MIDSON traffic pty ltd

Lakker Chocolatiers

Shop 1, 1726 Channel Hwy, Margate
Traffic Impact Assessment

May 2026

CELEBRATING 18 YEARS
2008 - 2026

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1. Introduction

1.1 Background

Midson Traffic were engaged by Lakker Chocolatiers to prepare a traffic impact assessment for a proposed chocolate shop and ice creamery development at shop 1, 1726 Channel Highway, Margate.

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 the Department of State Growth (DSG) 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 E6.0, *Parking and Access Code*, and E5.0, *Road and Railway Assets Code*, of the Kingborough Interim Planning Scheme, 2015.

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 shop 1, 1726 Channel Highway, Margate. The subject site forms part of an established mixed-use development comprising a combination of ground-level retail tenancies and residential dwellings. The development includes three retail premises at street level, supported by three residential units, resulting in a modest scale, locally-serving activity centre.

The subject site and surrounding road network is shown in Figure 1.

Figure 1 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:

- Kingborough Interim Planning Scheme, 2015 (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, 2023
- Department of State Growth, *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 Channel Highway only.

Channel Highway is classified as a Category 3, *'Regional Access Road',* by the Department of State Growth's Road Hierarchy. Channel Highway has a average daily traffic volume of 11,750 vehicles per day[1] with a heavy vehicle proportion of 9.5% near the subject site. Peak traffic flows are in the order of 1,000 vehicles per day during the AM and PM peak periods.

The posted speed limit is 50-km/h near the subject site.

Figure 2 Channel Highway

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 to 31st March 2026 for Channel Highway between Beach Road to Van Morey Road.

The findings of the crash data is summarised as follows:

- A total of 18 crashes were reported during this time.

[1] Department of State Growth, 2025 traffic data 140m north of Crescent Drive.

- Severity. 1 crash resulted in serious injury; 5 crashes resulted in minor injury; 4 crashes involved first aid at the scene; 8 crashes resulted in property damage only.
- Time of day. 13 crashes were reported between 8:00am and 6:00pm; 2 crashes were reported prior to 8:00am; 3 crashes were reported after 6:00pm. Afternoon crashes were dominant, with a total of 8 crashes reported between midday and 5:00pm.
- Day of week. Sundays recorded the highest crash frequency with 7 crashes reported. Wednesdays and Fridays had 3 crashes reported; 2 crashes were reported on Tuesdays; 1 crash was reported on a Monday; no crashes were reported on Thursdays.
- Crash types. No crash trends were noted by crash types. 2 crashes involved a 'rear-end' collision; 2 crashes involved 'leaving-parking' collisions; 2 crashes involved 'emerging-from-driveway' collisions; 2 crashes involved 'other-on-path' collisions; and various other crash types with no clear trend.
- Crash locations. 4 crashes were reported at the Channel Highway/ Beach Road junction; 4 crashes were reported in off-road locations (car parks); 10 crashes were reported at midblock locations.
- Vulnerable road users. Three crashes involved vulnerable road users:
  - → 8:28pm, Friday 2nd April 2021 – 'near-side' collision with a pedestrian resulting in first aid at the scene.
  - → 6:35pm, Sunday 4th May 2025 – 'left-through' collision with a bicycle resulting in minor injury.
  - → 8:45am, Friday 13th March 2026 – 'lane-side-swipe' collision with a motorcycle resulting in first aid at the scene.

The crash history is consistent with a busy arterial road through a small shopping precinct. It does not indicate that there are any specific road safety deficiencies associated with the network that may be exacerbated by traffic generated by the proposed development.

3. Proposed Development

3.1 Development Proposal

The proposed development involves the conversion of the existing tenancy from retail to a boutique chocolate, ice cream and coffee premises with an ancillary preparation and storage area.

The proposed development will rely on existing parking provision associated with the overall mixed-use site of 1726 Channel Highway. This consists of 10 publicly accessible parking spaces and 8 spaces located at the rear of the site associated with residential and staff parking.

