GLENORCHY PLANNING AUTHORITY MEETING AGENDA

MONDAY, 5 SEPTEMBER 2022

GLENORCHY CITY COUNCIL

* **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: Alderman Bec Thomas

Hour: 4.00 p.m.

TABLE OF CONTENTS:

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 8 August 2022 be confirmed.

5. PROPOSED USE AND DEVELOPMENT - 8 LOT SUBDIVISION - GARFIELD ROAD & 46 ELLIOT ROAD, GLENORCHY

Author: Senior Statutory Planner (Vanessa Tomlin)

Qualified Person: Senior Statutory Planner (Vanessa Tomlin)

Property ID: 7522717 & 7777007

REPORT SUMMARY

Application No.:	**PLN-22-026**
Applicant:	**PDA Surveyors Engineering and Planners and Zarchie Developments Pty Ltd**
Owner:	**Zarchie Developments Pty Ltd**
Zone:	**General Residential and Environmental Management**
Use Class	**Subdivision**
Application Status:	**Discretionary**
Discretions:	**7.10 Development not Required to be Categorised into a Use Class, 8.6.1 Lot Design, 8.6.2 Roads, C7.7.2 Subdivision within a priority vegetation area** (The proposal meets all other applicable standards as demonstrated in the attached appendices)
Level 2 Activity?	**No**
42 Days Expires:	**6 September 2022**
Existing Land Use:	**Vacant land**
Representations:	**Four**
Recommendation:	**Approval, subject to conditions**

REPORT IN DETAIL

PROPOSAL

The proposal is for the subdivision of Garfield Place (CT 36090/1) into eight lots (Fig. 1).

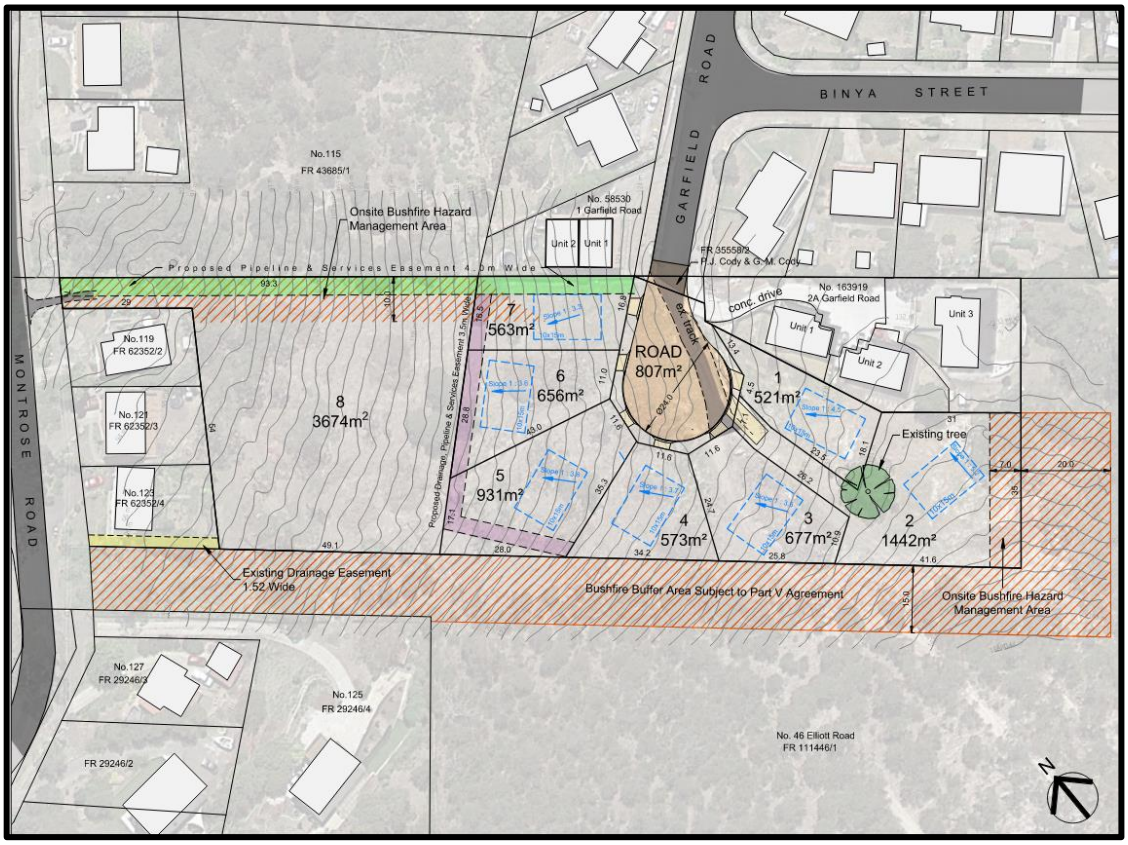

Figure 1. The plan of subdivision of Garfield Place (CT 36090/1) into eight lots.

