DEVELOPMENT APPLICATION

APPLICATION NUMBER:	PLN-25-264
PROPOSED DEVELOPMENT:	New Building (Warehouse) and Signage
LOCATION:	37 Howard Road Glenorchy
APPLICANT:	Pinnacle Drafting & Design
ADVERTISING START DATE:	16/12/2025
ADVERTISING EXPIRY DATE:	08/01/2026

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 **08/01/2026.**

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 **08/01/2026,** or for postal and hand delivered representations, by 5.00 pm on **08/01/2026.**

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

PINNACLE

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Changes List			
ID	**Description of change**	**Date Changed**	**Designer**
Ch-01	Change	21/07/2018 1:36 PM	Jason
Ch-02	Change	23/06/2021 11:15 AM	Jason

37 Howard Rd, Glenorchy 7010

Owner(s) or Clients	Empire Trust
Building Classification	1a
Designer	Jason Nickerson CC6073Y
Total Floor Area	3360.83m^2
Alpine Area	N/A
Other Hazards (e.g.. High wind, earthquake, flooding, landslip, dispersive soils, sand dunes, mine subsidence, landfill, snow & ice, or other relevant factors)	N/A

Title Reference	2/170947
Zoning	General Industrial
Land Size	5443m^2
Design Wind Speed	N3
Soil Classification	H-1
Climate Zone	7
Corrosion Environment	Moderate
Bushfire Attack Level (BAL)	N/A

ID	Sheet Name	Issue
A.01	Location Plan	DA - 01
A.02	Site Plan	DA - 01
A.03	Floor Plan - Lower	DA - 01
A.04	Floor Plan - Upper	DA - 01
A.05	Elevations	DA - 01
A.06	Elevations	DA - 01
L.01	Landscaping Plan	DA - 01

Note

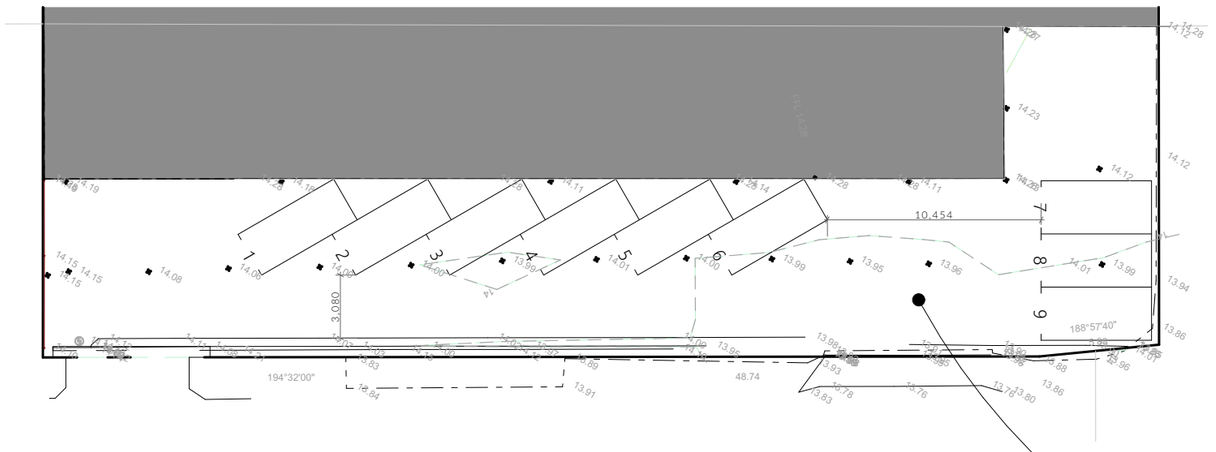
All driveway pits and grate drains to be **Class B**.

Stormwater pits are indicative. Location may vary depending on site conditions.

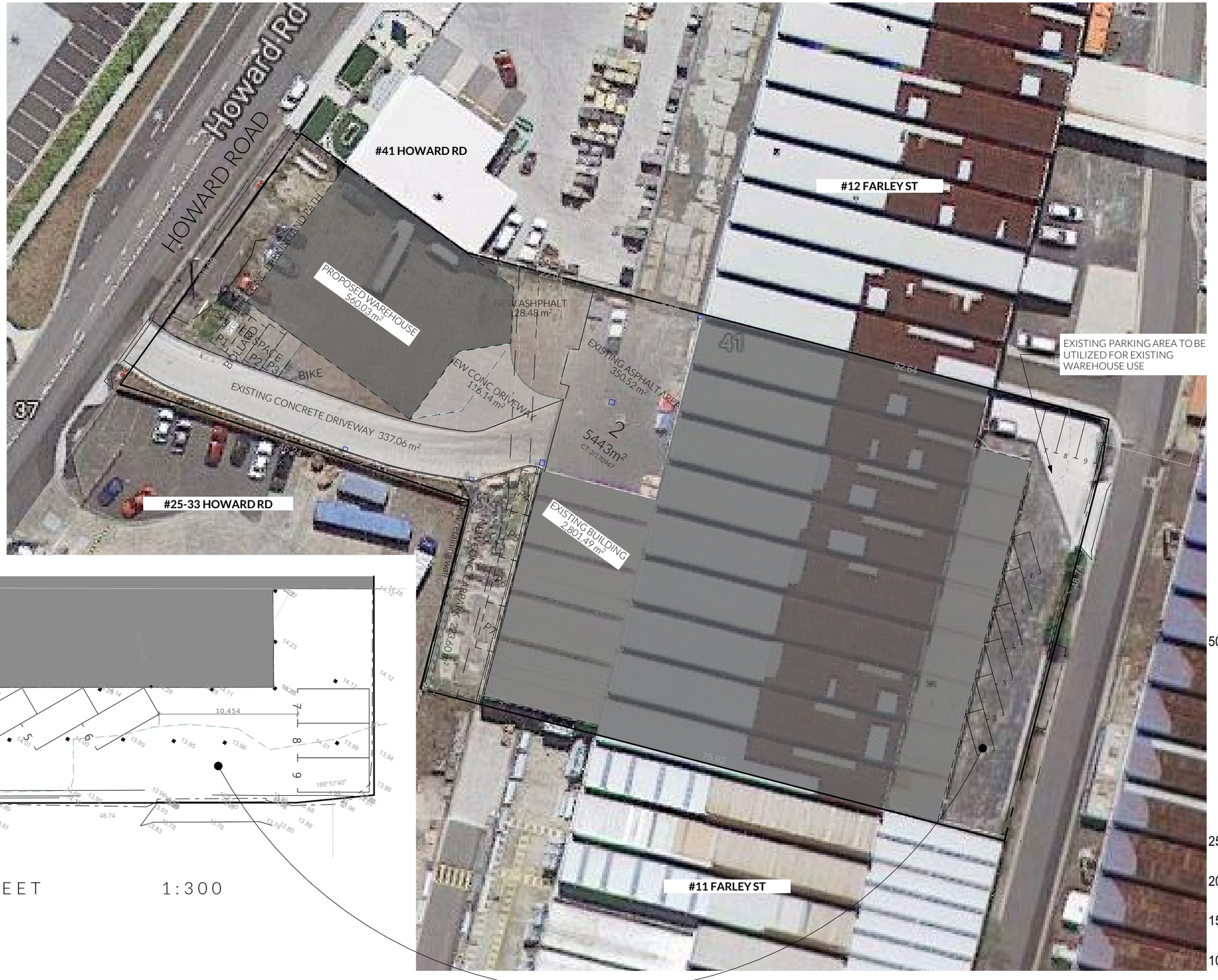
Ground to fall away from building in all directions in compliance with AS2870 & N.C.C 3.1.3.3

Legend

- Electrical Connection
- Electrical Turret
- Sewer Connection
- Stormwater Connection
- Telstra Connection
- Telstra Pit
- Water Meter
- Water Stop Valve



PARKING LAYOUT @ FARLEY STREET 1:300



Site Areas

Site Area	5443 m²
Building Footprint	3360.83 m²
Total Site Coverage	61.74%

50m 25m 20m 15m 10m 5m 0

PINNACLE	PINNACLE DRAFTING & DESIGN 7/3 Abernant Way, Cambridge 7170 03 6248 4218 admin@pinnacledrafting.com.au www.pinnacledrafting.com.au	**Location Plan** Revision: DA - 01 Approved by: JD	Scale: 1:500 @ A3 Pg. No: A.01	Proposal: Warehouse Development Client: Empire Trust Address: 37 Howard Rd, Glenorchy 7010	Date: 16.09.2025 Drawn by: JRN Job No: 92-2019 Engineer: Aldanmark Building Surveyor: LTBS	Issue Date Description	N		BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA
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Note

All driveway pits and grate drains to be **Class B**.

Stormwater pits are indicative. Location may vary depending on site conditions.

