Eden Street
Riverside Tasmania 7250
Telephone: (03) 6323 9300
Facsimile: (03) 6323 9349

West Tamar COUNCIL

PLANNING APPLICATION FORM

Section 57 & 58

OFFICE USE ONLY		
	Application Number	
	Assess No:	
	PID No:	

Applicant Name:	Commercial Project Delivery					
Applicant Contact Name						
Postal Address:						
Contact Phone:	**Home**		**Work**		**Mobile**	
Email Address:						

Planning Application Lodgement Checklist

The following documents have been submitted to support the consideration of this application:

1. A current copy of the property title text, folio plan and schedule of easements ☑
2. A completed application form including a detailed description of the proposal ☑
3. A complete plan set: ☑
   a) **Floor plans** ✓
   b) **Elevations** (from all orientations/sides and showing natural ground level and finished surface level) ✓
   c) **Site Plan** showing: ☑

- Orientation
- All title boundaries
- Location of buildings and structure (both existing and proposed)
- Setbacks from all boundaries
- Native vegetation to be removed
- Onsite services, connections and drainage details (including sewer, water and stormwater)
- Cut and/or Fill
- Car parking and access details (including construction material of all trafficable areas)
- Fence details
- Contours

4. Other:

If submitting plans in over the counter please ensure they are A3.
All plans must be to scale.

WEST TAMAR COUNCIL

Application Number: «Application_Number»

APPLICANT DETAILS

Applicant Name:	Commercial Project Delivery

Note: *Full name(s) of person(s) or company making the application and postal address for correspondence.*

LAND DETAILS

Owner/Authority Name: *(as per certificate of title)*	Exeter Hardware Pty Ltd Zeekap No.118 Pty Ltd
Location / Address:	116 Main Road, Exeter TAS 7275 118 Main Road, Exeter TAS 7275 120 Main Road, Exeter TAS 7275 122 Main Road, Exeter TAS 7275
Title Reference:	156040/1, 26248/3, 53458/1, 218913/1, 133632/2
Zone(s):	Local Business

Existing Development/Use:	
Existing Developed Area:	

Are any of the components in this Application seeking retrospective approval? **E.g. Use and/or development that has commenced without a Planning Permit.**	**YES** ☐ **NO** ☑
(If yes please specify the relevant components):	

DEVELOPMENT APPLICATION DETAILS

Proposed Use:	Residential: ☐	Visitor Accommodation: ☐	Commercial: ☑	Other: ☐
	Description of Use **Bulky Goods Sales**			

Development Type:	Building work: ☑	Demolition: ☑	Subdivision:	Other: ☐
	Description of development: **Redevelopment of an existing building for a garden centre, demolish two buildings and development of a new retail and trade hardware store**			

New or Additional Area:	**1003m2**	
Estimated construction cost of the proposed development:	$800 000	
Building Materials:	Wall Type:	Colour:

	Roof Type: N/A	Colour: N/A

VISITOR ACCOMMODATION ☑ N/A

Gross Floor Area to be used per lot:		**Number of Bedrooms to be used:**	
Number of Carparking Spaces:		**Maximum Number of Visitors at a time:**	

SUBDIVISION ☐ N/A

☐
☑

Number of Lots (existing) :		**Number of Lots (proposed) :**	
Description:			
If applying for a subdivision which creates a new road(s), please supply three proposed names for the road(s), in order of preference:			
1.			
2.			
3.			

COMMERCIAL, INDUSTRIAL OR OTHER NON-RESIDENTIAL DEVELOPMENT/USE ☑ N/A

Hours of Operation:	Monday / Friday:		To	
	Saturday:		To	
	Sunday:		To	

Existing Car Parking:	
Proposed Car Parking:	

Number of Employees: ***(Existing)***	
Number of Employees: ***(Proposed)***	

Type of Machinery installed:	
Details of trade waste and method of disposal:	

WEST TAMAR COUNCIL

Application Number: «Application_Number»

APPLICANT DECLARATION

Owner: *As the owner of the land, I declare that the information contained in this application is a true and accurate representation of the proposal and I consent to this application being submitted and for Council Officers to conduct inspections as required for the proposal,*

Name (print)	*Signed*	*Date*

Applicant: *(if not the owner)* *As the applicant, I declare that I have notified the owner of my intention to make this application* and that *the information contained in this application is a true and accurate representation of the proposal,*

Commercial Project Delivery	Chloe Lyne	10.09.2026
Name (print)	*Signed*	*Date*

Please Note: If the application involves Crown Land you will need to provide a letter of consent and this form signed by the Minister, or a delegated officer of the Crown with a copy of the delegation.

Crown Consent *(if required)*

N/A		
Name (print)	*Signed*	*Date*

Chief Executive Officer *(if required)*

Name (print)	*Signed*	*Date*

If the subject site is accessed via a right of way, the owner of the ROW must also be notified of the application.

Right of Way Owner:

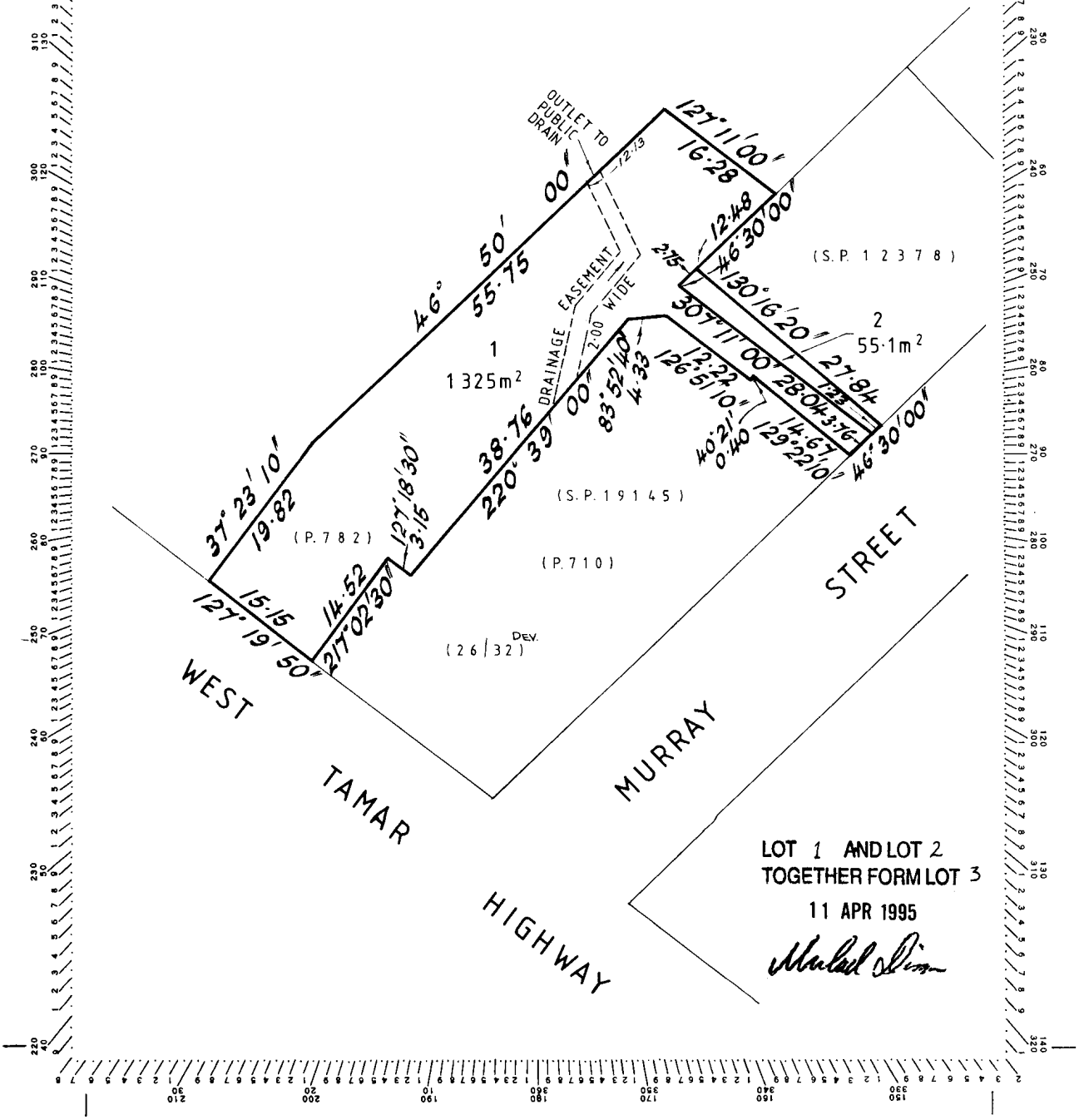
As the applicant, I declare that I have notified the owner of the land encumbered by the Right Of Way, of my intent to lodge this application that will affect their land.

Name (print)	*Signed*	*Date*

1256-85

Owner: PETER JOHN HEWITT, FREDERICK ALFRED PARTRIDGE RAYMOND DOUGLAS CAMERON. JOHN DAVID & MARION JILL KERRISON	**PLAN OF SURVEY** by Surveyor John William Dent of land situated in the TOWN OF EXETER SEC A.	Registered Number: S. P26248
Title Reference: C.T. VOL 3846 FOL 24 3994 -72.		~~Approved~~ Effective from: 27 SEP 1985
Grantee: Part of 500 acres, Granted to WILLIAM HENRY BROWNE	SCALE 1: 500 MEASUREMENTS IN METRES	Deputy Recorder of Titles

LOT 1 COMPILED FROM 3994-72 CT.



SCHEDULE OF EASEMENTS

PLAN NO. S. P26248

NOTE:—The Town Clerk or Council Clerk must sign the certificate on the back page for the purpose of identification.

The Schedule must be signed by the owners and mortgagees of the land affected. Signatures should be attested.

EASEMENTS AND PROFITS

Each lot on the plan is together with:—

(1) such rights of drainage over the drainage easements shewn on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and

(2) any easements or profits à prendre described hereunder.

Each lot on the plan is subject to:—

(1) such rights of drainage over the drainage easements shewn on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and

(2) any easements or profits à prendre described hereunder.

The direction of the flow of water through the drainage easements shewn on the plan is indicated by arrows. Lot 1 is subject to a right of drainage (appurtenant to Lot 2 on Sealed Plan No. 19145) over the Drainage Easement 2.00 wide shown on the plan

NO COVENANTS easements or profits a prendre are created to benefit or burden the lots on the plan

SIGNED by PETER JOHN HEWITT, FREDERICK ALFRED PARTRIDGE and RAYMOND DOUGLAS CAMERON the registered proprietors of t the land comprised and described in Certificate of Title Volume 3846 Folio 24 in the presence of

Jatmick. "J.P."

