

DEVELOPMENT APPLICATION

APPLICATION NUMBER:	PLN-26-057
PROPOSED DEVELOPMENT:	Sport and Recreation - Yoga Centre
LOCATION:	148 Hopkins Street Moonah
APPLICANT:	H C Bladel
ADVERTISING START DATE:	26/05/2026
ADVERTISING EXPIRY DATE:	09/06-2026

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 **09/06/2026**.

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 **09/06/2026**, or for postal and hand delivered representations, by 5.00 pm on **09/06/2026**.

TRAFFIC IMPACT STATEMENT (TIS)

148 Hopkins Street, Moonah (TAS)

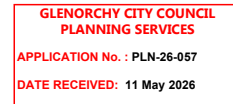
GCC ref PLN-26-057

Prepared by Hugo Bladel on 22/4/26

Revised by Hugo Bladel 11/05/26

Mobile 0488 990 570

hugo@hugobladel.com



148 Hopkins Street, Moonah

The property is the former Methodist Church located on the corner of Hopkins St and Bowen Rd Moonah.

The site has been operating for many years supporting sport and recreation activities including a dance studio and martial arts tuition.

The owner (Hugo Bladel) has applied to council for a permit to run a yoga centre from the site. Full details of the proposal are in Permit Application PLN-26-057.

The proposed yoga centre has the following characteristics to consider.

- (i) The activity is quieter than previous activities.
- (ii) The applicants propose to extend trading hours thereby intensifying activity.
- (iii) The applicants propose class sizes (including the instructor) of 30 persons, a doubling of class sizes compared to previous permits.

This report addresses the following:

1.0 Traffic

- 1.1 Trip generation estimates (based on proposed use)
- 1.2 Current traffic counts (load)
- 1.3 Road Capacity
- 1.4 Assessment

2.0 Parking

- 2.1 Survey of existing street parking
- 2.2 Impact from intensified use.
- 2.3 Assessment

3.0 Vehicular access and egress to the site

- 3.1 Plan of existing/approved car park (one) on site
- 3.2 Swept path showing entry and exit.

4.0 Pedestrian access and egress to the site

- 4.1 Plan showing proposed building entry.

5.0 Management

Summary

- **Traffic**

The adjacent roads are “collector roads” with a capacity of 10,000 vehicles / day. GCC traffic survey confirms load is 4200 vehicles / day. The yoga centre will generate between 100-150 additional movements / day.

This represents a 3.5% increase in traffic load generated by the intensified use.

This represents (i) an extremely small change in traffic load and (ii) Does not move the collector roads to anywhere near their capacity.

- **Parking**

The owners conducted a survey of parking availability within 200m of the site over a 9 day survey period at 3 intervals / day including peak times.

The centre is expected to require maximum 30 street parking spaces / yoga session with a typical parking time of 90 minutes.

The collected data shows there is a capacity of 276 spaces.

On average 65 cars are parked on the street leaving 210 spaces available.

Only 24% of the capacity is currently used.

The maximum 30 spaces required by the centre represents only 5% of the parking capacity. The average combined parking load on the 200m radius is 95 vehicles - only 34% of spaces will be used. The maximum combined load is 108 spaces or 39%.

- **Vehicular access to Site**

The single care-takers car space remains and is unaffected by the yoga centre application.

A vehicle using this space can enter and exit in a forward direction. Refer WD 6.00 Rev D

The existing crossover meets GCC driveway specifications and heritage requirements.

- **Pedestrian access to site**

Refer WD 5.00.

The owners are communicating to clients the preferred places to park, and entry point for the centre. Examples are provided.

- **Community Engagement / Management strategies.**

The owners have strategies in place to actively engage with the surrounding community to establish goodwill and open lines of communication.

Systems are also being developed to ensure visitors to the centre are respectful of the community.

1. Traffic

1.1 Trip Generation – Max 250 / day

Trip generation estimates are based on the owners proposed use / business plan. The owners intend to run 4 yoga classes / day on weekdays, with 1 class / day on weekends.

Times are 06:30; 09:30; 17:30; 19:00 on weekdays, 08:30 on Saturdays and 09:30 on Sundays.

