DEVELOPMENT APPLICATION

APPLICATION NUMBER:	PLN-25-186
PROPOSED DEVELOPMENT:	Change of Use to Medicare Mental Health Centre (Business and Professional Services), Partial demolition, Alterations and Additions.
LOCATION:	388-388a Main Road Glenorchy
APPLICANT:	MC Planners
ADVERTISING START DATE:	19/09/2025
ADVERTISING EXPIRY DATE:	3/10/2025

Plans and documentation are available for inspection at Council's Offices, located at 374 Main Road, Glenorchy between 8.30 am and 5.00 pm, Monday to Friday (excluding public holidays) and the plans are available on Glenorchy City Council's website (**www.gcc.tas.gov.au**) until **3/10/2025**.

During this time, any person may make representations relating to the applications by letter addressed to the Chief Executive Officer, Glenorchy City Council, PO Box 103, Glenorchy 7010 or by email to gccmail@gcc.tas.gov.au.

Representations must be received by no later than 11.59 pm on **3/10/2025**, or for postal and hand delivered representations, by 5.00 pm on **3/10/25**.

374 Main Road, Glenorchy
PO Box 103, Glenorchy TAS 7010
(03) 6216 6800 | gccmail@gcc.tas.gov.au
www.gcc.tas.gov.au
ABN 19 753 252 493

SNOWS DRY CLEANER

Project No:

P23060

Sheet No:

DA- 000

388A Main Rd, Glenorchy TAS 7010

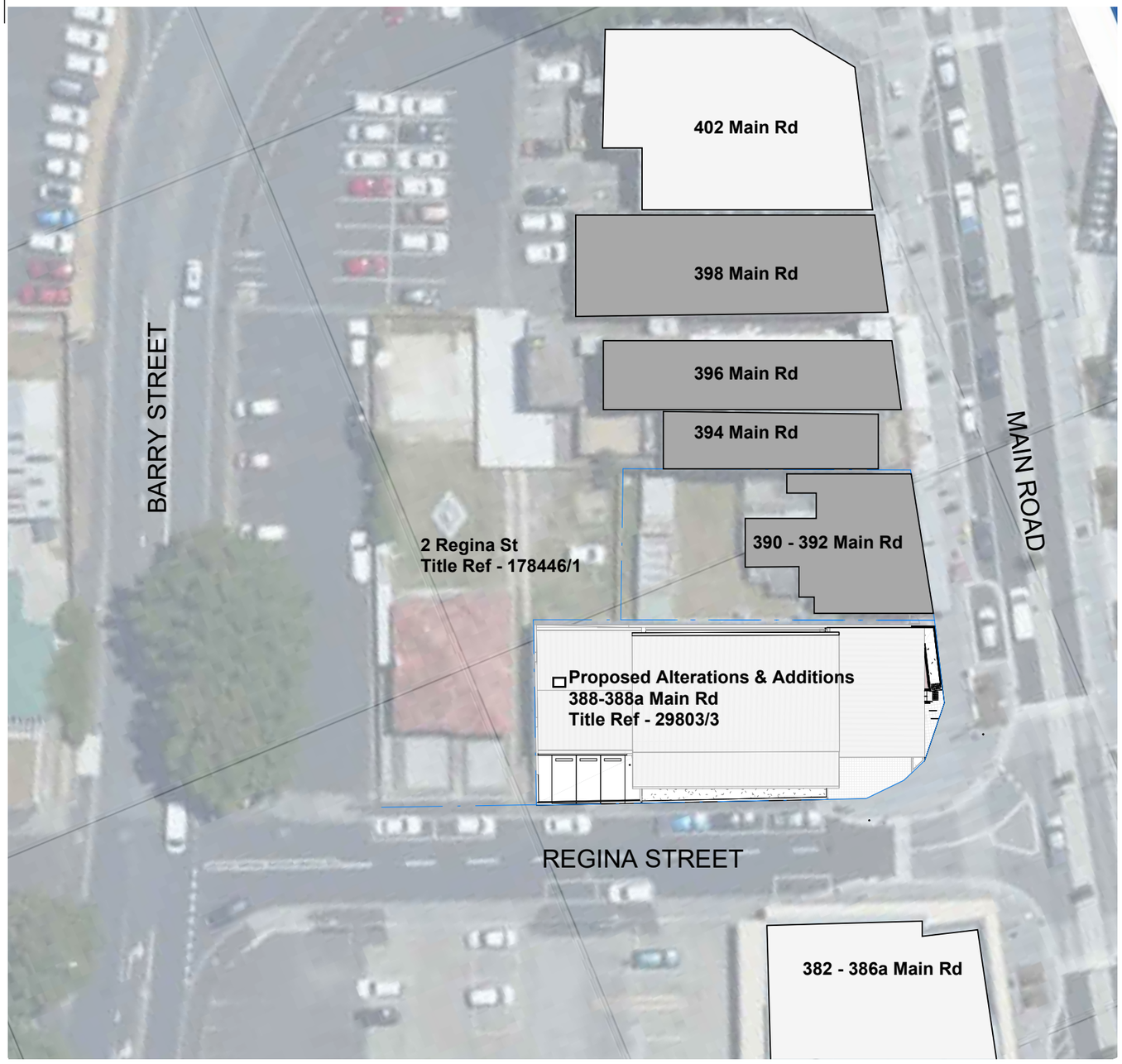
COVER SHEET

20/06/2025 PRELIMINARY DOCUMENTATION

SHEET No.	SHEET NAME	REVISION	REVISION DATE	REVISION DESCRIPTION
0_COVER SHEET				
DA- 000	COVER SHEET	1	20/06/2025	PRELIMINARY DOCUMENTATION
1_SITE				
DA- 100	LOCATION PLAN & SITE SURVEY	1	20/06/2025	PRELIMINARY DOCUMENTATION
DA- 102	PROPOSED SITE PLAN	2	01/08/2025	RFI
2_DEMO PLANS				
DA- 201	GROUND LEVEL DEMOLITION PLAN	3	01/08/2025	RFI
3_PLANS				
DA- 301	GROUND LEVEL FLOOR PLAN	2	01/08/2025	RFI
DA- 302	CALL OUT FLOOR PLAN	2	01/08/2025	RFI
4_ELEVATIONS				
DA- 400	ELEVATIONS	2	01/08/2025	RFI
6_RENDERS				
DA- 600	3D PERSPECTIVE VIEW	2	01/08/2025	RFI

TOTAL SHEETS: 8

1. Street Perspective - Main Rd & Regina St



1 LOCATION PLAN

SCALE: 1 : 500

SITE INFORMATION

Land Title Reference	29803/3	
Wind Classification	TBC	Site Classification to AS 4055-2006
Soil Classification	TBC	Site Classification to AS 2870-2011
Climate Zone	Climate Zone - 7	(www.abcb.gov.au map)
BAL Level	N/A	No areas of bushfire prone vegetation >1ha within 100m of the building
Alpine Area	NO	BCA Figure 3.7.5.2
Corrosion Environment	TBC	TBC
Other Hazards	TBC	TBC
Total Area	SITE	692.3m^2
Dwellings Existing	NA	
Dwellings Proposed	NA	Total Area: NA
Deck/ Patio Area	NA	Total Area: NA

ACCREDITED DESIGNER

Designer	Hanz Lee
Accreditation Number	682220660

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BATTERY POINT TAS 7004

LAUNCESTON
HOLYMAN HOUSE
LEVEL 2, 52-54 BRISBNE STREET
LAUNCESTON TAS 7250

JACOB ALLOM WADE PTY LTD
ABN 92 009 559 479

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FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

PROJECT:
P23060
P23060: SNOWS DRY CLEANER
388A Main Rd, Glenorchy TAS 7010

CLIENT:
Pharos Properties Pty Ltd

SCALE:	CHK: CE	APP: HL
1 : 500	DES: CE	DRW: JS / TA

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SCALE: 1:500

REV	DESCRIPTION	DATE	BY
1	PRELIMINARY DOCUMENTATION	20/06/2025	TA

DRAWING NUMBER:
DA- 100

DRAWING TITLE:
LOCATION PLAN & SITE SURVEY

DRAWING SERIES:
1 SITE

STATUS: PRELIMINARY
REV: 1

ARCHITECT:
JAWS Architects
388A Main Rd, Glenorchy TAS 7010

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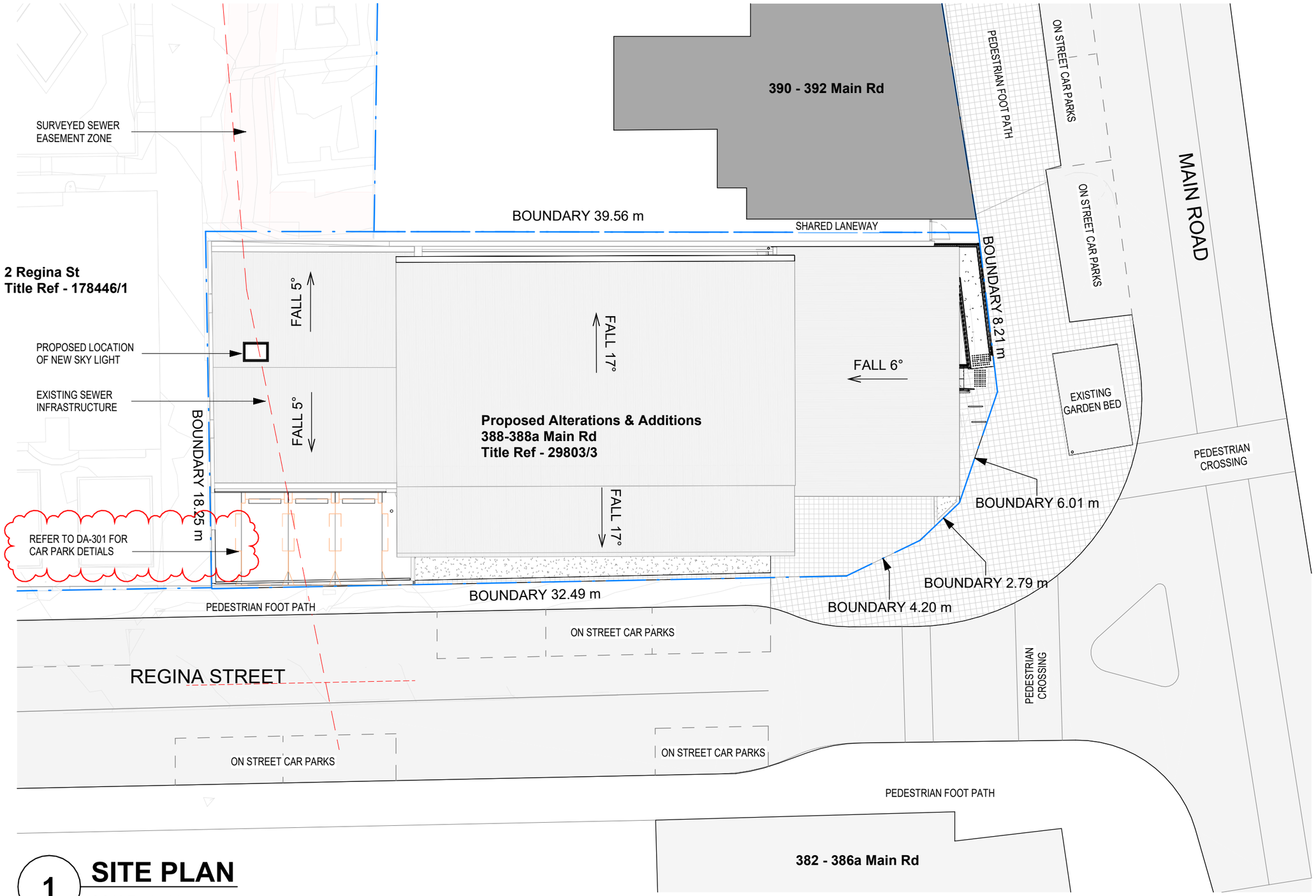

1 SITE PLAN

SCALE: 1 : 200

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PROJECT:
P23060

P23060: SNOWS DRY CLEANER
388A Main Rd, Glenorchy TAS 7010

CLIENT:
Pharos Properties Pty Ltd

SCALE:	CHK: CE	APP: HL
1 : 200	DES: CE	DRW: JS / TA

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SCALE: 1:100

REV	DESCRIPTION	DATE	BY
2	RFI	01/08/2025	
1	PRELIMINARY DOCUMENTATION	20/06/2025	TA

DRAWING NUMBER:
DA- 102

DRAWING TITLE:
PROPOSED SITE PLAN

DRAWING SERIES:
1 SITE

STATUS: PRELIMINARY

REV: 2

ARCHITECT:

JAWS Architects
388A Main Rd, Glenorchy TAS 7010

3/08/2025 4:05:50 PM
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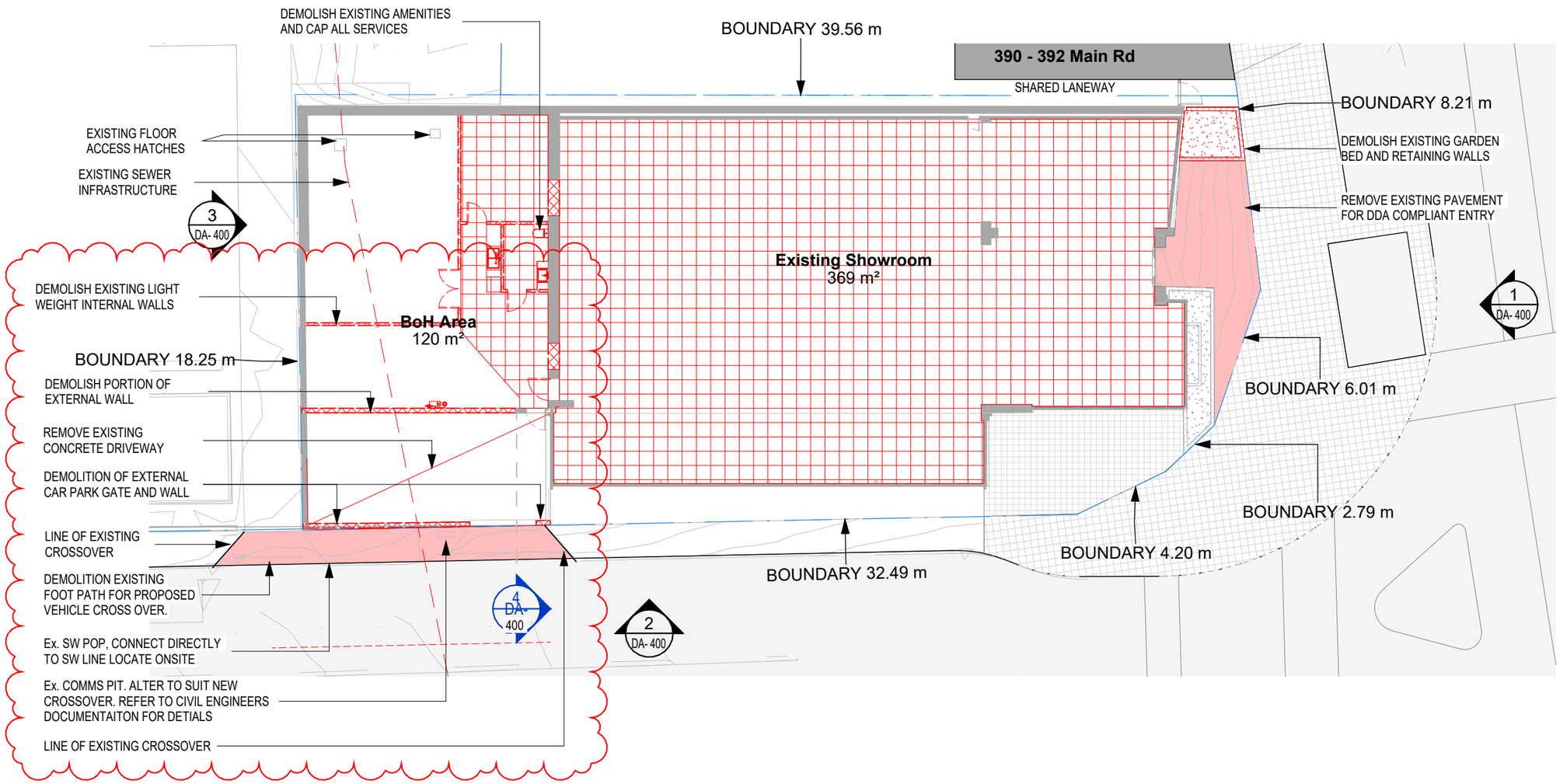
DEMOLITION LEGEND

REMOVED ELEMENTS

DEMOLISHED WALLS

EXISTING WALLS



1 GROUND FLOOR - DEMOLITION PLAN

SCALE: 1 : 200

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PROJECT:
P23060

P23060: SNOWS DRY CLEANER
388A Main Rd, Glenorchy TAS 7010

CLIENT:
Pharos Properties Pty Ltd

SCALE:	CHK: CE	APP: HL
As indicated	DES: CE	DRW: JS / TA

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SCALE: 1:200

REV	DESCRIPTION	DATE	BY
3	RFI	01/08/2025	
2	PRELIMINARY DOCUMENTATION	26/06/2025	TA
1	PRELIMINARY DOCUMENTATION	20/06/2025	TA