SIGNED BY GORDON WILLIAM LAWRENCE & JOHN WAUGH BROUGHAM as the Attorney(s) for and as the act and deed of WESTPAC BANKING CORPORATION as Mortgagee under Mortgage No.A904890 in the presence of

WESTPAC BANKING CORPORATION
by its Attorneys

MANAGER LENDING,
TASMANIA DIVISION

ASSISTANT TO MANAGER
LEGAL,
TASMANIA DIVISION

26248

This is the schedule of easements attached to the plan of Peter John Hewitt
(Insert Subdivider's Full Name)

Frederick Alfred Partridge and Raymond Douglas Cameron affecting land in

Certificate of Title Volume 3846 Folio 24
(Insert Title Reference)

Sealed by Municipality of Beaconsfield on 28th May, 19 85

Solicitor's Reference 37/JDP

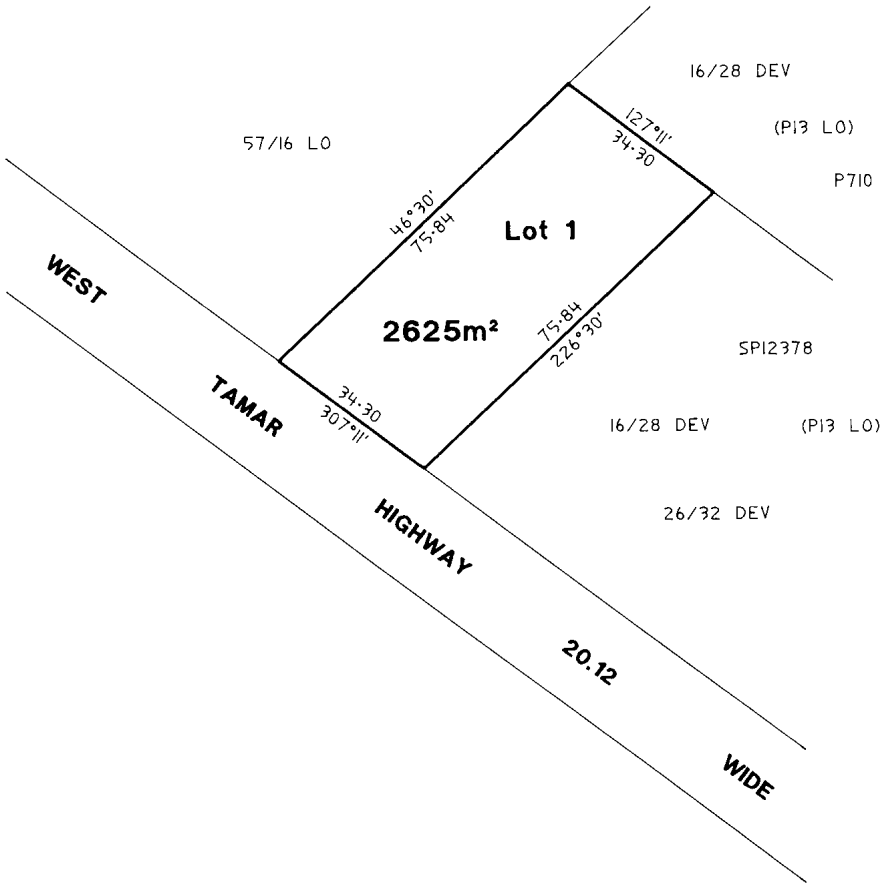
Council Clerk/Town Clerk

60905

Owner: THE CROWN	**PLAN OF SURVEY** by Surveyor C.B.WATCHORN DEPARTMENT OF ENVIRONMENT AND PLANNING of land situated in the ~~LAND DISTRICT OF DEVON~~ ~~PARISH OF ST MICHAELS~~ TOWN OF EXETER SCALE 1: 1000 MEASUREMENTS IN METRES	Registered Number: D53458
Title Reference: SECTION 27A (B.493457)		Approved Effective from: .....
Grantee: WHOLE OF LOT 1 , 2625m², THE CROWN.		Recorder of Titles

COMPILED PLAN

This plan was prepared by the Survey Division of the Department of Environment and Planning for the purpose of Section 27A of the Land Titles Act 1980. In accordance with practice it has not been examined at the Land Titles Office.



COMPILED FROM 16/28 DEV & (IIIR/7 LO)

TASMAP MUNICIPAL CODE NO. 41	LAST TASMAP UPI NO. 3980	LAST SURVEY PLAN NO.
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		

922843

OWNER ZEEKAP (No. 118) PTY LTD

FOLIO REFERENCE
C.T. Vol. 14414 Fol. 1

GRANTEE
Part of 100ac Gtd to JOHN WEST

PLAN OF SURVEY

BY SURVEYOR RICHARD MAXWELL PECK
Chester G. Bullock and Associates
Consulting Engineers, Architectural Designers and Land Surveyors

LOCATION Town of EXETER

SCALE 1: 1500 LENGTHS IN METRES

REGISTERED NUMBER
SP133632

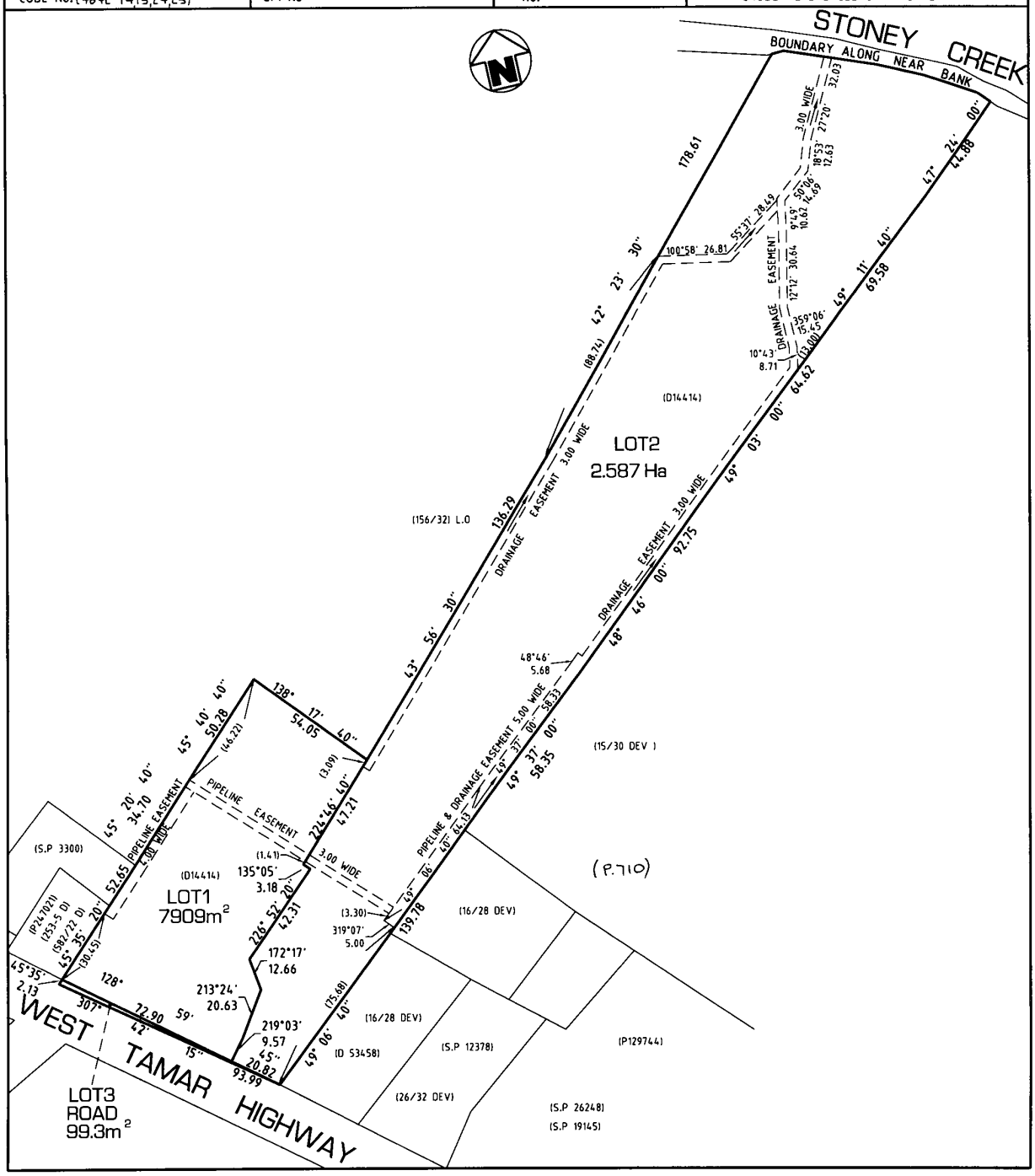
APPROVED 16 MAR 2006
Alice Kawa
Recorder of Titles

MAPSHEET MUNICIPAL CODE No. (4842-14,15,24,25) 129

LAST UPI No 4102893

LAST PLAN No. D14414

ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



SCHEDULE OF EASEMENTS	REGISTERED NUMBER
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP133632

EASEMENTS AND PROFITS

Each lot on the plan is together with:-
(1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
(2) any easements or profits a prendre described hereunder.
Each lot on the plan is subject to:-
(1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
(2) any easements or profits a prendre described hereunder.
The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

INTERPRETATION

"Pipeline Easement" means the right for the West Tamar Council, its agents, servants and workmen at any time to break the surface of, dig, open up and use the servient tenement for the purpose of laying down, fixing, taking up, repairing, relaying or examining pipes and of using and maintaining those pipes for the drainage of sewage and to enter the servient tenement at any time (if necessary with vehicles and equipment) for any of these purposes.

"Pipeline & Drainage Easement" means a right of drainage for the West Tamar Council together with the right for the West Tamar Council, its agents, servants, and workmen at any time to break the surface of, dig, open up and use the servient tenement for the purpose of laying down, fixing, taking up, repairing, relaying or examining pipes and of using and maintaining those pipes for the drainage of sewage and to enter the servient tenement at any time (if necessary with vehicles and equipment) for any of those purposes.

EASEMENTS

Lot 1 is together with the right of drainage over the strip of land indicated as "Drainage Easement 3.00 wide" shown as passing through Lot 2 on the Plan.

Lot 2 is subject to a right of drainage (appurtenant to Lot 1 on the Plan) over the strip of land indicated as "Drainage Easement 3.00 wide" shown as passing through that Lot.

Lots 1 and 2 are subject to a Pipeline Easement over the strip of land indicated as "Pipeline Easement 3.00 wide" shown as passing through those Lots on the Plan.

Lot 2 is subject to a Pipeline & Drainage Easement over the strip of land indicated as "Pipeline & Drainage Easement 5.00 wide" shown as passing through that Lot.

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: ZEEKAP (NO 118) PTY LTD FOLIO REF: 14414/1 SOLICITOR & REFERENCE: Mr PA Dixon, Rae and Partners	PLAN SEALED BY: West Tamar Council DATE: 15TH FEBRUARY 2000 DA 60/99 REF NO. Council Delegate

NOTE: The Council Delegate must sign the Certificate for the purposes of identification.

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 2 OF 2 PAGES	Registered Number SP 133632
SUBDIVIDER: ZEEKAP (NO 118) PTY LTD FOLIO REFERENCE: 14414/1	

COVENANT

The Owner of Lot 2 on the Plan covenants with the Vendor (Zeekap (No. 118) Pty Ltd) that the Vendor shall not be required to fence.

THE COMMON SEAL of ZEEKAP (NO 118))
PTY LTD the registered proprietor of the land)
comprised in Folio of the Register Volume 14414)
Folio 1 was hereunto affixed in the presence of:-)

Sole Director

SIGNED by Robert Albert HARRISON
and Lois HARRISON as Mortgagee
in the presence of:

L. Harrison

Steven Mark McQuoy, 63 Swanston Street.
Newtown
Tas 7008.

17/11/99.