The proposed lot range in size and vary in frontage width. The lot sizes and frontage widths are shown in Table 1.

Table 1. Proposed lot sizes and frontage lengths

Lot #	Area (m²)	Frontage (m)
1	521	17.9
2 (internal lot)	1442	7.1
3	677	11.6
4	573	11.6
5	931	11.6

6	656	11.0
7	563	16.8
8 (balance)	3674	7.0

The subdivision involves the extension of Garfield Road to form a cul-de-sac head that is to provide access to seven of the eight proposed lots. Each individual access for each of lots 1-7 will have a concrete crossover and the proposed internal lot (lot 2) is to have a concrete access way for the full length of the driveway, terminating at the lot proper. The eighth proposed lot is to be accessed from Montrose Road. Each lot is to be fully serviced for stormwater management, water, and sewer.

The adjoining lot at 46 Elliot Road, Glenorchy (CT111446/1) forms part of the application for bushfire hazard management purpose only, no subdivision development is proposed on that lot. No vegetation is proposed to be removed as part of the proposed subdivision.

The subdivision is not proposed to be staged.

SITE and LOCALITY

The subject site identified as Garfield Road (CT 36090/1) is 9677m^2 and can be accessed from both Garfield Road and Montrose Road. The site is described as being grassland and low open woodland with a mix of pastural grasses and exotic floral species. The south-western perimeter of the site, adjoining 46 Elliot Road is mapped as having priority vegetation, although this vegetation is sparse and separated from the significant habitat provided on the adjoining lot. The subject site has an average slope of 1 in 3.8 (a 1m rise over 3.8m length), with the steeper land being largely contained within proposed lot 8 (Fig. 2).

Figure 2. An aerial view of the site and surrounds.

The site of 46 Elliot Road is 81,370m^2 and is under the management of TasWater and provides access to TasWater reservoir assets. This site can be accessed from Elliot Road and has a second frontage to Montrose Road. This site can be described as relatively steep bushland (woodland and forest), with an area extending along the shared boundary with the subject site that is clear of vegetation.

ZONE

The subject site, Garfield Road is within the General Residential Zone. The adjoining site, 46 Elliot Road is within the Environmental Management zone (Fig. 3). No development is proposed on the land within the Environmental Management zone.

Figure 3. A view of the zoning pattern in the locality, showing the subject site in the General Residential zone (red), the Environmental Management zone (olive green), Utilities zone (yellow) and Open Space zone (green).

BACKGROUND

There is no background on file relevant to the 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.

TASMANIAN PLANNING SCHEME - GLENORCHY 2021

State Planning Provisions (SPP)

Administration

Exemptions (Tables 4.1 – 4.6)

No exemptions apply to the assessment of this application.

Use Class Description (Table 6.2):

Sub clause 6.2.1 requires each proposed use or development to be categorised into one of the Use Classes in Table 6.2. However, sub clause 6.2.6 states notwithstanding subclause 6.2.1 of this planning scheme, development which is for subdivision, a sign, land filling, retaining walls or coastal protection works does not need to be categorised into one of the Use Classes.

Other relevant definitions and provisions:

6.8 Discretionary Use or Development

6.8.1 The planning authority has a 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 relies on a Performance Criterion to demonstrate compliance with an applicable standard; or

(c) it is Discretionary under any other provision of this planning scheme.

6.8.2 The planning authority has a discretion under clause 7.10 to refuse or permit a development that is not required to be categorised under subclause 6.2.6 of this planning scheme if:

(a) there are no applicable standards that apply to the development; or

(b) the use or development relies on any Performance Criteria to demonstrate compliance with an applicable standard; and

(c) the development is not Prohibited under any other provision of this planning scheme.

3.0 Interpretation

Subdivide means to divide the surface of a lot by creating estates or interests giving separate rights of occupation otherwise than by:

(a) a lease of a building or of the land belonging to and contiguous to a building between the occupiers of that building;

(b) a lease of airspace around or above a building;

(c) a lease of a term not exceeding 10 years or for a term not capable of exceeding 10 years;

(d) the creation of a lot on a strata scheme or a staged development scheme under the Strata Titles Act 1998; or

(e) an order adhering existing parcels of land.

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

General Provisions

The following General Provisions of the Scheme apply to this proposal:

7.10 Development not Required to be Categorised into a Use Class

7.10.1 An application for development that is not required to be categorised into one of the Use Classes under subclause 6.2.6 of this planning scheme and to which 6.8.2 applies, excluding adjustment of a boundary under subclause 7.3.1, may be approved at the discretion of the planning authority.

7.10.2 An application must only be approved under subclause 7.10.1 if there is no unreasonable detrimental impact on adjoining uses or the amenity of the surrounding area.