Ground to fall away from building in all directions in compliance with AS2870 & N.C.C 3.1.3.3

Legend

- Electrical Connection
- Electrical Turret
- Sewer Connection
- Stormwater Connection
- Telstra Connection
- Telstra Pit
- Water Meter
- Water Stop Valve
- **Class A** 450mm² Stormwater Pit
- **Class B** 450mm² Stormwater Pit
- 100mm wide Grate Drain

Site Areas

Site Area	5443 m²
Building Footprint	000 m²
Total Site Coverage	00.00%

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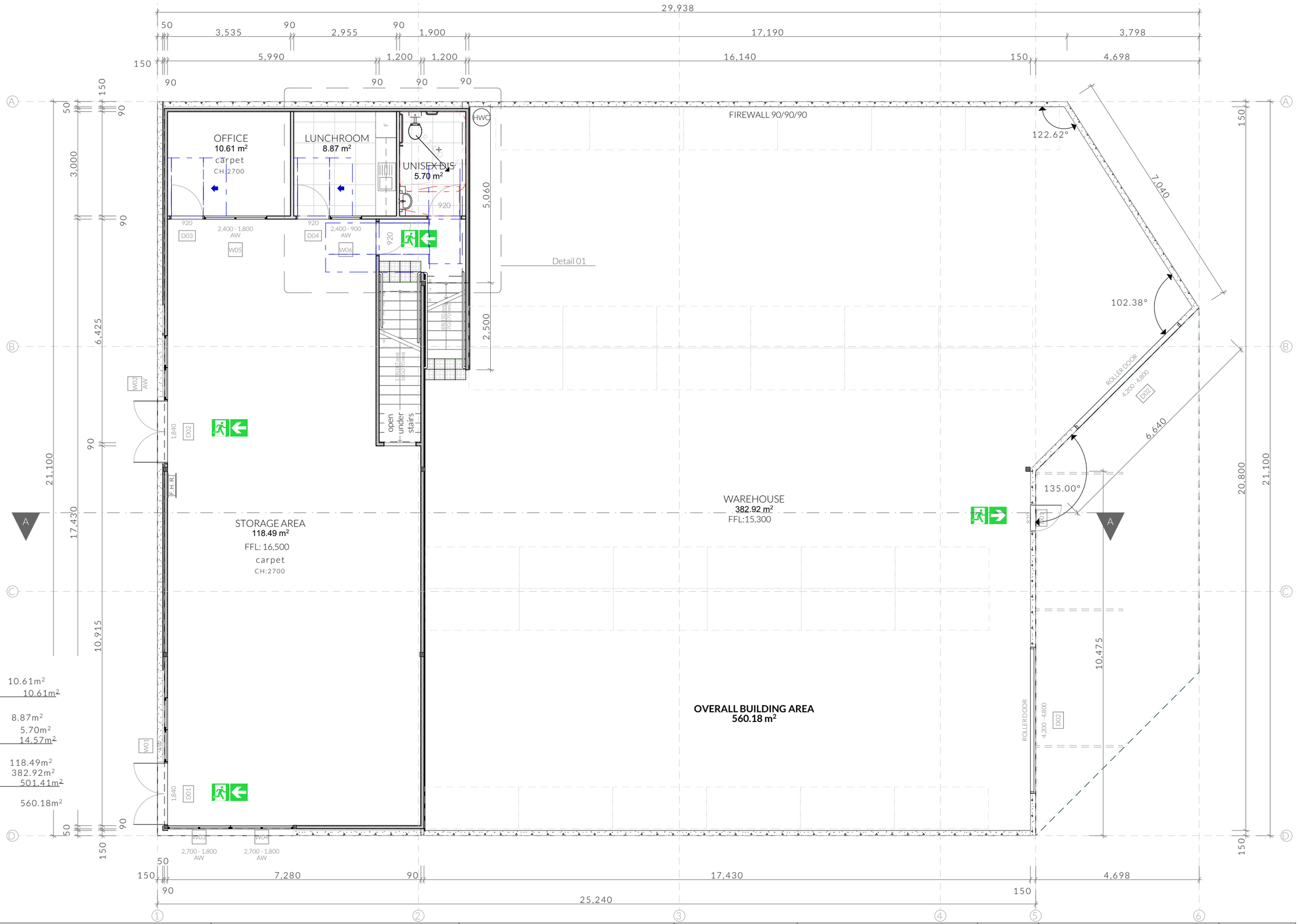
Site Plan		Scale:	1:200 @ A3
Revision:	DA - 01	Pg. No:	A.02
Approved by:	JD		

Proposal:	Warehouse Development
Client:	Empire Trust
Address:	37 Howard Rd, Glenorchy 7010

Date:	16.09.2025
Drawn by:	JRN
Job No:	92-2019
Engineer:	Aldanmark
Building Surveyor:	LTBS

Issue	Date	Description



Floor Areas

Office	10.61m²
Total Administration Area	10.61m²
Lunchroom	8.87m²
Unisex Disabled Toilet	5.70m²
Total Amenities Area	14.57m²
Storage	118.49m²
Warehouse	382.92m²
Total Warehouse Area	501.41m²
Overall Building Area	560.18m²

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Floor Plan - Lower

Revision: DA - 01
Approved by: JD

Scale: 1:100 @A3
Pg. No: A.03

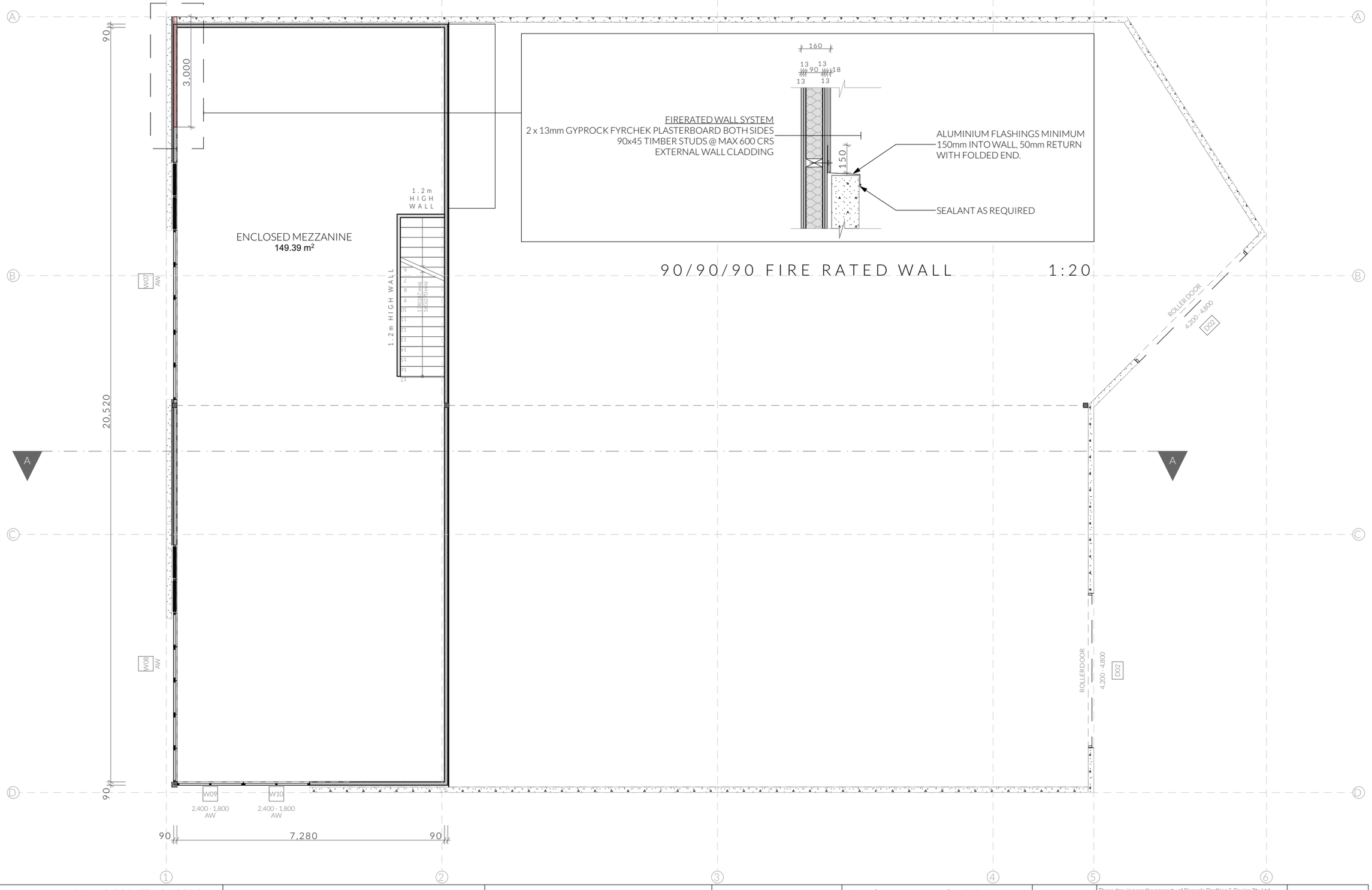
Proposal: Warehouse Development
Client: Empire Trust
Address: 37 Howard Rd, Glenorchy 7010

Date: 16.09.2025
Drawn by: JRN
Job No: 92-2019
Engineer: Aldanmark
Building Surveyor: LTBS

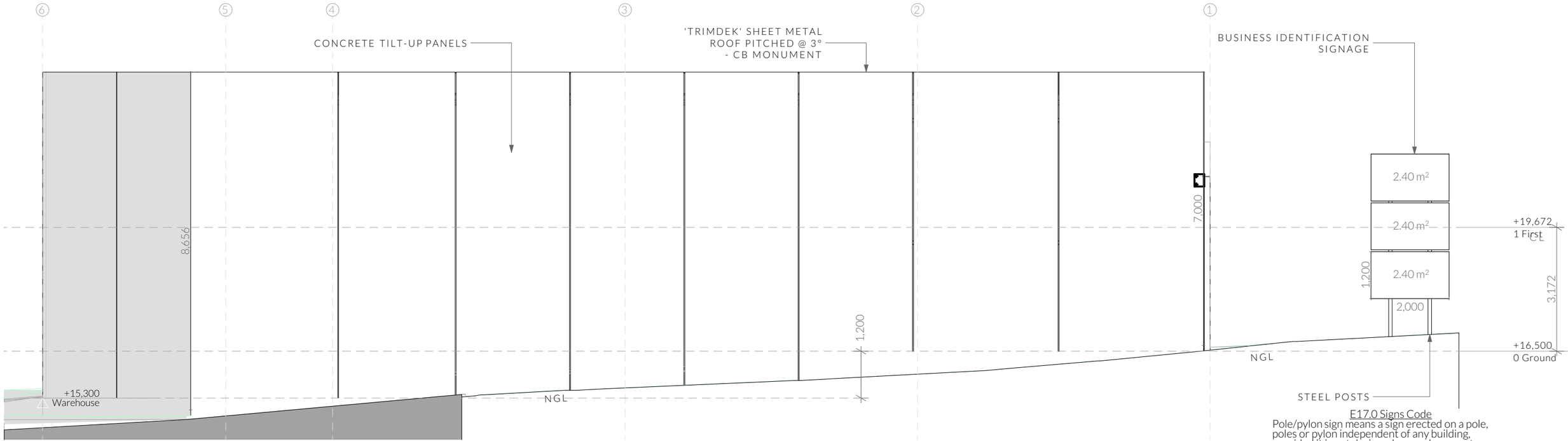
Issue	Date	Description

Floor Areas

Mezzanine Area	501.41m²



PINNACLE	PINNACLE DRAFTING & DESIGN 7/3 Abernant Way, Cambridge 7170 03 6248 4218 admin@pinnacledrafting.com.au www.pinnacledrafting.com.au	Floor Plan - Upper Revision: DA - 01 Approved by: JD	Scale: 1:100, 1:20 @ A3 Pg. No: A.04	Proposal: Warehouse Development Client: Empire Trust Address: 37 Howard Rd, Glenorchy 7010	Date: 16.09.2025 Drawn by: JRN Job No: 92-2019 Engineer: Aldanmark Building Surveyor: LTBS	Issue Date Description		BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA



