

DEVELOPMENT APPLICATION

APPLICATION NUMBER:	PLN-26-011
PROPOSED DEVELOPMENT:	Partial change of use to Café (Food Services)
LOCATION:	166 Main Road Austins Ferry
APPLICANT:	Pinnacle Drafting & Design
ADVERTISING START DATE:	18/04/2026
ADVERTISING EXPIRY DATE:	02/05/2026

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 **02/05/2026**.

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 **02/05/2026**, or for postal and hand delivered representations, by 5.00 pm on **02/05/2026**.

**GLENORCHY CITY COUNCIL
PLANNING SERVICES**

APPLICATION No. : PLN-26-011

DATE RECEIVED: 31 March 2026

P I N N A C L E

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166 Main Rd, Austins Ferry 7011

Owner(s) or Clients	Magda & Zeljko Ranogajec	Title Reference	73479/10
Building Classification	Class 6	Zoning	General Residential
Designer	Jason Nickerson CC6073Y	Land Size	1012m ²
Total Floor Area	65.38m ²	Design Wind Speed	TBC
Alpine Area	N/A	Soil Classification	TBC
Other Hazards <small>(e.g., High wind, earthquake, flooding, landslip, dispersive soils, sand dunes, mine subsidence, landfill, snow & ice, or other relevant factors)</small>	Flood Prone Area	Climate Zone	7
		Corrosion Environment	Moderate
		Bushfire Attack Level (BAL)	Low

GLENORCHY CITY COUNCIL PLANNING SERVICES

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Type of construction required C2D2 NCC Vol. I 2022









Rise in storeys	Class of building 2, 3, 9	Class of building 5, 6, 7, 8
4 or more	A	A
3	A B	A B C
2	A B C	A B C
1	A B C	A B C

Changes List

ID	Description of change	Date Changed	Designer
Ch-01	Hours & Seating updated	5/01/2026 11:43 AM	JN
Ch-02	New External Vents	5/01/2026 11:44 AM	JN
Ch-03	New Hopper Window	5/01/2026 11:44 AM	JN
Ch-04	Internal Fitout	5/01/2026 11:45 AM	JN

ID	Sheet Name	Issue
A.01	Location Plan	DA - 02
A.02	Site Plan	DA - 02
A.03	Floor Plans	DA - 02
A.04	Elevations	DA - 02
A.05	Elevations	DA - 02

Legend

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

**GLENORCHY CITY COUNCIL
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PINNACLE DRAFTING & DESIGN
7/3 Abernant Way, Cambridge 7170
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admin@pinnacleddrafting.com.au
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Location Plan

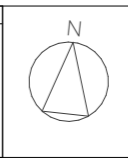
Revision: **WD-03**
Approved by: **JRN**

Scale: **1:250** @A3
Pg. No: **A.01**

Proposal: Alteration & Additions
Client: Magda & Zeljko Ranogajec
Address: 166 Main Rd, Austins Ferry 7011

Date: 21.07.23
Drawn by: JRN
Job No: 105-2022
Engineer: TBA
Building Surveyor: TBA




Issue	Date	Designer



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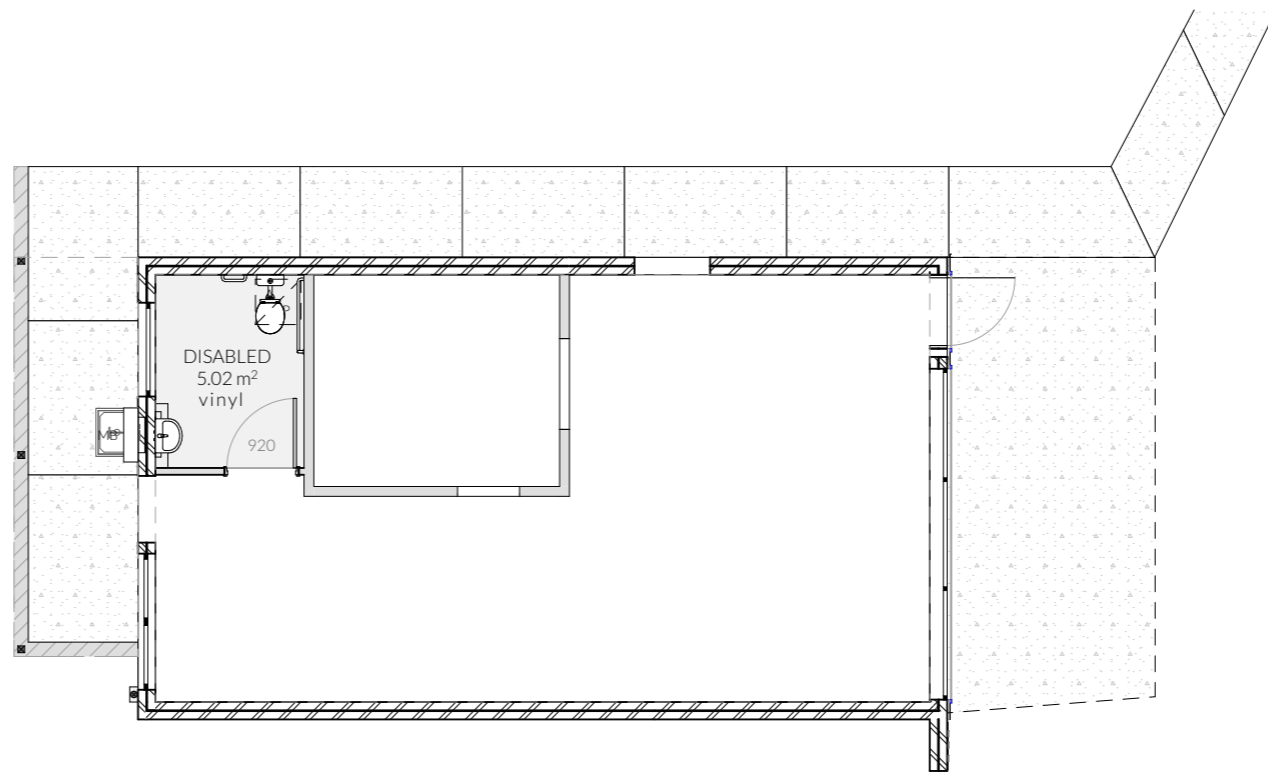


Renovation Legend

-  Existing
-  Demolition
-  New Construction

Important Note

- All existing windows to be removed and replaced with new double glazed aluminium windows. (see window schedule)
- Slab to be provided to be levelled and Building Surveyor to ensure an appropriate moisture barrier is in place for compliance with NCC FP1.5.
- Selected floor linings and floor coverings; wall and ceiling linings to comply with C1.10 of current NCC
- Provide vinyl flooring and coving to wet areas



