DEVELOPMENT APPLICATION

APPLICATION NUMBER:	PLN-25-120
PROPOSED DEVELOPMENT:	Container Refund Facility (Recycling and Waste Disposal)
LOCATION:	2-4 Negara Crescent Goodwood 6-8 Negara Crescent Goodwood
APPLICANT:	Nexus Inc. - By Their Agent Ireneinc Planning & Urban Design
ADVERTISING START DATE:	30/05/2025
ADVERTISING EXPIRY DATE:	16/06/2025

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 **16/06/2025.**

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 **16/06/2025,** or for postal and hand delivered representations, by 5.00 pm on **16/06/2025.**

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2-4 NEGARA CRESCENT, GOODWOOD

ireneinc & smithstreetstudio
PLANNING & URBAN DESIGN

2-4 NEGARA CRESCENT, GOODWOOD

Planning application – Container Refund Facility

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1. INTRODUCTION

Ireneinc Planning & Urban Design has been engaged by Nexus Inc. to prepare a planning application seeking approval from the Glenorchy City Council for change in use and development involving a Container Refund Facility and associated works at 2-4 Negara Crescent, Goodwood.

The following is an assessment of the proposed use in response to the provisions of the *Tasmanian Planning Scheme – Glenorchy* and has been prepared in accordance with the requirements of the *Land Use Planning Approvals Act 1993*.

The documentation that this assessment has been prepared in response to and forms part of the permit application and include the accompanying proposal plans prepared by Rosevear Stephenson Pty Ltd and Traffic Impact Assessment (TIA) prepared by SALT.

1.1 THE SITE

The site is located at 2-4 Negara Crescent, Goodwood (Property ID: 2927328) and is formally identified as CT 146766/101. The site is approximately 9120m^2 and has existing road frontages along both Negara Crescent and Hornby Road.

The proposed Container Refund Facility is intended to occur within an existing industrial shed on the site, the location of which is identified in orange in the following figures.

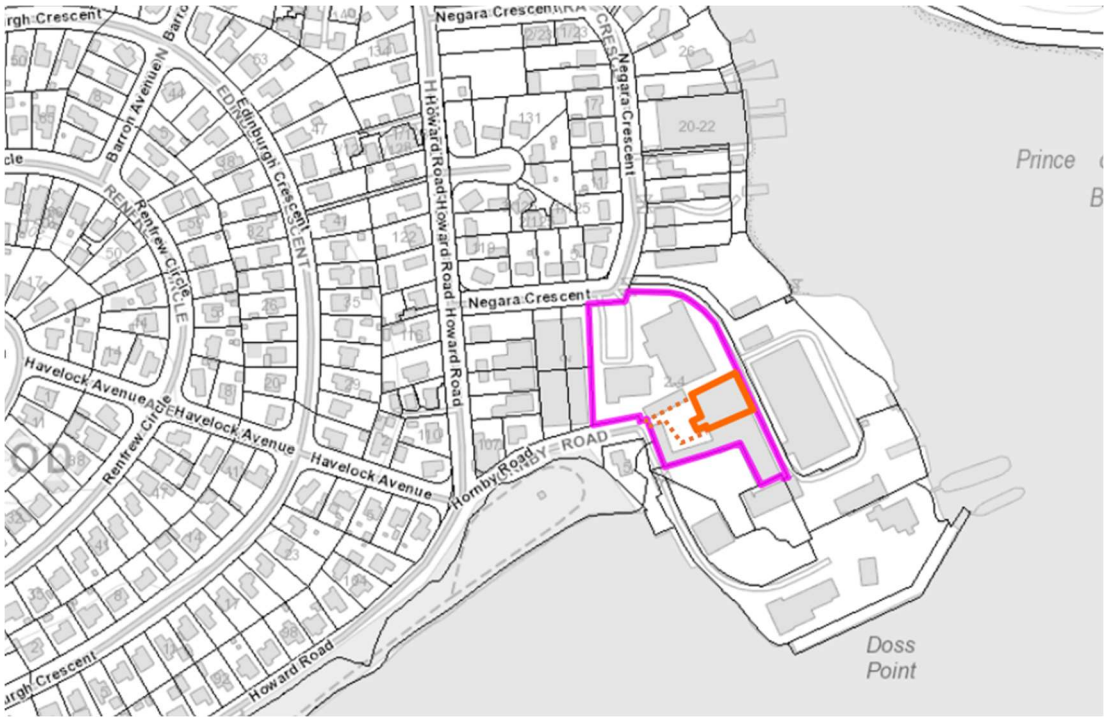


Figure 1: Topographic view of the 2-4 Negara Crescent site identified in pink and portion of site subject to proposed change in use identified in orange with the extent of leased area associated with the proposal further identified with dotted orange line. (Source: The LIST - www.theLIST.tas.gov.au, State of Tasmania)

Given the egress that is proposed as part of the facility's operation, it is necessary for 6-8 Negara Crescent, Goodwood (Property ID:9376642) to form part of the application. This property, which is described in Figure 2, is formally identified as CT 175277/150 and is in the same ownership as the 2-4 Negara Crescent. The owner is allowing a right of way in the Lease document being offered to the applicant.

The site is identified as being affected by service easements and right of way accesses which are shown in Figure 3.

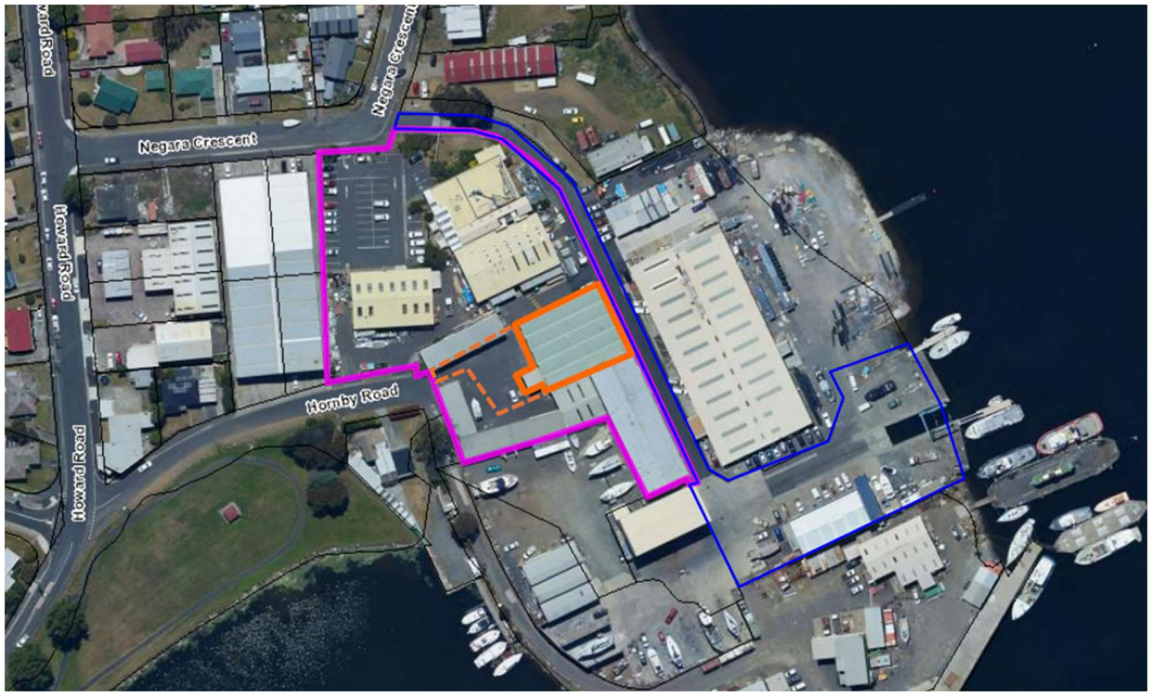


Figure 2: Aerial view of the 2-4 Negara Crescent site identified in pink and portion of site subject to proposed change in use identified in orange with the extent of leased area associated with the proposal further identified with dotted orange line, and adjoining 6-8 Negara Cresent site identified in blue (Source: The LIST - www.theLIST.tas.gov.au, State of Tasmania)

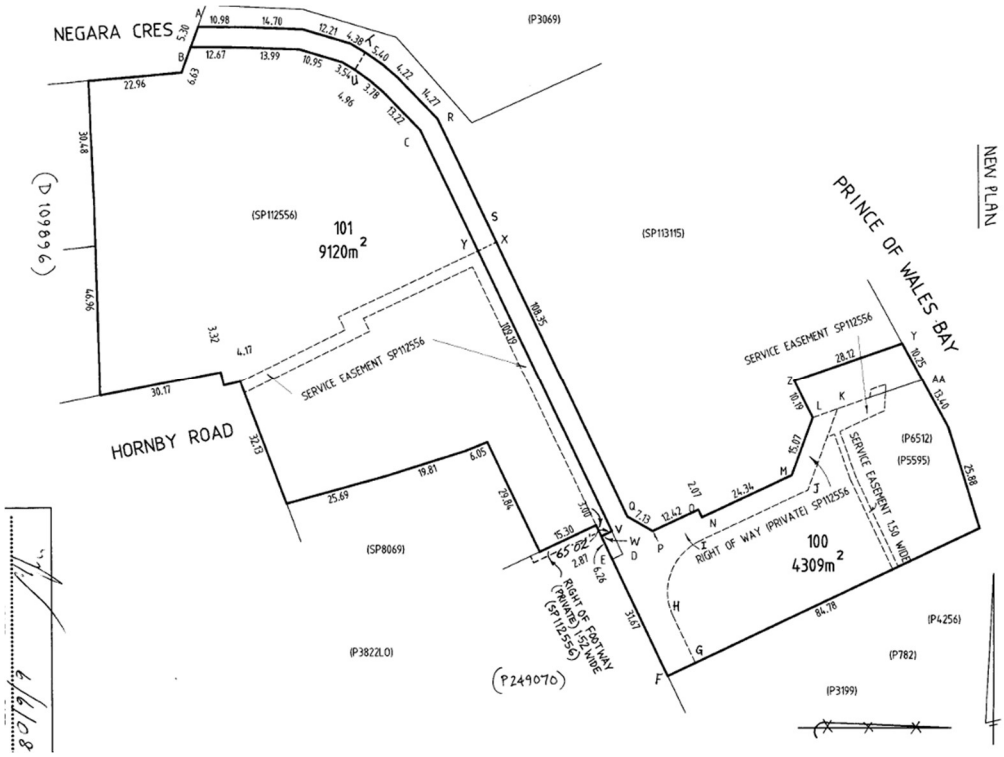


Figure 3: Existing easements relevant to subject site (Source: Certificate of Title, State of Tasmania)

1.2 EXISTING USE

The proposal involves the reutilisation of an existing industrial warehouse building which occupies part of the broader 2-4 Negara Crescent site. The tenancy is currently unoccupied but it understood to have been previously operational as a SeaMaster manufacturing and administration facility until 2024 with around 30 staff and additional deliveries/commercial vehicles servicing the site daily (2-3 a day).

1.3 PROPOSAL

The proposal involves a drive through Container Refund Facility to occur within the existing industrial warehouse building. The accompanying proposal plans prepared by Rosevear Stephenson Pty. Ltd. show the intended layout and operation which will be fully contained within the site. Figure 4 provides an overview of the proposed layout of the Container Refund Facility.

To facilitate effective container drop off, it is proposed that general public vehicle access will be provided to the site from Hornby Road and continue through the existing warehouse building with vehicles to exit via the existing internal access road to the east of the building which connects to through to Negara Crescent. Figure 5 and Figure 6 provide images of the entry and exit points.

It is intended that this facility will provide only for vehicle based drop off with space for up to seven vehicles able to queue inside the building. The facility will not provide for pedestrian walk up drop off.

The initial intended hours of operation of the Container Refund Facility are:

- from 9am-4pm Monday to Friday and Saturday;
- 8am-12pm on Saturday in winter; and
- 8am-4pm on Saturday in Summer.

The Container Refund Facility is not intended to operate on Sundays.

It is anticipated operating hours may vary over time in response to demand, however any change in hours of operation would not extend beyond the relevant use standards prescribed by the Use Standards for the Light Industrial Zone:

- within 7am to 9pm Mondays to Saturday; and
- 8am to 9pm Sundays and Public Holidays.

It is anticipated there will be two permanent staff on site (being a Depot Manager and a Disability Support Worker) and up to 3-5 SEED trainees (people with a disability) working at the development. Two staff members will be based full time at the depot therefore requiring parking. The SEED trainees are unlikely to have private transport available to them and will either be picked up by Nexus Inc staff or use public transport to arrive at Nexus Inc's office in the Technopark at Dowsing Point, then travel to the Negara Cresent facility with the second staff member (as a driver).

The proposed onsite activities associated with the of the Container Refund Facility include:

- Two singulator/conveyors for sorting the 'empties'
- Compactor bin and hook bin filling and operating
- Forklift operations – predominantly contained within existing shed
- Truck movement and associated bin collection
- Compressor pump servicing singulator - low noise Peerless compressor will be used and this is stored in a shed at the back of the site.
- Allocation of four car parks for employees.

The singulator machines located within the building are capable of processing 100 containers a minute and with 500 containers the average, it is anticipated that each vehicle dropping off containers would visit the site for not more than 10 minutes which will provide for up to 12-15 vehicles to be processed in an hour (i.e. each machine processing 6 loads an hour).

From the singulator machine, containers are sorted into 1100l bins and these bins will be then loaded into the hook bins by forklift which is anticipated to occur in groups of three or four loads. Approximately 12 loads will occur each day – which would result in a total of total three to four periods a day during the general hours of operation.

No processing of the containers takes place onsite however to support the operations. Commercial waste collection is expected to involve on average three site visits per week to pick up a full bin and drop off an empty bin with each visit averaging about 15 minutes. Hook bin collections will be facilitated by entry and exit via Hornby Road, where sufficient space is available for turning to allow these vehicles to arrive and leave the site in a forward direction.

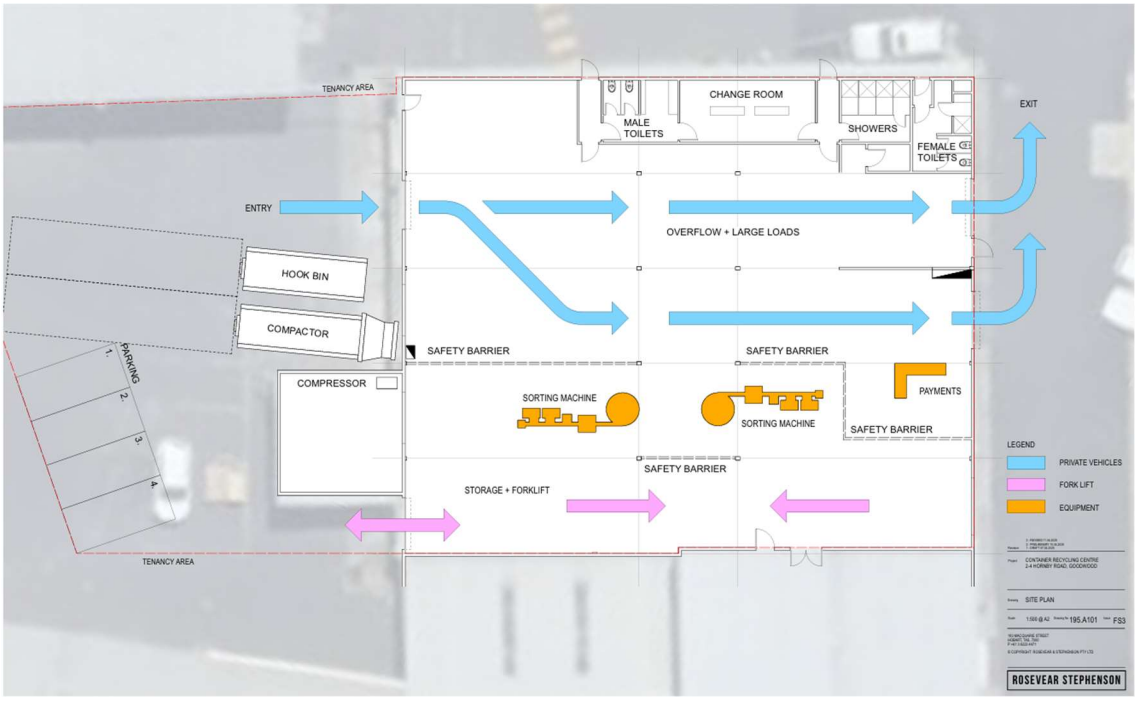


Figure 4: Proposed internal layout of Container Refund Facility. (Source: Rosevear Stephenson)

Figure 5: Hornby Road entrance to the site. (Source: supplied by Nexus Inc)

Figure 6: Proposed general public vehicle exit via the existing internal access road to the east of the building which connects to through to Negara Crescent. (Source: supplied by Nexus Inc)

2. PLANNING SCHEME PROVISIONS

The following is an assessment of the proposal in response to the provisions of the *Tasmanian Planning Scheme - Glenorchy* (the planning scheme).