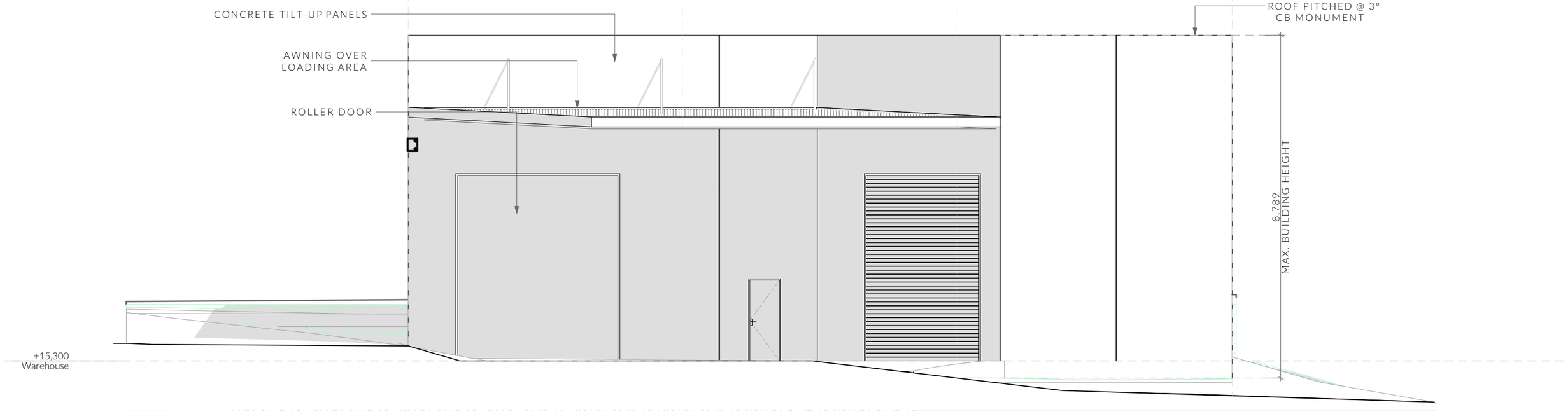
E17.0 Signs Code

Pole/pylon sign means a sign erected on a pole, poles or pylon independent of any building, provided it is not designed or used as a poster panel (billboard).

Sign to be onsided and to be used to identify the business located within the premise.

North East Elevation

1:100



South East Elevation

1:100

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Elevations

Revision: DA - 01
Approved by: JD

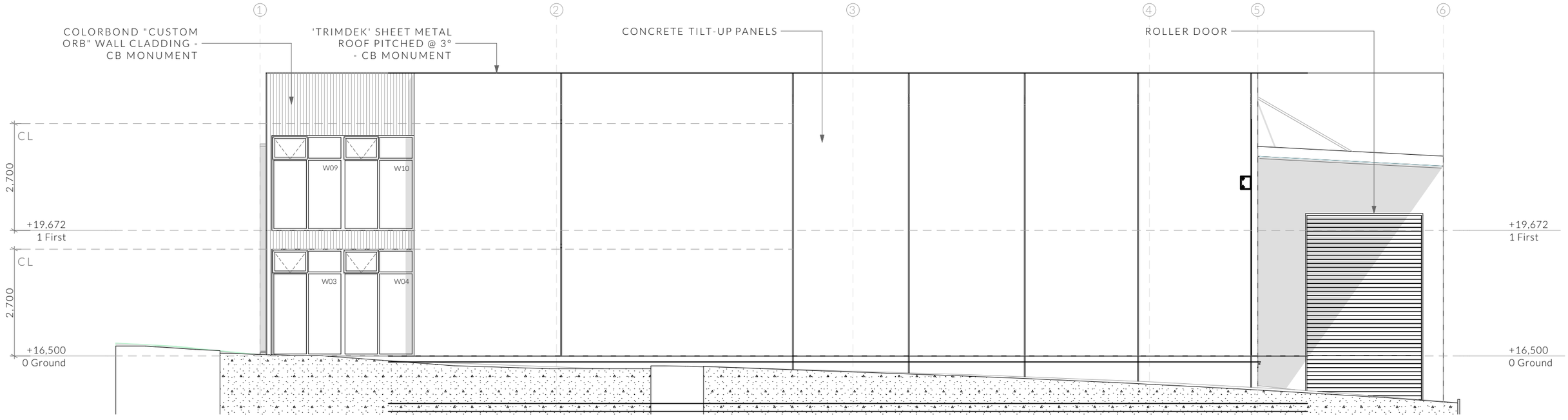
Scale: 1:100 @ A3
Pg. No: A.05

Proposal: Warehouse Development
Client: Empire Trust
Address: 37 Howard Rd, Glenorchy 7010

Date: 16.09.2025
Drawn by: JRN
Job No: 92-2019
Engineer: Aldanmark
Building Surveyor: LTBS

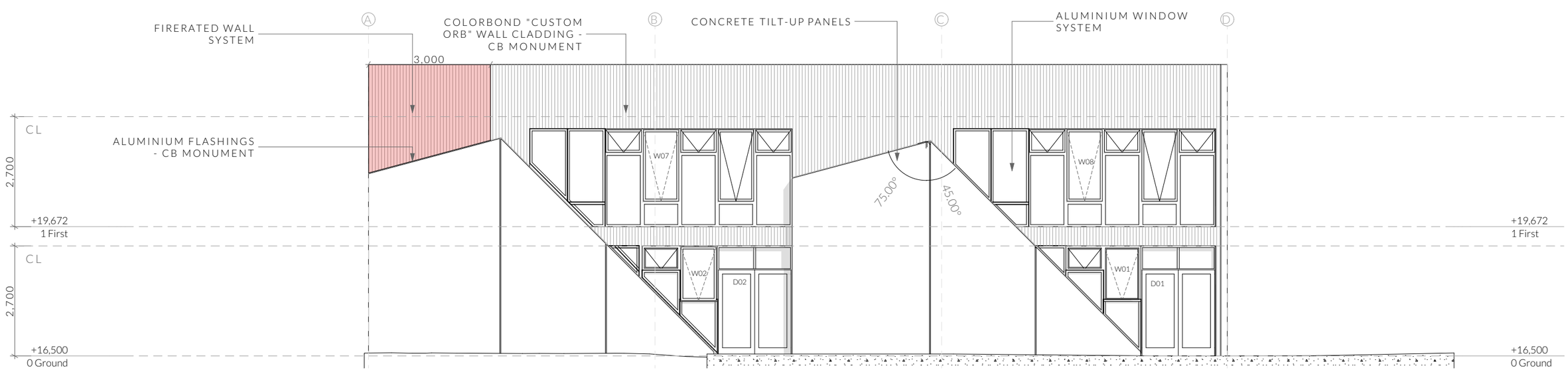
Issue	Date	Description

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA



South West Elevation

1:100



North West Elevation

1:100

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Elevations

Revision: DA - 01
Approved by: JD

Scale: 1:100 @ A3
Pg. No: A.06

Proposal: Warehouse Development
Client: Empire Trust
Address: 37 Howard Rd, Glenorchy 7010

Date: 16.09.2025
Drawn by: JRN
Job No: 92-2019
Engineer: Aldanmark
Building Surveyor: LTBS

Issue	Date	Description

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Legend

- Lomandra 'Seascape' or similar, 1.2m spread
- Westringia sp. or similar, 1.5m Spread
- Cordyline 'Red Star' or similar, 2m Height, 1m spread
- Pittosporum 'James Stirling' 3m height, 2m spread or similar
- Acer Palmatum 'Bonfire' or similar, 3m height, 3m spread
- -Seeded Lawn
- Mulched Garden Bed
- Gravel Area

Note

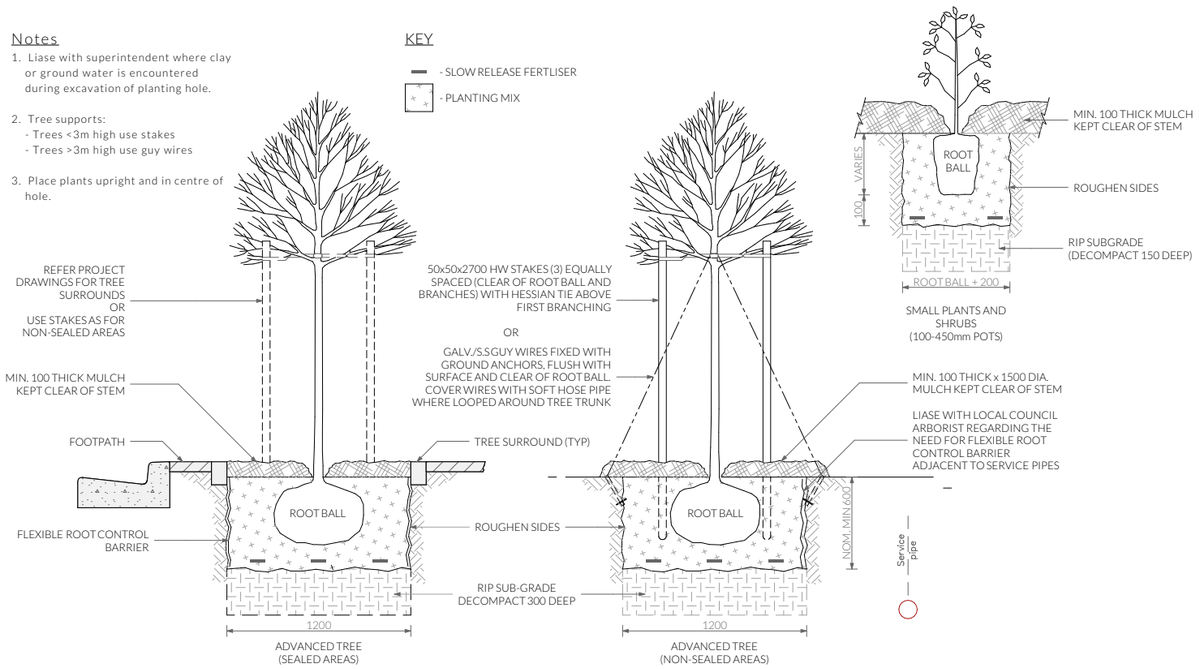
Plants have been selected to be drought tolerant and low maintenance once established, it is recommended that a dripper system or similar be put into place until established. Plant locations are indicative and may be altered where suitable growing conditions cannot be met. Garden areas to be mulched with 75mm cover of selected mulch and plants are to fertilised 6 monthly or where required until established. Garden edges are to be timber, steel, or brick. Plantings that were unsuccessful will be replaced where required.

