

**GLENORCHY PLANNING AUTHORITY
AGENDA
MONDAY, 3 JULY 2017**



GLENORCHY CITY COUNCIL

- * *The General Manager certifies that the reports contained in this Agenda have been written by qualified persons under Section 65 of the Local Government Act 1993.*
- * Aldermen with an interest or concern in relation to a particular item on this Agenda, are invited to attend the meeting.
- * All application information is available to Aldermen for inspection upon request to the relevant Planning Officer.

Chairperson: Commissioner Sue Smith

Hour: 3.00 p.m.

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1. PLANNING AUTHORITY DECLARATION

The Chairperson stated that the Glenorchy Planning Authority intended to act as a Planning Authority under the Land Use Planning and Approvals Act 1993.

2. APOLOGIES/LEAVE OF ABSENCE

3. PECUNIARY INTERESTS

4. CONFIRMATION OF MINUTES

That the minutes of the Glenorchy Planning Authority Meeting held on 19 June 2017 be confirmed.

5. PROPOSED USE AND DEVELOPMENT - FIFTY-ONE (51) LOT PLUS BALANCE SUBDIVISION WITH WORKS WITHIN 19 AND 21 ALDRIDGE COURT, CLAREMONT AND POIMENA RESERVE (CT 24377/1) WAKEHURST ROAD, AUSTINS FERRY AND 94 HILTON ROAD, CLAREMONT

Author: Planning Officer (Sylvia Jeffreys)
 Qualified Person: Planning Officer (Sylvia Jeffreys)
 Property ID: 5321727, 3088271, 2983688, 2983661

REPORT SUMMARY:

<i>Application No.:</i>	PLN-16-142
<i>Applicant:</i>	Hilton Road Developments P/L
<i>Owner:</i>	E L Woodberry and Glenorchy City Council
<i>Zone:</i>	General Residential and Open Space
<i>Use Class</i>	Subdivision
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	9.7 Subdivision 10.6.1 A1 Lot Design (size) 10.6.1 A2 (b) Lot Design (codes) 10.6.1 A2 (e) Lot Design (orientation) 10.6.1 A3 Lot Design (minimum frontage) 10.6.1 A 4 Lot Design (internal lots) 10.6.1A5 Lot Design (more than 3 lots) 10.6.2 A1 Roads (new roads) 10.6.4 A4 Services (fibre ready facilities) (The proposal meets all other applicable standards as demonstrated in the attached appendices)
<i>Level 2 Activity?</i>	No

42 Days Expires:	4 July 2017
Existing Land Use:	Single Dwelling
Proposal In Brief:	Fifty-one (51) lot plus balance subdivision with works within 19 & 21 Aldridge Court Claremont & Poimena Reserve (C/T 24377/1) Wakehurst Road Austins Ferry
Representations:	11 and 1 non-statutory petition
Recommendation:	Approval, subject to conditions

REPORT IN DETAIL:

PROPOSAL

The application is for a fifty-one lot subdivision plus balance at a property in Claremont, occupied by an existing single dwelling and outbuildings. The property is situated on a hillside with easterly aspect, vegetated with scattered gum trees and is currently used for grazing of cattle. The proposed subdivision layout includes two new roads with three cu-de-sacs. The main road would be an extension of Mahoney Drive, which runs off Chatterton Court, which in turn branches off from Hilton Road.

There would be 36 ordinary lots ranging in area between 450m² and 987m²; six corner lots ranging in area from 550m² to 653m²; a balance lot of 1250m²; two internal lots of 605m² and 998m² and five lots adjacent to public open space ranging between 527m² and 998m² (one of these lots is also an internal lot). These lots would total 49 and there would be also 2 road lots. Frontages would range from 4m to 25.1m. Some of the lots on the northern fringe would require a bushfire buffer because the lots would directly adjoin a Council reserve that contains significant vegetation cover. The subdivision works would require upgrades to infrastructure within Poimena Reserve and within 19 and 21 Aldridge Court in order to increase capacity of water and sewerage mains. The proposed subdivision layout is shown in Figure 1 below.

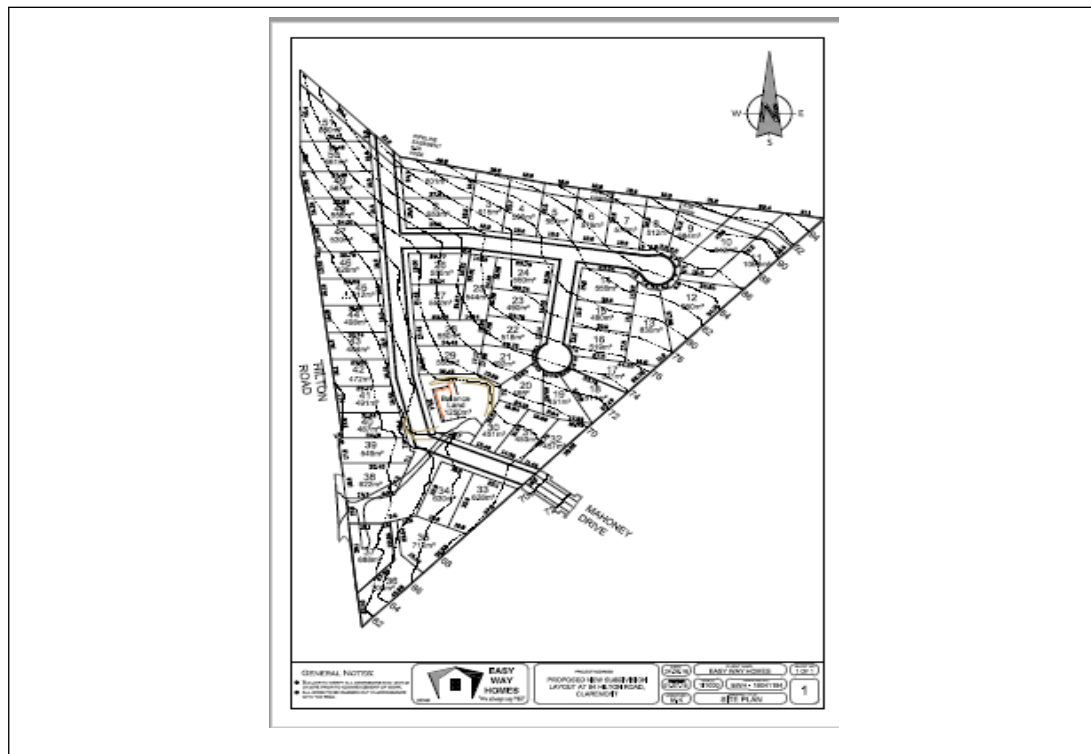


Figure 1: Proposed Layout – Source: Easy Way Homes

SITE and LOCALITY

The subject site is known as 94 Hilton Road and is described in title reference CT 37680/1. Three other properties are also affected by infrastructure upgrades at Poimena Reserve (CT24377/1) and 19 and 21 Aldridge Court, Claremont.

The subject property lies on the eastern side of a hill which extends between the Brooker Highway and Main Road, in Claremont. The top of the hill is occupied by Poimena Reserve, which contains the Wakehurst Water Reservoir. The nearest access from the subject land to the reserve is off the eastern end of Mahoney Drive.

The property of the subdivision has a triangular shape with a gentle slope and an area of 4.002ha. The land is occupied by a single dwelling and outbuildings. The current access is off Hilton Road, which runs parallel to the Brooker Highway. The subject property adjoins Mahoney Drive where there is currently a terminating end.

Access to Mahoney Drive is from Chatterton Court. The areas around Chatterton Court and Mahoney Drive have been developed with residential properties.

The site is shown in Figure 2 below.

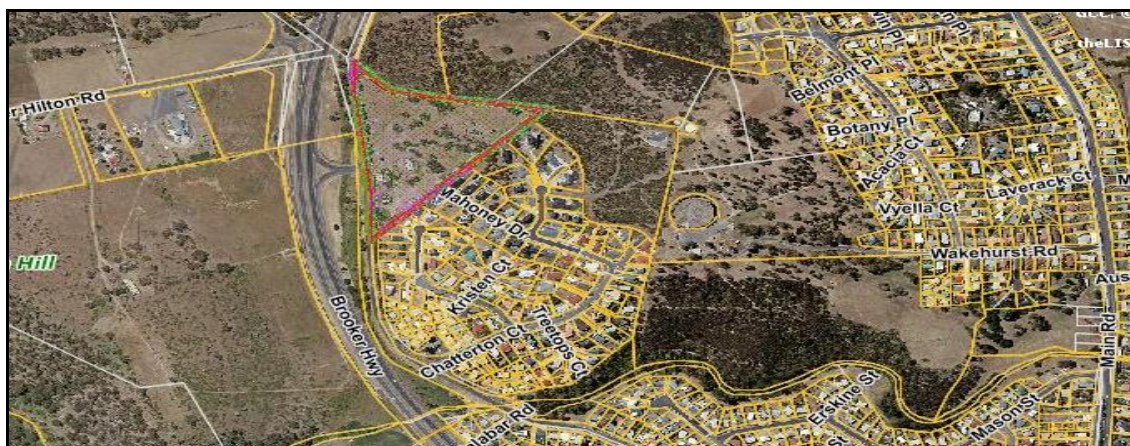


Figure 2: Subject Site – Council Database 2016

ZONE

The property lies within the General Residential Zone in red. Poimena Reserve lies within the Open Space Zone in green and the Brooker Highway within the Utilities Zone in yellow as shown in Figure 3 below.

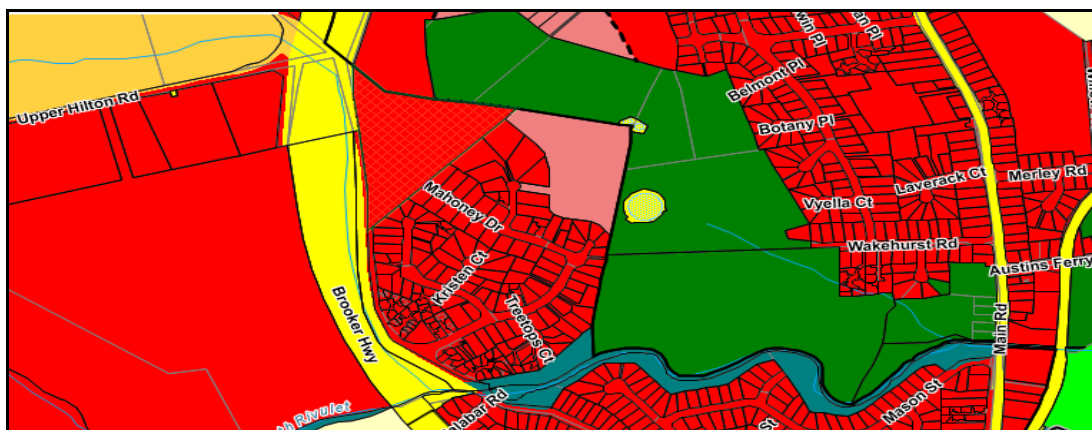


Figure 3: Zoning Map- GIPS 2015

BACKGROUND

Copyright of Plans

The engineering firm engaged by the applicant requested that plans not be used for granting any permit, because of a legal dispute by the parties. This issue poses a challenge for the Planning Authority to fulfil its obligations under the *Land Use Planning and Approvals Act 1993* (LUPAA). Council sought legal advice to ensure it would not be at risk of having to pay the costs of any determination by the Resource Management and Planning Appeal Tribunal under Section 59 of LUPAA which applies if Council does not determine the application within the statutory timeframe.

The legal advice dated 02/06/17 recommends that Council determines the application in accordance with the statutory process, but does not breach copyright legislation at the same time. In order to follow the legal advice Council cannot scan and save, photocopy or publish any of the plans drawn by RJK Consulting Engineers.

Council was first informed of the issue on 09/05/2017, prior to which electronic filing; advertising and distribution of the plans were carried out as part of the normal process. The challenge arises now, after being notified, because the application will have to be determined without breaching copyright. It will be necessary to link the permit to the documents and plans submitted with the development application. The legal advice recommends that Council do the following:

- Impose Condition 1, that use and development complies with the endorsed documents and plans;
- Endorse the plans submitted with the development application;
- Hold endorsed plans until and unless Council receives authority to do so from RJK Consulting Engineers;
- Provide an opportunity for any person to inspect the permit including the endorsed plans on the basis they are not entitled to copy the plans.

Both, the applicant and the engineering firm were advised in writing of these issues and have been given the opportunity to respond. To comply with the above instructions it is recommended that Condition 1 would be imposed as normal and that in addition the following advice clause be included:

- The endorsed plans are held by Council until and unless Council receives authority from RJK Consulting Engineers to provide them to any person. Inspection of the endorsed plans is available on the basis that there is no entitlement to any copies of the plans.

Representations

Council first received twelve representations, of which one was later withdrawn, during the advertising period which ran from 12/04/17 until 01/05/17. In addition, there was a petition submitted outside the advertising period on 30/05/17 with forty-eight signatures. The petition raised concern that the proposed road layout will not be connected to Hilton Road. These concerns are addressed later in this report within the engineering assessment under the Referrals section and under the header Representations. It is noted however, that the petitioners would not have any appeal rights due to the lateness in handing in the petition.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

There are no inconsistencies with any other State Policies or with the objectives of the Land Use Planning and Approvals Act 1993 (LUPAA).

A condition is recommended requiring appropriate soil and water management to prevent erosion and the transport of sediments into surface waters, consistent with the State Policy on Water Quality Management.

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil.

Limited Exemptions

Nil.

Planning Scheme Operation (Does a SAP or Code override Zone provisions?)

No Specific Area Plan applies. The following codes apply and prevail over the relevant Zone provisions if there is any conflict.

- E1.0 Bushfire -Prone Areas Code
- E6.0 Parking and Access Code
- E7.0 Stormwater Management Code

Use Class Description (Table 8.2):

No use class is applicable because the proposal is for subdivision.

Other relevant definitions (Clause 4.1):

The following definition applies:

Subdivision

means the act of subdividing or the lot subject to an act of subdividing.

8.8 Discretionary Use or Development

The application is discretionary in Clause 8.8.1, which is as follows:

The planning authority has discretion to refuse or permit a use or development if:

- (a) *the use is within a use class specified in the applicable Use Table as being a use which is discretionary;*
- (b) *the use or development complies with each applicable standard but relies upon a performance criterion to do so; or*
- (c) *it is discretionary under any other provision of the planning scheme,*
- (d) *and the use or development is not prohibited under any other provision of the planning scheme.*

The proposal is discretionary under (b), (c) and (d) above. The development of subdivision is *discretionary* in Clause 9.7 and the proposal relies on Performance Criteria so that there are the following discretions:

- 9.7 Subdivision
- 10.6.1 A1 Lot Design (exceeds maximum of 1000m2: Lots 9 and 10)
- 10.6.1 A2 (b) Lot Design (affected by bushfire prone areas code Lots 5 to 11)
- 10.6.1 A2 (e) Lot Design (north orientation Lots 1 and 2, Lots 14-18, lots 21-24, lots 26-29, lots 35-36 and lots 38-51).
- 10.6.1 A3 Lot Design (minimum frontage)
- 10.6.1 A 4 Lot Design (internal lots)
- 10.6.1A5 Lot Design (more than 3 lots)
- 10.6.2 A1 Roads (includes new roads)
- 10.6.4 A4 Services (fibre ready facilities)

Part C: Special Provisions

The following special provisions of the Scheme apply to this proposal:

9.7 Subdivision

A permit is required for development involving a plan of subdivision.

A permit for development involving a plan of subdivision is discretionary unless:

- (a) for adjustment of a boundary in accordance with clause 9.3.1;*
- (b) the subdivision is prohibited in accordance with clause 8.9; or*
- (c) the plan of subdivision must not be approved under section 84 Local Government (Building and Miscellaneous Provisions) Act 1993.*

Part D: Zones

Open Space Zone

The proposed pipeline works would be located within the Open Space Zone, but do not require assessment against these provisions as the use for Minor Utilities has the status of 'No Permit Required' in 19.2 Use Table. The definition of Minor Utilities in 4.1 Planning Terms and Definitions is as follows:

Minor Utilities

means use of land for utilities for local distribution or reticulation of services and associated infrastructure such as a footpath, cycle path, stormwater channel, water pipes, retarding basin, telecommunication lines or electricity substation and power lines up to but not exceeding 110Kv.

General Residential Zone

The land of the proposed subdivision is within the General Residential Zone and the following Scheme zone purpose statements, use table, use standards and/or development standards apply to this proposal:

Zone Purpose Statements

The purpose of the General Residential Zone in 10.1.1 is as follows:

- To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.
- To provide for compatible non-residential uses that primarily serve the local community.
- To provide for the efficient utilisation of services

Comment

It is considered that the proposal accords with the above objectives as the lots are for residential use and would be provided with full infrastructure. It is noted that no *desired future character statement* is applicable.

Development Standards for Subdivisions

The proposal does not accord with a number of Acceptable Solutions in terms of Development Standards and therefore relies on Performance Criteria as follows:

10.6.1 A1 Lot Design

The proposal does not accord with the Acceptable Solution in 10.6.1 A1 in regards to maximum areas. The maximum area for ordinary lots, corner lots and internal lots is 1000m²; lots adjacent to a public open space would have a maximum area of 600m². Lots 5 to 11 adjoin public open space; only lots 9 and 10 exceed 600m² and are 653m² and 906m². Lot 11 is also adjoining, but is assessed as an internal lot. Therefore, the proposal relies on the related Performance Criteria as follows:

10.6.1 P1 Lot Design

The size of each lot must satisfy all of the following:

- (a) variance above the maximum lot size in Table 10.1 only to the extent necessary due to demonstrated site constraints;*
- (b) be consistent with any applicable Local Area Objectives or Desired Future Character Statements for the area.*

Comment

The variance above the maximum lot size is considered acceptable as a significant portion of the lots (Lot 9 and 10) would be affected by a bushfire buffer distance.

10.6.1 A2 Lot Design

The proposal does not accord with the Acceptable Solution in 10.6.1 A2 (b) and (e) in regards to codes and orientation. Lots 5 to 11 are affected by the Bushfire Prone Areas Code and Lots 1 and 2, Lots 14-18, lots 21-24, lots 26-29, lots 35-36 and Lots 38-51 do not have the long axis orientated towards the north. Therefore, the proposal relies on the related Performance Criteria as follows:

10.6.1 P2 Lot Design

The design of each lot must contain a building area able to satisfy all of the following:

- (a) be reasonably capable of accommodating residential use and development;*
- (b) meets any applicable standards in codes in this planning scheme;*
- (c) enables future development to achieve maximum solar access, given the slope and aspect of the land;*
- (d) minimises the need for earth works, retaining walls, and fill and excavation associated with future development;*
- (e) provides for sufficient useable area on the lot for both of the following;*
 - (i) on-site parking and manoeuvring;*
 - (ii) adequate private open space.*

Comment

The lots affected by the Bushfire Prone Areas Code demonstrate a building envelope outside the required buffer area that is 10 x 15m and accords with setback. Therefore it is considered that lots 5 to 11 accord with the above criteria.

The lots not orientated so that the long axis of the building area faces north or within 20 degrees west or 30 degrees east of north are also considered acceptable and to satisfy the criteria above, in particular (c) above. The majority of lots are in accordance, but the layout would not allow for all lots to be orientated towards the north.

The lots which are not oriented towards the north are of sufficient area to allow for building designs that could maximise solar access. In particular, lots adjacent to the public open space would have large backyards facing north.

10.6.1A3 Lot Design

The proposal does not accord with the Acceptable Solution in 10.6.1 A3 in relation to minimum frontage. Ordinary lots require minimum frontage of 15m and lots adjoining public open space 12m. Lots 12, 13, 17, 18, 19, 20, 21, 25, 30, 31, 32, 35, 39, and 51 have frontage of less than 15m, between 6.1 and 14.7m. Lots 9 and 10 adjoining public open space would have frontages of less than 12m, being 9.5m and 6.3m respectively. Therefore the proposal relies on the related Performance Criteria as follows:

10.6.1 P3 Lot Design

The frontage of each lot must satisfy all of the following:

- (a) provides opportunity for practical and safe vehicular and pedestrian access;*
- (b) provides opportunity for passive surveillance between residential development on the lot and the public road;*
- (c) is no less than 6m.*

Comment

It is considered that all the lots would accord with all the above criteria. A number of lots are situated at the end of a cu-de-sac and would be wedge shaped which reduces frontage. All of the lots can provide frontages to provide practical and safe vehicular and pedestrian access. There are only two internal lots, so that there would be good passive surveillance. The narrowest frontage is 6.1m which accords with (c) above. Therefore, all of the lots accord with the above Performance Criteria.

10.6.1 A5 Lot Design

The proposal does not accord with the Acceptable Solution in 10.6.1A4 as it includes two internal lots; Lot 11 and 36. Therefore, the proposal relies on the related Performance Criteria as follows:

10.6.1P4 Lot Design

An internal lot must satisfy all of the following:

- (a) the lot gains access from a road existing prior to the planning scheme coming into effect, unless site constraints make an internal lot configuration the only reasonable option to efficiently utilise land;*
- (b) it is not reasonably possible to provide a new road to create a standard frontage lot;*
- (c) the lot constitutes the only reasonable way to subdivide the rear of an existing lot;*
- (d) the lot will contribute to the more efficient utilisation of residential land and infrastructure;*
- (e) the amenity of neighbouring land is unlikely to be unreasonably affected by subsequent development and use;*
- (f) the lot has access to a road via an access strip, which is part of the lot, or a right-of-way, with a width of no less than 3.6m;*
- (g) passing bays are provided at appropriate distances to service the likely future use of the lot;*
- (h) the access strip is adjacent to or combined with no more than three other internal lot access strips and it is not appropriate to provide access via a public road;*
- (i) a sealed driveway is provided on the access strip prior to the sealing of the final plan.*
- (j) the lot addresses and provides for passive surveillance of public open space and public rights of way if it fronts such public spaces.*

Comments

It is considered that the proposal accords with the above objectives. Each of the lots would have an access strip of at least 3.6m; Lot 36 would have an access strip of 3.6m and Lot 11 of 4m. The access strips would have a length of approximately 12.3m and 18m respectively, which are not considered to unreasonably affect the amenity of neighbouring properties. Because the access handles are less than 30m in length no passing bays would be required. The Development Engineer recommends a condition to provide sealed driveways. Therefore it is considered that the internal lots would accord with the above objectives.

10.6.1A5 Lot Design

The proposal does not accord with the Acceptable Solution in 10.6.1A5 as there are more than three lots. Therefore, the proposal relies on the related Performance Criteria as follows:

10.6.1P5 Lot Design

Arrangement and provision of lots must satisfy all of the following;

- (a) have regard to providing a higher net density of dwellings along;*
 - (i) public transport corridors;*
 - (ii) adjoining or opposite public open space, except where the public open space presents a hazard risk such as bushfire;*
 - (iii) within 200 m of business zones and local shops;*

- (b) will not compromise the future subdivision of the entirety of the parent lot to the densities envisaged for the zone;
- (c) staging, if any, provides for the efficient and ordered provision of new infrastructure;
- (d) opportunity is optimised for passive surveillance between future residential development on the lots and public spaces;
- (e) is consistent with any applicable Local Area Objectives or Desired Future.