7.10.3 In exercising its discretion under subclauses 7.10.1 and 7.10.2 of this planning scheme, the planning authority must have regard to:

(a) the purpose of the applicable zone;

(b) the purpose of any applicable code;

(c) any relevant local area objectives; and

(d) the purpose of any applicable specific area plan.

The proposed subdivision is discretionary because it relies on performance criteria to comply with applicable standards. The application is assessed as furthering the purpose of the General Residential zone and the purpose of the applicable codes, as described later in the report.

There are no local area objectives or specific area plans that overlay the site.

Zones

The land is within the General Residential zone and the following 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 is:

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

8.1.2 To provide for the efficient utilisation of available social, transport and other service infrastructure.

8.1.3 To provide for non-residential use that:

(a) primarily serves the local community; and

(b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off site impacts.

8.1.4 To provide for Visitor Accommodation that is compatible with residential character.

The proposed subdivision is assessed as furthering the purpose of the General Residential because it is to provide land capable of supporting residential development that would be fully serviced to meet the social, transport and other service infrastructure needs of the future residents.

While the land within the Environmental Management zone forms part of the application for the purpose of bushfire hazard management into the future, there is no use or development currently proposed on that land. Therefore, the purpose of the Environmental Management zone and the relevant standards of the zone are not taken into consideration for assessment of this application.

Development Standards for Subdivisions

8.6.1 Lot Design P1

The proposal is unable to comply with the acceptable solution because the land has a gradient steeper than 1 in 5. The performance criteria require each lot, or a lot proposed in a plan of subdivision, to have sufficient useable area and dimensions suitable for its intended use, having regard to:

(a) the relevant requirements for development of buildings on the lots;

(b) the intended location of buildings on the lots;

(c) the topography of the site;

(d) the presence of any natural hazards;

(e) adequate provision of private open space; and

(f) the pattern of development existing on established properties in the area.

Each lot proposed is shown to be able to contain a 10 by 15m building area that is clear of the lot boundaries, although given the steepness of slope a larger area may be required for future buildings. The proposed lots are relatively generous in size and are mostly unencumbered by restrictive covenants or easements, creating lots that would be able to support residential buildings under the development requirements of the TPS-G. Future buildings and the associated private outdoor spaces would not be restricted to a particular location within each lot, and this creates the opportunity for the construction of a range of dwelling types. The exception would be proposed lot 2, where a 7m deep area the width of lot is to be set aside for bushfire hazard management. However, this requirement is not considered to unreasonably limit the potential for future development of the site. The adjoining land is to be used for bushfire hazard management, effectively mitigating this natural hazard, freeing up the proposed lots for development. The proposed lot configuration is largely similar in size and shape to other lots in the locality and presents a pattern of development that is consistent with that existing in the area.

The application is assessed as satisfying the performance criteria and complies with the standard.

8.6.1 Lot Design P2

Six lots are proposed with a frontage less than 12m in width. The proposal is unable to comply with the acceptable solution and relies on the performance criteria, which require each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, to be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use, having regard to:

(a) the width of frontage proposed, if any;

(b) the number of other lots which have the land subject to the right of carriageway as their sole or principal means of access;

(c) the topography of the site;

(d) the functionality and useability of the frontage;

(e) the ability to manoeuvre vehicles on the site; and

(f) the pattern of development existing on established properties in the area,

and is not less than 3.6m wide.

The minimum frontage width required by the performance criteria is 3.6m. Each proposed lot is to have a frontage of more than 3.6m, and no lot relies on a right of carriage way for access. The proposed frontages are not constrained by the topography and provide useable and functional area for accessing and manoeuvring on the site. The frontage arrangements proposed around the cul-de-sac are similar to other established lots fronting a cul-de-sac in the surrounding residential area.

The application is assessed as satisfying the performance criteria and complies with the standard.

8.6.1 Lot Design P4

The proposal is unable to comply with the acceptable solution and relies on the performance criteria, which require subdivision to provide for solar orientation of lots adequate to provide solar access for future dwellings, having regard to:

(a) the size, shape and orientation of the lots;

(b) the topography of the site;

(c) the extent of overshadowing from adjoining properties;

(d) any development on the site;

(e) the location of roads and access to lots; and

(f) the existing pattern of subdivision in the area.

The site is located on a hillside with a north-western orientation. The topography and orientation, together with the size, shape and arrangement of the proposed lots around the cul-de-sac would facilitate adequate solar access for future dwellings.

The application is assessed as satisfying the performance criteria and complies with the standard.

8.6.2 Roads P1

The proposal is unable to comply with the acceptable solution and relies on the performance criteria, which require the arrangement and construction of roads within a subdivision to provide an appropriate level of access, connectivity, safety and convenience for vehicles, pedestrians and cyclists, having regard to:

(a) any road network plan adopted by the council;

(b) the existing and proposed road hierarchy;

(c) the need for connecting roads and pedestrian and cycling paths, to common boundaries with adjoining land, to facilitate future subdivision potential;

(d) maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks;

(e) minimising the travel distance between key destinations such as shops and services and public transport routes;

(f) access to public transport;

(g) the efficient and safe movement of pedestrians, cyclists and public transport;

(h) the need to provide bicycle infrastructure on new arterial and collector roads in accordance with the *Guide to Road Design Part 6A: Paths for Walking and Cycling 2016*;

(i) the topography of the site; and

(j) the future subdivision potential of any balance lots on adjoining or adjacent land.

