be supported by the Planning Authority

If Council requires any further information or clarification concerning this application, please contact us at planning@mcplanners.com.au or by phone at 6288 7248

Yours faithfully

MC PLANNERS PTY LTD

S.L.

Sandra Roberts

PLANNER

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-26-263
DATE RECEIVED: 2 October 2026

Traffic Statement

Change of use at 280 Main Road, Derwent Park



Hubble Traffic

October 2026

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

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Version	Date	Reason for Issue
Draft	October 2026	Draft issued to client
Final	October 2026	Final issue

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

Table of Contents

1. Introduction 1

2. Site location 2

3. Development proposal 3

4. Nature of urgent care centre 5

5. Parking accumulation and sensitivity testing 6

6. Car parking numbers C2.5.1 7

6.1. Performance Criteria assessment P1.1 under C2.5.1 7

6.2. Public supply parking and observed demand 7

6.3. Alternative transport modes 8

7. Clause C2.6.2 - Design and layout of parking areas 12

8. Clause C2.6.5 Pedestrian access 14

9. Operational performance of the surrounding network 16

10. C3.5.1 Traffic generation 17

11. Other consideration 19

12. Conclusion 20

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

1. Introduction

The property at 280 Main Road, Derwent Park is a single-storey building previously operating as Leprena, providing community and cultural services including meeting and activity spaces and limited administrative functions. The former use did not operate as a commercial office or private enterprise.

Mat Clark Planners has engaged Hubble Traffic Pty Ltd to prepare a Traffic Statement to support the proposed conversion of the site to an urgent care medical facility. The site contains nine existing on-site parking spaces that are sealed, line-marked and accessed via a double crossover onto Felicity Lane. Vehicle movements generated by the previous use already utilise the established local road network.

Given the presence of on-site parking, the established access arrangement, and the fact that the site currently generates traffic on the surrounding road network, the level of assessment required is relatively low. A full Traffic Impact Assessment is not considered necessary, with a Traffic Statement considered appropriate to address the change of use and associated parking and access considerations.

In preparing this assessment the Tasmanian Planning Scheme, and Australian Standards 2890.1:2004 has been used.

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

2. Site location

The site at 280 Main Road is located on the south-west corner of Felicity Lane and Main Road, with the site served by a two-way access onto Felicity Lane. The corner position provides approximately 55 metres of frontage to Felicity Lane and 35 metres of frontage to Main Road.

The surrounding land use is primarily commercial. The eastern side of Felicity Lane operates as a used-car yard with vehicle access to both Main Road and Felicity Lane. A separate used-car yard is located on the opposite side of Main Road. The adjacent property to the west appears to operate as a commercial business, with the building presenting to the street and supported by nine designated parking spaces at the rear, accessed via a driveway along its eastern boundary. Further west, 284 Main Road contains a standard residential dwelling with a single detached garage on the western boundary and a concrete driveway capable of accommodating at least two tandem parking spaces.

To the rear of the site is Cosgrove High School, which is served by Felicity Lane. This local access street circulates behind the development and connects with Main Road at two locations. The eastern junction operates with two-way flow, while the western junction functions as the formal school exit. Within the school grounds, a 34-space parking module operates as a blind aisle with two-way access to the internal driveway. The access to this module is located near the end of Felicity Lane, meaning the parking area has the potential to generate two-way vehicle movements onto Felicity Lane during school arrival and departure periods.

After the school parking module, Felicity Lane is marked for one-way circulation and passes the front of the school building before continuing to the formal exit onto Main Road. Parallel parking spaces are marked along the left-hand side of this driveway and appear to function as a student drop-off and pick-up zone.