Class sizes are max 30 people including a teacher / instructor.

Trip generation is therefore 30 people x 4 sessions = 120

120 arrivals and 120 departures = 240 / day.

Incidental travel by the caretaker / owner may take trips to max 250 / day

The owners are reducing congestion by having no classes run 'back to back'.

It is likely that actual trips will be lower due to:

- (i) several clients will walk to the centre as it is based in the community.
- (ii) Others may cycle
- (iii) It is also likely several clients, especially those in the same family will share a ride – car pool.

The effect of the intensification needs to be estimated with respect to the previous activities. Noting that the GCC data was collected during the period when the previous businesses operated. The applicant could not source any data for the dance studio or martial arts lessons. The permit for prior activities allowed for classes of 15 (ignoring instructors).

So the **additional** (marginal) trips generated by the yoga studio are half of the estimate above:

Yoga Centre	250
less trips from existing activities	120
Additional (marginal) trips generated	130

1.2 Current traffic counts (load)

GCC (Emily Burch) has a provided traffic survey data for 34A Bowen Rd.

This data is approx 10 years old however Ms Burch considers it to still be representative of current loads.

The GCC data indicates 4200 vehicles / day travel on Bowen Rd past the church.

An assumption needs to be made as to how many continue straight on Bowen or turn into Hopkins. Anecdotally the vast majority 90% plus turn into Hopkins as it is the logical road connecting the Brooker to Main Rd.

Traffic load data was also provided by The Department of State Growth using collection points at the Brooker Hwy Intersection. While this data is broadly consistent with the GCC data, several assumptions have to be made around whether vehicles turned from certain lanes or continued straight. For this reason the GCC data is preferred.

1.3 Road Capacity

Ms Burch also confirms that GCC considers both Hopkins and Bowen to be 'collector roads' as a result the anticipated capacity is 10,000 vehicles / day.

Assessment:

Generated Additional trips	130 / day
Road capacity	10,000/ day
Current load	4,200/day

The roads are operating at 42.0% of capacity prior to the marginal trips and will go to 43.3% at the intensified use. Clearly the intensified use of the site does not take the load anywhere near the road's capacity. The increment is so small as to be un-noticeable.

The marginal generated trips represent a 3.1% increase in load (130/4200). Again, the increase in load is so small as to be likely un-noticeable.

2.0. Parking

2.1 Survey of existing street parking

The owners conducted a survey of parking availability within 200m of the site over a 9 day survey period at 3 intervals / day including peak times.



200m Survey Area

Data collection Log - Street Parking Availability.

Spots	9:30:00 AM		5:30:00 AM		8:30:00 PM	
	Taken	Avail	Taken	Avail	Taken	Avail
1. Hopkins (W)	3	41	3	41	3	39
2. Hopkins (E)	31	20	8	23	10	21
3. Bowen (S)	33	6	6	27	6	27
4. Bowen (N)	20	3	9	11	11	9
5. Butler (E)	38	4	14	3	3	13
6. Butler (W)	38	13	23	11	27	28
7. Gorton Rd	27	11	16	9	38	38
8. Fletcher (N)	30	11	19	7	23	22
9. Fletcher (S)	33	14	21	9	26	27
Total	276	78	195	67	209	206
		15%	10%	14%	30%	15%
		85%	85%	85%	85%	85%

276.00 Parking
204.33 Average Avail
73.67 Average Usage

Key Data:

Data for the surveyed streets within 200m:

There are approx. 276 street parking spaces within 200m of the centre.

Street parking usage excluding the church is currently :

Average 65 cars / day (Max 78 and Min 51) or 24% used.

The church requires maximum 30 spaces.

The parking demand caused by the application increases to :

Average 95 cars / session / day (Max 108 and Min 81) or 34% used.

The applicant has provided extensive photographic records supporting the survey data, exhibited in Appendix A.

2.2 Impact from intensified use.

The centre is expected to require maximum 30 street parking spaces / yoga session with a typical parking time of 90 minutes. Noting that the data is collected without regard to the previous businesses at the site so load is not measured incrementally.