Comment

It is considered that the proposal accords with the above criteria. The lot sizes are within the ranges set forth for the General Residential Zone. The balance lot is relatively small so that the subdivision would not compromise any large area remaining. Staging has not been nominated but would have to occur in an orderly progression so as to ensure all lots would be provided with road access and services, should the permit be amended at a later time. Passive surveillance is very good with the proposed layout because most of the lots would abut a road. Overall, it is considered that the subdivision layout is satisfactory in regards to the above criteria.

10.6.2 A1 Roads

The proposal cannot meet the Acceptable Solution in 10.6.2 A1 because it does make provision for roads. Therefore, the proposal relies on the related Performance Criteria as follows:

10.6.2 P1 Roads

The arrangement and construction of roads within a subdivision must satisfy all of the following:

- (a) the route and standard of roads accords with any relevant road network plan adopted by the Planning Authority;*
- (b) the appropriate and reasonable future subdivision of the entirety of any balance lot is not compromised;*
- (c) the future subdivision of any neighbouring or nearby land with subdivision potential is facilitated through the provision of connector roads and pedestrian paths, where appropriate, to common boundaries;*
- (d) an acceptable level of access, safety, convenience and legibility is provided through a consistent road function hierarchy;*
- (e) cul-de-sac and other terminated roads are not created, or their use in road layout design is kept to an absolute minimum;*
- (f) connectivity with the neighbourhood road network is maximised;*
- (g) the travel distance between key destinations such as shops and services is minimised;*
- (h) walking, cycling and the efficient movement of public transport is facilitated;*
- (i) provision is made for bicycle infrastructure on new arterial and collector roads in accordance with Austroads Guide to Road Design Part 6A;*
- (j) any adjacent existing grid pattern of streets is extended, where there are no significant topographical constraints.*

Comment

The road layout is to the satisfaction of Council's Transport Engineer. It is noted that the road layout would connect to neighbouring land capable of further development at 49 Seddon Street. For further comments please refer to the assessment by the Transport Engineer in the referrals section of this report.

10.6.4 A4 Services

The proposal cannot accord with the Acceptable Solution in 10.6.4 A4 as it includes roads. Therefore it relies on the related Performance Criteria as follows:

10.6.4 P4 Services

The subdivision provides for the installation of fibre ready facilities (pit and pipe that can hold optical fibre line) and the underground provision of electricity supply.

Comment

The Development Engineer recommends conditions in this regards.

10.6.3 Ways and Public Open Space

It is considered that there is no need to provide public open space in this instance, in line with Council's policy, because there is existing public open space in close proximity to the proposed subdivision. Therefore, the standards in 10.6.3 of the Scheme are not applicable. It is noted that the road layout and pedestrian footpaths are addressed under the roads standard and are considered acceptable. It is also noted that there are no existing walkways in proximity to the adjoining boundary so that it is not considered that a new access to the reserve could be provided. The nearest access to the reserve is located between 38 and 40 Chatterton Court, approximately 295m from the boundary of the subject lot as shown in Figure 4 below.



Figure 4: Access to Poimena Reserve – Council Database 2016

Council's Public Open Space Policy provides guidelines as to whether to acquire public open space as follows:

Subdivisions - Public Open Space Acquisitions and Contributions Policy Manual Number: 18-4

The Local Government (Buildings and Miscellaneous Provisions) Act 1993 empowers Council to acquire public open space as a part of any subdivision proposal, to require cash in lieu of open space, or to refuse a subdivision application because it should include or omit public open space.

1. *Where public open space which is accessible to the residents of a proposed subdivision already exists, a cash in lieu contribution should generally be required to provide for the upgrading or enhancement of that open space.*
2. *Public open space that is accessible to the community for both active and passive recreation should generally be provided within 500 metres of any dwelling within an urban residential subdivision.*

Comment

A condition is recommended for a cash-in-lieu payment to Council (ie a monetary contribution of 5% of the value of the land).

Part E: Codes

The following codes of the Scheme apply to this proposal:

1.0 Bushfire-Prone Areas Code

The proposed lots are situated within a Bushfire Prone Area as shown in the Draft Bushfire Prone Areas Code in Council's database as shown in Figure 5 below.

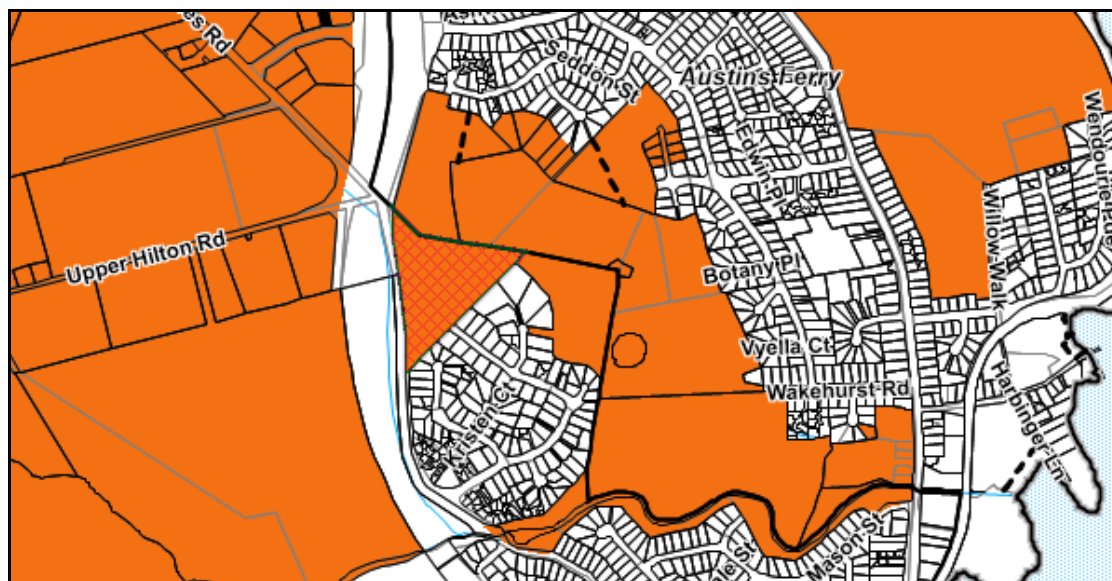


Figure 5: Draft Bushfire Prone Areas Code - Council Database last modified 21/05/2015

Comment

The application was accompanied by a Bushfire Report which demonstrates accordance with the Acceptable Solutions in E1.6 Development Standards, Subdivision. The report is entitled *Bushfire Attack Level Assessment & Bushfire Hazard Management Plan* by RJK Consulting dated 24 January 2017 Version 2. The report includes a bushfire management plan, including specifications for appropriate management. There is also a plan demonstrating building envelopes outside the hazard management areas within the lots for lots adjacent to the reserve for Lots 5 to 11. Therefore, it is recommended that a covenant be placed on the affected lots to the effect that bushfire management must occur in accordance the bushfire report. In addition, a covenant should be required ensuring dwellings are not constructed within the buffer area or rely on the Council reserve for hazard management.

E6.0 Parking and Access Code

The proposal accords with the Acceptable Solutions of this code or can be conditioned to comply. For further comments please refer to the Engineering Assessment in the referrals section later in this report.

E7.1 Stormwater Management Code

The proposal accords with the Acceptable Solutions of this code. For further comments please refer to the Engineering Assessment and to the Hydraulics Assessment in the referrals section later in this report.

E10.0 Biodiversity Code

The proposal includes vegetation removal along the southern boundary of Poimena Reserve of approximately 165m². Therefore, an exemption of the Biodiversity Code applies under E10.4 which is as follows:

*E10.4 Development Exempt from this Code**E10.4.1 The following development is exempt from this code:*

- (m) clearance and conversion or disturbance of an area no more than 750m²;

Nevertheless, the proposal was assessed in terms of natural values for the area of the pipework within Council's reserve. Whilst there is no planning requirement in regards to the biodiversity overlay, Council as a land owner must also be satisfied that the works are acceptable. In addition, there were a number of representations concerned about environmental values so that the assessment aids in assuring the public that no threatened species would be removed. More details can be found within the Assessment of Council's Environment Co-ordinator in the Referrals section of this report.

PART F: Specific Area Plans

Nil.

INTERNAL REFERRALS

Development Engineer

Comments

The development application seeks an approval 51 -lot and a balance lot subdivision. The works include new road and services.

Traffic, Access & Parking

The proposed access to the subdivision is via the existing access off Mahoney Drive where the new road is proposed and would be extended from the access point to serve each new residential lot. As new roads are to be created; the Council will require the developer to provide footpaths on both sides of the road and around the cul-de-sac heads in accordance with the Council Footpaths Policy. Kerb ramps and appropriate tactile ground surface indicators must be provided at road crossings to allow safe pedestrian paths in accordance with Council's Footpaths Policy.

Each proposed new lot will be provided with a vehicle access in accordance with the approved plan that will form part of the Permit. Access via Hilton Road frontage is not allowed.

Council's Transport Engineer has provided comments in regards to Traffic Generation, Road Network Impacts and Access and has provided answers to a number of representations submitted to Council raising concerns about traffic which are outlined in a later section of this report.

In principle, it is considered that the site is capable of being developed and the local traffic conditions are not expected to be significantly affected.

GCC Services (Stormwater)

The proposed stormwater system was modelled and simulated adopting DRAINS model for both 1% AEP and 5% AEP. The concept plan was lodged generally to the satisfaction of Council's Development Engineer and Hydraulic Engineer. Council's Hydraulic Engineer has provided comments in regards to the proposed stormwater system and accordance with the Stormwater Management Code. It is agreed that the developer would provide a cash-in-lieu option of the WSUD elements. A condition in this respect is recommended.

Geoscience issues

There are no Geotechnical issues identified through Council's records that affect the application.

Flooding/Inundation issues

There are no flooding impacts identified through Council's records that affect the application. Please refer to Hydraulics' Engineer referral.

Traffic Engineer

I have reviewed the proposed 51-lot plus balance subdivision at 94 Hilton Road, Claremont. The application documentation included a Traffic Impact Assessment prepared by RK Consulting Engineers (dated September 2016).

Proposed Development

The proposal is to subdivide the available land at 94 Hilton Road, Claremont, for the purpose of 51 residential allotments, varying in size. An existing dwelling is located on the property and will form one of the lots. The proposed subdivision is located at the end of Mahoney Drive and also fronts Hilton Road. Access to proposed subdivision would be provided through an extension off Mahoney Drive as follows:

- Lots 1 and 2, 26 to 32, 33, 34 and 39 to 48 will be accessed directly off a new extension to Mahoney Drive
- Lots 3 to 14, and Lots 24 and 25 will be accessed off a new cul-de-sac road that will enter Mahoney Drive between Lots 2 and 26
- Lots 15 to 23 will be accessed off a new sub cul-de-sac between Lots 14 and 24
- Lots 35 to 38 will be accessed off a new sub cul-de-sac between Lots 34 and 38

Traffic Generation

The TIA states that the New South Wales, RTA Guide to Traffic Generating Developments (2002) was used to provide an estimate of trip generation to the proposed subdivision.

Based on the Guide, trip generation for a standard residential dwelling is in the order of 0.85 trips per hour per dwelling for weekday peak period while daily vehicle trips would be 9 trips per dwelling. The report, then, calculates the traffic generation of the proposed development based on the above trip generation rate and 50 residential dwellings. According to the TIA's calculation, the proposed development would generate maximum 42.5 trips per hour during weekday peak period and a total of 450 trips per day.

I concur that this traffic generation estimation is appropriate for the case of the proposed development.

Road Network Impacts

To assess the impact of the proposed development on the surrounding road network, the TIA undertook SIDRA modelling for the intersection of Hilton Road and Chatterton Court during the AM and PM peak hours. The intersection has been modelled for the current traffic, the current traffic plus subdivision traffic and the traffic 10 years after completion of the subdivision.

Review of the SIDRA modelling results show that the junction of Hilton Road and Chatterton Court will perform at a Level of Service A for all traffic movements during both AM and PM peak hours for all scenarios.

Based on the findings of the SIDRA modelling, the TIA states that there is no compromise on the safety or function of the intersection when comparing the proposed traffic to the current existing traffic, as the level of service has not altered.

I agree with the conclusion that the traffic operations of the surrounding road network will continue to operate at an acceptable level of service.

Access

The TIA assessed the sight distances of all new accesses within the proposed subdivision. The TIA states that site distances from all proposed new accesses are deemed suitable for a 50 km/hr speed environment. The report also indicates that as the roads are an extension of Mahoney Drive, site distance is adequate.

I concur that the proposed new accesses are considered acceptable in an urban environment.

In addition, the TIA states that limited access is considered to Hilton Road with the majority of access off the extension of Mahoney Road. Based on the subdivision plan, Lot 1 and Lots 36 to 49 have a frontage to Hilton Road. It is noted that Hilton Road is considered as a typical rural constructed road in the portion fronting 94 Hilton Road and the frontage of 49 Hilton Road is relatively close to the Brooker Highway's on and off ramps to Hilton Road. As a result, direct access from Hilton Road for any of the subdivision's lots will cause serious road safety issues. For this reason, access to Lot 1 and Lots 36 to 49 should be restricted from the new extension of Mahoney Drive.

Conclusion

Overall, as the proposed development is not expected to have any significant detrimental impacts on the surrounding road network in terms of traffic efficiency or road safety, I have no objection to the proposed 51 lot plus balance subdivision at 94 Hilton Road, Claremont on traffic engineering or road safety grounds, subject to the following condition being met:

- Access to Lot 1 and Lots 36 to 49 must be restricted from the new extension of Mahoney Drive.

Hydraulics Engineer

Background:

The Planning Authority has received a planning permit application for the above use and development.

The submitted drawings indicate that extensive infrastructure, including stormwater infrastructure, will be created along with the subdivision.

It is determined that the stormwater infrastructure for the subdivision shall comply with the Stormwater Management Code of the *Glenorchy Interim Planning Scheme 2015*, and should be designed sufficiently from both stormwater quantity and quality perspectives.

Addressing Stormwater Quantity Aspects:

The flood computer models (DRAINS model) prepared by RJK Consulting Engineers simulated such scenarios as major (1% AEP) and minor rainfall (5% AEP) events to evaluate the performance of the proposed underground drainage system and to predict the inundation depth of residual water flowing above ground (overland flow paths) in the area the proposed development would affect.

The modelling result indicates that the proposed stormwater system (refer to the submitted engineering concept drawings) has been sized sufficiently to accommodate 5% AEPs and to ensure overland flows can pass the area without causing any concern of property flooding during 1% AEP events.

I concur with the modelling results, and agree that the concept drainage design presented in the submitted drawings can achieve the purpose required, for both 5% and 1% AEP events.

The drainage design has proposed to connect the new stormwater infrastructure created for the subdivision into three existing culverts under the Hilton Road, which are deemed to be owned by the Council. However, two of the three culverts were not shown on Council's drainage plan, and therefore a qualified surveyor was engaged by the developer (at the developer's cost) to confirm the existence of these culverts and their locations.

The survey plan (provided by Noel Leary on 7th Feb 2017) confirmed that these two unmapped culverts exist as marked on the submitted drawings, and match their description in terms of the locations and sizes.

The land above the proposed subdivision is owned by the Glenorchy City Council and zoned as Open Space. It is envisaged that this land will remain its current natural state under the current Planning Scheme.

Natural uncontrolled surface runoff from this open space land is expected to enter the site from above. Therefore the developer and the engineering consultant were advised of the potential impact of natural surface runoff and the need to include cut-off drains along the rear boundary to intercept any natural surface runoff. The cut off drains will need to be connected to the new subdivision drainage system.

Addressing Stormwater Quality Aspect:

Council requires water sensitive urban design (WSUD) principles to be followed as part of the subdivision design, to satisfy the Stormwater Management Code. The response from RJK Consulting Engineers suggested that, due to such site conditions as steep slope, clay soil and hard rock underneath at shallow depths, it would be difficult to implement WSUD elements, such as bioretention basin and large gross pollutant traps (GPTs), as this infrastructure requires extensive excavation and adequate soil permeability, to achieve the best performance of these elements.

Given that the Hilton Road, Upper Hilton Road and Gillies Road area have been zoned for residential purposes, in the Glenorchy Interim Planning Scheme, it is envisaged that in the foreseeable future, extensive urban developments will occur in this area and significantly increase the stormwater pollutant exports.

It is believed that a more effective approach to water quality improvement for the local area would be to require financial contribution from developments in the area and thereby implement larger WSUD elements at strategic locations downstream. This would provide a more effective and efficient stormwater quality management solution than installing individual elements within each subdivision.

Placing centralised WSUD elements at strategic locations would reduce the number of required elements, and subsequently reduce the future operational and maintenance liability to the Council and the community.

As such, a cash-in-lieu option has been negotiated with the developer. It is proposed that a one-off contribution for the amount of \$100,000 (ex GST) will be paid to the Council by the developer, prior to the seal of the final plan for the development.

In receiving the payment, Council can utilise this contribution to implement suitable WSUD elements within the same catchment area, improve the overall stormwater quality and provide a value-for-money option to the whole community living in the catchment area.

The amount agreed was based on the indicative cost estimate to construct a WSUD treatment system, including an infiltration basin and a GPT, designed to achieve the pollutant removal rates defined in the State Stormwater Policy. The amount of \$100,000 is expected to cover the full cost of the system design and construction.

An email from developer, Sean Bisset on 5th April 2017 confirms that he accepts the contribution amount of \$100,000 in lieu of the WSUD elements which would otherwise be required for this particular development.

Conclusions and Conditions

The proposed development will have impacts on the surrounding environment from a stormwater quality and quantity management perspective, however, these identified impacts can be mitigated through the planning and engineering design phase, and therefore I have no object to this development from a hydraulics engineering view point, subject to the recommended conditions.

Environment

The interpretation is that the area of clearing would be less than 750m²; therefore an exemption of the requirements under the *Glenorchy Interim Planning Scheme 2015* in E10.0 (m) applies, however due to the land being part of an important bushland reserve the following comments and recommended conditions are made:

Values

Poimena Reserve is an isolated area of remnant vegetation. The reserve is designated Land for Wildlife and supports a range of fauna including native marsupials such as bandicoots as well as over 72 native bird species. A number of rare beetles and herbaceous plants also inhabit the reserve. It includes native grass species only found here and on the Hobart Domain. An impact assessment has been undertaken over the pipe route through the reserve by Poortenaar Consulting in June 2017.

The total distance of the pipeline route through the Reserve is 175m. The first 120m is comprised of a grassy walking track (recently mowed to at least 60m) and open grassy clearing. The condition of this vegetation is considered to be modified from its natural condition. The bush section of the route (55m) would require an area of approximately 165m² to be cleared. The condition of this vegetation is considered to be somewhat modified from its natural condition.

Threatened Flora

According to the Natural Values Atlas administered by DPIPWE there are no verified records of threatened flora species along the pipeline route, however, there are verified records of nine threatened flora species within 500m of the site (refer to Appendix 1, Poortenaar Consulting).

No 'Priority' flora was identified along the route during the survey, however, the assessment did not entail a comprehensive botanical survey; and was undertaken in winter, which coincides with the non-survey period for some flora species. Based on the NVA report and EPBCA Protected Matters report, there are no records of 'Priority' flora along the proposed route. It is highly unlikely that this relatively small scale of work will impact on threatened flora species.

Threatened Fauna

There are no verified records of threatened fauna at this site. However, sixteen species are likely to occur within the area based on range boundaries and potential habitat. No raptor nests or sightings are found within 500m according to Poortenaar Consulting; however the community and Council officers are aware of a pair of Wedge Tailed Eagles who visit some significant habitat trees within 200 meters of the proposed pipeline. It is highly unlikely that this work will impact upon threatened fauna, including associated habitat.

Vegetation Communities

The TASVEG mapping units along the pipeline easement include *Eucalyptus viminalis* grassy forest and woodland (DVG) (Figure 2). Indeed, the first 60m of the track appears to be regularly mowed. The assessment confirms that it contains plant species considered to be representative of the floristic composition of DVG, however, the condition of the vegetation community is somewhat modified. This was evidenced by the presence of weed species; patches of dead trees; absence of trees, and limited diversity and cover of understory lifeforms. The clearance will not significantly impact the surrounding vegetation community; in fact this work will provide Council improved access to this part of the reserve for weed management.

Weeds

There are 8 declared weeds within 500m of the site and 5 priority weeds also within 500m of the proposed pipeline site.

Environmental Health Officer

Environmental Health has assessed this application and does not believe that the Road and Railway Assets Code is applicable. The only lot that this code would affect would be Lot 1 in the northeast corner.

However when the pipe easement and building setback distances are taken into account, the position of the building envelope will be located at a distance greater than 50 metres from the Class 1 Road. Therefore, no conditions relating to noise are required.

This development will be connected to TasWater reticulated sewer.

Waste Management Officer

Waste management services to the proposed subdivision would be Council's standard bin service collected fortnightly.

- The Council's Standard Bin Service includes one (1) x 140L wheelie bin for Waste and one (1) x 240L wheelie bin for recycling, collected fortnightly.
- For new subdivisions to have a waste service all new road construction must ensure that continuous forward movement for a waste collection vehicle is available.
- Turning heads of cul-de-sacs shall be a minimum of 18 metre diameter inside the kerb to allow for the turning of a heavy rigid vehicle.
- The placement of bins at the kerbside for collection is not to obstruct the accessibility of the footpath which must be designed and constructed to accommodate the placement of wheelie bins as well as meeting the minimum accessible footpath width of 1.8 metre.
- For new subdivisions, a nature strip located adjacent to the kerbside with a minimum
- 1 metre in width must be included for the placement of bins. If there is no scope for a nature strip, the footpath must be designed and constructed to accommodate the placement of bins as well as meeting the minimum accessible footpath width (1.8 metre).
- All bins are to be placed on the kerbside for collection.
- Council's Waste Management Contractor collection trucks will not enter the property to collect and empty the wheelie bins.

EXTERNAL REFERRALS

TasWater

The application was referred to TasWater, which has nominated a number of conditions should the application be approved. The Water and Sewerage Industry Act 2008 requires the Planning Authority to include conditions from TasWater, if a permit is granted.

TasGas

TasGas' Asset Support Engineer commented on 09/01/17 as follows:

This work will not affect our gas network and it is not viable to lay a new extension. Thank you for your consideration and we look forward to hearing from you again regarding further opportunities.

Metro*Comment*

Discussions with Steve Marriot from Metro on 22/12/17 confirmed that Metro does not have any issues. If there was direct access to Hilton Road they may consider providing additional bus stops.

TasNetworks

Tasnetwork's Land Use Planner commented on 11/01/17 as follows:

I can advise TasNetworks has no objection to the proposal. However, it is noted that a development plan regarding electricity supply for this subdivision will be required when an application for connection is submitted. It would be helpful if you could provide in your advice to the developer our contact details regarding the connection process.