The proposed development is shown in Figure 3.

Figure 3 Proposed Development Plans

4. Traffic Impacts

4.1 Trip Generation

Trip generation rates were sourced from the TfNSW Guide.

4.1.1 Previous Use Traffic Generation

The previous use of the site was retail. The TfNSW Guide recommends a traffic generation rate of 2.022 x GFA vehicles per day, with a peak of 0.259 x GFA vehicles per hour. On this basis it is likely that the previous use generated up to 200 vehicles per day, with a peak of 26 vehicles per hour.

4.1.2 Proposed Development Traffic Generation

The proposed development comprises a boutique chocolate, ice cream and coffee premises operating within an existing retail tenancy. While the development is classified as a food services use for Planning Scheme purposes, the operating characteristics differ materially from those of a conventional café or restaurant.

In particular, the tenancy will operate as a small-scale speciality food premises focused on the sale of chocolates, ice cream, takeaway coffee and associated products. The development will not function as a traditional dine-in café, with only limited seating provided and no substantial meal service proposed. Customer activity is therefore expected to be characterised by relatively short-duration visits and a high turnover of parking spaces, more comparable to a speciality retail premises than a conventional hospitality venue.

Notwithstanding the above, traffic generation rates for a café/ food services premises have been adopted from the Transport for NSW Guide to Traffic Impact Assessment (2024) as a conservative basis for assessment.

The TfNSW Guide recommends a traffic generation rate of 60 trips per day per 100m² of floor area, with a peak hour generation of 5 trips per 100m² per hour. Based on the total tenancy floor area of approximately 99m², the proposed development is estimated to generate approximately 60 vehicle trips per day, with a peak of approximately 5 vehicle trips per hour.

It is noted that the adoption of café-based traffic generation rates is considered conservative in the context of the proposed development, and actual traffic generation is likely to be lower given the boutique nature of the business, the limited seating provision and the predominance of short-stay takeaway-style customer activity.

4.1.3 Net Change in Traffic Generation

The change in traffic generation between the previous use and proposed development is summarised as follows:

- -140 vehicles per day (reduction from previous use)
- -21 vehicles per hour (reduction from previous use)

4.2 Access Impacts

The Acceptable Solution A3 of Clause E5.5.1 of the Planning Scheme states "*The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater*".

In this case, the proposed development is likely to generate a reduced traffic generation when compared to the previous retail use. This reflects the boutique nature of the business, limited seating provision and relatively modest scale of customer activity associated with the tenancy. The Acceptable Solution A3 of Clause E5.5.1 of the Planning Scheme is therefore satisfied.

4.3 Sight Distance

The Acceptable Solution A1 of Clause E5.6.4 of the Planning Scheme states: "*sight distance at an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1*".

Table E5.1 requires a minimum of 80 metres SISD for a 50-km/h speed environment. The available sight distance exceeds 80 metres in both directions from both exit driveways of the subject site. The Acceptable Solution A1 of Clause E5.6.4 of the Planning Scheme is satisfied.

4.4 Pedestrian Impacts

The proposed development is expected to generate a small number of local pedestrian movements associated with customers visiting the café component of the site. These movements will predominantly occur within the immediate vicinity of the site and the surrounding local commercial area.

Footpath infrastructure is provided on both sides of Channel Highway in the vicinity of the subject site, offering suitable pedestrian connectivity and access to the development. A pedestrian refuge island is located immediately north of the subject site to assist pedestrian movements across Channel Highway. Given the modest scale of the proposed use and the limited increase in activity relative to the existing mixed-use development, the anticipated pedestrian demand is low.

The existing pedestrian infrastructure is considered adequate and appropriate to accommodate the likely level of pedestrian activity associated with the proposed development. Accordingly, no adverse pedestrian impacts are anticipated.