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

OWNER NEIL ARTHUR JOLLY & NANCY SCOTT
PATRICK WILLIAM CLEMENTS
~~PETER JOHN HEWITT~~
~~JOHN ROBERT TORNEY~~
~~WILLIAM HEWETT GREEN~~
~~FREDERICK ALFRED PARTRIDGE~~
~~RAYMOND DOUGLAS CAMERON~~
EXETER HARDWARE PTY LTD.
FOLIO REFERENCE
204240-1, 85929-10, 240638-1, 133226-1, 133226-2 & 12378-4

PLAN OF SURVEY

BY SURVEYOR R.S. KILE OF COHEN & ASSOCIATES PTY LTD, LAUNCESTON
LOCATION TOWN OF EXETER
SCALE 1 : 750 LENGTHS IN METRES

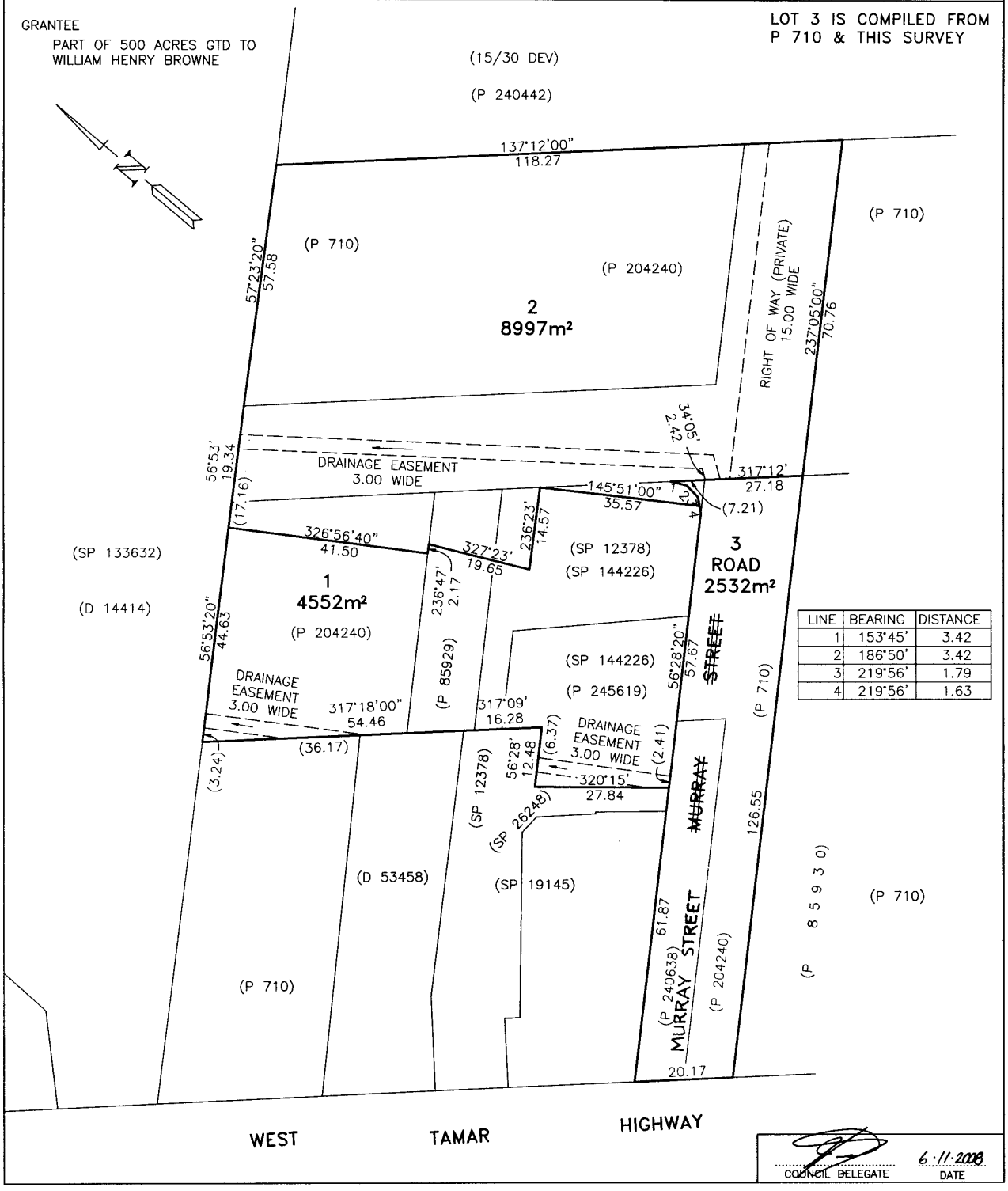
REGISTERED NUMBER
SP156040

~~APPROVED~~
EFFECTIVE FROM - 7 MAY 2009
Alice Kawa
Recorder of Titles

MAPSHEET MUNICIPAL CODE No	LAST UPI No	LAST PLAN No	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN
129 (4842-24.25)	GGT75,GGT76, FVD34,4142019.	SP 12378, P 710 P 204240, SP 133226	

GRANTEE
PART OF 500 ACRES GTD TO WILLIAM HENRY BROWNE

LOT 3 IS COMPILED FROM P 710 & THIS SURVEY



LINE	BEARING	DISTANCE
1	153°45'	3.42
2	186°50'	3.42
3	219°56'	1.79
4	219°56'	1.63

COUNCIL DELEGATE 6/11/2008 DATE

42/73 (5363) 12/9/2008 16:52

SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 156040

EASEMENTS AND PROFITS

Each lot on the plan is together with:-
(1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
(2) any easements or profits a prendre described hereunder.
Each lot on the plan is subject to:-
(1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
(2) any easements or profits a prendre described hereunder.
The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

EASEMENTS

Lot 2 is subject to a Right of Carriageway in favour of the West Tamar Council over the Right of Way (Private) 15.00 wide marked on the plan attached hereto.

Lots 1 and 2 are subject to ~~the~~ a Right of Drainage ~~marked~~ over the Drainage Easement~~s~~ 3.00 wide on the plan attached hereto in favour of the West Tamar Council.

Executed by PATRICK WILLIAM CLEMENTS, NANCY SCOTT and NEIL ARTHUR JOLLY as the trustee of the Exeter Branch of the Returned Sailors and Soldiers Imperial League of Australia in the presence of:

PWC

Witness:
Full Name: ERNEST GEORGE MILLS
Address: 14, St Aldhams Ct. Grindelwald
Occupation: Retired.

Executed by WILLIAM HEWETT GREEN in the presence of:

Witness:
Full Name: TANYA HODGES
Address: 2 RIDGE ST HILLWOOD
Occupation: OFFICE MANAGER

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: Patrick William Clements, Nancy Scott, Neil Arthur Jolly and William Hewett Green FOLIO REF: 204240/1, 85929/10, 133226/2 & 133226/1 SOLICITOR & REFERENCE: Archer Bushby 620787KHR	PLAN SEALED BY: West Tamar Council DATE: 6th November 2008 107/07 REF NO. Council Delegate

NOTE: The Council Delegate must sign the Certificate for the purposes of identification.

ORIGINAL – NOT TO BE REMOVED FROM TITLES OFFICE

R.P. 1469

TASMANIA

REAL PROPERTY ACT, 1862, as amended

NOTE—REGISTERED FOR OFFICE CONVENIENCE TO REPLACE

Cert.of Title Vol.499 Fol.68

CERTIFICATE OF TITLE

Register Book

Vol. 2677 **Fol.** 24

I certify that the person described in the First Schedule is the registered proprietor of an estate in fee simple in the land within described together with such interests and subject to such encumbrances and interests as are shown in the Second Schedule. In witness whereof I have hereunto signed my name and affixed my seal.

Recorder of Titles.

DESCRIPTION OF LAND

TOWN OF EXETER
ONE ROOD NINETEEN PERCHES AND THREE QUARTERS OF A PERCH on the Plan hereon

FIRST SCHEDULE (Continued overleaf)

ERIC WILLIAM MIDSON of Tatana, Butcher

SECOND SCHEDULE (Continued overleaf)

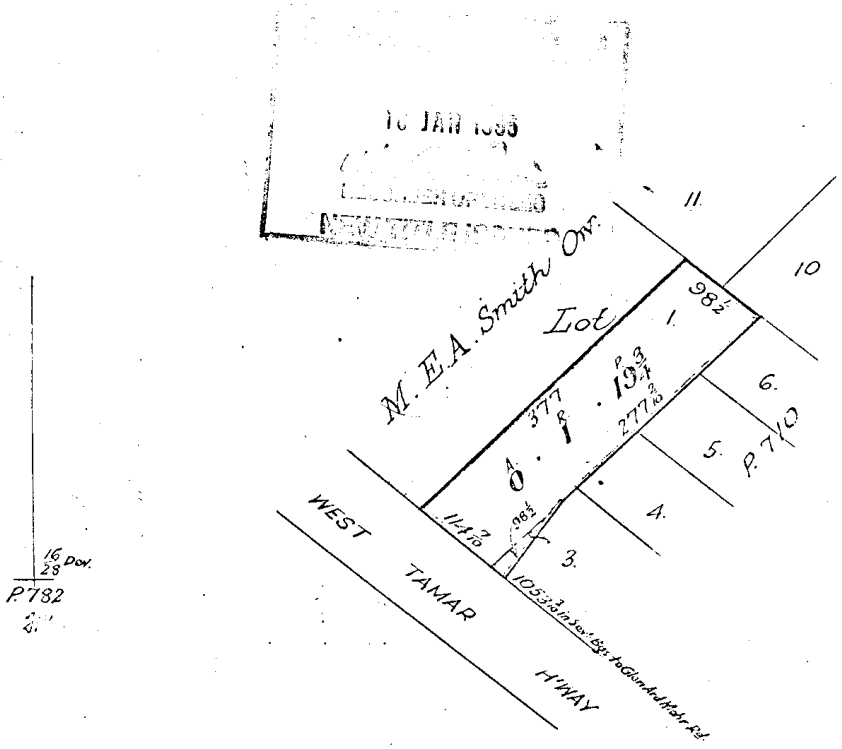
NO. A301454 MORTGAGE to The Commercial Banking Company of Sydney Limited
Registered 11th November, 1968 at Noon
(Sgd.) T. E. HUTCHINSON
Recorder of Titles.

DISCHARGED B204772
27.7.1988
Recorder of Titles

THE RECORDER OF TITLES ARE NO LONGER SUBSISTING.

Lot 1 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register

REGISTERED NUMBER 218913



Part of 500 Acres Gtd. to H. Browne Meas.in Links P/782 16/28D

FIRST Edition. Registered

Derived from C.T. Vol.499 Fol.68 Transfer A52131 G. J. Carr

Appendix B — Application Form

Appendix C — Architectural Plans

Proposed Retail/Trade Development

at

116 Main Road, Exeter

for

Exeter Hardware Pty Ltd

Project No.

26013

Drawings:

Ap01	Overall Site Demolition Plan
Ap02	Overall Site Plan
Ap03	Part Site Plan
Ap04	Building 1 Floor Plan
Ap05	Building 1 Elevations
Ap06	Building 2 Floor Plan & Elevations
Ap07	3D Representations
Ap08	3D Representations
Ap09	Stage 1 Site Layout

Issue:

For Approval

coactive
building design

Mark Benson Lic. 916876147 | ABN 55 657 809 151
Level 2, 52-60 Brisbane Street, Launceston TAS 7250
Email: info@coactivebuildingdesign.com.au
Phone: 0455 669 949 **coactivebuildingdesign.com.au**



coactive
building design

ABN 55 657 809 151
Mark Benson Lic. 916876147
L2, 52-60 Brisbane St, Launceston TAS 7250
Email: info@coactivebuildingdesign.com.au
Phone: 0455 669 949

coactivebuildingdesign.com.au

Proposed Retail/Trade Development
at
116 Main Road, Exeter
for
Exeter Hardware Pty Ltd

REV.	DATE	DESCRIPTION	INT.
A1	03-08-26	FOR PLANNING APPROVAL	MB

F O R A P P R O V A L

DESIGNED:	DRAWN:	CHECKED:	SCALES:
MJB	MJB	-	1:250 @ A1

DRAWING TITLE:
Overall Site Demolition Plan

NORTH:

PROJECT NO:	DRAWING NO:	REV.
26013	Ap01	A1

DIMENSIONS ARE ALL IN MILLIMETRES — DO NOT SCALE — CHECK AND VERIFY ALL DIMENSIONS ON SITE — ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS — COPYRIGHT © THIS DRAWING AND ALL OF ITS CONTENTS REMAIN THE PROPERTY OF COACTIVE BUILDING DESIGN. THE DRAWING AND ITS CONTENTS MAY NOT BE RETAINED, COPIED OR REPRODUCED IN PART OF WHOLLY, WITHOUT THE WRITTEN PERMISSION FROM COACTIVE BUILDING DESIGN.