To arrange a meeting to discuss electricity provision for the subdivision, please contact TasNetworks via email early.engagement@tasnetworks.com.au or telephone the Customer Supply Team on 03 6324 7583.

Comment

An advice clause is recommended in accordance with the above request.

REPRESENTATIONS

The application was advertised for the statutory period with eleven representation(s) being received. In addition, there was non-statutory petition submitted with forty-eight signatories. The issues raised are as follows:

Roads and Traffic

Concerns were raised in regards to the proposed road layout because it would not connect to Hilton Road, so that there is only one way in and out of the subdivision. Furthermore, representors are worried that this might be an issue for emergency services.

Concerns were also raised about additional traffic in Mahoney Drive and Chatterton Court, as well as road safety issues arising from any additional traffic. Representors stated that the intersection with Chatterton Court and Hilton Road was dangerous as sight distances are not always available, in particular when boats on trailers are parked near the intersection. Also the steepness of Chatterton Court was raised as an issue as it takes longer to brake when people are entering and leaving driveways. It is feared that additional traffic from the subdivision would make the situation worse. Many of the representors suggested that a roundabout in the vicinity of Lot 1 and near the on and off ramp of the Brooker Highway might be a good idea and would slow 'hoons' speeding along Hilton Road and would make Hilton Road safer. In addition, a roundabout might also improve safety at the intersection of Hilton Road and Arncliffe Road. The representations also state that many people ignore the speed limit along Hilton Road.

Other road related issues that were raised by representations; were that the road configuration of the subdivision should not include three cul-de-sacs and should better maximise connectivity, presumably to Hilton Road.

Comment

The Transport Engineer is satisfied with the proposed road layout and has provided a detailed assessment earlier in this report. In addition, the transport Engineer provided the following comments in relation to the representations:

It is expected that the proposed subdivision at 94 Hilton Road, Claremont will increase traffic on Mahoney Drive and Chatterton Court in the order of maximum 42.5 trips per hour during weekday's peak period and a total of 450 trips per day. To assess the impact of the proposed development on the surrounding road network, the intersection of Hilton Road and Chatterton Court has been modelled during the AM and PM peak hours. The results of the modelling show that the intersection will perform at a level of service A for all traffic movements during both AM and PM peak hours after the construction of the proposed subdivision. This shows that the traffic operations of the surrounding road network will continue to operate at an acceptable level of service.

In terms of access from Hilton Road, direct access of the proposed subdivision from Hilton Road is not considered appropriate as it may cause serious road safety issues due to the close proximity of the access to the Brooker Highway's on and off ramps to Hilton Road."

Damage to Existing Roads

Concerns were raised about construction vehicles damaging the existing roads if there was not separate access.

Comment

The Development Engineer has recommended a condition to ensure that any damage will be repaired.

Hilton Road

Concerns were raised that there are no footpaths and lighting in Hilton Road, which apparently is popular with joggers. It was hoped that the new subdivision would justify an upgrade along Hilton Road.

Comment

Any improvements along Hilton Road would be separate from this proposal and may be reviewed as part of Council's infrastructure programme depending on priorities.

Public Transport

Issues were raised about the distance and frequency of public transport available to people living in the subdivision.

Comment

There are two bus stops in Hilton Road, near Chatterton Court. The application was referred to Metro which is aware of the proposed subdivision. Metro commented that there would be no new bus stops required. The frequency of trips is an issue for Metro, however higher population density may justify an increase frequency in the future.

Traffic Noise

Concerns were raised about increased traffic noise and pollution.

Comment

There would be increased traffic generated by the subdivision. The number of vehicle movements predicted would be in the order of 42.2 vehicles per hour during weekday peak hour and less for the remaining time, according to the engineering assessment. Whilst there would be more traffic on Mahoney Road and Chatterton Court because of the subdivision, it is not considered a significant volume in terms of generating traffic noise as compared with a collector road or a highway. The zoning of the land allows for a subdivision with the proposed lot sizes, which would be expected to generate the estimated traffic volume.

Water Pressure

Concerns were raised that already poor water pressure would be further affected by the proposed development.

Comment

The plans include works on existing water infrastructure from the water reservoir in Poimena Reserve and along the northern boundary of 8 Parkwood Court to service the subdivision. The application was referred to TasWater that requires a 'suitable sized water supply' for the lots of the subdivision as part of the conditions. Therefore, it is considered that the new water supply would be satisfactory and would be independent from the issues of existing development.

Access to TasWater Infrastructure

Concerns were raised because the developer requires access to existing TasWater infrastructure over neighbouring land at 19 Aldridge Court for infrastructure upgrades. The owner believed that the easement on the southern side of the property would be affected rather than the easement on the western side, which may have different impacts on the owner. The representation was also concerned about damage to existing fencing and the timing of works, which may affect the sleeping routine of a shift worker and of a young child. In addition, according to the representation, there are existing problems with occasional overflowing of services along the western boundary so that TasWater had to be called to fix them. The owner is afraid that despite the upgrades that there will be more problems due to the additional pressure on the services.

Comment

In response, any works would have to be negotiated between the developer and the owner of the property so that they are mutually convenient.

Furthermore, a condition is recommended to make good any damage to the property prior to sealing of the Final Plan.

In regards to overflows, it is considered that infrastructure capacity would have to be provided to cater for the increased demand and would be overseen by TasWater.

Open Space

Concerns were raised that the subdivision does not provide for Public Open Space.

Comment

Provision of Public Open Space was discussed earlier in the report and is not considered necessary because of the close proximity to Poimena Reserve, in line with Council's policy. There is a condition recommended for cash-in-lieu, which is later to be expended on existing reserves or on land acquisition for public open space.

Environmental Impacts

Concerns were raised about the potential impacts of urbanisation on the adjacent Poimena Reserve. In particular, concerns were raised in relation to impacts on wildlife and potential threats from pests such as the noisy minor, cats and dogs, weed invasion, dumping of rubbish, firewood collection, light pollution, noise pollution and the use of insecticides. Concerns were also raised that the subject land might be occupied by threatened fauna and vegetation. The possibility of the Eastern Barred Bandicoot being present was raised and that trees should have been assessed.

Comment

The land of the subdivision is lies within the General Residential Zone and is designated for residential development. The biodiversity overlay is not applicable for this parcel of land. In addition, tree removal within this zone does not require any planning approval. However, some of the impacts of urbanisation generally affecting adjacent reserves as listed above would be likely to occur but might be best addressed with community education. Whilst the land of the subdivision is designated for urban development, Poimena Reserve is dedicated to conservation. The subdivision requires works within Poimena Reserve, along the boundary with 8 Parkwood Road to install a new water main. A strip of 165m² would require clearing for pipework. Council's Environment Coordinator assessed the potential impacts and concluded that the works would be unlikely to impact on threatened flora or fauna species and would provide better access for management of the reserve. Conditions are recommended to ensure any impacts are minimised.

Neighbourhood Character

A representation raised concerns that subdivision would be out of character with the semi-rural area and the number of lots.

Comment

It is noted that no desired future character statement is applicable for land within the General Residential Zone. The lot sizes are in accordance with the provisions of the General Residential Zone.

CONCLUSION

The application is for a 51-lot subdivision plus balance at the end of Mahoney Drive. The application is *discretionary* because the development of subdividing is *discretionary* and as the proposal is reliant on various Performance Criteria.

The subdivision is assessed as satisfactory in terms of lot dimension, orientation, roads and services.

The proposal was accompanied by supporting documents such as servicing plans, preliminary engineering drawings, a traffic impact assessment, hydraulic DRAINS model, bushfire report and an flora and fauna assessment which were all to Council's satisfaction.

Special conditions are recommended in regards to payments for cash-in-lieu for public open space and for the improvement of stormwater quality. In addition, a construction management plan addressing environmental issues would be required.

A special advice clause is also recommended to ensure that copyright legislation is not breached.

The application was advertised in accordance with statutory requirements and eleven representations were received. A late petition with forty-eight signatures was also submitted.

The concerns raised relate to road and traffic issues, services, traffic noise, character of the area and potential environmental impacts on the adjacent reserve. These concerns were addressed within the body of the report and are not considered to carry determining weight.

Overall, the application is assessed as acceptable, in accordance with provisions of the *Glenorchy Interim Planning Scheme 2015* and the *Land Use Planning and Approvals Act 1993* and is recommended for approval.

Recommendation:

That a permit be granted for the proposed use and development of Fifty-one (51) lot plus balance subdivision with works within 19 & 21 Aldridge Court Claremont & Poimena Reserve (C/T 24377/1) Wakehurst Road, Austins Ferry at 94 Hilton Road, Claremont subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-16-142 and Drawing No. P4 submitted on 08/02/17 (pages 1, 2 and 3) and Drawing No P5 received on 03/04/17 (pages 1 and 2), except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater, and set out in the attached Appendix A, form part of this permit.
3. Any damage to property, including fencing, to gain access for infrastructure upgrades at 19 and 21 Aldridge Court must be made good prior to the sealing of the Final Plan to the satisfaction of Council's Senior Statutory Planner.

4. Council having determined not to require the subdivider to include areas of open space before approving the plan of subdivision requires payment of an amount to Council in accordance with Section 117 of the Local Government (Building and Miscellaneous Provisions) Act 1993, to the equivalent of five per cent (5%) of the unimproved value of the whole area as shown on the plan of subdivision. Payment must be made to Council prior to the sealing of the Final Plan.
5. The Final Plan must include a covenant to which the Glenorchy City Council is a party, on all lots within the Bushfire Management Hazard Area to the effect of maintaining Bushfire Hazard Management Areas as per Bushfire Attack Level Assessment & Bushfire Hazard Management Plan by RJK consulting dated 24 January 2017 Version 2.
6. The Final Plan must include a covenant to which the Glenorchy City Council is a party, to the effect that no dwelling is to rely on management of the adjacent public open space within Poimena Reserve for any bushfire hazard management area.
7. The Final Plan must include a covenant for Lots 5 to 11 to which the Glenorchy City Council is a party, to the effect as not to construct any dwelling house within the Bushfire Hazard Management Area eighteen (18) metres deep from the rear boundary abutting Poimena Reserve. The area must also be shown on the Final Plan.

Engineering

8. Prior to the commencement of works on site or the issue of approved Engineering Drawings (whichever occurs first), submit a Soil and Water Management Plan detailing proposed sediment and erosion control measures to the satisfaction of to be approved by the Council's Development Engineer. The approved control measures must be installed prior to any disturbance of soil or construction activity such as concrete cutting, demolition and must be regularly inspected and maintained during the construction and demolition period to prevent soil and other materials entering the local stormwater system, roadways or adjoining properties. The approved control measures must remain in place until such time as all construction activity likely to generate sediment has been completed or all disturbed areas have been stabilised using vegetation and/or restored or sealed to the satisfaction of the Council. The approved Soil and Water Management Plan (SWMP) forms part of this permit and must be complied with. For further information please refer to the Soil and Water Management Fact Sheets published by the Department of Environment, Parks, Heritage and the Arts. These are available from Council or online at www.derwentestuary.com.au
9. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
10. Any damage to Council's assets, including services, footpaths, driveway crossings and nature strips must be promptly reported to and then repaired to the requirements of Council's Development Engineer, at the developer's cost. It shall be the developer's responsibility to obtain and submit with the Engineering Drawing, a comprehensive photographic record of the condition of the footpaths, driveways and nature strips at the road frontage to the site and adjacent to the site, prior to commencing construction.

The photographic record shall be relied upon to establish the extent of damage caused to Council's assets throughout construction. In the event that the developer fails to provide a pre-construction photographic record of the site then any damage to Council assets found on completion of the works shall be deemed to be the responsibility of the developer and shall be repaired at the developer's cost.

11. The new vehicle crossing to each new residential must be constructed in accordance with standard drawing SD-1003 between the kerb and the property boundary and completed to the satisfaction of Council's Development Engineer prior to the sealing of the final plan. The detail design must be submitted and approved prior to the commencement of works.
12. Any driveway crossover work within Council's road reservation must be carried out by a Council-registered contractor. A road-opening permit from Council's Planning Services Program is required. An inspection fee is payable upon application. Any modifications to vehicular kerb crossing must include reinstatement of the footpath/nature strip and kerbing to match the existing environment.
13. The design and construction of the roads areas and cul-de-sac heads must generally comply with the Glenorchy City Council's Footpaths Policy, Tasmanian Standard Drawings LGAT Subdivision Guidelines and to the satisfaction of the Council's Development Engineer. Detailed drawings showing the roads, footpaths, surface drainage collection, pavement composition and finished levels must be in accordance with the Australian Standard AS 2890.1 – 2004 Off-Street Parking and submitted prior to the issuing of Council's approved Engineering Drawings by Council's Development Engineer. The proposed the roads areas and cul-de-sac heads must comply with the following:-
 - (a) Be constructed to a sealed finish and the finished gradient shall not exceed the maximum gradient of 20%;
 - (b) Vertical alignment shall include transition curves (or straight sections) to the Australian Standard, Parking facilities - Part 1: Off-Street Carparking AS 2890.1 - 2004, Clause 2.5.3 (d) at all grade changes greater than 12.5%;
 - (c) All runoff from paved and driveway areas must be discharged into Council's stormwater system;
 - (d) Minimum road reservation width is to be no less than 18.0 metres;
 - (e) Cul-de-sac turning head diameter must be 18.0 metres front of kerb with a road reserve width of no less than 25.0 metres;
 - (f) The kerb ramps and tactile ground surface indicators for new footpaths must be provided at road crossings on pedestrian paths of travel, in accordance with Glenorchy City Council Standard Drawing GCC 11-11 and AS1428 Design for Access and Mobility, Part 4.1; and

- (g) Footpath within 0.5 metre of the kerb must be widened locally at the frontage of each lot to a minimum width of 2 metres over a length of 4 metres to provide for placement of wheelie bins; or alternatively, footpath must be located away from the kerb such that widening for placement of wheelie bins is not required.

To comply with the above requirements, the developer must submit engineering drawings demonstrating compliance with the requirements to the satisfaction of Council's Development Engineer prior to the issuing of Council's approved Engineering drawings and/or the commencement of works (whichever occurs first). All works required by this condition must be installed prior to the sealing of the Final Plan.

14. Footpath widening shall also be provided as required to accommodate other infrastructure that may otherwise obstruct the footpath such as NBN appliance cabinets, TasNetworks transformers turrets and poles.
15. The design and construction of the driveway, parking, access and turning areas must generally comply with the Australian Standard, Parking facilities, Part 1: Off-Street Car parking, AS 2890.1 – 2004, to the satisfaction of the Council's Development Engineer. Detailed engineering drawings showing the driveway and manoeuvring areas, internal service lines and connections to service mains, surface drainage collection, pavement composition and finished levels must be in accordance with the Australian Standard AS 2890.1 – 2004 Off-Street Parking and submitted with the Engineering drawings for approval by Council's Development Engineer prior to the commencement of works on site and/or the issuing of Council's approved Engineering Drawings. The proposed driveway, access and parking must comply with the following:
 - (a) Be constructed to a sealed finish and the finished gradient shall not exceed the maximum gradient of 20%;
 - (b) Vertical alignment shall include transition curves (or straight sections) to the Australian Standard, Parking facilities - Part 1: Off-Street Carparking AS 2890.1 - 2004, Clause 2.5.3 (d) at all grade changes greater than 12.5%;
 - (c) All runoff from paved and driveway areas must be discharged into Council's stormwater system;
 - (d) The gradient of any parking areas must not exceed 5%;
 - (e) Minimum carriageway width is to be no less than 3.0 metres; and
 - (f) Driveway to be constructed and sealed onto the body of each new residential lot.

To comply with the above requirements, the developer must submit engineering drawings demonstrating compliance with the requirements to the satisfaction of Council's Development Engineer prior to the issuing of Council's approved engineering drawings and/or the commencement of works (whichever occurs first). All works required by this condition must be installed prior to the occupancy of the dwelling.

16. Barrier compliant with the Australian Standard AS 1170.1 must be installed to prevent vehicles running off the edge of a carriageway, raised platform or deck where the drop from the edge of the trafficable area to a lower level is 600mm or greater, and wheel stops must be installed for drops between 150mm and 600mm. Barriers must not limit the width of the driveway access or parking and turning areas approved under the permit. All works required by this condition must be installed prior to the sealing of the Final Plan.
17. The appropriate retaining structure, if required, must be design and certified by a suitably qualified Engineer. The form and certification must be submitted to and approved by Council prior to the issue of Council's approved engineering drawings.
18. Prior to the sealing of Final Plan, the developer must install underground electrical reticulation for power and street lighting using underground cables to the specifications of the Electricity Authority and Council. The electrical reticulation and street lighting designs must be submitted to Council's Development Engineer for assessment prior to the commencement of construction or the issuing of Council's approved drawing. Light standards and fitting connected to Electricity Authority supply shall be provided in accordance with the Development Engineer's requirements.
19. Private sewer, stormwater and water services/connections are to be entirely separate to each lot in order to ensure that they are contained entirely within the lots served or covered by appropriate easements. Power and telephone connections must also be contained within their respective lots. A detailed services plan showing both the existing and the proposed (or as built) private services, Council mains and access to all lots on the site must be prepared by a civil engineer or a qualified designer and submitted to the Council for approval prior to the sealing of the final plans. In particular, the developer must confirm the position of any services that may be affected by the subdivision/boundary adjustment.
20. In order to satisfy the above condition on the separation of services, the developer must verify compliance by supplying the Council with a services plan clearly indicating the location and details of all relevant services (entirely contained within their respective lots) and also a covering letter, where the Council is advised in writing that all the relevant engineering work required in these planning permit conditions have been satisfactorily completed, prior to the sealing of the final plan. Any final plan submitted for sealing cannot be fully processed unless it is accompanied by documentation by a qualified person that clearly certifies that this condition has been satisfied and that all the work required by this condition has been completed. A "qualified person" shall be a professional engineer or professional surveyor or other persons acceptable to Council. Applicants or their agents should take notice that unless this condition is satisfactorily complied with, then documents submitted for sealing of the final plans will not be processed.
21. The final plan and schedule of easements is to include, to the satisfaction of the Council's Development Engineer, any existing or proposed right of ways, drainage and/or service easements that are or may be required to adequately provide access and services to, from or through the lots shown on the plan.
22. The applicant is to submit to Council a copy of the surveyor's field notes prepared to accompany the final plan.

23. Prior to the commencement of any work within the road reservation by a private contractor, the contractor shall obtain a road opening permit pursuant to Section 46 of the Local Government (Highways) Act 1982 from the Council's Development Technical Officer. This permit shall include items such as hours of work, road safety, reinstatement, soil and water management and the like.
24. The proposed lots must be provided with adequate service connections to the body of each lot at the developer's cost and all stormwater from the site must be directed to Council infrastructure at the developer's cost; prior to the sealing of the final plan. A detailed Services Plan showing both existing and proposed services and accesses to all lots on the site must be prepared by a qualified and experienced engineer and submitted to and approved by the Council prior to the commencement of work on site and/or the issuing of Council's approved drawings.

Hydraulics

25. All stormwater from the proposed development, including hardstand runoff, must be discharged to the Council's public stormwater system via gravity system. All costs associated with works required by this condition are to be met by the developer;
26. Any creation, diversion and augmentation of Council owned stormwater assets must be designed and constructed to the satisfaction of Council's Hydraulics Engineer;
27. Prior to the issue of the Council's approved drawings, the developer is required to submit engineering drawings in both plan view and long section view of the proposed stormwater reticulation, as well as the associated calculation and catchment area plans, to the satisfaction of the Council's Hydraulics Engineer. These must include, but not be limited to, connections, velocities, clearances, cover, grade, sizing, material, erosion protection, manholes, easements and inspection openings. Once approved the design drawings will form part of this permit and must be complied with;
28. The proposed public stormwater reticulation system must be designed and constructed to accommodate at least the estimated 5% Annual Exceedance Probability (AEP) storm events based on a possible future fully developed catchment;
29. The proposed overall stormwater system, including the stormwater reticulation system and overland flowpaths, must be designed and constructed to accommodate the estimated 1% Annual Exceedance Probability (AEP) storm events based on a possible future fully developed catchment;
30. Such measures as cut-off drains shall be designed and constructed at the developer's cost, to the Council's Hydraulics Engineer's satisfaction, to prevent the adverse impacts of surface runoff on the site from area upstream.
31. The final plan and schedule of easements must include, to the satisfaction of the Council's Hydraulics Engineer, drainage easements in favour of the Glenorchy City Council over the public stormwater infrastructure, any natural water courses and overland flow paths passing through the lots shown on the plan. Easements shall have adequate width, to the satisfaction of the Council's Hydraulics Engineer, to ensure that the proposed public stormwater reticulation system and designated overland flowpaths are fully protected under relevant legislation and regulations. All costs associated with works required by this condition are to be met by the developer;

32. A twelve (12) month maintenance period will be applied to any creation, diversion and augmentation of Council owned stormwater assets after the practical completion, during which time the works shall be maintained by the developer, prior to being handed over at the completion of the maintenance period, subject to acceptance of the new assets by Council. During this period all defects must be rectified at the developer's cost and to the satisfaction of Council's Hydraulics Engineer. A further twelve (12) month maintenance period may be applied to defects after rectification. The Council may, at its discretion, undertake rectification of any defects at the developer's cost.
33. Before the end of the maintenance period, the developer must arrange CCTV inspections of any stormwater assets subject to this permit, taken no more than one (1) month before the end of the maintenance period, and submit the inspection reports to the requirements of the Councils' Hydraulics Engineer and at full cost of the developer. Any defect identified in the CCTV inspection must be rectified to the satisfaction of Council's Hydraulics Engineer, before the Council takes over the stormwater assets.
34. Prior to the sealing of the final plan for the development, the developer is required to pay the Council either:
 - (a) a financial contribution of \$100,000 (ex GST) to the improvement of the stormwater quality in the hydrological catchment where the development situates, or:
 - (b) the equivalent cost of constructing a WSUD treatment train designed to achieve the goals specified in the State Stormwater Strategy 2010 for the development in the year of the paymentwhichever the amount is greater.
35. This contribution amount shall be indexed by the Council Cost Index published by the Local Government Association Tasmania, from the year of this Planning Permit issued to the year of the payment paid to the Council.