2.3 Assessment

The impact on the parking load in the 200m radius is small / incidental.

The data shows that there are 276 parking spaces in the radius.

Across the day, on average only 65 of those spaces or 23% are occupied excluding any load from the yoga centre.

The maximum parking (minimum spaces available) occurs at the 06:30 am and 18:30 observation times. The maximum being 78 taken or 28%.

Unsurprisingly this suggests most parking load occurs overnight.

Accounting for the parking load from the centre each time slot adds a maximum 30 vehicles.

The average parking load across each timeslot increases to 95 cars or 34%

The maximum parking load will occur at either evening or morning at around 108 cars or 39% of the parking capacity.

The data suggests that the incremental load on parking in the radius is very small and well below an 80% max.

It should be noted that individual behaviours will be to park as close as possible to the centre so the load will not be evenly distributed across the survey area.

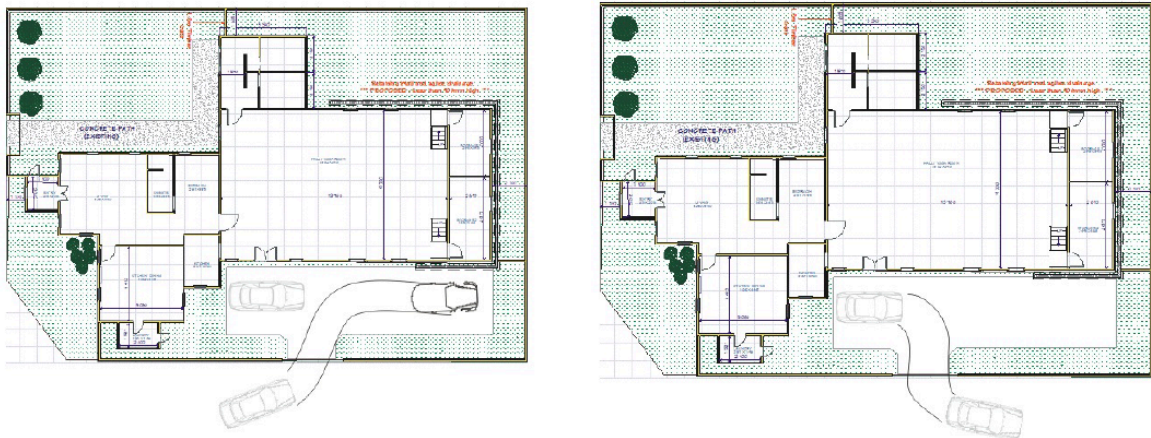
The current onsite single carpark and associated driveway is constructed of compacted gravel. This area is graded to fall to the pit identified in the related plumbing permit for the ag-line adjacent to the building. It is expected that minimal surface water runoff will be directed to the footpath. These points are noted on WD-2.00 Rev F.

The application has no intention to provide on site parking for visitors.
 There is no change to the existing approved single caretaker car space and associated area.
 The site is incapable of providing off street for all visitor/client parking due to its size.
 Previously approved activities did not provide and were not asked to provide on site parking.
 In relation to A1.2, we have included an additional drawing (WD-7.0 Rev F) to address disabled persons parking requirements.
 We believe this drawing satisfies NCC Vol 1 Part D4 and AS 1428.1 : 2021

3.0 Vehicular access to Site

The single care-takers car space remains and is unaffected by the yoga centre application.

A vehicle using this space can enter and exit in a forward direction.




VEHICLE FLOW.

Vehicle arrival and departures can all be done in a forward direction.

The proposed entry and exit is via the existing driveway.
 There are no proposed works to the crossover.

VEHICLE FLOW
 NOT TO SCALE

**NOT FOR CONSTRUCTION
 (GCC PLANNING PERMIT)**

PROJECT 148 HOPKINS ST MOONAH	DATE 02.03.2026
CLIENT HUGO BLADEL	REVISION REV D
	DRAWING No. WD- 6.00
NORTH	

The existing crossover meets GCC driveway specifications and heritage requirements.
 The applicant is not aware of any issues to date with this long standing arrangement for the caretakers parking and does not anticipate any issues going forward.