Floor Plan - Existing

1:100

Existing Floor Areas

Seating Area	42.82m ²
Kitchen Area	9.82m ²
Total Shop Area	52.64m²
Toilet	5.02m ²
Total Amenities Area	5.02m²
Total Building Area	65.38m²

**GLENORCHY CITY COUNCIL
PLANNING SERVICES**

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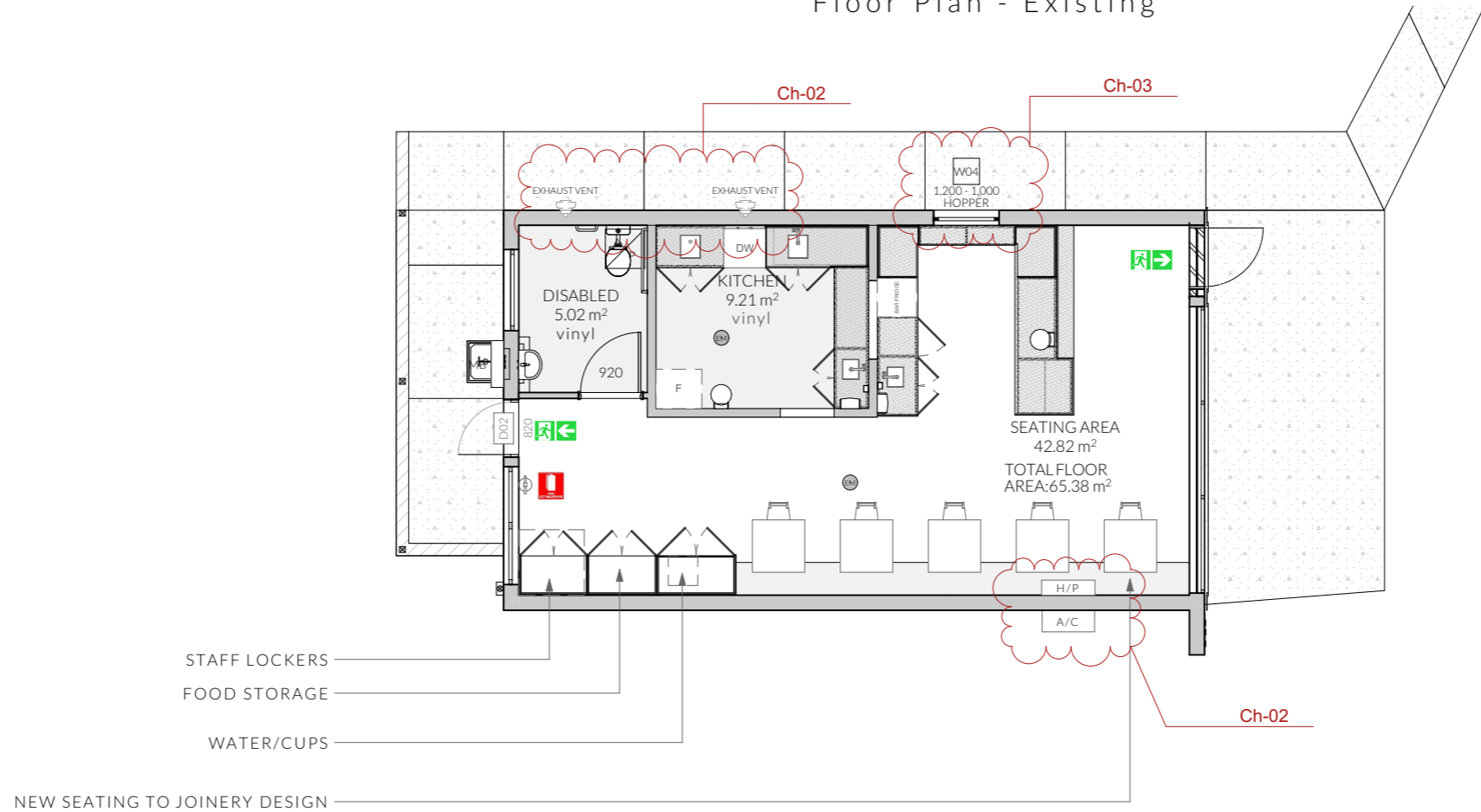
Seating

Internal seating: 8
External Seating: 22
Total: 30

Hours of Operation

6am - 2pm Monday - Friday
6am - 2pm Saturday/Sunday & Public Holidays

Ch-01



Floor Plan - Proposed

1:100

Proposed Floor Areas (unchanged)

Seating Area	42.82m ²
Kitchen Area	9.82m ²
Total Shop Area	52.64m²
Toilet	5.02m ²
Total Amenities Area	5.02m²
Total Building Area	65.38m²