Environment

36. The Contractor would remove only those trees and associated vegetation along the route of pipeline and the 5 meter easement.
 - (a) Any vegetation including trees and brushwood cleared along the proposed pipeline alignment within Council owned land must be removed from the site; no mulched product is to be dispersed on Council owned land as indicated in the Poortenaar pipeline impact assessment, 2017.
37. No felling, lopping, ringbarking or otherwise injuring or destroying of native vegetation or individual trees is to take place outside of the 5 meter easement from the boundary into the reserve, for the water main extension as show on the Poortenaar Consulting Soil and Water Management Plan.
38. All remaining trees and vegetation is to be appropriately protected during construction (in accordance with all the recommendations in Poortenaar Consulting's impact assessment and soil and water management plan) to ensure that no damage is inflicted that may impact upon the health of the adjacent trees or cause them to die.
39. Environmental weeds declared under the Weed Management Act 1999 are present on the site. A number of other environmental weeds also occur on the site. To ensure these weeds are not spread from the site:

- (a) Where weed plant material is removed from the site it must be disposed of to an approved waste management centre.
 - (b) Weed plant material and topsoil containing their seed must not be stored or moved into areas containing weed-free native vegetation;
 - (c) Appropriate hygiene measures must be undertaken prior to any machinery entering and leaving the site as per the Tasmanian Washdown Guidelines for Weed and Disease Control produced by the Department of Primary Industries, Parks, Water and Environment;
 - (d) Any imported fill materials must be sourced from quarries able to provide documentation as to the weeds present on the source site in order to minimise introduction of new weeds and pathogens to the area.
 - (e) The proponent will be responsible for any new weed incursions along the 5 meter easement for the duration of the Defects Liabilities Period
40. The pipe route must be re-profiled with stripped topsoil.
41. All works must be undertaken in accordance with a Construction Management Plan to the approval of Councils Development Engineer and Environment Coordinator.

Advice to Applicant

This advice does not form part of the permit but is provided for the information of the applicant.

Endorsed Plans

The endorsed plans are held by Council until and unless Council receives authority from RJK Consulting Engineers to provide them to any person. Inspection of the endorsed plans is available on the basis that there is no entitlement to any copies of the plans.

Other Permits

Please be aware that this planning permit is a planning approval issued under the Glenorchy Interim Planning Scheme 2015. You should consult with an accredited Building Surveyor prior to commencing this use or work to ensure all relevant requirements of the Building Act 2016 are complied with. In addition to this planning permit, a building permit and/or plumbing permit may also be required. If further clarification is required, please contact Council's Building Section on 62166800.

Other Services

The designer must ensure that the needs of all providers including TasWater, TasGas, TasNetworks, and Telstra are catered for both in the design and construction of the works. Underground service providers should be contacted for line marking of their services and any requirements or conditions they may have prior to commencing any works on site.

Phone 1100, Dial Before You Dig or visit www.dialbeforeyoudig.com.au for information on the location of underground services and cables in relation to the proposed development prior to commencing any works on site.

TasNetworks

To arrange a meeting to discuss electricity provision for the subdivision, please contact TasNetworks via email early.engagement@tasnetworks.com.au or telephone the Customer Supply Team on 03 6324 7583.

APPENDIX**10.0 General Residential Zone.**

Standard	Acceptable Solution	Proposed	Complies?
10.6 Development Standards for Subdivision			
10.6.1 Lot Design.	A1 The size of each lot must comply with the minimum and maximum lot sizes specified in Table 10.1, except if for public open space, a riparian or littoral reserve or utilities. 1. Ordinary Lots 450m² to 1000m² 2. Corner Lots 550m² to 1000m² 3. Internal Lots 550m² to 1000m² 4. Adjacent to POS 400m² to 600m²	1. Ordinary Lots The proposal provides for 36 ordinary lots ranging from 450m² to 987m². The balance would have an area of 1250m² and would contain the existing dwelling. This lot may exceed the maximum. 2. Corner Lots The proposal provides for 6 corner lots, including the balance ranging from 550m² to 10250m² (Lots 2, 14, 24, 26, 34 and the balance). Only the balance exceeds the maximum, which is allowable) 3. Internal Lots There are two internal Lots (Lots 11 and 36_ with areas 650m² and 1043m² (979m² with deduction of driveway) 4. Lots adjacent to POS Lots 5 to 11adjoin POS and range from 527m² to 1043 (979 with access deducted). Three lots exceed 600m² (Lot 9, 10, 11). Lot 11 is also an internal Lot so that it is considered that a 100m² is the maximum for that lot) The two remaining lots are 653m² and 906m², but are affected by the Bushfire Prone Areas Code. The maximum area of these lots is discretionary	1. Yes 2. Yes 3. Yes 4. Discretion see report

	A2 The design of each lot must provide a minimum building area that is rectangular in shape and complies with all of the following, except if for public open space, a riparian or littoral reserve or utilities: (a) clear of the frontage, side and rear boundary setbacks; (b) not subject to any codes in this planning scheme; (c) clear of title restrictions such as easements and restrictive covenants; (d) has an average slope of no more than 1 in 5; (e) the long axis of the building area faces north or within 20 degrees west or 30 degrees east of north; (f) is 10 m x 15 m in size.	(a) Yes (b) Discretion Bushfire Prone Areas Code) (c) Yes (d) Less than 1:5 (e) Discretion (f) Yes Lots 5 to 11 are affected by a bushfire buffer, but have a building envelope of 10m x 15m outside it with a 4.5m front setback.	(a) Yes (b) Discretion see report (c) Yes (d) Yes (e) Discretion see report (f) Yes
	A3 The frontage for each lot must comply with the minimum and maximum frontage specified in Table 10.2, except if for public open space, a riparian or littoral reserve or utilities or if an internal lot. 1. Ordinary Lots 15m 2. Corner Lots 15m 3. Lots adjoining public open space 12m	1. Lots 12, 13, 17, 18, 19, 20, 21, 25, 30, 31, 32, 35, 39, and 51 have frontage of less than 15m, between 6.1 and 14.7m. 2. Corner lots comply 3. Lots 9 and 10 have frontages of less than 12m of 9.5m and 6.3m respectively. Lot 11 is assed as an internal lot.	1. Discretion See Report 2. Yes 3. Discretion see report
	A4 No lot is an internal lot.	Two internal lots	Discretion see report
	A5 Subdivision is for no more than 3 lots.	More than 3 lots	Discretion see report

10.6.2 Roads.	A1 The subdivision includes no new road.	Yes there would be new roads	Discretion see report
10.6.3 Ways and Public Open Space.	A1 No Acceptable Solution.	Not an applicable standard as no Public Open Space would be required	NA
10.6.4 Services.	A1 Each lot must be connected to a reticulated potable water supply.	Complies	Yes
	A2 Each lot must be connected to a reticulated sewerage system.	Complies	Yes
	A3 Each lot must be connected to a stormwater system able to service the building area by gravity.	Complies	Yes
	A4 The subdivision includes no new road.	Yes includes new roads	Discretion see report

APPENDIX

E6.0 Parking and Access Code

Standard	Acceptable Solution	Proposed	Complies?
E6.6 Use Standards			
E6.6.1 Number of Car Parking Spaces	A1 The number of on-site car parking spaces must be: (a) no less than the number specified in Table E6.1 and no more than 10% greater than that number; except if: (i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (ii) this provision was not used in this planning scheme.		N/A
E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability	A1 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.		N/A
E6.6.3 Number of Motorcycle Parking Spaces	A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.		N/A
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.		N/A

Standard	Acceptable Solution	Proposed	Complies?
E 6.7 Development Standards			
E6.7.1 Number of Vehicle Accesses	A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.	One per each lot	Yes
E6.7.2 Design of Vehicular Accesses	A1 Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.	To LGAT STD DRW	Yes
E6.7.3 Vehicular Passing Areas Along an Access	A1 Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day; (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access.		N/A
E6.7.4 On-Site Turning	A1 On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following:		N/A

Standard	Acceptable Solution	Proposed	Complies?
	(a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day.		
E6.7.5 Layout of Parking Areas	A1 The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.		N/A
E6.7.6 Surface Treatment of Parking Areas	A1 Parking spaces and vehicle circulation roadways must be in accordance with all of the following; (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.		N/A
E6.7.7 Lighting of Parking Areas	A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.		Yes
E6.7.8 Landscaping of Parking Areas	A1 Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.	N/A	N/A
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: (a) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) be located within 30 m of the main entrance to the building.	N/A	N/A

Standard	Acceptable Solution	Proposed	Complies?
E6.7.10 Design of Bicycle Parking Facilities	A1 The design of bicycle parking facilities must comply with all the following; (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building.	N/A	N/A
	A2 The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.	N/A	
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.	N/A	N/A
E6.7.12 Siting of Car Parking	A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.		N/A
E6.7.1.13 Facilities for Commercial Vehicles	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site 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.	N/A	N/A
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.		Yes

Attachments/Annexures

- 1  Hilton Road, Claremont

**6. PROPOSED USE AND DEVELOPMENT - SINGLE DWELLING
(RESIDENTIAL) RELYING ON PERFORMANCE CRITERIA - 66
TOFFOLIS ROAD, CLAREMONT**

Author: Planning Officer (Chantelle Griffin)

Qualified Person: Planning Officer (Chantelle Griffin)

Property ID: 2594703

REPORT SUMMARY:

<i>Application No.:</i>	PLN-17-068
<i>Applicant:</i>	Steeline Roofing Hobart
<i>Owner:</i>	M J Smith and A K Green
<i>Zone:</i>	Rural Living Zone
<i>Use Class</i>	Residential
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	Clause 13.4.2 Setback (The proposal meets all other applicable standards as demonstrated in the attached appendices)
<i>Level 2 Activity?</i>	No
<i>42 Days Expires:</i>	14 Jul 2017
<i>Existing Land Use:</i>	Vacant land
<i>Proposal In Brief:</i>	Single Dwelling (Residential) relying on performance criteria
<i>Representations:</i>	1
<i>Recommendation:</i>	Approval, subject to conditions

REPORT IN DETAIL:

PROPOSAL

The proposal is for a single dwelling and would be steel frame with Colorbond cladding. The building would gain access via an extension off the existing driveway.

The proposed dwelling would be 18m long by 10m wide and would include a garage incorporated within the dwelling of 10m x 10.23m. Therefore, the dwelling portion would have an area of 77.7m² and the garage would have an area of 102.3m².

The proposed dwelling would have a maximum height of 6.5m and be located 10m from the south-west front boundary, and 15m from the northern side boundary (figure 1).

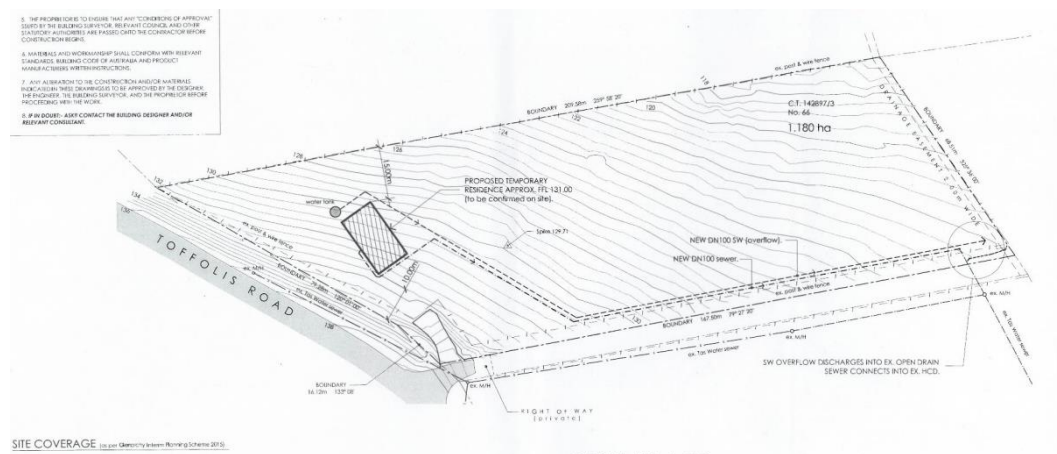


Figure 1: Site Plan of 66 Toffolis Road, Claremont.

SITE and LOCALITY

The subject site is located on the north-east side of Toffolis Road, approximately 72m to the north of Sky Farm Road, Claremont. The property has a combined frontage of 95.4m, a depth of 167.48m, and a total area of 1.18ha.

The site has a moderate to steep slope that falls toward the north-east, with an average gradient of 1 in 6. The site is located within the rural living area, with the General Residential zone further south and the Environmental Management zone to the west (figure 2).



Figure 2: Aerial photo of 66 Toffolis Road, Claremont.

The property is vacant and a driveway via a Right-of-Way to the south in the south-west corner.

ZONE

The subject property is within the 13.0 Rural Living zone under the Glenorchy Interim Planning Scheme 2015 (figure 2). The Environmental Management zone is to the west and the General Residential zone is to the south.

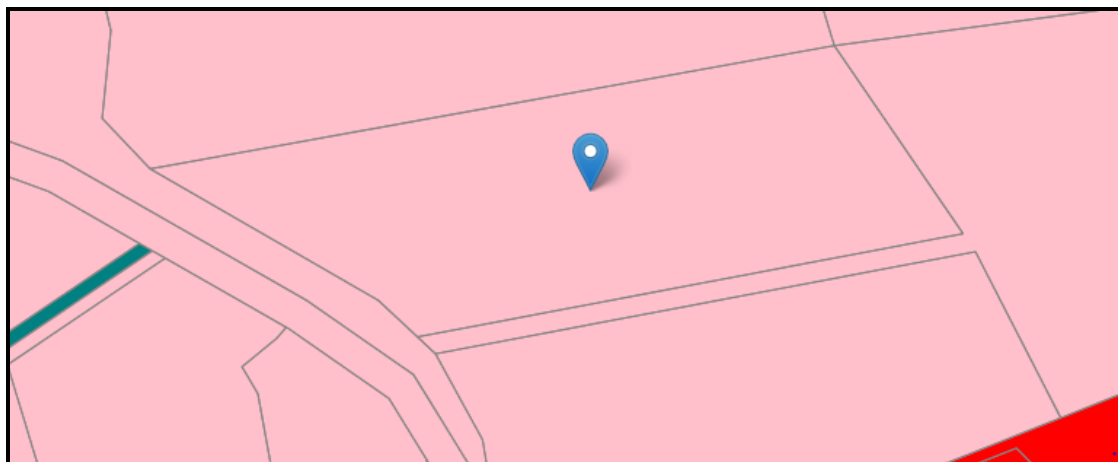


Figure 3: Rural Living Zone over 66 Toffolis Road, Claremont.

BACKGROUND

No background on file relevant to the assessment.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

There are no inconsistencies with any other State Policies or with the objectives of the Land Use Planning and Approvals Act 1993 (LUPAA).

A condition is recommended requiring appropriate soil and water management to prevent erosion and the transport of sediments into surface waters, consistent with the State Policy on Water Quality Management.

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil. Clause 5.6.1 does not apply since the dwelling is not for '*buildings or works to facilitate development for which a permit has been granted or for which no permit is required provided that are not occupied for residential use*'. In this instance the proposal will not facilitate any other development and will be occupied for residential use.

Limited Exemptions

Nil.

Planning Scheme Operation (Does a SAP or Code override Zone provisions?)

No.

Use Class Description (Table 8.2):

The use of Single Dwelling is listed within the Residential use class description of the Glenorchy Interim Planning Scheme 2015.

Other relevant definitions (Clause 4.1):

The use of a Single Dwelling is defined as the following in Clause 4.1 of the Glenorchy Interim Planning Scheme 2015:

means a dwelling on a lot on which no other dwelling is situated, or a dwelling and an ancillary dwelling on a lot on which no other dwelling is situated.

Part C: Special Provisions

Not Applicable.

Part D: Zones

The land is within the Rural Living zone and the following Scheme zone purpose statements, use table, use standards and/or development standards apply to this proposal.

Zone Purpose Statements

The Rural Living zone purpose statements in Clause 13.1.1 of the Glenorchy Interim Planning Scheme 2015 are as follows:

13.1.1.1

To provide for residential use or development on large lots in a rural setting where services are limited.

13.1.1.2

To provide for compatible use and development that does not adversely impact on residential amenity.

13.1.1.3

To provide for agricultural uses that do not adversely impact on residential amenity.

13.1.1.4

To encourage passive recreational opportunities through the inclusion of single or multiple use trail linkages.

13.1.1.5

To avoid land use conflict with adjacent Rural Resource or Significant Agriculture zoned land by providing for adequate buffer areas.

The proposal is for a residential use on a large lot in a rural setting, in an area with semi-rural living. The proposal would still allow for grazing of the land and would be similar to uses on adjoining properties. Therefore, the proposal is considered to be in accordance with the zone purpose statement in Clause 13.1.1 of the Scheme.

Use Table

The proposed use of 'Single Dwelling' is no permit required in accordance with the use table in Clause 13.2 of the Scheme. However the proposal is discretionary for reliance on the performance criteria for Clause 13.4.2, setback standard.

Use Standards

The use standards relate to non-residential use and visitor accommodation. The use standards are not applicable to this assessment.

Development Standards for Buildings or Works***Clause 13.4.2 – Standard A1, Setback (frontage)***

The proposal would provide a setback of 10m from the south-west frontage. The proposed dwelling would require a setback of 20m from the south-west frontage boundary to be in accordance with Clause 13.4.2 – Standard A1 in the Scheme. The proposal does not meet the acceptable solution and is therefore reliant on performance criteria.

Building setback from frontages must maintain the desirable characteristics of the surrounding landscape and protect the amenity of adjoining lots, having regard to all of the following:

- (a) the topography of the site;*
- (b) the prevailing setbacks of existing buildings on nearby lots;*
- (c) the size and shape of the site;*
- (d) the location of existing buildings on the site;*

- (e) *the proposed colours and external materials of the building;*
- (f) *the visual impact of the building when viewed from an adjoining road;*
- (g) *retention of vegetation.*

The property has angled frontage sloping down from Toffolis Road. The proposal would be located within the slope, with cut and fill to lower the visual impact of the building from the road. There are no existing buildings on site and the building has been located to provide a suitable gradient for the driveway. The surrounding properties have existing setbacks ranging between 5-50m. The proposed colour scheme would be a dark brown-grey for the cladding and roofing, and would not require the removal of any vegetation. The proposal would be similar in size, shape and design to surrounding buildings and would not cause an unreasonable visual impact when viewed from the adjoining road. Therefore, it is considered to comply with the performance criteria in Clause 13.4.2 – P1 of the Scheme (figure 4).

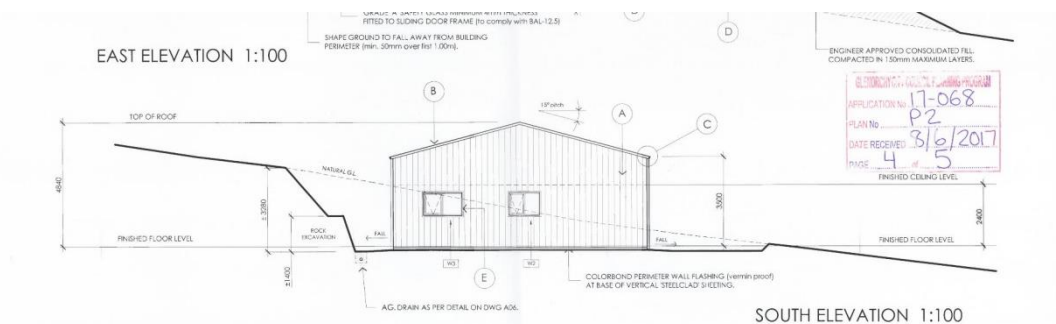


Figure 4: South Elevation of 66 Toffolis Road, Claremont.

Clause 13.4.2 – Standard A2, Setback (side and rear)

The proposal would provide a setback of 15m from the northern side boundary. The proposed dwelling would require a setback of 20m from the side and rear boundaries to be in accordance with Clause 13.4.2 – Standard A2 in the Scheme. The proposal does not meet the acceptable solution and is therefore reliant on performance criteria.

Building setback from side and rear boundaries must maintain the desirable characteristics of the surrounding landscape and protect the amenity of adjoining lots, having regard to all of the following:

- (a) *the topography of the site;*
- (b) *the size and shape of the site;*
- (c) *the location of existing buildings on the site;*
- (d) *the proposed colours and external materials of the building;*
- (e) *visual impact on skylines and prominent ridgelines;*
- (f) *impact on native vegetation;*

- (g) *be sufficient to prevent unreasonable adverse impacts on residential amenity on adjoining lots by:*
 - (i) *overlooking and loss of privacy;*
 - (ii) *visual impact, when viewed from adjoining lots, through building bulk and massing.*

The proposal would be located on land with an angled frontage and a steep driveway. The development has been designed so that it is partially below natural ground level and can achieve a suitable gradient for the driveway. The proposed dwelling would have dark brown-grey cladding and roofing. The proposal would be in keeping with existing dwellings and garages in the surrounding area. The proposal would not impact on any skylines or ridgelines. The proposal would be located closer to the northern side and would have minimal visual impact from the neighbouring properties. No vegetation would be removed. Therefore, it is considered to comply with the performance criteria in Clause 13.4.2 – P2 of the Scheme.

Clause 13.4.2 – Standard A4, Setback (from Environmental Management zone)

The proposal would be setback 51m from the land zoned Environmental Management. The proposal would require a setback of 100m from land zoned Environmental Management to be in accordance with Clause 13.4.2 – Standard A4 in the Scheme. The proposal does not meet the acceptable solution and is therefore reliant on performance criteria.

Buildings and works must be setback from land zoned Environmental Management to minimise unreasonable impact from development on environmental values, having regard to all of the following:

- (a) *the size of the site;*
- (b) *the location of existing buildings on the site;*
- (c) *the potential for the spread of weeds or soil pathogens;*
- (d) *the potential for contamination or sedimentation from water runoff;*
- (e) *any alternatives for development.*

The proposal would include a dwelling located 51m from the Environmental Management zone. The land has been designed to accommodate stormwater flow toward the rear of the site. The land zoned Environmental Management within 100m of the proposal is developed for vehicular access to an internal lot on the opposite side of the road and is located uphill. The proposed building has been located in close proximity to provide for suitable vehicular access to the property. The works would have minimal impact on the adjoining zone and therefore, it is considered to comply with the performance criteria in Clause 13.4.2 – P4 of the Scheme.

Development Standards for Subdivisions

Not applicable.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E6.0 Parking and Access Code*Clause E6.6.1 – Standard A1*

The proposed single dwelling requires a total of two car parking spaces in accordance with Clause E6.6.1 – standard A1 of the Glenorchy Interim Planning Scheme 2015. The proposal provides two car parking spaces. Therefore, the proposal would be in accordance with the Scheme. Please see Appendix 2.

E7.0 Stormwater Management Code

The proposal is not exempt under Clause E7.4 of the Glenorchy Interim Planning Scheme 2015. However the proposal complies with the standards in Section E7.0 of the Scheme. Therefore the proposal would in accordance with Section E7.0 of the Scheme. Please see Appendix 3.

PART F: Specific Area Plans

Not applicable.

INTERNAL REFERRALS**Development Engineer**

The proposal was referred to Council's Development Engineer who provided the following:

Traffic, Access & Parking

There is no change in the current Traffic and Access arrangements; and the driveway and parking area proposed generally comply with Code E6 of GIPS and AS 2890.1:2004. It is therefore considered that the site is capable of being developed and the local traffic conditions are not expected to be significantly affected.

GCC Services (Stormwater)

There are no GCC stormwater mains affected by this application; and the stormwater is proposed to drain to the existing drainage at the rear of the property.

Other***Geoscience issues***

There are no Geotechnical issues identified through Council's records that affect the application.

Flooding/Inundation issues

There are no flooding impacts identified through Council's records that affect the application.