Diagram 2.0 Site location



Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

3. Development proposal

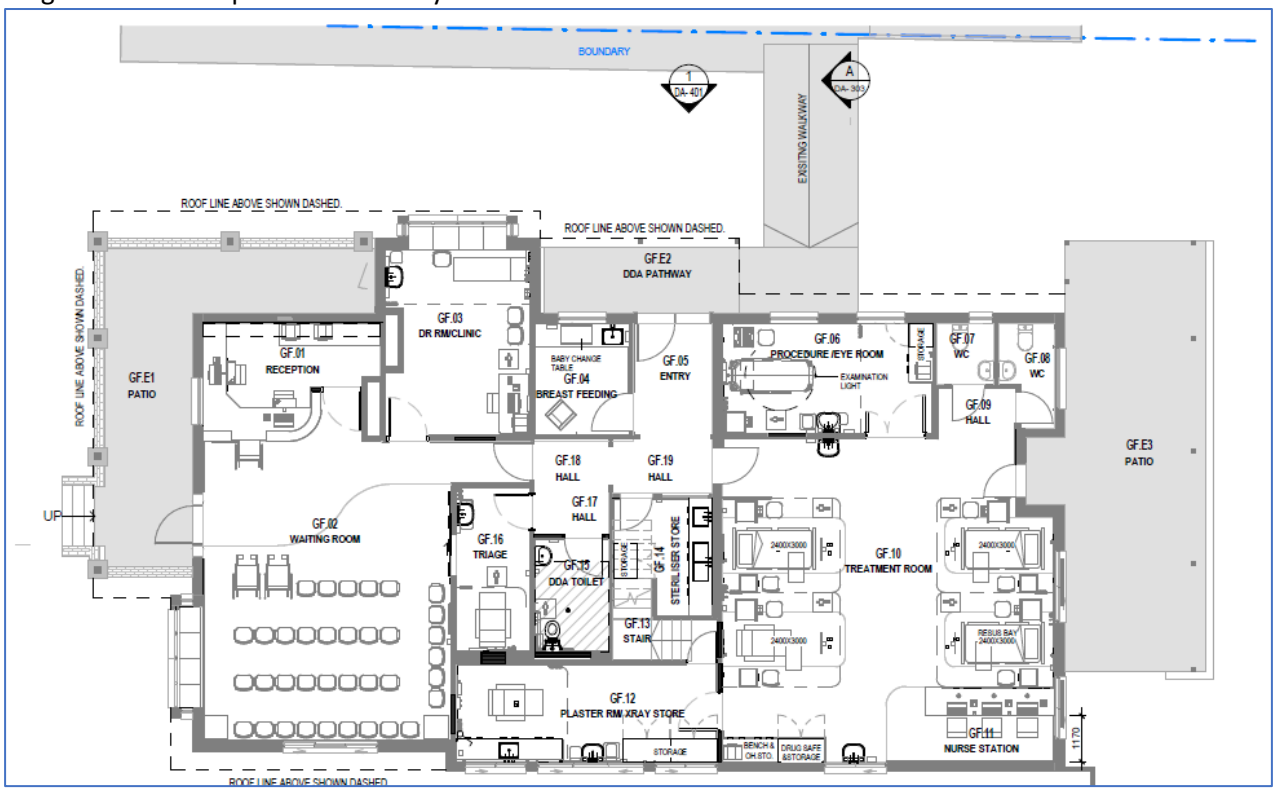
The current building will be retained with internal refurbishment to established appropriate consultation, medical rooms and reception and waiting area, supported by amenities. The number of parking spaces will increase from 9 to 11, continue to be severed by single two-way access to Felicity Lane and the site will retain the current landscaping within the site.

Diagram 3.0B – Proposed site layout plan



Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

Diagram 3.0B – Proposed internal layout



Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

4. Nature of urgent care centre

An urgent care centre (centre) provides walk-in medical treatment for non-life-threatening conditions that require timely attention but do not warrant hospital emergency care. Typical presentations include minor injuries, infections, respiratory conditions, wound care, and short-duration clinical assessments. Patients may arrive without appointments. The centre is expected to operate from 8am to midnight, seven days per week.

Urgent care centres are generally staffed by a small clinical team and operate with shorter treatment durations than general practice consulting rooms. They do not provide long-form consultations, chronic-care management, or extended procedural work.

The centre is expected to be staffed by two doctors supported by two nurses and reception staff. Facilities of this scale typically operate with continuous patient flow rather than fixed appointment slots, with treatment durations generally in the order of 15 to 25 minutes depending on presentation. Nurses undertake triage, observations, wound care and follow-up tasks, while doctors provide diagnosis, prescribing and short procedures. Some overlap occurs where nurses prepare or discharge patients while doctors complete consultations. This operational model supports a steady throughput and avoids concentrated peaks in patient arrivals.

Although there is no published industry standard specifying treatment times for urgent care centres, indicative durations have been included to assist in defining likely patient throughput. For assessment purposes, the indicative treatment times adopted are reflect of the short, single-issue nature of urgent care presentations. Typical durations are:

- Triage and initial assessment generally 5 to 7 minutes
- Doctor consultation typically 10 to 15 minutes
- Minor procedures or wound care around 10 to 20 minutes for a subset of patients

Across all presentations, an average treatment duration of approximately 20 minutes provides a reasonable basis for estimating patient flow and associated traffic generation, and parking demand.

Using the indicative appointment durations, and assuming two doctors operating concurrently, each doctor is likely to see an average of around three patients per hour under regular conditions. During higher of peak periods, throughput may increase to approximately four patients per hour. This results in a combined throughput of between six and eight patients per hour for two doctors, supported by two nurses undertaking treatment and triage activities.