DRAWING NUMBER:
DA- 201

DRAWING TITLE:
GROUND LEVEL DEMOLITION PLAN

DRAWING SERIES:
2 FLOOR PLANS

STATUS: PRELIMINARY

REV: 3

ARCHITECT:
JAWS Architects
388A Main Rd, Glenorchy TAS 7010

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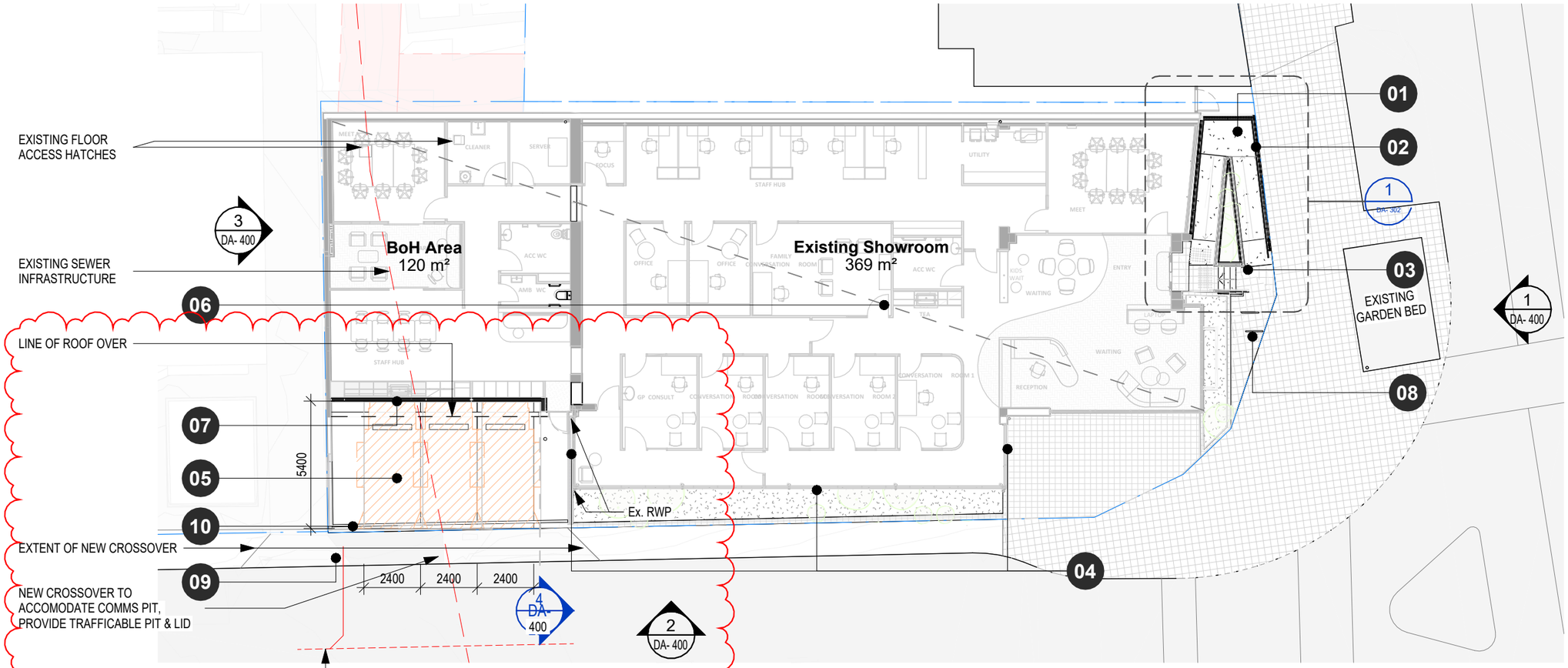
CODE	DETAILS
01	PROPOSED NEW ENTRY RAMP
02	PROPOSED GLAZED RAILING
03	PROPOSED NEW ENTRY STAIR CASE
04	EXTENT OF GLAZED PANEL REPLACEMENTS. RETAIN EXISTING FRAMING AND FEATURE, PAINT FINISH TO MATCH EXISTING
05	PROPOSED NEW CAR PARKS
06	INTERNAL FLOOR PLAN LAYOUT BY OTHERS
07	NEW EXTERNAL WALL TO ACCOMODATE PROPOSED CAR PARKS
08	PROPOSED NEW BICYCLE RACKS
09	PROPOSED DRIVEWAY WIDENING FOR ADDITIONAL CAR PARKING SPACES. REFER TO CIVIL DOCUMENTATION FOR DETAILS.
10	PROPOSED NEW CONCRETE DRIVEWAY. ADDITIONAL SLOTTED DRAINAGE TRAFFICABLE CHANNEL. CONNECT TO Ex. STORMWATER. REFER TO CIVIL DOCUMENTATION FOR DETAILS.



1 GROUND FLOOR - PROPOSED PLAN

SCALE: 1 : 200

7 A-2401

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PROJECT:
P23060

P23060: SNOWS DRY CLEANER
388A Main Rd, Glenorchy TAS 7010

CLIENT:
Pharos Properties Pty Ltd

SCALE:	CHK: CE	APP: HL
1 : 200	DES: CE	DRW: JS / TA

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SCALE: 1:200

REV	DESCRIPTION	DATE	BY
2	RFI	01/08/2025	
1	PRELIMINARY DOCUMENTATION	20/06/2025	TA

DRAWING NUMBER:
DA- 301

DRAWING TITLE:
GROUND LEVEL FLOOR PLAN

DRAWING SERIES:
2 FLOOR PLANS

STATUS: PRELIMINARY

REV: 2

ARCHITECT:
JAWS Architects
388A Main Rd, Glenorchy TAS 7010

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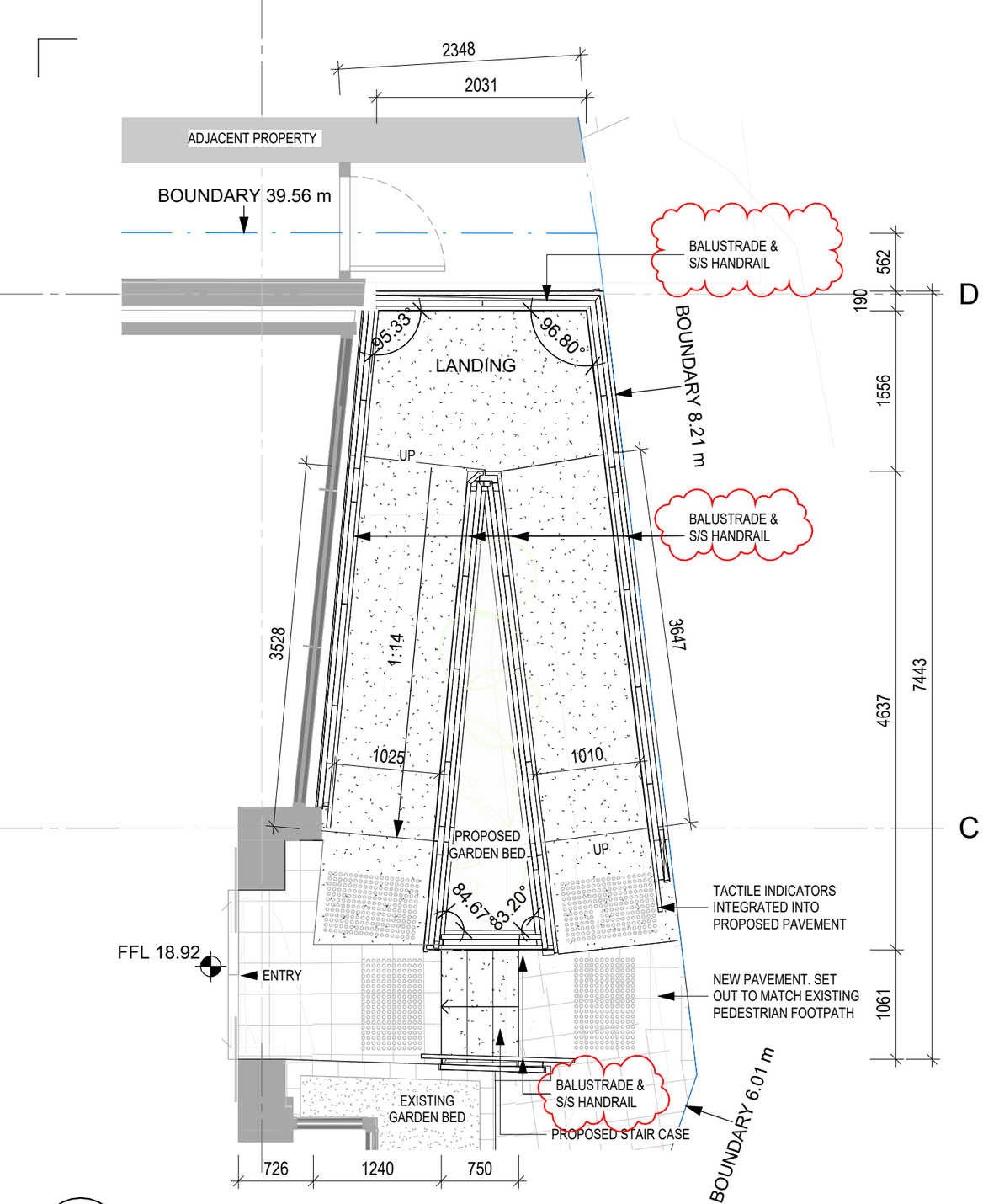
CODE DETAILS



1 GROUND FLOOR - ENTRY

SCALE: 1 : 50

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jaws@jawsarchitects.com
www.jawsarchitects.com

PROJECT:
P23060

P23060: SNOWS DRY CLEANER
388A Main Rd, Glenorchy TAS 7010

CLIENT:
Pharos Properties Pty Ltd

SCALE:	CHK: CE	APP: HL
1 : 50	DES: CE	DRW: JS / TA

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SCALE: 1:50

REV	DESCRIPTION	DATE	BY
2	RFI	01/08/2025	
1	PRELIMINARY DOCUMENTATION	20/06/2025	TA

DRAWING NUMBER:
DA- 302

DRAWING TITLE:
CALL OUT FLOOR PLAN

DRAWING SERIES:
2 FLOOR PLANS

STATUS: PRELIMINARY

REV: 2

ARCHITECT:
JAWS Architects
388A Main Rd, Glenorchy TAS 7010

5/08/2025 4:09:31 PM
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CODE	DETAILS
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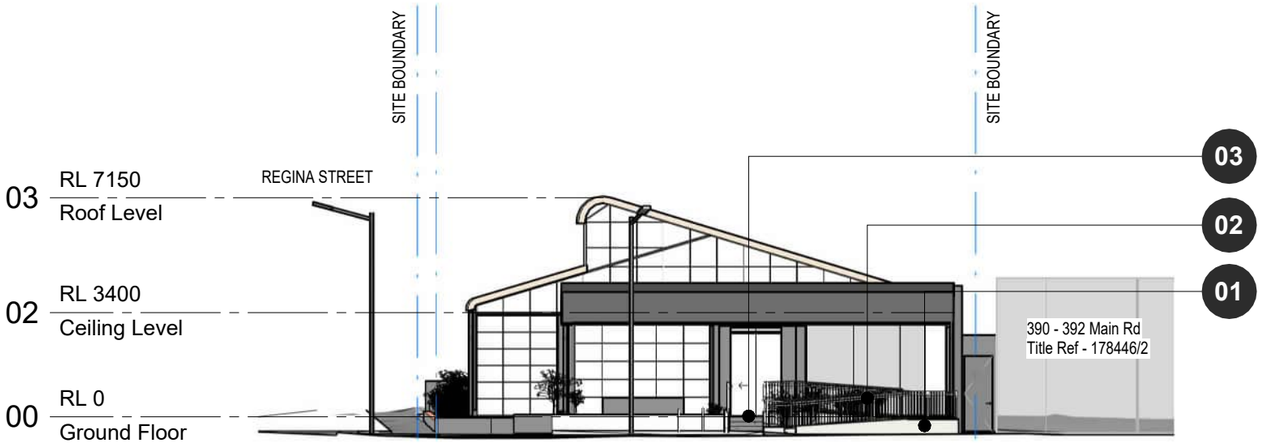
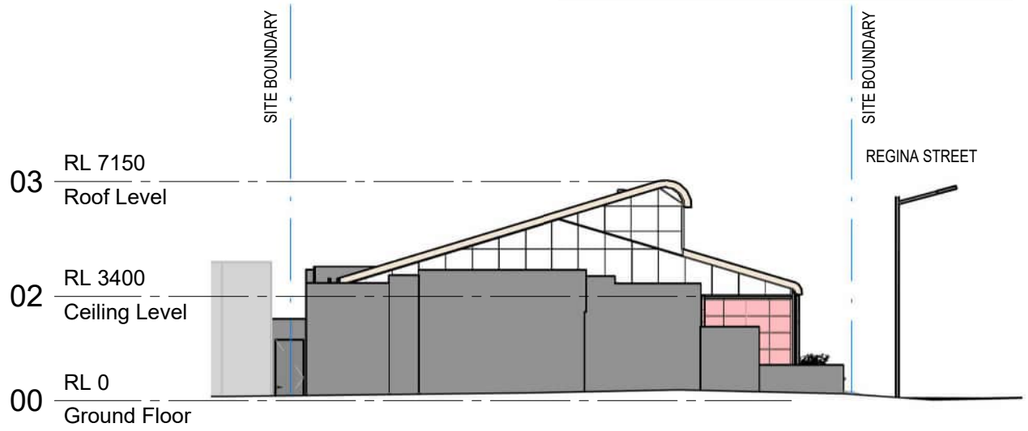
02	PROPOSED GLAZED RAILING
03	PROPOSED NEW ENTRY STAIR CASE
04	EXTENT OF GLAZED PANEL REPLACEMENTS. RETAIN EXISTING FRAMING AND FEATURE, PAINT FINISH TO MATCH EXISTING
05	PROPOSED NEW CAR PARKS
06	PROPOSED NEW WINDOW. POWDER CAOT FINISH, PAINT FINISH TBC
07	PROPOSED CFC CLADDING PARAPET PAINT FINISH. COLOUR TO MATCH Ex. CLADDING FINISH



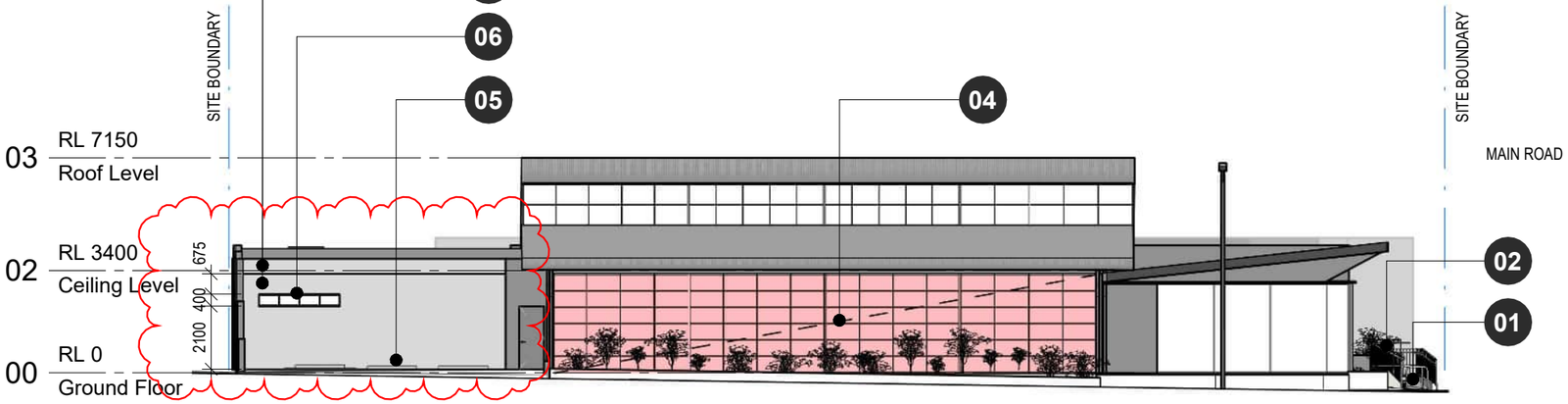
1 | MAIN ROAD ELEVATION

REFER TO SHEET DA- 201
SCALE: 1 : 200



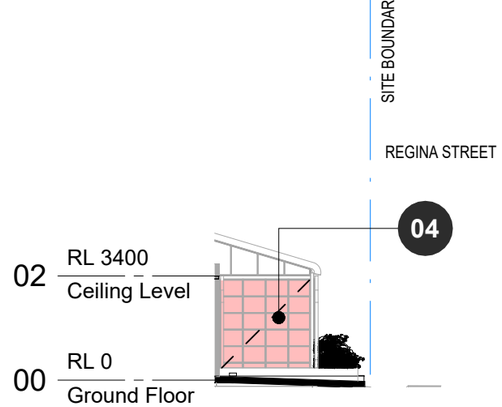
3 | SOUTHERN ELEVATION

REFER TO SHEET DA- 201
SCALE: 1 : 200



2 | REGINA STREET ELEVATION

REFER TO SHEET DA- 201
SCALE: 1 : 200



4 | CAR PARK GLAZING

REFER TO SHEET DA- 201
SCALE: 1 : 200

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FAX 03 6223 5726
jaws@jawsarchitects.com
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PROJECT:
P23060

P23060: SNOWS DRY CLEANER
388A Main Rd, Glenorchy TAS 7010

CLIENT:
Pharos Properties Pty Ltd

SCALE:	CHK: CE	APP: HL
1 : 200	DES: CE	DRW: JS / TA

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SCALE: 1:200

REV	DESCRIPTION	DATE	BY
2	RFI	01/08/2025	
1	PRELIMINARY DOCUMENTATION	20/06/2025	TA

DRAWING NUMBER:
DA- 400

DRAWING TITLE:
ELEVATIONS

DRAWING SERIES:
3 ELEVATIONS

STATUS: PRELIMINARY
REV: 2

ARCHITECT:
JAWS Architects
388A Main Rd, Glenorchy TAS 7010

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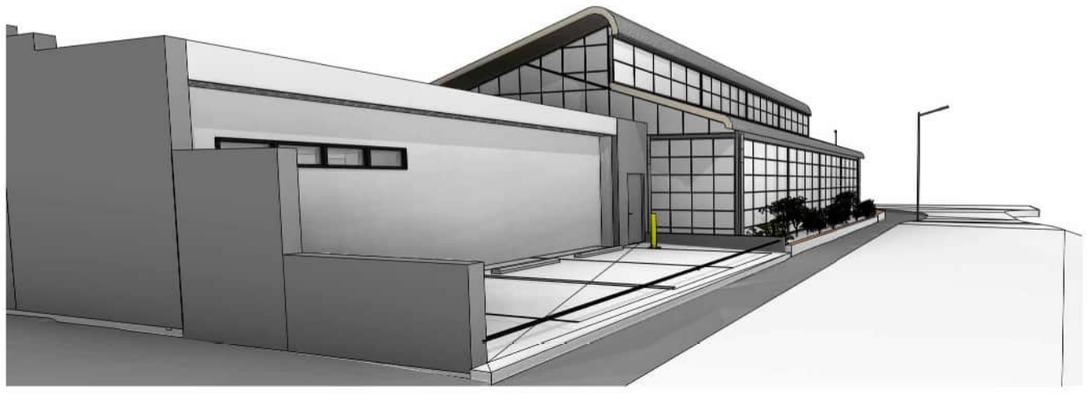

1. Regina St Perspective

2. Street Perspective - Main Rd & Regina St,

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THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TAS 7004