Notes

1. Liase with superintendent where clay or ground water is encountered during excavation of planting hole.
2. Tree supports:
   - Trees <3m high use stakes
   - Trees >3m high use guy wires
3. Place plants upright and in centre of hole.

KEY

- SLOW RELEASE FERTLISER
- PLANTING MIX



Tree & Shrub Planting

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Landscaping Plan

Revision: DA - 01
Approved by: JD

Scale: 1:200 @ A3
Pg. No: L.01

Proposal: Warehouse Development
Client: Empire Trust
Address: 37 Howard Rd, Glenorchy 7010

Date: 16.09.2025
Drawn by: JRN
Job No: 92-2019
Engineer: Aldanmark
Building Surveyor: LTBS

Issue | Date | Description

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

Traffic Impact Statement

Additional Warehouse at
37 Howard Road, Derwent Park

Hubble Traffic

November 2025

Disclaimer: This report has been prepared based on and in reliance upon the information provided to Hubble Traffic Pty Ltd by the client and gathered by Hubble Traffic Pty Ltd during the preparation of the report. Whilst all reasonable skill, care and diligence has been used in preparation of the report, Hubble Traffic Pty Ltd take no responsibility for errors or omissions arising from misstatements by third parties.

This report has been prepared specifically for the exclusive use of the client named in the report and to the extent necessary, Hubble Traffic Pty Ltd disclaim responsibility for any loss or damage occasioned by use of or reliance upon this report, or the date produced herein, by any third party.

Version	Date	Reason for Issue
Draft	November 2025	Draft issued for client feedback
Final	November 2025	Final issued

Contents

1. Introduction

Pinnacle Drafting & Design (client) has engaged Hubble Traffic on behalf of the developers, to prepare an independent Traffic Impact Statement for a new warehouse at 37 Howard Road, Derwent Park.

A development application (PLN-25-264) was submitted to Glenorchy City Council (Council), and in considering the application, Council have requested for additional information on the following:

- C2.5.1 Car parking numbers,
- C2.5.2 Bicycle parking numbers,
- C2.6.2 Design and layout of parking areas,
- C2.6.5 Pedestrian access, and
- C2.6.6 Loading bays.

The Australian Standard 2890.1:2004 Off-street car parking document, has been used in this assessment and is referenced as the Standard. Autoturn Online vehicle swept path software has been used to verify the swept paths of the designed delivery vehicles.

2. Site description

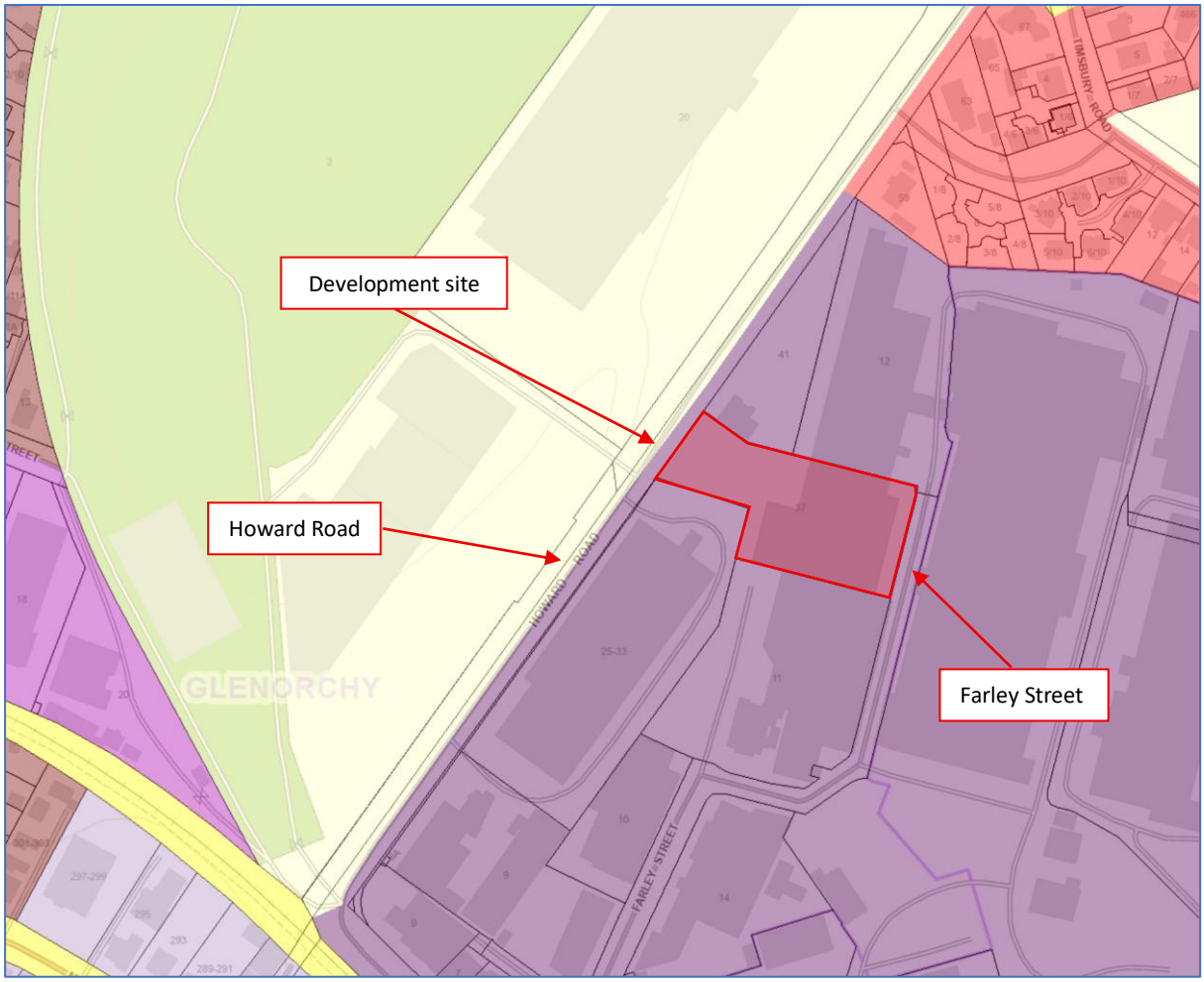
The development site at 37 Howard Road, Derwent Park, comprises an irregularly shaped parcel of land, with a warehouse situated on the eastern portion of the site.

The site benefits from dual frontage to both Howard Road and Farley Street. Informal staff parking is available via direct access from Farley Street, providing convenient entry for employees.

A constructed crossover and driveway from Howard Road serve the rear of the warehouse, facilitating loading and service vehicle movements. Although this driveway physically adjoins the northern property, no formal right of way exists, and the neighbouring land does not rely upon or generate traffic movements through this connection.

According to the Land Information System Tasmania (LIST) Database, the development site is located within an established general industrial area.

Diagram 2.0 – Extract from LIST Database



3. Development proposal

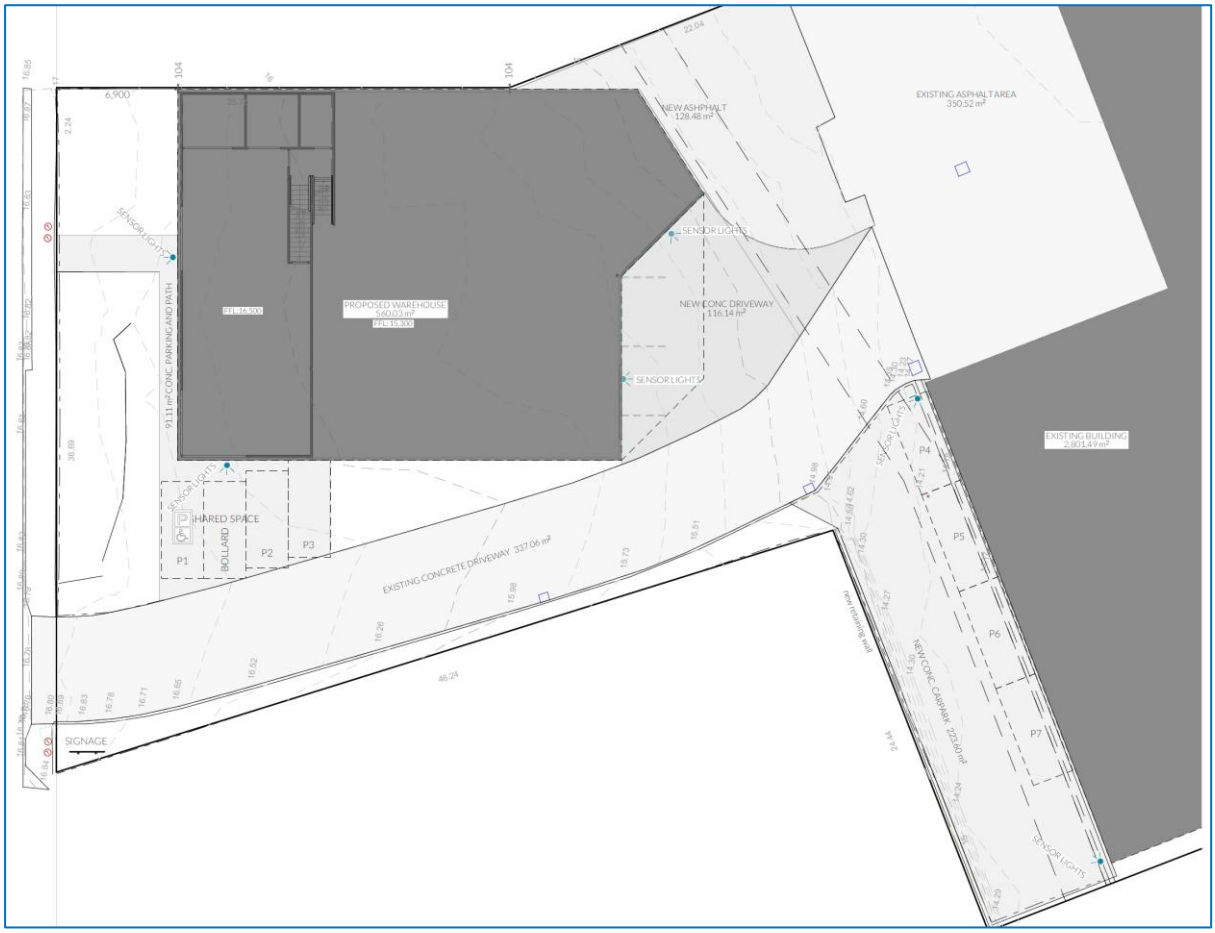
The proposal is for the construction of a bulky goods store on the vacant land fronting Howard Road, with no modifications to the operations of the existing warehouse.