EXTERNAL REFERRALS

TasWater

The application was referred to TasWater which was supportive of the proposal with recommended conditions. The *Water and Sewerage Industry Act 2008* requires the Planning Authority to include conditions from TasWater if a permit is approved.

REPRESENTATIONS

The application was advertised for the statutory 14-day period with one representation being received. The issues raised are as follows:

1. Privacy

The representor states that the location of the building would cause a loss of privacy to a neighbouring property to the south.

Planner's Comment:

This issue has been previously addressed under the heading Development Standards for Buildings and Works, Clause 13.4.2 – Standard A1. In addition the proposal would be located 31m from the southern side boundary and the southern facade would be positioned partially below ground level. The two windows on the southern side would be partially obscured as a result. Therefore the proposal is not considered to cause an unreasonable loss of privacy in this instance.

2. Noise

The representor states that the location of the building would cause a noise issue to a neighbouring property to the south.

Planner's Comment:

This issue is not a planning issue that can be considered as part of this application. The proposed is for a Single Dwelling and the use is no permit required in the Rural Living zone.

CONCLUSION

The proposal is relying on the performance criteria to comply with the Clause 13.4.2 – Standard A1, A2, and A4. The proposal is assessed as satisfying the performance criteria and complies with the applicable standard(s).

The proposal is assessed as complying with all other use and development standards in the Rural Living zone, as well as the relevant standards of the Parking and Access Code and Stormwater Management Code.

The application was publicly advertised for the statutory 14-day period and one representation was received. The issues raised concerned privacy and noise.

It is concluded that the proposal is consistent with the Scheme's zone and code purpose statements and is satisfactory.

Recommendation:

That a permit be granted for the proposed use and development of Single Dwelling (Residential) relying on performance criteria at 66 Toffolis Road, Claremont subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-17-068 and Drawing No. P2 submitted on 8 June 2017, except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater, and set out in the attached Appendix A, form part of this permit.

Engineering

3. Prior to the issuing of a Building Permit Approval or the commencement of works on site, (whichever occurs first), submit a Soil and Water Management Plan detailing proposed sediment and erosion control measures to the satisfaction of and to be approved by the Council's Development Engineer. The approved control measures must be installed prior to any disturbance of soil or construction activity such as concrete cutting, demolition and must be regularly inspected and maintained during the construction and demolition period to prevent soil and other materials entering the local stormwater system, roadways or adjoining properties. The approved control measures must remain in place until such time as all construction activity likely to generate sediment has been completed or all disturbed areas have been stabilised using vegetation and/or restored or sealed to the satisfaction of the Council. The approved Soil and Water Management Plan (SWMP) forms part of this permit and must be complied with.

Advice: For further information please refer to the Soil and Water Management Fact Sheets published by the Department of Environment, Parks, Heritage and the Arts. These are available from Council or online at www.derwentestuary.org.au.

4. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
5. The proposed parking area must be constructed to an all-weather surface finish and must generally comply with the Australian Standard, Parking facilities, Part 1: Off-Street Car parking, AS 2890.1 – 2004, to the satisfaction of the Council's Development Engineer. Detailed drawings showing the driveway areas mains, surface drainage collection, pavement composition and finished levels must be in accordance with the Australian Standard AS 2890.1 – 2004 Off-Street Parking and submitted prior to the issuing of the Building Permit and be approved by Council's Development Engineer.
6. Barrier compliant with the Australian Standard AS 1170.1 must be installed to prevent vehicles running off the edge of a carriageway, raised platform or deck where the drop from the edge of the trafficable area to a lower level is 600mm or greater, and wheel stops must be installed for drops between 150mm and 600mm. Barriers must not limit the width of the driveway access or parking and turning areas approved under the permit. All works required by this condition must be installed prior to the occupancy of the dwelling.

7. All internal hydraulic service works required for the development shall be at the Developer's expense and must comply with the requirements of Council's Plumbing Surveyor. Any alterations or works to Council mains shall be undertaken by Council at the developer's cost.

Advice to Applicant

This advice does not form part of the permit but is provided for the information of the applicant.

Underground Services

The designer must ensure that the needs of all providers including TasWater, TasGas, TasNetworks, and Telstra are catered for both in the design and construction of the works. Underground service providers should be contacted for line marking of their services and any requirements or conditions they may have prior to commencing any works on site. Phone 1100, Dial Before You Dig or visit www.dialbeforeyoudig.com.au for information on the location of underground services and cables in relation to the proposed development prior to commencing any works on site.

Other Permits

Please be aware that this planning permit is a planning approval issued under the Glenorchy Interim Planning Scheme 2015. You should consult with an accredited Building Surveyor prior to commencing this use or work to ensure all relevant requirements of the Building Act 2016 are complied with. In addition to this planning permit, a building permit and/or plumbing permit may also be required. If further clarification is required, please contact Council's Building Section on 62166800.

APPENDIX 1**13.0 Rural Living**

Standard	Acceptable Solution	Proposed	Complies?
13.3 Use Standards			
13.3.1 Non-Residential Use	A1 Hours of operation must be within: (a) 8.00 am to 6.00 pm Mondays to Fridays inclusive; (b) 9.00 am to 12.00 noon Saturdays; (c) nil Sundays and Public Holidays; except for office and administrative tasks or visitor accommodation.	Not applicable.	N/A
	A2 Noise emissions measured at the boundary of the site must not exceed the following: (a) 55 dB(A) (LAeq) between the hours of 8.00 am to 6.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 6.00 pm to 8.00 am; (c) 65dB(A) (LAmx) at any time.	Not applicable.	N/A
	A3 External lighting must comply with all of the following: (a) be turned off between 6:00 pm and 8:00 am, except for security lighting; (b) security lighting must be baffled to ensure they do not cause emission of light into adjoining private land.	Not applicable.	N/A
	A4 Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site must be limited to 20 vehicle movements per day and be within the hours of: (a) 7.00 am to 5.00 pm Mondays to Fridays inclusive; (b) 9.00 am to 12 noon Saturdays; (c) nil on Sundays and Public Holidays.	Not applicable.	N/A
13.3.2 Visitor Accommodation	A1 Visitor accommodation must comply with all of the following: (a) is accommodated in existing buildings;	Not applicable.	N/A

Standard	Acceptable Solution	Proposed	Complies?
	(b) provides for any parking and manoeuvring spaces required pursuant to the Parking and Access Code on-site; (c) has a floor area of no more than 160m ² .		
13.4 Development Standards for Buildings and Works			
13.4.1 Building Height	A1 Building height must not be more than: 8.5 m.	Complies.	Yes
13.4.2 Setbacks	A1 Building setback from frontage must be no less than: 20 m.	The proposal would have a setback of 10m. Compliance would require a setback of 20m. Therefore the proposal would have a discretion of 10m.	Performance Criteria Refer to discussion in the report.
	A2 Building setback from side and rear boundaries must be no less than: 20 m.	The proposal would have a setback of 15m. Compliance would require a setback of 20m. Therefore the proposal would have discretion of 5m.	Performance Criteria Refer to discussion in the report.
	A3 Building setback for buildings for sensitive use (including residential use) must comply with all of the following: (i) be sufficient to provide a separation distance from land zoned Rural Resource no less than 100 m; (ii) be sufficient to provide a separation distance from land zoned Significant Agriculture no less than 200 m.	Not applicable.	N/A
	A4 Buildings and works must be setback from land zoned Environmental Management no less than 100 m.	The proposal would have a setback of 51m. Compliance would require a setback of 100m. Therefore the proposal would have discretion of 49m.	Performance Criteria Refer to discussion in the report.
13.4.3 Design	A1 The location of buildings and works must comply with any of the following: (a) be located within a building area, if provided on the title; (b) be an addition or alteration to an existing building. (c) be located on a site that does not require the clearing of native vegetation and is not on a skyline or ridgeline.	Complies. The proposal would not require clearing of native vegetation and is not on a skyline or ridgeline.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	A2 Exterior building surfaces must be coloured using colours with a light reflectance value not greater than 40 percent.	Complies. The colour scheme is dark brown-grey.	Yes
	A3 The combined gross floor area of buildings must be no more than: 375 m ² .	Complies. The proposal would have a maximum gross floor area of 180m ² .	Yes
	A4 Fill and excavation must comply with all of the following: (a) height of fill and depth of excavation is no more than 1 m from natural ground level, except where required for building foundations; (c) extent is limited to the area required for the construction of buildings and vehicular access.	The proposal would require cut and fill due to the slope of the land for the building and vehicular access.	Yes
13.4.4 Outbuildings	A1 Outbuildings (including garages and carports not incorporated within the dwelling) must comply with all of the following: (a) have a combined gross floor area no more than 100 m ² ; (b) have a wall height no more than 6.5 m and a building height not more than 7.5 m; (c) have setback from frontage no less than that of the existing or proposed dwelling on the site.	Not applicable.	N/A
13.4.5 Outdoor Storage Areas	A1 Outdoor storage areas for non-residential uses must comply with all of the following: (a) be located behind the building line; (b) all goods and materials stored must be screened from public view; (c) not encroach upon car parking areas, driveways or landscaped areas.	Not applicable.	N/A

APPENDIX 2

E6.0 Parking and Access Code

Standard	Acceptable Solution	Proposed	Complies?
E6.6 Use Standards			
E6.6.1 Number of Car Parking Spaces	A1 The number of on-site car parking spaces must be: (a) no less than the number specified in Table E6.1 and no more than 10% greater than that number; except if: (i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (ii) this provision was not used in this planning scheme.	Complies. The proposal would have a garage for two car spaces.	Yes
E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability	A1 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.	Not applicable.	N/A
E6.6.3 Number of Motorcycle Parking Spaces	A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.	Not applicable.	N/A

Standard	Acceptable Solution	Proposed	Complies?
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.	Not applicable.	N/A
E 6.7 Development Standards			
E6.7.1 Number of Vehicle Accesses	A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.	Complies.	Yes
E6.7.2 Design of Vehicular Accesses	A1 Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (c) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.	Not applicable.	N/A
E6.7.3 Vehicular Passing Areas Along an Access	A1 Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day; (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway;	Not applicable.	N/A

Standard	Acceptable Solution	Proposed	Complies?
	(c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access.		
E6.7.4 On-Site Turning	A1 On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day.	Not applicable.	N/A
E6.7.5 Layout of Parking Areas	A1 The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 “Design of Parking Modules, Circulation Roadways and Ramps” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 “Headroom” of the same Standard.	Complies.	Yes
E6.7.6 Surface Treatment of Parking Areas	A1 Parking spaces and vehicle circulation roadways must be in accordance with all of the following; (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.	Complies.	Yes
E6.7.7 Lighting of Parking Areas	A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 “Basis of Design” and clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.	Not applicable.	N/A

Standard	Acceptable Solution	Proposed	Complies?
E6.7.8 Landscaping of Parking Areas	A1 Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.	Not applicable.	N/A
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: (a) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) be located within 30 m of the main entrance to the building.	Not applicable.	N/A
E6.7.10 Design of Bicycle Parking Facilities	A1 The design of bicycle parking facilities must comply with all the following; (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building.	Not applicable.	N/A
	A2 The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.	Not applicable.	N/A
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.	Not applicable.	N/A

Standard	Acceptable Solution	Proposed	Complies?
E6.7.12 Siting of Car Parking	A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.	Complies.	Yes
E6.7.1.13 Facilities for Commercial Vehicles	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site 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.	Not applicable.	N/A
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.	Complies.	Yes

APPENDIX 3

E7.0 Stormwater Management Code

Standard	Acceptable Solution	Proposed	Complies?
E7.7 Development Standards			
E7.7.1 Stormwater Drainage and Disposal	A1 Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.	Complies.	Yes
	A2 A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply: (a) the size of new impervious area is more than 600 m ² ; (b) new car parking is provided for more than 6 cars; (c) a subdivision is for more than 5 lots.	Not applicable.	N/A
	A3 A minor stormwater drainage system must be designed to comply with all of the following: (a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed; (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.	Complies.	Yes
	A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.	Complies.	Yes

Attachments/Annexures

- 1  66 Toffolis Road, Claremont

7. PROPOSED USE AND DEVELOPMENT - MULTIPLE DWELLINGS (RESIDENTIAL) RELYING ON PERFORMANCE CRITERIA , (CT55171/26), CT55171/25), (CT55171/24) - 62, 64 AND 66 CORRANGA DRIVE, CHIGWELL

Author: Planning Officer (Peter Coney)

Qualified Person: Planning Officer (Peter Coney)

Property ID: 5314877, 5314885, 5314893

REPORT SUMMARY:

<i>Application No.:</i>	PLN-17-049
<i>Applicant:</i>	Wilson Homes Tasmania Pty Ltd
<i>Owner:</i>	Housing Tasmania
<i>Zone:</i>	General Residential
<i>Use Class</i>	Residential
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	10.4.1 (P1) Residential density for multiple dwellings. 10.4.3 (P2) Site Coverage and Private open space for all dwellings. 10.4.4 (P1) Sunlight and overshadowing of all dwellings. 10.4.6 (P2) and (P3) Privacy for all dwellings (The proposal meets all other applicable standards as demonstrated in the attached appendices)
<i>Level 2 Activity?</i>	No
<i>42 Days Expires:</i>	10 July 2017
<i>Existing Land Use:</i>	Single Dwelling

<i>Proposal In Brief:</i>	Multiple dwellings (Residential) relying on performance criteria, (CT55171/26), (CT55171/25), (CT55171/24).
<i>Representations:</i>	1
<i>Recommendation:</i>	Approval subject to conditions

REPORT IN DETAIL:

PROPOSAL

The proposal is for the development of a total of six multiple dwellings at three separate lots (CT55171/26), (CT55171/25) and (CT55171/24) at Corranga Drive Chigwell. There is no proposal or requirement to adhere the lots. The application has been made as one as a matter of convenience.

Of the proposed dwellings, identified as '2/62', '2/64' and '2/66' on the plans, each is proposed to have two bedrooms, single bathroom and an open plan kitchen-living-dining area. The existing dwellings at '1/62', '1/64' and '1/66' are identified on the plans as having three bedrooms and an open plan kitchen-living-dining area.

All dwellings are proposed to have an adequate area of private open space attributed to them. As well, each dwelling has on-site car parking which is of a number that satisfies the Table E6.1 (two spaces for each dwelling).

The proposal complies with all of the acceptable solutions of applicable standards, as outlined in the appendices to this report, except where reliant on the performance criteria for 10.4.1 (P1) Residential density for multiple dwellings, 10.4.3 (P2) Site Coverage and Private open space for all dwellings, 10.4.4 (P1) Sunlight and overshadowing of all dwellings and 10.4.6 (P2) and (P3) Privacy for all dwellings. How the proposal satisfies the objective of the standards through the performance criteria is outlined in the body of this report.

SITE and LOCALITY

The subject site is located on the western side of Corranga Drive. The site area for 62, 64 and 66 are 636m², 557m², and 536m² respectively. The site is relatively flat with a gentle grade falling to the east. The site adjoins single dwellings on all boundaries. The locality is characterised by residential uses, the majority of which are single detached dwellings.



Figure 1. Aerial view of the site and immediate surrounds.

ZONE

The proposed development is located in the General Residential zone. The site shares boundaries with other similarly zoned parcels of land. As well, the site is in immediate vicinity to the Community Purpose zone, which overlays St Monica's Catholic Church, at 67-69 Allunga Road, and is in close proximity (55m) to St Martin's Anglican Church at 4 Junee Street.

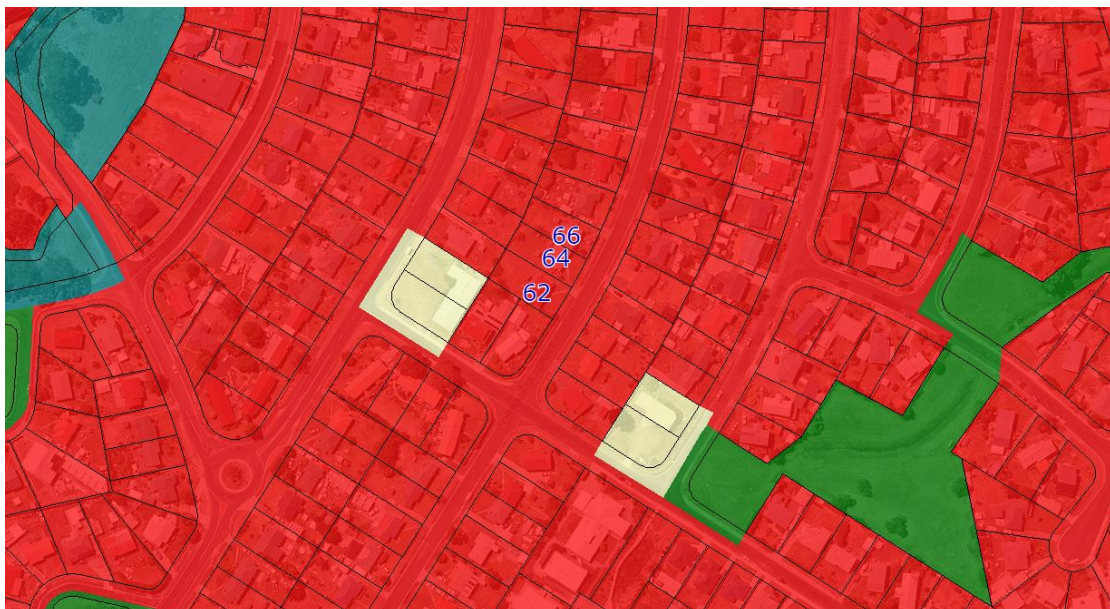


Figure 2. View of the zoning for the site and surrounding area indicating the General Residential zone in (Red), the Community Purpose zone (Light Yellow), Environmental Management zone (Teal) and the Open space zone (Green).

BACKGROUND

There is no background information relevant to the assessment of this application.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

There are no inconsistencies with any other State Policies or with the objectives of the Land Use Planning and Approvals Act 1993 (LUPAA).

A condition is recommended requiring appropriate soil and water management to prevent erosion and the transport of sediments into surface waters, consistent with the State Policy on Water Quality Management.

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

5.9 Demolition of exempt buildings.

Within the limited exemption 6.1 Minor structures and outbuildings, clause 6.1.5 it is stated that,

the construction, placement or demolition of minor outbuildings or structures if:

- (a) no new outbuilding is closer to a street frontage than the main building is;*
- (b) the gross floor area of each outbuilding or structure does not exceed 9m² and a combined total area of such buildings or structures does not exceed 20m²;*
- (c) no side is longer than 3m;*
- (d) no part of the outbuilding or structure is higher than 2.4m above natural ground level;*
- (e) the maximum change of level as a result of cut or fill is 1m; and*
- (f) no part of the outbuilding encroaches on any service easement or is within 1m of any underground service.*

Therefore, the demolition of the three 6m² structures shown as 'shed' on the proposal plans are exempt, pursuant to clause 5.9.1, as demolition is exempt from requiring a permit for,

The demolition in whole or in part of a building, the erection of which would be exempt under this planning scheme (5.9).

Limited Exemptions

Nil

Planning Scheme Operation (Does a SAP or Code override Zone provisions?)

No SAP or Code provisions override zone provisions in this assessment

Use Class Description (Table 8.2):

The use class is Residential (multiple dwellings).

The use class description of Residential means the use of land for self-contained or shared living accommodation. Examples include an ancillary dwelling, boarding house, communal residence, home-based business, hostel, residential aged care home, residential college, respite centre, retirement village and single or multiple dwellings.

Other relevant definitions (Clause 4.1):

Access strip: means land, the purpose of which is to provide access to a road.

Amenity: means, in relation to a locality, place or building, any quality, condition or factor that makes or contributes to making the locality, place or building harmonious, pleasant or enjoyable.

Applicable standard: means as defined in subclause 7.5.2, which states, a standard in a zone, specific area plan or code, is an applicable standard if:

- (a) the proposed use or development will be on a site within a zone or the area to which a specific plan relates, or is a use or development to which the code applies; and
- (b) the standard deals with a matter that could affect, or could be affected by, the proposed use or development.

Dwelling: means a building, or part of a building, used as a self-contained residence and which includes food preparation facilities, a bath or shower, laundry facilities, a toilet and sink, and any outbuilding and works normally forming part of a dwelling.

Site area per dwelling: means the area of the site (excluding any access strip) divided by the number of dwellings.

Part C: Special Provisions

No special provisions of the Scheme apply to this proposal.

Part D: Zones

The land is within the General Residential zone and the following Scheme zone purpose statements, use table, use standards and/or development standards apply to this proposal.

Zone Purpose Statements

10.1.1 Zone Purpose Statements

10.1.1.1 To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.

10.1.1.2 To provide for compatible non-residential uses that primarily serve the local community.

10.1.1.3 To provide for the efficient utilisation of services.

Comment

The proposal is for multiple dwellings (residential), which are permitted within the General Residential zone.

The proposal is considered to be consistent with the purpose of the General Residential zone, by providing a range of dwellings at suburban densities.

10.2 Use Table

Residential (multiple dwellings) is a permitted use class pursuant to Clause 10.2. However, the proposal involves discretionary consideration owing to reliance on the performance criteria for applicable development standards.

10.3 Use Standards

The use standards of this zone relate to non-residential use, visitor accommodation and local shop. These standards are not applicable to the assessment of the proposal.

10.4 Development Standards for Residential Buildings & Works

The proposed development complies with all relevant development standards for buildings and works as demonstrated in Appendix 1, except where it relies on the performance criteria for 10.4.1 (P1) Residential density for multiple dwellings, 10.4.3 (P2) Site Coverage and Private open space for all dwellings, 10.4.4 (P1) Sunlight and overshadowing of all dwellings and 10.4.6 (P2), and (P3) Privacy for all dwellings.

10.4.1 (P1) Residential density for multiple dwellings.

This standard is an applicable standard owing to the proposal being for multiple dwellings. The objective of the standard is,

to provide for suburban densities for multiple dwellings that:

- (a) make efficient use of suburban land for housing; and*
- (b) Optimise the use of infrastructure and community services.*

The acceptable solution of the standard is that a multiple dwelling must have a site area per dwelling of not less than

- (a) 325m²; or*
- (b) if within a density area specified in Table 10.4.1 below and shown on the planning scheme maps that specified for the density area.*

The proposal does not comply with the acceptable solution, owing to not meeting (a), as the proposed site area per dwelling is for 62 Corranga 1/318m², for 64 Corranga 1/278.5m² and for 66 Corranga 1/268m². Part (b) of the acceptable solution is not applicable. The proposal therefore is reliant on the performance criteria which require;

Multiple dwellings must only have a site area per dwelling that is less than 325 m², or that specified for the applicable density area in Table 10.4.1, if the development will not exceed the capacity of infrastructure services and:

- (a) is compatible with the density of the surrounding area; or*
- (b) Provides for a significant social or community housing benefit and is in accordance with at least one of the following:*

- (i) the site is wholly or partially within 400 m walking distance of a public transport stop;
- (ii) the site is wholly or partially within 400 m walking distance of a business, commercial, urban mixed use, village or inner residential zone.