2.1 ZONING

The site is identified within the Light Industrial Zone under the planning scheme and is generally surrounded by other land within the same zone, with some General Residential Zoned land identified to the north-west of the site and Port and Marine Zoned land to east.

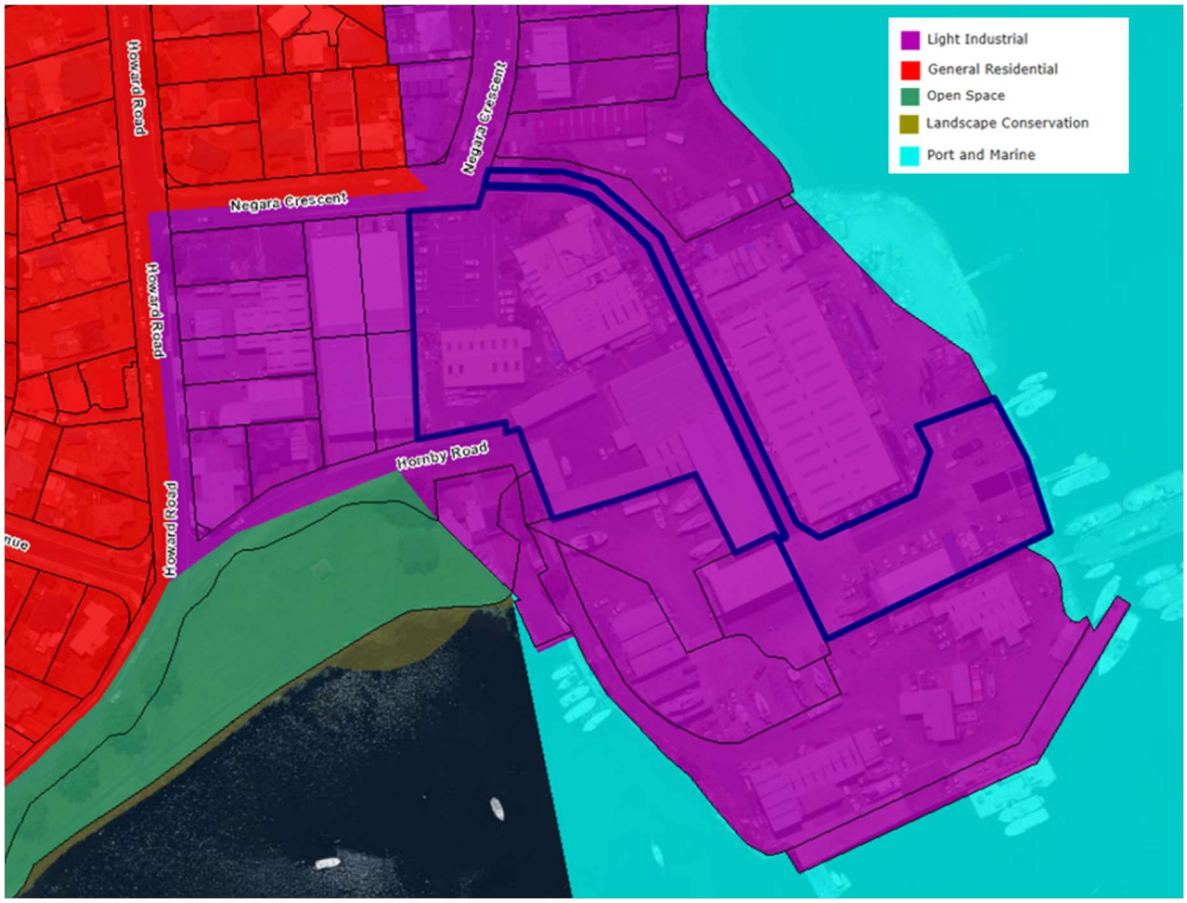


Figure 7: Negara Crescent site identified in the planning schemes zone mapping (Source: The State of Tasmania www.theLIST.tas.gov.au)

The purpose of the Light Industrial Zone is:

18.1.1 To provide for manufacturing, processing, repair, storage and distribution of goods and materials where off site impacts are minimal or can be managed to minimise conflict with, or unreasonable loss of amenity to, any other uses.

18.1.2 To provide for use or development that supports and does not adversely impact on industrial activity.

2.1.1 Local Area Objectives

The site is identified as being affected by GLE-18.1 *Prince of Wales Bay Maritime Industrial Precinct*. The Glenorchy Local Provisions Scheme establishes that the objectives for this area are to:

(a) support the Prince of Wales Bay Maritime Industrial Precinct's role as a regional multi-user marine and industrial precinct and sheltered anchorage;

(b) promote the sustainable management of the Precinct's land and waters (including any future land reclamation processes) by supporting uses of appropriate scale and intensity;

(c) support uses which protect the amenity and safety of residents abutting and near the waterfront area, and the safety of recreational boat users, through the implementation of appropriate mitigation measures to manage noise, dust, light spill, increased traffic flow and security requirements; and

(d) support opportunities to improve public amenity within the Precinct.

While the proposal does not involve marine activities, it will reinforce the overall precincts role as a regional multi-user industrial precinct and appropriately responds to the amenity and safety of surrounding residents.

2.1.2 Use

The proposal is for a Container Refund Facility.

Under the planning scheme this means:

use of land for a drive-in container refund point providing:
(a) for receiving, sorting and paying refunds for approved containers;
(b) temporary storage of the approved containers on-site for collection;
(c) queuing areas for vehicles carrying approved containers;
(d) for vehicles to drive-in, unload approved containers and move through the facility in a forward direction; and
(e) staff or multiple container refund machines, or a combination of both.

The proposal is categorised within the Recycling and Waste Disposal use class under the planning scheme, which is identified as including:

land to collect, dismantle, store, dispose of, recycle or sell used or scrap material. Examples include a container refund facility, recycling depot, refuse disposal site, scrap yard, vehicle wrecking yard and waste transfer station.

Recycling and Waste Disposal uses are categorised as Permitted within the Light Industrial Zone.

2.1.3 USE STANDARDS – LIGHT INDUSTRIAL ZONE (Standard 18.3)

18.3.1 All uses

Objective:	***That uses do not cause unreasonable loss of amenity to residential zones.***
Acceptable Solutions	**Performance Criteria**
A1 *Hours of operation of a use, excluding Emergency Services, Natural and Cultural*	***P1*** *Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values*

Values Management, Passive Recreation or Utilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living 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.*	*Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:* (a) *the timing, duration or extent of vehicle movements; and* (b) *noise, lighting or other emissions.*

Response:

A1 - Complies

The Container Refund Facility will comply with A1 and will have hours of operation not extending beyond 7am to 9pm Mondays to Saturday and 8am to 9pm Sundays and Public Holidays.

The intended hours of operation of the Container Refund Facility initially are from 9am-4pm Monday to Friday and Saturday 8am-12pm in winter and 8am-4pm on Saturday in Summer. The Container Refund Facility is not intended to operate on Sundays or Public Holidays.

It is anticipated operating hours may vary over time in response to demand (such as opening some Sundays and Public Holidays over summer to cover peak demand for the site), however any change in hours of operation would not extend beyond the relevant use standards prescribed by the Use Standards for the Light Industrial Zone.

Noting that the TIA which accompanies this application identifies that opening the development on Sundays during the peak time of the year could help reduce and spread the Saturday forecast development volumes if queuing for the facility became a concern.

A2	***P2***
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, Inner Residential Zone or Low Density 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.*	*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, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:* (a) *the level of illumination and duration of lighting; and* (b) *the distance to habitable rooms of an adjacent dwelling.*

Response:

A2 - Complies

No new external lighting is proposed as part of this application.

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, Inner Residential Zone or Low Density 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*** *Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding for Emergency Services, Residential or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:* (a) *the time and duration of commercial vehicle movements;* (b) *the number and frequency of commercial vehicle movements;* (c) *the size of commercial vehicles involved;* (d) *manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise;* (e) *any noise mitigation measures between the vehicle movement areas and the residential zone; and* (f) *potential conflicts with other traffic.*
Response:	
A3 - Complies The contain refund facility will comply with A3 and will ensure commercial vehicle movements associated with the use do not extend outside of 7am to 9pm Mondays to Saturday and 8am to 9pm Sundays and Public Holidays. The intended hours of operation of the Container Refund Facility are from 9am-4pm Monday to Friday and Saturday 8am-12pm in winter and 8am-4pm on Saturday in Summer. The Container Refund Facility is not intended to operate on Sundays or Public Holidays. The collection from the site is intended to occur outside the general operating hours but will be limited to being within 7am to 9pm Mondays to Saturday and 8am to 9pm Sundays and Public Holidays.	

18.3.2 Discretionary uses

N/A - The proposal does not involve any discretionary uses.

2.1.4 DEVELOPMENT STANDARDS – LIGHT INDUSTRIAL ZONE (18.4)

18.4.1 Building Height

Objective:	***To provide for a building height that:*** ***(a) is necessary for the operation of the use; and*** ***(b) minimises adverse impacts on adjoining properties.***

Acceptable Solutions	**Performance Criteria**
A1 *Building height must be not more than 10m.*	***P1*** *Building height must be necessary for the operation of the use and not cause an unreasonable impact on adjoining properties, having regard to:* *(a) the bulk and form of the building;* *(b) separation from existing uses on adjoining properties; and* *(c) any buffers created by natural or other features.*
Response:	
A1 - N/A The proposal involves the re-utilisation of an existing warehouse building. No change to the existing building height is proposed.	
A2 *Building height:* *(a) within 10m of a General Residential Zone, Low Density Residential Zone or Rural Living Zone must be not more than 8.5m; or* *(b) within 10m of an Inner Residential Zone must be not more than 9.5m.*	***P2*** *Building height within 10m of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone must be consistent with building height on adjoining properties in those zones and not cause an unreasonable loss of residential amenity, having regard to:* *(a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings;* *(b) overlooking and reduction of privacy; or* *(c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining properties.*
Response:	
A2 - N/A The proposal involves the re-utilisation of an existing warehouse building. No change to the existing building height is proposed.	

18.4.2 Setbacks

Objective:	*That building setbacks:* *(a) are appropriate for the site; and* *(b) do not cause an unreasonable loss of residential amenity to adjoining residential zones.*

Acceptable Solutions	*Performance Criteria*
A1 *Buildings must have a setback from a frontage of:* *(a) not less than 5.5m;* *(b) not less than existing buildings on the site; or* *(c) not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.*	***P1*** *Buildings must have a setback from a frontage that provides adequate space for vehicle access, parking and landscaping, having regard to:* *(a) the topography of the site;* *(b) the setback of buildings on adjacent properties; and* *(c) the safety of road users.*
Response:	
A1 - N/A The proposal involves the re-utilisation of an existing warehouse building. No change to the existing setbacks is proposed.	
A2 *Buildings must have a setback from an adjoining property within a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone of not less than:* *(a) 4m; or* *(b) half the wall height of the building, whichever is the greater.*	***P2*** *Buildings must be sited to not cause an unreasonable loss of residential amenity to adjoining properties within a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone, having regard to:* *(a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings;* *(b) overlooking and reduction of privacy; and* *(c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.*
Response:	
A2 - N/A The proposal involves re-utilisation of an existing warehouse building. No change to the existing setbacks is proposed.	
A3 *Air extraction, pumping, refrigeration systems, compressors or generators must be separated a distance of not less than 10m from a General Residential Zone, Inner*	***P3*** *Air conditioning, air extraction, pumping, heating or refrigeration systems, compressors or generators within 10m of a General Residential Zone, Inner Residential*

Residential Zone, Low Density Residential Zone or Rural Living Zone.[26]	*Zone, Low Density Residential Zone or Rural Living Zone must be designed, located, baffled or insulated to not cause an unreasonable loss of residential amenity to the adjoining residential zones, having regard to:* *(a) the characteristics and frequency of emissions generated;* *(b) the nature of the proposed use;* *(c) the topography of the site and location of the sensitive use; and* *(d) any proposed mitigation measures.*
Response:	
A3 – Complies The proposal involves re-utilisation of an existing warehouse building which is around 100m from the nearest residential zone land.	

18.4.3 Fencing

N/A – no common boundaries with residential zoned land.

18.4.4 Outdoor storage areas

Objective:	***Outdoor storage areas do not detract from the appearance of the site or surrounding area.***
Acceptable Solutions	**Performance Criteria**
A1 Outdoor storage areas, excluding for the display of goods for sale, must not be visible from any road or public open space adjoining the site.	**P1** Outdoor storage areas, excluding for the display of goods for sale, must be located, treated or screened to not cause an unreasonable loss of visual amenity.
Response:	
A1 – N/A The proposal involves location of the hook bin and compacting bin outside of the existing shed, which form part of the operation of the facility and as such are not considered to constitute outdoor storage. Beyond this, no outdoor storage is proposed. This outdoor area is well screened from the surroundings with buildings on all four sides, except for the entry gate.	

18.4.5 Landscaping

Objective:	***That landscaping enhances the amenity and appearance of the streetscape where buildings are setback from the frontage.***

Acceptable Solutions	***Performance Criteria***
A1 *If a building is set back from a road, landscaping treatment must be provided along the frontage of the site:* *(a) to a depth of not less than 5.5m; or* *(b) not less than the frontage of an existing building if it is a lesser distance.*	***P1*** *If a building is setback from a road, landscaping treatment must be provided along the frontage of the site, having regard to:* *(a) the width of the setback;* *(b) the width of the frontage;* *(c) the topography of the site;* *(d) existing vegetation on the site;* *(e) the location, type and growth of the proposed vegetation; and* *(f) any relevant local area objectives contained within the relevant Local Provisions Schedule.*

Response:

A1 – N/A

The proposal involves re-utilisation of an existing warehouse building which is not located within proximity to either the Hornby Road or the Negara Crescent frontage of the site.

2.2 PARKING AND SUSTAINABLE TRANSPORT CODE (C2.0)

The Parking and Sustainable Transport Code applies to this proposal and is considered in the following.