The development will comprise a showroom with mezzanine level, storage area, ancillary office, and staff amenities including a lunchroom and toilet facilities. Large roller doors will be incorporated to enable unloading and loading to occur internally.

To support the new store, seven additional car parking spaces will be provided, while the existing warehouse will continue to utilise its established parking module accessed via Farley Street.

The proposed bulky goods store and associated parking can be accommodated without alteration to the existing Howard Road crossover or driveway and will not impact the functionality or operations of the current warehouse.

Diagram 3.0 – Development proposal



4. On-site parking

4.1. Number of car parking spaces

Table C2.1 of the Planning Scheme, prescribes the number of on-site car parking spaces according to the type of land use. For a Bulky Goods Sales use, the requirement is one space per 50 square metres of floor area, while for a Storage use, the requirement is one space per 200 square metres of site area or one space per two employees, whichever is greater. Based on the proposed floor area of the bulky goods sales component, five parking spaces are required.

Due to the large site area, the existing warehouse storage use requires 28 parking spaces. The combined new and existing uses require a total of 33 on-site car parking spaces, as shown in the table below.

Table 4.1 – Number of on-site car parking spaces

Activity	Use	Planning scheme requirements	Floor area	Number of parking spaces
Warehouses	Bulky Goods Sales	One space per 50m^2 of floor area.	268m^2	5
Storage	Storage	One space per 200m^2 of site area or one space per two employees, whichever is greater	5,500m^2	28
Total				**33**

4.2. Functional parking demand

According to the Planning Scheme, the development site is required to provide a total of 33 on-site car parking spaces. This figure is considered excessive given the operational characteristics of the proposed use.

An on-site meeting with the developer confirmed that the existing warehouse receives bulk deliveries via Howard Road access in a heavy rigid vehicle a few times per week, with staff breaking down deliveries and storing items internally. Customer orders are placed electronically, with staff preparing items for dispatch by small delivery vehicles not larger than medium rigid vehicles. This operational model eliminates customer visits to the site, with only one or two delivery vehicles operating during the weekday.

The warehouse requires no more than six staff, whose vehicles are accommodated within the informal parking area accessed from Farley Street. Deliveries by heavy rigid vehicles and dispatch by small vans are undertaken by independent contractors, who do not generate on-site parking demand.

On this basis, the existing warehouse generates a maximum parking demand of six spaces, accommodated within the Farley Street parking area, while the new bulky goods store will be supported by seven spaces accessed from Howard Road. The two uses will operate independently with separate parking arrangements. In total, the site will provide 16 on-site car parking spaces, which is sufficient to meet the reasonable parking demand and minimise the potential for parking overflow onto the surrounding road network, meeting the intent of the planning scheme.

4.3. Other parking spaces

Bicycle parking spaces

Table C2.1 of the planning scheme specifies the number of bicycle parking spaces required based on the type of land use. For Bulky Goods Sales use, one space is required per 500 square metres of floor area, while Storage use has no requirement.

One bicycle parking space will be provided, meeting the planning scheme requirements.

Motorcycle parking spaces

Dedicated motorcycle parking spaces are not required for Bulky Goods Sales or Storage uses.

Accessible parking spaces

According to the National Construction Code (NCC) the warehouses are classified as class 7b buildings, which are typically warehouses or storage buildings.

The NCC specifies that a class 7b building requires one accessible space for every 100 car parking spaces provided. One accessible space, supported with a shared zone, will be provided adjacent to the new warehouse.

5. Internal layout

5.1. Layout of on-site car parking spaces

The design includes three on-site parking modules:

- First module: Informal parking area accessed via Farley Street. This module will include nine parking spaces, comprising six 30-degree and three 90-degree parking spaces, and will be dedicated to employees of the existing warehouse.

- Second module: Four parallel parking spaces, located adjacent to the existing warehouse. These spaces will be designated for employees associated with the new bulky goods store.

- Third module: Three 90-degree parking spaces, including an accessible parking space, located adjacent to the new store. This module will be dedicated to customer parking for the new warehouse.

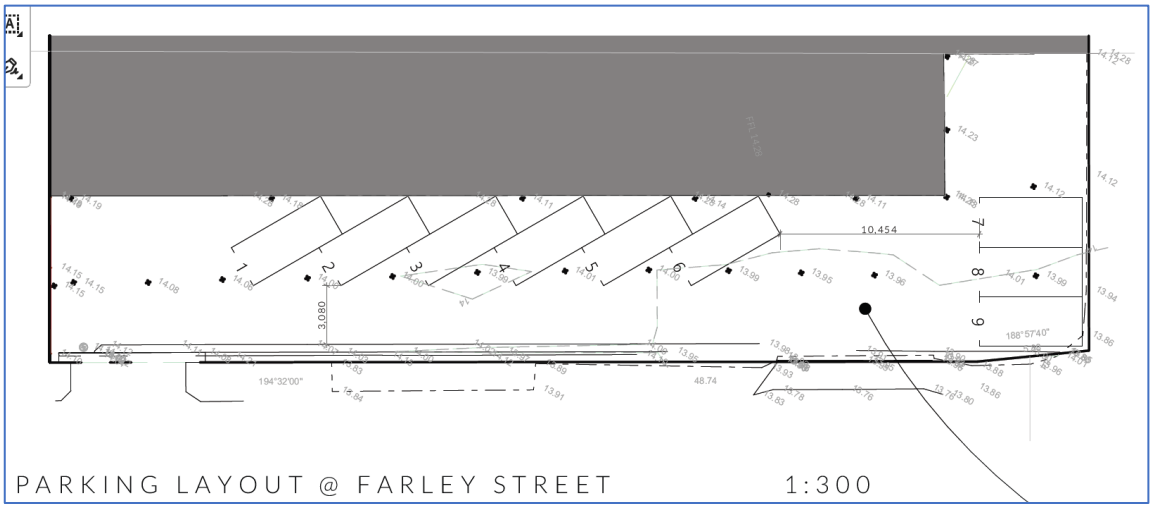
All parking spaces will be delineated with either line markings or pavement discs and supported with wheel stops. They are designed to be situated on a gradient of less than five percent in both longitudinal and transverse directions.

5.2. Dimensions of existing parking spaces off Farley St

The informal parking spaces will be formalised and designed to comply with the Standard for user class 1A, suitable for long-term employee parking. The six 30-degree parking spaces will be a minimum of 2.4 metres wide and 5.4 metres long, supported with a manoeuvring width of 3.1 metres. The three 90-degree parking spaces will be a minimum of 2.4 metres wide and 5.4 metres long, supported with a minimum manoeuvring width of 5.8 metres.

Although the area is constrained, there is sufficient aisle width to accommodate light vehicles passing parked vehicles. With no parking permitted opposite the exit, adequate clearance is maintained to allow for efficient manoeuvring. Swept path analysis confirms that vehicles are able to enter, manoeuvre within the module, and exit in a forward-driving direction, consistent with the requirements of the Standard. Swept path diagrams are available in Appendix A.

Diagram 5.2 – Layout of existing car parking spaces



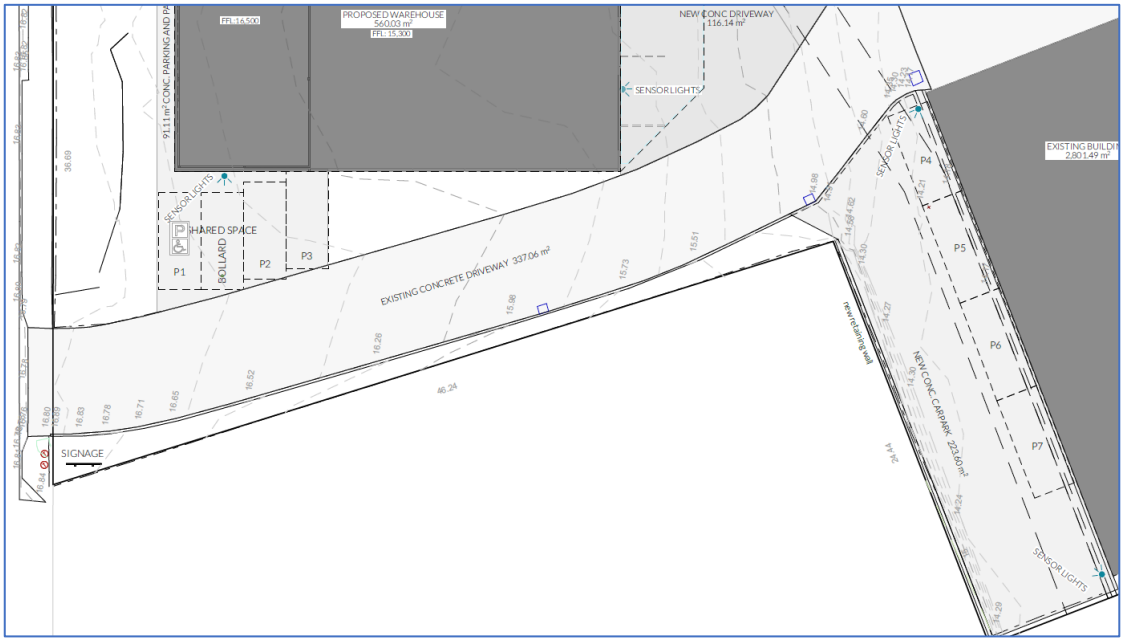
5.3. Dimensions of new parking spaces

The new parking spaces will be designed to comply with the dimensions specified within the Standard. The 90-degree spaces will be designed as user class 3, short-term parking, and will be a minimum of 2.6 metres wide and 5.4 metres long, supported with a manoeuvring width of 5.8 metres.