4.5 Road Safety Impacts

An assessment of road safety impacts has been undertaken with reference to the existing crash history, site access arrangements and the scale of traffic generation associated with the proposed development.

As outlined in Section 2.2, the crash history for Channel Highway in the vicinity of the site does not indicate any systemic safety issues or identifiable trends that would be exacerbated by the proposed development. The recorded crashes are consistent with a busy arterial road environment servicing a local activity centre.

The proposed development represents a reduction in traffic generation compared to the previous retail use. As such, the proposal will not result in any material increase in traffic exposure or conflict risk at the site access or on the surrounding road network.

Vehicle access arrangements remain unchanged, with appropriate sight distance available in both directions and no alteration to the existing road geometry or traffic control. The low volume of traffic associated with the development ensures that vehicle movements can be accommodated safely within the existing network.

Pedestrian activity associated with the development is expected to be low and will be accommodated within the existing footpath network, which provides a safe and appropriate environment for pedestrian movements.

On this basis, the proposed development is not expected to result in any adverse road safety impacts.

5. Parking Assessment

5.1 Parking Provision

The subject site is located within the Margate commercial precinct, where parking is provided through a combination of on-site spaces, on-street parking along Channel Highway, and a nearby public car park located at the corner of Channel Highway and Beach Road. As summarised in Table 1, a total of approximately 44 parking spaces are available within convenient walking distance of the site, including both unrestricted and time-limited spaces. The spaces are shown in Figure 4.

The on-site parking supply comprises 10 publicly accessible spaces at the frontage and southern side of the development, supplemented by 8 spaces at the rear of the site associated with residential and staff parking. The frontage parking provides convenient, highly visible short-stay parking directly adjacent to the commercial tenancies and is well suited to the type of customer activity anticipated for the proposed development.

In addition to the on-site provision, there is on-street parking along Channel Highway in both directions. This includes a mix of unrestricted and short-term parking (¼P and ½P), which supports turnover of spaces within the commercial precinct and is appropriate for short-duration visits associated with retail and takeaway-style uses.

A Council-owned public car park is also located in close proximity to the site at the corner of Channel Highway and Beach Road. This facility provides an additional 12 spaces and serves as an overflow parking area for the broader Margate shopping area. The proximity of this public car park, together with the available on-street parking, provides a distributed parking supply that reduces reliance on any single parking area.

The parking environment functions as a shared and distributed parking network servicing the broader Margate commercial precinct, rather than as isolated parking allocations dedicated to individual tenancies. Overall, the parking environment in the vicinity of the site is characteristic of an established local activity centre, where parking demand is accommodated through a combination of on-site spaces, shared parking resources, on-street parking and nearby public parking facilities. This distributed parking arrangement is efficient and appropriate for the scale and nature of the surrounding land uses and provides substantial parking opportunities within convenient walking distance of the proposed development.

Figure 4 On-Site and Nearby Car Parking

Table 1 On-Site and Nearby Public Car Parking

Location	Number of Spaces	Comments
Front of site	4 spaces	Site: 45-degree angle parking
South of site	6 spaces	Site: 90-degree angle parking
Rear of site	8 spaces	Site: staff and resident parking
Corner of Channel Hwy/ Beach Rd	12 spaces	Public: Council owned public car park
On-street, northern side of Channel Hwy	11 spaces	Public: 2 x ¼P, 3 x ½P, 6 x unrestricted
On-street, southern side of Channel Hwy	3 spaces	Public: unrestricted
TOTAL	**44 spaces**	

5.2 Theoretical Parking Demand

A first-principles assessment of parking demand has been undertaken having regard to the nature of the proposed use, rather than relying solely on the broad land use descriptions contained within the Planning Scheme.

The proposed development consists of the following:

- A small front-of-house retail and café area of 41.6m², from which chocolates, ice cream and coffee will be sold directly to customers; and
- A rear ancillary food preparation and storage area of 57.4m².