4.0 Pedestrian access and egress to the site

4.1 Plan showing proposed building entry.

Refer WD5.00 Rev D



PEDESTRIAN TRAFFIC FLOW.

The continuous fence and gate to the eastern elevation (Bowen) will direct pedestrian access to the gate at the southern (Hopkins) side of the Church.

Hopkins Rd is wider than Bowen and typically has more than sufficient parking available ALL DAY.

This will also encourage visitors to park on the church side of Hopkins, thereby avoiding the need to cross albeit via the existing pedestrian refuge.



Pedestrian Access
NOT TO SCALE

**NOT FOR CONSTRUCTION
(GCC PLANNING PERMIT)**

PROJECT 148 HOPKINS ST MOONAH	DATE 02.03.2026
CLIENT HUGO BLADEL	REVISION REV D
 NORTH	DRAWING No. WD- 5.00

5.0 Management

The owners propose the following management / mitigation strategies:

(i) educate visitors to the centre about the sensitivity of parking and noise etc.

A notice displayed at reception



Instructions for arrival and leaving the centre will 'pop-up' on the booking platform at the time a client makes a booking.

Class name
Breath-Led Flow (60 mins)

Category
Yoga Class

Description
Breath-Led Flow is a mindful vinyasa practice where movement is guided by the rhythm of your breath. Each transition is intentionally linked to inhale and exhale, creating a smooth, continuous flow that builds strength, mobility, and awareness without rushing.

This class encourages you to move with presence rather than pace, cultivating a steady, meditative quality as the body warms and the mind focuses. Expect creative sequencing, moments of stillness, and options to explore both ease and challenge as you stay connected to your breath.

Suitable for all levels, Breath-Led Flow supports balance, coordination, and nervous system regulation, leaving you feeling grounded, energized, and clear.

Venue Details:

- Enter via Hopkins St entrance only.
- Bring your own mat, towel and drink bottle. (Mats available for hire)
- Please be here at least 5 minutes before class starts.
- Respect our lovely neighbours by arriving and leaving quietly.
- Free on-street parking is available on Hopkins St (please avoid congestion on Bowen Rd)

Price per class: \$25.00
Taxes: GST

The clients also receive a reminder email or text message via the booking system.

Business accepted appointment

Email Text message

Subject: {{business.name}} has accepted your appointment

Message

- Enter via Hopkins St entrance only.
- Bring your own Yoga mat, towel and drink bottle.
- There are mats available for hire.
- Please be here at least 5 minutes before class starts.
- Respect our lovely neighbours by arriving and leaving quietly.
- Free on-street parking is available on Hopkins St (please avoid congestion on Bowen Rd)

Use variables to include dynamically generated information.

- {{client.first_name}}
- {{client.last_name}}
- {{client.email}}
- {{client.phone}}
- {{staff.first_name}}
- {{staff.last_name}}
- {{staff.display_name}}
- {{business.phone}}
- {{business.name}}
- {{reservation.date_start}}
- {{reservation.time_start}}
- {{reservation.date_end}}
- {{reservation.time_end}}

(ii) Liaise closely with neighbours to monitor issues.

The owner is currently 'door knocking' nearby neighbours – approx. 100m proximity.
The discussion with neighbours is to identify any 'pain points' early and to open channels of communication between the centre and the community.

A leaflet is being prepared for distribution to the wider community.

The following is a draft:

Hello Dear Neighbour,

I am writing to let you know about our plans to open a Yoga and Meditation Centre at 148 Hopkins St. As you may have seen, we have been restoring and renovating the old Moonah Uniting Church.

We have spent the last year fixing the roof, rewiring, painting, insulating, landscaping and fixing the drainage to protect the building against rising damp.

We understand that this beautiful old Church and Community Centre holds a lot of history and memories for a lot of people - only yesterday I was talking to a local woman who said her husband was baptised here! It's held dance classes, martial arts and countless other activities that have helped to bring our community together.

We aim to continue this mission - Yoga and Meditation are proven practices to help with physical and mental health. We plan to run Breath-Led Flow, Restorative Yin, Buddhist Teachings and Meditation as part of our schedule.