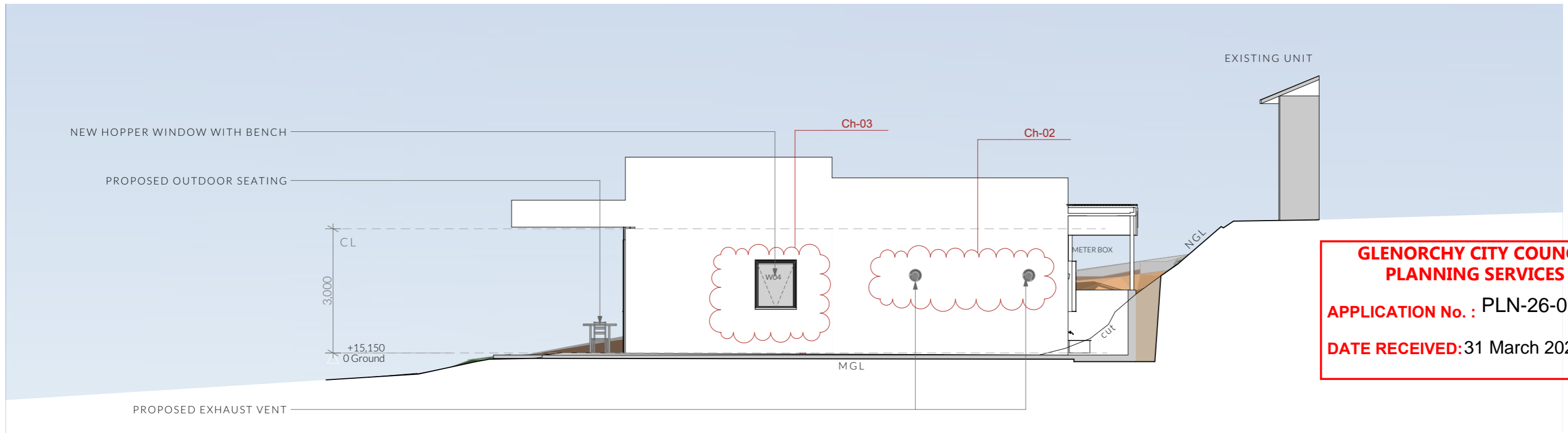
F4.6 Ventilation

Total Shop Area (51.41m²) @ 5% = 2.57m² required

Provided
W04(0.70m²) + W05(0.49m²) + D01(2.2m²) = 3.40m²

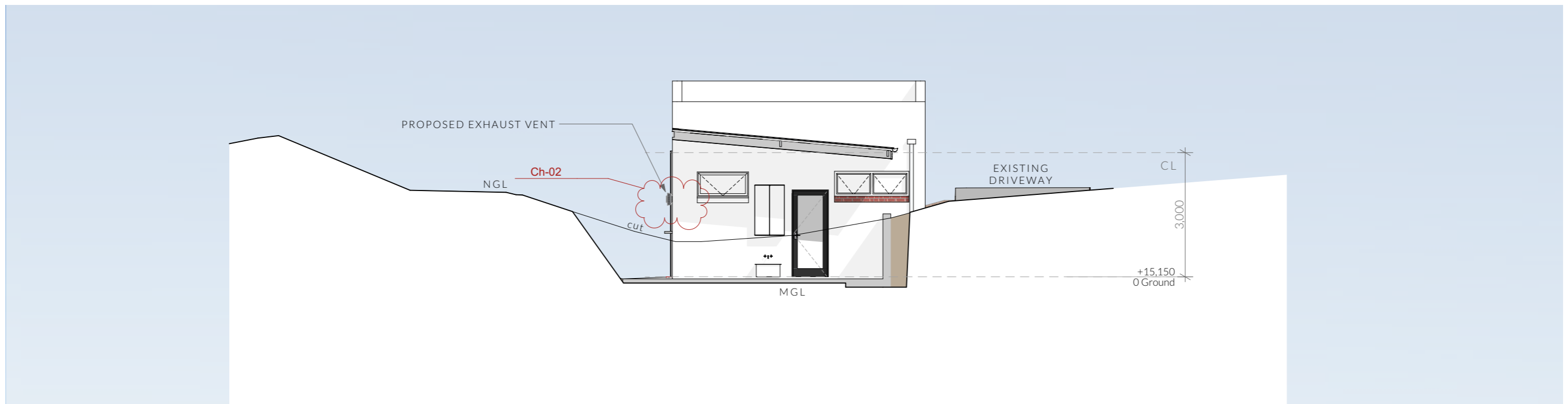
Issue	Date	Designer
Ch-01	5/01/2026 11:43 AM	JN
Ch-02	5/01/2026 11:44 AM	JN
Ch-03	5/01/2026 11:44 AM	JN





Site Elevation - North Elevation

1:100



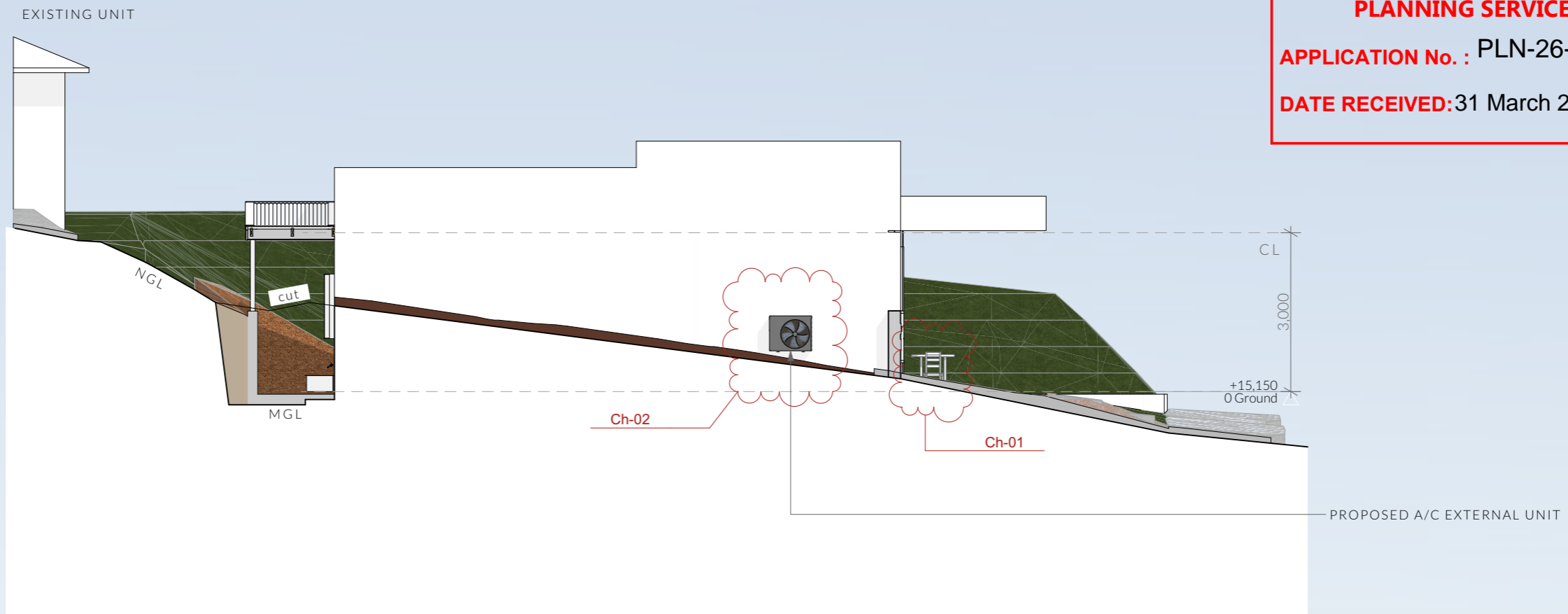
Site Elevation - West Elevation

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Issue	Date	Designer
Ch-02	5/01/2026 11:44 AM	JN
Ch-03	5/01/2026 11:44 AM	JN