Comment

The proposed development is for community housing to be managed by Centacare Evolve. It is considered that this is a demonstrated housing benefit, and so is assessable under part (b) of the performance criteria.

In satisfying (b), it is considered that the proposal is in accordance with (i) owing to the site being a maximum of 200m from active public transport stops on Allunga Road (see Figure 3).

The proposal is assessed as complying with the standard.

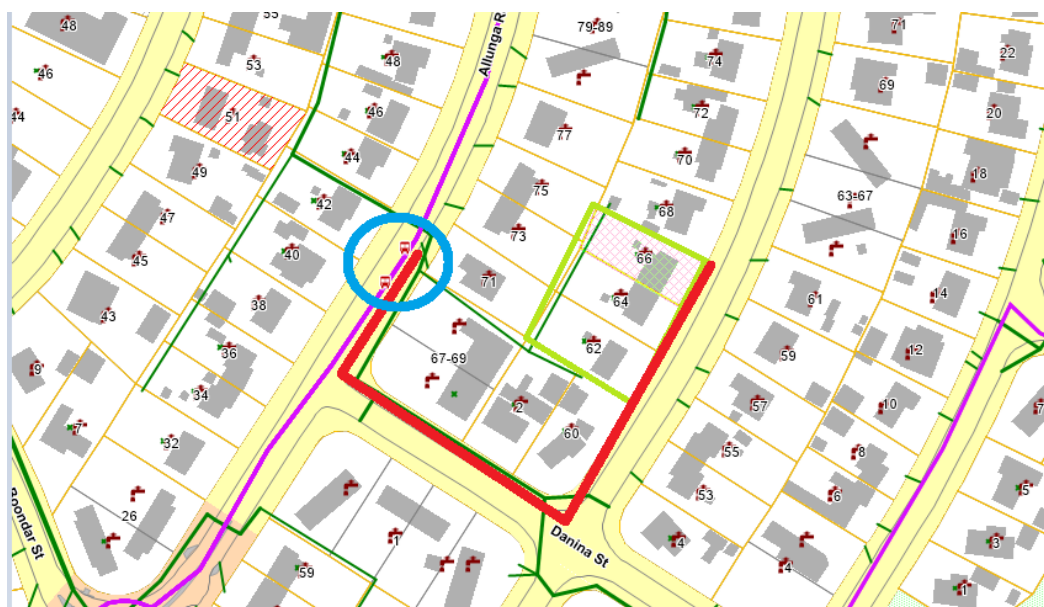


Figure 3. Graphic indicating the site (green) a 200m walking distance (Red) and the bus stop on Allunga Road (Blue).

10.4.3 (P2) Site Coverage and Private open space for all dwellings.

Each area of private open space for the existing Units 1/64 and 1/66, do not comply with the acceptable solution and therefore, are reliant on the performance criteria which require,

A dwelling must have private open space that:

- (a) includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and that is:
 - (i) conveniently located in relation to a living area of the dwelling; and
 - (ii) orientated to take advantage of sunlight.

Comment

For '1/64' and '1/66', the proposed areas of private open space are identified on the proposal plans as not being directly accessible from a habitable room other than a bedroom, thus not satisfying (A2) part (c). However, with regard to the performance criteria, as these areas are located where presently the single dwellings have their private open space, the location, (as unchanged), cannot be considered to be inconvenient, as it is existing and presently a usable outdoor area. With regard to (P2) part (a) (ii), this private open space is satisfactorily orientated toward north and so satisfies the performance criteria.

10.4.4 (P1) Sunlight and overshadowing of all dwellings.

In assessing the application for a new residential use, though there are no internal alterations proposed for the existing dwelling 1/64, it is considered that *10.4.4 Sunlight and overshadowing for all dwellings*, is an applicable standard owing to the change of use (though within a residential use class). The existing windows are approximately orientated 50° west of north, and this does not comply with the acceptable solution. The proposal therefore, is reliant upon the performance criteria which require,

A dwelling must be sited and designed so as to allow sunlight to enter at least one habitable room (other than a bedroom).

Comment

The existing windows to the dwelling 1/64 are considered to allow sunlight into the open plan living and dining area as shown on the plans. This is the same arrangement which has served this dwelling for a number of years and it is considered to be adequate.

The proposal is assessed as complying with the standard.

10.4.6 (P2) Privacy for all dwellings

The window (21-18AW), as shown on the north-east elevation for the proposed dwelling '2/64', has a finished floor level above 1m natural ground level. This glazing is setback within 3m from the side boundary adjoining 66 Corranga Drive. Though this glazing is offset from an existing window at 66 Corranga, it is owing to the proposal as a whole including a proposed dwelling, of which the glazing is not offset, that the proposal is assessed against the performance criteria which require,

A window or glazed door, to a habitable room of dwelling, that has a floor level more than 1 m above the natural ground level, must be screened, or otherwise located or designed, to minimise direct views to:

- (a) window or glazed door, to a habitable room of another dwelling; and*
- (b) the private open space of another dwelling; and*
- (c) an adjoining vacant residential lot.*

Comment

The proposed living room window (21-18AW) of 2/64 Corranga Drive is opposite a proposed bedroom window for the dwelling 2/66 Corranga Drive.

As the glazing for the dwelling 2/66 forms part of this application and is proposed to have a sill height of 1.7m above the floor level of that dwelling, it is considered that overall, within this application, there is a design solution to minimise direct viewing between these habitable rooms, and this is in accordance with criterion (a).

The proposal is assessed as complying with the standard.

10.4.6 (P3) Privacy for all dwellings

The proposal converts each of the existing driveways to a shared driveway for the respective lots.

For 62 Corranga, the shared driveway is separated less than 2.5m from the east and south east facing kitchen window of the dwelling 1/62, and no screening is proposed.

For 64 Corranga the shared driveway is separated less than 2.5m from south and south-east facing kitchen window of the existing dwelling 1/64, and no screening is proposed.

For 66 Corranga the shared driveway is separated less than 2.5m from the east and south-east kitchen window of the existing dwelling 1/66. Though fencing is proposed to demarcate the private open space of that dwelling, no dimension of this fencing is shown.

The proposal therefore is reliant on the performance criteria which require,

A shared driveway or parking space (excluding a parking space allocated to that dwelling), must be screened, or otherwise located or designed, to minimise detrimental impacts of vehicle noise or vehicle light intrusion to a habitable room of a multiple dwelling.

In order to satisfy the performance criteria, the proposal must screen each of the shared driveways from the kitchen windows of each dwelling. It is a recommended condition of approval that a screen of a height no less than 1.7m from natural ground level be erected between the shared driveway and the kitchen windows of the existing dwellings. This screening must be designed to minimise vehicle light intrusion into that dwelling. This screening must be installed prior to the issue of the certificate of occupancy of the proposed dwellings and must be maintained for the life of the use.

The proposal is assessed as complying with the standard subject to conditions.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E5.0 Road and Rail Asset Code

The proposal does not involve a new access, though will intensify the existing accesses. It is anticipated, that for each lot, the number of vehicle movements will increase by 5 vehicle movements per dwelling per day; because this intensification is not considered to generate more than 40 vehicle movements per day, the proposal complies with the acceptable solution for E5.5.1 (A3).

E6.0 Parking and Access Code

The proposal has been referred to Council's Development Engineer, who is satisfied that the parking and access arrangement for the site complies with all of the acceptable solutions of the Parking and Access code as outlined in Appendix 3.

E7.0 Stormwater Management Code

The proposal has been referred to Council's Development Engineer, who is satisfied that the stormwater arrangement for the site is compliant with the acceptable solutions of the Stormwater Management code (see Appendix 4).

INTERNAL REFERRALS**Development Engineer**

The proposal has been referred to Council's Development Engineer who has made the following comments.

Comments

The development application seeks an approval for three additional dwellings at the rear of the existing dwellings to make the total of 6 multiple dwellings on a subject site (three titles).

Traffic, Access & Parking

The site can be accessed off the Corranga Drive frontage with two existing vehicular accesses onto the site. The driveways proposed generally comply with AS2890.1:2004 and Code E6 of GIPS. It is therefore considered that the site is capable of being developed and the local traffic conditions are not expected to be significantly affected.

GCC Services (Stormwater)

There are no GCC stormwater mains affected by this application; and it is proposed that the new connection is to be connected to the existing main that runs parallel to the rear property boundary.

*Other**Geoscience issues*

There are no Geotechnical issues identified through Council's records that affect the application.

Flooding/Inundation issues

There are no flooding impacts identified through Council's records that affect the application.

Waste Management Officer

Waste Services to the proposed multiple dwelling development at 62, 64, 66 Corranga Drive Chigwell would be Council's standard bin service collected fortnightly.

- The Council's Standard Bin Service includes one (1) x 140L wheelie bin for waste and one (1) x 240L wheelie bin for recycling to each of the dwelling, collected fortnightly.
- Please note that this property would have a total of twelve (12) bins, six (6) waste bins and six (6) recycling bins.
- This property has an existing kerbside/nature strip area for placement of the bins, therefore the dwellings would have their own individual bins.
- All bins are to be placed on the kerbside for collection.
- Council's Waste Management Contractor collection trucks will not enter the property to collect and empty the wheelie bins.

EXTERNAL REFERRALS

TasWater

The proposal has been referred to TasWater. TasWater is in support of the proposal subject to the inclusion of conditions (Appendix A).

REPRESENTATIONS

The application was advertised for the statutory 14-day period with one representation being received. The issues raised are as follows:

1. Density

The representor states that the multiple dwellings are not compatible with the density of the surrounding area and will have an adverse effect on the amenity of neighbours. As well, it is stated that the development is out of scale with existing development in the vicinity.

Planner's Comment:

This issue has been previously addressed under the heading *10.4.1 Residential density for multiple dwellings*, where the proposal is considered to comply with the standard through the performance criteria, owing to providing a community housing benefit which is in proximity to a public transport stop.

The proposal is assessed as not having an unreasonable impact on residential amenity through complying with the acceptable solution of those applicable standards which relate to amenity and particularly privacy.

2. Parking

The representor states that the development does not meet the requirements for the number of car parking spaces required under the table E6.1.

Planner's Comment:

This issue has been previously addressed under the heading code *E6.0 Parking and Access*. Amended plans provided indicate that the number of onsite car parking spaces satisfies the acceptable solution, by the provision of twelve (12) car parking spaces per dwelling.

3. On Site turning

The representor states that there is no turning space for Unit 2 at 66 Corranga Drive.

Planner's Comment:

This issue is not an issue that can be considered as part of this application. On site turning is not required pursuant to Clause E6.7.4 *On site turning*, as on site turning must only be provided where an access serves more than two dwelling units and it meets a road carrying less than 6000 vehicles per day. Neither of these are the case with any individual access.

4. Privacy

The representor states that loss of and reduced privacy is of great concern. The representor specifically recommends a 2.1m fence to be erected along the boundary thus reducing the view from the proposed Unit 2/66 into their bedrooms.

Planner's Comment

Though the proposal is reliant on the performance criteria for 10.4.6 Privacy, this is not because of any privacy issue external to the subject site. The proposed windows of 2/66 are approximately 13m from the nearest dwelling at 68 Corranga Drive, and these windows are offset which precludes direct overlooking. With regard to any fencing, a 2.1m fence would be exempt from requiring a planning permit (unless within 4.5m of the frontage). This is a matter to be considered by the developer and property owners who share a boundary.

CONCLUSION

The proposal for multiple dwellings at 62, 64 and 66 Corranga Drive, Chigwell is assessed to comply with all of the acceptable solutions for the relevant standards of the General Residential zone, as well as the applicable codes, except where reliant on the performance criteria for 10.4.1 (P1) Residential density for multiple dwellings, 10.4.3 (P2) Site Coverage and Private open space for all dwellings, 10.4.4 (P1) Sunlight and overshadowing of all dwellings, and 10.4.6 (P2), and (P3), Privacy for all dwellings.

The proposal is assessed as satisfying those performance criteria in order to meet the objectives of the standard and as such complies.

The proposal is assessed to substantially comply with the requirements of Schedule 1 of the Land use Planning and Approvals Act 1993 and the Glenorchy Interim Planning Scheme 2015, subject to the recommended conditions.

Recommendation:

That a permit be granted for the proposed use and development of Multiple dwellings (Residential) relying on performance criteria, (CT55171/26), (CT55171/25), (CT55171/24) at 62 Corranga Drive, Chigwell, 66 Corranga Drive, Chigwell and 64 Corranga Drive, Chigwell subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-17-049 and Drawing No. P3 submitted on 31/05/2017, except as otherwise required by this permit.
2. Plans submitted for building approval must show that screens between the shared driveways and the kitchen windows of each of the existing dwellings, as shown on the approved plans, must be erected so as to minimise vehicle light intrusion into that dwelling. This screening must be of a height no less than 1.7m above natural ground level, and must be installed prior to the issue of a certificate of occupancy. Screening must be maintained for the life of the use.
3. Any future alterations to the existing dwellings identified as '1/62', '1/64' and '1/66' on the approved plans must not amend convenient resident access to the private open space attributed to each of those dwellings.
4. The finished floor level of the proposed carport appurtenant to 2/66 Corranga Drive must not exceed 1m above natural ground level.
5. Any conditions and/or advice as determined by TasWater, and set out in the attached Appendix A, form part of this permit.

Engineering

6. Prior to the issuing of a Building Permit Approval or the commencement of works on site, including demolition (whichever occurs first), submit a Soil and Water Management Plan detailing proposed sediment and erosion control measures to the satisfaction of and to be approved by the Council's Development Engineer. The approved control measures must be installed prior to any disturbance of soil or construction activity such as concrete cutting, demolition and must be regularly inspected and maintained during the construction and demolition period to prevent soil and other materials entering the local stormwater system, roadways or adjoining properties. The approved control measures must remain in place until such time as all construction activity likely to generate sediment has been completed or all disturbed areas have been stabilised using vegetation and/or restored or sealed to the satisfaction of the Council. The approved Soil and Water Management Plan (SWMP) forms part of this permit and must be complied with.

Advice: For further information please refer to the Soil and Water Management Fact Sheets published by the Department of Environment, Parks, Heritage and the Arts. These are available from Council or online at www.derwentestuary.org.au.

The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.

7. All internal hydraulic service works required for the development shall be at the Developer's expense and must comply with the requirements of Council's Plumbing Surveyor. Any alterations or works to Council mains shall be undertaken by Council at the developer's cost.

8. The design and construction of the driveway, parking, access and turning areas must generally comply with the Australian Standard, Parking facilities, Part 1: Off-Street Car parking, AS 2890.1 – 2004, to the satisfaction of the Council's Development Engineer. Detailed engineering drawings showing the driveway and manoeuvring areas, internal service lines and connections to service mains, surface drainage collection, pavement composition and finished levels must be in accordance with the Australian Standard AS 2890.1 – 2004 Off-Street Parking and submitted with the Building Application for approval by Council's Development Engineer prior to the commencement of works on site. The proposed driveway, access and parking must comply with the following:-
- (a) Be constructed to a sealed finish and the finished gradient shall not exceed the maximum gradient of 20%;
 - (b) Twelve (12) clearly marked car parking spaces must be provided in accordance with the approved plan received by Council and kept available for these purposes at all times;
 - (c) All runoff from paved and driveway areas must be discharged into Council's stormwater system;
 - (d) The gradient of any parking areas must not exceed 5%; and
 - (e) Minimum carriageway width is to be no less than 3.0 metres.

To comply with the above requirements, the developer must submit drawings demonstrating compliance with the requirements to the satisfaction of Council's Development Engineer prior to the issuing of the Building Permit and/or the commencement of works (whichever occurs first). All works required by this condition must be installed prior to the occupancy of the dwellings.

9. All stormwater drainage works, including the provision of treatment devices/elements must be to the satisfaction of Council's Development Engineer and in accordance with a Plumbing permit issued by the Permit Authority in accordance with the Building Act 2016.
10. The development must comply with Council's Stormwater Runoff Management Policy, the Stormwater detention for a 1 in 20 year ARI storm event must be provided on site. Any system proposed to retain the required runoff storage volume must be detailed in an engineering design lodged and approved as part of the plumbing application, and to be designed, constructed and maintained to the satisfaction of Council's Plumbing Surveyor.
11. Prior to the issuing of a certificate of occupancy, new stormwater connection works to the existing stormwater main must be provided by Council at full cost to the applicant. The developer is required to contact Council's Development Engineer on (03) 62166439 to organise for Council to provide a quotation to perform the stormwater connection works. The developer must contact Council requesting a quotation for the new Stormwater connection prior to the commencement of works.

Advice to Applicant

This advice does not form part of the permit but is provided for the information of the applicant.

Other Permits

Please be aware that this planning permit is a planning approval issued under the Glenorchy Interim Planning Scheme 2015. You should consult with an accredited Building Surveyor prior to commencing this use or work to ensure all relevant requirements of the Building Act 2016 are complied with. In addition to this planning permit, a building permit and/or plumbing permit may also be required. If further clarification is required, please contact Council's Building Section on 62166800.

The designer must ensure that the needs of all providers including TasWater, TasGas, TasNetworks, and Telstra are catered for both in the design and construction of the works. Underground service providers should be contacted for line marking of their services and any requirements or conditions they may have prior to commencing any works on site. Phone 1100, Dial Before You Dig or visit www.dialbeforeyoudig.com.au for information on the location of underground services and cables in relation to the proposed development prior to commencing any works on site.

All development applications that result in an increase in the impervious area of the site, and therefore the peak stormwater discharge rate may require an On-Site Detention System (OSD) in accordance with Council Policy No 28-4. The proposed OSD must provide a runoff storage volume equivalent to the difference between the allowable site discharge and the anticipated maximum discharge over the period of the design storm. An OSD proposal must be submitted with the Plumbing Permit Application and detailed in a hydraulic design for assessment and approval by Council's Plumbing Permit Authority. Water Sensitive Urban Design (WSUD) elements are encouraged. If the developer has any enquiries relating to acceptable methods of providing On-site detention, they should contact Council's Plumbing Surveyor on (03) 6216 6800.

APPENDIX 1**10.0 General Residential Zone.**

Standard	Acceptable Solution	Proposed	Complies?
10.4 Development Standards for Residential Buildings and Works			
10.4.1 Residential density for multiple dwellings.	A1 Multiple dwellings must have a site area per dwelling of not less than: (a) 325m ² ; or (b) if within a density area specified in Table 10.4.1 below and shown on the planning scheme maps, that specified for the density area.	Proposed site area per dwelling for 62 Corranga is 318m ² , for 64 it is, 278.5m ² and for 66 Corranga is 268m ² .	No – Refer Report
10.4.2 Setbacks and building envelopes for all dwellings:	A1 Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, at least 4.5 m, or, if the setback from the primary frontage is less than 4.5 m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (b) if the frontage is not a primary frontage, at least 3 m, or, if the setback from the frontage is less than 3 m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or (c) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or	Proposed dwellings are each within the building envelopes of the respective lots	Yes

	(d) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.		
	A2 A garage or carport must have a setback from a primary frontage of at least: (a) 5.5 m, or alternatively 1 m behind the façade of the dwelling; or (b) the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1 m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10 m from the frontage.	Proposed carport is located to the rear of each respective lot compliant with (a).	Yes
	A3 A dwelling, excluding outbuildings with a building height of not more than 2.4 m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5 m from the rear boundary of a lot with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above natural ground level at the side boundaries and a distance of 4 m from the rear boundary to a building height of not more than 8.5 m above natural ground level; and (b) only have a setback within 1.5 m of a side boundary if the dwelling: i. does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining lot; or	Each proposed multiple dwelling is contained within the prescribed building envelope for that lot. For the carport appurtenant to 2/66, though within 1.5m of the side boundary adjoin 68 Corranga, the total length within 1.5m is less than 9m and so complies with (b).	Yes

	ii. does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser).		
10.4.3 Site coverage and private open space for all dwellings	A1 Dwellings must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6 m); and (b) for multiple dwellings, a total area of private open space of not less than 60 m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) a site area of which at least 25% of the site area is free from impervious surfaces.	Site coverage is less than 50% and so complies with both (a) and (c). Each dwelling has an area in excess of 60m ² associated with the dwelling for private open space, compliant with (b)	Yes
	A2 A dwelling must have an area of private open space that: (a) is in one location and is at least: (i) 24 m²; or (ii) 12 m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (b) has a minimum horizontal dimension of: (i) 4 m; or (ii) 2 m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and	(a) Each dwelling has an area identified on the plan which complies with (a) (b) The minimum horizontal dimension of the nominated space is 4m. (c) Site plan indicates the private open is directly accessible from and adjacent to the living areas of all dwellings excluding 1/62 Corranga	(a) Yes (b) Yes (c) No refer report

	(d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on the 21st June; and (e) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and (f) has a gradient not steeper than 1 in 10; and (g) is not used for vehicle access or parking.	(d) Private open space nominated for each dwelling is to the north of that dwelling. (e) Not Applicable (f) The site is not considered steep in any area (g) The area is not used for vehicle access or parking	(d) Yes (e) N/A (f) Yes (g) Yes
10.4.4 Sunlight and overshadowing of all dwellings	A1 A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).	All of the existing and proposed dwellings have a window which faces within 30° east of north except for the existing living and meals area window of 1/64.	No- Refer Report
	A2 A multiple dwelling that is to the north of a window of a habitable room (other than a bedroom) of another dwelling on the same site, which window faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A), must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4B): (i) at a distance of 3 m from the window; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal.	Not Applicable	N/A

	(b) The multiple dwelling does not cause the habitable room to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.		
	A3 A multiple dwelling, that is to the north of the private open space, of another dwelling on the same site, required in accordance with A2 or P2 of subclause 10.4.3, must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4C): (i) at a distance of 3 m from the northern edge of the private open space; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. (b) The multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.	Not applicable proposed dwellings are on a predominately east west axis, with respect to the existing dwellings on the same site,	N/A
10.4.5 Width of openings for garages and carports for all dwellings	A1 A garage or carport within 12 m of a primary frontage (whether the garage or carport is free-standing or part of the dwelling) must have a total width of openings facing the primary frontage of not more than 6 m or half the width of the frontage (whichever is the lesser).	Proposed garage is in excess of 12m from the frontage.	N/A

10.4.6 Privacy for all dwellings	A1 A balcony, deck, roof terrace, parking space, or carport (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1 m above natural ground level must have a permanently fixed screen to a height of at least 1.7 m above the finished surface or floor level, with a uniform transparency of no more than 25%, along the sides facing a: (a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 3 m from the side boundary; and (b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 4 m from the rear boundary; and (c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is at least 6 m: (i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or (ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.	The proposed carport for 2/66 Corranga drive is within 3m of the side boundary adjoining 68 Corranga Drive. It is measurable from the plans that this carport is approximately .9m above natural ground level. It is a recommended condition of approval that this carport must not exceed a height of 1m above natural ground level so as to ensure compliance with this standard	Yes
	A2 A window or glazed door, to a habitable room, of a dwelling, that has a floor level more than 1 m above the natural ground level, must be in accordance with (a), unless it is in accordance with (b): (a) The window or glazed door: (i) is to have a setback of at least 3 m from a side boundary; and (ii) is to have a setback of at least 4 m from a rear boundary; and (iii) if the dwelling is a multiple dwelling, is to be at least 6 m from a window or glazed door, to a habitable room, of another dwelling on the same site; and	For the proposed dwelling 2/62, though the finished floor level of part of the dwelling is 1m above natural ground level, that portion of the dwelling is in excess of 7m from the side boundary in accordance with (a) (i) and 4m from the rear boundary in accordance with (a)(ii) and so complies. For the proposed dwelling 2/64, the finished floor level of part of the dwelling 1m above natural ground level has a large window which is within 3m from the	Yes No Refer Report