A big part of our mission is to make Yoga more accessible for people and we plan to run regular classes that are "pay what you can" and also aimed at beginners or folks that are interested in giving Yoga a try for the first time.

We plan on opening the doors to the public in the next couple of months and we would love to welcome you in for a class, a cup of tea or even just to check out the space !

The best place for the latest updates is on our Instagram page and our website.

In the meantime if you have any questions or would like to have a chat, my number is 0488990570 or send me an email at: dharmayogacentre@gmail.com

Warm Regards,
Hugo Bladel

Relevant Standards and Guidelines

This assessment has been prepared with reference to:

- Tasmanian Planning Scheme – Glenorchy
- Department of State Growth guidelines
- Austroads Guide to Traffic Management
- Australian Standards (AS/NZS 2890 – Parking Facilities)

Appendix A - Photo's

All photos are available via the following googledrive link

https://drive.google.com/drive/folders/1xW_jThJFeiGfegijHFvjSb4MPWtyRQUa?usp=sharing

Re Further information request – Permit application PLN-26-057

Dear Stephen,

Following are my responses to the further Information request of 5 May.

8.3.1 Class Sizes

Although we are applying for a permit for 30 people per class, we expect a much smaller number of attendees. We expect to have up to 30 attendees when a popular teacher visits or if we run a standalone workshop such as a teacher training. This type of class would never run at **6:30am** but would occur between the hours of **9:00am** and **8:00pm**.

Below are the expected class sizes:

Monday - Friday

6:30 AM, we expect 5 - 10 attendees

9:30 AM, we expect 5 - 10 attendees

5:30 PM we expect 10 - 20 attendees

7:00 PM we expect 10 - 20 attendees

Saturday

8:00AM, we expect between 10 - 20 attendees

Sunday

9:30AM, we expect between 10 - 20 attendees

2.5.1 – Parking qty 50

Can you please advise where that figure (50 parking spaces) is shown? It is likely a typo and we will amend the document.

We confirm the correct qty is **maximum** 30 spaces per session

Key Data:

Data for the surveyed streets within 200m:
There are approx. 276 street parking spaces within 200m of the centre.

Street parking usage excluding the church is currently :
Average 65 cars / day (Max 78 and Min 51) or 24% used.

The church requires maximum 30 spaces.

The parking demand caused by the application increases to :
Average 95 cars / session / day (Max 108 and Min 81) or 34% used.

The applicant has provided extensive photographic records supporting the survey data, exhibited in Appendix A.

C2.5.3 Onsite motorcycle parking

C2.5.3 Motorcycle parking numbers

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

The application is based on all visitor parking being street parking.

Having regard to the abundance of street parking, the applicant considers that performance criteria P1 (e) is met.

If P1 (e) is not accepted by GCC then a requirement to meet C2.5.3 P1(d) onsite parking would have consequences for the aesthetics and heritage values of the building.

Additional signage would be required to identify **motorcycle only** entry and exit. Carpark marking to ensure that onsite motorcycle parking still allows forward entry and exit of the approved caretakers vehicle.

Signage on the building would also be required to direct visitors arriving by motorcycle that entry to the centre is not via the eastern carpark door but visitors are to walk around to the southern main entry.

Further engagement with the heritage team would be required to ensure heritage values are not degraded while complying with C2.5.3

2.6.1 Construction of parking area

We confirm that the single carpark and associated driveway is constructed of compacted gravel. This area is graded to fall to the pit identified in the related plumbing permit for the ag-line adjacent to the building. It is expected that minimal surface water runoff will be directed to the footpath.

These points are noted on WD-2.00 Rev F

2.6.2 Car parking compliance

The application has no intention to provide on site parking for visitors.

There is no change to the existing approved single caretaker car space and associated area.

The application involves an intensification of use. The effects are addressed in the TIS street parking assessment.

The site is incapable of providing off street for all visitor/client parking due to its size.

Previously approved activities did not provide and were not asked to provide on site parking.