Note: All paved parking and circulation areas shall be drained to pits and directed to stormwater system.
Pit layout shown indicatively.
Final configuration to future engineer design.

Sewer Main

Stormwater Main

Stormwater to discharge via existing site connection point

Note: Refer to separate planning application for title consolidation, servicing, easements & right of way

Sewer Main

Circulation & Loading

Stormwater Main

Roof rainwater detention via below ground storage or above ground tanks to future engineer design, with an orifice to limit the peak rate of piped stormwater into the stormwater system

Building 1a
(Stage 1)

Building 1b
(Stage 2)

Carpark & Circulation

Sewer to discharge via sewer connection established under separate subdivision application

Building 1c
(Stage 2)

Building 2
(Stage 2)

Sewer Main

Water connected to meter assembly established under separate subdivision application

Existing Buildings

MAIN ROAD

MURRAY STREET

coactive
building design

ABN 55 657 809 151
Mark Benson Lic. 916876147
L2, 52-60 Brisbane St, Launceston TAS 7250
Email: info@coactivebuildingdesign.com.au
Phone: 0455 669 949

coactivebuildingdesign.com.au

Proposed Retail/Trade Development
at
116 Main Road, Exeter
for
Exeter Hardware Pty Ltd

REV.	DATE	DESCRIPTION	INT.
A3	20-10-26	FOR PLANNING APPROVAL	MB
A2	16-09-26	FOR PLANNING APPROVAL	MB
A1	03-08-26	FOR PLANNING APPROVAL	MB

F O R A P P R O V A L

DESIGNED:	DRAWN:	CHECKED:	SCALES:
MJB	MJB	-	1:250 @ A1

DRAWING TITLE:
Overall Site Plan

NORTH:

PROJECT NO:	DRAWING NO:	REV.
26013	Ap02	A3

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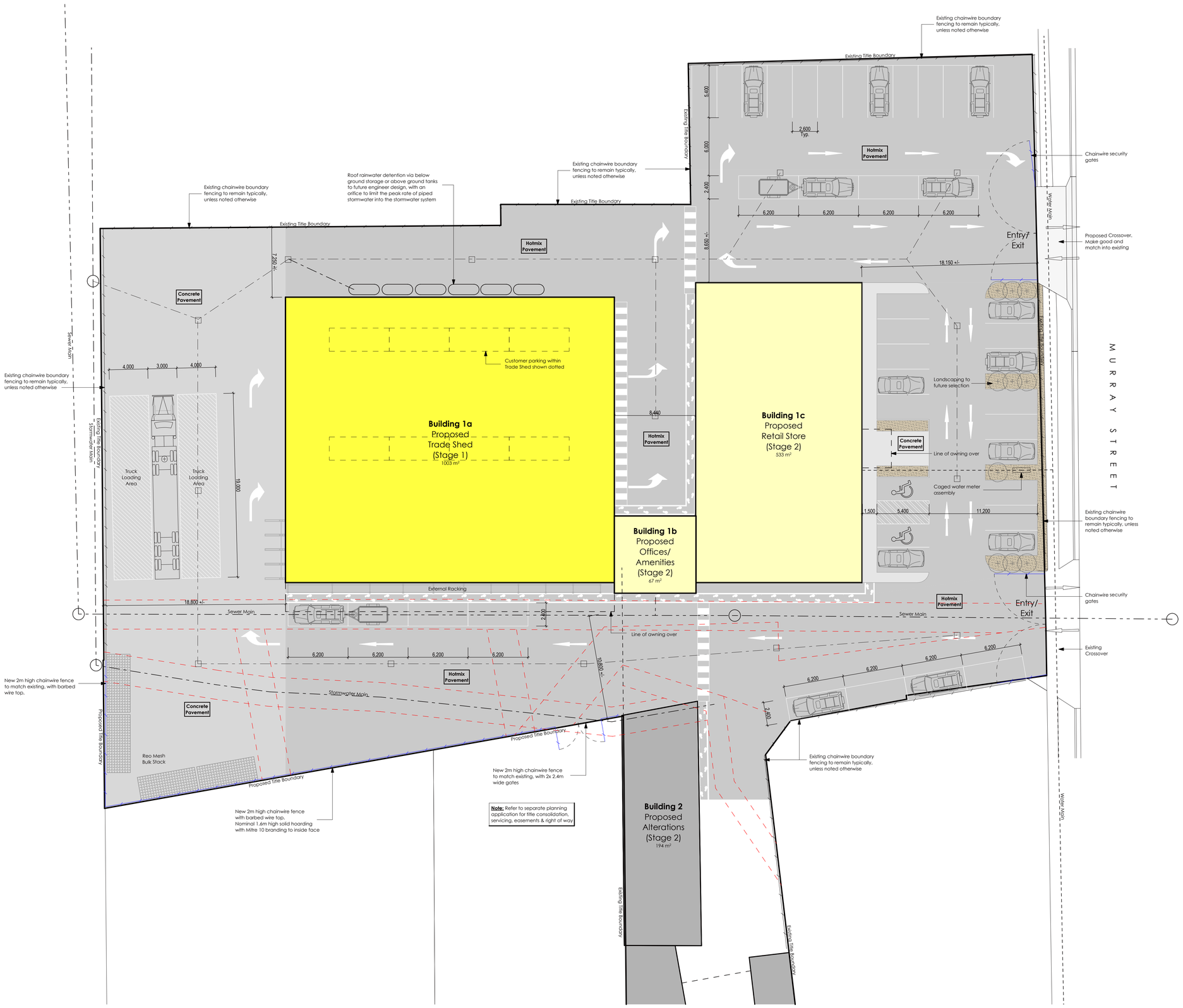


coactive
building design
ABN 55 657 809 151
Mark Benson Lic. 916876147
L2, 52-60 Brisbane St, Launceston TAS 7250
Email: info@coactivebuildingdesign.com.au
Phone: 0455 669 949
coactivebuildingdesign.com.au

Proposed Retail/Trade Development
at
116 Main Road, Exeter
for
Exeter Hardware Pty Ltd

REV.	DATE	DESCRIPTION	INT.
A3	20-10-26	FOR PLANNING APPROVAL	MB
A2	16-09-26	FOR PLANNING APPROVAL	MB
A1	03-08-26	FOR PLANNING APPROVAL	MB

F O R A P P R O V A L

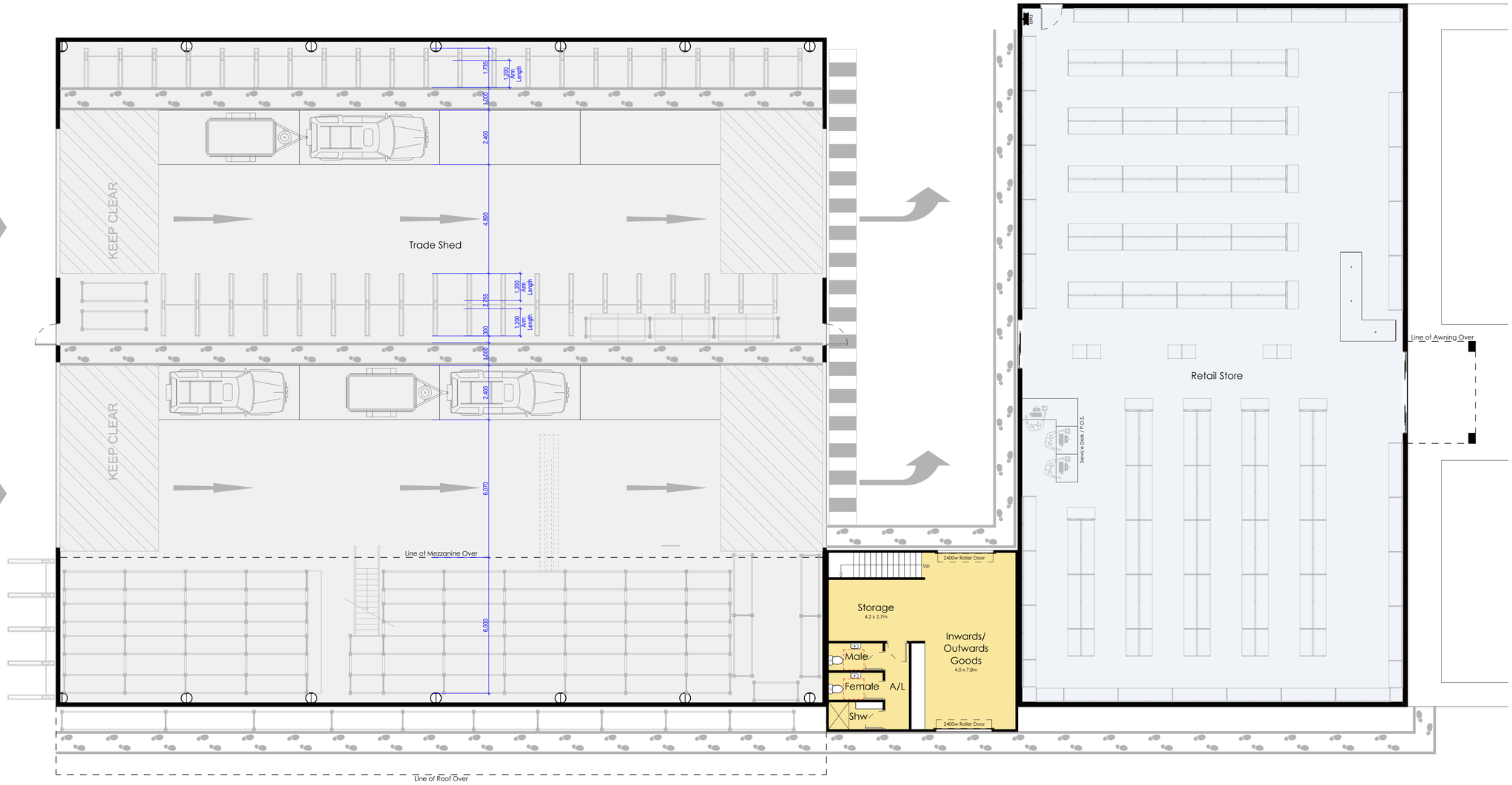
DESIGNED:	DRAWN:	CHECKED:	SCALES:
MJB	MJB	-	1:200 @ A1

DRAWING TITLE:
Part Site Plan

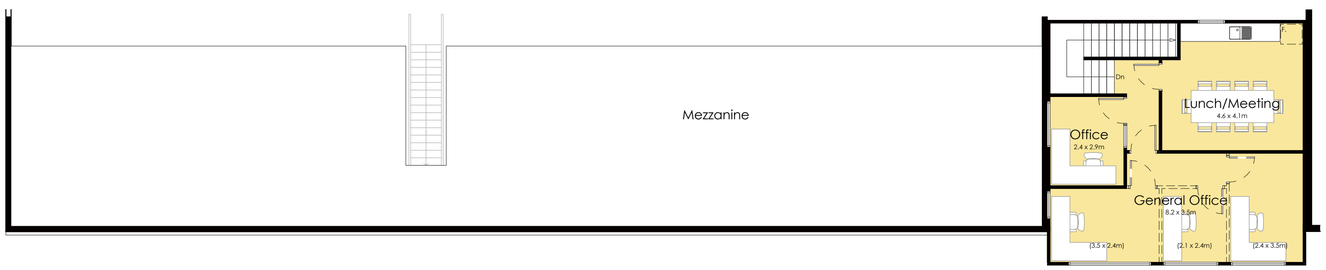
NORTH:

PROJECT NO:	DRAWING NO:	REV.
26013	Ap03	A3

DIMENSIONS ARE ALL IN MILLIMETRES — DO NOT SCALE — CHECK AND VERIFY ALL DIMENSIONS ON SITE — ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS — COPYRIGHT © THIS DRAWING AND ALL OF ITS CONTENTS REMAIN THE PROPERTY OF COACTIVE BUILDING DESIGN. THE DRAWING AND ITS CONTENTS MAY NOT BE RETAINED, COPIED OR REPRODUCED IN PART OF WHOLLY, WITHOUT THE WRITTEN PERMISSION FROM COACTIVE BUILDING DESIGN.