Over an entire operating period, the combined throughput of six to eight patients per hour equates to approximately 96 to 128 patients per day. These figures represent a conservative worst-case scenario, as they assume both doctors operate continuously at regular or peak throughput and that peak-period demand cannot always be fully absorbed within a single hour. This approach ensures that the assessment captures the upper range of potential patient activity and provides a robust basis for estimating functional parking demand.

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

5. Parking accumulation and sensitivity testing

To establish a realistic and defensible estimate of parking demand, this assessment has considered patient treatment times under regular operating conditions and during short periods of intensified demand. Sensitivity testing has also been undertaken to examine conditions where patient arrivals exceed treatment capacity, resulting in patient overlay and increased parking accumulation. This approach provides a robust basis for understanding likely parking demand and demonstrates that the on-site supply, supported by nearby kerbside parking, is capable of accommodating both regular and elevated demand scenarios without adverse impact on the surrounding road network.

Table 5.0 – Parking accumulation demand

Scenario	Patient arrival per hour	Treatment capacity per hour	Overlay of patients	Parking accumulation
Base or regular	6	6	0	2 to 4
Peak with high demand	8	6	2	6 to 8
Sensitivity	12	6	6	8 to 11

Base scenario Arrivals match treatment capacity, resulting in no overlay. Short-stay parking durations of around 20 minutes generate an accumulation of 2–4 vehicles, which is comfortably accommodated within the seven patient spaces available on-site, therefore no parking overflow is expected.

Peak scenario Arrivals exceed treatment capacity by two patients per hour, creating a small overlay. These patients wait and carry into the next hour, increasing accumulation to 6–8 vehicles. This may generate a minor overflow parking of one vehicle, but this is short-duration and easily absorbed within nearby kerbside parking.

Sensitivity scenario Arrivals exceed treatment capacity by six patients per hour, producing a significant overlay and increasing accumulation to 8–11 vehicles. This results in an overflow of approximately three to four vehicles, which remains small in scale and can be safely accommodated within the 15 unrestricted kerbside spaces located within 50 metres of the site.

This analysis demonstrates that even when patient arrivals exceed treatment capacity and overlay occurs, the resulting parking overflow is relatively minor, short-duration, and safely managed within the surrounding kerbside supply without adverse impact on adjacent land uses or the local road network.

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

6. Car parking numbers C2.5.1

Based on the Use Classes in Table 6.2 of the planning scheme, the proposed urgent care facility is most appropriately described as Business and Professional Services, which includes land used as a medical centre or consulting rooms. Under Table C2.1 Parking Space Requirements, a doctor's surgery, clinic or consulting rooms requires four parking spaces per practitioner.

Given the nature of urgent care services, nurses are expected to undertake a higher proportion of direct treatment activity than in a standard consulting-room environment, working under the supervision of the doctors. On this basis, it could be reasonably argued that four practitioners may be providing treatment at the same time. Applying the rate of four parking spaces per practitioner results in a theoretical parking requirement of 16 on-site parking spaces.

The current site operates with nine on-site parking spaces, include one accessible space supported by share area. There is sufficient sealed area to incorporate two additional parking spaces without any physical works to achieve 11 parking spaces, by includes two tandem spaces to be used by staff. This will leave seven spaces for patient demand.

6.1. Performance Criteria assessment P1.1 under C2.5.1

With the development unable to provide the full requirement of 16 parking spaces, the shortfall of five spaces triggers assessment under Performance Criterion P1.1. On the conservative assumption that two doctors and two nurses constitute four practitioners, the proposal would require 16 spaces under Table C2.1. The development is able to supply 11 spaces, representing almost 70 percent of the planning-scheme requirement under this worst-case practitioner scenario. This level of provision demonstrates that the majority of the theoretical requirement is met on-site, with the remaining shortfall appropriately addressed through this performance-based assessment.

6.2. Public supply parking and observed demand

There is no public off-street parking supply in the surrounding area, with all public parking provided on-street. For the purposes of this assessment, only the on-street parking along the southern side of Main Road and along Felicity Lane has been considered, as parking on the northern side of Main Road requires patients to cross a busy arterial road and is therefore not relied upon. The southern side of Main Road provides convenient kerbside parking within walking distance of the site and without the need to cross Main Road. Pedestrian access in the broader area is supported by signal-operated pedestrian crossings located approximately 120 metres west of the site and by pedestrian facilities at the Lampton Avenue traffic signals approximately 70 metres to the east.

A site inspection undertaken on Thursday morning at 10.30 am observed no vehicles parked along the southern side of Main Road, while the northern side was fully occupied. This indicates that the southern kerb operates with low utilisation and provides suitable capacity to

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

accommodate any occasional overflow parking associated with the proposed urgent care centre. At the same time, two vehicles were parked along the eastern side of Felicity Lane, and four vehicles occupied the ninety-degree parking spaces along the western side of Felicity Lane. These angle spaces appear to be located within the road reserve between the development site's access and the school boundary and are likely used by employees of the adjacent car yard.