Council has not yet adopted a road network plan for this suburb, so this is not a relevant consideration for the appropriate level of access, connectivity, safety and convenience for vehicles, pedestrians and cyclists for this development. The proposed road to be constructed is a cul-de-sac head at the termination of Garfield Road, with a footpath extending along the full length. The cul-de-sac will formalise the dead end of Garfield Road and is designed to provide for safe, convenient and efficient connections to the community, while allowing for adequate accommodation of vehicular, pedestrian, cycling and public transport traffic. This proposal is assessed as an efficient utilisation of the land through subdivision, whilst also complimenting the surrounding land and infrastructure.

Proposed lot 8 is to gain access form Montrose Road, which is a collector road. Although, no road is proposed to be constructed in this area of the site.

The application is assessed as satisfying the performance criteria and complies with the standard.

Codes

The following codes of the Scheme apply to this proposal:

C2.0 Parking and Sustainable Transport Code

The purpose of the Parking and Sustainable Transport Code is:

C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development.

C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.

C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.

C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.

C2.1.5 To ensure that parking spaces and accesses meet appropriate standards.

C2.1.6 To provide for parking precincts and pedestrian priority streets.

The proposal is assessed as furthering the purpose of this code because it provides adequate area for future residential development to be wholly contained within each lot; and the construction of the cul-de-sac will formalise the dead end road and make for a safe and convenient for all road users.

The proposal accords with all the relevant Acceptable Solutions as demonstrated in the attached Appendix. For further comments please refer to the Engineering Assessment under the Referrals section later in this report.

C3.0 Road and Railway Assets Code

The purpose of the Road and Railway Assets Code is:

C3.1.1 To protect the safety and efficiency of the road and railway networks; and

C3.1.2 To reduce conflicts between sensitive uses and major roads and the rail network.

The proposal is taken to further the purpose of this code by providing a safe and efficient termination of a road. It is noted that the site is not in proximity to a major road or rail network.

The proposal accords with all the relevant Acceptable Solutions as demonstrated in the attached Appendix. For further comments please refer to the Engineering Assessment under the Referrals section later in this report.

C7.0 Natural Assets Code

The purpose of the Natural Assets Code is:

C7.1.1 To minimise impacts on water quality, natural assets including native riparian vegetation, river condition and the natural ecological function of watercourses, wetlands and lakes.

C7.1.2 To minimise impacts on coastal and foreshore assets, native littoral vegetation, natural coastal processes and the natural ecological function of the coast.

C7.1.3 To protect vulnerable coastal areas to enable natural processes to continue to occur, including the landward transgression of sand dunes, wetlands, saltmarshes and other sensitive coastal habitats due to sea-level rise.

C7.1.4 To minimise impacts on identified priority vegetation.

C7.1.5 To manage impacts on threatened fauna species by minimising clearance of significant habitat.

The proposal is considered to further the purpose of this code by not proposing the removal of any vegetation for the subdivision of the land and the construction of the cul-de-sac and lot accesses. Therefore, minimising impacts to identified priority vegetation.

The subject site and adjoining site at 46 Elliot Road are identified as having priority vegetation (Fig. 4).