2.2.1 USE STANDARDS (C2.5)

C2.5.1 Car parking numbers

Objective:	***That an appropriate level of car parking spaces are provided to meet the needs of the use.***

Acceptable Solutions	***Performance Criteria***
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*	***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;*

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.*	(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.* ***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.*

Response:

A1 – complies

Table C2.1 of the planning scheme establishes that a Container Refund Facility use is to provide:

- *1 car parking space per employee; and*
- *3 queuing spaces for queueing area (if applicable).*

It is understood that there will be two staff and up to three-five SEED trainees (people with a disability) working at the development. Two staff members will be based full time at the depot therefore requiring parking. The SEED trainees are unlikely to have private transport available to them and will either be picked up by Nexus Inc staff or use public transport to arrive at Nexus Inc's office in the Technopark at Dowsing Point, then travel to the depot with the second staff member (driver).

On this basis, two car spaces would be required for staff. The proposal includes four spaces which satisfies the acceptable solution.

Additionally, the public using the Container Refund Facility will utilise the designated drive through lanes within the facility, with space for up to seven vehicles able to queue inside the building. This exceeds the minimum three queueing spaces identified Table C2.1.

This compliance is further supported by the accompanying TIA prepared by SALT.

C2.5.1 Bicycle parking numbers

Objective:	***That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.***

Acceptable Solutions	***Performance Criteria***
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.*

Response:

A1 – Complies

Table C2.1 establishes no requirements for bicycle parking spaces for a Container Refund Facility.

C2.5.1 Motorcycle parking numbers

Objective:	***That the appropriate level of motorcycle parking is provided to meet the needs of the use.***

Acceptable Solutions	***Performance Criteria***

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

Response:

A1 – Complies

Table C2.4 establishes where 0-20 car parking spaces are required for use no motorcycle parking spaces are required. The proposal does not provide for dedicated on-site motorcycle parking as the proposal only generates a car parking spaces requirement of five car parking spaces (two employee and three queuing spaces).

C2.5.4 Loading Bays

N/A – There is no floor area which exceeds 1000m^2 in a single occupancy.

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

N/A – there are no existing non-residential buildings on the site.

2.2.2 DEVELOPMENT STANDARDS (C2.6)

C2.6.1 Construction of parking areas

Objective:	*That parking areas are constructed to an appropriate standard.*
Acceptable Solutions	*Performance Criteria*

A1	*P1*
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.*	*All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to:* (a) *the nature of the use;* (b) *the topography of the land;* (c) *the drainage system available;* (d) *the likelihood of transporting sediment or debris from the site onto a road or public place;* (e) *the likelihood of generating dust; and* (f) *the nature of the proposed surfacing.*
Response:	
A1 – Complies Parking, access and manoeuvring areas will utilise re-utilise existing sealed areas on the site.	

C2.6.2 Design and layout of parking areas

Objective:	*That parking areas are designed and laid out to provide convenient, safe and efficient parking.*

Acceptable Solutions	*Performance Criteria*
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*	***P1*** *All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:* (a) *the characteristics of the site;* (b) *the proposed slope, dimensions and layout;* (c) *useability in all weather conditions;* (d) *vehicle and pedestrian traffic safety;* (e) *the nature and use of the development;* (f) *the expected number and type of vehicles;* (g) *the likely use of the parking areas by persons with a disability;* (h) *the nature of traffic in the surrounding area;* (i) *the proposed means of parking delineation; and* (j) *the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 - 2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.*

with disabilities. *[1] Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016.*	

Response:

A1.1/P1 – Complies

Commercial vehicle waste collection (including the removal and replacement of Hook bins) is to occur outside of operating hours and will be undertaken from Hornby Road. The four employee car parking spaces on site will also enter and leave the site via Hornby Road. These car parks generally comply with the space dimensions requirements and the access and manoeuvring widths established in Table C2.3 of the planning scheme.

The public using the Container Refund Facility will utilise the designated drive through lanes within the facility, entering the site via Hornby Road and exiting onto Negara Cresent via internal access existing through 6-8 Negara Cresent. The two drive through lanes inside the depot building can accommodate seven B99 customer vehicles queuing.

Car parking and the drive through area will be delineated by line marking and signage as necessary to ensure safe and clear navigation throughout the Container Refund Facility.

The parking layout of both car parking areas and the drive through component of the proposal provides for vehicles to be able to enter and exit the site in a forward direction which is demonstrated in the accompanying Traffic Impact Assessment prepared by SALT which confirms the proposal satisfies the relevant statutory requirements.

In relation to access through the site, the TIA notes that from ASNZS2890.1, the minimum recommended one way circulation road width between kerbs is 3.0m, and where there are vertical obstructions above 150mm an additional 300mm either side is required. Due to structural constraints it is acknowledged this is not achievable. However, The Traffic Impact Assessment prepared by SALT recommends, that compliance can be achieved through implementation of a recommendation in the TIA for the entry access to be widened to at least a minimum of 3.2m, with line marking and bollards installed to aid alignment of vehicles passing through the entrance. It is anticipated that conditioning of this matter in an approval would ensure compliance with this provision is recognised.

A1.2 – Can Comply

Although designated DDA car parking is not proposed, the car parking provided for employees is capable of complying with part D3 of the *National Construction Code 2016*.

C2.6.3 Number of accesses for vehicles

Objective:	***That:*** (a) ***access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;*** (b) ***accesses do not cause an unreasonable loss of amenity of adjoining uses; and*** (c) ***the number of accesses minimise impacts on the streetscape.***
Acceptable Solutions	***Performance Criteria***

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*** *The number of accesses for each frontage must be minimised, having regard to:* (a) *any loss of on-street parking; and* (b) *pedestrian safety and amenity;* (c) *traffic safety;* (d) *residential amenity on adjoining land; and* (e) *the impact on the streetscape.*
Response:	
A1 – Complies The proposal involves one existing access to the site from Hornby Road and one existing access from Negara Crescent, no new accesses are proposed.	
A2 *Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.*	***P2*** *Within the Central Business Zone or in a pedestrian priority street, any new accesses must:* (a) *not have an adverse impact on:* (i) *pedestrian safety and amenity; or* (ii) *traffic safety; and* (b) *be compatible with the streetscape.*
Response:	
A2 - N/A The proposal is not located on land within the Central Business Zone.	

C2.5.4 Lighting of parking areas within the General Business Zone and Central Business Zone

N/A – proposal does not involve land within the identified zones.

C2.5.5 Pedestrian access

Objective:	***That pedestrian access within parking areas is provided in a safe and convenient manner.***
Acceptable Solutions	***Performance Criteria***
A1.1 *Uses that require 10 or more car parking spaces must:*	***P1*** *Safe and convenient pedestrian access must be provided within parking areas, having regard to:*

(a) *have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:* (i) *a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or* (ii) *protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and* (b) *be signed and line marked at points where pedestrians cross access ways or parking aisles.* ***A1.2*** *In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.*	(a) *the characteristics of the site;* (b) *the nature of the use;* (c) *the number of parking spaces;* (d) *the frequency of vehicle movements;* (e) *the needs of persons with a disability;* (f) *the location and number of footpath crossings;* (g) *vehicle and pedestrian traffic safety;* (h) *the location of any access ways or parking aisles; and* (i) *any protective devices proposed for pedestrian safety.*
Response:	
A1.1 - N/A The proposed use requires less than 10 car parking spaces, which results in this provision being not applicable. However the TIA accompanying this application prepared by SALT provide a pedestrian management plan to ensure safe pedestrian movement within the building. **A1.2 N/A** No designated DDA car parking is proposed.	

C2.6.6 Loading bays

N/A – no loading bays are proposed.

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

N/A – proposal does not involve land within the identified zones.

C2.6.8 Siting of parking and turning areas

N/A – site is not located within the Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone.

2.3 ROAD AND RAILWAY ASSETS CODE (C3.0)

The road and railway assets code applies to use and development that:

- will increase the amount of vehicular traffic or the number of movements of vehicles longer

than 5.5m using an existing vehicle crossing or private level crossing;

- will require a new vehicle crossing, junction or level crossing; or
- involves a subdivision or habitable building within a road or railway attenuation area if for a sensitive use.

This code is considered to apply to the proposal and the relevant provisions have been responded to in the following.

2.3.1 USE STANDARDS (C3.5)

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

Objective:	***To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.***
Acceptable Solutions	***Performance Criteria***
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.* ***A1.5*** *Vehicular traffic must be able to enter and leave a major road in a forward direction.*	***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.*
Response:	

A1.1-A1.3 – N/A

A1.5 – Complies

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

A1.4 – cannot comply - P1 is satisfied.

Table C3.5.1 provides for the Annual Average Daily Traffic (AADT) to and from the site (total of ingress and egress), using an existing vehicle crossing or private level crossing will not increase by more than:

- 20% or 40 vehicle movements per day, whichever is greater (vehicles up to 5.5m long)
- 20% or 5 vehicle movements per day, whichever is the greater

The volume of traffic anticipated to be generated by the proposal is 49 trips per day on average throughout the year (7 trips per hour).

The accompanying TIA demonstrates the proposal can satisfy P1 noting the volume of traffic is considered low in traffic engineering terms. This report concludes that the proposed Container Refund Facility is not anticipated to impact the safety or efficiency of the surrounding road network.

2.3.2 DEVELOPMENT STANDARDS (C3.6)

N/A – no development standards under this code are applicable to the proposal.

2.4 ATTENTUATION CODE (C9.0)

The Attenuation Code applies to use and development that involves:

(a) activities listed in Tables C9.1 and C9.2;

(b) sensitive uses; and

(c) subdivision if it creates a lot where a sensitive use could be established, within an attenuation area.

The code does not apply to attenuation areas between the activities listed in Tables C9.1 and C9.2 where those activities occur within the Light Industrial Zone, General Industrial Zone, Port and Marine Zone, and Utilities Zone.

The code does not apply to sensitive uses occurring within the Light Industrial Zone, General Industrial Zone, Port and Marine Zone, and Utilities Zone.

The code does not apply to a plant nursery or controlled environment agriculture activities occurring within the Rural Zone and Agriculture Zone.

The code does not apply between a sensitive use and an attenuation area for an activity listed in Tables C9.1 or C9.2 if the sensitive use and the activity are located on the same site.

Under the planning scheme, waste transfer station is defined as meaning the use of land to receive and temporarily store waste before it is removed elsewhere and includes a container refund point, excluding a bag drop refund point, a container refund machine, an over the counter refund point and a pop-up refund point.

Container refund facility, under the planning scheme is identified as a type of container refund point and as it is not excluded by the waste transfer station definition, it is considered to be a waste transfer station for the purposes of this code.

2.4.1 USE STANDARDS (C9.5)

C9.5.1 Activities with potential to cause emissions

Objective:	***That an activity with potential to cause emissions is located so that it does not cause an unreasonable impact on an existing sensitive use.***

Acceptable Solutions	***Performance Criteria***
A1 *The attenuation area of an activity listed in Tables C9.1 or C9.2 must not include:* *(a) a site used for a sensitive use which is existing;* *(b) a site that has a planning permit for a sensitive use; or* *(c) land within the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone A, Rural Living Zone B, Village Zone or Urban Mixed Use Zone.*	***P1.1*** *An activity listed in Tables C9.1 or C9.2 must not cause:* *(a) an unreasonable loss of amenity or unreasonable impacts on health and safety of a sensitive use which is existing, or has a planning permit; or* *(b) unreasonable impacts on land within the relevant attenuation area that is in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone A, Rural Living Zone B, Village Zone or Urban Mixed Use Zone, having regard to:* *(i) operational characteristics of the activity;* *(ii) scale and intensity of the activity;* *(iii) degree of hazard or pollution that may be emitted from the activity;* *(iv) hours of operation of the activity;* *(v) nature of likely emissions such as noise, odour, gases, dust, particulates, radiation, vibrations or waste;* *(vi) existing emissions such as noise, odour, gases, dust, particulates, radiation, vibrations or waste; and* *(vii) measures to eliminate, mitigate or manage emissions from the activity.*

Response:

P1 – Complies

Table C9.1 Attenuation Distances establishes that waste transfer station (where Emissions such as odour, noise, dust, light pollution and disease vectors as having an Attenuation Distance for a Level 1 Activity) have a 150m Attenuation Distance.

Attenuation Distance is defined by the Attenuation Code as meaning the distance listed in Tables C9.1 and C9.2 for the relevant activity measured as the shortest distance from the boundary of the site on which the activity is located.

Figure 8 identifies the 150m attenuation area for the proposal, based on the overall site in which the facility will operate. As the attenuation area includes land within the General Residential Zone, the proposal cannot comply with A1 and has been considered against Performance Criteria.

Figure 8: Approximate 150m Attenuation Distance. (Source: The LIST - www.theLIST.tas.gov.au, State of Tasmania)

P1.1 An activity listed in Tables C9.1 or C9.2 must not cause:

(a) an unreasonable loss of amenity or unreasonable impacts on health and safety of a sensitive use which is existing, or has a planning permit; or

The proposal involves a Container Refund Facility which unlike more generalised waste transfer stations, will only provide for the drop off of specific containers for their collection, sorting and distribution off the site. This significantly reduces potential offsite impacts that may usually be associated with waste transfer stations, particularly in terms of odour.

The proposal is intended to be located within an existing established industrial precinct

with surrounding uses that generate a variety of commercial, industrial and general public traffic movements around the site.

The proposed Container Refund Facility is buffered from the residential area to the north and west by existing industrial warehousing, industrial and marine based businesses. The nature of the proposed facility is considered commensurate to the existing surrounding industrial activities in terms of its potential offsite impact in relation to amenity and health and safety of surrounding residential uses.

The operation of the Contain Refund Facility will be predominantly contained within the site, with the capacity for up to seven vehicles queuing on site within the building. Transfer of waste into the compactor and hook bin and collection of waste from the site will be the only activities occurring outside of the building.

In regard to changes in traffic movement as a result of the proposal, the accompanying TIA also concluded that the proposed Container Refund Facility is not anticipated to impact the safety or efficiency of the surrounding road network.

The machines which process the containers brought to the site can process 100 containers a minute, so where a person is dropping off 500 containers, the average stay on site would be expected to be under 10 minutes. On this basis, 12-15 cars are anticipated to be able to be processed in an hour (i.e. each machine processing 6 loads an hour). This will be undertaken within the building which will significantly reduce potential noise emissions from the site.

It is anticipated that the largest volume of noise from the Container Refund Facility operations will be associated with the activities associated with singulator bin loading (occurring within the building) and compactor loading and use. This is based on similar operations for which acoustic assessments have been undertaken for including a container deposit facility in Point Cook in Victoria, which accompany this application. Noise data from this assessment indicates the singulator bin as generating the highest noise component of these operations, however as the singulator will operate within the building much of this noise would be contained and would not extend to distinctly audible ranges from the residential uses within the attenuation area.

As part of its operation containers will be sorted into 1100l bins and these bins will be then loaded into the hook bins by forklift which is anticipated to occur in groups of three or four loads. On peak days (i.e. in summer), approximately 12 loads will occur each day – which would result in a total of total three to four periods a day where there will be the sound of breaking glass – while on the lowest volume operating days (i.e. week days in winter) the follow would be expected to be 25% less of this. It is anticipated that this limited frequency and the location of the bins within the site, along with noise emissions associated with other surrounding industrial activities will result in limited audible increase in noise being experienced within the surrounding residential area.

(b) unreasonable impacts on land within the relevant attenuation area that is in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone A, Rural Living Zone B, Village Zone or Urban Mixed Use Zone, having regard to:

(i) operational characteristics of the activity;

The use is already highly industrial with regular vehicle movements from other tenants and businesses in the area.

Most vehicle traffic will be from people driving domestic vehicles with their containers.

A hook truck is expected to arrive to pick up a glass bin twice a week and the compactus

once a week. The movement will bring an empty bin and remove the full bin. Each visit takes about 15 minutes and would occur outside of general operating hours.

(ii) scale and intensity of the activity;

The scale of the operation is consistent with other businesses in the surrounding industrial area. The logistics based nature of the operation where containers are dropped off by the public and sorted and commercially collected from the site results in a relatively low intensity use in the context of uses which may be anticipated within the Light Industrial Zone.