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PROJECT:
P23060

P23060: SNOWS DRY CLEANER
388A Main Rd, Glenorchy TAS 7010

CLIENT:
Pharos Properties Pty Ltd

SCALE:	**CHK:** CE	**APP:** HL	
	DES: CE	**DRW:** JS / TA	

REV	DESCRIPTION	DATE	BY
2	RFI	01/08/2025	
1	PRELIMINARY DOCUMENTATION	20/06/2025	TA

DRAWING NUMBER:
DA- 600

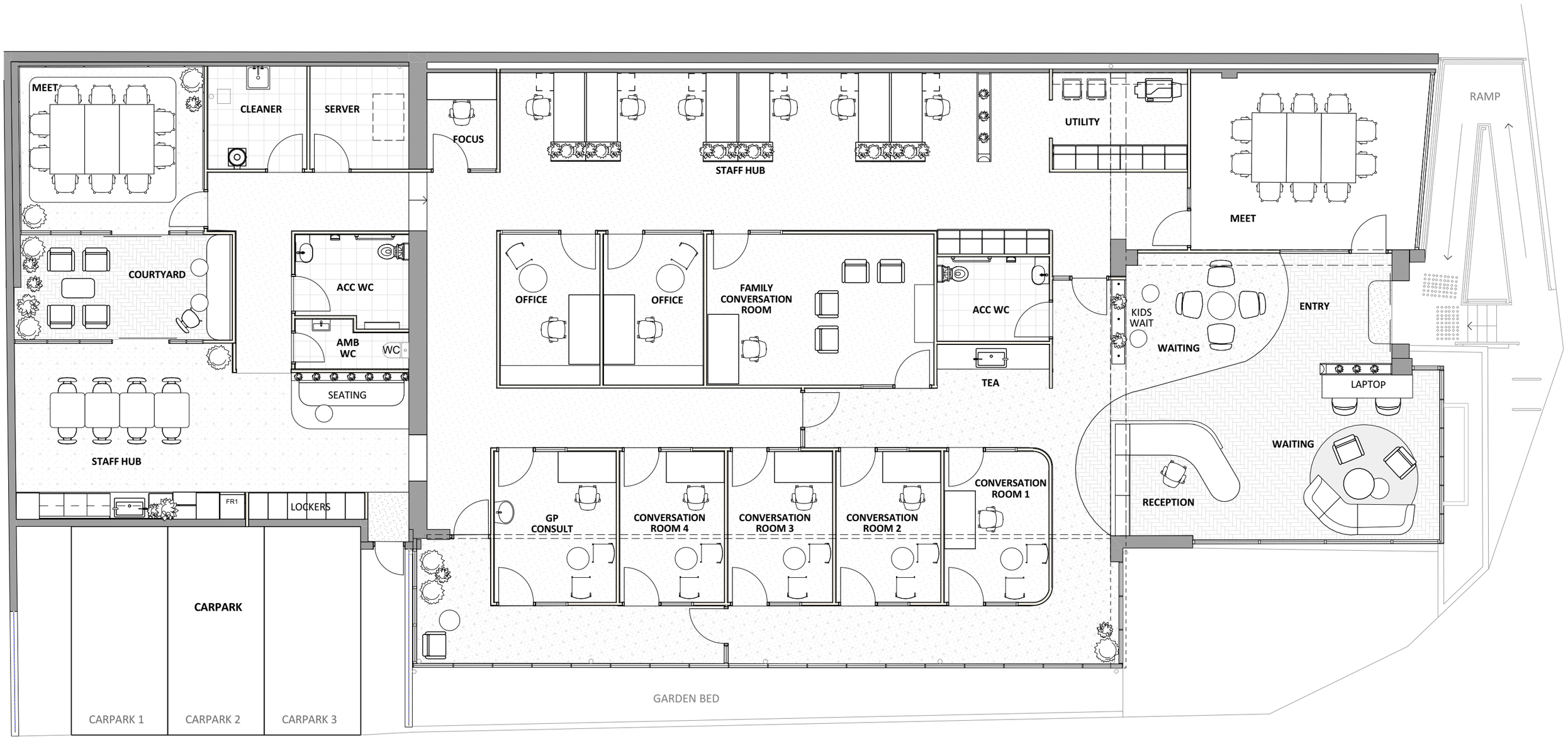
DRAWING TITLE:
3D PERSPECTIVE VIEW

DRAWING SERIES:
5 RENDERS

STATUS: PRELIMINARY

REV: 2

ARCHITECT:
JAWS Architects
388A Main Rd, Glenorchy TAS 7010



1:100 Plan | General Arrangement | Ground Floor

FRANCIS BURNE
Suite 3 Level 1, 49-51 Murray Street, Hobart Tasmania 7000
info@francisburne.com.au
+61 410 691 991
www.francisburne.com.au
FABRGO Pty Ltd trading as Francis Burne
abn | 79 648 447 705
Building Practitioner Accreditation #CC6493

GENERAL NOTES
1) Do Not Scale from this Drawing—use figured dimensions.
2) Confirm detail of setout and critical dimensions on site prior to and during the works. Notify the Designer of any discrepancies or conflicts discovered before proceeding.
3) Fitout Contractor to make good to damage of existing building elements which are to remain as part of the completed works.
4) All construction to comply with the National Construction Code and applicable Australian Standards.
5) These drawings are the copyright of Francis+Burne and may not be used, retained or copied without written authority

Issue ID	Issue Name	Issue Date
A	Preliminary Issue | Test Fit	5/06/2025
B	Preliminary Issue | Test Fit	19/06/2025
C	Minor Amendments | Test Fit	30/07/2025
D	Base Building Co-ordination	7/08/2025

N

Drawing Title
Plan | Test Fit

Client
Primary Health Tasmania

Project Name
Medicare Mental Health Centre

Project Address
388-388a Main Road Glenorchy

Base Building Co-ordination

Drawn	Checked	Approved	Job no.
DV	AF	AF	25001
Drawing No.	**Scale**	**Date**	**Issue**
SK01	AS SHOWN @ A3	7/08/2025	**D**

MC Planners Ref: 25065

20th August 2025

General Manager

Glenorchy City Council

Via email – gccmail@gcc.tas.gov.au

Attention: Helen Ayers

Dear Helen,

FURTHER INFORMATION REQUEST DEVELOPMENT APPLICATION – CHANGE OF USE TO MEDICARE MENTAL HEALTH CENTREA (BUSINESS AND PROFESSIONAL SERVICES), PARTIAL DEMOLITION, ALTERATIONS AND ADDITIONS – 388-388A MAIN ROAD GLENORCHY

Thank you for your Request for Further Information under Section 54 of the *Land Use Planning and Approvals Act 1993* (LUPAA) dated. MC Planners has been engaged by Pharos Properties Pty Ltd to respond to the request.

In supporting this response, the following reports and documents are included:

- Attachment 1 General Managers Consent
- Attachment 2 Revised Planning Compliance Letter
- Attachment 3 Proposal Plans (revised)
- Attachment 4 Civil design
- Attachment 5 Response to RFI by Traffic Engineer
- Attachment 6 Traffic Impact Assessment (revised)

1. Validity

- Inclusion of the Regina Street road reservation as part of the application site.
- General Manager Consent for the works in the road reservation. It is noted that the proposed crossover and associate impacts on the street require the approval of the General Manager for the lodgment of the application.

Response: The General Manager has been issued consent (see Attachment 1)

2. Number and Dimension of carparking spaces

- Clarification of the intended number and location for the car parking proposed on site. The TIA and Plans indicate three (3) car parking spaces, however the planner's report indicates four (4) spaces. Please confirm the correct number of spaces and update documents to ensure consistency through the application.
- An updated site plan showing the dimensions of the proposed car parking spaces.

Response: Please see Attachment 2 – revised Planning Compliance Letter, which clarifies the number of carparking spaces is three, as is shown on the proposal plans. These proposal plans have been updated to include dimensions in accordance with the second part of this request, and are included at Attachment 3.

3. C2.5.1 Car parking numbers

C2.5.1 Car parking numbers (A1 or PC)

- In the TIA, please clarify whether the acceptable solution is met under A1(d) as it relates to an intensification of an existing use or development or change of use.

Advice: the TIA details that the site has been used as a commercial dry cleaners and post officer. Our record indicate that the last development application for the site was for a newsagency with no parking provided on-site and required parking being 1 space per 30m2 floor area. As the newsagency use was lawfully commenced and is still a permissible use of the site, the permit is considered to still have effect should that use recommence on site.

Response: On consideration of the permit currently in effect for the land, the nature of the application is one of a change of use. As such it is available to comply with the Acceptable Solution at (d)(i). This is because the number of onsite spaces specified in the table C2.1 for the existing use is (sixteen), and this is greater than the number of car parking spaces specified for the proposed use (twelve).

4. Stormwater concept plan

C2.6.1 Construction of parking areas

- Please provide a stormwater concept plan showing the capture and disposal of all stormwater run-off from the proposed driveway, parking and any new hardstand areas to Council's approved outlet.
  A concept stormwater plan in accordance with the Stormwater policy is required.
  - All runoff must be drained via gravity to the proposed outlet. 1% minimum fall toward the outlet must be achieved. This needs to be clearly demonstrated in the plan.

Response: Please see Attachment 4, which identifies the management of stormwater for the proposed parking areas.

5. Design and layout of parking areas

C2.6.2 Design and layout of parking areas

- The layout of the driveway and parking areas must be in accordance with AS2890.1:2004 and the Scheme requirements to meet the acceptable solution, or alternatively it must address the performance criteria. Please clearly show on the parking plan details of the proposed driveway, access and parking areas including gradients, spot levels, manoeuvring area, materials, finishing surface and drainage details to demonstrate compliance with the following:

Response: Please see Attachments 3, 4, 5 and 6, which itemise the design and nature of parking areas, footpaths and drainage, including works for the existing stormwater kerb adapter and Telstra pit.

6. Pedestrian site lines

- In the TIA, demonstrate that pedestrian sight lines are met in accordance with AS2890.1, in which sight lines need to be independent from the adjoining property. Otherwise amend plans to comply.

Please see Attachments 5 and 6, which incorporates consideration of pedestrian site lines and maneuverability.

7. Driveway cross over and vehicle maneuvering.

- In the TIA and plans, show that the driveway crossover aligns with the parking spaces in accordance with the TSD-R09-v3 and AS2890.1. Otherwise demonstrate with the angled driveway crossover, that vehicles are able to turn into and out of the parking spaces onto the road in accordance with AS2890.1.

Please see Attachments 3, 4, 5 and 6 which each identify the design of the crossover (which is perpendicular to the boundary), and particularly note the turning template applied to these designs as shown within the amended Traffic Impact Assessment which demonstrate the design is entirely useable with reference to AS2890.1.

8. Pedestrian access

C2.6.5 Pedestrian access

- In the TIA and plans, demonstrate that the applicable standard is met for a footpath for the accessible parking space.

An accessible parking space is not proposed (refer to Attachments 5 and 6).

9.Traffic

- In the TIA, justify that the traffic volume is 500 vehicles per day in Regina Street, as traffic counts undertaken in 2005 show traffic volumes to be 1,500 vehicles per day.

Please see Attachment 5 and 6 which updates the traffic volumes.

10. Pool vehicles

- In the TIA, clarify if the three on-site parking spaces are to be used by the two pool vehicles or not. If not, please provide details of where the pool vehicles will be located.

Please refer to Attachment 5, which indicates pool vehicles will be parked onsite in the allocated spaces.

- In the TIA, if the pool vehicles are located on-site explain the traffic generation of 12 vehicles per day.

Please refer to Attachment 5, which indicates the anticipated traffic movements are sufficiently accurate where pool vehicles are used infrequently.

11. Taswater

TasWater applies Developer Charges to new developments which generate additional demand on our water and sewerage networks expressed as equivalent tenements (ETs). ET credits will apply to the previous known use as a newsagency. For developments which provide medical or mental health services the ET demands are calculated based on the number of rooms where one on one consultation services are provided to patients/clients.
To allow TasWater to determine ET demands to calculate Developer Charges please submit the following:
1. A proposed floor plan which clearly labels the intended use of each room or open space area.

Please see the revised proposal plans at Attachment 3.

We trust this meets the requirements of the request. If Council requires any further information or clarification with respect to this application, please contact us on planning@mcplanners.com.au or by phone on 6288 7248.

Yours faithfully

MC PLANNERS

Mat Clark

PRINCIPAL PLANNER

ATTACHMENT 1

General Managers Consent

GLENORCHY CITY COUNCIL

Our ref: **PLN-25-186**
Enquiries Property, Environment & Waste
Direct phone: (03) 6216 6800
Email: gccmail@gcc.tas.gov.au

30 July 2025

MC Planners obo Pharos Properties Pty Ltd
2/129 Bathurst Street
Hobart TAS 7000

Dear Peter,

GENERAL MANAGER'S PERMISSION OR OWNER'S CONSENT TO MAKE A PLANNING APPLICATION ON LAND OWNED OR ADMINISTERED BY COUNCIL

I refer to your request for General Manager's permission or owner's consent to make a planning application or request under the *Land Use Planning and Approvals Act 1993* involving land owned or administered by Council.

I hereby give that permission or consent (as appropriate) for the following application:

Type of Application:	Planning permit application
Application No:	PLN-25-186
Applicant:	MC Planners obo Pharos Properties Pty Ltd
Address of Land Subject to Application:	388-388A Main Road, Glenorchy
Description of Use or Development:	Change of Use to Medicare Mental Health Centre (Business and Professional Services), Partial demolition, Alterations and Additions.

Please note that this permission or consent DOES NOT constitute or imply either:

- Council support for the application on its planning merits. This is a matter for independent assessment by the Glenorchy Planning Authority or its delegate, or

- Council's permission as landowner to undertake the use or development on its land. Council may withhold its permission for the land to be used or developed in the manner proposed. Alternatively, before landowner permission is given, there may be further processes required to be carried out under the *Local Government Act 1993*, or negotiation with Council about the terms upon which the land may be used, developed or occupied.

Yours sincerely,

Patrick Marshall
Manager Assets, Engineering and Design

ATTACHMENT 2

Revised Planning Compliance Letter

MC Planners Ref: 25065

20th August 2025

General Manager

Glenorchy City Council

Via email – GCCmail@gcc.tas.gov.au

Attention: Planning Department – Helen Ayers

Dear Helen

DEVELOPMENT APPLICATION – MEDICARE MENTAL HEALTH CENTRE, 388 – 388A MAIN ROAD, GLENORCHY.

This revised 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 under the planning scheme:

- C2.5.1 (P1) Car parking Numbers;
- C2.6.7 (P2) Bicycle parking and storage facilities within the General Business Zone; and Central Business Zone; and
- C2.6.8 (P2) Siting of parking and turning areas

Documents in support of the application are appended to our covering letter as a response to your further information request.

1. Site Location and Context

The development is located at 388-388A Main Road, Glenorchy (CT29803/3) and is owned by E & A Chu Properties Investment Pty Ltd. The site has a total area of 690m^2 and is a corner lot with frontage to Main Road and Regina Street (see Figure 1).

The site is within the Glenorchy Principal Activity Centre, set within the pre-eminent retail strip with a highly prominent existing building.

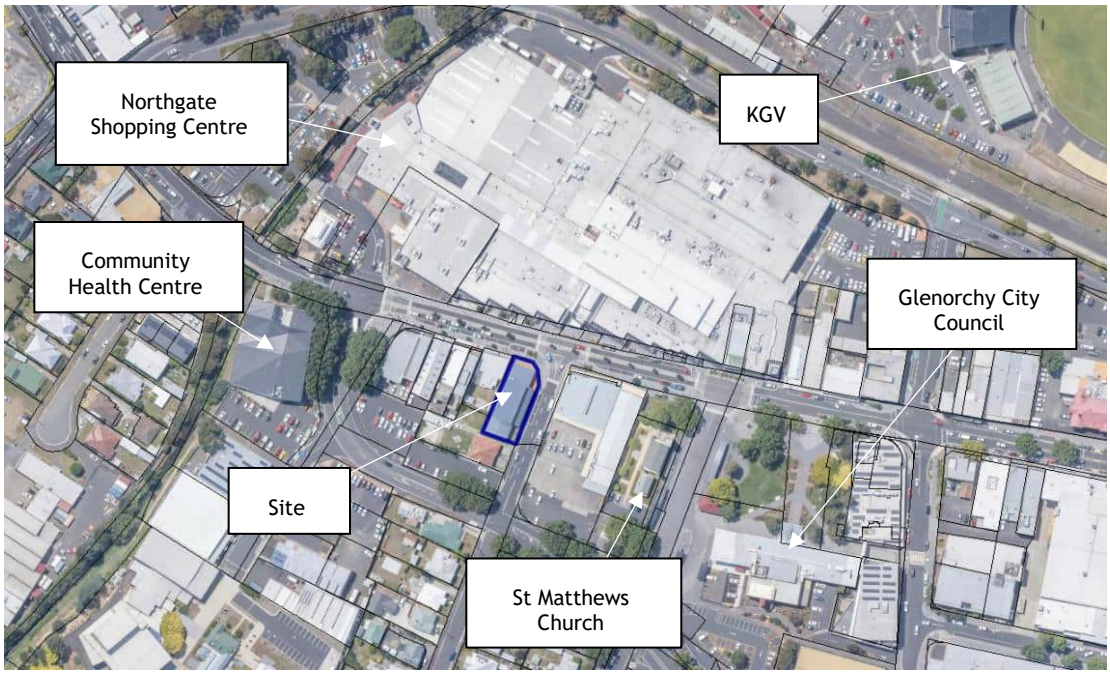


Figure 1. Subject Site and Surroundings (source: LISTmap, Accessed 26.06.2025)

2. Proposed Use and Development

The proposal seeks approval a Medicare Mental Health Centre.

The Australian Government is working in partnership with states and territories to establish Medicare Mental Health Centre's across Australia. The centres provide a safe and welcoming place for anyone to access free, quality mental health care over extended hours.

Support through the centre is free and is to be undertaken 10am to 6pm Monday to Friday. There are no medical practitioners on site, the service is made up of allied health and peer workers comprising a team of 5 team members including a receptionist, peer worker, community engagement officer, clinician and manager. This may vary depending on need however this is the base for daily operation. Three car parking spaces are provided.

To facilitate this new use, the site will undergo development including internal alterations, replacement of glazing within the existing frames, provision of accessible ramp on the principle elevation, landscaping, and provision of car parking at the rear of the site. The proposed development is more fully set out in the appended plans (Attachment 1).

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 Central Business (see Figure 2) and is within a flood prone area overlay, is listed as a place within the local historic heritage code, and is within the Principal Activity Centre Specific Area Plan. Further the site abuts a pedestrian priority street. The nature of the proposal and the location of the site require the proposal be considered against the following Scheme elements:

- Central Business Zone [16.0];
- GLE-S8.0 Principal Activity Centre;
- 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]

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

Figure 2. Land use zones subject site in Blue (source: LIST map - accessed 26.6.2025 annotated).