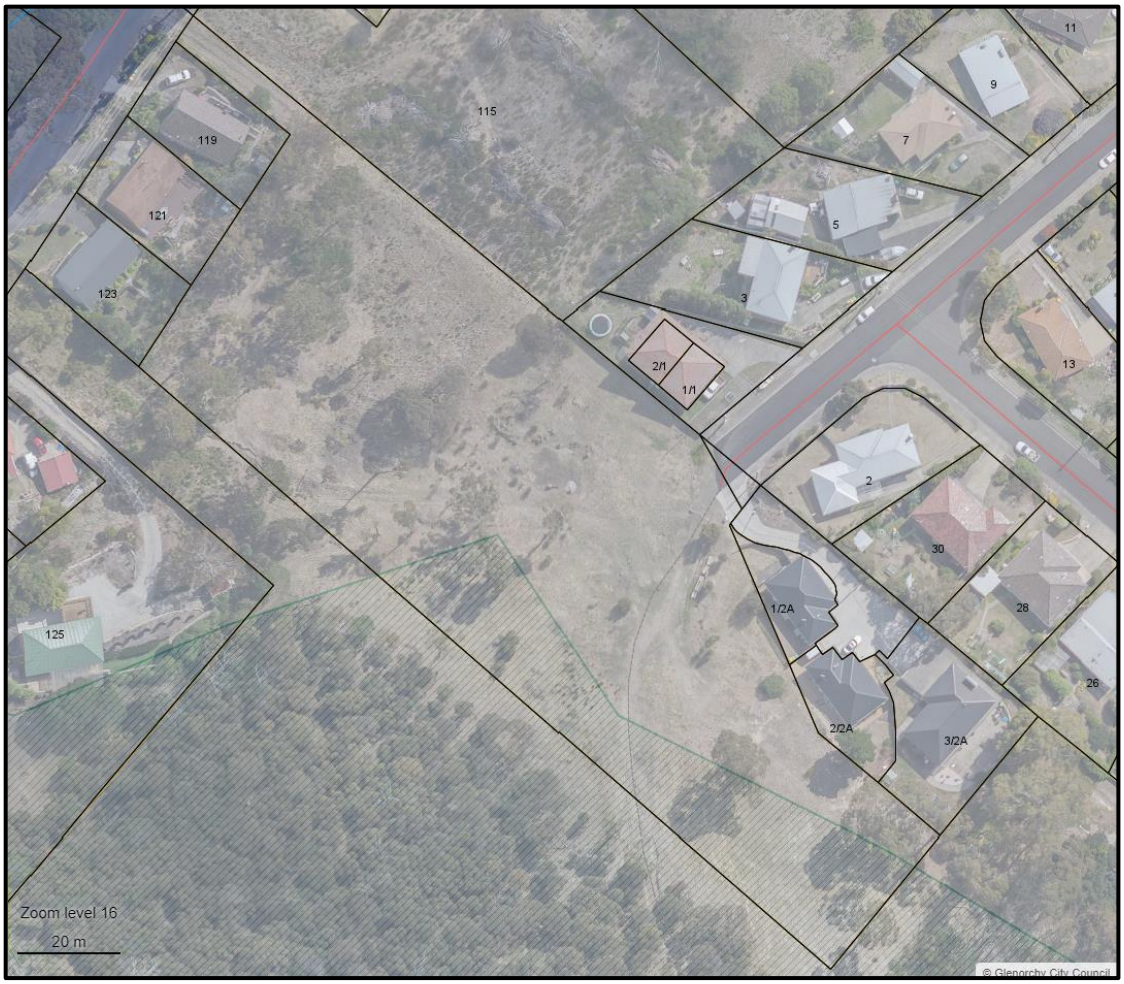

Figure 4. A view of the vegetation on the sites, and the area mapped as being priority vegetation shown in green hatching.

Priority vegetation means native vegetation where any of the following apply:

(a) it forms an integral part of a threatened native vegetation community as prescribed under Schedule 3A of the *Nature Conservation Act 2002*;

(b) is a threatened flora species;

(c) it forms a significant habitat for a threatened fauna species; or

(d) it has been identified as native vegetation of local importance.

This code applies when priority vegetation is mapped on the land within a General Residential zone, if the proposal is for subdivision.

It is important to note that the bushland vegetation on the lot is sparse remnant vegetation on the periphery of and somewhat divided from the quality 'priority vegetation' situated on the large adjoining lot, 46 Elliot Road. This adjoining lot is within the Environmental Management zone and has extra protections for the vegetation and habitat compared to the subject site that is located within the General Residential zone. The priority vegetation mapped on the subject lot is not listed as rare or threatened and does not have the qualities to provide viable habitat for any threatened fauna species known to the area.

C7.7.2 Subdivision within a priority vegetation area P1.1 and P1.2

The proposal is unable to comply with the acceptable solution and relies on performance criteria. Performance criteria P1.1 require each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must be for:

(a) subdivision for an existing use on the site, provided any clearance is contained within the minimum area necessary to be cleared to provide adequate bushfire protection, as recommended by the Tasmanian Fire Service or an accredited person;

(b) subdivision for the construction of a single dwelling or an associated outbuilding;

(c) subdivision in the General Residential Zone or Low Density Residential Zone;

(d) use or development that will result in significant long term social and economic benefits and there is no feasible alternative location or design;

(e) subdivision involving clearance of native vegetation where it is demonstrated that on-going pre-existing management cannot ensure the survival of the priority vegetation and there is little potential for long-term persistence; or

(f) subdivision involving clearance of native vegetation that is of limited scale relative to the extent of priority vegetation on the site.

The proposal complies with P1.1(c) because the subdivision is to take place in the General Residential Zone.

Performance criteria P1.2 require works association with subdivision within a priority vegetation area must minimise adverse impacts on priority vegetation, having regard to:

(a) the design and location of any works, future development likely to be facilitated by the subdivision, and any constraints such as topography or land hazards;

(b) any particular requirements for the works and future development likely to be facilitated by the subdivision;

(c) the need to minimise impacts resulting from bushfire hazard management measures through siting and fire-resistant design of any future habitable buildings;

(d) any mitigation measures implemented to minimise the residual impacts on priority vegetation;

(e) any on-site biodiversity offsets; and

(f) any existing cleared areas on the site.