In parking demand terms, the front-of-house component is not considered comparable to a typical café or restaurant. The tenancy will not operate as a conventional dine-in food premises with substantial seating and a corresponding high parking turnover. Rather, the use is expected to function more similarly to a speciality retail premises, with customers making relatively short visits for the purchase of chocolates, ice cream, coffee and associated takeaway items. While a small café element is proposed, the parking demand generated by this component is expected to be materially lower than that of a typical café or restaurant of the same floor area.

The rear food preparation area is expected to generate very low parking demand. This area will not be accessed by customers. Parking demand associated with this component will be limited to staff. The total number of staff on site is expected to be three, spread across both the site. As such, the employment-related parking demand of the overall development is inherently modest.

On a first-principles basis, the likely parking demand of the development can reasonably be expected to comprise:

- Parking for up to 2 staff vehicles; and
- A modest level of short-stay customer parking associated with the front-of-house shop.

Given the boutique nature of the business, the small floor area of the customer-facing component, and its retail-like operating characteristics, it is considered that customer parking demand is likely to be in the order of 2 to 4 spaces at typical times. This would result in an overall theoretical parking demand in the order of approximately 4 to 6 spaces.

This level of demand is below the Planning Scheme parking rate derived in Section 5.3 and better reflects the actual operating characteristics of the proposed use. Importantly, the theoretical demand is also comparable to the scale of parking likely to have been associated with the previous retail use of the tenancy.

5.3 Planning Scheme Parking Requirements

The Acceptable Solution A1 of Clause E6.6.1 of the Planning Scheme states "*The number of on-site car parking spaces must be no less than the number specified in Table E6.1*".

Table E6.1 requires the following parking provision:

- Café. 15 spaces for each 100m^2 of floor area, or 1 space per 3 seats, whichever is greater.

This equates to a total parking requirement of 15 spaces (rounded up to 14.85 spaces).

It is noted that the previous use of the site was a retail tenancy with a total floor area of 99m^2. Table E6.1 requires 1 space per 30m^2 of floor area, which equates to a requirement for 4 spaces (rounded up from 3.3 spaces). The change in parking requirements is therefore +11 spaces.

With no additional parking provided the Acceptable Solution A1 of Clause E6.6.1 of the Planning Scheme is not satisfied.

The Performance Criteria P1 of Clause E6.6.1 of the Planning Scheme states:

> *"The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:*
>
> *(a) car parking demand;*
>
> *(b) the availability of on-street and public car parking in the locality;*
>
> *(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 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 credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;

(i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;

(j) any verified prior payment of a financial contribution in lieu of parking for the land;

(k) any relevant parking plan for the area adopted by Council;

(l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;

(m) whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Schedule".

The following is relevant with respect to the development proposal:

(a) car parking demand

While the proposed development is classified as a Food Services use under the Planning Scheme, the operational characteristics of the tenancy differ materially from those of a conventional café or restaurant. The development comprises a boutique chocolate, ice cream and coffee premises with limited seating and a strong takeaway focus. Customer visits are expected to be short in duration, with relatively high turnover of parking spaces and limited dwell times compared to traditional dine-in hospitality venues.

The tenancy has a total floor area of approximately 99m², however a substantial proportion of this area comprises ancillary preparation, storage and back-of-house activities not accessible to customers. The customer-facing component of the tenancy is comparatively small, resulting in a lower effective parking demand than would typically be associated with a conventional café occupying the same gross floor area.

A first-principles assessment indicates that parking demand is likely to comprise approximately 2 staff vehicles together with a modest level of short-stay customer parking. On this basis, the likely parking demand is estimated to be in the order of approximately 4 to 6 spaces at typical times. This is materially lower than the notional Planning Scheme parking requirement derived from Table E6.1. The Planning Scheme parking rate applies broadly across a wide range of food services premises, including conventional dine-in cafés and restaurants with substantially higher customer dwell times and parking demand characteristics.