Along the southern kerb of Main Road, allowing for driveway crossovers and using an average vehicle length of seven metres, there is sufficient kerb to accommodate approximately 11 parked vehicles. Felicity Lane contains standing restrictions due to its limited width of 6.2 metres, but the unrestricted section along the eastern side provides sufficient kerb for approximately four parked vehicles. In total, there is capacity for at least 15 unrestricted kerbside parking spaces within 50 metres of the site, supplemented by a significantly larger supply beyond this immediate area. The four angle parking spaces have not been included in this supply, as they appear to function as employee parking associated with the neighbouring car yard.

None of the 15 kerbside spaces considered in this assessment are subject to time restrictions, indicating that parking demand in this area is generally low. This was confirmed during the site inspection, with only two vehicles parked in Felicity Lane and none along the southern side of Main Road. Surrounding land uses also generate minimal kerbside demand: the used-car yard to the east accommodates customer parking within its internal circulation aisles; the neighbouring commercial property is supported by nine on-site spaces, not all of which were occupied; and the residential dwelling at 284 Main Road has a detached garage and a driveway capable of accommodating at least two vehicles in tandem.

The school operates with its own supply of on-site parking, and observation confirmed that these spaces were not fully occupied at the time of inspection. The internal one-way circulation driveway is approximately 120 metres in length and provides substantial queuing capacity for parent vehicles using the designated drop-off and pick-up zones. This internal arrangement significantly reduces the need for parents to park on-street during school peak periods, thereby limiting any interaction between school-related parking demand and the kerbside parking considered in this assessment.

The observed conditions and the nature of adjacent land uses demonstrate that existing kerbside parking demand is low. The available kerbside supply is sufficient to accommodate any occasional overflow associated with the proposed urgent care centre and is not expected to adversely affect established businesses or residential properties.

6.3. Alternative transport modes

The land north of Main Road is zoned for commercial purposes, while the land to the south is zoned General Residential. Dwellings are located within reasonable walking distance of the site, and the flat terrain together with the established footpath network enables patients to travel by alternative modes such as walking or cycling. The site is also well positioned to take advantage of the intercity shared pathway that extends between Hobart and the northern suburbs. This pathway is located immediately behind Main Road on the northern side and is directly accessible via the Lampton Avenue traffic signals, providing a safe and convenient

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

connection for people walking or cycling. The availability of this high-quality shared path network supports a proportion of patients travelling by active transport rather than by private vehicle.

Main Road is served by high-frequency public transport services. The corridor forms part of Metro Tasmania's Turn-up and Go network, with buses passing the site approximately every 10 minutes between 7 am and 7 pm on weekdays. Service frequency reduces to 20-minute intervals on Saturdays and after 7 pm, and to 30-minute intervals on Sundays and public holidays. Bus stops are located within 80 metres of the site and are positioned close to signal-controlled pedestrian crossings, enabling patients to cross Main Road safely when accessing the service. Overall, the public transport network provides a practical alternative to private-vehicle travel and supports a proportion of trips being made by bus rather than by car.

Overall, the site is favourably located to encourage alternative transport modes, reducing reliance on private-vehicle travel. Its central position also makes it practical and affordable for patients to arrive and depart using ride-share services, further diversifying transport options available to patients.

The table below consolidates the key information demonstrating that the provision of 11 on-site parking spaces is sufficient to meet the regular parking demand generated by the urgent care centre. During periods of high demand peaks, there is adequate kerbside parking supply within 50 metres of the site that can be accessed safely and without crossing Main Road. Any occasional overflow parking is expected to be minor and is not anticipated to adversely affect established businesses or residential properties in the surrounding area.

The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:	
Criteria	**Assessment**
a) The availability of off-street pubic parking spaces within reasonable walking distance of the site.	None
b) The availability of multiple users to share spaces of: (i) variations in car parking demand over time; or (ii) efficiencies gained by consolidation of car parking spaces;	The parking demand generated by the urgent care centre will vary throughout the day, with short-stay patient parking characterised by relatively even turnover and only brief periods of intensified peak activity. Of the 11 on-site spaces, four will be allocated to staff, leaving seven spaces available for patient use. This arrangement enables the parking supply to be shared efficiently between staff and patients without operational conflict. The short duration of patient visits means these seven spaces will turnover multiple times across the day, maximising utilisation and allowing the parking supply to accommodate a higher number of patient arrivals than the raw space count suggests.