For the proposed subdivision, the development proposed is limited to the construction of the cul-de-sac, the accesses and driveway to lot 2, as well as the service infrastructure for stormwater management, water and sewer. Therefore, it is reasonable to conclude that the proposed subdivision has been designed to be largely outside the area mapped for priority vegetation and minimises impacts on that vegetation by utilising existing cleared areas of the site.

A Bushfire Report was provided in support of the proposal. The report recommends future buildings on lots nearest to the adjoining lot at 46 Elliot Road have a BAL of 19 and be bordered by a 15m to 27m wide hazard management area within the adjoining lot, so as to not require vegetation removal on the subject site. These measures are assessed as meeting the requirements of this performance criteria.

The application is assessed as satisfying the performance criteria and complies with the standard.

C13.0 Bushfire-Prone Areas Code

The purpose of the Bushfire-Prone Areas Code is:

C13.1.1 To ensure that use and development is appropriately designed, located, serviced, and constructed, to reduce the risk to human life and property, and the cost to the community, caused by bushfires.

The proposal is taken to further the purpose of this code by designing a subdivision that is located and serviced to reduce the risk to human life and property, and the cost to the community, by mitigating the risk of bushfire through a sound bushfire hazard management plan.

It is noted that S51(2)(d)(i) of LUPAA instructs the planning authority to accept any relevant bushfire hazard management plan, or other prescribed management plan relating to environmental hazards or natural hazards, that has been certified as acceptable by an accredited person or a State Service Agency. A certified Bushfire Report was provided in support of the proposal.

The application is assessed as complying with the applicable acceptable solutions of the standards in this code.

Hazard management areas are required to be established on land external to the subdivision area (subject site) and will be secured through the establishment of a Part V agreement. A letter of intent agreeing to the establishment of the hazard management areas on the affected land was provided and is signed by the landowners.

The future dwellings on the lots are to be constructed to meet BAL 12.5 for lots 1, 6 and 7, while the remaining lots 2, 3, 4, 5 and 8 are to be BAL 19. The hazard management area is to border the site as shown in Figure 5.

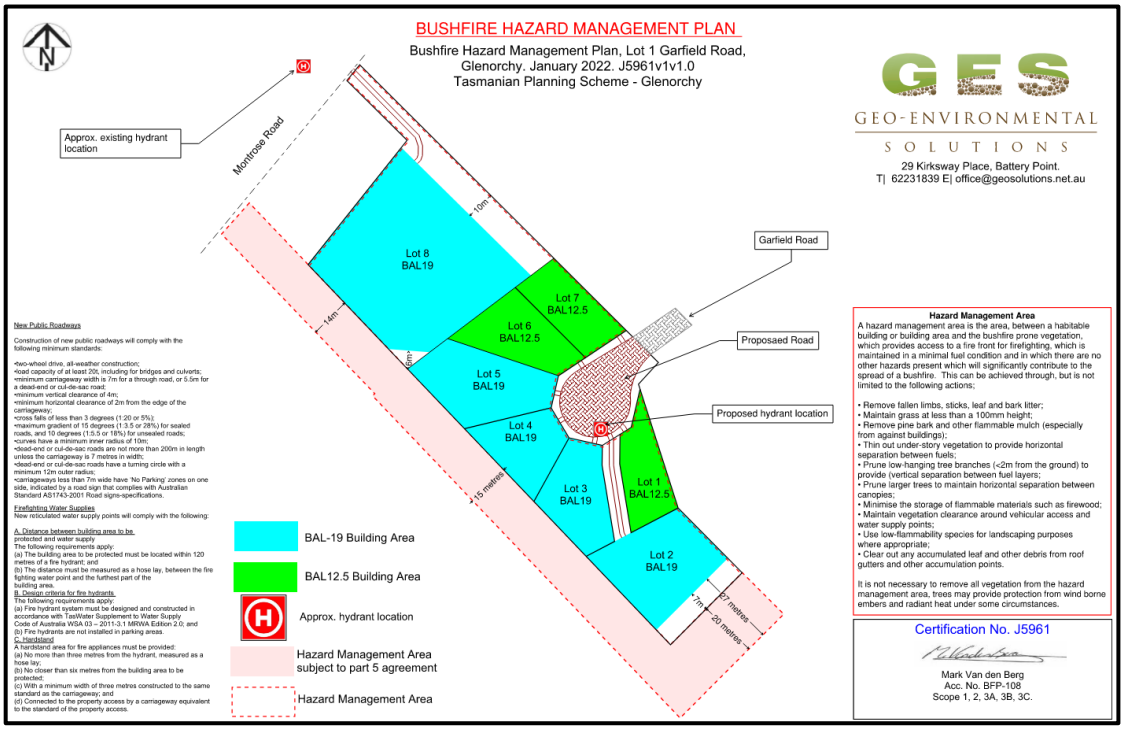

Figure 5. The bushfire hazard management plan for the proposed subdivision.