(b) the availability of on-street and public car parking in the locality

The site benefits from a substantial amount of publicly accessible parking within convenient walking distance of the tenancy. This includes 10 publicly accessible on-site spaces associated with the mixed-use development, on-street parking along Channel Highway in both directions, and a nearby Council-owned public car park located at the corner of Channel Highway and Beach Road.

In total, approximately 44 parking spaces are available within the immediate locality. This parking supply includes unrestricted parking as well as short-term parking spaces intended to support turnover within the commercial precinct. The available parking supply is well suited to the short-duration customer visits anticipated for the proposed development.

(c) the availability and frequency of public transport within a 400m walking distance of the site

The subject site is located on Channel Highway within the Margate commercial precinct, where public transport services are available within convenient walking distance of the site. Bus services operating along Channel Highway provide connections to surrounding residential areas and greater Hobart. The availability of public transport provides an alternative mode of access for both staff and customers and reduces total reliance on private vehicle travel.

(d) the availability and likely use of other modes of transport

The site is located within an established local shopping precinct and is readily accessible by walking from surrounding residential areas and nearby commercial premises. Footpaths are provided on both sides of Channel Highway in the vicinity of the site, together with pedestrian crossing facilities nearby.

Given the boutique and local-serving nature of the development, it is reasonable to expect that a proportion of customers will arrive on foot, particularly customers already visiting nearby shops and services within the Margate commercial area.

(e) the availability and suitability of alternative arrangements for car parking provision

There is limited practical opportunity to provide additional on-site parking specifically for the tenancy due to the constrained nature of the existing site layout and the established mixed-use configuration of the development. The proposal therefore relies upon the existing shared parking supply associated with the site and surrounding commercial area.

This arrangement is considered suitable in the context of an existing activity centre where parking demand is typically accommodated through a combination of on-site parking, shared parking resources, public parking facilities and on-street parking.

(f) sharing parking principles

The existing parking supply associated with the development operates as a shared parking resource servicing multiple commercial and residential tenancies. Shared parking arrangements are an efficient and appropriate outcome within established mixed-use activity centres, as parking demand is distributed across multiple users and land uses rather than being dedicated to individual tenancies.

The proposed development is expected to benefit from shared trips within the Margate commercial precinct, with some customers likely to combine visits to the tenancy with other nearby commercial activities. In addition, the short-stay nature of the proposed use promotes efficient turnover of parking spaces, reducing the overall parking demand generated by the development.

The residential and commercial components of the site also exhibit differing parking demand characteristics throughout the day, which further supports the efficiency of the shared parking arrangement.

(g) any car parking deficiency or surplus associated with the existing use of the land

The tenancy has historically operated as a commercial premises within the established mixed-use development and parking associated with that use has previously been accommodated by the existing parking supply. While the Planning Scheme parking rate for the proposed Food Services use is higher than the previous retail parking rate, the actual operating characteristics of the proposed development suggest that parking demand will remain relatively modest.

The proposal does not involve any expansion of the tenancy footprint or intensification of the overall site beyond the adaptive reuse of an existing commercial tenancy.

(h) parking credit in association with a previous use

The tenancy has historically operated as an established retail premises and parking demand associated with that use has previously been accommodated by the existing site parking supply and surrounding parking environment.

The current proposal does not involve substantial redevelopment of the site, but rather a change of use within an existing tenancy. In this regard, it is reasonable that credit be given for the parking demand historically associated with the previous commercial use of the tenancy.

(i) financial contribution in lieu

This matter is not considered relevant in this instance.

(j) any verified prior payment of a financial contribution in lieu of parking for the land

This matter is not known and is not relied upon in this assessment.

(k) any relevant parking plan for the area adopted by Council

No relevant adopted parking plan is known to apply to the site for the purposes of this assessment.

(l) historic cultural heritage significance of the site

This matter is not relevant to the parking assessment.