Four parallel parking spaces will be designed to comply with Figure 2.5 of the Standard. These spaces will be a minimum of 2.1 metres wide, with an intermediate length of 5.9 metres and an unobstructed end length of 5.4 metres, supported with a manoeuvring aisle width of 3.6 metres.

Where a parking space is located adjacent to a vertical obstruction higher than 150 millimetres, an additional 0.3 metres of width will be provided between the space and the obstruction.

Diagram 5.3 – Layout of new parking spaces



5.4. On-site turning and vehicle manoeuvrability

All car parking spaces have been designed with sufficient manoeuvring area to allow cars to enter and leave the spaces in a safe and sufficient manner. Vehicle swept path software has been used to demonstrate a selection of the on-site parking spaces, with diagrams available in Appendix A.

5.5. Heavy vehicle movements and delivery area

Both warehouses will generate regular deliveries, with the client advising that a heavy rigid vehicle is the largest vehicle to operate within the site. Large roller doors have been provided at both warehouses, allowing for loading and unloading to occur internally.

Vehicle swept path analysis has been undertaken to verify that a heavy rigid vehicle can enter, circulate, access the designated loading bays, turn around on-site, and exit the site in a forward-driving direction.

Diagram 5.5A – Heavy rigid vehicle using the existing warehouse designated loading bay

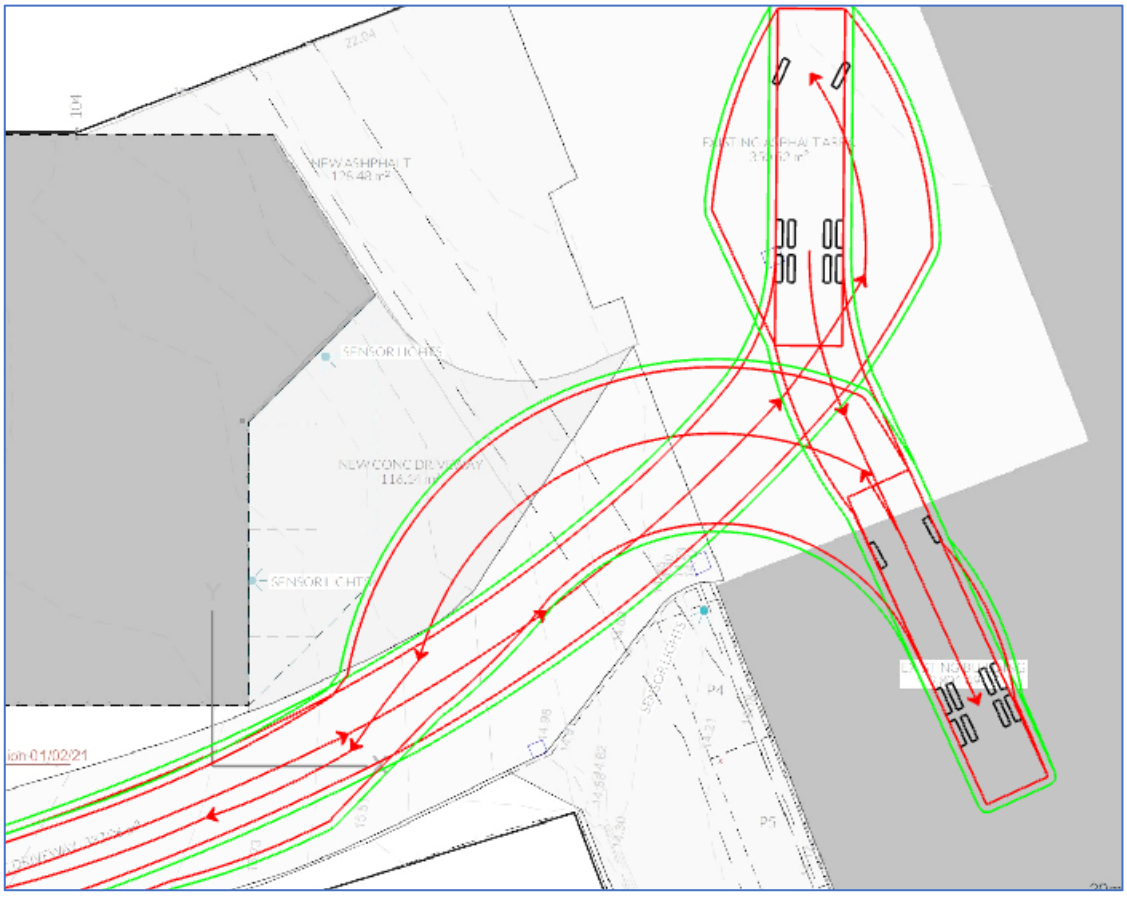


Diagram 5.5B – Heavy rigid vehicle using the new warehouse designated loading bay

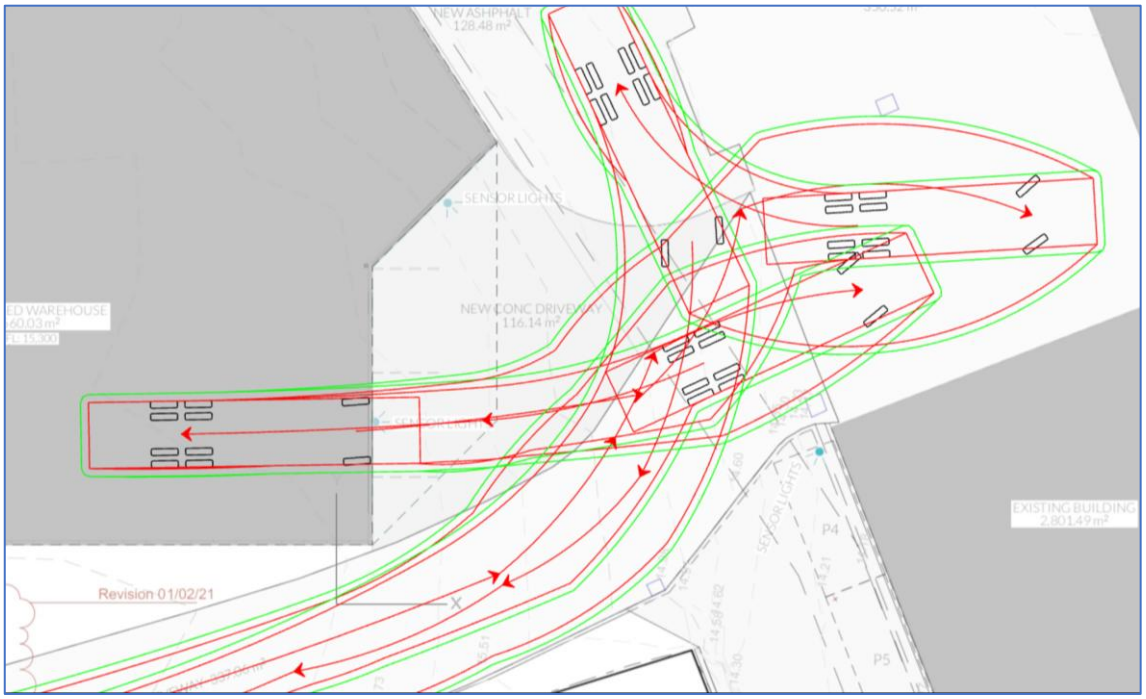
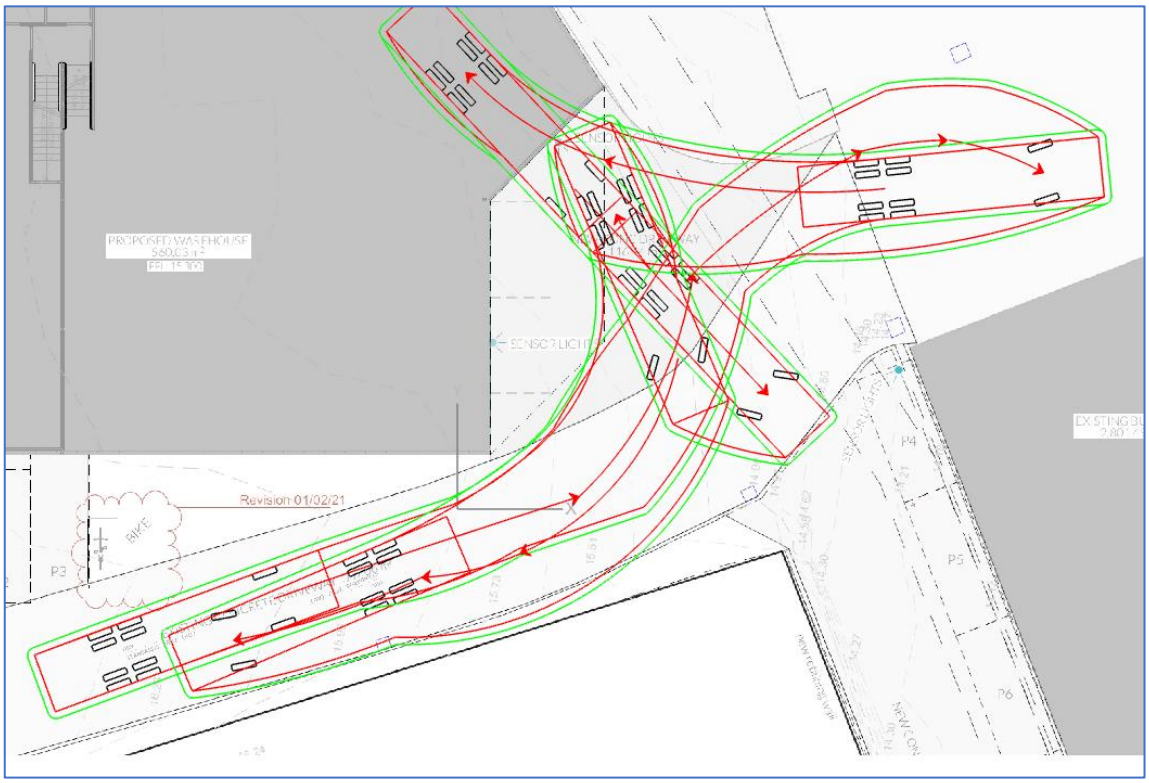


Diagram 5.5C – Heavy rigid vehicle using the new warehouse designated loading bay



5.6. Internal driveway

The design proposes no changes to the existing driveway that services the first parking module operating from Farley Street. The current infrastructure will be retained, with the driveway continuing to operate with separate entry and exit points. The access aisle maintains a minimum width of 3.1 metres and functions under a one-way traffic flow arrangement, allowing safe and efficient vehicle movements without modification to the established layout.