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

c) The availability and frequency of public transport within reasonable walking distance of the site	Main Road is served by a high-frequency public transport, with bus services operating at regular intervals throughout the week and bus stops located within a reasonable walking distance of the site. These stops are positioned close to signal-controlled pedestrian crossings, allowing patients to access the service safely. The availability and frequency of public transport along this corridor provide a practical alternative to private-vehicle travel, reducing reliance on on-site parking and supporting the development's ability to meet parking demand through a combination of on-site spaces and nearby kerbside supply.
d) The availability and frequency of other transport alternatives;	A range of other transport alternatives is available within the surrounding area, supporting reduced reliance on private-vehicle travel. The intercity shared pathway provides a high-quality walking and cycling connection between Hobart and the northern suburbs, with direct and safe access to the site via the Lampton Avenue traffic signals. The flat terrain and established footpath network further encourage active transport for short local trips. In addition, the site's central location makes it practical for patients to use ride-share services for arrival and departure. The availability of these alternative transport modes ensures that a proportion of trips can be made without generating on-site parking demand.
e) Any site constraints such as existing building, slope, drainage, vegetation and landscaping;	The site is subject to several physical constraints that limit the ability to provide additional parking. Existing buildings occupy much of the developable area, and the remaining open space is shaped by established landscaping and mature vegetation that is intended to be retained. These constraints prevent the practical expansion of on-site parking beyond the 11 spaces proposed.
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;	The surrounding road environment provides safe, accessible and appropriately managed on-street parking that can accommodate occasional overflow demand. Main Road is a straight, flat, low-speed urban corridor with established traffic-management measures, including signal-controlled pedestrian crossings that allow patients to access kerbside parking without needing to cross live traffic lanes. Within 50 metres of the site there is a supply of short-stay kerbside parking that is well connected to the footpath network and separated from higher-intensity commercial activity. These spaces operate with low turnover and minimal competing demand from adjacent land uses, ensuring that any overflow parking generated by the urgent care centre can be safely accommodated without adverse impact on road safety, traffic efficiency or nearby properties.
g) The effect on streetscape; and	The proposed parking arrangement will not adversely affect the established streetscape along Main Road. The access and parking layout maintains the existing frontage conditions, with no removal of street trees, and no alterations to the kerb and channel beyond what is already present. The development retains the visual rhythm of commercial and residential frontages on either side of the road, and the scale of the parking area remains consistent with surrounding

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

	low-intensity uses. Any occasional overflow parking will occur within existing kerbside spaces and will not introduce visual clutter or disrupt the established character of the street. As a result, the proposal preserves the appearance and function of the streetscape.
h) Any assessment by a suitability qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.	This assessment adopts a conservative worst-case scenario by treating nurses as practitioners for the purpose of calculating parking spaces, ensuring the analysis captures the upper range of patient-generated activity. Under regular operating conditions the centre is expected to treat around six patients per hour, increasing to approximately eight patients per hour during short, intense peaks. Patient visits are short-stay, resulting in high turnover and modest parking accumulation. When allowing for overlay, the practical parking demand is expected to remain at 11 vehicles or less. With seven spaces available for patients, the on-site supply is expected to meet the largest periods of demand, while any overflow is anticipated to be small, infrequent and readily accommodated within the surrounding kerbside parking, which is safe, accessible and more than suitable to support occasional peak conditions.

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

7. Clause C2.6.2 - Design and layout of parking areas

The existing parking module contains nine ninety-degree parking spaces arranged around a central two-way aisle and served by a two-way access onto Felicity Lane. Two additional spaces will be provided through a tandem arrangement, allocated to doctors and nurses to avoid operational conflict, leaving seven spaces available for patient use.

All spaces are contained within the existing sealed parking module, will be line-marked, and supported with wheel stops where required. The spaces will be 2.5 metres wide and 5.4 metres long, with a 7.6-metre two-way aisle. This aisle width provides sufficient manoeuvring space for drivers to enter and exit the spaces efficiently and in a forward direction, ensuring safe and functional operation of the parking area.

Under Table C2.1 of the planning scheme, tandem parking is only considered acceptable for residential uses, and therefore the two proposed staff tandem spaces must be assessed under the performance criteria. These spaces will be allocated exclusively to doctors and nurses, who typically arrive before patient activity commences and depart after patient demand has subsided. As a result, the tandem arrangement will operate on a long-term basis with minimal potential for conflict, and without affecting the efficiency or availability of patient parking. The arrangement is contained entirely within the existing sealed parking module and represents a practical response to site constraints while maintaining safe and functional operation of the parking area.