(iii) degree of hazard or pollution that may be emitted from the activity;

There is no identifiable hazard or pollution emitted from the proposed activity.

(iv) hours of operation of the activity;

The intended hours of operation of the Container Refund Facility are from 9am-4pm Monday to Friday and Saturday 8am-12pm in winter and 8am-4pm on Saturday in Summer. The Container Refund Facility is not intended to operate on Sundays or Public Holidays, unless peak demand in summer requires opening (in order to manage traffic flows).

(v) nature of likely emissions such as noise, odour, gases, dust, particulates, radiation, vibrations or waste;

No processing of the containers takes place, so these is no identifiable physical emissions associated with the activity. Noise is the only likely emission, which is limited to activities which would generally be expected by a use occurring within a light industrial area, including:

- An air compressor is used – but a low noise Peerless compressor will be used and this is stored in a shed at the back of the site.
- Forklift operations - The sorting itself is relatively low output and will be contained within the sheds.
- Containers are sorted into 1100l bins and these bins will be then loaded into the hook bins by an electric forklift which is anticipated to occur in groups of three or four loads. Approximately 12 loads will occur each day – which would result in a total of three to four periods a day where there will be the sound of breaking glass. The nature of the sheds on the site will block that sound from the residential area and shift echo it back into the site itself.
- Commercial waste collection – expected to be around three site visits to pick up hook bins per week.

(vi) existing emissions such as noise, odour, gases, dust, particulates, radiation, vibrations or waste; and

The tenancy is currently unoccupied; however the surrounding industrial premises would be generally expected to have noise emission sources of a similar or more intensive in scale than that proposed by the Container Refund Facility.

(vii) measures to eliminate, mitigate or manage emissions from the activity

The proposal involves a Container Refund Facility which will, unlikely more generalised waste transfer stations, will only provide for the drop off of specific containers for their collection, sorting and distribution off the site. This significantly reduces potential offsite impacts that may usually be associated with waste transfer stations, particularly

in terms of odour.

While some noise emissions are anticipated, the overall intended operations which provide for most noise generation to occur within the existing building, with supporting forklift and compactor loading occurring within operating hours and commercial waste collection occurring outside of operating hours but will be limited to being within 7am to 9pm Mondays to Saturday and 8am to 9pm Sundays and Public Holidays.

Hours of operation which align which do not exceed the hours of operation provided for under the Light Industrial Zone Use Standards are considered an appropriate measure to manage noise emissions from the facility.

2.5 FLOOD-PRONE AREAS CODE (C12.0)

The proposed change in use, development and associated works will occur on land identified as being within the Flood-Prone Area Overlay under the planning scheme.

Figure 9: Flood-Prone Area overlay mapping with subject site identified. (Source: The LIST - www.theLIST.tas.gov.au, State of Tasmania)

The following use or development is exempt from this code:

alterations or extensions to an existing building if:

(i) the site coverage is not increased by more than 20m² from that existing at the effective date; and

(ii) not for a critical, hazardous, or vulnerable use;

The proposal does not involve a critical, hazardous or vulnerable use and includes only alterations to the existing building and is therefore exempt from this code.

3. CONCLUSION

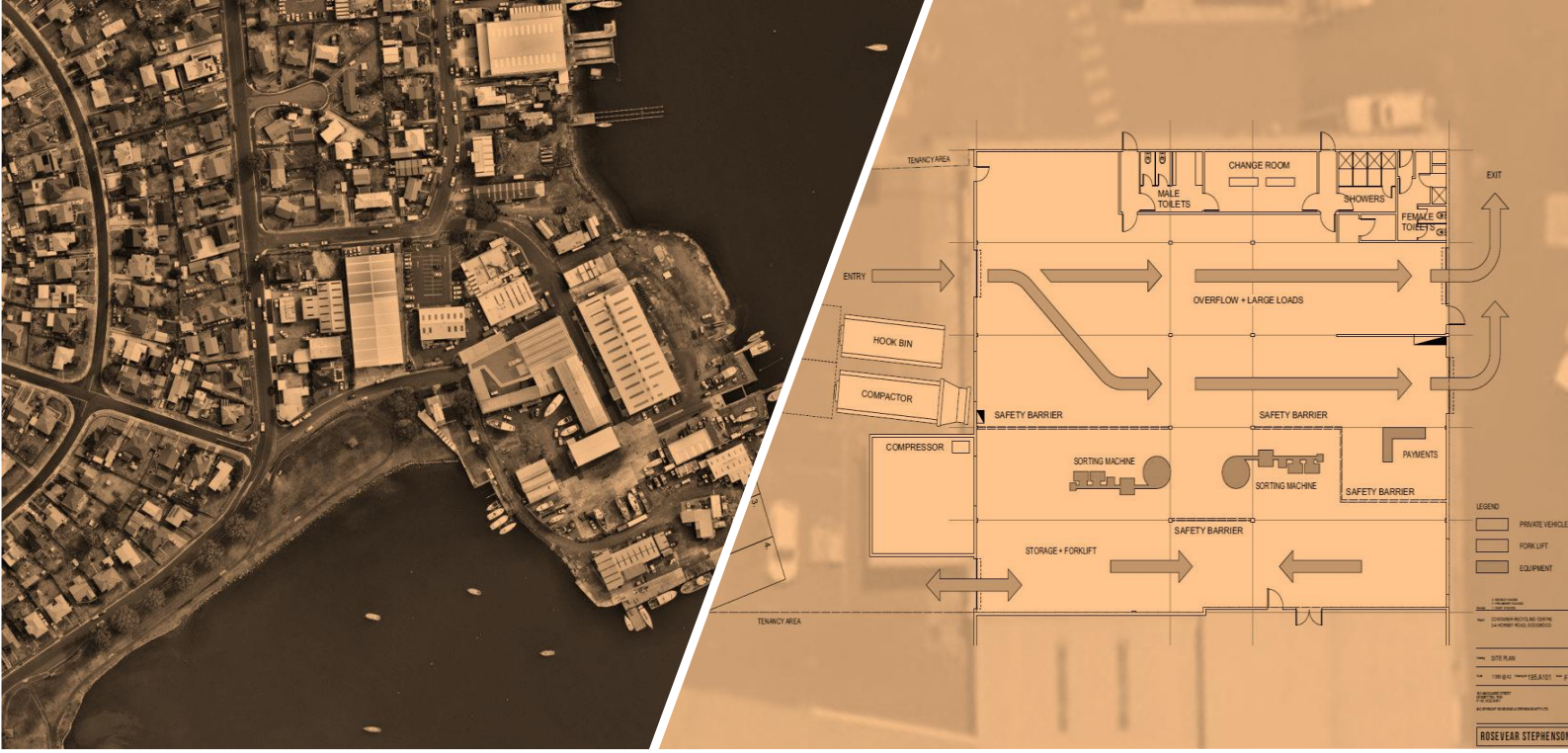
The application seeks approval for a Container Refund Facility to be located within an existing industrial warehouse building at 2-4 Negara Crescent, Goodwood.

Associated works are required to the existing building to provide for this use, including facilitating the inclusion of a drive through access through the building for which patrons are able to drop off containers for refund.

The proposal involves a Recycling and Waste Disposal use which is categorised as permitted within the Light Industrial Zone under the planning scheme. However the proposal does trigger discretions under certain standards, which have been addressed throughout this report and also through an accompanying TIA, prepared by SALT. The identified discretions include:

- Attenuation ***(C9.5.1 Activities with potential to cause emissions)***
- Access ***(C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction)***

The proposal has been considered against the relevant provisions of the *Tasmanian Planning Scheme – Glenorchy* and is considered to comply with the outcomes sought by the planning scheme.



PROPOSED CONTAINER DEPOSIT SCHEME FACILITY

2-4 NEGARA CRESCENT, GOODWOOD

TRAFFIC IMPACT ASSESSMENT

PROPOSED CONTAINER DEPOSIT SCHEME FACILITY 2-4 NEGARA CRESCENT, GOODWOOD
Client: Nexus Inc
Report Reference: 25166TREP01F02
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Friday, May 02, 2025

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1 INTRODUCTION

SALT has been engaged by Nexus Inc to undertake a Traffic Impact Assessment for a proposed container deposit scheme facility at 2-4 Negara Crescent, Goodwood.

During the preparation of the Traffic Impact Assessment Report the following tasks have been undertaken:

- Development plans have been reviewed;
- Available traffic volume data was reviewed;
- Previous use of the site was considered;
- Trip generation based on the land use, and distribution of trips were forecast;
- Swept path analysis of key vehicle movements was undertaken;

The following sets out SALT's findings with respect to the traffic engineering matters of the proposed development.

2 EXISTING CONDITIONS

2.1 LOCATION AND SITE DESCRIPTION

The subject site is located at 2-4 Negara Crescent, Goodwood. The site is currently unused but was recently operational as a SeaMaster facility until 2024 with around 30 staff and additional deliveries/commercial vehicles servicing the site daily (2-3 a day). The site is located within a Commercial and Light Industrial Zone in the Glenorchy Council Area and is approximately 130m from residential properties. Figure 1 and Figure 2 shows the location of the proposed development.

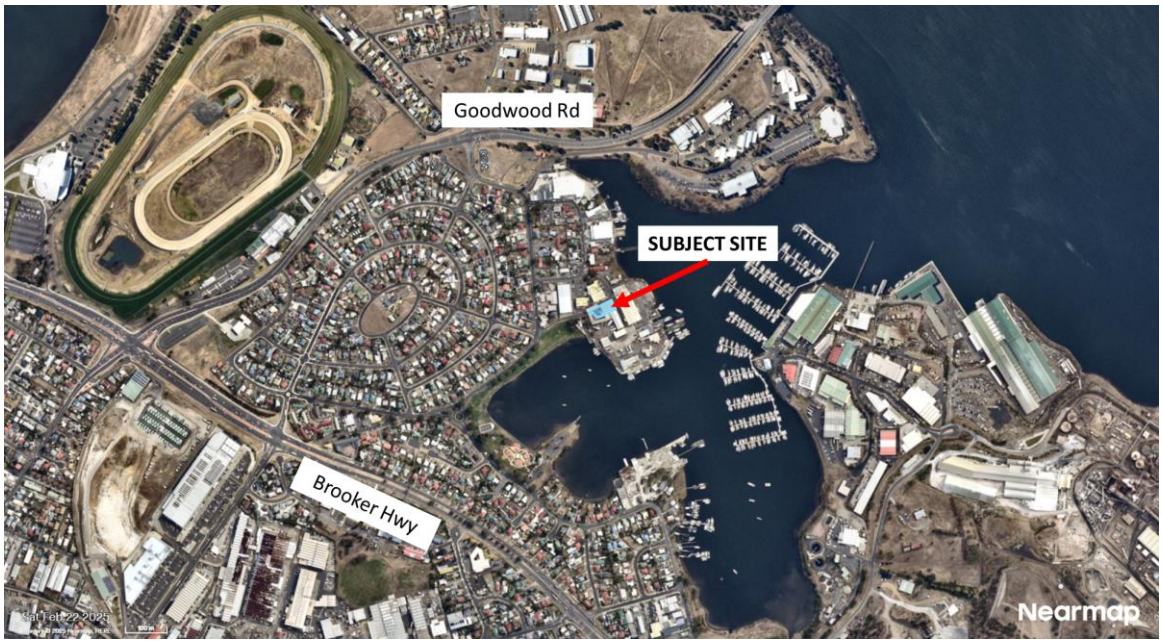


Figure 1 Proposed container deposit scheme facility development location

Figure 2 Proposed container deposit scheme facility development locality

2.2 ROAD NETWORK

2.2.1 NEGARA CRESCENT

Negara Crescent is a link road under the management of Glenorchy City Council. The carriageway is 8.4m (approx.) and accommodates two-way vehicle movements. Its narrowest point is approximately 6.4m wide, within the Light Industrial Zone. On-street parking is permitted with the external side of the crescent being unrestricted, while the inside of the crescent has a parking restriction of 2P 8am-6pm Mon-Fri. The intersection with Howard Road is an unsignalised priority intersection.

Traffic volume data was sourced from Glenorchy City Council with the available data for Negara Crescent shown in Table 1. It is noted that the data is from 2005, however given the location and lack of significant development in the area it is unlikely the traffic volumes would have increased significantly over the last 20 years.

Table 1 Negara Crescent Two-way Traffic Data (Source: Glenorchy City Council)

Location	Count Start and End Dates	Average Weekday Daily Traffic	Average Daily Traffic	Commercial Vehicle Percentage
House 5	8/03/2005 – 21/03/2005	608	474	12%

2.2.2 HORNBY ROAD

Hornby Road is a local access road under the management of Glenorchy City Council. The carriageway varies 4.6m and 9.0m (approx.) and accommodates two-way vehicle movements. The intersection with Howard Road is an unsignalized priority intersection.

Traffic volume data was requested from Glenorchy City Council for Hornby Road however no data was available. It is reasonable to expect the traffic volumes on Hornby Road would be in the same range as Negara Crescent.

There are varying parking restrictions along Hornby Road on the northern side including P15min 7am – 5pm Mon-Fri next to the takeaway food business, No Standing in front of the residential property and unrestricted parking on the rest of the length. On the southern side there is signage for no standing.

2.2.3 HOWARD ROAD

Howard Road is a collector road under the management of Glenorchy City Council. The carriageway is 8.6m (approx.) and accommodates two-way vehicle movements. Parking is generally unrestricted on Howard Road, apart from isolated locations such as bus stops and outside the takeaway food business on the corner of Hornby Road.

Traffic volume data was sourced from Glenorchy City Council with the available data for Howard Road shown in Table 2 and Figure 3.

Table 2 Howard Road Traffic Data (Source: Glenorchy City Council)

Location	Count Start and End Dates	Average Weekday Daily Traffic	Average Daily Traffic	Commercial Vehicle Percentage
Between Negara Crescent and Negara Crescent – House 122	25/10/2016 – 8/11/2016	4,245	3,461	6%
Between Gepp Parade and Hornby Road – House 98	13/02/2008 – 5/03/2008	2,259	1,910	7%
Between Hornby Street and Negara Crescent	20/03/2000 - 30/03/2000	1,970	1,741	6%

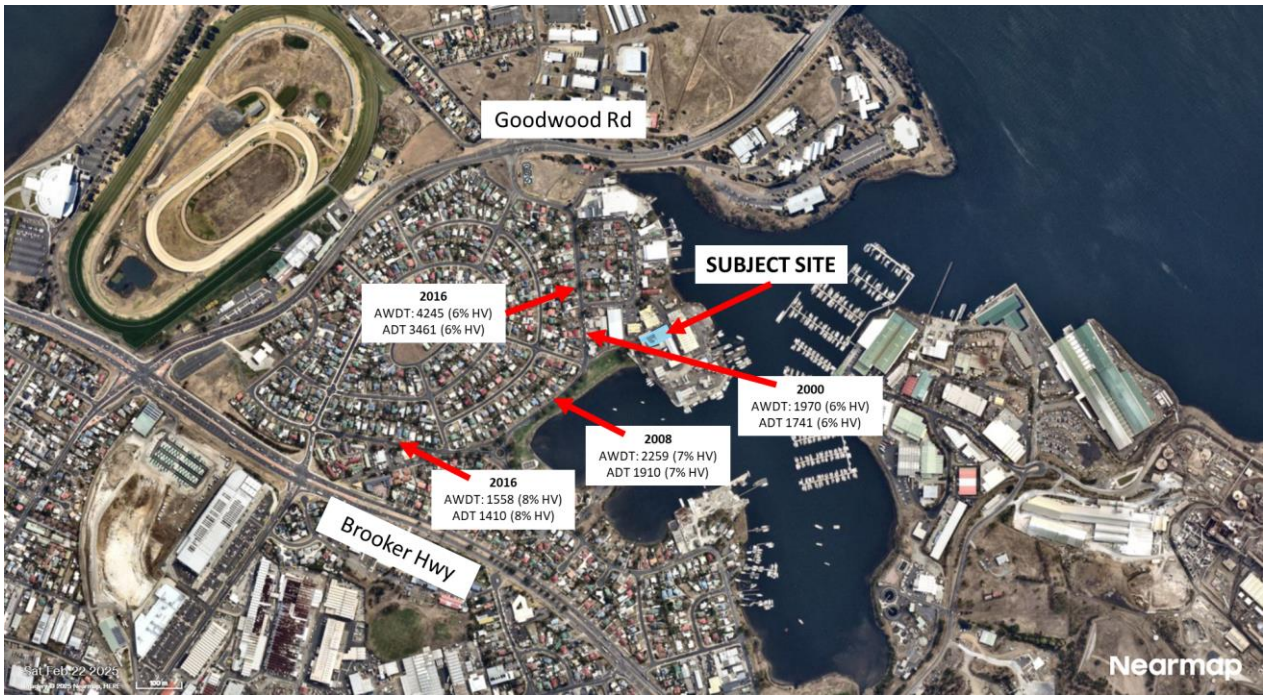


Figure 3 Traffic Volumes

It is noted that the most recent traffic data recorded on Howard Road was from 2016, however given the location (it is considered unlikely to be used as a rat-running road between Goodwood Road and Brooker Highway) and lack of significant development, it is unlikely the traffic volumes would have increased significantly since 2016.