(m) Significant Trees Schedule

This matter is not relevant in this instance. Notwithstanding, there is no apparent opportunity to provide additional parking on the site without alteration to the existing development layout.

Having regard to the matters above, the existing parking supply associated with the site is considered sufficient to meet the reasonable needs of users. While the Acceptable Solution is not satisfied, the actual parking demand generated by the proposed development is expected to be modest and materially lower than the notional Planning Scheme rate. The Performance Criteria P1 of Clause E6.6.1 is therefore considered to be satisfied.

5.4 Disabled Parking

The Acceptable Solution A1 of Clause E6.6.2 of the Planning Scheme states:

"Car parking spaces provided for people with a disability must:

(a) satisfy the relevant provisions of the Building Code of Australia;

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

(c) be located as close as practicable to the building entrance".

The BCA Code classifies the proposed development as a Class 6 building. Class 6 buildings require 1 accessible space for every 50 car parking spaces. This is a requirement for 1 accessible parking space.

The proposed development does not involve any change to the existing parking layout associated with the site. The existing car park comprises 45-degree angle parking spaces located at the frontage of the site and 90-degree parking within the small car park south of the access, which do not readily accommodate the dimensional and access requirements of Australian Standard AS2890.6 for accessible parking. In particular, the provision of a compliant accessible space would require significant modification to the existing layout, including reduction of existing parking supply. Given the constrained nature of the site, it

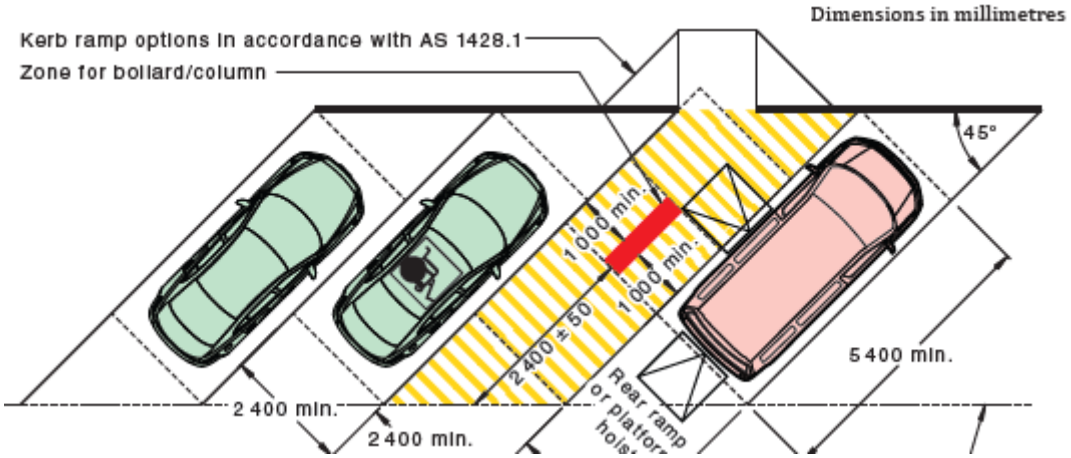
is not practicable to achieve a fully compliant accessible parking space without a disproportionate impact on the overall parking supply and functionality of the car park.

The proposal represents a minor change of use within an existing tenancy and does not increase the scale or intensity of the overall development. As demonstrated in Section 5.2, the total parking demand associated with the proposed use is expected to be low, in the order of 4 to 6 spaces. The likelihood of concurrent demand for a dedicated accessible space is therefore limited.

Notwithstanding the above, the site remains generally accessible to people with a disability. The existing parking spaces are located in close proximity to the building entrance, and the short-stay nature of the proposed use allows for convenient set-down and pick-up opportunities immediately adjacent to the tenancy. In addition, the site is located within an established commercial area where alternative at-grade parking is available within a short walking distance.