Any attempt to provide additional parking compliant with C2.6.2 A1.1 will have significant consequences for the heritage (aesthetic) values of the site. Including demolishing parts of the heritage structure to provide parking spaces. Therefore, compliance with A1.1 isn't a viable option for this application.

In relation to A1.2, we have included an additional drawing (WD-7.0 Rev F) to address disabled persons parking requirements.

We believe this drawing satisfies NCC Vol 1 Part D4.

If you require any further information do not hesitate to contact me.

Sincerely,

Hugo Bladel

Dharma Yoga Centre

REQUEST FOR ADDITIONAL INFORMATION

Section 54(1) of the Land Use Planning and Approvals Act 1993

This request includes references to sections of the Tasmanian Planning Scheme - Glenorchy. To help you provide a response to this request, you can view this planning scheme online at <https://www.planning.tas.gov.au/other-resources/Tasmanian-planning-scheme>.

The following additional information is required:

General

The submitted planning application form states the hours of operation will commence from 6.15am while the supporting information states 6.30am. Please clarify the inconsistency.

No inconsistency, both are correct.

Planning application refers to "Opening Time".

The supporting docs references class times for the first lesson to start.

So doors open at 06:15 for the first lesson to start at 06:30

8.0 General Residential Zone

8.3.1 Discretionary uses

Please elaborate on how the intensification of use meets the relevant performance criteria. As the proposed hours are outside that specified by A1, please ensure the response addresses P1

The emissions generated by the use, especially noise from vehicles arriving at early hours and cars departing in the late evening, the 6 events and any amplified or acoustic music requires consideration.

8.3.1 P1

Hours of operation of a use listed as Discretionary, excluding Emergency Services, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:

- (a) the timing, duration or extent of vehicle movements; and*
- (b) noise, lighting or other emissions.*

- Vehicular and pedestrian impacts including arrival and departure measures are dealt with in the TIS

- Noise impacts from the centre activities are expected to be minimal.

There is no amplified dance music or PA system.

The classes are structured around quiet meditation.

The owner has installed acoustic insulation and curtains to exclude road noise. This will also completely contain the minimal noise like talking from within the centre

- Lighting – N/a there is no additional external lighting required.

No additional external lighting is on the plans or application

- Rubbish – Minimal additional rubbish is generated by the centre, Normal residential rubbish from the caretaker will continue as per previous approvals and is consistent with normal residential use.

The centre activity will be less impactful than previous operations for example a dance class with amplified dance music.

While the permit application increases intensity by longer hours and larger classes the quiet nature of the centre will be less impactful compared to the previous dance studio usage.

Please confirm whether the proposal meets the A2 requirements in relation to external and security lighting. If not, please specify how the proposal meets P2.

There is no request in the permit application for additional external or security lighting.

Please specify how the proposal meets the performance criteria P4, including but not limited to, how the increased people attending the site at early hours of the day and later in the evening will not cause an unreasonable loss of amenity to surrounding residential uses.

P4

A use listed as Discretionary must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:

- (a) the intensity and scale of the use;*
- (b) the emissions generated by the use;*
- (c) the type and intensity of traffic generated by the use;*
- (d) the impact on the character of the area; and*
- (e) the need for the use in that location.*

(a) The yoga centre proposal increases intensity by a doubling of class sizes from 15 to 30. The scale of operations also increases by extending trading hours in both the morning and evening.

(b) Despite the increased scale and intensity the yoga centre is characteristically significantly quieter than previous approved uses. Yoga instruction will be in the centre itself and is intrinsically a quiet / meditative activity.

(C) The owners recognise the potential for loss of amenity to the surrounding residences. The possible impacts are not from the centre itself but potentially the arrivals / departures of clients and visitors.

The Owners have prepared and submitted a TIS which addresses likely impacts in the context of the already busy collector roads. They also have developed some strategies to mitigate impacts.

(d) (e) The area is benefitting from the extensive restoration work the owners have undertaken.

The heritage listed Church was beginning to show serious degradation from lack of maintenance over many years.

The centre is intended to be a community 'hub'. The owner recognises the need in the community for a place of healing; spiritual, mental and physical. The initial research by the

owner showed the Moonah area has virtually no such services. After initial meetings with GCC it was also apparent that the Centre squarely meets the GCC policies to support community based welfare programs such as the yoga centre.