Ground Floor Plan
Scale 1:100



First Floor Plan
Scale 1:100

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Proposed Retail/Trade Development
at
116 Main Road, Exeter
for
Exeter Hardware Pty Ltd

REV.	DATE	DESCRIPTION	INT.
A1	03-08-26	FOR PLANNING APPROVAL	MB

F O R A P P R O V A L

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DRAWING TITLE:
Building 1 Floor Plan

NORTH:

PROJECT NO:	DRAWING NO:	REV.
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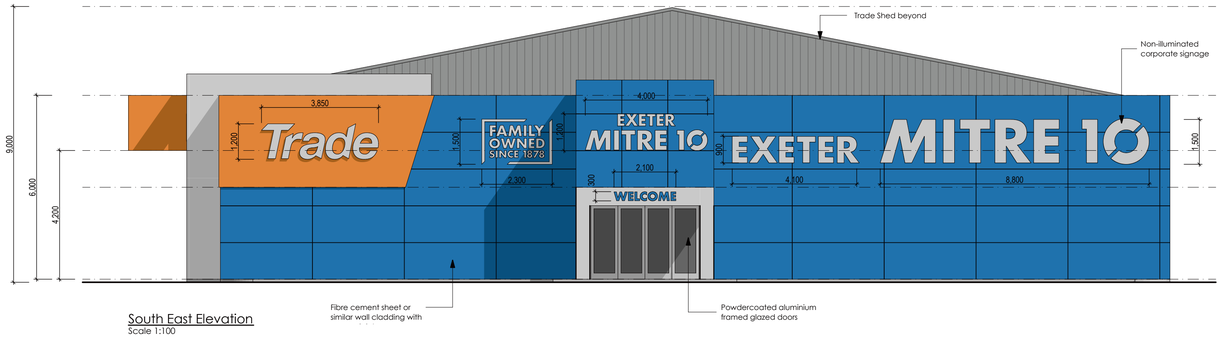

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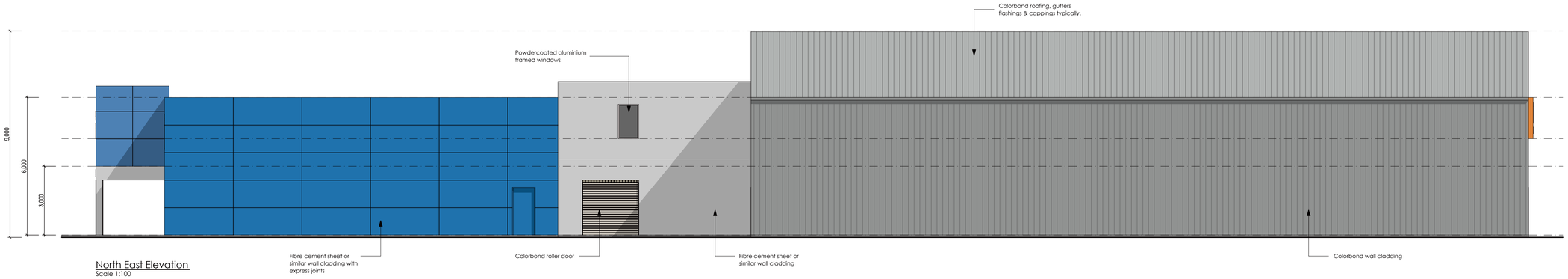

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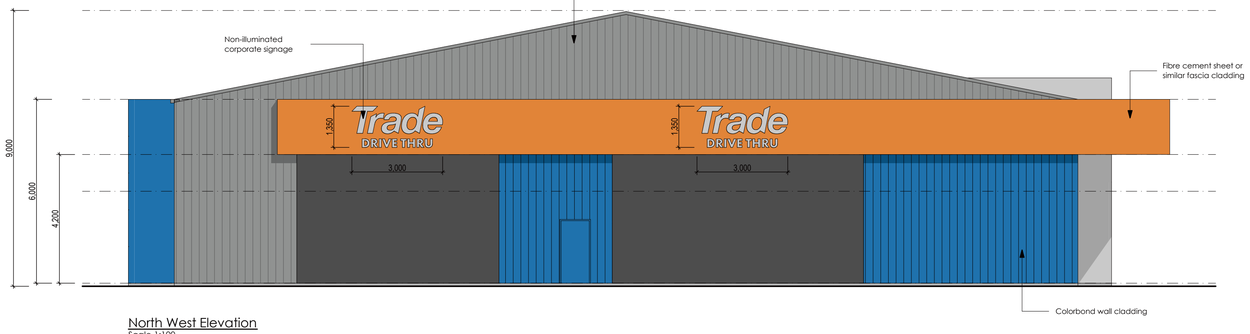

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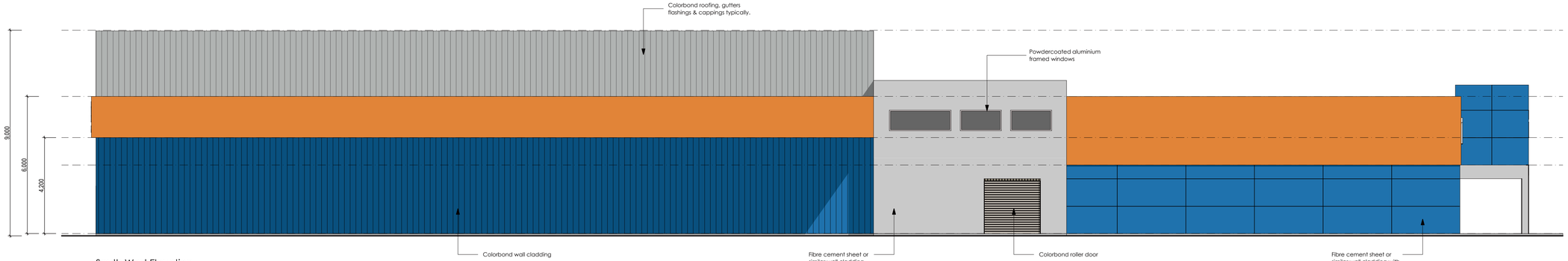

South West Elevation
Scale 1:100

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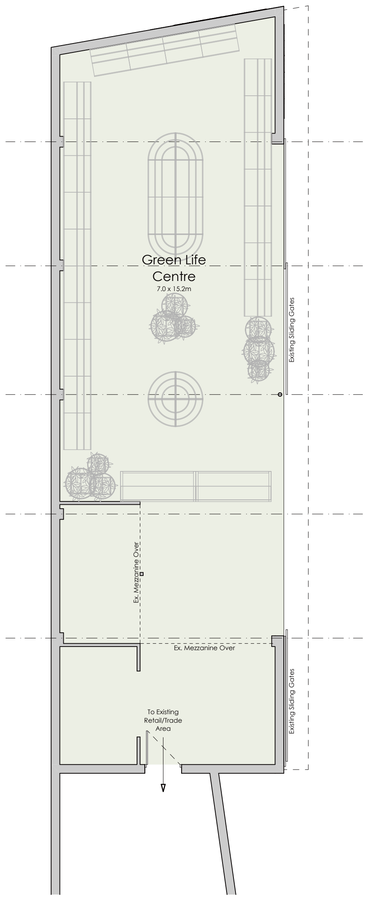

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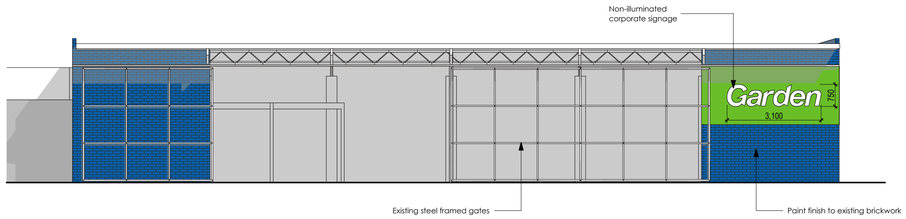

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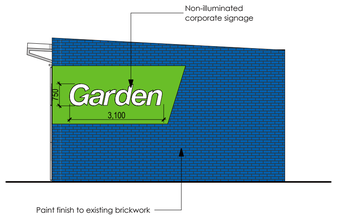

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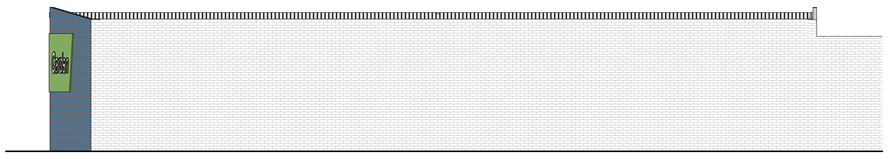

North West Elevation
Scale 1:100

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Building 2 Floor Plan & Elevations

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3D Representations

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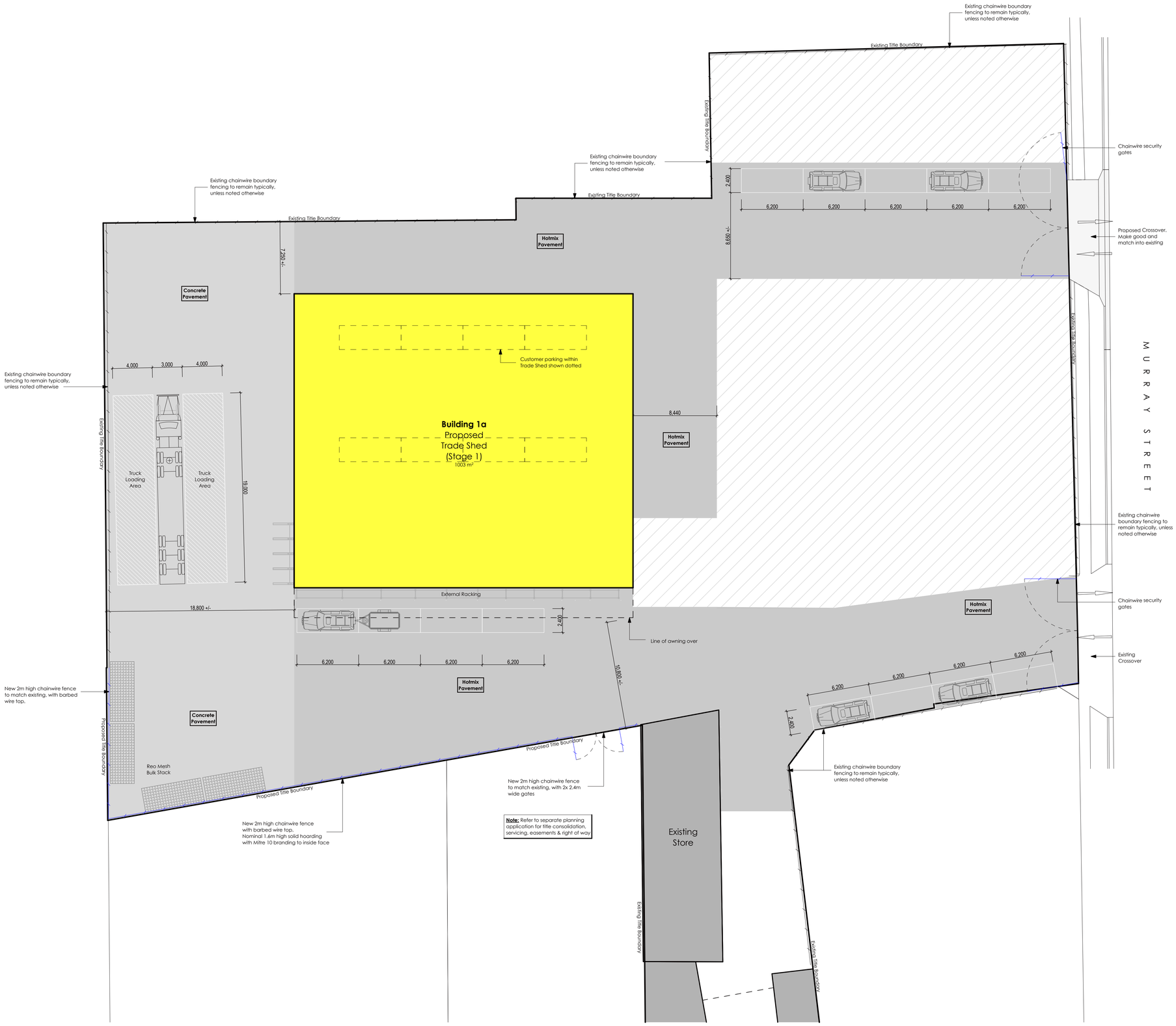