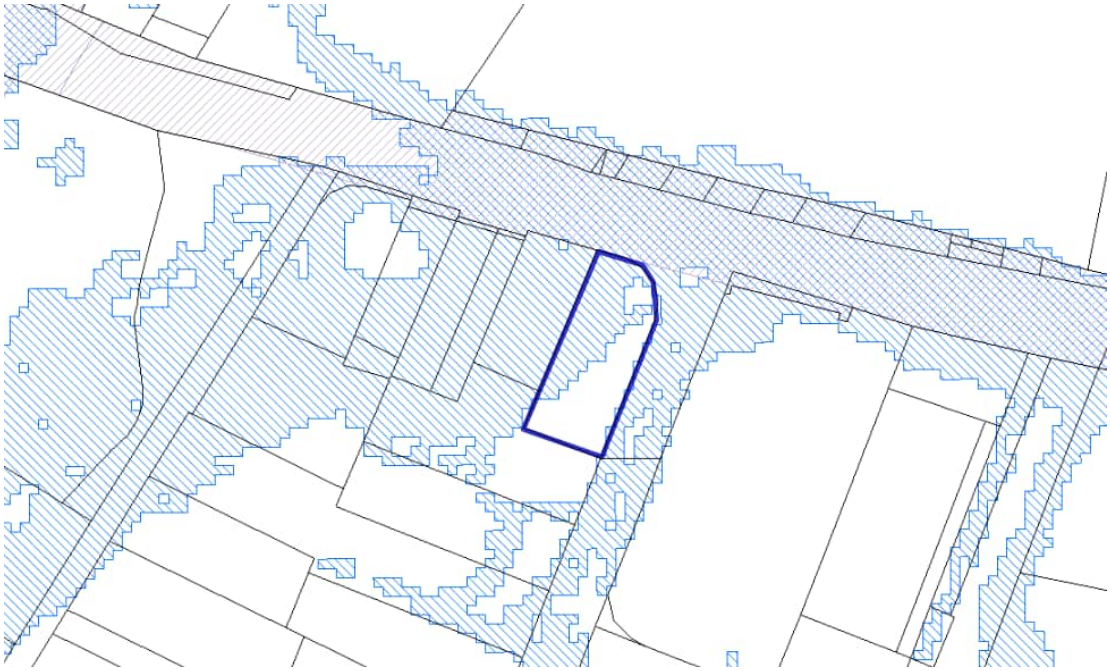


Figure 3. Flood-prone areas overlay (source: LIST map - accessed 26.06.2025).

4. Tasmanian Planning Scheme

General Provisions

There are no General Provisions which apply to the proposal

Central Business Zone [16.0]

The site is zoned Central Business in the *Tasmanian Planning Scheme – Glenorchy*.

16.1 Zone Purpose

The proposal is for Business and Professional Services use which is categorised as No Permit Required in the Use Table. As such it is considered to inherently fulfill the purpose of the zone.

16.2 Use Table

The proposed Business and Professional Services use is categorised as No Permit Required within the Central Business Zone.

16.3 Use Standards

16.3.1 All uses

A1 *Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must be within the hours of:* *(a) 7.00am to 9.00pm Monday to Saturday; and* *(b) 8.00am to 9.00pm Sunday and public holidays.*	*P1* ***

The proposal is for the use to operate 10am to 6pm Monday to Friday, in accordance with A1.

A2 *External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must:* *(a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and* *(b) if for security lighting, be baffled so that direct light does not extend into the adjoining property in those zones.*	*P2* ***

No external lighting except security lighting is proposed. The Proposal therefore complies with A2.

A3 *Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone or Inner Residential Zone, must be within the hours of:* *(a) 7.00am to 9.00pm Monday to Saturday; and* *(b) 8.00am to 9.00pm Sunday and public holidays.*	*P3* ***

The site is within 50m of the Inner Residential zone. Any Commercial Vehicle deliveries will be within the hours 7.00am to 9.00pm Monday to Saturday and 8.00am to 9.00pm Sunday and public holidays and will be minimal in frequency. A3 is therefore met.

16.3.2 Discretionary uses

The proposal is for a No Permit Required Use.

16.4 Development Standards for Buildings and Works

16.4.1 Building height

This standard is substituted by clause GLE-S8.7.1 Building Height and Bulk, of the GLE-S8.0 Principal Activity Centre Specific Area Plan.

16.4.2 Setbacks

This standard is substituted by clause GLE-S8.7.2 Building Setback, of the GLE-S8.0 Principal Activity Centre Specific Area Plan.

16.4.3 Design

This standard is substituted by clause GLE-S8.7.3 Façade design, of the GLE-S8.0 Principal Activity Centre Specific Area Plan.

16.4.4 Fencing

No fencing is proposed as part of the development, therefore A1/P1 and A2/P2 do not apply.

16.4.5 Outdoor storage areas

There are no outdoor storage areas proposed, therefore clause 16.4.4 does not apply.

16.4.6 Dwellings

No dwellings are proposed, therefore 16.4.6 is not an applicable standard.

16.5 Development Standards for Subdivision

No Subdivision is proposed, therefore 16.5 is not applicable.

GLE-S8.0 Principal Activity Centre Specific Area Plan

GLE-S8.1 Plan Purpose

The purpose of the Principal Activity Centre Specific Area Plan is:

GLE-S8.1.1	To enhance Glenorchy's Principal Activity Centre streetscape through a high quality of urban design for buildings, landscaping, lighting and parking.
GLE-S8.1.2	To encourage a high level of pedestrian activity, connectivity, safety and amenity.

GLE-S8.1.3	To take advantage of the accessible location and support sustainable active transport.
GLE-S8.1.4	To protect key public assets of solar access, views to kunanyi / Mount Wellington and pedestrian access along Humphreys Rivulet.
GLE-S8.1.5	To promote the local identity of the Principal Activity Centre through the design of buildings on gateway sites, corner sites and adjoining local heritage places.
GLE-S8.1.6	To promote well-designed apartment development that supports livable housing.
GLE-S8.1.7	To minimise potential conflict between residential and non-residential uses.

The proposal is for a No Permit Required use which is considered to inherently fulfill the purpose of the plan.

GLE-S8.5 Use Table

This sub-clause is not used in this specific area plan.

GLE-S8.6 Use Standards

GLE-S8.6.1 Ground floor use

This sub-clause is in addition to the provisions of the Central Business Zone - Clause 16.3 Use Standards.

A1 *Uses at ground floor level fronting pedestrian priority streets must be listed as No Permit Required in Central Business Zone clause 16.2.*	***P1*** ***

The proposal is for a No Permit Required use, the proposal therefore complies with the Acceptable Solution.

A2 *Ground floor residential use, other than for access, must be located to the rear of a non-residential use.*	***P2*** ***

The proposal does not include a ground floor residential use, therefore A2/P2 is not applicable.

GLE-S8.6.2 Hours of operation for a use in an outdoor entertainment area

This sub-clause is in addition to the provisions of the Central Business Zone - clause 16.3 Use Standards.

A1	*P1*
Hours of operation for a use located in an outdoor entertainment area within 50m of an apartment building must be within: *(a) 7.00am to 9.00pm Monday to Saturday; and* *(b) 8.00am to 9.00pm Sunday and public holidays.*	***

The proposal is not for an outdoor entertainment area, therefore A1/P1 does not apply.

GLE-S8.6.3 Use of external lighting

This sub-clause is in addition to the provisions of the Central Business Zone - clause 16.3 Use Standards.

A1	*P1*
External lighting within 50m of an apartment building must: *(a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and* *(b) if for security lighting, be baffled so that direct light does not extend into a habitable room of an apartment.*	*External lighting within 50m of an apartment building must not cause an unreasonable loss of amenity to an apartment, having regard to:* *(a) the level of illumination, timing and duration of lighting;* *(b) the distance to a habitable room of any adjacent apartment;* *(c) the degree of screening between the light source and a habitable room of any adjacent apartment; and* *(d) any advice from a suitably qualified person.*

The proposal is within 50m of an apartment building at 394 Main Road. There is, however, no external lighting proposed to operate outside the hours of the Acceptable Solution, except security lighting which is not capable of traveling to the habitable room windows of 394 Main Road.

The proposal therefore complies with the Acceptable Solution.

GLE-S8.6.4 Bicycle parking numbers

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

A1 *Not less than 1 on-site bicycle parking space, or equivalent space for other personal mobility devices, must be provided for each apartment.*	***P1*** ***

The proposal is not for an apartment building, therefore GLE-S8.6.4 Bicycle parking numbers does not apply.

GLE-S8.7 Development Standards for Buildings and Works

GLE-S8.7.1 Building height and bulk

This sub-clause is in substitution for the provisions of the Central Business Zone - clause 16.4.1 Building height.

A1 *Building height must be not more than:* *(a) 12m, within 6m of a frontage; and* *(b) 20m otherwise,* *unless on a site adjoining a local heritage place or Tolosa Street, in which case there is no Acceptable Solution.*	***P1.1*** *** ***P1.2*** *** ***P1.3*** ***

The proposal does not include development higher than 12m in height, and is neither adjoining a local heritage place, or Tolosa Street. The proposal therefore complies with the Acceptable Solution.

A2 *Buildings must not cause shading between 11:00am and 2:00pm on the 21st of June to the solar protected area.*	***P2*** *No Performance Criterion.*

No external alterations to contribute to overshadowing of the solar protection areas is proposed. The proposal therefore complies with A2/P2

GLE-S8.7.2 Building setback

This sub-clause is in substitution for the provisions of the Central Business Zone - clause 16.4.2 Setbacks.

A1 *Buildings must be built to the frontage, unless the building is on a site adjoining a local heritage place or Tolosa Street, in which case there is no Acceptable Solution.*	***P1.1*** *Buildings, including a building on a site adjoining Tolosa Street or adjoining a local heritage place, must have a frontage setback that enhances the streetscape and supports a safe and accessible pedestrian environment, having regard to:* *(a) the setbacks of adjacent buildings;* *(b) pedestrian safety and accessibility;* *(c) measures to promote active use of the setback space; and* *(d) any advice from a road authority.* ***P1.2*** *Buildings must have a frontage setback that is compatible with retaining the streetscape presence of an adjoining local heritage place, having regard to:* *(a) the historic heritage values of the adjoining local heritage place as identified in GLE-Table C6.1 Local Heritage Places, or if there are no historic heritage values identified in GLE-Table C6.1 Local Heritage Places, the historic heritage values as identified in a report prepared by a suitably qualified person;* *(b) the setback of buildings on the adjoining local heritage place and any other adjoining property on the same street; and* *(c) the advice contained in an adjoining heritage report.* ***P1.3*** *Buildings on a site adjoining Tolosa Street must have a frontage setback that is compatible with retaining views from adjacent publicly accessible areas to kunanyi / Mount Wellington, having regard to:*

	(a) the extent to which adjacent buildings impede the view of the mountain; and *(b) the extent of views of the mountain available from any proposed publicly accessible area on the site.*

The proposal includes development of a ramp and stair which is to be built to the frontage. The building otherwise is setback, though this is existing. Insofar as the proposal includes an extension of a building, that part of the building is considered to comply with the Acceptable Solution.

A2 *Buildings must be built to the side boundary, unless the boundary is within a waterway and coastal protection area.*	***P2.1*** *Buildings must have a side boundary setback that enhances the streetscape and supports a safe and accessible pedestrian environment, having regard to:* *(a) the need for vehicle or pedestrian access;* *(b) measures to promote active use of the setback space; and* *(c) the advice contained in a crime prevention through environmental design report,* *unless the boundary is within a waterway and coastal protection area.* ***P2.2*** *Buildings on land within a waterway and coastal protection area must be located to enable outdoor public access for pedestrians alongside the watercourse, having regard to:* *(a) pedestrian safety and accessibility;* *(b) the advice contained in a crime prevention through environmental design report; and* *(c) any footpath, accessibility or open space policy adopted by Council.*

The building is currently built to the side boundary, and the wall to support the proposed ramp extends along this boundary.

The proposal therefore complies with the Acceptable Solution.

GLE-S8.7.3 Façade design

This sub-clause is in substitution for the provisions of the Central Business–Zone - clause 16.4.3 Design A2 and P2.

A1 *A ground floor level facade in a pedestrian priority street must:* *(a) provide a pedestrian entrance that connects the ground floor use directly to a publicly accessible area;* *(b) provide transparent glazing that:* *(i) is not less than 60% of the total surface area of that façade; or* *(ii) maintains or increases the total area of glazing of an existing facade, if the surface area of that façade is already less than 60%; and* *(c) not include:* *(i) a single length of blank wall greater than 20% of the length that facade; or* *(ii) any increase to the length of an existing blank wall, if already greater than 20% of the length of that façade;* *unless the site adjoins a local heritage place, in which case there is no Acceptable Solution.*	*P1* *A ground floor level facade in a pedestrian priority street, including on a site adjoining a local heritage place, must be designed to enhance the streetscape and promote high levels of pedestrian interaction, amenity and safety, having regard to:* *(a) the location and extent of pedestrian entrances and transparent glazing that connects the ground floor use to the street;* *(b) the location and extent of any length of blank wall;* *(c) the prominence of the façade in the streetscape;* *(d) any design features that provide visual interest at ground floor level; and* *(e) the advice contained in a crime prevention through environmental design report.*

The proposal is for alterations to the nature of the pedestrian entrance at the Main Road façade, which is a pedestrian priority street, and provision of a ramp to increase accessibility. These alterations will connect to the pedestrian priority area directly (a), include for transparent glazing as a balustrade, though does not decrease the amount of glazing of the existing building per (b)(ii). Further the proposal does not include any expanse of blank wall per (c)(i).

The proposal therefore complies with the Acceptable Solution.

A2 *A ground floor level facade in a waterway and coastal protection area or in a street that is not a pedestrian priority street, must:* *(a) provide a pedestrian entrance that connects the ground floor use directly to a publicly accessible area;* *(b) provide transparent glazing that:* *(i) is not less than 40% of the total surface area of that façade; or*	*P2* *A ground floor level facade in a waterway and coastal protection area or in a street that is not a pedestrian priority street, including on a site adjoining a local heritage place, must be designed to enhance the streetscape and promote high levels of pedestrian interaction, amenity and safety, having regard to:* *(a) the location and extent of pedestrian entrances and transparent glazing that connects the ground floor use to external public access;*

(ii) maintains or increases the total area of glazing of an existing facade, if the surface area of that façade is already less than 40%; and *(c) not include:* *(i) a single length of blank wall greater than 30% of the length that facade; or* *(ii) any increase to the length of an existing blank wall, if already greater than 30% of the length of that façade,* *unless the site adjoins a local heritage place, in which case there is no Acceptable Solution.*	*(b) the location and extent of any length of blank wall;* *(c) any design features that provide visual interest at ground floor level; and* *(d) the advice contained in a crime prevention through environmental design report.*

The southern elevation presents as a façade to a street which is not a pedestrian priority street. This façade will undergo minor alterations to facilitate the proposed parking areas. There is at this elevation a pedestrian entrance for staff of the ground floor use to the road, which is a publicly accessible area (a). There is a significant portion of transparent glazing exceeding 40% (b)(i). Further there are no new blank walls (c).

The proposal therefore complies with A2.

A3 *No Acceptable Solution.*	*P3* *Building façade design must be compatible with retaining the streetscape presence of an adjoining local heritage place, having regard to:* *(a) the historic heritage values of the adjoining local heritage place as identified in GLE-Table C6.1 Local Heritage Places, or if there are no historic heritage values identified in GLE-Table C6.1 Local Heritage Places, the historic heritage values as identified in a report prepared by a suitably qualified person;* *(b) the design, period of construction and materials of buildings on the adjoining local heritage place;* *(c) the dominant external building materials in the setting;* *(d) being distinguishable as new development; and* *(e) the advice contained in an adjoining heritage report.*

The proposal does not adjoin a heritage place, therefore A3/P3 are not applicable.

A4 *A new first floor level façade facing a public place or a publicly accessible area of the site must have not less than 40% of the total surface area consisting of windows or doorways.*	***P4*** ***

The proposal is for alterations to an existing building, therefore A4/P4 is not applicable.

A5 *No Acceptable Solution.*	*P5* *A new facade at ground floor level adjoining a pedestrian priority street must provide an awning to enhance public amenity adjoining that facade, having regard to:* *(a) providing adequate clearance from trees and infrastructure such as light poles, parking signs, directionals signs, streetlights and art installations;* *(b) compatibility with the design of existing awnings on adjacent buildings;* *(c) avoiding constraints to the future use of the land and road;* *(d) any advice from a road authority; and* *(e) for a building on a site adjoining a local heritage place, the advice contained in an adjoining heritage report,* *unless the building is a local heritage place or awnings are precluded in advice from a road authority or adjoining heritage report.*

The proposal includes additions of a ramp to the entrance to the building, thereby altering the façade. The site is however defined as a local heritage place, and so awnings are not required to be provided in order to comply.

A4/P4 therefore are not applicable.

GLE-S8.7.4 Design of buildings on corner sites and gateway locations

This sub-clause is in addition to the provisions of the Central Business Zone - clause 16.4.3 Development Standards for Buildings and Works.

A1 *No Acceptable Solution.*	***P1*** *A new corner building must be designed to enhance the streetscape and contribute to local identity, having regard to:* *(a) the prominence of the corner in the streetscape;*

	(b) addressing the intersection through architectural features such as prominent entrances, splays or concentration of massing; *(c) consistent design articulation and detailing on each frontage; and* *(d) the contribution to streetscape character.*

The proposal is for alterations to an existing corner building, therefore A1/P1 is not considered to apply.

In any event the site is one of the more prominent and contributory elements within the streetscape and this is being maintained by a sympathetic touch to the alterations to facilitate the access.

A2 *No Acceptable Solution.*	***P2*** ***

The site is not within a gateway location, therefore A2/P2 are not applicable

GLE-S8.7.4 Design of apartment buildings

The proposal does not include an apartment building and so no subclauses under this clause are considered to apply.

Parking and Sustainable Transport Code [C2.0]

No use or development is exempt from assessment against this code (C2.1.1).

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:*	*P1.1* *The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:* *(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;* *(b) the ability of multiple users to share spaces because of:* *(i) variations in car parking demand over time; or* *(ii) efficiencies gained by consolidation of car parking spaces;*

(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or *(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: N = A + (C-B) 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 car 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.*

The proposed use of the site is for a Business and Professional Services use. According to Table C2.1 Parking Space Requirements, the demand is calculable at 1 space per 30m^2 based on the Traffic Impact Assessment (Attachment 3). As the proposed floor area of the development is 489m^2, the required number of parking spaces is 16. The proposal provides for 3 car parking spaces. Therefore, P1.1 must be addressed.

The Traffic Impact Assessment also addresses the suitability of the proposal with respect to impacts on the road network.