3 PROPOSED DEVELOPMENT

The proposed development is a container deposit scheme facility as part of Tasmania's Recycle Rewards program.

Access for the facility will be via a one-way flow configuration with entry from Hornby Road and exiting onto Negara Crescent.

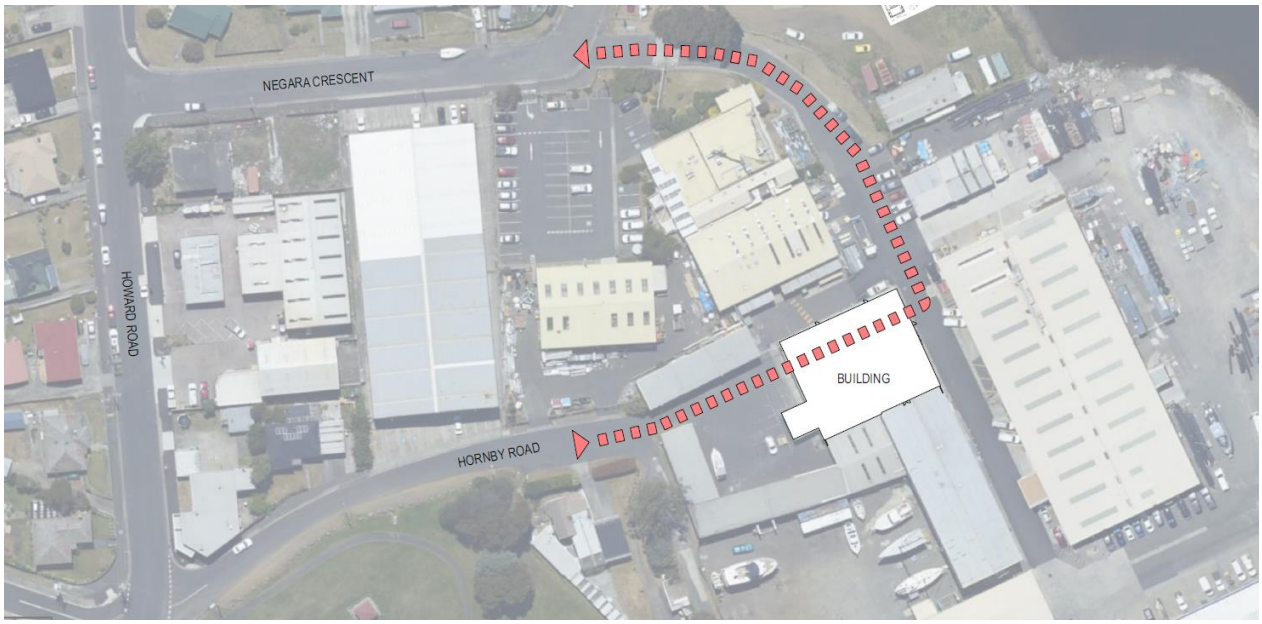


Figure 4 Proposed site access

It is understood the facility will be the same operationally as container deposit scheme sites that are already operated by Tomra in Victoria, and that the McCallum site in Ballarat is very similar in size.

Access to the facility will be available to the public 6 days a week for seven hours of operation each day. The facility may open for a short time on a Sunday only if triggered by demand during absolute peak activity.

A line marking and pedestrian management plan is shown in Appendix 1.

4 PARKING REQUIREMENTS

This use as a container deposit scheme facility is classified as a container refund facility in the Tasmania Planning Scheme.

From the Tasmanian Planning Scheme (Table C2.1) there is a requirement for 1 space per employee + 3 queuing spaces for queuing area (if applicable). There is no requirement for bicycle parking.

4.1 ANTICIPATED PARKING DEMANDS

It is understood that there will be two permanent staff on site (being a Depot Manager and a Disability Support Worker) and up to 3-5 SEED trainees (people with a disability) working at the development. Two staff members will be based full time at the depot therefore requiring parking. The SEED trainees are unlikely to have private transport available to them and will either be picked up by Nexus Inc staff or use public transport to arrive at Nexus Inc's office in the Technopark at Dowsing Point, then travel to the depot with the second staff member (as the driver).

Therefore, two car spaces would be required for staff. Development plans include 4 spaces and therefore meets the Planning Scheme requirement.

Public using the facility will utilize the designated drive through lanes within the facility, with space for up to seven vehicles able to queue inside the building. This exceeds the statutory requirement of three queueing spaces in the Tasmanian Planning Scheme.

5 SWEPT PATH ASSESSMENT

A swept path assessment was undertaken for key movements associated with the operation of the facility. Full diagrams of each swept path analysis can be found in Appendix 2.

5.1 B99 PASSENGER VEHICLE MOVEMENTS THROUGH FACILITY

B99 passenger car movements through the facility including showing queuing capacity is shown in Figure 5. This figure shows B99 vehicles can circulate through the facility in a forward direction. There is space for up to seven vehicles to queue within the undercover facility, exceeding the requirement in the Tasmanian Planning Scheme to provide three spaces (Table C2.1, Tasmanian Planning Scheme v10, 29 January 2025).

From ASNZS2890.1, the minimum recommended one way circulation road width between kerbs is 3.0m, and where there are vertical obstructions above 150mm an additional 300mm either side is required. Due to structural constraints it is acknowledged this is not achievable. It is therefore recommended that the entrance door is widened to at least a minimum width of 3.2m and that linemarking and bollards are provided at the entrance to aid drivers alignment through the door to achieve adequate clearance either side of the vehicle.

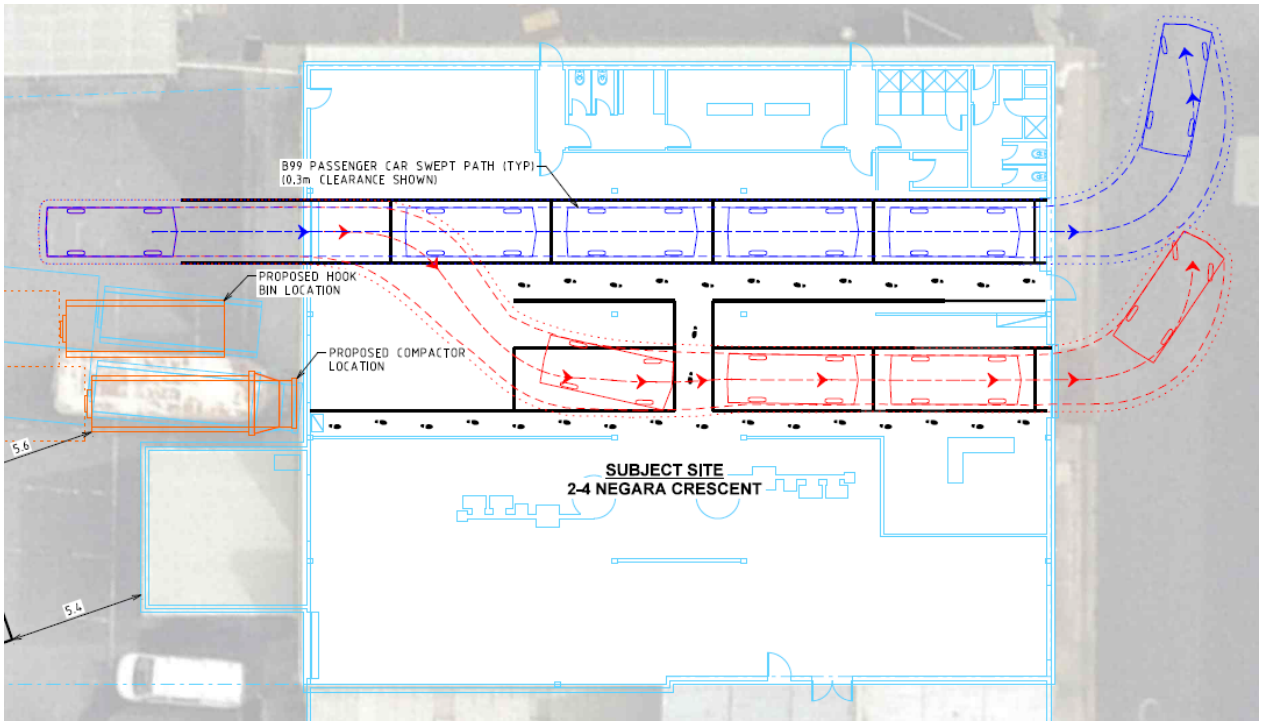


Figure 5 B99 passenger vehicle swept path analysis

5.2 PICKUP SERVICE UTE AND TRAILER

A swept path analysis for the pickup service ute and trailer was undertaken to ensure the vehicle could safely exit the facility. The vehicle size for the ute was a B99 vehicle, and the trailer has dimensions of 5.7m in length from coupling to rear of trailer and 2.48m width between the outside of each wheel arch/mud guard.

With the widened entrance door and the swept path shown in Figure 6, the ute and trailer is able to enter and exit the facility in a forward direction with clearance to the doors. The pickup service ute and trailer (and other vehicles with trailers) would be limited using the northern thoroughfare and exit. Appropriate navigational signage is required to inform drivers of this requirement.

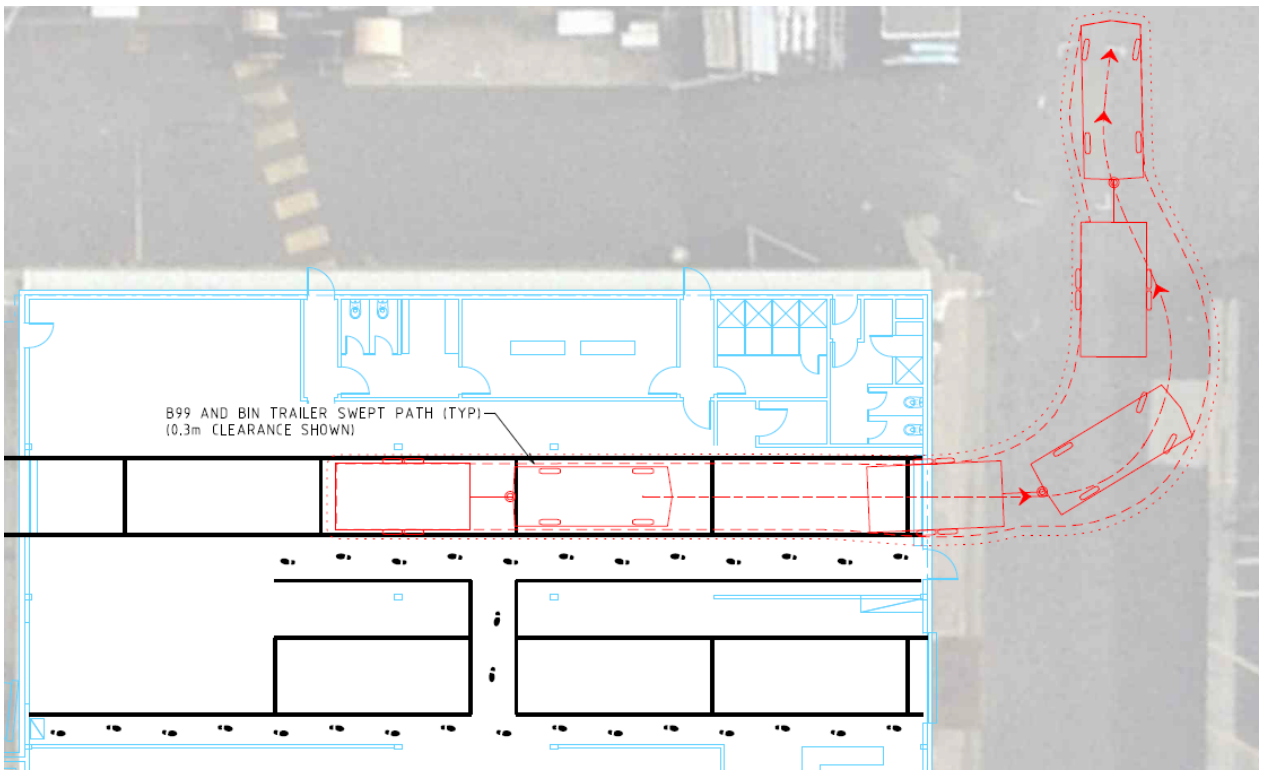


Figure 6 Pickup service ute and trailer swept path analysis

5.3 HOOK BIN COLLECTION

Figure 7 and Figure 8 show the swept path movements for the hook bin collection vehicle to enter the facility in a forward direction, turn around and align with the hook bin location for removal / delivery, and the exit the facility in a forward direction.

It should be noted that this movement will only occur outside of opening hours when the employee car parks will be empty.