All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:	
Criteria	**Assessment**
a) The characteristics of the site;	The site is already developed and contains an established parking module, building footprint and a single access onto Felicity Lane. The parking area is compact, level and sealed, with physical constraints that naturally limit vehicle speeds and result in predictable circulation patterns. The two tandem staff spaces increase parking supply, reducing overflow parking and can operate safely and efficiently without affecting patient parking or access.
b) The proposed slope, dimensions and layout;	The tandem spaces are located within a level section of the parking module, with compliant grades and no transitions that would impede manoeuvring. The dimensions of the module allow staff vehicles to enter, position and exit the tandem arrangement at low speed. The layout is simple, with a short aisle and no competing circulation paths, ensuring that the tandem configuration can be used safely by staff familiar with the site.
c) Usability in all weather conditions;	The parking module is sealed and drained, providing safe and reliable operation in wet conditions.
d) Vehicle and pedestrian traffic safety;	The tandem spaces operate within a shared-space setting characterised by low vehicle speeds and limited pedestrian activity. Staff movements are predictable and occur independently of patient arrivals, reducing the potential for conflict. Sight lines within the

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

	module are clear, and the low-speed nature of the environment ensures that any manoeuvring associated with the tandem arrangement can be undertaken safely.
e) The nature and use of the development;	The urgent care centre generates modest and predictable staff parking demand. Staff typically arrive and depart once per shift, and are familiar with the site layout and circulation patterns. Allocating the tandem spaces exclusively to staff ensures that the arrangement is used by drivers capable of managing occasional repositioning of vehicles without inconvenience or safety concerns.
f) The expected number and type of vehicles;	The tandem spaces will be used only by staff vehicles, which are light passenger cars with good manoeuvrability. The number of staff movements is low, and the frequency of repositioning within the tandem arrangement is minimal. This limited and predictable activity is well suited to the compact layout of the parking module.
g) The likely use of the parking areas by persons with a disability;	The tandem spaces are allocated to staff and are not intended for use by persons with a disability. The existing accessible parking space is retained in its current location near the building entrance, ensuring that appropriate provision is maintained.
h) The nature of traffic in the surrounding area;	Felicity Lane is a low-speed local access street with modest traffic volumes and predictable movement patterns. Staff manoeuvring within the tandem spaces occurs entirely within the parking module and does not interact with through-traffic on Felicity Lane.
i) The proposed means of parking delineation;	The tandem spaces will be line marked.
j) The provision of Australian Standard AS 2890.1:2004 and AS 2890.2:2002	The tandem spaces comply with the relevant provisions of AS 2890.1:2004 for User Class 3 staff parking, including bay dimensions, grades and manoeuvring requirements. The arrangement does not require accommodation of commercial vehicles, and AS 2890.2:2002 is not triggered. The tandem configuration operates within the intent of the Standards and is appropriate for staff use in a compact parking module.

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

8. Clause C2.6.5 Pedestrian access

Increasing the number of parking spaces from nine to eleven triggers assessment under Performance Criteria P1, as the acceptable solution in Clause C2.6.5 requires a separated pedestrian accessway when a use requires ten or more parking spaces.

The existing parking module is already established, and the provision of a separated pedestrian path is not feasible or practical given the physical constraints of the site and the allocation of seven spaces for patient use. The module is small in scale, vehicle operating speeds are inherently low, and pedestrian interaction occurs in a low-speed, low-turnover environment. Under these conditions, a dedicated pedestrian pathway is not considered necessary and cannot be accommodated within the available space. The existing accessible parking space will be retained and positioned as close as practicable to the building entrance.

Safe and convenient pedestrian access must be provided within parking areas, having regard to:	
Criteria	**Assessment**
a) The characteristics of the site;	The site is already developed and contains an established parking module, building footprint and access arrangement onto Felicity Lane. The land is generally level, with no constraints such as steep grades. The parking area is compact, with inherently low vehicle speeds and predictable movement patterns, and functions effectively as a shared space where occasional pedestrian activity occurs in a controlled, low-turnover environment. These characteristics allow the parking module to accommodate the modest increase in activity associated with the proposed urgent care centre. Overall, the physical characteristics of the site support its continued use for a small-scale, health-related activity without creating operational or safety concerns.
b) The nature of the use;	Small-scale urgent care centre providing intermediate medical assessment and treatment for patients who require timely attention but do not need hospital-based emergency care. The use operates throughout the day with predictable, low-speed vehicle activity associated with patient arrivals, short-stay parking and staff movements. Traffic generation is modest and consists almost entirely of light vehicles with good manoeuvrability, which are compatible with the surrounding local-road environment.
c) The number of parking spaces;	The change of use will incorporate two additional spaces increasing the number of parking spaces from 9 to 11.
d) The frequency of vehicle movements;	The proposed urgent care centre is expected to generate a steady and predictable pattern of vehicle movements throughout the day, reflecting patient arrivals, short-stay parking and staff activity. Most trips will be made by light vehicles operating at low speed within the compact parking module. This assessment predicts between 90 and 116 two-way movements per day, equating to an hourly rate of approximately 10 to 14 movements. This level of activity is relatively low and can be safely accommodated within the existing arrangement.