	(iv) if the dwelling is a multiple dwelling, is to be at least 6 m from the private open space of another dwelling on the same site. (b) The window or glazed door: (i) is to be offset, in the horizontal plane, at least 1.5 m from the edge of a window or glazed door, to a habitable room of another dwelling; or (ii) is to have a sill height of at least 1.7 m above the floor level or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level; or (iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of at least 1.7 m above floor level, with a uniform transparency of not more than 25%.	side boundary. This is not in accordance with (a). The design of this window is also not in accordance with (b) and so complies. For the proposed dwelling 2/66, the finished floor level of part of the dwelling is 1m above natural ground level. That portion of the dwelling is in excess of 3m from the side boundary in accordance with (a) (i) and 4m from the rear boundary in accordance with (a) (ii) and so complies,	Yes
	A3 A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of at least: (a) 2.5 m; or (b) 1 m if: (i) it is separated by a screen of at least 1.7 m in height; or (ii) the window, or glazed door, to a habitable room has a sill height of at least 1.7 m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level.	There is no proposed screening between the shared driveway and windows to habitable rooms of the existing dwellings.	No – Refer Report
10.4.7 Frontage Fences for all dwellings	A1 A fence (including a free-standing wall) within 4.5 m of a frontage must have a height above natural ground level of not more than:	There is no proposed fencing within 4.5m of the frontage of any lot.	Not applicable

	(a) 1.2 m if the fence is solid; or (b) 1.8 m, if any part of the fence that is within 4.5 m of a primary frontage has openings above a height of 1.2 m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).		
10.4.8 Waste Storage for multiple dwellings.	A1 A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5 m² per dwelling and is within one of the following locations: (a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) in a communal storage area with an impervious surface that: (i) has a setback of at least 4.5 m from a frontage; and (ii) is at least 5.5 m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height of at least 1.2 m above the finished surface level of the storage area.	Site plan indicates each dwelling has an area of 1.5m² attributed to it for the storage of waste and recycling bins.	Yes

APPENDIX 2

E6.0 Parking and Access Code

Standard	Acceptable Solution	Proposed	Complies?
E6.6 Use Standards			
E6.6.1 Number of Car Parking Spaces	A1 The number of on-site car parking spaces must be: (a) no less than the number specified in Table E6.1 and no more than 10% greater than that number; except if: (i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (ii) this provision was not used in this planning scheme.	Proposal is for two car parking spaces. Per dwelling.	Yes
E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability	A1 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.	Not applicable	N/A
E6.6.3 Number of Motorcycle Parking Spaces	A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.	Not applicable	N/A
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.	Not applicable	N/A

Standard	Acceptable Solution	Proposed	Complies?
E 6.7 Development Standards			
E6.7.1 Number of Vehicle Accesses	A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.	There is presently one vehicle access point	Yes
E6.7.2 Design of Vehicular Accesses	A1 Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.	Vehicle access point is existing	Yes
E6.7.3 Vehicular Passing Areas Along an Access	A1 Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day; (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access.	Not applicable	N/A
E6.7.4 On-Site Turning	A1 On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day.	Proposal is for a total of two multiple dwellings per lot only. As well, Corranga Drive does not carry 600 vehicles per day. Therefore, on-site turning is not required.	Yes

Standard	Acceptable Solution	Proposed	Complies?
E6.7.5 Layout of Parking Areas	A1 The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.	The proposal, as reviewed by Council's Development Engineer, indicates compliance with this standard	Yes
E6.7.6 Surface Treatment of Parking Areas	A1 Parking spaces and vehicle circulation roadways must be in accordance with all of the following; (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.	The proposal, as reviewed by Council's Development Engineer, indicates compliance with this standard	Yes
E6.7.7 Lighting of Parking Areas	A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.	Not applicable	N/A
E6.7.8 Landscaping of Parking Areas	A1 Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.	Not applicable	N/A
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: (a) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking;	Not applicable	N/A

Standard	Acceptable Solution	Proposed	Complies?
	(b) be located within 30 m of the main entrance to the building.		
E6.7.10 Design of Bicycle Parking Facilities	A1 The design of bicycle parking facilities must comply with all the following; (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building.	Not applicable	N/A
	A2 The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.	Not applicable	N/A
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.	Not applicable	N/A
E6.7.12 Siting of Car Parking	A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.	Not applicable	N/A
E6.7.1.13 Facilities for Commercial Vehicles	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless:	Not applicable	N/A

Standard	Acceptable Solution	Proposed	Complies?
	(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.		
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.	Not applicable	N/A

APPENDIX 3**E7.0 Stormwater Management Code**

Standard	Acceptable Solution	Proposed	Complies?
E7.7 Development Standards			
E7.7.1 Stormwater Drainage and Disposal	A1 Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.	Proposal is for stormwater generated by new impervious surfaces to be disposed of to an existing stormwater connection.	Yes
	A2 A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply: (a) the size of new impervious area is more than 600 m ² ; (b) new car parking is provided for more than 6 cars; (c) a subdivision is for more than 5 lots.	Not applicable	N/A
	A3 A minor stormwater drainage system must be designed to comply with all of the following: (a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed; (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.	The proposal, as reviewed by Council's Development Engineer, indicates compliance with this standard	Yes
	A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.	The proposal, as reviewed by Council's Development Engineer, indicates compliance with this standard	Yes

Attachments/Annexures

- 1  62, 64 and 66 Corranga Drive, Chigwell

8. PROPOSED USE AND DEVELOPMENT - CONVERSION OF HOUSE TO THREE DWELLING UNITS (RESIDENTIAL - MULTIPLE DWELLINGS) RELYING ON PERFORMANCE CRITERIA - 88 BRENT STREET, GLENORCHY

Author: Planning Officer (Peter Coney)

Qualified Person: Planning Officer (Peter Coney)

Property ID: 5357578

REPORT SUMMARY:

<i>Application No.:</i>	PLN-17-098
<i>Applicant:</i>	D P Cantwell and J M Cantwell
<i>Owner:</i>	D P Cantwell and J M Cantwell
<i>Zone:</i>	General Residential
<i>Use Class</i>	(Multiple Dwellings) Residential
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	10.4.1 (P1) Residential Density for Multiple Dwellings 10.4.3 (P1) Site coverage and Private open space for all dwellings. 10.4.4 (P1) Sunlight and overshadowing of all dwellings E6.7.4 On-Site Turning. (The proposal meets all other applicable standards as demonstrated in the attached appendices)
<i>Level 2 Activity?</i>	No
<i>42 Days Expires:</i>	12 Jun 2017
<i>Existing Land Use:</i>	Multiple dwellings (two only) (Residential)

<i>Proposal In Brief:</i>	Conversion of house to three dwelling units (Residential - Multiple dwellings) relying on performance criteria
<i>Representations:</i>	0
<i>Recommendation:</i>	Approval subject to conditions

REPORT IN DETAIL:

PROPOSAL

The proposal is for a third multiple dwelling to be approved within the existing building footprint at 88 Brent Street. This third dwelling, identified as 'Flat 3' on the plans, is to be created out of what previously was a portion of 'Flat 2', which occupied the lower floor of the existing building (see Figure 1).

It is proposed that the new 'Flat 3' will be one bedroom with a kitchen, bathroom and access to a utility room, as well as a single on-site car parking space. 'Flat 2', originally a three bedroom dwelling, is proposed to be two bedrooms with a kitchen-lounge area, bathroom and one car parking space (as previously approved), albeit in a different location.

Each dwelling is proposed to have an area of private open space for the exclusive use of that that dwelling. As well, there is a communal space to the south east of the site.

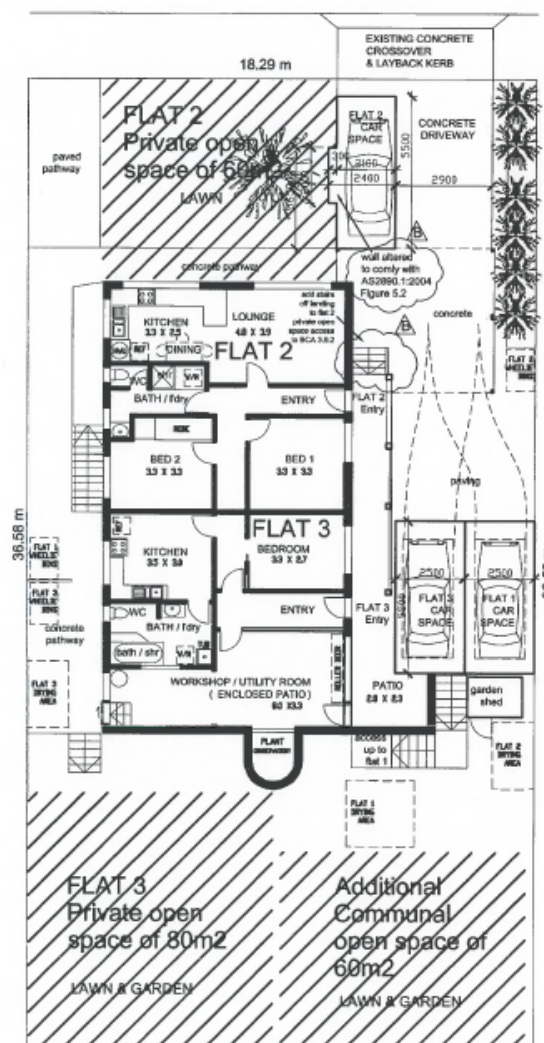


Figure 1. Extract of site plan indicating the extent of proposed changes.

There is no proposed change to 'Flat 1' which is reliant on the existing one car parking space as approved in 1981 (see background).

The proposal is reliant on the performance criteria for the standards 10.4.1 (P1) Residential Density for Multiple Dwellings, 10.4.3 (P1) Site coverage and Private open space for all dwellings, 10.4.4 (P1) Sunlight and overshadowing for all dwellings and E6.7.4 On-Site Turning. How the proposal satisfies the objectives of these applicable standards through the performance criteria is outlined in the body of this report.

SITE and LOCALITY

The subject site is located to the south of Brent Street in Glenorchy. The lot area is approximately 668m² with a moderate grade of 13% falling to the north. Owing to the existing improvements on site, the lot is now quite level with retained landscaping areas.

The locality is characterised by residential uses, the majority of which are single detached dwellings. Within the area there are multiple dwelling developments at 110 Brent Street and 41 O'Brien Street.



Figure 2. Aerial view of the subject site and locality.

ZONE

The proposed development is located in the General Residential zone. The site shares boundaries with other similarly zoned parcels of land, and is within 200m of the Environmental Management zone to the west.

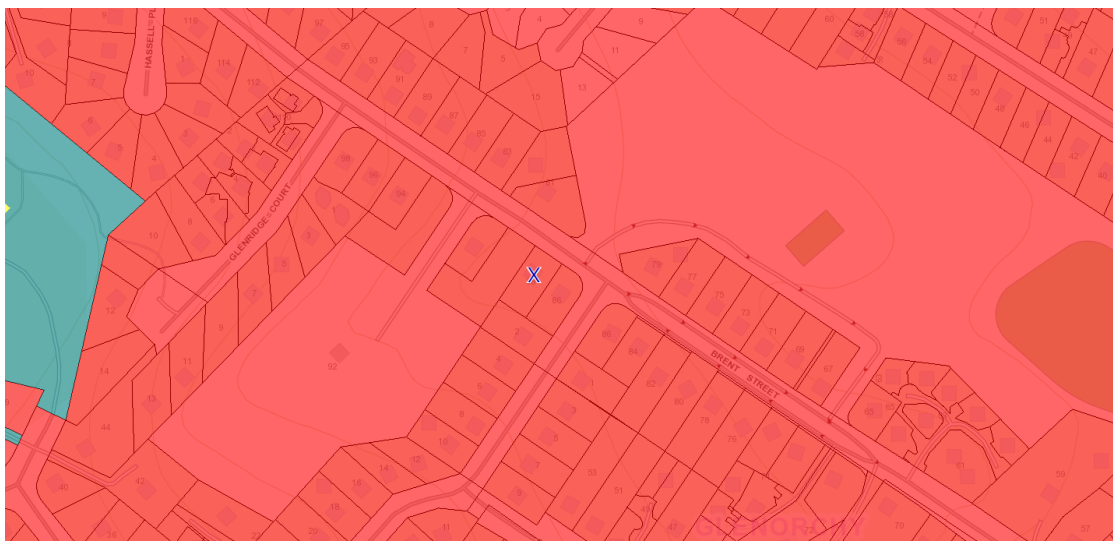


Figure 2. View of the zoning for the site and surrounding area indicating the General Residential zone (red) and the Environmental Management zone (Teal) Glenorchy Interim Planning Scheme 2015.

BACKGROUND

BA173/81 – Approval was granted for the construction of the subject building in 1981. This approval was for 'House and Flat' and required the provision of a total of two car parking spaces. The 'flat' portion of the dwelling exceeded the definition of family dependant unit under the 1964 Planning Scheme.

Categorised under contemporary definitions, the existing use of the land is Multiple dwellings (Residential), of which there are two.

File Note 30/05/2003 - There is a note on the property file recording a conversation between a planning officer and a prospective purchaser of 88 Brent Street. It is recorded that the site has an existing approval as house and flat, with a requirement of two car parking spaces. The planning officer writes,

The potential purchaser wants to introduce another flat (in existing building envelope). I said it would be classified a "multi storey dwelling unit" – 'D' (Discretionary) in zone. 2 more parking spaces required... planning permit required.

No subsequent planning approval has been granted for the site since this note was recorded. Though the planning scheme has changed since the advice was given in 2003, a third dwelling at this site still requires planning approval under the Glenorchy Interim Planning Scheme 2015.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

There are no inconsistencies with any other State Policies or with the objectives of the Land Use Planning and Approvals Act 1993 (LUPAA).

A condition is recommended requiring appropriate soil and water management to prevent erosion and the transport of sediments into surface waters, consistent with the State Policy on Water Quality Management.

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil

Limited Exemptions

Nil

Planning Scheme Operation (Does a SAP or Code override Zone provisions?)

There are no SAP or Code provisions that override the Zone provisions in the assessment of this application.

Use Class Description (Table 8.2):

The use class is Residential (multiple dwellings).

The use class description of Residential means the use of land for self-contained or shared living accommodation. Examples include an ancillary dwelling, boarding house, communal residence, home-based business, hostel, residential aged care home, residential college, respite centre, retirement village and single or multiple dwellings.

Other relevant definitions (Clause 4.1):

Access strip: means land, the purpose of which is to provide access to a road.

Amenity: means, in relation to a locality, place or building, any quality, condition or factor that makes or contributes to making the locality, place or building harmonious, pleasant or enjoyable.

Applicable standard: means as defined in subclause 7.5.2, which states, a standard in a zone, specific area plan or code, is an applicable standard if:

- (a) the proposed use or development will be on a site within a zone or the area to which a specific plan relates, or is a use or development to which the code applies; and
- (b) the standard deals with a matter that could affect, or could be affected by, the proposed use or development.

Dwelling: means a building, or part of a building, used as a self-contained residence and which includes food preparation facilities, a bath or shower, laundry facilities, a toilet and sink, and any outbuilding and works normally forming part of a dwelling.

Habitable room: means any room of a dwelling other than a bathroom, laundry, toilet, pantry, walk-in wardrobe, corridor, stair, hallway, lobby, clothes drying room and other space of a specialised nature occupied neither frequently nor for extended periods.

Site area per dwelling: means the area of the site (excluding any access strip) divided by the number of dwellings.

Part C: Special Provisions

No special provisions of the Scheme apply to this proposal:

Part D: Zones

The land is within the General Residential zone and the following Scheme zone purpose statements, use table, use standards and/or development standards apply to this proposal.

10.1.1 Zone Purpose Statements

10.1.1.1 To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided;

10.1.1.2 to provide for compatible non-residential uses that primarily serve the local community; and

10.1.1.3 to provide for the efficient utilisation of services.

Comment

The proposal is for multiple dwellings (residential), which are a permitted use within the General Residential zone. The proposal is considered consistent with the purpose of the General Residential zone owing to providing a development that accommodates a range of dwelling types at suburban densities.

10.2 Use Table

Residential (multiple dwellings) is a permitted use class in Table 10.2. However, the proposal involves discretionary consideration owing to reliance on the performance criteria for applicable development standards.

10.3 Use Standards

The use standards of this zone relate to non-residential use, visitor accommodation and local shop. These standards are not applicable to the assessment of the proposal.

10.4 Development Standards for Residential Buildings & Works

The proposed development complies with all relevant development standards for buildings and works, as demonstrated in Appendix 1, except where it relies on the performance criteria for 10.4.1 (P1) Residential Density for Multiple Dwellings, 10.4.3 (P1) Site coverage and private open space for all dwellings and 10.4.4 (P1) Sunlight and overshadowing of all dwellings

10.4.1 (P1) Residential Density for Multiple Dwellings.

This standard is an applicable standard owing to the proposal being for multiple dwellings. The objective of the standard is,

to provide for suburban densities for multiple dwellings that:

- (a) make efficient use of suburban land for housing; and*
- (b) Optimise the use of infrastructure and community services.*

The acceptable solution of the standard is that a multiple dwelling must have a site area per dwelling of not less than

- (a) 325m²; or*
- (b) if within a density area specified in Table 10.4.1 below and shown on the planning scheme maps that specified for the density area.*

Comment

The proposal does not comply with the acceptable solution, owing to not meeting (a), as the proposed site area per dwelling is 222m². Part (b) of the acceptable solution is not applicable. The proposal therefore is reliant on the performance criteria which require,

Multiple dwellings must only have a site area per dwelling that is less than 325 m², or that specified for the applicable density area in Table 10.4.1, if the development will not exceed the capacity of infrastructure services and:

- (a) is compatible with the density of the surrounding area; or*

- (b) *Provides for a significant social or community housing benefit and is in accordance with at least one of the following:*
 - (i) *the site is wholly or partially within 400 m walking distance of a public transport stop;*
 - (ii) *the site is wholly or partially within 400 m walking distance of a business, commercial, urban mixed use, village or inner residential zone.*

Comment

The proposal is reliant on (a) as it cannot meet (b). This is because there is no demonstrated significant community housing benefit.

In assessing the compatibility of the proposal with the density of the surrounding area, it is determined that though the proposed density is not the same as the average density of the surrounding area, the proposal may still be considered compatible. This is because the site is not anticipated to become developed to such effect that there is a conflict with the surrounding area, or exceedance of the capacity of infrastructure, in which case the proposal would be demonstrably incompatible, and so, inconsistent.

It is considered that the compatibility of the development to the surrounding area is primarily owed to the design of the development making efficient use of suburban land for housing. This efficiency, as an objective of the standard, is particularly evident through compliance with all other applicable standards.

The proposal is assessed as complying with the standard.

10.4.3 (P2) Site coverage and Private open space for all dwellings.

The proposal is for each dwelling to have an area of private open space in excess of 24m² satisfying (a)(i). However, owing to the private open space of 'Flat 2' and 'Flat 3' not being directly accessible from and adjacent to the living area of that dwelling, the proposal does not comply with the acceptable solution.

The proposal therefore is reliant on the performance criteria which require,

A dwelling must have private open space that:

- (a) *includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and that is:*
 - (i) *conveniently located in relation to a living area of the dwelling; and*
 - (ii) *orientated to take advantage of sunlight.*

Comment

The proposed private open space for 'Flat 2' is, as a result of proposed alterations to the entry, considered to be conveniently located relative to the living area of that dwelling. This is because the distance from the living area to this space is less than 10m, and is located in an area which forms a contiguous unit entitlement, which is orientated predominately north.

The proposed private open space for 'Flat 3' is, though not directly accessible from and adjacent to, a living area of that dwelling, considered conveniently located. This is because this area is less than 15m from the kitchen of that dwelling, and is a space for the private outdoor relaxation of any occupier of that dwelling. This is additional to a small patio.

With regard to (ii), this area, though to the south of the dwelling, is still expected to receive sunlight to 50% of a 24m² area between 1:30pm and 3:00pm, measurable at the winter solstice.

The proposal is assessed as complying with the standard.

10.4.4 Sunlight and overshadowing for all dwellings

The internal layout of 'Flat 3', is such that the kitchen window is the only window to a habitable room other than a bedroom. This window is not orientated within 30° west of north and so is reliant on the performance criteria which require,

A dwelling must be sited and designed so as to allow sunlight to enter at least one habitable room (other than a bedroom).

Comment

It is considered that as the kitchen has a window which faces approximately 60° west of north, and this is a habitable room, the proposal satisfies the performance criteria, as this window will allow sunlight to enter that room.

The proposal is assessed as complying with the standard.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E.5 Road and Rail Asset Code

The proposal does not involve a new access, though will intensify the existing crossing. Because this intensification is not considered to generate more than 40 vehicle movements per day on to Brent Street, the proposal complies with the acceptable solution for E5.5.1 (A3).

E.6 Parking and Access Code

The proposal is compliant with all of the acceptable solutions of the Parking and Access Code, as outlined in Appendix 2. Except where reliant on the performance criteria for E6.7.4 *On-Site Turning*.

With regard to the number of car parking spaces required, compliance with the standard is owed to the existing dwellings relying on their respective one car parking space each, as approved in 1981. It is pursuant to part of the *Operation of Table E6.1* which states that,

Where an existing use or development is extended or intensified, the additional number of car parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of parking spaces is not reduced.

It is considered that there is only a requirement for one additional car parking space for the use of 'Flat 3', which is a one bedroom dwelling. This is satisfied in the proposal plan.

E6.7.4 On-Site Turning.

The proposal is for a total of three multiple dwellings. In order to comply with the acceptable solution, on-site turning is required when an access serves more than two dwelling units, or meets a road carrying 600 vehicles a day or more. As no on-site turning is provided, the proposal is reliant on the performance criteria which require,

On-site turning may not be required if access is safe, efficient and convenient, having regard to all of the following:

- (a) avoidance of conflicts between users including vehicles, cyclists, dwelling occupants and pedestrians;*
- (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;*
- (c) suitability for the type and volume of traffic likely to be generated by the use or development;*
- (d) ease of accessibility and recognition for users;*
- (e) suitability of the location of the access point and the traffic volumes on the road.*

Comment

The proposal has been referred to Council's Development Technical Officer who has made comment in the referrals section of this report. In Brief, the proposal is supported owing to the low likelihood of conflict, primarily because of Brent Street's has a low carriage rate. Furthermore, it is considered that though there are three multiple dwellings, the access is relatively short, and the site will support on-site parking for three vehicles only.