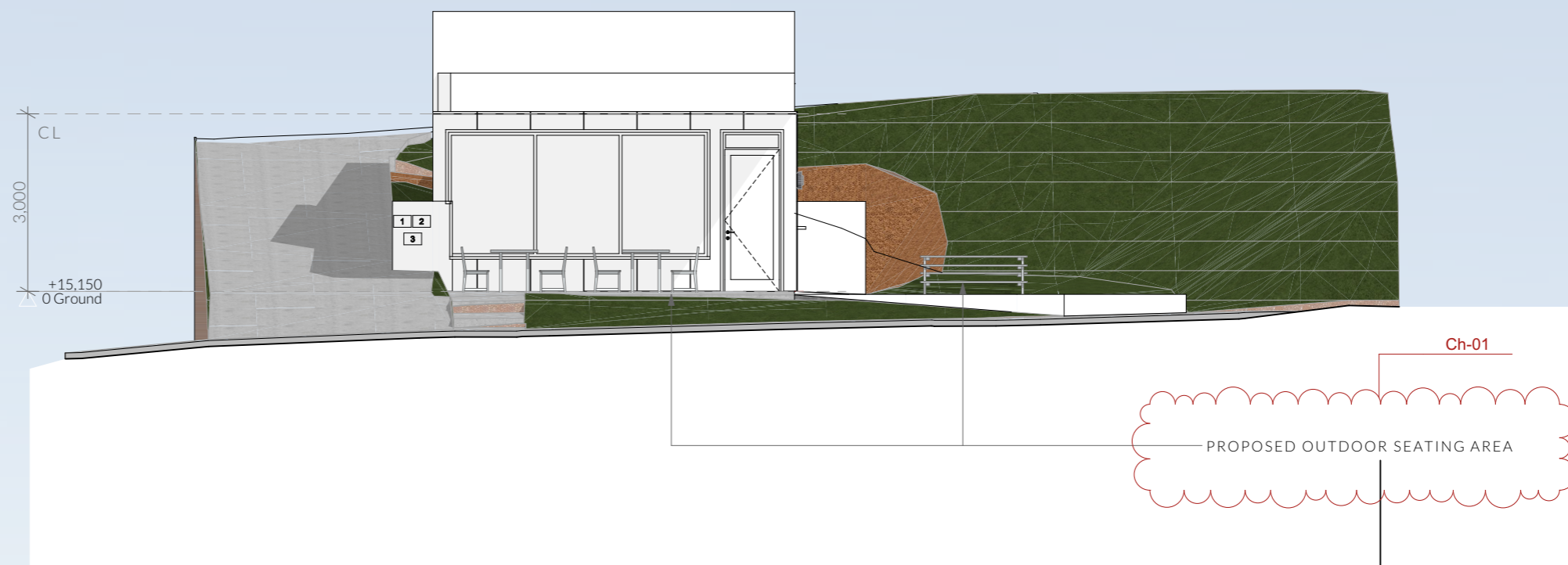


**GLENORCHY CITY COUNCIL
PLANNING SERVICES**
APPLICATION No. : PLN-26-011
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Site Elevation - South Elevation

1:100



Site Elevation - East Elevation

1:100

	PINNACLE DRAFTING & DESIGN 7/3 Abernant Way, Cambridge 7170 03 6248 4218 admin@pinnacledrafting.com.au www.pinnacledrafting.com.au	Elevations Revision: WD-03 Approved by: JRN	Scale: 1:100 @A3 Pg. No: A.05	Proposal: Alteration & Additions Client: Magda & Zeljko Ranogajec Address: 166 Main Rd, Austins Ferry 7011	Date: 21.07.23 Drawn by: JRN Job No: 105-2022 Engineer: TBA Building Surveyor: TBA	<table border="1"> <thead> <tr> <th>Issue</th> <th>Date</th> <th>Designer</th> </tr> </thead> <tbody> <tr> <td>Ch-01</td> <td>5/01/2026 11:43 AM</td> <td>JN</td> </tr> <tr> <td>Ch-02</td> <td>5/01/2026 11:44 AM</td> <td>JN</td> </tr> </tbody> </table>	Issue	Date	Designer	Ch-01	5/01/2026 11:43 AM	JN	Ch-02	5/01/2026 11:44 AM	JN		These drawing are the property of Pinnacle Drafting & Design Pty Ltd. reproduction in whole or part is strictly forbidden without written consent. © 2022. These drawings are to be read in conjunction with all drawings and documentation by Engineers, Surveyors and any other consultants referred to within this drawing set as well as any CLC and/or permit documentation. DO NOT SCALE FROM DRAWINGS; All Contractors are to verify dimensions on site before commencing any orders, works or requesting/producing shop drawings. ANY AND ALL DISCREPANCIES DISCOVERED BY OUTSIDE PARTIES ARE TO BE BROUGHT TO THE ATTENTION OF THE PINNACLE DRAFTING & DESIGN PTY LTD.	
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Ch-01	5/01/2026 11:43 AM	JN																
Ch-02	5/01/2026 11:44 AM	JN																
Document Set ID: 3604189 Version: 1, Version Date: 14/04/2026																		

Dear Sir/Madam,

PLN-26-011
166 Main Rd, Austins Ferry

In response to your correspondence dated 30.01.26
I have addressed your requests as follows:

ITEM	COUNCIL REQUEST	DEVELOPMENT RESPONSE
1	<p>8.3.1 P1 Discretionary uses Please demonstrate accordance with the Performance Criteria Advice:</p> <ul style="list-style-type: none"> • A parking survey is required to demonstrate that there is adequate parking for existing and proposed uses to satisfy 8.3.1 P1 (a). • A noise report is considered necessary to satisfy 8.3.1 P1 (b). 	<p>(a) See TIS and updated Noise Assessment</p>
2	<p>8.3.1 P4 Discretionary uses Please demonstrate accordance with the Performance Criteria P4 A <i>use</i> listed as Discretionary must not cause an unreasonable loss of <i>amenity</i> to <i>adjacent</i> sensitive uses, having regard to:</p> <ul style="list-style-type: none"> (a) the intensity and scale of the <i>use</i>; (b) the emissions generated by the <i>use</i>; (c) the type and intensity of traffic generated by the <i>use</i>; (d) the impact on the character of the area; and (e) the need for the <i>use</i> in that location. 	<p>(a) The café will cater for 30 seating spots making it a low volume use within the area.</p> <p>(b) Emissions will be through a commercial kitchen exhaust and toilets fans. See Noise Report for more details on compliance for noise generation. Odours are mainly from light food prep such as toasties, There are no grease-laden vapours or high-fat cooking emissions (e.g., deep frying, grilling meat), which significantly reduces odour intensity and persistence in ambient air. A compliant exhaust and filter will minimize this further and regular maintenance for filter cleaning, this along with the a minimum of 10m distance to the nearest dwelling will ensure that no offensive or harmful odour is likely to</p>

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impact the surrounding environment.

- (c) See attached TIS to address this request
- (d) Main Road commonly functions as a mixed-use street with residential and commercial frontage. The proposed building was previously used for local business purposes.
- (e) Provides a valuable social hub and meeting point for locals. Encourages walkability and local economic activation.