The existing Howard Road driveway providing access to the rear of the warehouse will be retained without modification. The driveway incorporates kerbing along the low side to collect surface water, which is directed to stormwater pits and discharged into the approved stormwater drainage system.

Constructed of concrete, the driveway has a gentle vertical grade leading from the street frontage down towards the warehouse. The gravel turning area located between the existing warehouse and the proposed bulky goods store will be resurfaced in concrete, ensuring the entire turning area is of a durable sealed surface.

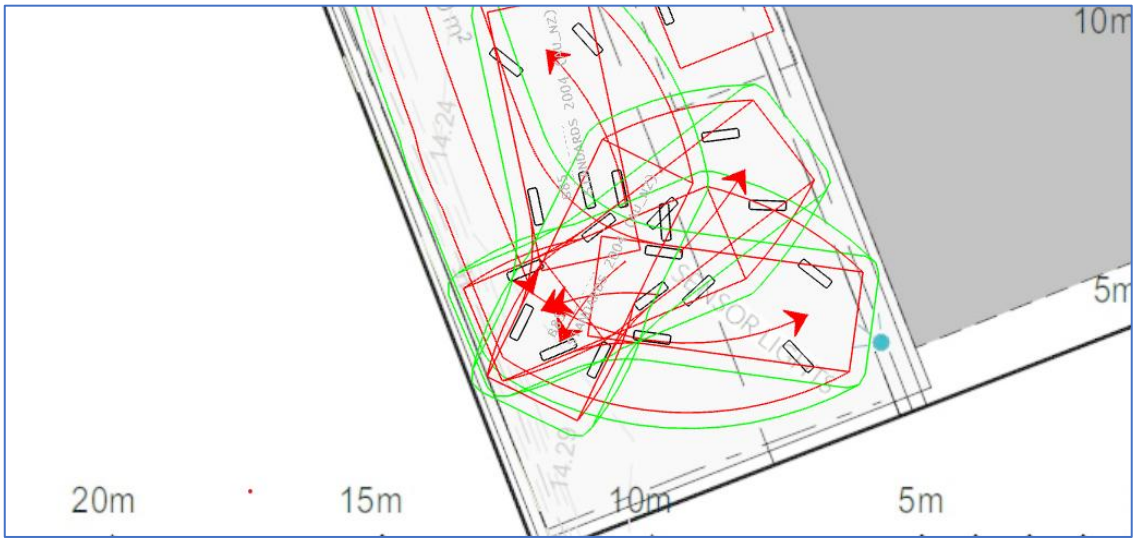
The existing driveway grades are gentle and comply with the maximum permitted grade of 15.4% specified in Australian Standard AS2890.2: Off-Street Commercial Vehicle Facilities, for movement of heavy rigid vehicles. In addition, the change in grade is expected to be within 6.5% over a travel distance of seven metres, ensuring compliance with the transition requirements of the Standard. These design outcomes confirm that the driveway provides safe and efficient access for all vehicles, including heavy commercial vehicles.

To accommodate four parallel employee parking spaces, a spur driveway will be constructed along the western side of the existing warehouse and finished with a concrete surface. The driveway will have a total width of 7.5 metres, with an aisle width of 5.1 metres, which is appropriate to operate as a single-lane arrangement given the low number of spaces it serves.

The spur driveway will function as a no-through traffic facility, and sufficient width is available at the end to enable B85 vehicles to turn around. While vehicles would be required to undertake a three-point, or five-point manoeuvre, this is considered acceptable in the context of employee parking spaces that generate a low turnover.

Vehicle swept path analysis verify a B85 vehicle can turnaround at the end of the spur driveway.

Diagram 5.6 – Swept path of a B85 vehicle turning around within the spur driveway



5.7. Internal pedestrian pathway

Both the Farley Street and Howard Road parking modules are physically separated, each serviced directly from different roadways, designed to accommodate different uses and each operating with fewer than ten parking spaces.

The employee parking at the Farley Street module generates a low turnover of vehicles, thereby minimising the potential for conflict between pedestrians and vehicles. In this context, the provision of a dedicated pedestrian pathway is considered unnecessary, as safe pedestrian movement can be accommodated within the existing layout.

Similarly, the new bulky goods store requires five parking spaces, which does not trigger the need for formal pedestrian pathways under the Planning Scheme. However, the design incorporates a dedicated pedestrian pathway linking the three customer parking spaces directly to the public entrance of the bulky goods store. A pathway will also be provided to connect the store entrance to the existing footpath along Howard Road. These measures will provide customers with a safe, directed and convenient pedestrian route, enhancing accessibility and minimising potential conflict between vehicles and pedestrians.

The four employee parking spaces associated with the bulky goods store will generate minimal pedestrian movement. Given the low turnover and limited use of these spaces, the provision of dedicated pedestrian pathways is considered unnecessary. The driveway length is less than 55 metres, which naturally moderates vehicle speeds, and the turnover of vehicles travelling past these spaces is predicted to be low. In this context, safe pedestrian movement can be accommodated within the existing layout without the need for additional infrastructure.

6. Planning scheme

6.1. C2.5.1 Car parking numbers

The proposal satisfies Performance Criteria P1 of Clause C2.5.1, as the number of on-site car parking spaces provided (16) is sufficient to meet the functional parking demand of the existing warehouse and proposed bulky goods store. This exceeds the operational requirement of 11 spaces, meeting staff and customer needs on-site while avoiding unnecessary oversupply. This outcome achieves the intent of the scheme by minimising the potential for parking overflow onto the surrounding road network.

Performance criteria	**Assessment**
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 to the site;	None.
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;	Employees will have the ability to share parking spaces, while three spaces at the front of the new warehouse will be designated for customers only.
c) The availability and frequency of public transport within reasonable walking distance of the site;	The nearest public bus stops are located on Main Road, and within 400 metres of walking distance from the site. According to Metro Tasmania's website, Main Road is part of a high frequency bus route, with services operating every 10 minutes Monday to Friday.
d) The availability and frequency of other transport alternatives;	The site is located within 300 metres of the intercity cycleway, which makes cycling a viable alternative option.
e) Any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;	The existing warehouse building constrains the number of parking spaces that can be achieved. Notwithstanding this limitation, the site layout provides sufficient area to accommodate the new bulky goods store together with an adequate turning area for heavy vehicle deliveries. The design ensures that all vehicles, including heavy rigid delivery vehicles, are able to manoeuvre safely within the site and enter and exit in a forward-driving direction.

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;	Howard Road is an established industrial road with low levels of on-street parking demand, as the surrounding land uses are predominantly warehouses and bulky goods operations that provide their own off-street parking. On-street parking in the vicinity is readily available and accessible, with kerbside parking opportunities occurring intermittently along the road frontage. Traffic management measures, including the width of Howard Road and the low turnover of vehicle movements, ensure that on-street parking can operate safely without conflict with through traffic or heavy vehicle deliveries. The proposed development provides sufficient on-site parking to meet functional demand, thereby minimising reliance on on-street spaces. As such, the availability, accessibility and safety of on-street parking in the locality is not compromised by the proposal.
g) The effect on streetscape; and	None.
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 bulky goods store will provide sufficient parking to meet the scheme requirement, with seven spaces located off Howard Road to support customers and employees. A functional parking demand assessment confirms that the existing warehouse generates a maximum demand of six spaces, which are accommodated within the nine spaces available at the Farley Street module. Overall, the 16 spaces provided within the development site is expected to meet the reasonable parking demand.

6.2. C2.5.2 Bicycle parking numbers

One bicycle parking space will be provided by the development, meeting the planning scheme requirements and complying with the acceptable solution.

6.3. C2.6.2 Design and layout of parking areas

All on-site car parking spaces have been designed in accordance with the Australian Standard AS2890.1. Employee spaces are designed as User Class 1A, suitable for long-term parking, while visitor spaces are designed as User Class 3, suitable for short-term use. Parallel spaces comply with the dimensional requirements of Figure 2.5, allowing safe manoeuvring. The layout enables all vehicles to enter and leave the site in a forward-driving direction.

Parking spaces will be located on gradients of less than five percent, delineated with appropriate line markings or pavement discs, and supported with wheel stops where applicable. An accessible parking space and associated shared zone will be provided as close as practicable to the front entrance of the new warehouse, consistent with AS2890.6.

The existing concrete driveway connecting to Howard Road will be extended to incorporate a turning area for delivery vehicles. The current stormwater infrastructure will be supplemented with additional drainage pits and connected to the existing system. The driveway will have sufficient width to accommodate two-way traffic flow, with internal grades suitable for heavy vehicle deliveries. Adequate space is provided to allow all vehicles, both light and heavy, to turn around, allowing all vehicles to enter and leave the site in a forward-driving direction.

There will be no structure above the parking spaces, complying with the minimum headroom height of 2.1 metres for light vehicles. The roller doors to the three internal loading bays will provide sufficient clearance to accommodate heavy vehicle deliveries.

Overall, the car parking layout complies with Acceptable Solutions A1.1 and A1.2.