In this context, strict compliance with Clause E6.6.2 is not reasonably practicable within the existing constrained layout. Notwithstanding, should Council require the formal provision of an accessible parking space, one compliant space can be achieved by conversion of an existing angle parking space as shown in Figure 4, with the resultant parking supply remaining consistent with the anticipated parking demand identified in Section 5.2.

Figure 5 Disabled Parking Provision



Source: AS2890.6, 2018

5.5 Commercial Parking

The Acceptable Solution A1 of Clause E6.7.13 of the Planning Scheme states:

> *"Commercial vehicle facilities for loading, unloading or manoeuvring must be provided onsite in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless:*
>
> *(a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site;*
>
> *(b) the use is not primarily dependent on outward delivery of goods from the site".*

Note that AS2890.2:2002 has been superseded by AS2890.2:2018.

Existing deliveries to the commercial tenancies are undertaken using the existing parking areas at the frontage and within the rear parking/ circulation area. This arrangement is typical of small-scale commercial premises within local activity centres and is considered appropriate given the scale of operations.

Deliveries associated with the proposed development will be undertaken by light commercial vehicles (B85/B99 equivalent vans). Delivery activity is expected to be infrequent, typically less than one delivery per day, and will not involve regular heavy vehicle movements or large-scale loading operations.

On this basis, the proposed development is appropriately classified as 'occasional service' under AS2890.2. For occasional service, AS2890.2 requires that:

- Vehicles are able to stand wholly within the site;
- Reverse manoeuvres at the property boundary are limited; and
- Vehicle manoeuvring can be accommodated within the internal driveway or circulation area.

These requirements can be achieved within the existing site layout. Delivery vehicles can utilise the existing parking and circulation areas to enter, manoeuvre and exit the site, with sufficient space available for turning movements associated with light commercial vehicles.

Given the low frequency of deliveries, the small vehicle size, and the availability of suitable on-site manoeuvring space, the provision of a dedicated loading bay in accordance with full AS2890.2 requirements is not necessary.

Accordingly, the proposed development satisfies the intent of Clause E6.7.13 of the Planning Scheme.

6. Conclusions

This traffic impact assessment (TIA) has assessed the traffic and parking implications of a proposed chocolate shop and ice creamery at 1726 Channel Highway, Margate.

The key findings of the TIA are summarised as follows:

- The proposed development will generate approximately 60 vehicle trips per day, representing a reduction in daily traffic generation compared to the previous retail use of the site. The traffic generation associated with the proposed development satisfies the requirements of Acceptable Solution A3 of Clause E5.5.1 of the Planning Scheme.
- The modest level of traffic generated by the development will be readily accommodated within the existing road network, with no adverse impacts on traffic efficiency or operation of Channel Highway.
- The existing site access arrangements are appropriate, with adequate sight distance available in both directions and no changes proposed to the access configuration.
- The crash history for Channel Highway in the vicinity of the site does not indicate any systemic safety issues. The proposed development is not expected to result in any adverse road safety impacts.
- Pedestrian activity associated with the development will be low and can be safely accommodated within the existing footpath network, which is considered appropriate for the location and scale of the proposal.
- A first-principles assessment indicates that the actual parking demand is likely to be in the order of 4 to 6 spaces, which is materially lower than the Planning Scheme requirement. The available parking supply and surrounding parking opportunities are considered sufficient to meet the reasonable needs of users, and the Performance Criteria P1 of Clause E6.6.1 of the Planning Scheme is satisfied.
- A compliant accessible parking space is not reasonably practicable within the constraints of the existing site. Notwithstanding this, the site remains accessible, and an alternative compliant space can be provided (with a minor reduction in parking supply) if required by Council.
- Commercial vehicle activity will be limited to infrequent light vehicle deliveries, which can be accommodated within the existing site layout in accordance with AS2890.2 occasional service provisions. The Acceptable Solution A1 of Clause E6.7.13 of the Planning Scheme is satisfied.

Having regard to the matters outlined above, the proposed development is considered acceptable from a traffic engineering and parking perspective.

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