- 3 C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone
- The proposed hours of operation fall outside the hours specified under General Residential Zone. As such, the hours of operation must be modified. Alternatively, compliance with performance criteria P1 under Code C2.5.5 must be addressed.*

See attached TIS for more information

P1

Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, the number of on-site car parking spaces must be sufficient to meet the reasonable needs of users and must not cause an unreasonable impact on residential amenity, having regard to:

- (a) *car parking demand generated by the proposed use during its proposed hours of operation;*
- (b) *the availability of on-street and public car parking in the surrounding area;*
- (c) *the availability and frequency of public transport within a 400m walking distance of the site;*
- (d) *the availability and likely use of other modes of transport;*
- (e) *the availability and suitability of alternative arrangements for car parking provision;*
- (f) *any reduction in car parking demand due to the sharing of car*

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*parking spaces by multiple uses,
either because of variation of car
parking demand over time or
because of efficiencies gained from
the consolidation of shared car
parking spaces;*

- (g) any car parking deficiency or
surplus associated with the
existing [use](#) of the [land](#);*
- (h) any relevant parking plan for the
area adopted by [council](#);*
- (i) any existing on-street car parking
restrictions; and*
- (j) the proportion of residential
properties without off-street
parking within a 100m radius of
the subject [site](#).*

I trust the provided information addresses the matters identified in the further information request and ask that the council now accept the submitted documentation as a valid application under LUPA.

Kind Regards,

Director

Traffic Impact Statement



Café at 166 Main Road, Austins Ferry



March 2026

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 data produced herein, by any third party.

Version	Date	Reason for Issue
Draft	March 2026	Draft issued for client feedback
Final	March 2026	Final Issued



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1. Introduction

Pinnacle Design and Drafting, on behalf of the client, has engaged Hubble Traffic Pty Ltd to prepare a Traffic Statement to support the proposed development of a café within the existing building at 166 Main Road, Austins Ferry.

A development application has been submitted to Glenorchy City Council (Council), and in reviewing the proposal Council has requested additional information, specifically requiring an assessment against the performance criteria of Clause C2.5.5 – Number of Car Parking Spaces within the General Residential Zone and Inner Residential Zone. This request arises primarily because the proposed operating hours of 6 am to 2 pm fall outside the acceptable operating hours of 8 am to 6 pm for the General Residential Zone.

This report has been prepared to satisfy the requirements of Austroads' Guide to Traffic Management Part 12: Traffic Impacts of Developments, 2019, and refers to the following information and resources:

- Tasmanian Planning Scheme (Glenorchy)
- NSW Guide to Traffic Impact Assessment (2024)
- Department of State Growth
- LIST – Land Information Database



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2. Site description

The vacant building at 166 Main Road, Austins Ferry has frontage to Main Road, with the rear of the property occupied by two residential units that is supported by on-site parking spaces.

Prior to the construction of the Brooker Highway from Berridale to Granton, Main Road operated as the principal arterial route between Bridgewater and Glenorchy. As a result of this former function, the road retains a high standard, with one traffic lane in each direction, marked parking lanes on both sides, and marked cycle lanes. The alignment is clearly delineated by a centreline, cycle lanes and parking lanes. The posted 50 km/h speed limit moderates operating speeds.

In the vicinity of the development site, the road is straight and on flat terrain, providing generous sight distance for pedestrian movements and for vehicles parking and unparking safely with adequate forward visibility to approaching traffic.

Photograph 2.0 - Main Road adjacent to the development site



The surrounding land use is zoned General Residential, and site inspection confirms that adjoining residential properties along Main Road on both sides of the site are generally supported by on-site parking, reducing reliance on on-street parking.

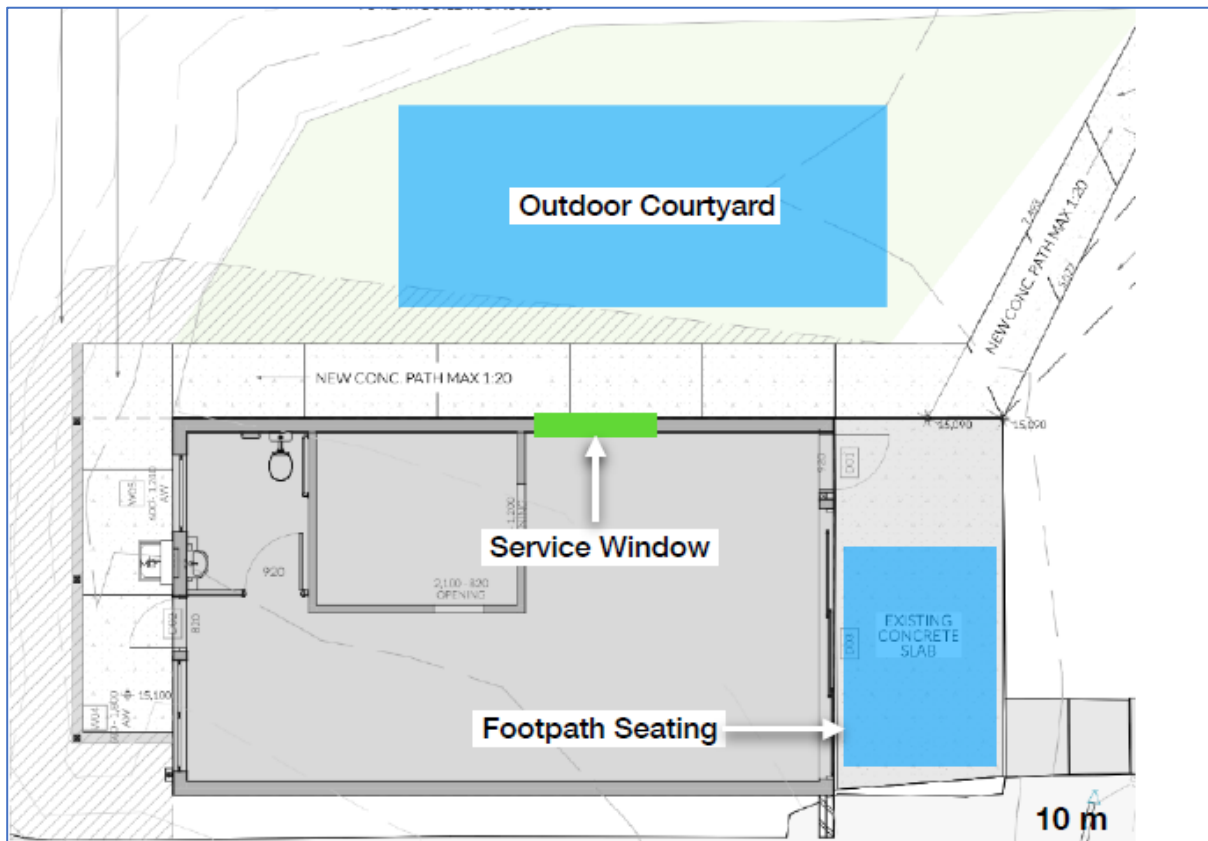
Immediately south of the site, 164 Main Road contains a corner IGA mini-supermarket operating between 7 am and 7 pm daily, which rely on on-street customer parking. The on-site parking spaces directly outside this store are restricted to 15-minute parking at all times, providing four spaces. This short-stay parking zone extends partially across the development site's crossover and along the site frontage. Marked bus stops are located on both sides of Main Road adjacent to the development site.