The bushfire hazard management plan will form the basis of a covenant on the future titles.

Glenorchy Local Provisions Schedule (GLPS)

Local Area objectives

No local area objectives of the Scheme apply to this proposal.

Particular Purpose Zones

No particular purpose zones of the Scheme apply to this proposal.

Specific Area Plans

No specific area plans of the Scheme apply to this proposal.

GLE-Site Specific Qualifications

No site-specific qualifications of the Scheme apply to this proposal.

Public Open Space

The *Tasmanian Planning Scheme – Glenorchy 2021* no longer has provisions relating to public open space. However, the *Local Government (Building and Miscellaneous Provisions) Act 1993* empowers Council to acquire public open space as part of any new 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.

Council's *Subdivisions- Public Open Space Acquisition and Contribution Policy* provides guidance on requirements for public open space provision or cash-in-lieu contributions.

Council's Co-ordinator of Recreation and Open Space has assessed the application against the policy requirements and has made the following comments and recommendations:

Property have assessed this proposal and deemed that it is not practical or desired that open space be provided for this subdivision. As per clause 9 of the Subdivision Public Open Space Acquisitions and Contributions Policy 2017, instead cash in lieu of open space contribution is required.

Whilst there is a reserve nearby at Brent Street Reserve (upper), it is of basic standard with opportunities for improvement. It is also noted that the recently endorsed Play Space Strategy – Planning for Play 2041 - identifies the Brent Street Reserve (upper) play space for replacement within the next 3 years as well as the need to address the access.

This further supports the requirement for cash in lieu of open space to be required for this subdivision in accordance with the policy (as outlined in the excerpt below).

9. A contribution of cash in lieu of open space will be required where:
   (a) public open space exists within 500 metres walking distance of any lot and there is an opportunity to improve that open space, or
   (b) it is impracticable to provide public open space as part of the subdivision.

INTERNAL REFERRALS

Development Engineer

The application is for a 8 lot subdivision and associated works. The developer proposes to construct a new cul-de-sac head at the south end of Garfield Road with 7 residential lots off the cul-de-sac and 1 lot off Montrose Road. The works include new drainage, roads and traffic infrastructure.

8.6.1 Lot design

The plans demonstrated that each new lot, or a lot proposed in a plan of subdivision are provided or can be accessed with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.

8.6.2 Roads

The application does not meet the acceptable solution for the development standard for subdivision which requires there to be no new roads. Therefore the application relies on addressing the performance criteria P1 which is outlined below.

P1

The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety and convenience for vehicles, pedestrians and cyclists, having regard to:

(a) any road network plan adopted by the council;

(b) the existing and proposed road hierarchy;

(c) the need for connecting roads and pedestrian and cycling paths, to common boundaries with adjoining land, to facilitate future subdivision potential;

(d) maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks;

(e) minimising the travel distance between key destinations such as shops and services and public transport routes;

(f) access to public transport;

(g) the efficient and safe movement of pedestrians, cyclists and public transport;

(h) the need to provide bicycle infrastructure on new arterial and collector roads in accordance with the *Guide to Road Design Part 6A: Paths for Walking and Cycling 2016*;

(i) the topography of the site; and

(j) the future subdivision potential of any balance lots on adjoining or adjacent land.

The applicant has provided a TIA with the application which has addressed the performance criteria for the mentioned clauses of 8.6.2 – Road P1 . The findings and conclusion of the TIA have been accepted and deemed to satisfy the performance criteria by both Council's Transport Engineer and Development engineer (A more detailed review of the TIA provide can be found within the Traffic engineer referral)

8.6.3 Services

A3

Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.

A3 deemed to be met as all lots serviced by 150mm piped stormwater connection into the piped network

C3.0 Road and Railway Assets Code

The traffic generated by the development on Garfield Road is expected to be 52 daily trips with 5 trips in peak hour based on seven residential lots as per the Roads and Maritime Services, Road Traffic Authority (RTA) NSW Guide to Traffic Generation Development. The traffic generated by the lot fronting Montrose Road is estimated in the TIA to be 48 daily trips with 5 trips in peak hour based on medium density development for 8 units as per the RTA guide (noting this proposal does not include the development of this block and would be subject to a future development application.

The TIA estimates that both Garfield Street and Montrose Road south of Pitcairn Street carry about 500 vehicles per day. This generally aligns with Council traffic data that shows that in 2001 Garfield Street carried 461 vehicles per day and in 2012 Montrose Road south of Pitcairn Street carried 510 vehicles per day. Adding a 2% increase in traffic per year to these streets, gives a daily traffic volume of 650 for Garfield Street and 610 for Montrose Road.