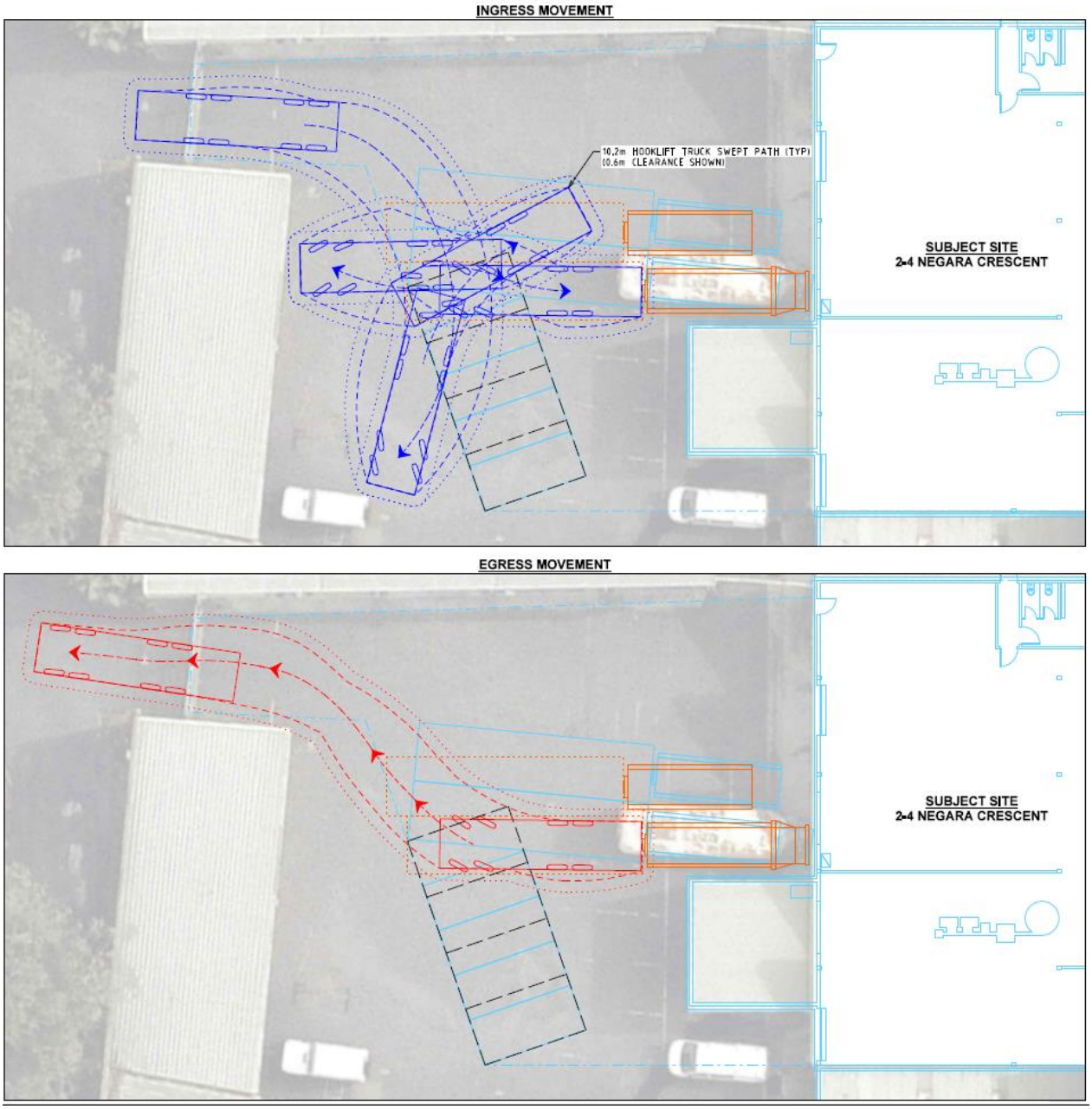


Figure 7 Hook bin 1 collection swept path analysis

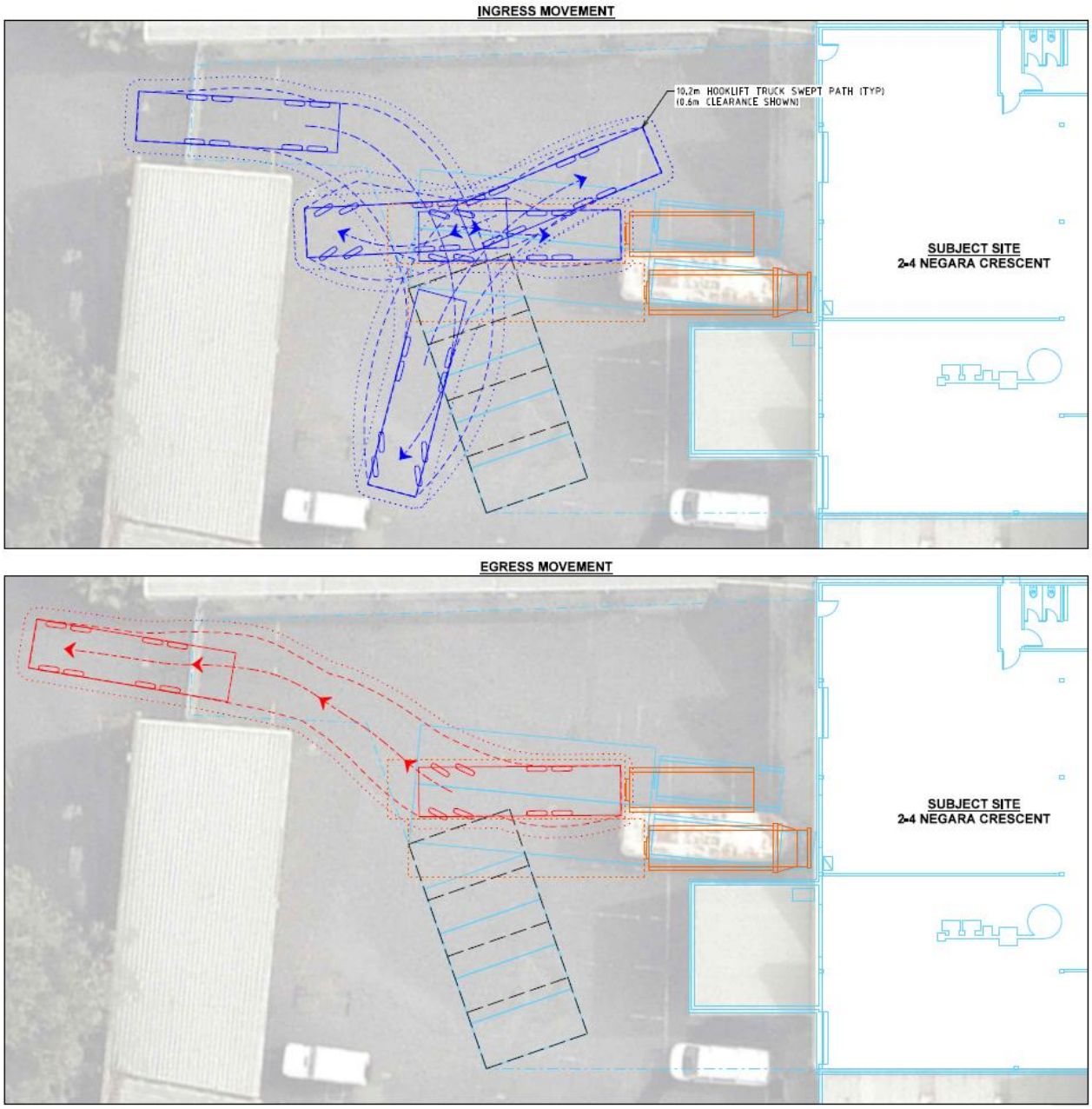


Figure 8 Hook bin 2 collection swept path analysis

5.4 EMPLOYEE CAR PARK

Figure 9 shows the entry and exit movements of B85 passenger vehicles using the end spaces dedicated for employee parking. The dimensions of the individual spaces are 3.0m x 5.4m, with a minimum 5.4m movement and access width directly behind the car park meeting the requirements in the Tasmanian Planning Scheme (Table C2.3, Tasmanian Planning Scheme v10, 29 January 2025). As the site is generally level, no changes are proposed to the gradients and the existing grades are considered appropriate.

In the case of the southernmost space, there is the corner of a building to the east nearby which is slightly closer than 5.4m dimension but is not directly in line with the car park (5.2m). The egress swept path movement in Figure 9 shows that a B85 vehicle can still complete the egress movement with no issues. As the car parks are in the middle of a shared space providing access to storage sheds, this vehicle could also drive forward to exit the space and facility.

Figure 9 B85 passenger vehicle swept path analysis for employee parking

6 TRAFFIC IMPACT ASSESSMENT

6.1 TRAFFIC GENERATION

Tomra/Cleanaway who operate container refund facility sites in NSW and Victoria have provided estimates on the number of containers to be processed through the Goodwood facility, based on demographics and known return patterns.

The site is proposed to be operated via drop off (60%) and Nexus operated wheelie bin pickup service (40%).

To determine the traffic generation estimates the following inputs were used:

- Annual container throughput of 12 million containers
- 500 containers per drop off
- 60% containers dropped off by the public
- 40% containers collected by Nexus via wheelie bin pickup service

- Pick up service can pickup 21 bins per trip (ute + trailer), with 70 containers per bin
- Site to be operated 6 days per week (Monday to Saturday)

This leads to an average of 44 cars/vans per day and 5 trailers/cleanaway vehicles per day across the year. Table 3 shows estimated average trips per day for each month.

Table 3 Estimated average daily vehicle trips arriving at the development

Vehicle Type	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Average
Car + Van	31	31	40	39	44	61	67	62	63	36	32	34	44
Trailer + Cleanaway vehicle	4	4	5	5	6	7	9	8	8	5	4	5	5
Total	35	35	45	44	50	68	76	70	71	41	36	39	49

It is understood at peak times of the year (i.e. Summer) there will be higher than average number of trips occurring. During the peak time Nexus are willing to extend operating hours, open on Sundays and/or public holidays to cater to observed demand.

6.2 TRAFFIC DISTRIBUTION

It is expected that the majority of public trips to the depot will be via Brooker Hwy, with only a limited number expected to cross the Derwent River via the Bowen Bridge. Therefore, it is assumed that 90% of trips to/from site will be via Brooker Hwy (40 cars/vans and 4 trailers/cleanaway vehicles), and 10% via Goodwood Rd (4 cars/vans and 1 trailer/cleanaway vehicle). These routes are shown in yellow and green respectively in Figure 10.

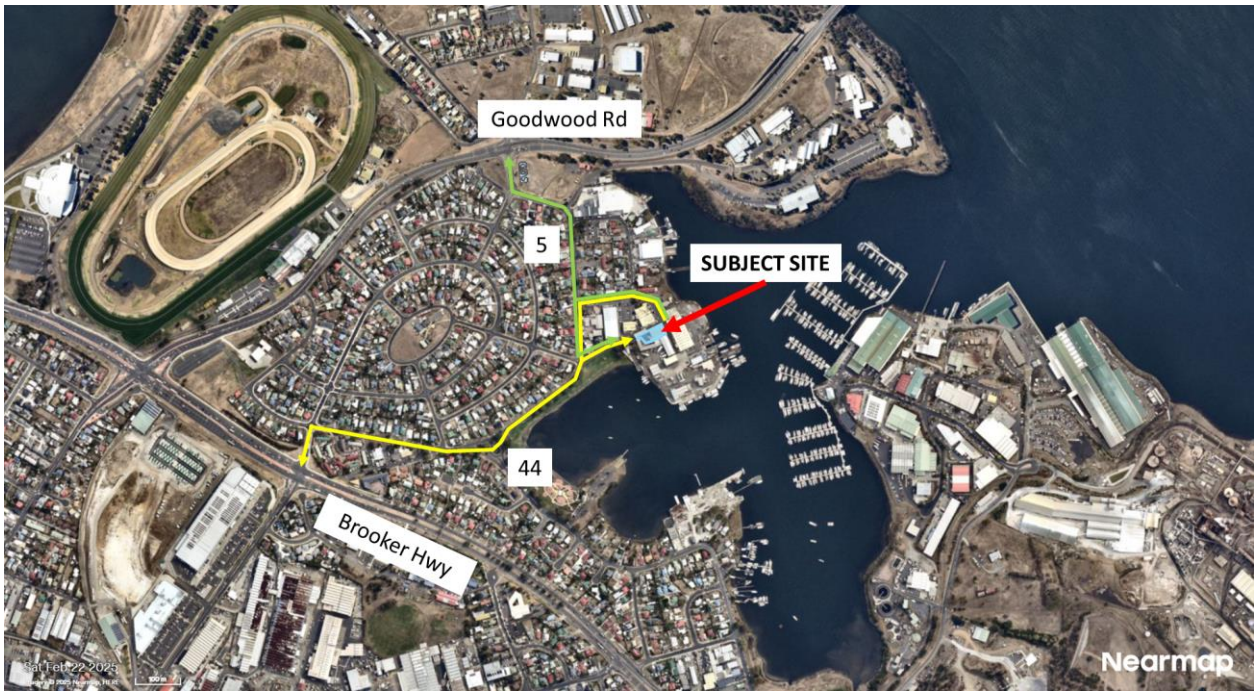


Figure 10 Proposed trip distribution

6.3 ANALYSIS

To meet the criteria set out in the Tasmanian Planning Scheme in section C3.5.1 the Annual Average Daily Traffic (AADT) to and from the site (total of ingress and egress), using an existing vehicle crossing or private level crossing will not increase by more than:

- 20% or 40 vehicle movements per day, whichever is greater (vehicles up to 5.5m long)
- 20% or 5 vehicle movements per day, whichever is the greater

To conduct this analysis some assumptions were required to determine 2025 daily traffic volumes, as AADT for the key roads was unavailable. The assumptions include:

- Traffic volume growth rate – Given the lack of significant development in the area surrounding the subject site and that the area would be unlikely to be used for rat-running maneouvres, minimal traffic growth would be expected. 1% growth per year has been assumed in this assessment, applied to the traffic counts received from Glenorchy City Council.
- Hornby Road traffic volumes were assumed to be the same as Negara Crescent due to lack of available traffic volume data on Hornby Road, however similar traffic volumes to Negara Crescent would reasonably be expected.
- Waste and heavy vehicle movements associated with the removal/replacement of hook bins occur outside of operational hours

Table 4 shows the average day development traffic as a percentage increase on the forecast 2025 daily traffic. Development traffic for Negara Crescent and Hornby Road in Table 4 is shown as one-way vehicle movements (entry via Hornby Road, exit via Negara Crescent), whereas movements for other roads includes both entry and exit movements.

Table 4 Average daily traffic comparison

Location	Forecast 2025 Daily Traffic (Two-way movements)	Development Traffic (two-way movements)	Average daily development traffic percentage increase on top of background traffic volume	Criteria Met (Yes/No)
Negara Crescent	509 (LV) 69 (HV)	44 (LV) 5 (HV)	8.6% (LV) 7.2% (HV)	Yes
Hornby Road	509 (LV) 69 (HV)	44 (LV) 5 (HV)	8.6% (LV) 7.2% (HV)	Yes
Howard Road (Negara Crescent to Goodwood Road)	3558 (LV) 227 (HV)	8 (LV) 2 (HV)	1.1% (LV) 1.7% (HV)	Yes
Howard Road (Negara Crescent to Hornby Road)	2099 (LV) 133 (HV)	44 (LV) 5 (HV)	2.1% (LV) 3.7% (HV)	Yes
Acton Crescent (Hornby Road to Renfrew Circuit)	1450 (LV) 93 (HV)	80 (LV) 8 (HV)	5.5% (LV) 8.6% (HV)	Yes
Howard Road (Gepp Parade to Hornby Road)	2127 (LV) 136 (HV)	80 (LV) 8 (HV)	3.8% (LV) 5.9% (HV)	Yes

The highest percentage increase in average daily development traffic above 2025 forecast daily traffic volumes was 8.6%. This is well within the acceptable average daily increase of 20% as stated in the Tasmanian Planning Scheme.

It is understood that during peak times of the year (i.e. Summer), public drop-offs will be higher than the average daily traffic forecast. Nexus Inc are willing to extend operating hours including opening Sundays / Public Holidays within the times allowed in the Tasmanian Planning Scheme for Light Industrial Zoning and the development application, to cater for demand.

An assessment of traffic volumes during peak time of the year was also undertaken to determine the expected development traffic on an hourly basis. Assuming the facility operated for 7 hours per day, the weekday hourly traffic is expected to be range of 7-10 vehicles per hour, and on Saturdays 16-22 vehicles per hour when the background existing traffic in the area is significantly less. Opening the development on Sundays during the peak time of the year could help reduce and spread the Saturday forecast development volumes if queuing for the facility became a concern.

Given the low number of trips generated by this development (average of 49 vehicles per day / 7 vehicles per hour, and at peak times of the year up to 22 vehicles per hour), no significant traffic impacts are forecast to occur on the surrounding road network.