Further, though the most recent general retail and hire use of the site use has lapsed, the likely demand of any use at this site, being an existing non-residential building within the principal activity centre should be considered as a mitigating factor to the requirement to provide parking.

As such, the proposal is considered to comply with the Performance Criteria (P1.1).

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.

Under the Table C2.1 a single bicycle parking space is required to be provided for a Business and Professional Services use. As two bicycle parking spaces are provided, the proposal complies with the Acceptable Solution.

C2.5.3 Motorcycle parking numbers

The proposal neither proposes nor requires more than 20 parking spaces, therefore a motorcycle parking space is not required.

C2.5.4 Loading bays

Under clause C2..3, Clause C2.5.4 does not apply to a use within the Business and Professional Services Use Class.

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

The proposed development is not located within a residential zone. Therefore, clause C2.5.5 is not applicable.

C2.6 Development Standards for Buildings and Works

C2.6.1 Construction of parking areas

A1 *All parking, access ways, manoeuvring and circulation spaces must:* *(a) be constructed with a durable all weather pavement;* *(b) be drained to the public stormwater system, or contain stormwater on the site; and* *(c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.*	*P1* ***

The parking area will be constructed from concrete, complying with (a); will be drained to a public stormwater system, complying with (b); and will be surfaced in concrete, complying with (c).

As such, the proposal is compliant with clause C2.6.1.

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:* *(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. 1*	*P1* ***

The design of the car parking area and access ways has been considered within the appended Traffic Impact Assessment (see Attachment 3). This assessment concludes that the design is in accordance with the Australian Standard and so complies with A1.1(b).

For A1.2 no accessible parking space is proposed.

The proposal therefore complies with clause C2.6.2.

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 a single access to the site, thereby complying with (a). As such, the proposed development complies with A1.

A2 *Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.*	*P2* ***

The proposal is for an extension to an existing access. Therefore, A2/P2 are not applicable.

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

Though the proposal is located within the Central Business Zone, there are not more than 5 car parking spaces and so lighting is not required. C2.6.4 is not applicable.

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*	*P1* ***

in 14 is required from those spaces to the main entry point to the building.	

The proposal is located within the Central Business Zone, there are not more than 5 car parking spaces and so lighting is not required. C2.6.4 is not applicable.

C2.6.6 Loading bays

As there are no proposed loading bays, clause C2.6.6 is not applicable.

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

A1 *Bicycle parking for uses that require 5 or more bicycle spaces in Table C2.1 must:* *(a) be accessible from a road, cycle path, bicycle lane, shared path or access way;* *(b) be located within 50m from an entrance;* *(c) be visible from the main entrance or otherwise signed; and* *(d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of Australian/New Zealand Standard AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces -- Pedestrian area (Category P) lighting -- Performance and design requirements.*	*P1* *Bicycle parking must be provided in a safe, secure and convenient location, having regard to:* *(a) the accessibility to the site;* *(b) the characteristics of the site;* *(c) the nature of the proposed use;* *(d) the number of employees;* *(e) the users of the site and the likelihood of travel by bicycle;* *(f) the location and visibility of proposed parking for bicycles;* *(g) whether there are other parking areas on the site; and* *(h) the opportunity for sharing bicycle parking on nearby sites.*

The proposal does not require nor provide more than 5 bicycle parking spaces. Therefore A1/P1 is not applicable.

A2 *Bicycle parking spaces must:* *(a) have dimensions not less than:* *(i) 1.7m in length;* *(ii) 1.2m in height; and* *(iii) 0.7m in width at the handlebars;* *(b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and*	*P2* *Bicycle parking spaces and access must be convenient, safe, secure and efficient to use, having regard to:* *(a) the characteristics of the site;* *(b) the space available;* *(c) the safety of cyclists; and* *(d) the provisions of Australian Standard AS 2890.3-2015 Parking facilities -- Part 3: Bicycle parking.*

(c) include a rail or hoop to lock a bicycle that satisfies Australian Standard AS 2890.3-2015 Parking facilities -- Part 3: Bicycle parking.	

The proposal includes two bicycle parking spaces, which though not in accordance with the Acceptable Solution, have been provided for ease of use and with regard for the Australian Standard AS 2890.3-2015.

The proposal is considered to comply with the performance criteria P2.

C2.6.8 Siting of parking and turning areas

A1 *Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.*	*P1* ***

As the subject site is not located within the above-mentioned zones, A1/P1 is not applicable.

A2 *Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must:* *(a) have no new vehicle accesses, unless an existing access is removed;* *(b) retain an active street frontage; and* *(c) not result in parked cars being visible from public places in the adjacent roads.*	*P2* *Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must be designed to screen the views of cars from public places in the adjacent roads, without blank walls facing onto a road, having regard to:* *(a) the streetscape;* *(b) any unreasonable loss of amenity of the occupants of adjoining properties; and* *(c) maintaining opportunities for active uses on a street frontage in a pedestrian priority street.*

The proposal is to widen an existing crossover to allow for additional parking at the existing carpark at the rear of the site adjacent to Regina Street. As this parking would be visible from public spaces (ie the road), the proposal cannot comply with the Acceptable Solution.

For the Performance Criteria, the siting of parking adjacent to existing walls will offer screening of views on either side of the access, as viewable from vantage points within Regina Street. By removing the existing blank wall, the streetscape amenity is maintained per (a).

There is no unreasonable loss of amenity anticipated by widening the existing parking area, again because it will in fact reduce the amount of bulk at the frontage (b). The proposal will support a use on a corner lot, and the siting of the parking as proposed supports the active use at Main Road, being the pedestrian priority street (c).

The proposal is considered to comply with the Performance Criteria.

C2.7 Parking Precinct Plan

There is no parking precinct plan in the area of development. Therefore, clause C2.7 is not applicable.

Road and Railway Assets Code [C3.0]

No use or development is exempt from assessment against this code (C2.1.1).

There are no exemptions from the Road and Railway Assets Code (C3.4.1), therefore provisions under C3.0 must be considered.

C3.3 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.* *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.*	*P1* *Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:* *(a) any increase in traffic caused by the use;* *(b) the nature of the traffic generated by the use;* *(c) the nature of the road;* *(d) the speed limit and traffic flow of the road;* *(e) any alternative access to a road;* *(f) the need for the use;* *(g) any traffic impact assessment; and* *(h) any advice received from the rail or road authority.*

A1.5 *Vehicular traffic must be able to enter and leave a major road in a forward direction.*	

The proposal seeks to widen the existing access to provide for additional car parking spaces. The additional vehicle movements facilitated by the extended access will not however increase above the amounts in the Table C3.1. The proposal therefore complies with the Acceptable Solution.

C3.6 Development Standards for Buildings and Works

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

As the proposed development does not have a sensitive use, clause C3.6.1 is not applicable.

C3.7 Development Standards for Subdivision

There is no subdivision involved in the proposed development. As such, clause C3.7 and all sub-clauses are not applicable.

Local Historic Heritage Code [C6.0]

The site is listed as locally within the table GLE-Table C6.1 Local Heritage Places, as GLE-C6.1.138. Though listed, under clause C6.2.3 the provisions of the C6.0 Local Historic Heritage Code are not applicable because the place is entered into the Tasmanian Heritage Register.

5. *Historic Cultural Heritage Act 1995*

The proposal includes works to a place which is entered into the Tasmanian Heritage Register. As such it is expected the application will be referred to the Tasmanian Heritage Council for their assessment.

The works as shown on the proposal plans are relatively minor and have little impact to heritage fabric, or the setting of the place. These works are however important to facilitate the new use which is considered a positive for the surrounding area.

6. Conclusion

This proposal seeks approval for a Medicare Mental Health Centre at 388-388A Main Road, Glenorchy. The development is on land zoned Central Business, which is within the GLE- S8 Principal Activity Centre.

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

- C2.5.1 (P1) Car parking Numbers;
- C2.6.7 (P2) Bicycle parking and storage facilities within the General Business Zone; and Central Business Zone; and

- C2.6.8 (P2) Siting of parking and turning areas

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

Peter Coney

SENIOR PLANNER

ATTACHMENT 3

Proposal Plans (revised)

ATTACHMENT 4

Civil Design

7 August 2025

MC Planners
Attention : Peter Coney

Dear Peter,

PROPOSED USE/DEVELOPMENT: CHANGE OF USE TO MEDICARE MENTAL HEALTH CENTRE
ADDRESS: 388-388A MAIN ROAD GLENORCHY
APPLICATION NUMBER: PLN-25-186

I refer to the RFI dated 28h July. Poortenaar Consulting has been asked to address the services questions.

C2.6.1 Construction of parking areas Please provide a stormwater concept plan showing the capture and disposal of all stormwater run-off from the proposed driveway, parking and any new hardstand areas to Council's approved outlet.
A concept stormwater plan in accordance with the Stormwater policy is required.
o All runoff must be drained via gravity to the proposed outlet. 1% minimum fall toward the outlet must be achieved. This needs to be clearly demonstrated in the plan.

Please refer to the attached drawing 25482-01. The carpark drains to a grated drain located on the boundary. The grated drain is connected to the adjacent stormwater.

C2.6.2 Design and layout of parking areas
• The layout of the driveway and parking areas must be in accordance with AS2890.1:2004 and the Scheme requirements to meet the acceptable solution, or alternatively it must address the performance criteria. Please clearly show on the parking plan details of the proposed driveway, access and parking areas including gradients, spot levels, manoeuvring area, materials, finishing surface and drainage details to demonstrate compliance with the following:
o The maximum parking grade is 5% or 1 in 20, please confirm and annotate this on the plan.
Grade is 2%
o Demonstrate the dimensions of proposed carparks and new crossover complying with AS2890.1:2004 and the LGAT standard. Demonstration of any necessary transitions of grades from the driveway along the footpath to demonstrate compliance with the LGAT standards and TSD-R09-V3. This may affect the access and driveway gradients when achieving the required falls. **Car spaces are 5.4mx2.5m. There are no transitions. One grade of 2%.**
o The footpath crossfall shall be no more than 2% to comply with the standard. Up to 4% crossfall may be accepted providing there are no tipping points and that the footpath is safe for all types of pedestrians including people in wheelchairs. The amended plan should demonstrate compliance with the TSD-R09-v3 LGAT standard and the upgrade works to the entire existing

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access are required. **The entire crossover width is being reconstructed at 2% transitioning to match existing at each end.**
o Please provide a detailed plan showing how crossover extension can be achieved considering existing pit and adjacent property SW connection. Pit level is being adjusted and trafficable lid fitted. **Existing stormwater kerb connectionis being connected to stormwater main.**
*o Add the manoeuvring template demonstrate sufficient turning room from the road to the proposed parking spaces, providing on-street spaces are all occupied on both sides of the road. Swept paths shall be with 300mm clearance and be in a continuous motion***. Added**
o Driveway grades and transition must be in accordance with the standard. **Complied with.**

Please refer to the attached drawing 25482-01.

Yours Faithfully

Hein Poortenaar
Poortenaar Consulting Pty Ltd

Attachments
- Drawing 25482-01

POORTENAAR CONSULTING PTY LTD ACN 152 224 372
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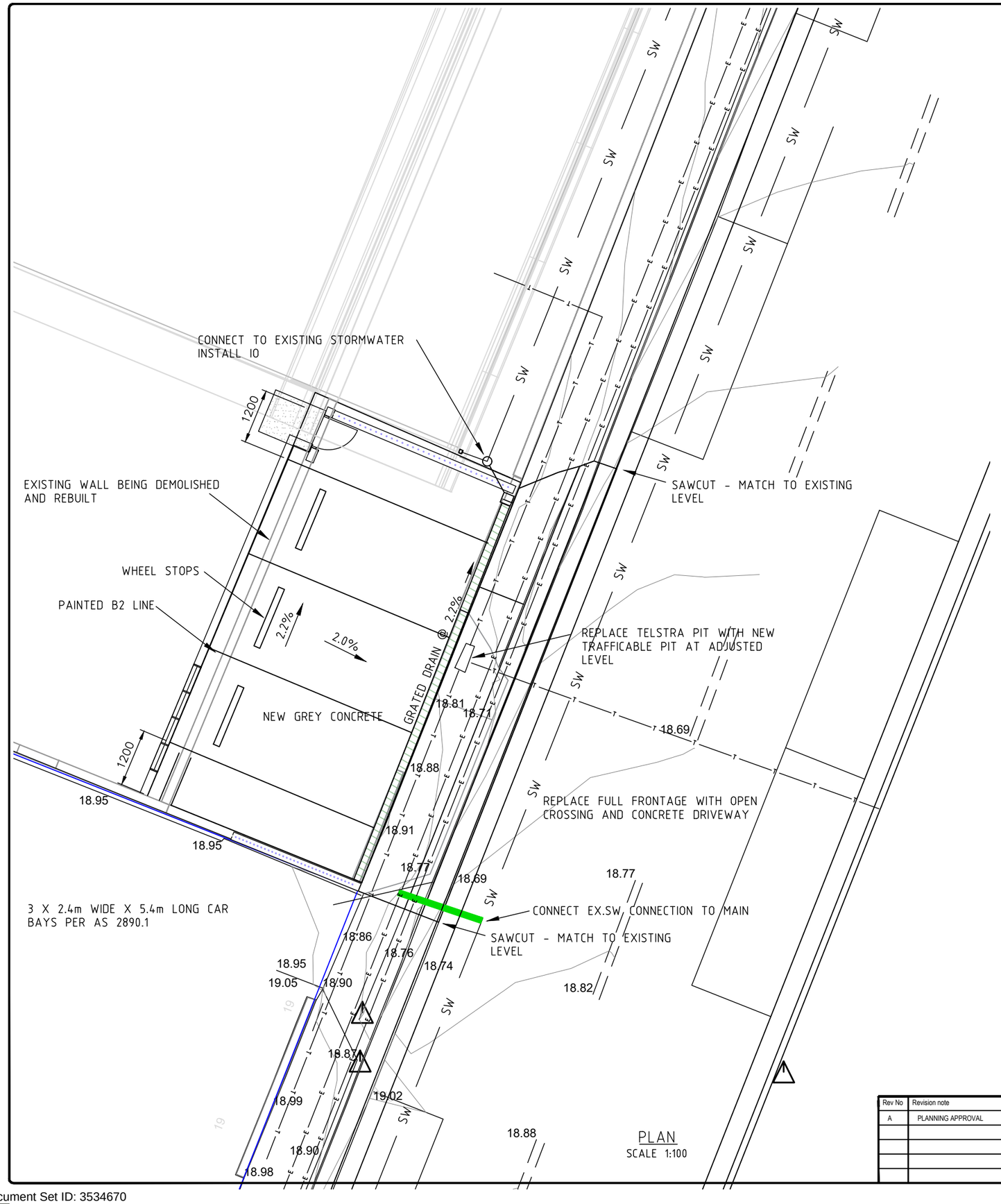
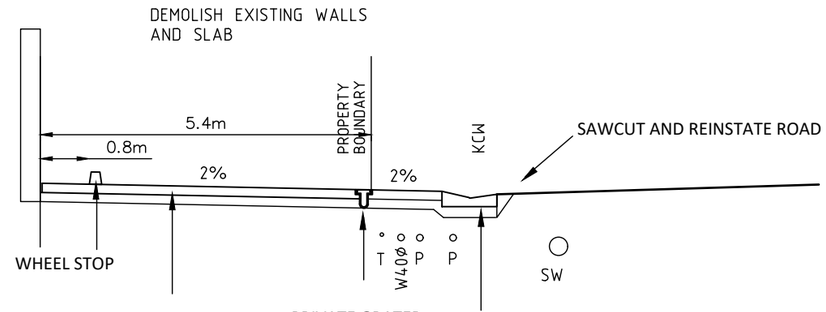
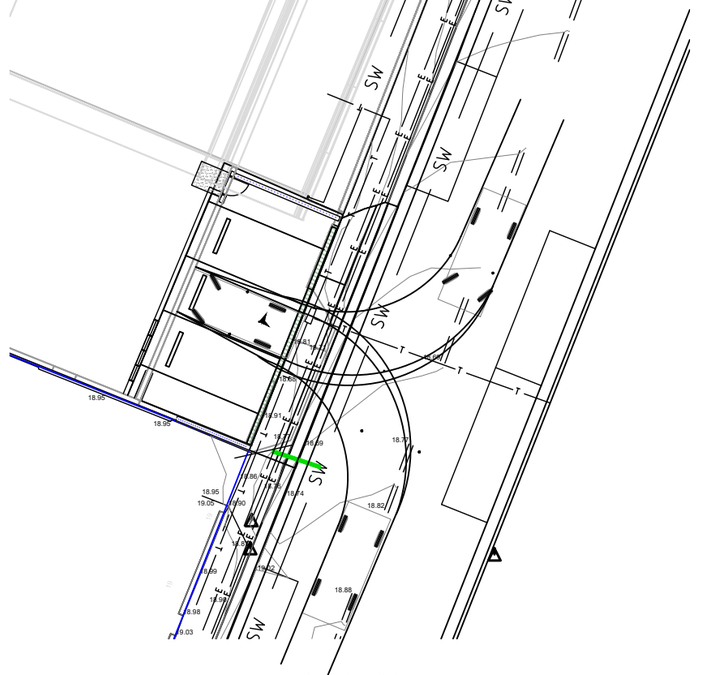


PLAN
SCALE 1:100



CROSS SECTION DRIVEWAY
SCALE 1:100



TURNING PATH
SCALE 1:250

Rev No	Revision note	Date	Approved
A	PLANNING APPROVAL	AUG 25	HJP

POORTENAAR CONSULTING
ABN 40 672 032 737
PH 62664708
hein@poortenaarconsulting.com

Client: PHAROS PROPERTIES
Project: 288 MAIN ROAD, GLENORCHY - CHANGE OF USE
Title: PARKING
Scale: 1:100 | Designed By: H.POORTENAAR | Date: AUG25 | A1 | Drawing No.: 25482-01 | Rev: A

ATTACHMENT 5

Response to RFI by Traffic Engineer

CELEBRATING
15 YEARS
2008 - 2023

Keith Midson
Midson Traffic Pty Ltd
28 Seaview Avenue
Taroona TAS 7053
0437 366 040

18 August 2025

Mat Clark
MC Planners
2/129 Bathurst Street
Hobart TAS 7000

Dear Mat,

388-388A MAIN ROAD GLENORCHY – RESPONSE TO COUNCIL RFI

Further to our recent discussions, this letter provides a response to the traffic and parking matters raised by Council regarding the abovementioned development.

1. C2.5.1 Car Parking Numbers

"*Clarification of the intended number and location for the car parking proposed on site. The TIA and Plans indicate three (3) car parking spaces, however the planner's report indicates four (4) spaces. Please confirm the correct number of spaces and update documents to ensure consistency through the application*".