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Appendix D – Traffic Impact Assessment

MIDSON
traffic
pty ltd

Coactive Building Design

Exeter Mitre 10
116 Main Road, Exeter
Traffic Impact Assessment

July 2026

CELEBRATING 18 YEARS
2008 - 2026

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1. Introduction

1.1 Background

Midson Traffic were engaged by Coactive Building Design to prepare a traffic impact assessment for a proposed Mitre 10 hardware store expansion development at 116 Main Road, Exeter.

Figure 1 Proposed Development



1.2 Traffic Impact Assessment (TIA)

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

This TIA has been prepared in accordance with Building Tasmania's publication, *Traffic Impact Assessment Guidelines*, August 2020. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management,* Part 12: *Integrated Transport Assessments for Developments*, 2020.

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

the road system or elsewhere on the road network. A TIA attempts to forecast these movements and their impact on the surrounding transport network.

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

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

1.3 Statement of Qualification and Experience

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

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

- 30 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004
- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Engineering Executive (EngExec)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

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

1.5 Subject Site

The subject site is located at 116 Main Road, Exeter. The site is currently a timber yard.

The subject site and surrounding road network is shown in Figure 2.

Figure 2 Subject Site & Surrounding Road Network



Image Source: LIST Map, DNRE

1.6 Reference Resources

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

- Tasmanian Planning Scheme – West Tamar, 2021 (Planning Scheme)
- Austroads, *Guide to Traffic Management,* Part 12: *Integrated Transport Assessments for Developments*, 2020
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2026
- Building Tasmania, *Traffic Impact Assessment Guidelines*, 2020
- Transport NSW, *Guide to Traffic Impact Assessment*, 2024 (TfNSW Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1)

2. Existing Conditions

2.1 Transport Network

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

2.1.1 Murray Street

Murray Street provides connectivity to the Exeter Memorial Hall, as well as a number of commercial and residential properties along its length. It is approximately 130 metres long and the general urban speed limit of 50-km/h is applicable.

Murray Street adjacent to the subject site is shown in Figure 3.

Figure 3 Murray Street



2.1.2 Main Road

Main Road forms part of the state-owned road network and is the principal road through the township of Exeter. The road provides access to residential, commercial and community land uses within Exeter, while also accommodating through traffic travelling between Launceston and the northern townships of the West Tamar region.

The section of Main Road within Exeter is a two-lane, two-way road operating within a posted speed limit of 50 km/h. The road provides direct frontage access to a range of commercial premises, community facilities and residential properties, together with numerous intersections and on-street parking areas characteristic of a township main street environment.

Main Road is classified as a Category 3 – Regional Access Road under Building Tasmania's *State Road Hierarchy*. Regional Access Roads are of strategic importance to regional and local economies, providing

connections between regional centres and local communities while accommodating moderate volumes of freight traffic.

Building Tasmania traffic count data (2025) indicates that Main Road carries an Annual Average Daily Traffic (AADT) volume of approximately 6,950 vehicles per day in the vicinity of the subject site.

Main Road at the Murray Street junction is shown in Figure 4.

Figure 4 Main Road





2.2 Road Safety Performance

Crash data can provide valuable information on the road safety performance of a road network. Existing road safety deficiencies can be highlighted through the examination of crash data, which can assist in determining whether traffic generation from the proposed development may exacerbate any identified issues.

Crash data was obtained from the Department of State Growth for a 5+ year period between 1st January 2021 and 31st May 2026 for the full length of Murray Street, as well as Main Road between Frankford Road and Glen Ard Mohr Road.

The findings of the crash data is summarised as follows:

- No crashes were reported in Murray Street.
- A total of 19 crashes were reported in Main Road.
- Severity. 2 crashes resulted in serious injury; 2 crashes resulted in minor injury; 1 crash required first aid at the scene; 14 crashes resulted in property damage only.
- Time of day. All crashes were reported between 8:45am and 6:30pm. Afternoon crashes were dominant, with a total of 13 crashes reported between midday and 3:30pm.

- Day of week. No crash trends were noted by day of week. 6 crashes were reported on Tuesdays; 3 crashes were reported on Mondays, Wednesdays and Sundays; 2 crashes were reported on Fridays; 1 crash was reported on a Thursday and a Saturday.
- Crash types. 3 crashes involved 'leaving parking' incidents; 3 crashes involved 'emerging from driveway' crashes; 2 crashes involved 'rear end' collisions; 2 crashes involved 'near side' collisions; and various other crash types with no clear trend.
- Crash locations. 2 crashes were reported at the Main Road/ Frankford Road junction; 1 crash was reported at the Main Road/ Murray Street junction; 1 crash was reported at the Main Road/ Glen Ard Mohr intersection; 1 crash was reported at the Main Road/ Biloo Street intersection; 12 crashes were reported at midblock locations; 1 crash was reported at an off-road (car park) location. The crash locations are shown in Figure 5.
- Vulnerable road users. 3 crashes involved pedestrians (1 first aid; 1 minor injury; 1 property damage)

Review the reported crash data indicates that the surrounding road network has a generally good road safety performance. No crashes were reported on Murray Street during the analysis period. Main Road recorded 19 crashes, the majority of which resulted in property damage only and were dispersed across the study area. While twelve crashes occurred at mid-block locations, no discernible crash pattern or concentration was identified that would indicate a systemic road safety deficiency. Three crashes involved pedestrians, which is not unexpected given the main street environment and level of pedestrian activity within Exeter.

Overall, the reported crash history is consistent with the function of Main Road as Exeter's principal commercial street and does not identify any existing road safety issues that would be expected to be exacerbated by the modest increase in traffic associated with the proposed development.

Figure 5 Crash Locations



Source: Building Tasmania

3. Proposed Development

3.1 Development Proposal

The proposed development involves a staged redevelopment of the existing Mitre 10 hardware site. The first stage involves the construction of a trade shed with a floor area of 1,003 m^2 and office and amenities. The second stage involves the construction of a retail store with floor area of 533 m^2.

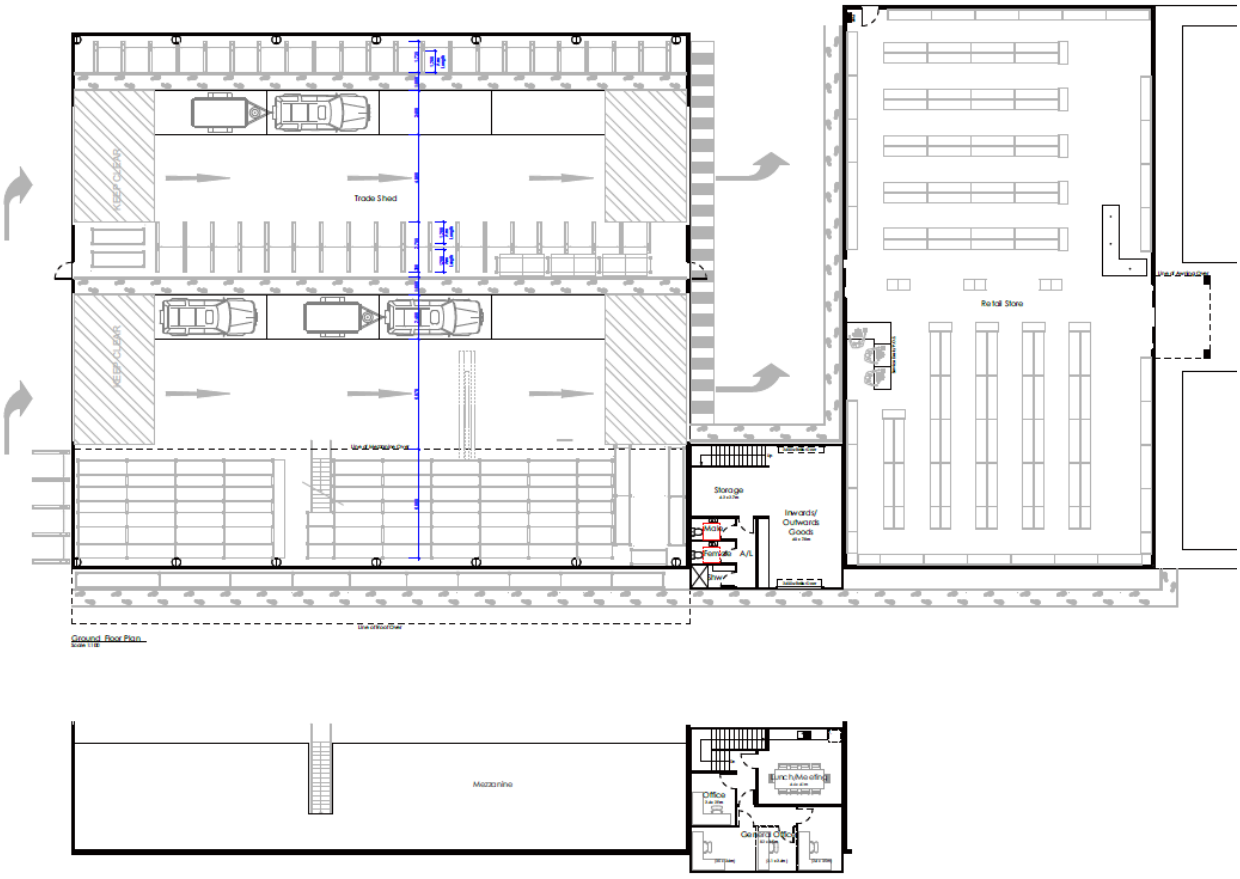
A total of 51 on-site parking space are proposed.

The proposed development is shown in Figure 6 and Figure 7.

Figure 6 Proposed Development Staging Plans



Figure 7 Proposed Development Floor Plans



4. Traffic Impacts

4.1 Trip Generation

Traffic generation associated with the proposed development has been estimated with reference to the TfNSW Guide supplemented by the former RTA Trip Generation and Parking Generation Surveys – Bulky Goods / Hardware Stores (2009). The TfNSW Guide recognises that trip generation estimates should be based on the most appropriate information available, with professional judgement applied where necessary.