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

e) The need of persons with a disability;	One accessible parking spaces situated in close proximity to the main entrance will be retained.
f) The location and number of footpath crossings;	None within the parking module
g) Vehicle and pedestrian traffic safety;	Vehicle and pedestrian safety can be maintained to a high standard within the existing access and parking arrangement. The parking module is compact, with inherently low operating speeds and predictable movement patterns, and functions effectively as a shared space where occasional pedestrian activity occurs in a controlled, low-turnover environment.
h) The location of any access ways or parking aisles; and	The site is served by a single established two-way access onto Felicity Lane, which leads directly into a compact parking module. The internal parking aisle is short, with predictable circulation patterns and no secondary access points. The location of the access and the configuration of the parking aisle ensure that vehicle movements are contained within a low-speed setting and do not create conflict with pedestrians. The arrangement is appropriate for the modest level of activity associated with the proposed urgent care centre.
i) Any protective devices proposed for pedestrian safety.	The parking module is self-enforcing, with its compact layout and physical constraints making low operating speeds evident and unavoidable; under these conditions no protective device is considered necessary.

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

9. Operational performance of the surrounding network

The site and surrounding road network were inspected on Thursday morning, 1 October 2026, to evaluate current traffic operations. The site access onto Felicity Lane is 7.6 metres wide, providing more than adequate width to accommodate two-way vehicle movements. The access is at the same level as the roadway, allowing vehicles to enter and leave with adequate ground clearance. The access configuration affords adequate sight distance in both directions, noting the physical characteristics of Felicity Lane limits operating speed. Although Felicity Lane is narrow, it can safely accommodate kerbside parking along the eastern side while maintaining adequate traffic flow.

Traffic activity on Felicity Lane is expected to be very light throughout the day, with short, intense peaks generated by the school during student arrival and departure periods. Outside these brief intervals, traffic volumes is expected to be low and the Lane operates with a high level of safety and efficiency. The only other access on the lane serves the adjoining car yard, which is not a high traffic generator, resulting in very low additional vehicle movements. In combination, these conditions confirm that Felicity Lane functions as a low-volume local road with ample capacity to accommodate the modest traffic associated with the urgent care centre.

The junction of Felicity Lane and Main Road operates as a standard T-junction. At this location Main Road has a straight horizontal alignment, relatively flat terrain, and no buildings constructed to the property boundary, meaning sight distance for vehicles exiting Felicity Lane is not impeded by physical obstructions. As an urban collector, traffic flow on Main Road is reasonably consistent, and while right-turn movements from Felicity Lane can be challenging during higher-flow periods, the downstream traffic signals create regular gaps that assist vehicles turning right. Although Main Road does not contain a formal right-turn lane at this location, the no-standing restrictions along the northern kerb allow right-turning vehicles to be passed on the left. This arrangement ensures that any increase in right-turn movements generated by the development will not adversely affect traffic efficiency along Main Road.

No deficiencies were observed, and the network is more than suitable to accommodate the change in use.

A check of the Department's crash data revealed no reported crashes in Felicity Lane or at the junction of Felicity Lane and Main Road in the last completed years.

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

10. C3.5.1 Traffic generation

Based on four medical staff working together, average patient throughput is expected to range between one patient every 7 to 10 minutes. Over an entire operating period, this equates to approximately 96 to 128 patients. Assuming that around 85 percent of patients travel by private vehicle, this results in approximately 82 to 108 patient-vehicle arrivals per day. With seven spaces available for patients, the parking area can accommodate this demand with a practical turnover of around six to eight patients per space per day, generating in the order of 164 to 218 patient-vehicle movements (arrivals and departures combined).

The four staff spaces are expected to generate a further eight movements per day. In total, the access is therefore expected to accommodate approximately 172 to 226 two-way vehicle movements per day, which is modest and readily managed within the capacity of Felicity Lane and the Felicity Lane/Main Road junction.

It is reasonable to assume that the previous use of the site would not have generated the same level of daily traffic movements anticipated for the urgent care centre. As a result, the change of use triggers the need for assessment under Performance Criteria P1. The expected traffic volume associated with the development would exceed the threshold in Table C3.1, which limits increases to no more than 20 percent of 40 vehicle movements per day on a non-major road. Given that the projected traffic movements are above this threshold, the proposal must be considered under the performance criteria to demonstrate that the additional traffic can be safely and efficiently accommodated within the existing road network.