6.4. C2.6.6 Loading bays

The new and existing warehouses have been designed with large roller doors, enabling loading and unloading to occur internally within designated loading bays.

Swept path analysis demonstrates that sufficient turning areas are available to accommodate heavy vehicle movements. The design enables vehicles to manoeuvre, turn around, and reverse safely into each loading bay. As a result, all access and egress can be undertaken efficiently, with vehicles entering and leaving the site in a forward-driving direction.

Overall, the layout complies with the Acceptable Solution A1.

7. Conclusion

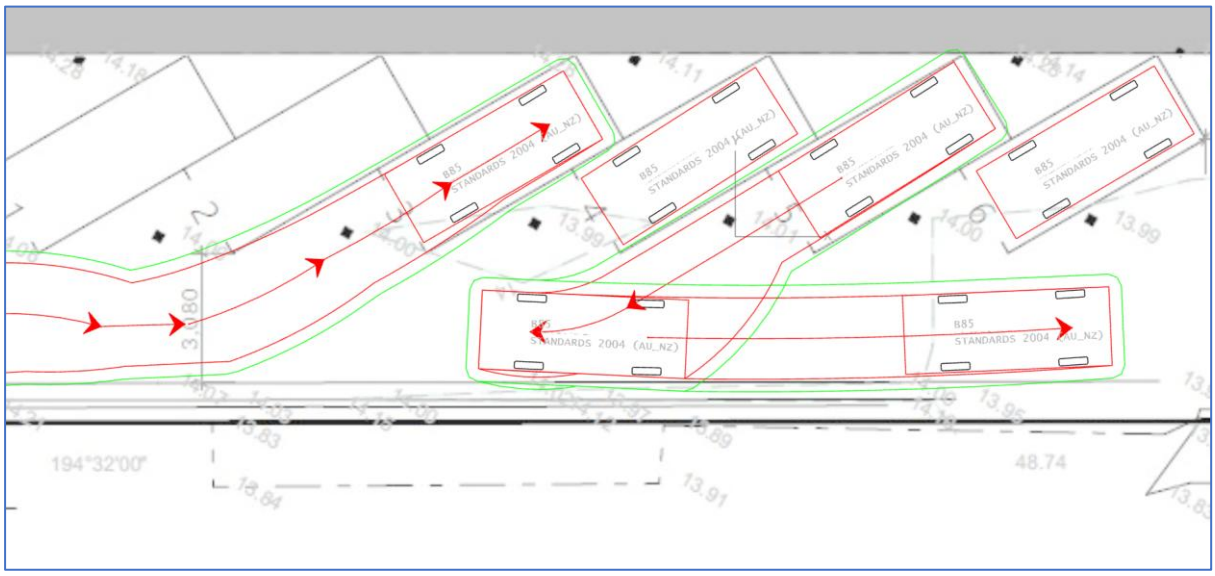
From a traffic engineering and road safety perspective, the additional traffic generated by this development is not expected to create any adverse safety, amenity, or traffic efficiency problems as:

- The development will have a sufficient number of on-site car parking spaces to meet the expected operational demand of the two separate warehouses.
- All vehicles will be able to enter, circulate, and leave the site in a forward-driving direction.
- A suitable internal pedestrian pathway will be provided, connecting the main entrance of the new warehouse with the existing footpath along Howard Road and the visitor parking spaces at the front of the warehouse.
- Each warehouse has been designed to allow for loading and unloading to occur internally.

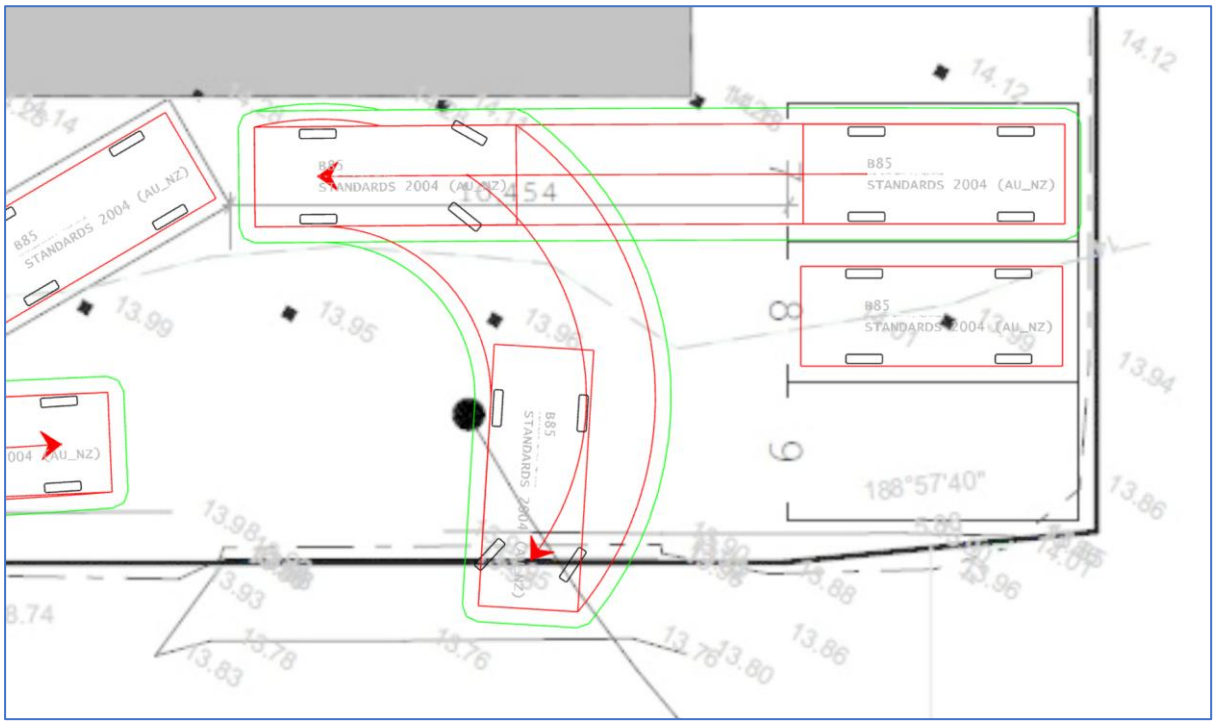
This traffic assessment found no reason for this development not to proceed.

8. Appendix A – Vehicle swept paths

Swept path of a B85 vehicle entering and leaving the 30 degree spaces – first parking module

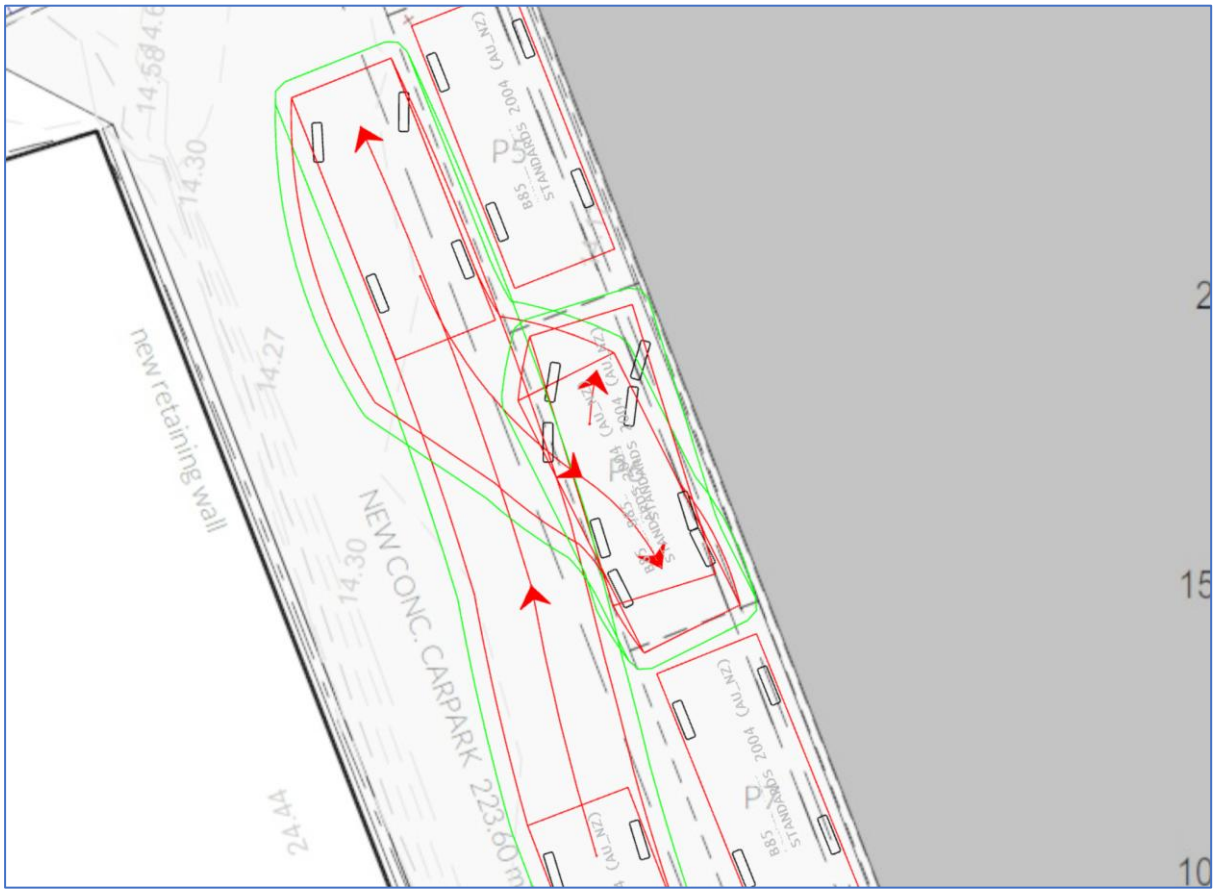


Swept path of a B85 vehicle leaving the 90 degree space – first parking module



Swept path of B85 vehicle leaving the parallel spaces – second parking module

Swept path of a B85 vehicle entering the parallel spaces – second parking module



Swept path of a B85 vehicle leaving the 90 degree spaces – third parking module

Swept path of a B85 vehicle entering the 90 degree spaces – third parking module