A total of three (3) spaces are proposed. These are detailed in Figure 1.

Council have also requested: "*In the TIA, please clarify whether the acceptable solution is met under A1(d) as it relates to an intensification of an existing use or development or change of use*".

The TIA has been updated to consider the previous approved use of the site as a newsagency. This results in the requirement for no additional parking to be provided. The provision of 3 spaces therefore satisfies the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme.

2. C2.6.2 Design and Layout of Parking Areas

A total of three on-site car parking spaces are proposed for the development. Section 5.9 of the TIA details how the parking spaces comply with AS2890.1 requirements.

Council have requested further information on the parking spaces. These requests are dealt with in the following sections.

Parking Grade

"*The maximum parking grade is 5% or 1 in 20, please confirm and annotate this on the plan*".

The parking grade is a uniform 2%.

Dimensions – AS2890.1 and LGAT standards

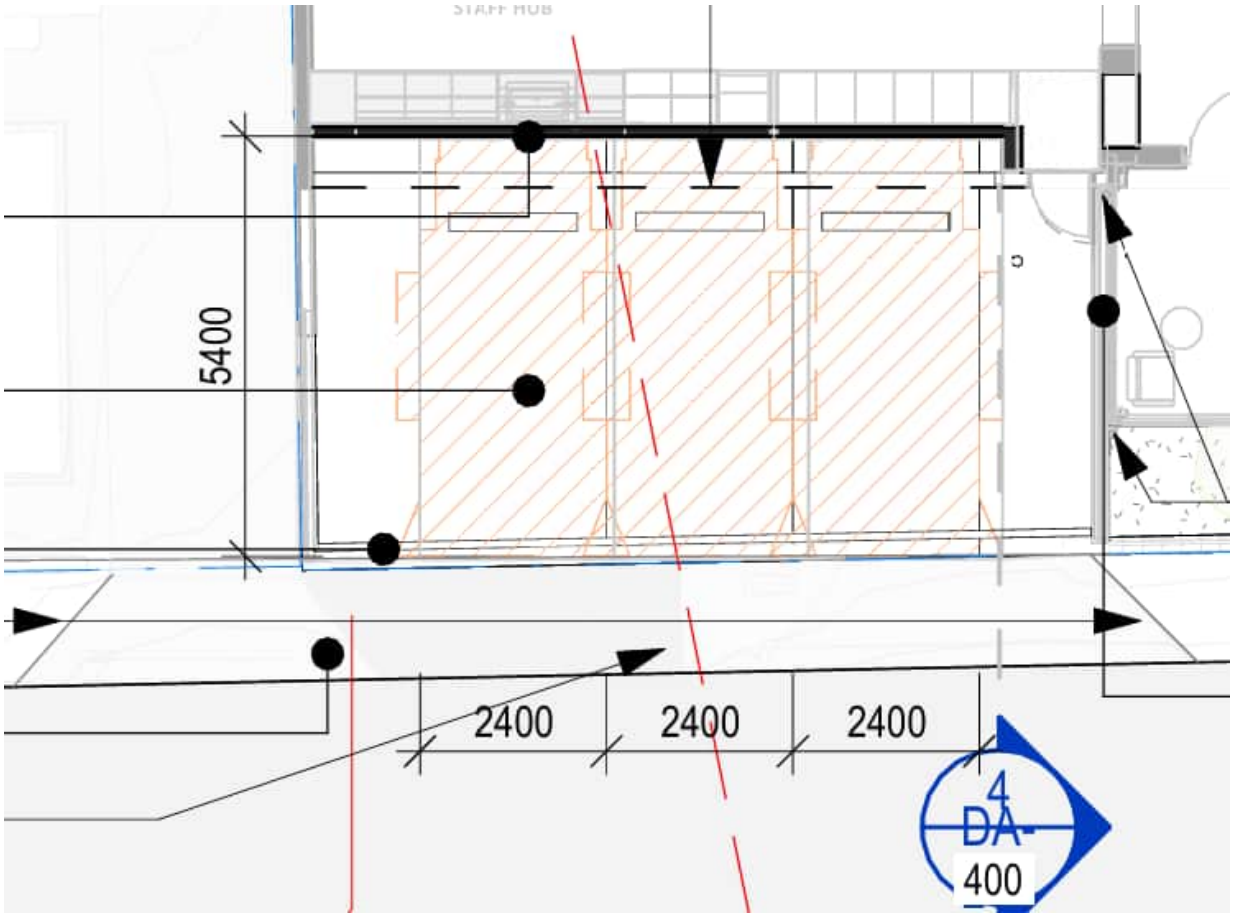
"*Demonstrate the dimensions of proposed carparks and new crossover complying with AS2890.1:2004 and the LGAT standard*".

As detailed in the TIA, the parking spaces measure:

- Width 2.4 metres – AS2890.1 requirement = 2.4 metres (satisfied)
- Length 5.4 metres – AS2890.1 requirement = 5.4 metres (satisfied)
- Aisle width 7.6 metres – AS2890.1 requirement = 5.8 metres (satisfied/ exceeded)

It is noted that the dimensions queried in Council's RFI (notably the space length measured to be 4.9m) were not the full space length, but the distance from the back of space to the overhead roof structure. The fully dimensioned spaces are shown in Figure 1.

Figure 1 Parking Dimensions



Grade Transitions

"*Demonstrate on of any necessary transitions of grades from the driveway along the footpath to demonstrate compliance with the LGAT standards and TSD-R09-V3. This may affect the access and driveway gradients when achieving the required falls*".

There are no transitions required as the maximum grade of the parking spaces is 2%.

Footpath Crossfall

"*The footpath crossfall shall be no more than 2% to comply with the standard. Up to 4% crossfall may be accepted providing there are no tripping points and that the footpath is safe for all types of pedestrians including people in wheelchairs. The amended plan should demonstrate compliance with the TSD-R09-v3 LGAT standard and the upgrade works to the entire existing access are required*".

The footpath crossfall is 2%, matching the parking space gradient.

Crossover Extension and Existing Pit and SW Connection

"*Please provide a detailed plan showing how crossover extension can be achieved considering existing pit and adjacent property SW connection*".

It is understood that updated civil engineering plans have been prepared that demonstrate this.

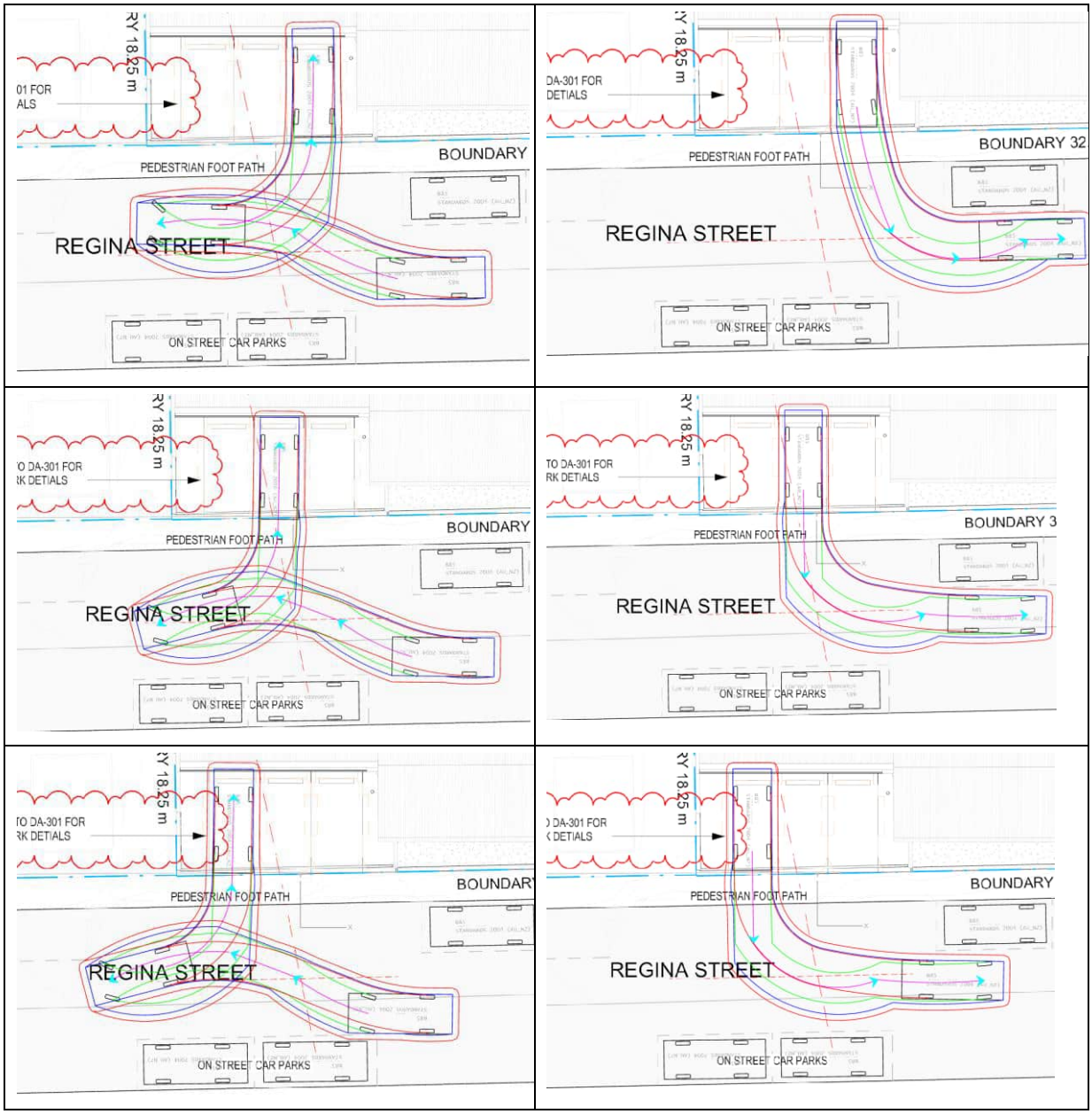
Swept Paths

"*Add the manoeuvring template demonstrate sufficient turning room from the road to the proposed parking spaces, providing on-street spaces are all occupied on both sides of the road. Swept paths shall be with 300mm clearance and be in a continuous motion*".

As noted previously, all parking spaces comply with AS2890.1 requirements, with significantly more aisle width available for manoeuvring (7.6 metres from the back of the proposed parking spaces to the edge of the on-street parking space opposite the proposed parking). On this basis swept paths would not normally be required, as the spaces are 'deemed to comply' and would obviously facilitate the swept path of a B85 vehicle.

Regardless, swept paths are provided in accordance with AS2890.1 requirements as shown in Figure 2. The swept paths demonstrate accessibility for a B85 vehicle entering and departing from/ to Main Road. Similar results are achieved from the Barry Street end of Regina Street.

Figure 2 B85 Vehicle Swept Paths



Driveway Grades

The proposed development does not include a driveway. The maximum grade of the parking spaces is 2%

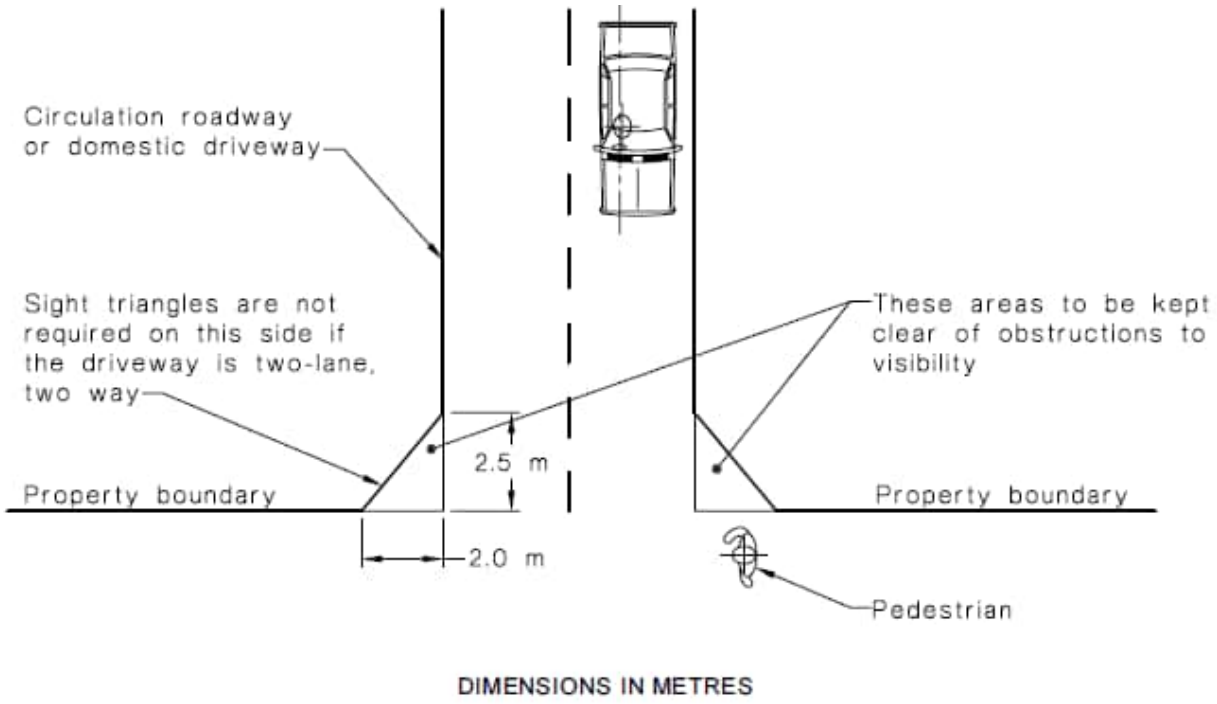
Pedestrian Sight Lines

In relation to pedestrian sight lines, Section 3.2.4(b) of AS2890.1 states: "*clear sight lines as shown in Figure 3.3 shall be provided at the property line to ensure adequate visibility between vehicles leaving the car park or domestic driveway and pedestrians on the frontage road footpath*". The requirements of Figure 3.3 are reproduced in Figure 3.

In this case the parking consists of three 90-degree parking spaces with no driveway provision. The parking spaces are located immediately behind the pedestrian footpath. The requirements of Figure 3.3 are therefore not relevant due to the lack of driveway provision (ie. vehicles are parked immediately within the garage and do not utilise a driveway or circulation aisle).

The provision of a driveway would result in vehicles utilising the access at higher speed than would occur through parking manoeuvring of vehicles using the parking spaces.

Figure 3 AS2890.1 Pedestrian Sight Line Requirements



3. Pedestrian Access

Council have stated: "*In the TIA and plans, demonstrate that the applicable standard is met for a footpath for the accessible parking space*".

An accessible parking space is located in Main Road adjacent to the subject site. An accessible ramp is provided between the footpath and the building.

AS1428.1, 2021, specifies the following requirements for an accessible ramp:

- Maximum gradient of 1:14 for ramps exceeding 1900mm in length.
- Minimum clearance of 1000mm between handrails.

The plans show an accessible ramp with a grade of 1:14 and width of 1025mm, thus complying with AS1428.1 requirements.

4. Traffic Generation

Council have stated: "*In the TIA, justify that the traffic volume is 500 vehicles per day in Regina Street, as traffic counts undertaken in 2005 show traffic volumes to be 1,500 vehicles per day*".

The Regina Street volume was estimated based on the turn restrictions at its connection with Main Road (left-in/ left-out only), and the limited frontage land use along its length.

The TIA has been updated to reflect the more recent traffic data provided by Council.

Council have stated: "*In the TIA, clarify if the three on-site parking spaces are to be used by the two pool vehicles or not. If not, please provide details of where the pool vehicles will be located. In the TIA, if the pool vehicles are located on-site explain the traffic genera on of 12 vehicles per day*".

The pool vehicles will be parked in the on-site parking spaces. The traffic generation of 12 vehicles per day represents an average of 4 movements per space per day (2 x inward and 2 x outward trips per space).

Please contact me on 0437 366 040 if you require any further information.

Yours sincerely,

Keith Midson BE MTraffic MTransport FIEAust CPEng EngExec NER

DIRECTOR
Midson Traffic Pty Ltd

ATTACHMENT 6

Traffic Impact Assessment

MIDSON traffic pty ltd

Pharos Properties Pty Ltd

388 Main Road, Glenorchy
Traffic Impact Assessment

June 2025

CELEBRATING 15 YEARS
2008 - 2023

Contents

Figure Index

Table Index

1. Introduction

1.1 Background

Midson Traffic were engaged by Pharos Properties Pty Ltd to prepare a traffic impact assessment for a proposed Medicare Mental Health Centre development at 388 Main Road, Glenorchy.

1.2 Traffic Impact Assessment (TIA)

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of roads and transport networks. A TIA should not only include general impacts relating to traffic management, but should also consider specific impacts on all road users, including on-road public transport, pedestrians, cyclists and heavy vehicles.

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, *Traffic Impact Assessment Guidelines*, August 2020. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management,* Part 12: *Integrated Transport Assessments for Developments*, 2020.

Land use developments generate traffic movements as people move to, from and within a development. Without a clear understanding of the type of traffic movements (including cars, pedestrians, trucks, etc), the scale of their movements, timing, duration and location, there is a risk that this traffic movement may contribute to safety issues, unforeseen congestion or other problems where the development connects to the road system or elsewhere on the road network. A TIA attempts to forecast these movements and their impact on the surrounding transport network.

A TIA is not a promotional exercise undertaken on behalf of a developer; a TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and person movements to and from a development site might affect existing road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

This TIA also addresses the relevant clauses of C2.0, *Parking and Sustainable Parking Code*, and C3.0, *Road and Railway Assets Code*, of the Tasmanian Planning Scheme – Glenorchy, 2021.

1.3 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *Traffic Impact Assessment Guidelines*, August 2020, as well as Council's requirements.

The TIA was prepared by Keith Midson. Keith's experience and qualifications are briefly outlined as follows:

- 29 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004

- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Chartered Professional Engineer (CPEng); Engineering Executive (EngExec); National Engineers Register (NER)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regards to traffic movements and activity.
- Identification of the traffic generation potential of the proposal with respect to the surrounding road network in terms of road network capacity.
- Review of the parking requirements of the proposed development. Assessment of this parking supply with Planning Scheme requirements.
- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency and road safety.

1.5 Subject Site

The subject site is located at 388 Main Road, Glenorchy.

The subject site and surrounding road network is shown in Figure 1.