3. Proposal

The proposal involves converting the vacant building into a café. The café is intended to operate between 6 am and 2 pm daily, including weekends and public holidays. Between 6 am and 8 am it is expected to function primarily as a takeaway coffee venue, with indoor dining commencing from 8 am and extending to an outdoor courtyard area.

The building has an internal floor area of approximately 65 m², and will operate an outdoor courtyard, with the combined indoor and outdoor dining areas will accommodate a maximum of 30 seats. Due to site constraints, it is not feasible to provide on-site car parking, and the development will therefore rely on the availability of on-street parking in the surrounding area.

Diagram 3.0 – Site location



4. Parking assessment

A non-residential building within the General Residential Zone is not required to provide on-site car parking where the food-services use has a floor area of less than 100 m² or provides no more than 30 seats, and where the use operates within the hours specified in the relevant Acceptable Solution (8 am to 6 pm).

Although the proposal complies with the floor-area and seating thresholds, the proposed operating hours fall outside the acceptable operating period, as the use will commence at 6 am rather than 8 am. As a result, the development must be assessed against Performance Criterion P1 of Clause C2.5.5.

4.1. Parking demand as per the planning scheme

Table C2.1 specifies that a food-services use must provide one parking space per 15 m² of floor area. Based on an indoor floor area of 65 m² and an outdoor dining area of approximately 60 m², the combined area of 125 m² generates a requirement for 8 on-site parking spaces. Noting the café will operate with a maximum of 30 seats.

The same table specifies the use need to provide one bicycle parking space per 75m² of floor area, which means the proposal need to provide two bicycle spaces to meet the acceptable solution.

5. Predicted car parking demand by Cafe

To understand the car parking demand, two methods has been used to predict the parking demand for the two different uses, take-away service, and indoor food services. The first method is using generic parking demand as quantified in the NSW Guide to Transport Assessment (the Guide) version 1.1 (2024). The second method is based on observed data collected from a recent manual traffic survey café located on Main Road in Montrose. This comparable café provides take-away coffee services, consists of 100 outdoor and indoor seats, and primarily relies on on-street customer parking.

5.1. Take-away services

The peak period for take-away coffee demand typically occurs early in the morning, and for the proposed use this is expected to fall between 6 am and 8 am. As the Guide does not provide suitable parking or trip-generation rates for this type of short-stay, high-turnover activity, a comparable traffic survey was undertaken on a Saturday morning between 8 am and 9.30 am for a café on Main Road in Montrose, where take-away services commence at 8 am. Over the 90-minute survey period, a total of 13 customers used the take-away service. No more than three vehicles were present within any fifteen-minute interval, and the average dwell time was approximately five minutes.

Applying the observed behaviour to the proposed café, and noting that take-away services rely heavily on passing trade rather than destination trips, together with the expectation of lower passing traffic at the proposed location compared with the Montrose site, it is reasonable to conclude that the proposed take-away service will generate a low but consistent parking demand. This demand is expected to average between two and three vehicles at any one time.

5.2. Indoor and outdoor dining services

The Guide specifies a generic parking rate for restaurants of 15 spaces per 100 m² of gross floor area, or one space per three seats. For the proposed development, this equates to a parking demand of 10 spaces based on the gross floor area, with the same demand generated when applying the rate to the 30 seats proposed.

The Guide also identifies a daily trip-generation rate of 60 trips per 100 m² of floor area, and 5 vehicle trips in the evening peak hour, with a mean car occupancy of 2.2 persons per vehicle. In addition, the Guide specifies that parking design should be based on the 85th percentile occupancy of the available capacity, expressed in terms of seats.

A recent comparable café survey in Montrose was undertaken on a Saturday morning between 8 am and 9.30 am. That café operates with 40 outdoor seats and 60 indoor seats (100 seats in total) and has a combined indoor–outdoor floor area of approximately 370 m². The survey recorded customer arrivals and departures, mode of travel, vehicle occupancy, dwell time, and the cumulative number of parked vehicles using the available on-street parking supply.

Over the 90-minute survey period, 50 customers arrived in 25 vehicles, giving a mean vehicle occupancy of 2 persons per vehicle. The average dwell time was 45 minutes, with some stays extending to around one hour. At the observed peak, there were 40 customers seated within the café, generating a peak on-street parking demand of 21 vehicles along Main Road.

These survey results broadly support the generic rates and trip characteristics set out in the Guide and therefore indicates the Guide rates can be used to inform the parking demand forecast for the proposed café.

On this basis, with a maximum of 30 seats, using the 85th percentile occupancy rate, an average car occupancy of 2.2 persons per vehicle, and a dwell time of 45 to 60 minutes, the proposed development is estimated to generate a peak parking demand in the order of 11 vehicles at any one time, which strongly aligns with the parking demand based on the floor area of 10 vehicles.

It is reasonable to expect that during the two-hour period between 6 am and 8 am, the parking demand generated by the take-away service is unlikely to exceed three vehicles at any one time. Allowing for short dwell times and the consistent turnover typical of early-morning coffee trade, this demand may extend to a cumulative total of up to 11 vehicles over the two-hour period.

6. Current on-street parking demand

6.1. IGA Store

An IGA mini-supermarket operates on the corner of Main Road and Wakehurst Road between 7 am and 7 pm on weekdays, and the store relies on the availability of on-street parking. A 15-minute parking zone is provided along the store frontage and extends partly into the frontage of the proposed development.

Two separate parking surveys were undertaken to identify the store's demand for on-street parking. The first survey was conducted on a Saturday morning between 9.40 am and 10.10 am. Over this 30-minute period, ten vehicles generated on-street parking demand, with one vehicle using Wakehurst Street and the remaining vehicles parking on Main Road. Of the Main Road vehicles, six used the 15-minute parking zone and three used the available supply on the opposite side of the road. During this period, the store generated an average parking demand of two vehicles, with two instances where a maximum of three vehicles were present at the same time. The longest recorded dwell time was seven minutes, with two vehicles staying for five minutes and the remaining vehicles staying between two and three minutes.

The second parking survey comprised patrolled observations undertaken on both a weekday and a weekend to record the parking demand generated by the store, as well as parking associated with surrounding residential properties. For vehicles not parked within the 15-minute zone, registration numbers were recorded. Where the same vehicles appeared consistently across the patrolled periods, it is reasonable to assume they were associated with nearby residential properties.

The patrolled surveys confirmed that while the store generates a consistent level of parking activity, the number of vehicles parked at the same time is low, with no more than three vehicles recorded at any one time. Although actual demand may occasionally exceed the levels captured during the surveys, the data provides a reliable indication of typical parking behaviour and the modest scale of demand generated by the store. These observations demonstrate that the supermarket generates high-turnover, low-duration parking demand, and that its reliance on the surrounding on-street parking does not materially constrain availability for other users.