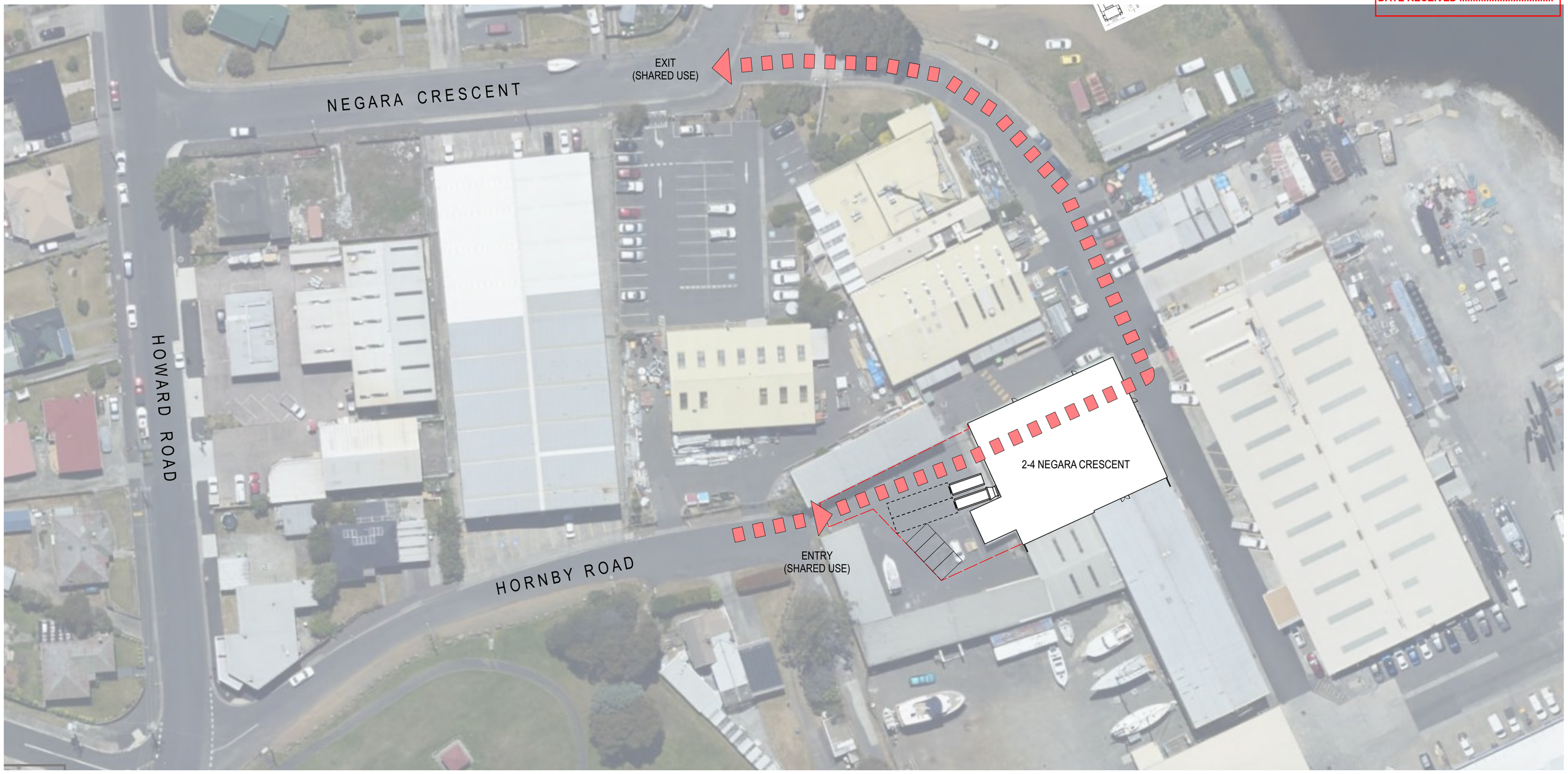
7 FORKLIFT MOVEMENTS

Forklift movements to empty the 1,000L container bins stored inside the facility which will be filled throughout the day will be emptied into the hook bin / compactor outside of public operation hours. At peak times of the year, these 1,000L bins may need to be emptied during operational hours. If this is to occur, while forklift movements are being undertaken, the outdoor area between the roller door in the southwest corner of the building and access to the hook bins / compactor would need to be cordoned off or alternatively a traffic spotter could be utilized to allow for safe movements of the forklift.

8 CONCLUSION

Having undertaken a detailed traffic engineering assessment of the proposed container deposit scheme facility at 2-4 Negara Crescent, Goodwood, we are of the opinion that:

1. The proposed development has an empirical requirement to provide two car spaces (1 per employee).
2. Four car spaces are provided on site, thereby exceeding the empirical requirement.
3. There is a statutory requirement within the planning scheme for 3 queuing spaces to be provided. Two drive through lanes inside the depot building can accommodate seven B99 customer vehicles queuing, exceeding the statutory requirement.
4. The removal and replacement of hook bins is to occur outside of operating hours and will be via Hornby Road.
5. The entrance door is recommended to be widened to at least a minimum of 3.2m, with linemarking and bollards installed to aid alignment of vehicles passing through the entrance.
6. The swept path analysis shows the removal and replacement of hook bins can be accommodated within the site, B99 passenger vehicles and the pickup service ute and trailer can circulate through the facility in a forward direction, and B85 passenger vehicles can enter and exit the employee car spaces in accordance with Tasmanian Planning Scheme requirements. Vehicles with trailers would be limited to the northern thoroughfare and exit, with appropriate navigational signage required to inform drivers of this requirement.
7. The volume of traffic anticipated to be generated by the proposal is 49 trips per day on average throughout the year (7 trips per hour). The volume of traffic is considered low in traffic engineering terms. The development is therefore not anticipated to impact the safety or efficiency of the surrounding road network.
8. At peak times of the year (i.e. summer) public drop-offs will be higher than the average daily traffic forecast. Extending operating hours including opening Sundays / Public Holidays within the times allowed in the Tasmanian Planning Scheme for Light Industrial Zoning, could cater for demand.
9. Forklift movements emptying the 1,000L storage bins into the hook bins are to occur outside of public operational hours. At peak times of the year, these bins may need to be emptied during operational hours. If this is to occur, while forklift movements are being undertaken, the outdoor area between the roller door in the south west corner of the building and access to the hook bins / compactor would need to be cordoned off or alternatively a traffic spotter could be utilized to allow for safe movements of the forklift.
10. Therefore, the proposal is supported from a traffic engineering perspective.



Revision
3 - REVISED 11.04.2025
2 - PRELIMINARY 10.04.2025
1 - DRAFT 07.04.2025

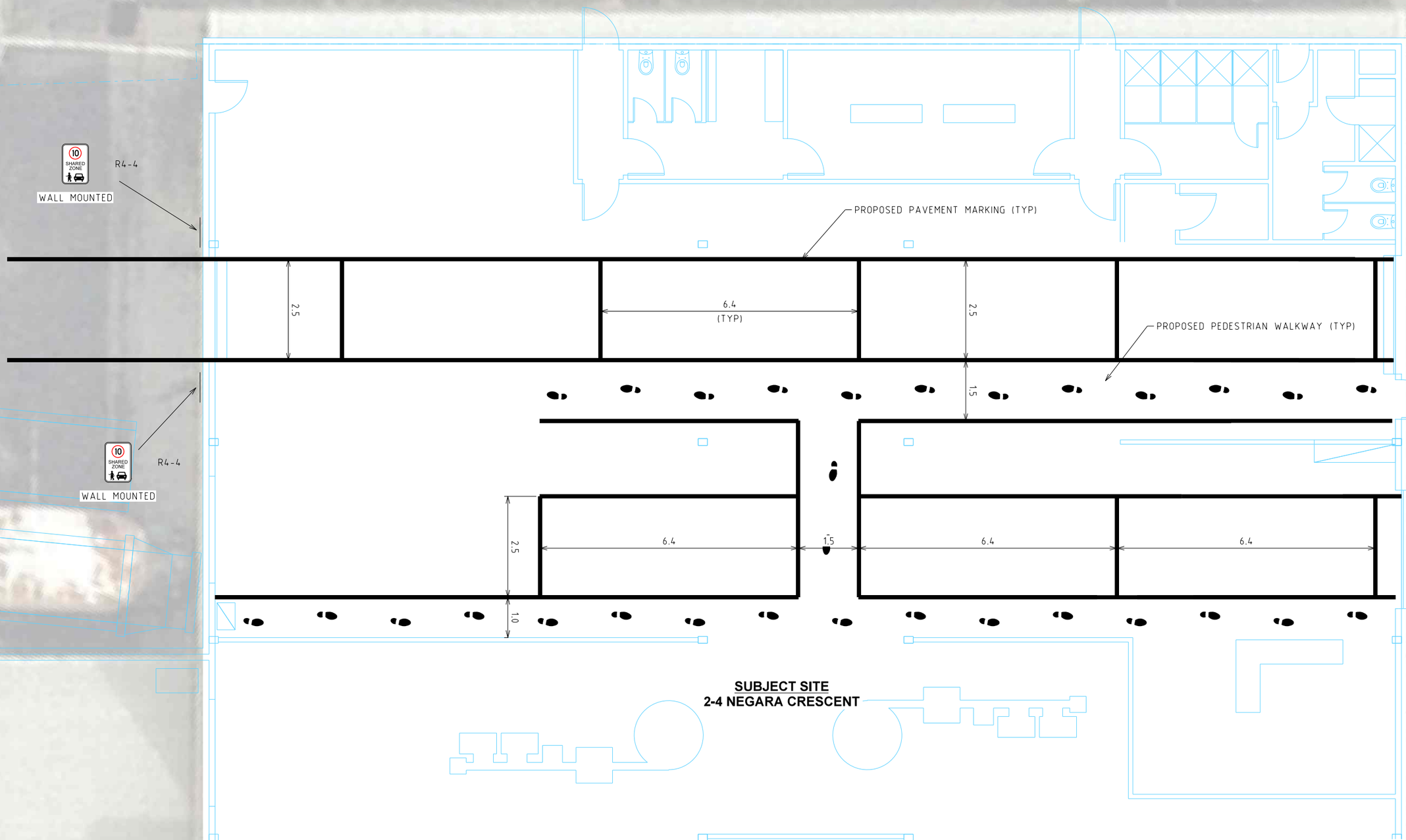
Project CONTAINER RECYCLING CENTRE
2-4 HORNBY ROAD, GOODWOOD

Drawing LOCATION PLAN

Scale 1:100 @ A2 Drawing No 195.A102 Issue FS3

183 MACQUARIE STREET
HOBART, TAS, 7000
P +61 3 6223 4471

ROSEVEAR STEPHENSON



NEXUX INC.
PROPOSED CONTAINER DEPOSIT
2-4 NEGARA CRESCENT, GOODWOOD
PEDESTRIAN MANAGEMENT PLAN

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DRAWN / CHECKED	DATE	SIZE
EC / JS	30.04.2025	A3
DRAWING NUMBER		REVISION
SALT-25166-SK-005		1

TENANCY AREA

CHANGE ROOM

MALE TOILETS

SHOWERS

FEMALE TOILETS

EXIT

ENTRY

OVERFLOW + LARGE LOADS

HOOK BIN

COMPACTOR

PARKING

1.

2.

3.

4.

COMPRESSOR

SAFETY BARRIER

SAFETY BARRIER

SORTING MACHINE

SORTING MACHINE

PAYMENTS

SAFETY BARRIER

SAFETY BARRIER

STORAGE + FORKLIFT

TENANCY AREA

LEGEND

PRIVATE VEHICLES

FORK LIFT

EQUIPMENT

Revision
3 - REVISED 11.04.2025
2 - PRELIMINARY 10.04.2025
1 - DRAFT 07.04.2025

Project CONTAINER RECYCLING CENTRE
2-4 HORNBY ROAD, GOODWOOD

Drawing SITE PLAN

Scale 1:500 @ A2 Drawing No 195.A101 Issue FS3

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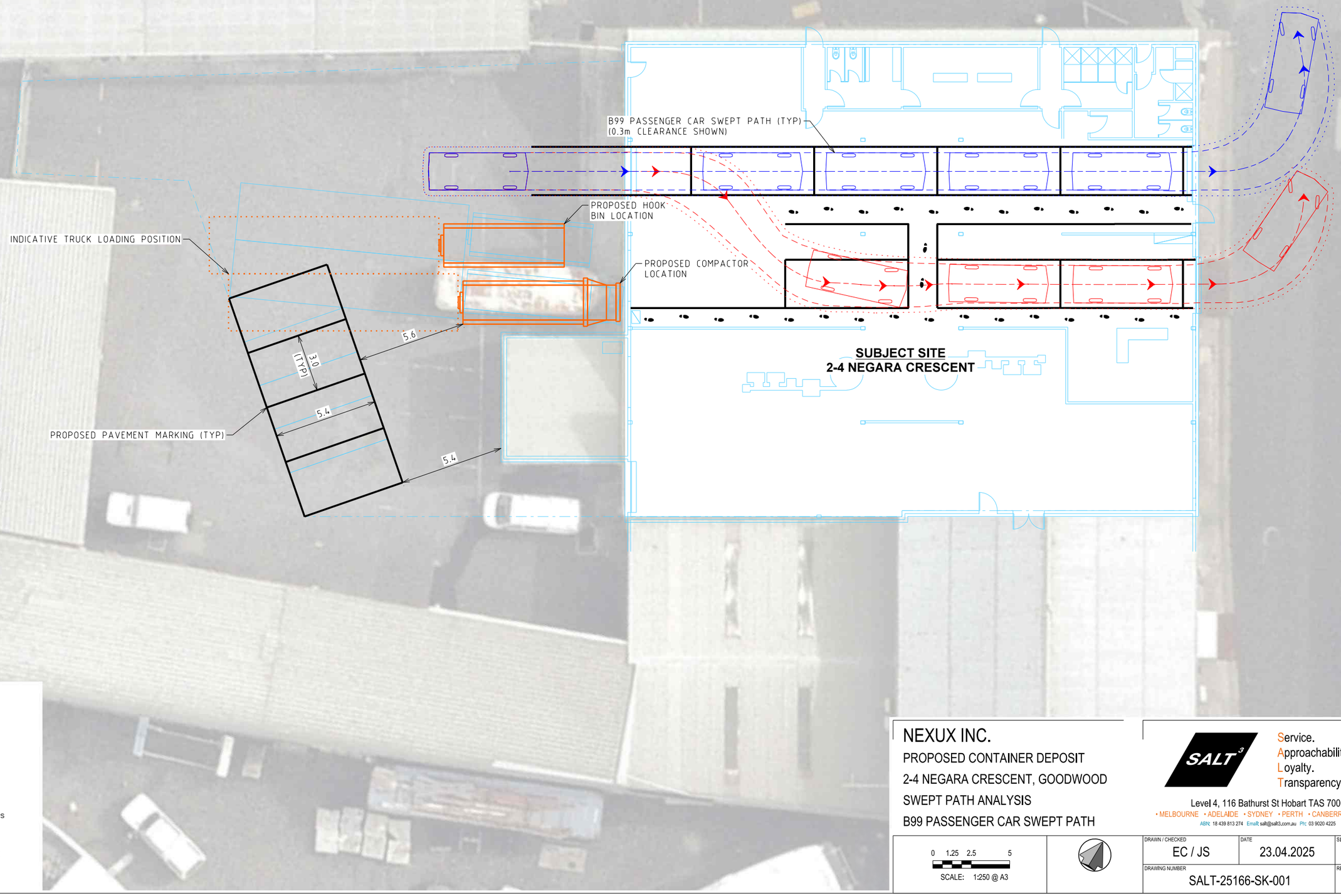