Vehicular traffic to and from the site must minimise any adverse effects on the safety or a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network having regards to:	
Criteria	**Assessment**
a) Any increase in traffic caused by the use;	The Centre is expected to generate a relatively constant level of traffic throughout the day, whereas the previous community use would have generated traffic in intermittent waves associated with meetings and programmed activities. With nine parking spaces available under the former use, it is reasonable to assume a modest turnover between three to four vehicles per space per day, equating to approximately 54 to 72 two-way movements. In comparison, the change of use is predicted to generate between 172 and 226 daily movements, representing an increase of around 118 movements per day. This uplift is moderate, and when spread across the extended operating hours, is relatively low, average of less than eight movements per hour.
b) The nature of the traffic generated by the use;	Both the previous use and the proposed change of use are expected to generate light vehicles less than 5.5 metres in length, which have good manoeuvrability and are fully compatible with the vehicles operating on the surrounding road network.

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

c) The nature of the road;	Main Road functions as an urban collector carrying steady, moderate traffic volumes throughout the day, with a generally straight alignment, good sight distance and a cross-section suitable for accommodating turning activity at side-road junctions. Felicity Lane operates as a low-volume local road providing direct property access. Both are a suitable standard to absorb the additional traffic generated by the development without adversely impacting other users.
d) The speed limit and traffic flow of the road;	Main Road operates under an urban 50 km/h speed limit and carries steady, moderate traffic volumes throughout the day, reflecting its function as a collector road. Felicity Lane operates under a 50 km/h limit but functions as a low-volume local access street, with very light traffic outside short, school-related peaks during student arrival and departure. These peaks are brief and predictable, and at all other times traffic flows are low and movements occur with a high level of safety and efficiency. The modest increase in traffic generated by the urgent care centre can be readily absorbed within these existing flow conditions without adversely affecting other road users.
e) Any alternative access to road;	None, the current access is considered suitable.
f) The need for the use;	There is a practical need for the proposed urgent care centre, as it provides an intermediate level of medical support for patients who require timely assessment but do not need hospital-based emergency care. The service complements existing health facilities in the area and offers an alternative pathway for patients who might otherwise attend the emergency department for non-critical conditions. The proposed use therefore represents a reasonable and beneficial addition to local health-service provision.
g) Any traffic impact assessment; and	This assessment determined that the proposed urgent care centre will not result in adverse operational or safety effects on Felicity Lane or the surrounding road network. The analysis considers expected patient throughput, parking turnover, staff activity, sight-distance conditions, junction performance and the functional characteristics of both Felicity Lane and Main Road. Although the change of use results in an increase in daily vehicle movements relative to the previous community use, the surrounding road network has sufficient capacity to accommodate this uplift without affecting safety, efficiency or the operation of nearby intersections. The scale and nature of the traffic generated are consistent with the role of Felicity Lane as a local access street and Main Road as an urban collector.
h) Any advice received from the rial or road authority.	Aware of none

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

11. Other consideration

The site will provide a minimum of one bicycle parking space near the building entrance, satisfying the Acceptable Solution under Clause C2.5.2 and Table C2.1, based on the operation of the urgent care centre with four practitioners. This provision is appropriate for the expected level of cycling demand and ensures convenient access for patients or staff who choose to arrive by bicycle.

Due to the medical nature of the waste generated on the site, the client will engage a private waste-collection contractor to service the development. Collection will be scheduled outside the hours of operation, enabling the vehicle to enter the site, manoeuvre within the existing parking module, turn around, and leave in a forward-driving direction. This arrangement ensures safe and efficient servicing without conflict with patient or staff activity.

Under the National Construction Code, the proposed urgent care centre is classified as a Class 5 building, which requires one accessible parking space for every 100 car parking spaces, or part thereof. As the site provides fewer than 100 spaces, the requirement is for a single accessible parking space. The existing accessible space therefore satisfies the NCC provision and is compliant.

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026

12. Conclusion

The proposed conversion of 280 Main Road to an urgent care centre can be supported from a traffic, parking and access perspective. The development utilises an established access onto Felicity Lane and an existing sealed parking module that operates safely within a low-speed environment. The centre is expected to generate modest and predictable traffic activity, with daily vehicle movements well within the capacity of the surrounding local road network. The provision of 11 onsite parking spaces, including two staff tandem spaces and one accessible space, satisfies the reasonable operational needs of the use when assessed under the performance criteria of Clauses C2.5.1 and C2.6.2. Occasional overflow parking can be safely accommodated within nearby kerbside supply without adverse impact on adjacent land uses.

Pedestrian access is appropriate for the scale of the site, and the compact layout ensures low operating speeds and predictable movement patterns. Bicycle parking is provided, while waste collection can be managed safely through scheduled private servicing outside operating hours. The surrounding network operates with sufficient spare capacity, and the change of use does not introduce any material increase in traffic risk or operational constraint.

Overall, the proposed urgent care centre can be accommodated on the site without detriment to parking efficiency, pedestrian safety or the performance of the surrounding road network.

Document Set ID: 3678620
Version: 1, Version Date: 16/10/2026