The results of this parking survey are available in appendix A.

6.2. On-street parking demand by residential properties

The patrolled parking surveys recorded demand associated with the IGA store, and also documented the number of vehicles parked on-street within 100 metres of the development site. The maximum number of vehicles parked on the street not associated with the store, and therefore likely attributable to local residents, was four vehicles at any one time, observed during the weekend survey period. Of these, one vehicle was parked on the western kerb and three on the eastern kerb, including two opposite the development site and one to the south.

Across both the weekday and weekend patrolled surveys, a similar number of residential vehicles was observed, typically averaging three to four vehicles at any one time. Site inspections confirmed that all surrounding residential properties are provided with adequate off-street parking, reducing reliance on on-street parking and contributing to the low levels of residential parking demand observed during the surveys.



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7. On-street parking supply

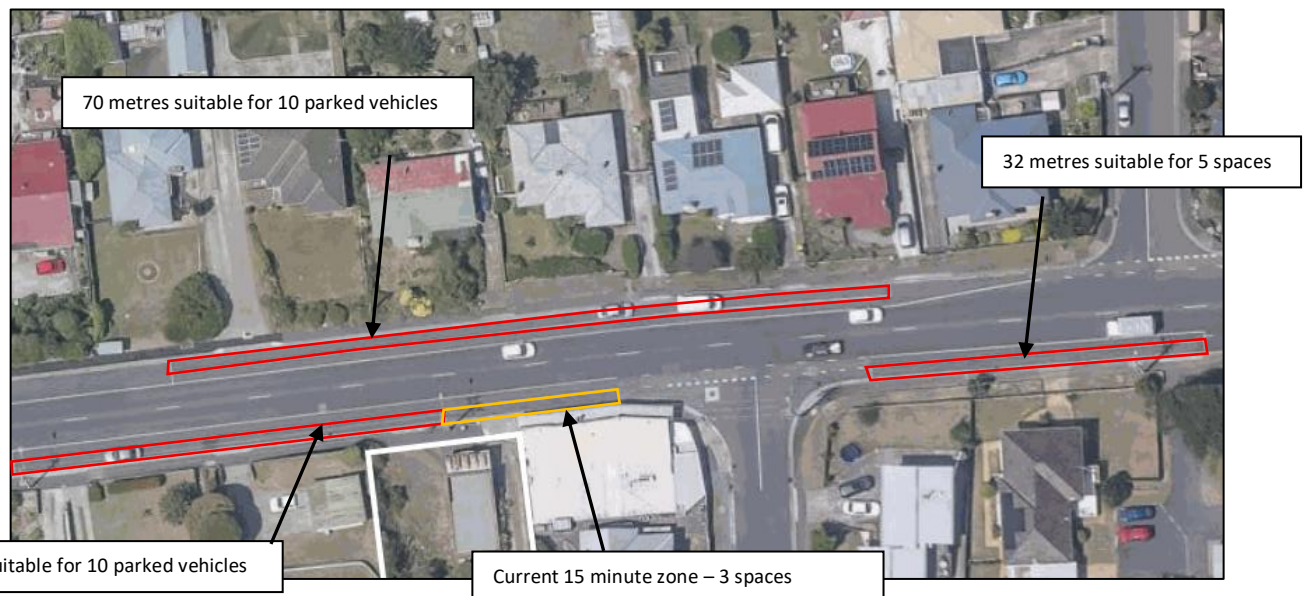
On-street parking is provided along both sides of Main Road between existing bus stops. Within 100 metres of the development site there is approximately 88 metres of available kerb length on the western side of Main Road, comprising 56 metres north of the site and 32 metres south. Allowing 7 metres per vehicle, this length can accommodate 12 parked vehicles, including the existing 15-minute parking zone outside the IGA store.

On the eastern side of Main Road, a further 70 metres of kerb is available within the same 100-metre distance, suitable for approximately 10 parked vehicles. Beyond this immediate catchment, additional on-street parking is available, including marked spaces adjacent to the recreational park on the western side of Main Road.

In total, there are 22 on-street spaces within 100 metres of the development site, supplemented by further supply beyond this distance. As outlined earlier, the IGA store generates low and short-stay parking demand, with no more than three vehicles observed at any time during the patrolled surveys. Assuming a conservative worst-case scenario in which the IGA and surrounding residential properties generate a combined demand of eight spaces, approximately 14 spaces remain available within 100 metres to support the proposed café, in addition to the wider on-street supply beyond this area. This demonstrates that the surrounding parking environment has ample capacity to accommodate the modest demand generated by the proposal without adversely affecting existing users.

The existing 15-minute parking restrictions along the IGA frontage could be extended to cover the full length of the development site. This would provide sufficient kerb length to accommodate approximately six short-stay parking spaces, creating a consolidated area of high-turnover parking that can be shared efficiently between the IGA and the proposed café take-away use. Given the short dwell times observed for supermarket customers and anticipated café take-away patrons, extending the time-limited zone would promote turnover, maintain availability, and ensure that short-term parking needs for both uses are met.

Diagram 7.0 – On street parking within 100 metres of the development site



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8. Impact to surrounding properties

This assessment confirms that the proposed café will not adversely impact existing users of the surrounding parking supply, including the IGA supermarket and nearby residential properties. The IGA generates only a small amount of short-stay demand, with no more than three vehicles observed using the adjacent on-street spaces at any time. Residential properties in the immediate area rely predominantly on off-street parking, with only four vehicles attributable to residents within 100 metres of the site during the survey period. This means that existing users collectively occupy fewer than one-third of the available kerbside supply. After accounting for these demands, on-street spaces remain available within 100 metres of the site to sufficient to accommodate the café's peak demand of fewer than 11 vehicles. As a result, the development will not displace IGA customers or reduce the availability of parking for local residents, and the existing users will continue to experience convenient and reliable access to on-street parking.

9. Suitability for customers to use on-street parking supply

The surrounding road environment provides safe conditions for customers accessing on-street parking. The street is straight and flat, with generous pedestrian sight distances in both directions, enabling drivers to undertake parking and unparking movements safely. The posted speed limit of 50 km/h supports low-risk interactions between vehicles and pedestrians, and the available parking spaces are located within a short walking distance of the site, reducing the need for customers to cross the roadway. Footpaths are provided on both sides of the street, offering a safe and direct pedestrian connection between the parking areas and the café entrance. These conditions demonstrate that customers can safely use the surrounding on-street parking without creating conflict with through-traffic or compromising pedestrian safety.



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10. Assessment against the planning scheme

C2.5.5.5 Number of Car Parking Spaces within the General Residential Zone and Inner Residential Zone

Although the use is located within the General Residential Zone, the proposed operating hours extend outside the permitted hours of the Acceptable Solution. As a result, the proposal must be assessed against Performance Criterion P1, with the following assessment demonstrating that the reasonable parking needs of the development will be met, without adversely impacting current users.