Figure 1 Subject Site & Surrounding Road Network

Image Source: LIST Map, DPIPWE

1.6 Reference Resources

The following references were used in the preparation of this TIA:

- Tasmanian Planning Scheme – Glenorchy, 2021 (Planning Scheme)
- Austroads, *Guide to Traffic Management,* Part 12: *Integrated Transport Assessments for Developments*, 2020
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2021
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- Transport NSW, *Guide to Traffic Impact Assessment*, 2024 (TfNSW Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1)

2. Existing Conditions

2.1 Transport Network

For the purposes of this report, the transport network consists of Regina Street, Barry Street and Main Road.

2.1.1 Regina Street

Regina Street connects between Main Road and Bowden Street. It provides local connectivity for commercial properties north of Barry Street and connectivity to a small residential catchment between Barry Street and Bowden Street.

Regina Street connects to Main Road at a raised platform give-way junction. Only left-in/ left-out movements are permitted at the junction. Regina Street connects to Barry Street at a T-junction, with the section of Regina Street south of Barry Street not having vehicular connectivity.

The area speed limit signage of 40-km/h is applicable to Regina Street. It is estimated to have a traffic volume of less than 500 vehicles per day between Main Road and Barry Street.

Regina Street looking from Barry Street towards the subject site is shown in Figure 2.

Figure 2 Regina Street

2.1.2 Barry Street

Barry Street is a collector road that connects between Main Road at its western end and Bowden Street at its southeastern end. It provides an important connection around the western edge of Glenorchy CBD.

Barry Street carries approximately 7,000 vehicles per day. The general urban speed limit of 50-km/h is applicable to Barry Street.

Figure 3 Barry Street

2.1.3 Main Road

Main Road is a major arterial corridor that connects Hobart to Glenorchy and areas to the north. It is a two-lane, two-way road that carries approximately 10,000 vehicles per day west of Peltro Street. Peak flows are approximately 1,000 vehicles per hour and 1,500 vehicles per hour during the AM and PM peaks respectively.

Traffic is highly directional near the subject site, with approximately 60% of traffic travelling westbound in the AM peak and approximately 70% travelling westbound in the PM peak. The directional flow is due to the configuration of the Main Road/ Elwick Road/ Eady Street intersection, and the roles of Barry Street and King George V Avenue in disbursing traffic through Glenorchy CBD.

2.2 Active Transport

Located in the heart of Glenorchy CBD, the subject site is well serviced with pedestrian and cyclist infrastructure.

Pedestrian footpaths are provided on both sides of Regina Street, Barry Street, and surrounding roads. All traffic signals have pedestrian phases incorporated into their operation.

The subject site is also located approximately 250 metres from the InterCity Cycleway with connectivity via the Eady Street on-street bicycle lanes.

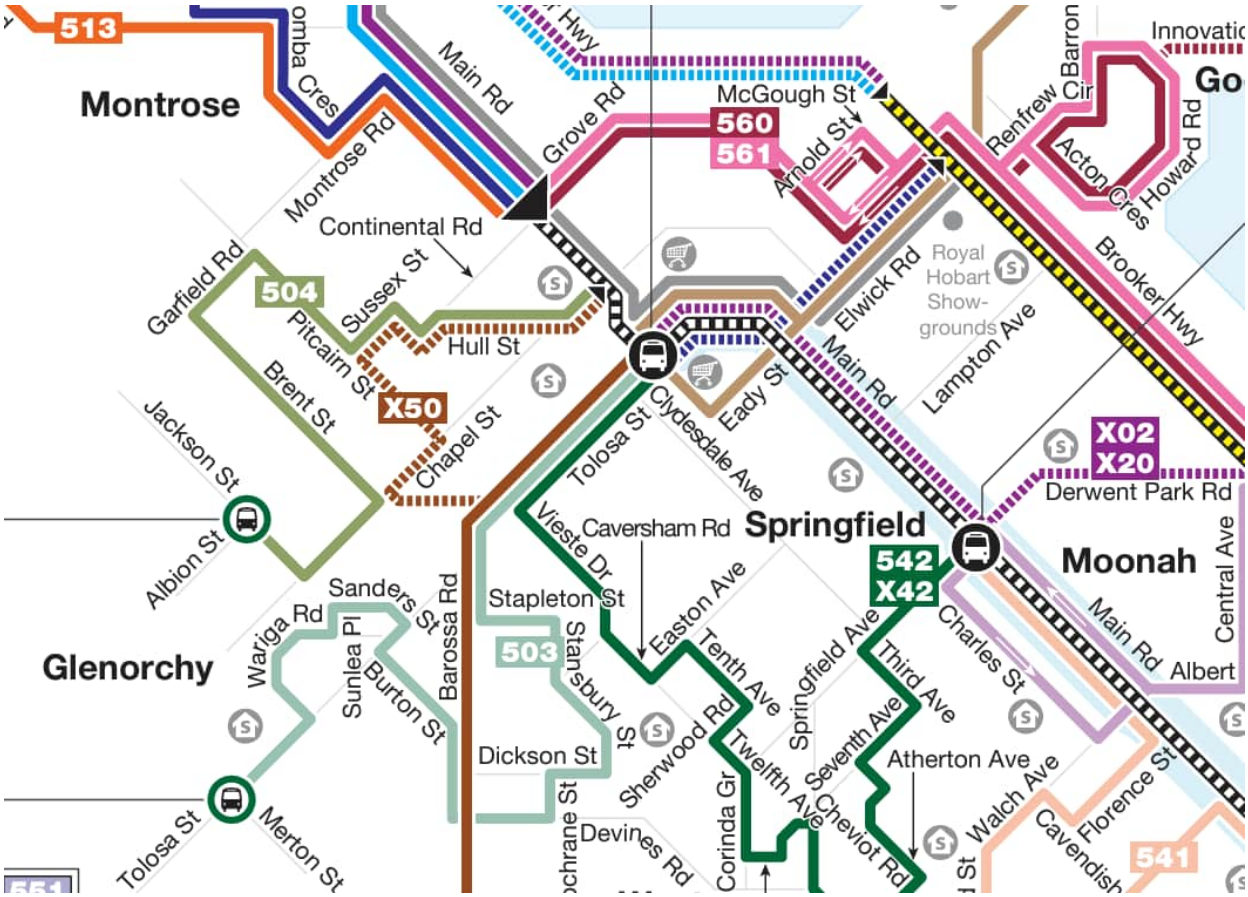
2.3 Public Transport

Metro Tasmania operates regular bus services within Glenorchy CBD. The Glenorchy bus interchange is located in Tolosa Street between Main Road and Barry Street, approximately 100 metres from the subject site.

The bus interchange provides connectivity for numerous routes, including routes 500, 501, 502, X02, 521, 530, 542, C42, 550, X50, 560, 561, 694, and 720.

The bus routes located in close proximity to Glenorchy CBD are shown in Figure 4.

Figure 4 Metro Tasmania Glenorchy Bus Routes



Source: Metro Tasmania

2.4 Road Safety Performance

Crash data can provide valuable information on the road safety performance of a road network. Existing road safety deficiencies can be highlighted through the examination of crash data, which can assist in

determining whether traffic generation from the proposed development may exacerbate any identified issues.

Crash data was obtained from the Department of State Growth for a 5+ year period between 1st January 2020 and 31st April 2025 for Regina Street and Main Road between Tolosa Street and Barry Street.

The findings of the crash data is summarised as follows:

Regina Street:

- 3 crashes were reported in Regina Street.
- 2 crashes were reported during the morning and 1 during the afternoon.
- Two mid-block crashes and one crash at the Regina Street/ Barry Street intersection, all resulting in property damage only.

Main Road:

- A total of 20 crashes were reported in Main Road during this period.
- Severity. 1 crash involved serious injury; 1 crash involved minor injury; 18 crashes resulted in property damage only.
- Time of day. All crashes were reported between 7:00am and 7:00pm. Crashes were relatively evenly distributed throughout this period.
- Day of week. 6 crashes were reported on Mondays; 4 crashes were reported on Wednesdays, Thursdays and Fridays; 1 crash was reported on a Saturday and a Sunday; no crashes were reported on Tuesdays.
- Crash types. 9 crashes involved parking (various crash types, including parking and manoeuvring); 3 crashes involved a 'rear-end' collision; various other crash types were reported with no clear crash trend.
- Crash locations. 3 crashes were reported at the Barry Street junction; 2 crashes were reported at the Tolosa Street junction; 15 crashes were reported at midblock locations. No crashes were reported at the Regina Street junction.
- Vulnerable road users. 1 crash involved a pedestrian. This crash occurred at the Tolosa Street junction at 12:05pm, 4th October 2021 resulting in minor injury.

The crash history does not provide an indication that there are any pre-existing road safety deficiencies in the road network that might be exacerbated by traffic generated by the proposed development. The crash history in Main Road is consistent with a busy urban network on the within a shopping precinct. The low crash rate in Regina Street reflects the low existing traffic volumes.

3. Proposed Development

3.1 Development Proposal

The proposed development is a Medicare Mental Health Centre, a Commonwealth Government-funded healthcare facility being established in partnership with the Tasmanian Government. The facility will provide walk-in mental health services to the general public without the requirement for appointments or GP referrals.

The centre will be operated by qualified mental health professionals and peer support workers with lived experience. Services will be provided at no cost to users, with the facility designed to accommodate unrestricted public access during operating hours.

As a walk-in healthcare facility offering free services with extended operating hours, the centre is expected to generate variable traffic patterns throughout the day, with potential for both scheduled and unscheduled visits by service users, staff, and support personnel.

The Centre will include consultation rooms, meeting rooms, waiting area and on-site parking for 3 spaces. The on-site parking will be utilised by staff, including two pool cars.

The proposed development is shown in Figure 5.

Figure 5 Proposed Development Plans

4. Traffic Impacts

4.1 Trip Generation

Trip generation estimates for the proposed Medicare Mental Health Centre have been calculated based on the operational characteristics of the facility, including the number of consultation rooms, staffing requirements, and anticipated service delivery model.

Development Characteristics

The proposed facility comprises of the following :

- 6 consultation rooms (5 x individual rooms and 1 family room)
- 2 meeting rooms
- Waiting area
- 3 on-site parking spaces (staff use only)

Key Assumptions

The following assumptions have been adopted for trip generation calculations:

- Operating Hours**:** 10:00am to 6:00pm, daily
- Consultation Room Utilization**:** 70% during peak periods
- Average Consultation Duration**:** 45-60 minutes
- Staffing**:** typically 5 staff across multiple shifts
- Client Access**:** Walk-in service with no appointment requirements
- Parking Constraint**:** Limited on-site parking will result in significant use of alternative transport modes by both staff and clients

Trip Generation Calculations

Staff Trips**:**

- Estimated 5 staff requiring transport across operational shifts.
- With 3 parking spaces available, approximately 6 daily staff vehicle trips anticipated
- Pool vehicle usage for outreach and client transport: 4-6 daily trips
- Total staff-related trips: 10-12 daily

Client Trips:

- Daily consultation capacity: 6 rooms × 70% utilization × 8 hours ÷ 0.75 hours = 44 consultations
- Transport mode assumptions (due to no client parking):
    - Drop-off/pick-up: 30% of clients = 26 vehicle trips daily (two-way)
    - Public transport/ active transport: 70% of clients
- Total client-related trips: ~30 vehicles per day

The walk-in service model and extended operating hours are expected to result in more distributed arrival patterns compared to appointment-based medical facilities.

The total traffic generation of the proposed development is summarised in Table 1.

Table 1 Vehicle Trip Generation Summary

Category	Daily Trips	AM Peak	PM Peak
Staff	10-12 vpd	4 vph	3 vph
Clients	30 vpd	4 vph	8 vph
TOTAL	42 vpd	8 vph	11 vph

4.2 Trip Assignment

Traffic generation at the site's access will only relate to the three staff parking spaces on the site. The use of these spaces will result in a relatively even distribution of vehicle movements travelling to/ from Main Road and Barry Street.

4.3 Access Impacts

The proposed development will utilise an existing access to the site. The access will be widened to facilitate access to three 90-degree parking spaces.

The Acceptable Solution A1.4 of Clause C3.5.1 states "*Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than the amounts in Table C3.1*".

Table C3.1 specifies a maximum increase in daily traffic volume at an access to be 20% or 40 vehicles per day, whichever is greater. The traffic generation at the access will be up to 12 vehicles per day. Whilst the traffic generation of the previous use of the site is unknown, the traffic generation at the access satisfies the requirements of Acceptable Solution A1 of Clause C3.5.1 of the Planning Scheme.

4.4 Sight Distance

Australian Standards, AS2890.1, provide the sight distance requirements for commercial and domestic driveways. Sight distance requirements are lower for driveways compared to road junctions.

The minimum sight distance requirements for a commercial driveway access in a 50-km/h frontage road is 45 metres (the desirable sight distance is 69 metres).

The available sight distance at the site's access exceeds 45 metres in both directions, thereby satisfying AS2890.1 sight distance requirements.

4.5 Pedestrian Impacts

The proposed development is likely to attract a moderate amount of pedestrian movements in the surrounding network. The nature of the development will result in client 'walk-in' activity from the surrounding network.

Being located in a CBD environment, pedestrian infrastructure in the surrounding road network is of a high standard with footpaths provided on both sides of Main Road, Barry Street and Regina Street near the subject site. Pedestrian phasing is provided at the signalised intersection of Barry Street and Tolosa Street.

4.6 Road Safety Impacts

No significant adverse road safety impacts are therefore foreseen for the following reasons:

- The existing crash history of within the surrounding network does not indicate that there are any road safety deficiencies that would be exacerbated by the proposed development.
- The traffic generation of the proposed development is considered to be relatively low, in the order of 11 vehicles per hour during peak periods. The traffic generation will be disbursed within the broader transport network, not concentrated at an access location associated with the site. The traffic generation therefore will not alter the level of service of any part of the transport network.
- The increased capacity proposed in the neighbouring car park site will result in an increased traffic generation at the car park accesses. The existing accesses are located in a low-speed CBD 'car park' environment. All traffic movements into and out of the site will be clear and obvious for other road users.

5. Parking Assessment

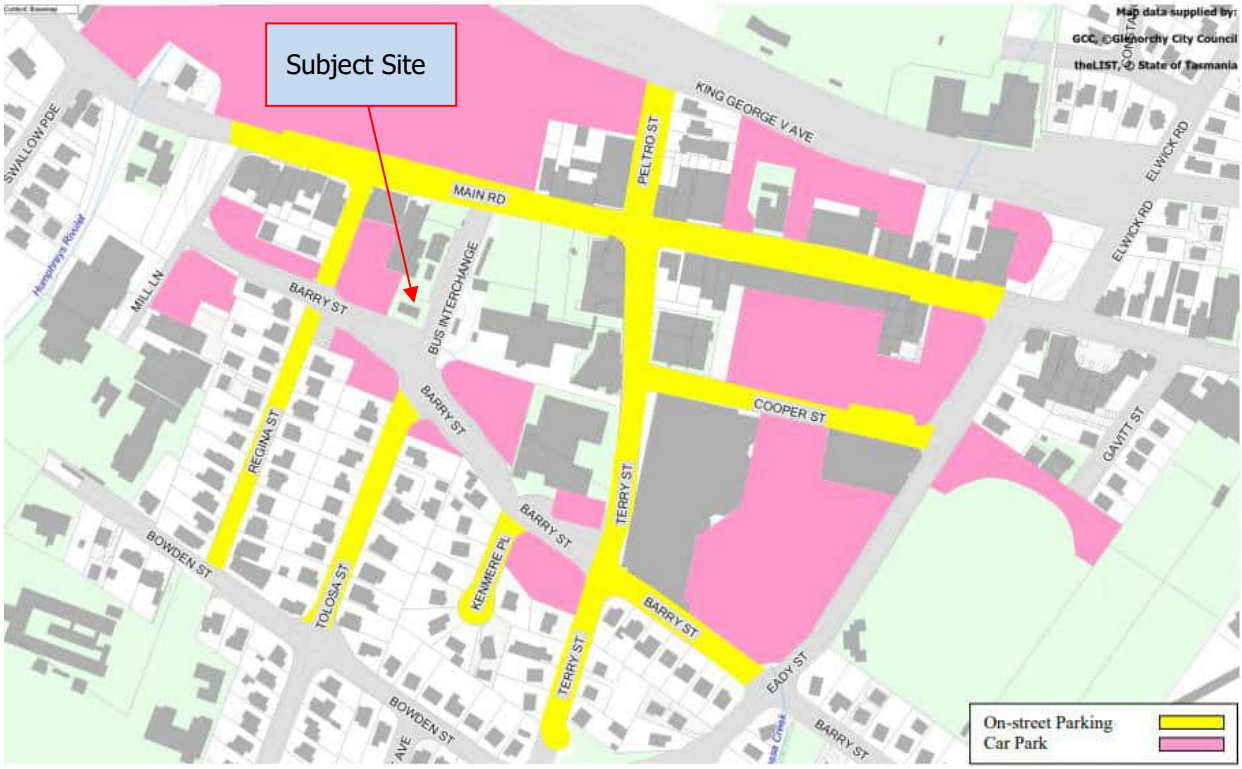
5.1 Parking Provision

The proposed development provides a total of 3 on-site car parking spaces. These spaces are accessed via Regina Street as 90-degree spaces.

5.2 Glenorchy Parking Supply

The subject site is located in a CBD environment and has a total of 2,114 off-street car parking spaces located across 15 car parks, as well as 248 on-street parking spaces spread across 8 roads. These parking areas are shown in Figure 6.

Figure 6 Glenorchy CBD Car Parking Areas



Source: Glenorchy City Council

5.2.1 Glenorchy Parking Strategy

Council has a Parking Strategy (2017 to 2027) for the commercial areas of the Glenorchy municipality. The Parking Strategy aims to guide Council's vision of parking in the future. The Parking Strategy focuses on the key areas of parking infrastructure, parking management, parking enforcement, parking finance and parking education.

In terms of parking provision within Council's commercial precincts, it states that "*A review of past Parking Occupancy Survey Reports also reveals that the demand for parking within the commercial precincts has remained almost steady in the past 10 years. This indicates that parking supply is adequate in the commercial precincts within the City of Glenorchy and no additional parking supply is necessarily required at this stage*".

To monitor changes in parking patterns and the effectiveness of the Parking Strategy, Council conducts regular car parking surveys within its commercial precincts. The parking areas surveyed within Glenorchy CBD are shown in Figure 6.