The proposed development comprises two distinct operational components:

- A 1,003 m² trade shed, primarily servicing trade customers purchasing timber, sheet products and other construction materials; and
- A 533 m² retail hardware store, providing a traditional Mitre 10 retail offer including hardware, tools, paint, gardening products and general household goods.

Although the development contains separate trade and retail areas, the site will operate as a single integrated Mitre 10 hardware business. Customers are expected to use both components of the development during a single visit, particularly where retail purchases are combined with trade or building material collections. As a consequence, customers visiting both the retail hardware store and trade shed are expected to generate a single vehicle trip. Accordingly, the development has been assessed as a single integrated Mitre 10 hardware store rather than two separate land uses.

The RTA hardware store survey is considered directly applicable to the proposed development, as it includes surveys of both Mitre 10 and Bunnings hardware stores. For this assessment, the Mitre 10 survey data has been adopted as it most closely reflects the proposed development and avoids the higher turnover characteristics typically associated with larger Bunnings stores.

For the purposes of this assessment, the ultimate Stage 2 development has a total gross floor area of 1,536 m². For the purposes of this assessment, the ultimate Stage 2 development has a total gross floor area of 1,536 m². Given the relatively modest size of the proposed development and the smaller regional catchment served by Exeter, the trip generation estimates presented in this assessment are considered conservative.

Using the average Mitre 10 trip generation rates presented in Table 3-3 of the RTA survey, the estimated traffic generation associated with the proposed development is summarised in

Table 1.

Table 1 Estimated Traffic Generation

Time Period	Mitre 10 Rate (veh trips/100 m² GFA)	GFA (1,536 m²)	Estimated Vehicle Trips
Weekday AM Peak	2.65	15.36	41 vehicles per hour
Weekday PM Peak	3.29	15.36	51 vehicles per hour
Weekday Daily	33.57	15.36	516 vehicles per day

4.2 Trip Assignment

The dead-end nature of Murray Street will result in all manoeuvres at the site's accesses being left-in/ right-out.

4.3 Access Impacts

The proposed development will provide a total of two driveway accesses connecting to Murray Street. This includes the existing site access at the western end of the frontage, and a new access at the eastern end of the frontage.

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

The existing traffic generation of the site is not known, however the increased traffic generation of the proposed development will exceed the threshold specified in Table C3.1. The Acceptable Solution A1.4 of Clause C3.5.1 of the Planning Scheme is not met.

For the proposed new access, the Acceptable Solution A1.2 of Clause C3.5.1 of the Planning Scheme state: "*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*".

No written consent has been received from Council as the road authority and therefore the Acceptable Solution A1.2 of Clause C3.5.1 of the Planning Scheme is not satisfied.

The Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme states:

> *"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".

The following is relevant with respect to the development proposal:

a. Any increase in traffic caused by the use. The proposed development will generate a modest level of traffic consistent with a hardware store. Peak traffic generation is estimated at approximately 51 vehicle movements per hour (two-way), which equates to an average of less than one vehicle movement every minute. This level of activity is low in the context of the surrounding road network and can be readily accommodated by the existing site access without adverse effects on safety or efficiency.

b. The nature of the traffic generated by the use. Traffic generated by the proposed development will comprise a mix of customer vehicles, trade vehicles and occasional commercial vehicles. The available sight distance is suitable for all anticipated vehicle types using the site.

c. The nature of the road. Murray Street is a low-speed local road providing access to adjacent commercial and residential properties. The road environment is well suited to accommodate the proposed driveway accesses.

d. The speed limit and traffic flow of the road. Murray Street is subject to a posted speed limit of 50 km/h and carries relatively low traffic volumes. The available sight distance exceeds the minimum requirements of AS2890.1 for a commercial driveway in a 50 km/h environment.

e. Alternative access. The proposed development utilises the existing Murray Street frontage. Direct access to Main Road is neither available nor desirable, with Murray Street providing an appropriate access arrangement for the development.

f. The need for the use. The proposed redevelopment expands an existing Mitre 10 hardware business, improving the range of retail and trade facilities available within Exeter while continuing to utilise the existing transport network.

g. Traffic impact assessment. This Traffic Impact Assessment has demonstrated that traffic generated by the proposed development is low in volume, well within the operational capacity of the existing access and surrounding road network, and will not result in adverse impacts on road safety or traffic efficiency.

h. Road authority advice. No specific advice or requirements have been issued by the road authority (Council) that would preclude use of the existing site access or indicate the need for access upgrades.

Having regard to the matters set out in (a) to (h) above, it is concluded that vehicular traffic to and from the site will not result in adverse impacts on the safety or efficiency of the surrounding road network. Peak traffic generation associated with the proposed development is low, comprises predominantly light vehicles, and is staggered throughout the day. The accesses connecting to Murray Street, which functions as a low-volume, access-oriented local road operating in a low-speed environment, are well suited to accommodate the proposed traffic movements.

On this basis, the proposed development is considered to satisfy Performance Criterion P1 of Clause C3.5.1 of the Planning Scheme.

4.4 Sight Distance

The available sight distance was assessed at the Murray Street accesses. Australian Standards, AS2890.1, provide the sight distance requirements for driveways. Sight distance requirements are lower for driveways compared to road junctions.

The minimum sight distance requirements for a commercial driveway access in a 50-km/h frontage road is 45 metres. The available sight distance is unobstructed on Murray Street due to the relatively straight horizontal and vertical geometry of the road. The AS2890.1 sight distance requirements are satisfied at both proposed accesses.

4.5 Pedestrian Impacts

A series of pedestrian paths are provided through the proposed development. This includes a path from the existing hardware store to the trade shed and proposed retail store. Well defined pedestrian zebra crossings are also provided at key crossings of the internal road network.

The Acceptable Solution A1 of Clause C2.6.5 of the Planning Scheme states:

> *"Uses that require 10 or more car parking spaces must:*
>
> *(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:*
>
> *(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or*
>
> *(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and*
>
> *(b) be signed and line marked at points where pedestrians cross access ways or parking aisles".*

The following is relevant with respect to the development proposal:

a. 1-metre pedestrian paths are provided throughout the site. The location of the path is located immediately adjacent to the internal access way.

b. All pedestrian crossings are clearly marked with zebra crossings.

Due to the location of the path immediately adjacent to the access way, the pedestrian infrastructure does not satisfy the requirements of Acceptable Solution A1 of Clause C2.6.5 of the Planning Scheme.

The Performance Criteria P1 of Clause C2.6.5 of the Planning Scheme states:

"Safe and convenient pedestrian access must be provided within parking areas, having regard to:

(a) the characteristics of the site;

(b) the nature of the use;

(c) the number of parking spaces;

(d) the frequency of vehicle movements;

(e) the needs of persons with a disability;

(f) the location and number of footpath crossings;

(g) vehicle and pedestrian traffic safety;

(h) the location of any access ways or parking aisles; and

(i) any protective devices proposed for pedestrian safety".

The following is relevant with respect to the proposed development:

a. Characteristics of the site. The site comprises a relatively simple parking layout with a single internal circulation aisle and clearly defined pedestrian paths connecting the existing hardware store, trade shed and proposed retail store. The pedestrian path is located adjacent to the internal access way, providing a direct and intuitive route for customers while minimising unnecessary pedestrian movements through the parking area.

b. Nature of the use. The access will be commercial in nature. The majority of users of the car park are likely to be familiar with its use.

c. Number of parking spaces. The proposed development provides a total of 51 parking spaces. This represents a relatively modest-sized commercial car park where pedestrian movements are dispersed throughout the day. Given the scale of the development and the low traffic generation associated with the site, the opportunity for pedestrian and vehicle conflict is limited.

d. Frequency of vehicle movements. The peak traffic generation of the proposed development will be up to 51 vehicles per hour within the car park, which equates to an average of less than 1 vehicle movement per minute. This will result in a safe environment due to low risk exposure.

e. Needs of persons with a disability. Two disabled parking spaces are provided. These spaces are located as close as practicable to the entrance to the proposed retail store, with no internal accessway or parking aisle crossing required.

f. Location and number of footpath crossings. All footpath crossings within the site are clearly defined with zebra line marking. The associated pedestrian/ vehicular risk is therefore very low within the car parking area.

g. Vehicle and pedestrian safety. As noted in (d) above, the peak traffic generation of the proposed development will be low. The traffic volume is therefore considered to be very low, resulting in a low risk of vehicle/ pedestrian conflict within the site.

h. Location of access ways and parking aisles. The layout of the proposed development is relatively simple and can be easily interpreted by all road users.

i. Protective devices. No pedestrian protective devices are included in the design, or considered necessary.

Having regard to the matters set out in (a) to (i) above, it is concluded that the proposed pedestrian facilities provide a safe and convenient pedestrian environment. While the pedestrian path is located immediately adjacent to the internal access way, the development is characterised by a simple internal layout, clearly defined pedestrian routes and zebra crossings, low vehicle speeds and relatively low traffic volumes. Disabled parking spaces are located adjacent to the building entrance, minimising pedestrian crossing requirements for mobility-impaired users. The risk of pedestrian and vehicle conflict is therefore low, and the proposed development is considered to satisfy the Performance Criteria P1 of Clause C2.6.5 of the Planning Scheme.

4.6 Road Safety Impacts

Road safety impacts associated with the proposed development have been assessed having regard to the existing road environment, historical crash performance, the anticipated traffic generation and the proposed site access arrangements.

The proposed development is expected to generate approximately 516 vehicle movements per day, with a peak traffic generation of up to 51 vehicle movements during the weekday PM peak hour. This level of traffic generation is modest and represents only a small increase in traffic relative to the existing traffic volumes on Main Road. The resulting traffic increase is not expected to adversely affect the operation or safety of the surrounding road network.

The proposed development will utilise the existing access to Murray Street together with a second access located further east along the frontage. Adequate sight distance is available at both accesses in accordance with the requirements of AS2890.1. The low traffic volumes on Murray Street, together with the relatively simple access arrangements, provide a safe operating environment for vehicles entering and exiting the site.

The proposed internal layout incorporates clearly defined pedestrian paths and zebra crossings, providing safe pedestrian access between the existing hardware store, trade shed, retail store and parking areas. The relatively low frequency of vehicle movements within the site further reduces the potential for pedestrian and vehicle conflict.

Review of the historical crash data indicates that the surrounding road network has a generally good road safety performance, with no reported crashes on Murray Street during the analysis period and no identifiable crash trends that would be expected to be exacerbated by the proposed development.

Overall, the proposed development is not expected to result in any adverse road safety impacts and is considered acceptable from a traffic engineering and road safety perspective.

5. Parking Assessment

5.1 Parking Provision

The proposed development provides a total of 51 on-site car parking spaces. This comprises of the following:

- 8 spaces within the trade shed.
- 2 disabled parking spaces located immediately adjacent to the retail store.
- 4 parallel spaces adjacent to the trade shed.
- 37 spaces near the retail store.

5.2 Planning Scheme Requirements

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

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

C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1".

Table C2.1 requires a parking provision of 1 space per 50m^2 for bulky goods sales. This is a requirement for 30 spaces. The provision of 51 spaces therefore satisfies the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme.

5.3 Car Parking Layout

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

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

(a) comply with the following:

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

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

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

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

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

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

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

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

The car parking layout was assessed against the requirements of A1.1(b) of Clause C2.6.2 of the Planning Scheme (Australian Standards, AS2890.1). This assessment is provided in the following sections.

5.3.1 Driveway Grade

Section 2.5.3(b) of AS2890.1 states the following regarding the maximum grade of straight ramps:

i. Longer than 20 metres – 1 in 5 (20%) maximum.

ii. Up to 20 metres long – 1 in 4 (25%) maximum. The allowable 20 m maximum length shall include any parts of the grade change transitions at each end that exceed 1 in 5 (20%).

The maximum grade of the access is well below the maximum AS2890.1 requirements.