Performance criteria	Assessment
Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, the number of on-site car parking spaces must be sufficient to meet the reasonable needs of users and must not cause an unreasonable impact on residential amenity, having regard to:	
a) car parking demand generated by the proposed use during its proposed hours of operation;	The car parking demand has been assessed using both guideline-based rates and observed data. The Guide provides generic parking and trip-generation rates, while locally collected survey data from a comparable café on Main Road in Montrose provides a realistic indication of customer behaviour, vehicle occupancy and dwell times. Based on this information, the take-away component of the proposed café is expected to generate approximately two vehicles at any one time, reflecting short dwell times and reliance on passing trade. The seated café component is expected to generate fewer than 11 vehicles at any one time, consistent with both the Guide-based estimates and the scaled-down observed demand from the Montrose survey. The peak take-away demand is expected between 6 am and 8 am, while the peak seated café demand is expected between 8 am and 2 pm, supporting the suitability of a shared parking arrangement.
b) the availability of on-street and public car parking in the surrounding area;	There are no off-street public car parks within reasonable walking distance of the site. There is ample on-street parking available within the surrounding area to support the proposed use. A total of 22 on-street parking spaces is located within 100 metres of the site, with substantial additional supply within 400 metres.
c) the availability and frequency of public transport within a 400m walking distance of the site;	Main Road is a public transport corridor, with marked bus stops located on both sides of the road immediately adjacent to the site. This provides a viable alternative to private vehicle use.
d) the availability and likely use of other modes of transport;	Main Road includes marked cycle lanes in both directions, providing safe and direct access for cyclists. Given the high-quality bicycle facilities and the level of passing bicycle activity, a reasonable level of cycling demand is expected, and the café will provide bicycle wheel frames to accommodate this. The surrounding residential area is walkable, and the café is expected to attract a proportion of local pedestrian trips.



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e) the availability and suitability of alternative arrangements for car parking provision;	None expected.
f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;	The surrounding land uses exhibit different parking-demand periods, enabling efficient shared use of the available on-street parking supply. The IGA supermarket generates short-stay demand spread throughout the day, while nearby residential properties rely primarily on off-street parking and contribute only minimal kerbside demand during the café's operating hours. Although these two existing users generate consistent on-street parking activity, their combined demand remains low at fewer than eight vehicles, and there is sufficient on-street parking within 100 metres of the site to accommodate both existing users and the predicted café demand. Additional on-street parking supply is also available beyond the 100-metre distance. Collectively, these conditions demonstrate that the café's modest parking demand can be accommodated within the existing on-street parking environment without creating conflict or reducing availability for other users.
g) any car parking deficiency or surplus associated with the existing use of the land;	None
h) any relevant parking plan for the area adopted by council;	Aware of none
i) any existing on-street car parking restrictions; and	15 minute zone outside of the IGA store, that extends partially across the development site.
j) the proportion of residential properties without off-street parking within a 100m radius of the subject site.	Site inspection confirmed all residential properties within 100 metres radius of the site, has suitable off-street parking facilities.

The proposal will provide wheel frames within the site to accommodate more than two bicycles.



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11. Conclusion

This assessment demonstrates that the proposed café at 166 Main Road can be accommodated within the capacity of the surrounding road network without generating adverse impacts on traffic efficiency, road safety, or parking availability.

Parking surveys confirm that both the IGA supermarket and surrounding residential properties generate low levels of short-stay and long-stay parking demand, with no more than three vehicles observed using the on-street parking supply associated with the store and only four vehicles attributable to local residents within 100 metres of the site. A total of 22 on-street parking spaces is available within 100 metres of the development site, with additional supply beyond this distance. After accounting for existing users, approximately 14 spaces remain available to support the café's peak demand, which has been assessed to be less than 11 vehicles.

Importantly, if the café were to operate wholly within the standard operating hours of 8 am to 6 pm, the development would comply with the Acceptable Solution and no on-site parking would be required under Table C2.1. The only reason assessment under the Performance Criteria is triggered is the proposed early-morning operation between 6 am and 8 am, not any shortfall in parking supply or demand. During this two-hour period, the take-away service is expected to generate minimal short-term on-street parking demand, with fewer than three vehicles at any one time.

The surrounding parking environment therefore has ample capacity to meet the reasonable parking needs of the development. Opportunities also exist to extend the existing 15-minute parking zone to create a consolidated short-stay area that supports efficient turnover for both the IGA and the café take-away services.

Overall, this Traffic Impact Statement finds no traffic, safety, or parking-related reason why the proposed redevelopment should not proceed.



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12. Appendix A – Parking surveys

Comparable café on Main Road, Montrose (Saturday 21 March 2026)

Time	No persons	Vehicles	Cafe		Take-away		Cumulative on-street parking demand
			In	Out	In	Out	
8 to 8:15am	1	1	1				1
	3	1	4				2
	2	1	6				3
					1		4
	3	1	9				5
						1	4
	2	1	11				5
8:15 to 8:30am					1		6
	1	1	12				7
						1	6
	2	1	14				7
					Walk		
	2	1	16				8
					Walk		
8:30 to 8:45am							9
	1	1	17				10
					1		9
						1	10
	1	1	18				11
							12
	1	1	20				13
8:45 to 9:00am	1	Walk	25				14
	2	1	27				15
					1		14
			24	3			13
						1	14
	5	1	29				15
	2	1	31				14
9:00 to 9:15am			29	2			15
					1		14
						1	15
	2	1	31				14
					1		15
						1	14
			29	2			15
9:15 to 9:30am	2	1	31				16
	2	1	33				17
					1		16
	1	1	34				17
					1		18
						1	17
	2	1	36				18
Total	1	Walk	37				18
	1	1	39	2			19
	1	1	37				20
					1		19
	1	1	38	1			18
					1		19
	2	1	40				18
1	1	41				19	
Total	50	25	41		13		20



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Parking survey generated by the IGA Store (Saturday 21 March 2026, 9:40 to 10:10am)

Arrival time	Depart time	Dwell time	Cumulative parking demand
9:40am	9:45am	5 mins	1
9:45am	9:47am	2 mins	1
9:50am	10:00am	5 mins	1
9:55am	9:58am	3 mins	2
9:57am	9:59am	2 mins	3
10:02am	10:04am	2 mins	2
10:04am	10:05am	1 min	3
10:10am			1

Patrolled parking survey

Day	Time	Vehicles outside IGA	Residential properties
Saturday 21 March 2026	7:45am	0	4
	9:40am	1	4
	12:45pm	2	3
	3:30pm	1	3
Monday 23 March 2026	9:45am	2	3
	2pm	1	2
Tuesday 24 March 2026	11am	0	3
	3pm	1	2



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