E.7 Stormwater Management Code

The proposal has been referred to Council's Development Engineer who is satisfied that the stormwater arrangement for the site is compliant with the acceptable solutions of the Stormwater Management code (see Appendix 3).

E15.0 Inundation Prone Areas Code

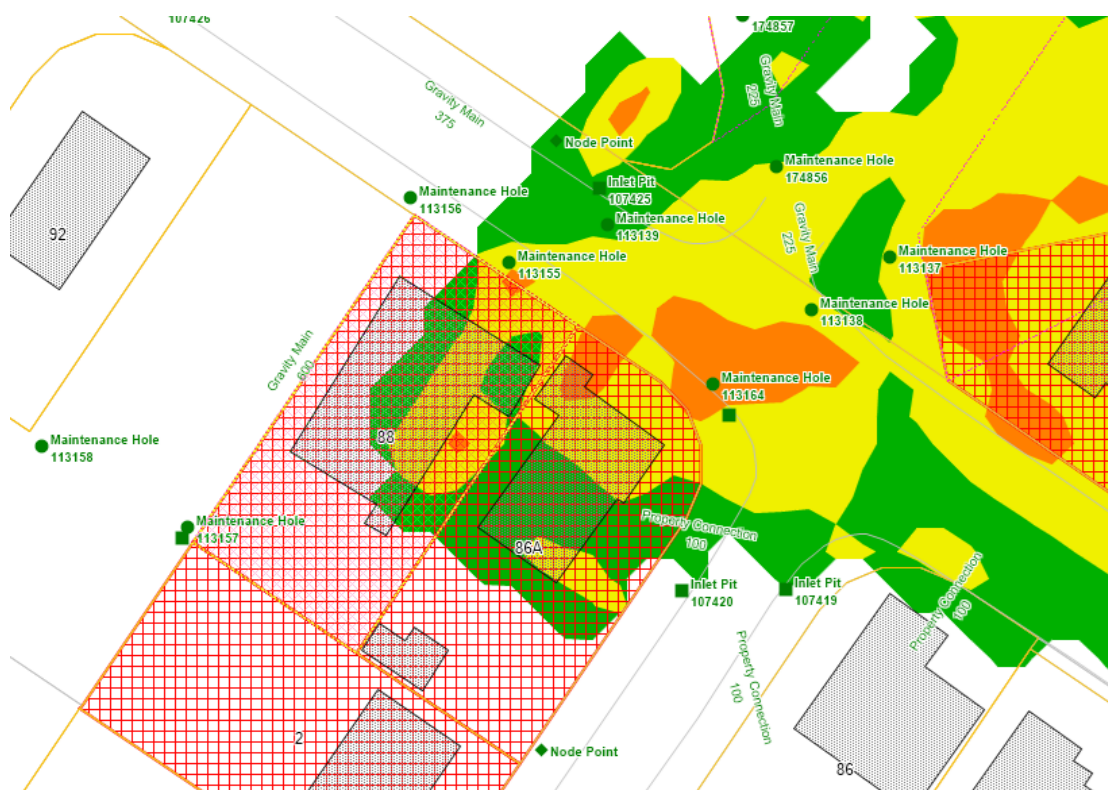


Figure 3. *Graphic indicating Council's Flood modelling over the subject site.*

In accordance with E15.2.1 (c) (ii), the Inundation prone areas code is an applicable code owing to the proposal including development, and being within an area which, although not within the Riverine Inundation hazard area, is nevertheless subject to risk of flooding of 1% AEP or more (see Figure 3).

It is considered that though the Inundation prone areas code is an applicable code, there are no applicable standards within the code, as no standard deals with a matter that could affect, or could be affected by, the proposed use or development. This is primarily because the change of use is for existing habitable areas, and the proposed development is limited to providing stairs for an altered access to one of the dwellings, as well as the delineation of a car parking space.

It is considered that the proposal is consistent with the purpose of the Inundation Prone areas code.

INTERNAL REFERRALS

Development Engineer

The proposal has been referred to Council's Development Technical Officer who has made the following comments.

Comments

The application is for conversion of house to three dwelling units.

E6.0 Parking and Access Code

This code applies to all use and development.

Access to the development is from Brent Street. The development is not expected to have any significant detrimental impacts on the surrounding road network in terms of traffic efficiency or road safety.

The applicant is proposing three car parking spaces. This complies with the minimum requirement of Table E6.1 acceptable solution of Clause E6.6.1 of the Glenorchy Interim Planning Scheme 2015.

On-site turning is not proposed to be provided to meet the acceptable solution of clause E6.7.4 of the Glenorchy Interim Planning Scheme 2015, however due to the low volume of vehicles using Brent Street and relatively short access to the parking (maximum 15 meters) it is considered to meet the requirements of the performance criteria of this clause.

E3.0 Landslide Code

There are no geotechnical issues identified through Council records that affect this application.

E7.0 Stormwater Management Code

This code applies to development requiring management of stormwater. This code does not apply to use.

E11.0 Waterway and Coastal Protection Code (E11.7.1 A4 and P4)

There is no waterway and coastal protection issues identified that affect this application

E15.0 Inundation Prone Areas Code

Council flood modelling suggests that the site is prone to flooding. Pursuant to clause E15.2.1 this code applies to, (c) development on land subject to risk of riverine flooding of 1% AEP or more. The extent of the development as part of this proposal is the delineation of a third car parking space and provision of stairs to access the existing 'Flat 2'. It is therefore considered that though the code applies, there are no applicable standards for the changes, as no new habitable areas are proposed.

Waste Management Officer

The proposal has been referred to Council's Waste Management section, which has provided the following comments

Comment

The property at 88 Brent Street Glenorchy is rated as three (3) flats and has 3 x 140L Waste bins and 3 x 240L Recycling Bins collected fortnightly.

Therefore there is no need for a Waste Referral for the conversion DA.

EXTERNAL REFERRALS**TasWater**

The proposal has been referred to TasWater. TasWater is in support of the proposal subject to the inclusion of conditions (Appendix A).

REPRESENTATIONS

The application was advertised for the statutory 14-day period with no representations being received.

CONCLUSION

The proposal for a change of use from two multiple dwellings, to three multiple dwellings for the land at CT14248/4 known as 88 Brent street is assessed to comply with the acceptable solutions of the applicable standards of the General Residential zone, except for reliant on the performance criteria for 10.4.1 (P1) Residential density for multiple dwellings, 10.4.3 (P2) Site coverage and Private open space for all dwellings, 10.4.4 (P1) Sunlight and overshadowing for all dwellings and E.6.7.4 On-site turning. The proposal is assessed as satisfying the performance criteria of the applicable standards.

The proposal is assessed to substantially comply with the requirements of Schedule 1 of the Land Use Planning and Approvals Act 1993 and the Glenorchy Interim Planning Scheme 2015, subject to recommended conditions.

Recommendation:

That a permit be granted for the proposed use and development of Conversion of house to three dwelling units (Residential - Multiple dwellings) relying on performance criteria at 88 Brent Street, Glenorchy subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application no. PLN-17-098 and Drawing No. P2 submitted on 24/05/2017 (sheets 2 and 3 only), and P3 submitted on 08/06/2017 except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater, and set out in the attached Appendix A, form part of this permit.

Engineering

3. Soil and water management is to comply with best practice to prevent any transfer of soil material outside of the area specifically and necessarily disturbed for construction. Particular attention is to be paid to ensure no soil material is tracked onto roads and footpaths or to enter the Council's stormwater system. All aspects and protection measures in connection with soil and water management are to comply with the requirements of Council's Development Engineer and be installed prior to the removal of and/or disturbance of any soil or vegetation.
4. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
5. Driveways, car parking and turning areas must be constructed and sealed with an approved impervious surface treatment prior to occupancy of a second dwelling unit.

All runoff from paved and driveway areas must be retained within site boundaries and discharged into Council's stormwater system. Construction details must generally be in accordance with Council's standard requirements. The driveway, parking and manoeuvring areas must be kept clear of obstructions, such as service authority infrastructure, letterboxes or bin enclosures, so that vehicle paths are not restricted.

6. Three (3) clearly marked car parking spaces must be provided and kept available for these purposes at all times prior to occupancy of any of the dwelling units. Car parking spaces, manoeuvring areas and aisles must be provided in accordance with the Australian Standard AS 2890.1 – 2004 Off-Street Parking. In areas set aside for car parking, securely fixed wheel stops or kerbing must be provided to the satisfaction of Council to prevent damage to fences or landscaped areas.
7. All internal hydraulic service works required for the development shall be at the Developer's expense and must comply with the requirements of Council's Plumbing Surveyor.

Advice to Applicant

This advice does not form part of the permit but is provided for the information of the applicant.

Other Permits

Please be aware that this planning permit is a planning approval issued under the Glenorchy Interim Planning Scheme 2015. You should consult with an accredited Building Surveyor prior to commencing this use or work to ensure all relevant requirements of the Building Act 2016 are complied with. In addition to this planning permit, a building permit and/or plumbing permit may also be required. If further clarification is required, please contact Council's Building Section on 62166800.

APPENDIX 1**10.0 General Residential Zone**

Standard	Acceptable Solution	Proposed	Complies?
10.4 Development Standards for Residential Buildings and Works			
10.4.1 Residential density for multiple dwellings.	A1 Multiple dwellings must have a site area per dwelling of not less than: (a) 325m ² ; or (b) if within a density area specified in Table 10.4.1 below and shown on the planning scheme maps, that specified for the density area.	The proposal is for a site area per dwelling of 1/222m ²	No- Refer Report
10.4.2 Setbacks and building envelopes for all dwellings:	A1 Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, at least 4.5 m, or, if the setback from the primary frontage is less than 4.5 m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (b) if the frontage is not a primary frontage, at least 3 m, or, if the setback from the frontage is less than 3 m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or (c) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or	There are no proposed external alterations or additional structures.	Not applicable

	(d) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.		
	A2 A garage or carport must have a setback from a primary frontage of at least: (a) 5.5 m, or alternatively 1 m behind the façade of the dwelling; or (b) the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1 m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10 m from the frontage.	Though it is proposed that the parking for Flat 2, is within 5.5m of the frontage, there is no proposed carport or garage structure.	Not applicable
	A3 A dwelling, excluding outbuildings with a building height of not more than 2.4 m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5 m from the rear boundary of a lot with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above natural ground level at the side boundaries and a distance of 4 m from the rear boundary to a building height of not more than 8.5 m above natural ground level; and (b) only have a setback within 1.5 m of a side boundary if the dwelling: i. does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining	There are no proposed external alterations or additional structures.	Not applicable

	lot; or ii. does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser).		
10.4.3 Site coverage and private open space for all dwellings	A1 Dwellings must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6 m); and (b) for multiple dwellings, a total area of private open space of not less than 60 m ² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) a site area of which at least 25% of the site area is free from impervious surfaces.	There are no proposed external alterations or additional structures.	Not applicable
	A2 A dwelling must have an area of private open space that: (a) is in one location and is at least: (i) 24 m ² ; or (ii) 12 m ² , if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (b) has a minimum horizontal dimension of: (i) 4 m; or (ii) 2 m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and	The proposal does not include any alterations to the private open space for 'Flat 1'. For 'Flat 2' the area of private open space does not comply with part (c), owing to not being directly accessible from and adjacent to a habitable room other than a bedroom. For 'Flat 3' the area of private open space does not comply with part (c) and part (d), owing to not being directly accessible from and adjacent to a habitable room other than a bedroom and being located to the south of the dwelling.	No-Refer Report

	(d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on the 21st June; and (e) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and (f) has a gradient not steeper than 1 in 10; and (g) is not used for vehicle access or parking.		
10.4.4 Sunlight and overshadowing of all dwellings	A1 A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).	The kitchen window (habitable room) is orientated predominately west (60° west of north)	No – Refer Report
	A2 A multiple dwelling that is to the north of a window of a habitable room (other than a bedroom) of another dwelling on the same site, which window faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A), must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4B): (i) at a distance of 3 m from the window; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. (b) The multiple dwelling does not cause the habitable room to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m	Though 'Flat 2' and Flat 3' are aligned on a predominately north-south axis, there are no windows between each of the dwellings.	Not applicable

	horizontally from the multiple dwelling.		
	A3 A multiple dwelling, that is to the north of the private open space, of another dwelling on the same site, required in accordance with A2 or P2 of subclause 10.4.3, must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4C): (i) at a distance of 3 m from the northern edge of the private open space; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. (b) The multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or (ii) protrusions (such as eaves, steps, and awnings) that extend no more than 0.6 m horizontally from the multiple dwelling.	The existing 'Flat 1' is predominately to the north of the private open space attributed to 'Flat 3'. Though 'Flat 1' is not contained within a line in accordance with 10.4.4C, the multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 11.00am and 3.00pm on 21st June. The proposal is in accordance with part (b) of the acceptable solution.	Yes
10.4.5 Width of openings for garages and carports for all dwellings	A1 A garage or carport within 12 m of a primary frontage (whether the garage or carport is free-standing or part of the dwelling) must have a total width of openings facing the primary frontage of not more than 6 m or half the width of the frontage (whichever is the lesser).	There are no proposed external alterations or additional structures.	Not applicable
10.4.6 Privacy for all dwellings	A1 A balcony, deck, roof terrace, parking space, or carport (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1 m above natural ground level must have a permanently fixed screen to a height of at least 1.7 m above the finished surface or floor level, with a uniform transparency of no more than 25%, along the sides facing a:	There are no proposed external alterations or additional structures.	Not applicable

	(a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 3 m from the side boundary; and (b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 4 m from the rear boundary; and (c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is at least 6 m: (i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or (ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.		
	A2 A window or glazed door, to a habitable room, of a dwelling, that has a floor level more than 1 m above the natural ground level, must be in accordance with (a), unless it is in accordance with (b): (a) The window or glazed door: (i) is to have a setback of at least 3 m from a side boundary; and (ii) is to have a setback of at least 4 m from a rear boundary; and (iii) if the dwelling is a multiple dwelling, is to be at least 6 m from a window or glazed door, to a habitable room, of another dwelling on the same site; and (iv) if the dwelling is a multiple dwelling, is to be at least 6 m from the private open space of another dwelling on the same site. (b) The window or glazed door: (i) is to be offset, in the horizontal plane, at least 1.5 m from the edge of a window or glazed door, to a habitable room of another dwelling; or	There are no proposed external alterations or additional structures. The window to the kitchen of 'Flat 3' does not have a floor level greater than 1m above natural ground level.	Not applicable

	(ii) is to have a sill height of at least 1.7 m above the floor level or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level; or (iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of at least 1.7 m above floor level, with a uniform transparency of not more than 25%.		
	A3 A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of at least: (a) 2.5 m; or (b) 1 m if: (iii) it is separated by a screen of at least 1.7 m in height; or (iv) the window, or glazed door, to a habitable room has a sill height of at least 1.7 m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level.	There is existing screening between the bedroom windows of 'Flat 2' and 'Flat 3' which is sufficient to satisfy the acceptable solution.	Yes
10.4.7 Frontage Fences for all dwellings	A1 A fence (including a free-standing wall) within 4.5 m of a frontage must have a height above natural ground level of not more than: (a) 1.2 m if the fence is solid; or (b) 1.8 m, if any part of the fence that is within 4.5 m of a primary frontage has openings above a height of 1.2 m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).	There is no proposed fencing as part of this development	Not applicable

10.4.8 Waste Storage for multiple dwellings.	A1 A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5 m ² per dwelling and is within one of the following locations: (a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) in a communal storage area with an impervious surface that: (i) has a setback of at least 4.5 m from a frontage; and (ii) is at least 5.5 m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height of at least 1.2 m above the finished surface level of the storage area.	Each dwelling has an area for the storage of waste and recycling bins in accordance with part (a) of the acceptable solution.	Yes
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APPENDIX 2**E6.0 Parking and Access Code**

Standard	Acceptable Solution	Proposed	Complies?
E6.6 Use Standards			
E6.6.1 Number of Car Parking Spaces	A1 The number of on-site car parking spaces must be: (a) no less than the number specified in Table E6.1 and no more than 10% greater than that number; except if: (i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (ii) this provision was not used in this planning scheme.	Three (one additional)	Yes
E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability	A1 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.	Not an applicable standard	N/A
E6.6.3 Number of Motorcycle Parking Spaces	A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.	Not an applicable standard	N/A

Standard	Acceptable Solution	Proposed	Complies?
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.	Not an applicable standard	N/A
E6.7 Development Standards			
E6.7.1 Number of Vehicle Accesses	A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.	As existing	Yes
E6.7.2 Design of Vehicular Accesses	A1 Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.	Alterations to vehicle access are conditioned to comply with the Australian Standard	Yes – Conditioned
E6.7.3 Vehicular Passing Areas Along an Access	A1 Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day; (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access.	Not an applicable standard	N/A

Standard	Acceptable Solution	Proposed	Complies?
E6.7.4 On-Site Turning	A1 On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day.	No on-site turning is proposed	No – Refer Report
E6.7.5 Layout of Parking Areas	A1 The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 “Design of Parking Modules, Circulation Roadways and Ramps” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 “Headroom” of the same Standard.	Layout of car parking areas is identified on the amended plans as compliant with the Australian Standard	Yes
E6.7.6 Surface Treatment of Parking Areas	A1 Parking spaces and vehicle circulation roadways must be in accordance with all of the following; (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.	Layout of car parking areas is identified on the amended plans as compliant with the Australian Standard.	Yes
E6.7.7 Lighting of Parking Areas	A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 “Basis of Design” and clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.	Not an applicable standard	N/A
E6.7.8 Landscaping of Parking Areas	A1 Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.	Not an applicable standard	N/A

Standard	Acceptable Solution	Proposed	Complies?
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: (a) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) be located within 30 m of the main entrance to the building.	Not an applicable standard	N/A
E6.7.10 Design of Bicycle Parking Facilities	A1 The design of bicycle parking facilities must comply with all the following; (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building.	Not an applicable standard	N/A
	A2 The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.	Not an applicable standard	N/A
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.	Not an applicable standard	N/A
E6.7.12 Siting of Car Parking	A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.	Not an applicable standard	N/A

Standard	Acceptable Solution	Proposed	Complies?
E6.7.1.13 Facilities for Commercial Vehicles	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site 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.	Not an applicable standard	N/A
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.	Not an applicable standard	N/A

APPENDIX 3**E7.0 Stormwater Management Code**

Standard	Acceptable Solution	Proposed	Complies?
E7.7 Development Standards			
E7.7.1 Stormwater Drainage and Disposal	A1 Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.	Car park delineation is over an existing hard stand area	N/A
	A2 A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply: (d) the size of new impervious area is more than 600 m ² ; (e) new car parking is provided for more than 6 cars; (f) a subdivision is for more than 5 lots.	Not an applicable standard	N/A
	A3 A minor stormwater drainage system must be designed to comply with all of the following: (b) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed; (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.	Not an applicable standard	N/A
	A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.	Not an applicable standard	N/A

APPENDIX 4**E15.0 Inundation Prone Areas Code**

Standard	Acceptable Solution	Proposed	Complies?
E15.6 Use Standards			
E15.6 Use Standards	A1 Change of use of a non-habitable building to a habitable building or a use involving habitable rooms must comply with all of the following: (a) floor level of habitable rooms is no less than the AHD level for the Coastal Inundation Low Hazard Area in Table E15.1; (b) floor level of habitable rooms is no less than the AHD level for the 1% AEP plus 300mm if in an area subject to riverine flooding.	The area of the existing dwelling 'Flat 2', which is proposed to become 'Flat 3', is an existing habitable area.	N/A
E15.7 Development Standards for Buildings and Works			
E15.7.1 Coastal Inundation High Hazard Areas	A1 For a habitable building, including extensions to existing habitable buildings, there is no Acceptable Solution.	Not Applicable	N/A
	A2 For a non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia, there is no Acceptable Solution.	Not Applicable	N/A

E15.7.2 Coastal Inundation Medium Hazard Areas	A1 For a new habitable building there is no acceptable solution	Not Applicable	N/A
	A2 Except for new rooms associated with habitable buildings other than dwellings, for which there is no acceptable solution, an extension to an existing habitable building must comply with one of the following: (a) new habitable rooms must comply with both of the following: (i) floor level no lower than the Minimum Level for the Coastal Inundation Low Hazard Area in Table E15.1, (ii) floor area of the extension no more than 40 m ² from the date of commencement of this planning scheme; (b) new habitable rooms must be above ground floor.	Not Applicable	N/A
	A3 A non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia, must have a floor area no more than 40 m ² .		
E15.7.3 Coastal Inundation Low Hazard Areas	A1 A new habitable building must comply with the following: (a) floor level no lower than the Minimum Level for the Coastal Inundation Low Hazard Area in Table E15.1;	Not Applicable	N/A

	A2 An extension to a habitable building must comply with either of the following: (a) floor level of habitable rooms is no lower than the Minimum Level for the Coastal Inundation Low Hazard Area in Table E15.1; (b) floor area is no more than 60 m².	Not Applicable	N/A
	A3 A non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia, must have a floor area no more than 60 m².	Not Applicable	N/A
E15.7.4 Riverine Inundation Hazard Areas	A1 A new habitable building must have a floor level no lower than the 1% AEP (100 yr ARI) storm event plus 300 mm.	There are no new habitable buildings, or extensions to the habitable areas of existing buildings on-site.	N/A
	A2 An extension to an existing habitable building must comply with one of the following: (a) floor level of habitable rooms is no lower than the 1% AEP (100 yr ARI) storm event plus 300 mm; (b) floor area of the extension no more than 60 m² as at the date of commencement of this planning scheme.	There are no new habitable buildings, or extensions to the habitable areas of existing buildings on-site.	N/A

	A3 The total floor area of all non-habitable buildings, outbuildings and Class 10b buildings under the Building Code of Australia, on a site must be no more than 60 m ² .	There is no increase to the floor area of a non-habitable structure on site.	N/A
15.7.5 Riverine, Coastal Investigation Area, Low, Medium, High Inundation Hazard Areas	A1 For landfill, or solid walls greater than 5 m in length and 0.5 m in height, there is no acceptable solution.	There are no new habitable buildings, or extensions to the habitable areas of existing buildings on-site.	N/A
	A2 No acceptable solution.	There are no new habitable buildings, or extensions to the habitable areas of existing buildings on-site.	N/A
	A3 A land application area for onsite wastewater management must comply with all of the following: (a) horizontal separation distance from high water mark or from the top of bank of a watercourse or lake must be no less than 100 m; (b) vertical separation distance from the water table must be no less than 1.5 m.	Not Applicable	N/A
E15.7.6 Development Dependent on a Coastal Location	A1 An extension to an existing boat ramp, car park, jetty, marina, marine farming shore facility or slipway must be no more than 20% of the size of the facility existing at the effective date.	Not Applicable	N/A
	A2 No acceptable solution	Not Applicable	N/A

Monday 3 July 2017

Glenorchy Planning Authority Meeting Agenda

	A3 No Acceptable Solution for coastal protection works initiated by the private sector.	Not Applicable	N/A
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Attachments/Annexures

- 1  88 Brent Street, Glenorchy