Near the subject site, the following areas are considered to be important for the provision of parking for the proposed development:

On-Street Parking

Regina St between Main Rd and Barry St	8 spaces, all ½P
Regina Street between Barry St and Bowden St	38 spaces, 2P & 4P
Main Rd between Barry St and Peltro St	26 spaces, ¼P and disability
TOTAL	72 spaces

Off-Street Parking

Barry St #1, adjacent to subject site	42 spaces, 3P
Barry St #2, corner of Barry St & Mill Ln	54 spaces, unrestricted
Barry St #3, opposite A-1 Fruit Market	34 spaces, unrestricted
Council Chambers	49 spaces, 1P & 2P
Glenorchy Library	21 spaces, 3P
Terry St	66 spaces, unrestricted
TOTAL	266 spaces

There is a total of 338 public car parking spaces near the subject site. Other nearby parking areas, including the A-One Fruit Market car park and Northgate car park, were not investigated as these are privately owned and are designed to service their associated commercial areas.

The parking occupancy of these parking areas from Council's 2021 parking survey are summarised in Table 2.

Table 2 Car Parking Survey Analysis

Car Parking Area	Capacity	Max Occupancy	Average Occupancy	Min Spare Capacity
On-Street				
Regina St 1	8 spaces	7 cars	5 cars	1 space
Regina St 2	38 spaces	33 cars	17 cars	5 spaces
Main Rd	26 spaces	20 cars	17 cars	6 spaces
Off-Street				
Barry St #1	42 spaces	39 cars	27 cars	3 spaces
Barry St #2	54 spaces	54 cars	48 cars	0 spaces
Barry St #3	34 spaces	34 cars	31 cars	0 spaces
Council Chambers	49 spaces	30 cars	18 cars	19 spaces
Glenorchy Library	21 spaces	20 cars	14 cars	1 space
Terry St	66 spaces	53 cars	49 cars	13 spaces
TOTAL	**338 spaces**	**290 cars**	**226 cars**	**48 spaces**

It can be seen that the parking surveys show spare capacity between 48 and 112 spaces in the areas near the subject site (indicating a range between the average and maximum occupancies of all parking areas combined).

Parking areas with no time restrictions had higher occupancies recorded. These car parks are typically utilised for commuter parking for workers in the CBD.

It is noted that the peak parking demands of each area do not necessarily occur simultaneously. The actual peak parking demands of all areas combined would therefore be lower than shown in Table 2.

5.3 Shared Parking Principles

The proposed development is situated in the central business district (CBD) of Glenorchy and as such the principles of shared parking will be applicable. In busy commercial areas it is common for trips to be undertaken that result in several destinations within the area requiring only one parking manoeuvre. That is, patrons visit more than one destination within the area whist only utilising one parking space.

The principles of shared parking are best outlined by the following extract from the text: Parking Policy, Design and Data, Young, W., 1991.

"There are many locations where a number of different land uses are located in close proximity. These areas have been termed mixed use or multi-use areas and tend to exhibit different characteristics to single use developments. These differences are exhibited in three ways:

- *The dependence of one land use on activities generated by other land uses,*
- *The recognition that a parking space can be shared by several users. This is often referred to as shared parking, and*
- *The tendency, in situations where an aggregate of single uses exist, for a principal trip (perhaps a motorised trip) to result in a number of short trips (walk trip) from the initial destination.*

In complex land uses, it is not uncommon for the three characteristics to occur concurrently. Accordingly, where complex land uses exist, the parking needs should not be calculated by adding the individual land use needs. The peak demand for parking in shared parking facilities must take into account the parking demand for each generator, displacing them temporally to determine the maximum demand. Further, the use of time, user and area access restrictions can be relaxed to take into account the complementarity of parking demands.

In an overall urban context, some city parking management plans have considered joint use parking promotion in which developers of centre city sites are allowed to use municipal parking facilities to satisfy parking requirements provided that demand patterns for multiple users do not conflict. They may also develop a neighbourhood shopping district parking programme which will provide short term parking areas facing a shortage of such spaces.

The development of multi-use facilities has opened a new dimension in parking policy. The provision of public parking places through cash in lieu systems have been used to enable more efficient use of parking facilities. Further, parking credits for existing public parking provide a basis for recognising that existing developments have a certain share of public parking devoted to their use."

In the Glenorchy CBD context, there is a mix of land uses ranging from big-box retail, smaller shops, government agencies, office, service outlets, sporting facilities, etc. This is coupled with a large supply of on and off street parking in the surrounding area that has been managed to cater for typical parking demands for these uses (ranging from commuter parking, short term parking, loading facilities and public transport parking). The overall parking supply within Glenorchy is detailed in Section 5.2.

In the context of the proposed development, it is likely that clients of the proposed development will include staff of nearby businesses or residents that may already be parked within the area and will not require an additional parking space. It is further noted that the subject site is well serviced by public transport, with buses operating on a regular basis in Main Road near the proposed development, as well as the Glenorchy Bus Interchange located a short distance from the subject site.

5.4 CBD Parking Policy

It is commonplace for CBD commercial developments to not provide parking, or provide minimal parking provision for the following reasons:

- The provision of the total parking requirements for each land use would result in an unreasonably large amount of parking that would be physically difficult or impossible to provide, noting that shared parking and alternative transport modes are more dominant in a CBD environment.
- If all parking requirements for each land use within the CBD could be met, it would result in serious traffic congestion that would extend over a broad area due to the relatively high density of development (ie. large aggregated commercial floor area) within the CBD area. This would be an unsustainable outcome in terms of traffic and accessibility.

It is further noted that in Hobart CBD and areas of Sullivans Cove that parking is not typically required for commercial development. Specifically, the Acceptable Solution A1 of Clause E6.6.9 of the Hobart Interim Planning Scheme, 2015, states "*No on-site parking is required*" for development in the central business district. Where on-site parking is proposed for a land use development, it is required to be justified under the Performance Criteria. Similarly, the Sullivans Cove Planning Scheme, 1997, generally states that public parking is prioritised over parking associated with specific land uses to prevent high traffic generation within the area.

Glenorchy's planning scheme does not have a similar clause with respect to parking provision in the CBD environments (ie. Glenorchy and Moonah). As such, development in these areas can result in a large supply of parking when aggregated. As highlighted in Section 5.2.1 of the TIA, Glenorchy's Parking Strategy does acknowledge the parking oversupply to some extent:

> *"A review of past Parking Occupancy Survey Reports also reveals that the demand for parking within the commercial precincts has remained almost steady in the past 10 years. This indicates that parking supply is adequate in the commercial precincts within the City of Glenorchy and no additional parking supply is necessarily required at this stage".*

Parking policies recognise shared parking principles within CBD and shopping precincts, as well as assist a shift to public transport and active transport modes. These help to reduce traffic congestion through reduced aggregated parking supplies. Glenorchy City Council does not have a comparable parking strategy within its Planning Scheme to appropriately deal with CBD parking requirements. The Planning Scheme provides generic parking requirements for developments irrespective of where the development may be located (ie. CBD or non-CBD environment).

Office developments in CBD environments rarely provide parking for staff. Parking policy should discourage staff parking within a CBD environment to ensure that there is adequate parking provision for customers accessing the CBD.

An employee who is not provided with a parking space associated with their work environment is forced to make journey to work decisions. Whilst alternative parking may be possible nearby (paid permit parking,

on-street parking, etc), a shortfall of longer term parking provision generally results in a shift to alternative transport modes (public transport, carpooling, etc).

The fact that the existing parking supply, as noted in Council's parking surveys show a relatively low overall occupancy, demonstrates the principles of constrained parking supply. In other words, parking demands are relatively low whilst the existing parking provision for the CBD as a whole is significantly lower than the aggregated parking requirements. The generally low parking occupancies recorded in Glenorchy CBD may indicate that there is a general oversupply of parking. This has been documented in previous reports to Council, including the Glenorchy Identity Development and Precinct Planning report prepared by SGS Economics and Planning in 2017, which stated:

> *"Repurpose excess and underutilised car parking. Previous parking analysis has shown that car parking around the Glenorchy CBD has relatively high vacancy rates. The highest and best use value of this land therefore may not lie in parking, but rather in retail and commercial uses".*

Oversupply of parking within a CBD environment can result in unnecessary traffic congestion.

5.5 Empirical Parking Demand

The parking demands associated with the proposed development were calculated using first principles based on Section 4.1.

Only three spaces are provided on-site, all of which will be allocated as staff parking (with two pool cars). All staff parking demands will therefore be experienced elsewhere in the network, likely at the existing long-term staff car parking areas provided along the Barry Street corridor. The parking constraint associated with on-site parking will also force alternative modes of transport for staff (public transport, active transport, etc).

With 5 staff on-site typically at most times, the maximum parking demand will be 2 spaces.

Peak client parking demands are likely to occur during the PM peak period, with 6-8 arrivals during this timeframe. With consultation durations ranging from 45-90 minutes, the likely parking demand will be 4-6 spaces.

As no client parking is provided on-site, this parking demand will be met through:

- Pick-up and drop-off activity in the surrounding on-street parking zones.
- Use of public transport (noting Tolosa Bus Interchange is located within a short walking distance from the subject site).
- On-street and off-street parking in existing public facilities.

5.6 Planning Scheme Requirements

The Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme states:

> *"The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:*
>
> *(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;*
>
> *(b) the site is contained within a parking precinct plan and subject to Clause C2.7;*
>
> *(c) the site is subject to Clause C2.5.5; or*
>
> *(d) it relates to an intensification of an existing use or development or a change of use where:*
>
> *(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or*
>
> *(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:*
>
> *N = A + (C- B)*
>
> *N = Number of on-site car parking spaces required*
>
> *A = Number of existing on site car parking spaces*
>
> *B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1*
>
> *C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1".*

The existing site was previously used as a commercial dry cleaners and a post office without any provision of on-site parking. The site has not been in recent use however. In this case subclauses (a) to (d) have therefore been assumed to not be applicable.

The proposed development is best described in Table C2.1 as 'Business and Professional Services, excluding as otherwise specified in this Table', which requires 1 space per 30m^2 of floor area. This is a requirement for 16 spaces based on a total floor area of 489m^2. The provision of 3 on-site parking spaces is therefore a shortfall of 13 spaces. The proposed development therefore does not satisfy the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme.

The Performance Criteria P1.1 of Clause C2.5.1 of the Planning Scheme states:

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

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

(b) the ability of multiple users to share spaces because of:

(i) variations in car parking demand over time; or

(ii) efficiencies gained by consolidation of car parking spaces;

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

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

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

(f) the availability, accessibility and safety of 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.

The following is relevant with respect to the proposed development:

a. Off-street public parking. There is a large pool of public off-street car parking available within Glenorchy CBD. This is detailed in Section 5.2.

b. Shared parking principles. The proposed development is located in a CBD environment and as such the principles of shared parking are highly relevant. This is detailed in Sections 5.3 and 5.4.

c. Public transport. The site is well serviced by public transport. The Glenorchy bus interchange is located within a short walking distance from the subject site (approximately 100 metres). Details of public transport services are provided in Section 2.3.

d. Transport alternatives. The development provides bicycle parking facilities to encourage cycling. The site is well connected to bicycle infrastructure, including the InterCity Cycleway, which is located approximately 250 metres from the subject site.

e. Site constraints. The number of parking spaces that can physically be contained within the site is constrained by the property boundaries. Table C2.1 would result in the requirement for 16 spaces, which cannot physically be provided on-site (and would result in a multi-storey car park design).

f. On-street parking. There is a relatively large amount of nearby on-street parking available. This is detailed in Section 5.2.

g. Streetscape. Not applicable.

h. Parking assessment. The site is located in a CBD environment. It is common for commercial development to provide little or no parking in a CBD environment when alternative transport

modes are readily available. The nature of the development will result in clients utilising alternative transport, or walking from nearby areas (such as workplaces within Glenorchy, public transport, etc). The parking demands associated with the proposed development are outlined in Section 5.5, with a peak parking demand of up to 6 spaces.

Based on the above findings, the proposed parking provision is considered acceptable, satisfying the requirements of Performance Criteria P1.1 of Clause C2.5.1 of the Planning Scheme.

Specifically, this is based on the following:

- The previous uses of the site did not provide on-site parking. During times when the site was used for other land uses (dry cleaners, post office), all parking demands were required to be provided in the Glenorchy CBD area. The parking demands of previous uses of the site were likely to be higher than the proposed development.
- The site is located in a CBD environment. The site is well serviced by public transport with the Glenorchy bus interchange located a short walking distance away. Bus services operate on a frequent basis to Hobart and northern suburbs from the Bus interchange. It is common for commercial development to provide little or no parking in a CBD environment when alternative transport modes are readily available. The actual shortfall of parking is likely to be 3 spaces.
- There is a large pool of on-street and off-street public car parking provision in the surrounding CBD environment to cater for parking demands.
- The location of the site will result in shared parking principles being applicable. Examples may include:
  - → Clients working in the CBD who do not require a parking space.
  - → Clients who live in the nearby residential area within a reasonable walking distance from the site.

5.7 Bicycle Parking

The proposed development includes provision for 2 bicycle parking spaces.

The Acceptable Solution A1 of Clause C2.5.2 of the Planning Scheme states:

"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".

Table C2.1 requires bicycle parking provision of 1 space per 500m2 of floor area. This is a requirement for 1 bicycle parking space. The provision of 2 bicycle parking spaces therefore satisfies the requirements of Acceptable Solution A1 of Clause C2.5.2 of the Planning Scheme.

5.8 Motorcycle Parking

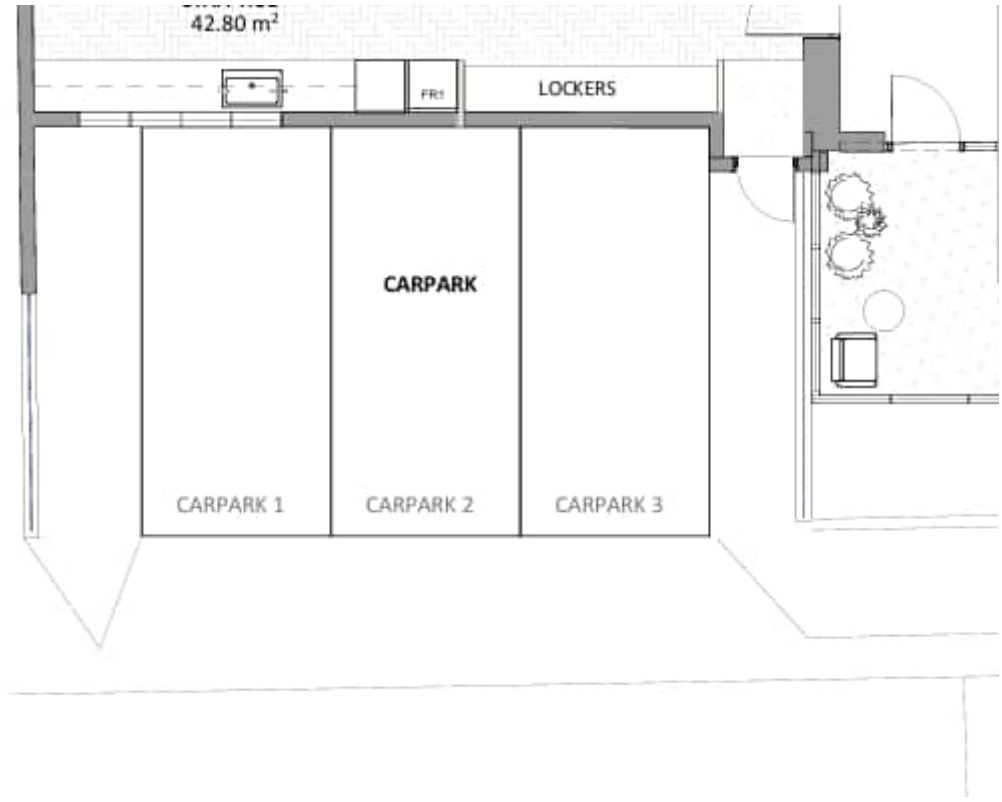
The Acceptable Solution A1 of Clause C2.5.3 of the Planning Scheme states "*The number of on-site motorcycle parking spaces for all uses must be no less than the number specified in Table C2.4*".

Table C2.4 does not require motorcycle parking for overall car parking provision between 0 and 20 spaces. The provision of no motorcycle parking spaces therefore complies with the requirements of Acceptable Solution A1 of Clause C2.5.3 of the Planning Scheme.

5.9 Car Parking Layout

The car parking layout consists of 3 x 90-degree parking spaces accessed directly from Regina Street. The parking layout is shown in Figure 7.

Figure 7 Car Parking Layout



The Acceptable Solution A1.1 of Clause C2.6.2 of the Planning Scheme states:

"Parking, access ways, manoeuvring and circulation spaces must either:

(a) comply with the following:

(i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;

(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;

(iii) have an access width not less than the requirements in Table C2.2;

(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;

(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;

(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and

(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or

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

The parking layout was assessed against the requirements of AS2890.1 (A1.1(b)) in the following sections.

5.9.1 Space Dimensions

AS2890.1 defines the car parking as User Class 1A, '*Residential, domestic and employee parking*'. The parking dimensions associated with User Class 2 are:

- Space length 5.4 metres
- Space width 2.4 metres
- Aisle width 5.8 metres

All parking spaces proposed comply with these dimensional requirements.

5.9.2 Parking Grade

Section 2.4.6 of AS2890.1 states that the maximum grades within a car park shall be:

- Measured parallel to the angle of parking 1 in 20 (5%)
- Measured in any other direction 1 in 16 (6.25%)

All parking spaces and manoeuvring area are effectively level, thus complying with AS2890.1 requirements.

5.9.3 AS2890.1 Assessment Summary

The Acceptable Solution A1 of Clause C2.6.2 of the Planning Scheme is met.

6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed Medicare Mental Health Centre at 388 Main Road, Glenorchy.

The key findings of the TIA are summarised as follows:

- Traffic Generation: The proposed development will generate approximately 42 vehicle trips per day, with peak hour demands of 8 trips (AM) and 11 trips (PM). This level of traffic generation is considered low and will not adversely impact the operation of the surrounding road network.
- Access and Safety: The proposed access arrangements satisfy Australian Standard requirements for sight distance and comply with Planning Scheme provisions. No significant road safety impacts are anticipated.
- Parking: While the development provides only 3 on-site parking spaces (creating a theoretical shortfall of 13 spaces), this is considered appropriate for a CBD location. The shortfall is adequately addressed through the availability of extensive public parking (338 spaces nearby), excellent public transport access (close proximity to Glenorchy bus interchange), shared parking principles, and the walk-in nature of the service.

  The development satisfies Performance Criteria P1 of Clause C2.5.1 of the Planning Scheme in terms of parking provision, taking into account the CBD location, public transport accessibility, and available public parking supply.
- Sustainable Transport: The site's location promotes sustainable transport outcomes through proximity to public transport, walking and cycling infrastructure, and reduced reliance on private vehicle trips.

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

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Document Status

Revision	Author	Review	Date
0	Keith Midson	Zara Kacic-Midson	25th June 2025