5.3.2 Parking Grade

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

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

The grades of the parking spaces are effectively level, thus complying with the AS2890.1 grade requirements.

5.3.3 Parking Dimensions

AS2890.1 classifies the parking spaces as User Class 3.

For 90-degree parking, the dimensional requirements for User Class 3 are as follows:

- Space width 2.6 metres
- Space length 5.4 metres
- Aisle width 5.8 metres

The 90-degree parking spaces comply with AS2890.1 dimensional requirements noting the aisle width exceeds minimum requirements (6.0 metres).

For parallel parking, the dimensional requirements are:

- Space width 2.1 metres + 0.3 metres to wall or fence
- Space length 5.9 metres, 5.4 metres for unobstructed end space
- Aisle width 3.6 metres

All parallel parking spaces comply with AS2890.1 dimensional requirements noting the space length and width exceed minimum requirements.

5.3.4 AS2890.1 Summary

The parking space dimensions generally comply with the requirements of AS2890.1. The Acceptable Solution A1.1(b) of Clause C2.6.2 of the Planning Scheme is satisfied.

5.4 Disabled Parking

The proposed development provides a total of 2 disabled parking spaces.

The Acceptable Solution A1.2 of Clause C2.6.2 of the Planning Scheme states:

"Parking spaces provided for use by persons with a disability must satisfy the following:

(a) be located as close as practicable to the main entry point to the building;

(b) be incorporated into the overall car park design; and

(c) be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities".

The proposed development is classified as a Class 6 building under the National Construction Code. In accordance with the NCC requirements for accessible parking, two disabled parking spaces are required. The proposed development provides two disabled parking spaces, satisfying the NCC requirements. These spaces are located as close as practicable to the entrance of the retail store and will be designed in accordance with AS2890.6.

On this basis the Acceptable Solution A1 of Clause C2.6.2 of the Planning Scheme is satisfied.

5.5 Motorcycle Parking

Motorcycle parking is not required under the Planning Scheme for the proposed development. Clause C2.2.2 of the Planning Scheme does not list 'bulky goods retail' as an applicable land use for the assessment of motorcycle parking.

5.6 Commercial Vehicles

The proposed development will provide access to heavy vehicles for stock deliveries.

The Acceptable Solution A1 of Clause C2.6.6 of the Planning Scheme states: "*The area and dimensions of loading bays and access way areas must be designed in accordance with Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Off-street commercial vehicle facilities, for the type of vehicles likely to use the site*".

A truck loading area is provided at the rear of the site.

AS2890.2 requires that the loading bay service area is dependent on a combination of:

(a) The maximum size of vehicle likely to use the facility.
(b) The frequency with which vehicles of different classification use the facility; and
(c) Whether the public road from which the facility is accessed is a major or minor road.

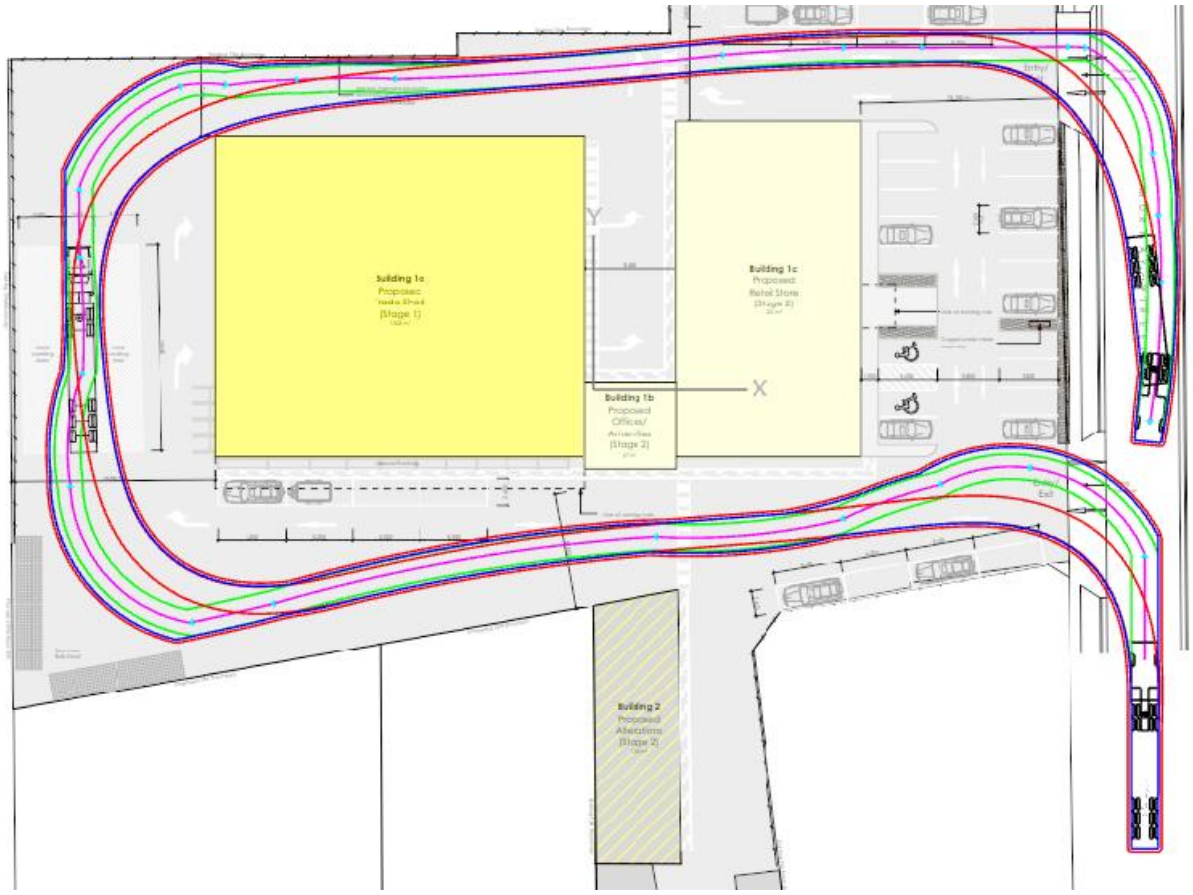
The following points are relevant for the site:

- Swept paths of an 19 metre semi-trailer (the design vehicle) were tested through the site, to and from Murray Street. Swept paths of the design vehicle within the site are detailed in Figure 8.
- The frequency of access to the site will be typically once per day by vehicles of differing sizes.
- Access into the site is via a minor road. This access (which is in its exiting location for the current site) has been assessed to be appropriate in following sections of AS2890.2

AS2890.2 states that where providing regular service from a minor road, manoeuvring on-street, if permitted by the relevant authority, shall be strictly limited to one reverse movement either onto or off the street, and be subject to determination of both safety and obstruction to other on-street traffic. In this case, no manoeuvring is required in Murray Street as all turning and manoeuvring is achieved within the site.

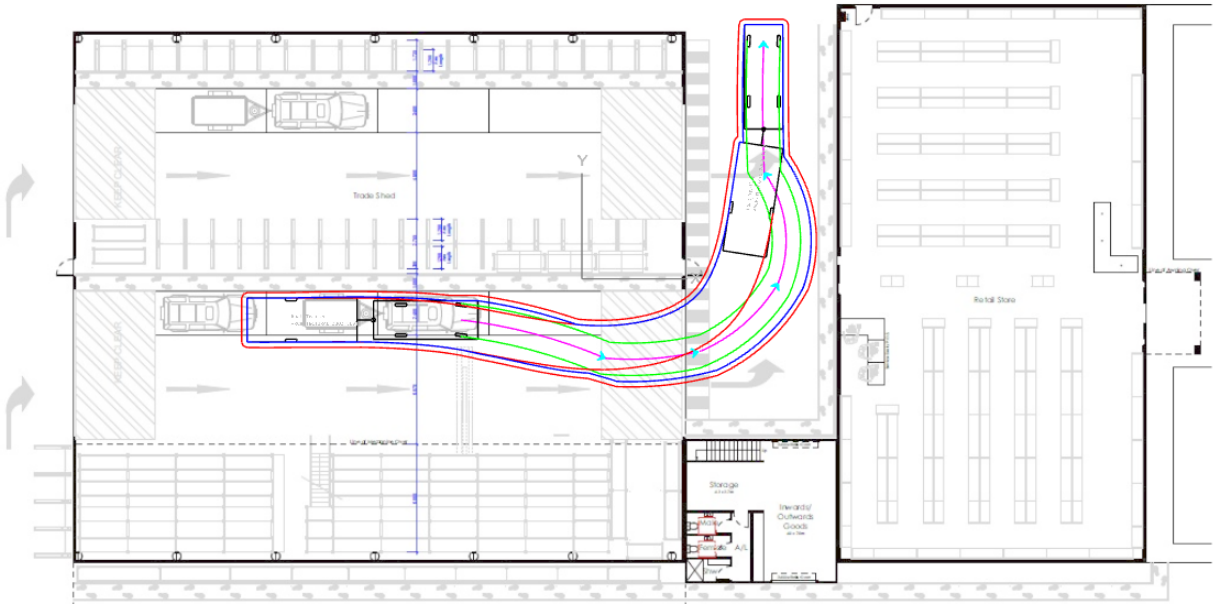
The proposed access and manoeuvring arrangements therefore comply with Section 3.2.3 of AS2890.2. The Acceptable Solution A1 of Clause C2.6.6 of the Planning Scheme is met.

Figure 8 Semi-Trailer Swept Paths



In addition to heavy vehicles accessing the site, the nature of the development will result in cars with trailers accessing the trade shed. The swept path of vehicle-trailer combinations was tested and shown in Figure 9.

Figure 9 Car-Trailer Swept Path Assessment



6. Conclusions

This report has assessed the traffic and parking implications associated with the proposed staged expansion of the existing Mitre 10 hardware store at 116 Main Road, Exeter.

The following conclusions are made:

- The proposed development will comprise a 1,003 m² trade shed and a 533 m² retail hardware store, providing a total gross floor area of 1,536 m².
- Traffic generation associated with the proposed development is estimated at approximately 516 vehicle movements per day, with a weekday PM peak hour generation of approximately 51 vehicle movements per hour. This represents a modest increase in traffic that can be readily accommodated by the surrounding road network.
- The existing and proposed accesses to Murray Street are appropriate for the development. Murray Street is a low-volume, low-speed local road and the proposed traffic generation will not adversely affect the safety or efficiency of the road network. The accesses satisfy the requirements of Performance Criteria P1 of Clause C3.5.1 of the Planning Scheme.
- Adequate sight distance is available at both driveway accesses in accordance with the requirements of AS2890.1.
- The proposed pedestrian layout provides clearly defined pedestrian routes and zebra crossings. While the footpath adjacent to the internal accessway does not satisfy the Acceptable Solution of the Planning Scheme, the Performance Criteria are satisfied due to the simple site layout, low traffic generation and low risk of pedestrian and vehicle conflict.
- Review of the historical crash data indicates that the surrounding road network has a generally good road safety performance and does not identify any existing safety issues that would be expected to be exacerbated by the proposed development.
- A total of 51 on-site parking spaces are proposed. The car parking provision satisfies the requirements of Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme.
- The parking layout has been assessed against the requirements of AS2890.1 and satisfies the requirements of Acceptable Solution A1.1(b) of Clause C2.6.2 of the Planning Scheme. Disabled parking provision satisfies both the National Construction Code and the Planning Scheme requirements.
- Commercial parking facilities satisfy the requirements of Acceptable Solution A1 of Clause C2.6.6 of the Planning Scheme.

Overall, it is concluded that the proposed Mitre 10 expansion will not result in any adverse impacts on the operation or safety of the surrounding transport network and is considered acceptable from a traffic engineering and parking perspective.

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Document Status

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