8.4 Development Standards for Dwellings

- It is noted that the caretakers house has proposed works. Please confirm the extent of works taking place to the caretakers house and whether these are external and/or internal.

The proposed building work is detailed on WD 1.00 Rev E - provided in the application. Caretakers works are all internal.

C2.0 Parking and Sustainable Transport Code

C2.5.1 Car parking numbers

- Please describe (in a written response such as a Traffic Impact Statement (TIS) or otherwise) how the application meets performance criteria is met (P1.1). Specific regard should be had for, but not limited to,
 - The availability of street parking (a)
 - the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity (f)
 - the effect of street parking on the streetscape (g). This includes the impacts on existing residential uses through potentially increased traffic at off-peak times.

Refer TIS provided.

C2.6.1 Construction of parking area

- Please advise if any works are being undertaken to the parking area.

Re-gravelling of parking area has been done.

Edging will be done with associated fence works

Refer WD 2.00

Advice only - It is recommended the driveway and parking area be with an all weather pavement such compacted gravels instead of concrete; and its runoff be directed to a stormwater system.

C2.6.5 Pedestrian access

- Detail how the pedestrian path will be delineated from the road, such as different pavement type or line marking.

C2.6.5 applies to

A1.1 carparks with >10 spaces

A1.2 accessible parking

Neither the current site nor the proposed application trigger A1.1 or A1.2

As part of this application, a bin area is proposed (highlighted in yellow), with bins to be placed on the internal footpath (highlighted in blue). It is further assumed that the collection vehicle would reverse in, collect the bins, and then exit the site, rather than undertaking a continuous turning movement. Please address the relevant performance criteria and explain how this arrangement is capable of satisfying those requirements. 4

What drawing is this from ?

It is intended for the caretaker bins to be stored out of sight to preserve the heritage aesthetics. Then placed kerbside on collection days. This is consistent with (i) previous permits and (ii) surrounding properties.

Compliance with HR vehicle access would involve demolishing large sections of the church.

C3.5.1 Traffic generation at vehicle crossing

- The application notes that visitors will not park in the existing car parking area on the site. Please provide information on how it will be made clear to people attending the site that they can not park in the designated parking area.

Refer WD 3.00 – The one onsite car park is behind a gate and fence.

With respect to 3.5.1

A1.1; A1.2 A1.3 The is no proposal for a new junction

A1.4 The existing crossing is not increasing numbers of crossings at all and in any event the existing movements are less than Table C3.1 threshold <5.5m and >5.5m

If GCC feel this is inadequate and requires additional fence signage such as a “no entry sign” then please liaise with you heritage team and advise us accordingly.

C6.0 Local Historic Heritage Code

Please amend (annotate) and re-submit Drawing WD-2.00 Rev D (so it reads as Rev E) to Provide the proprietary paint colour specification/s for the proposed timber picket fence and gate/s.

Done

The proposed colour scheme for the fence and gates is not disclosed in the plans. This information is required to inform Council's assessment under Clause C6.6.5 of the Local Historic Heritage Code.

Done

Please provide a detail drawing showing the typical profile of the proposed retaining wall wrapping around the building at the northern end, ensuring that: The profile is annotated and sufficiently detailed so as to show the retaining wall in relation to the building wall (above and below ground) and the existing ground level.

Done – WD 2.01

Drawing WD-2.00 Rev D states that the proposed retaining wall is to be less than 900mm high. This implies that the wall is an above ground – and potentially visually intrusive - structure. However, it is understood from pre application discussions with the Applicant that the structure is intended to be a subsurface barrier aimed at augmenting drainage and protecting the foundations from the ingress of damp (and, perhaps, in that case the annotation was intended to mean 'less than 900mm deep'. Clarification in the form of a typical profile is required to remove any ambiguity and to inform Council's assessment under Clauses C6.6.4 and C6.6.8 of the Local Historic Heritage Code.

WD 2.00 amended – delete “high” replace deep.

Noting the elevations provided confirm that the retaining wall is below FGL.