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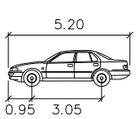

B99

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Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

NEXUX INC.
PROPOSED CONTAINER DEPOSIT
2-4 NEGARA CRESCENT, GOODWOOD
SWEPT PATH ANALYSIS
B99 PASSENGER CAR SWEPT PATH

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DRAWING NUMBER		REVISION
SALT-25166-SK-001		2

BY: egan.cook
DATE: 04/23/25 16:05:18

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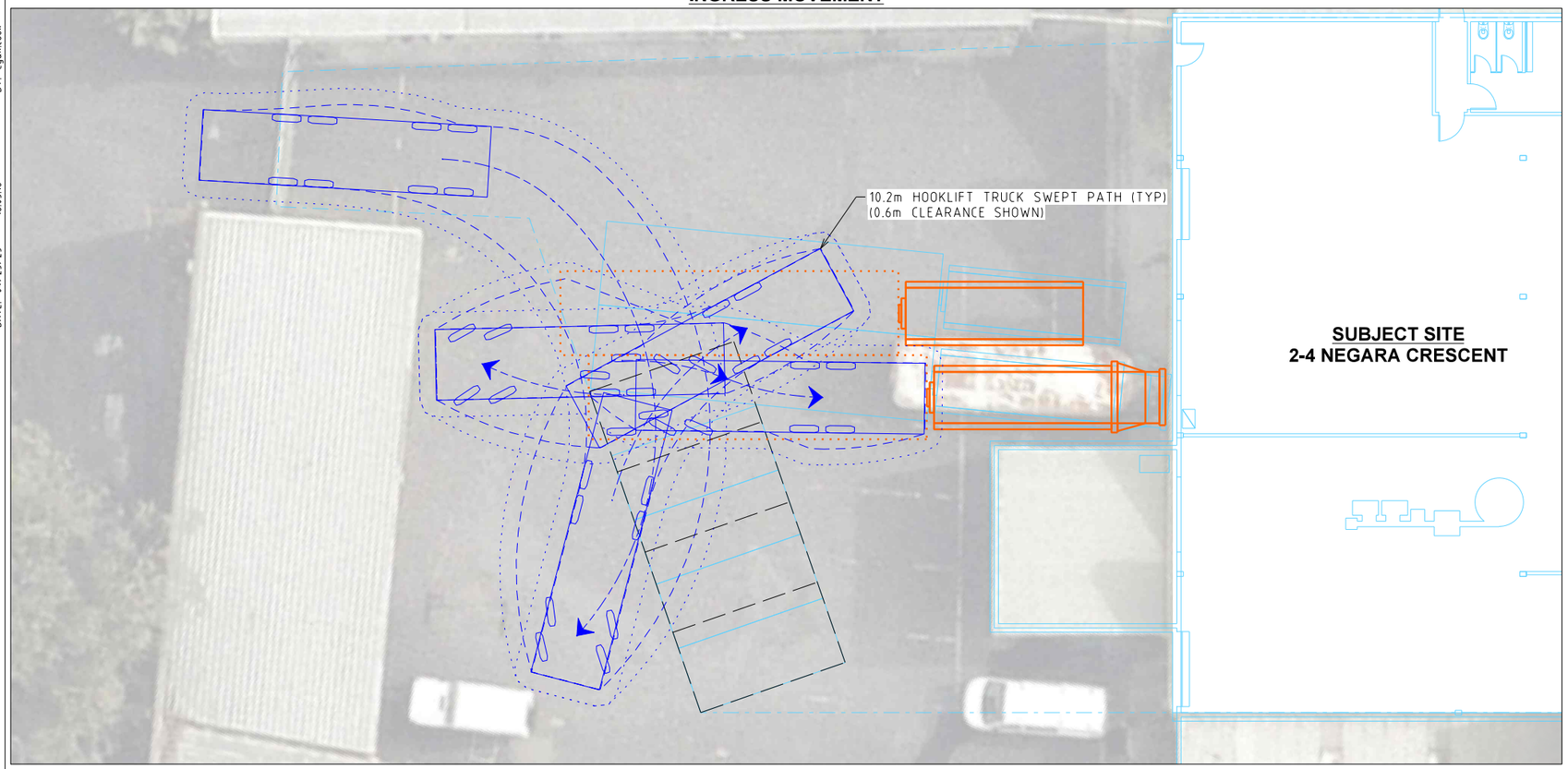

EGRESS MOVEMENT

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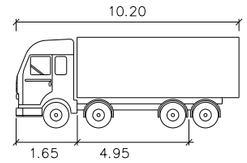

Hooklift (loaded)

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Truck Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 27.1

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No PLN-25-120
DATE RECEIVED 08/05/25

NEXUX INC.
PROPOSED CONTAINER DEPOSIT
2-4 NEGARA CRESCENT, GOODWOOD
SWEPT PATH ANALYSIS
10.2m HOOKLIFT TRUCK

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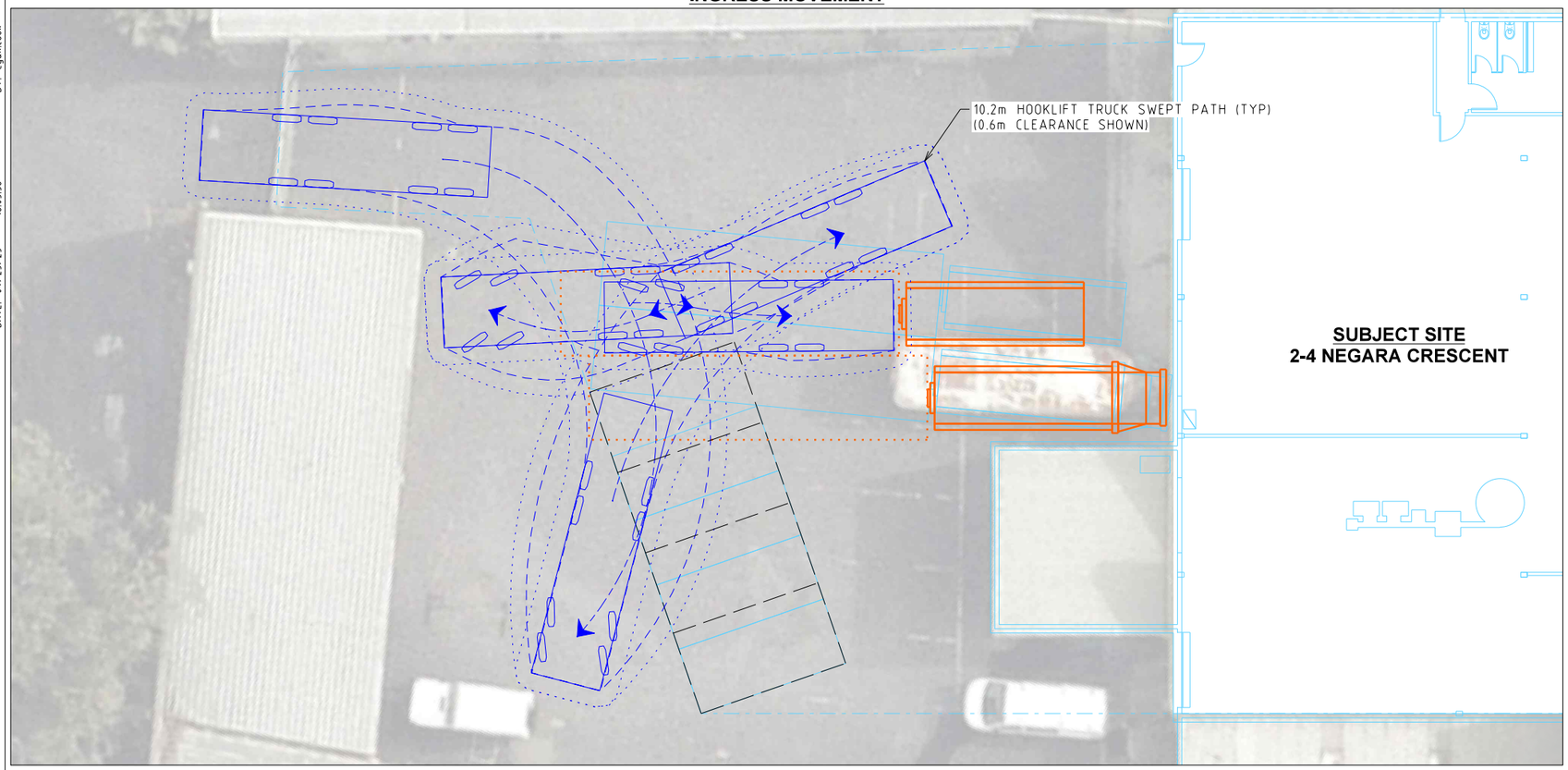
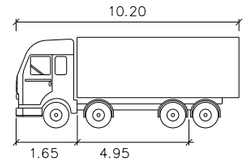


EGRESS MOVEMENT

DESIGN VEHICLE



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Lock to Lock Time	: 6.0
Steering Angle	: 27.1

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No PLN-25-120
DATE RECEIVED 08/05/25

NEXUX INC.
PROPOSED CONTAINER DEPOSIT
2-4 NEGARA CRESCENT, GOODWOOD
SWEPT PATH ANALYSIS
10.2m HOOKLIFT TRUCK

0 1.25 2.5 5
SCALE: 1:250 @ A3

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BY: egan.cook

DATE: 04/24/25 14:31:51

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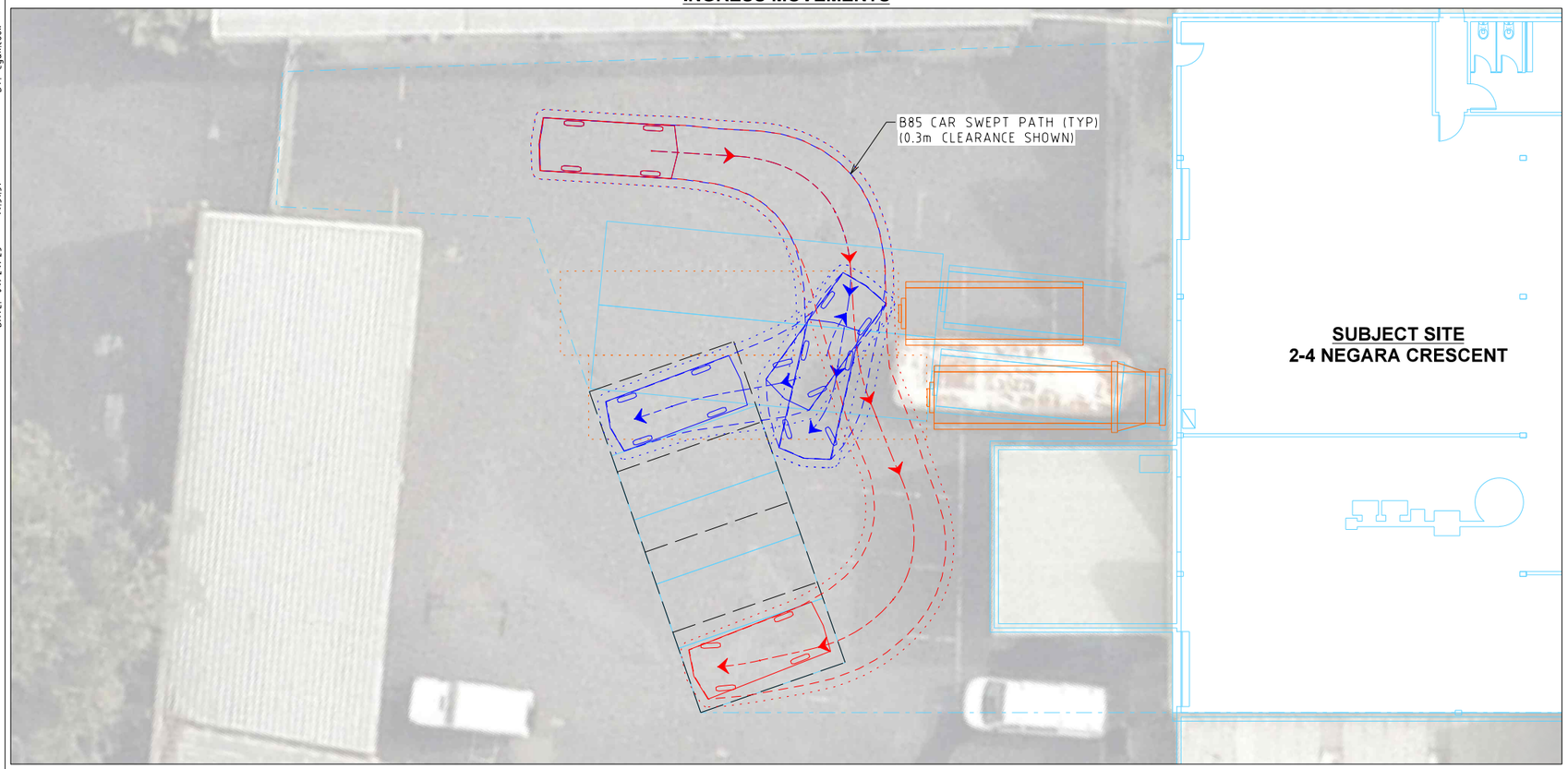
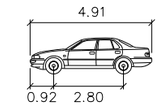


EGRESS MOVEMENTS

DESIGN VEHICLE



B85

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Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No PLN-25-120
DATE RECEIVED 08/05/25

NEXUX INC.
PROPOSED CONTAINER DEPOSIT
2-4 NEGARA CRESCENT, GOODWOOD
SWEPT PATH ANALYSIS
B85 CAR SWEPT PATH

0 1.25 2.5 5
SCALE: 1:250 @ A3

SALT³
Service.
Approachability.
Loyalty.
Transparency.
Level 4, 116 Bathurst St Hobart TAS 7000
• MELBOURNE • ADELAIDE • SYDNEY • PERTH • CANBERRA • DARWIN
ABN: 18 439 813 274 Email: salt@salt3.com.au Ph: 03 9020 4225

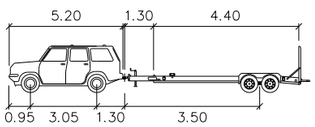
DRAWN / CHECKED	DATE	SIZE
EC / JS	24.04.2025	A3
DRAWING NUMBER		REVISION
SALT-25166-SK-004		1

FILE: Y:\2025\25166 - 2-4 Negara Crescent Goodwood - Container Deposit Scheme TIA\04 Design\DGN\02 Sketches\SALT-25166-SK-004.dgn

B99 AND BIN TRAILER SWEPT PATH (TYP)
(0.3m CLEARANCE SHOWN)

SUBJECT SITE
2-4 NEGARA CRESCENT

DESIGN VEHICLE



B99 and Bin Trailer

	meters
Car Width	: 1.94
Trailer Width	: 2.15
Car Track	: 1.84
Trailer Track	: 2.48
Lock to Lock Time	: 6.0
Steering Angle	: 33.9
Articulating Angle	: 70.0

NEXUX INC.
PROPOSED CONTAINER DEPOSIT
2-4 NEGARA CRESCENT, GOODWOOD
SWEPT PATH ANALYSIS
B99 AND BIN TRAILER SWEPT PATH

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0 1.25 2.5 5
SCALE: 1:250 @ A3

DRAWN / CHECKED	DATE	SIZE
EC / JS	01.05.2025	A3
DRAWING NUMBER		REVISION
SALT-25166-SK-006		1

FILE: Y:\2025\25166 - 2-4 Negara Crescent, Goodwood - Container Deposit Scheme TIA\04 Design\DGN\02 Sketches\SALT-25166-SK-006.dgn
DATE: 05/01/25 17:17:10
BY: egan.cook