Based on the traffic volumes the acceptable solution is meet under C3.5.1 for the new cul-de-sac off Garfield Street, as the increase in traffic volume for the new road is less than 20% of existing traffic in Garfield Street (20% of 650 is 130 vehicles per day) or 40 vehicles per day, whichever is the greatest.

This application is for one residential lot off Montrose Road which already has a driveway access. This means that the acceptable solution is meet under C3.5.1 as the increase in traffic volume for one residential lot would be 7.4 vehicles per day which is less than 20% of the existing traffic or 40 vehicles per day, whichever is the greatest.

C2.0 Parking and Sustainable Transport Code

C.2.5 use standards are not required to be addressed as part of this subdivision. There are no requirements for accessible car parking, bicycle parking spaces and commercial vehicle applicable to the development application.

C2.6 Development Standards for Buildings and Works

The layout of all, access ways and cross overs are in accordance with the Australian Standard AS2890.1:2004 and will be constructed to a sealed surface where surface

runoff will be collected and discharged to the approved outlet. The gradient of driveway and access areas are in accordance with Standard.

The development is deemed to meet the acceptable solution of C2.61 and C2.6.2

A pedestrian path 1.5m wide is located around the main internal loop and minor road, as required under the acceptable solution C2.6.5 A1.1.

Based on the TIA and the plans provided it is accepted that the proposed driveway access and internal road layout is safe.

Internal Road Layout

The proposed subdivision road will come off the existing Garfield Road between properties 1 and 2A. The proposed road is 40m long with 7 lots accessing the property. Lot 8 will be accessed from Montrose Road via an upgraded access.

The road reservation width is proposed to vary this as it is a cul-de-sac arrangement however it will be 31m at its widest point and road width of 24 m F.O.K to F.O.K. at its widest point .There will be a footpath on both sides of the road. There will be a retaining wall on the West side of the cul-de-sac alongside lots 7 and 6. This means that these lots will need to have suspended decks to access their lots.

A pedestrian path 1.5m wide is located around the main internal loop and minor road, as required under the acceptable solution C2.6.5 A1.1The development complies with the Code and is considered that the site is capable of being developed and the local traffic conditions are not expected to be significantly affected.

C15.0 Landslide Code

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

C7.0 Natural Assets Code

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

C12.0 Flood-Prone Areas Hazard Code

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

Hydraulics Engineer

The proposed development includes an 8 lot subdivision at Garfield Road, Glenorchy.

1. Referenced Documents

48061CT-1C (Amended Plan of Subdivision)

48061CT-ENG_20220726 (Amended Concept Servicing Plans)

48061CT - Response to GCC-Stormwater 02.08.2022 (Report and Calculations)

2. Stormwater Management Policy

a. Stormwater Disposal Method Requirements:

All stormwater from the new units will drain to Islet Rivulet by gravity. Therefore, 4 (a) is met.

b. Stormwater Quality Management Requirements:

The stormwater system will incorporate water sensitive urban design principles for the treatment and disposal of stormwater given the size of new impervious area is greater than 500m^2. Therefore, 5(b) is met. The developer has undertaken the necessary modelling works to design two stage treatment using proprietary devices as outlined in PDA stormwater report dated 02/08/2022.

c. Stormwater Quantity Management Requirements:

It has not been demonstrated that the minor stormwater system has been designed to accommodate an ARI of 20 years, therefore on-site stormwater detention has been proposed to maintain the post-development flow rate to a pre-development stage. The stormwater detention arrangement is provided by way of oversized concrete box pipe and located within the drainage easement as shown in Hydraulic concept service drawings. Therefore, 6(b) is met.

d. Stormwater System Design Requirements:

The major stormwater system and overland flow paths have been demonstrated in stormwater report and hydraulic concept services drawings by PDA Surveyors, Engineers & Planners. Overland flow path for major rain events has been considered in the design, with open channels with appropriate lining to direct water away from buildings and towards drainage easements and capturing into the stormwater network with appropriate overflow measures. Therefore 3(b) is met.

Conclusion

In summary I have no objections with the proposal from a hydraulics perspective, provided the following conditions are met [conditions included in recommended permit conditions in the Recommendations section of this document].

Traffic Engineer

Introduction

The developer proposes to construct a new cul-de-sac head at the south end of Garfield Road with 7 residential lots off it and 1 lot off Montrose Road to the south of Pitcairn Street with the potential for multiple dwellings or strata.

The assessment below is based on the Traffic Impact Assessment (TIA) undertaken by Midson Traffic Pty Ltd dated April 2022. The TIA addresses criteria C3.5.1 traffic generation at a vehicle crossing, level crossing or new junction in which the acceptable solution is met.

Traffic Generation

The traffic generated by the development on Garfield Street is expected to be 52 daily trips with 5 trips in peak hour based on seven residential lots as per the Roads and Maritime Services, Road Traffic Authority (RTA) NSW Guide to Traffic Generation Development. The traffic generated by the lot fronting Montrose Road is estimated in the TIA to be 48 daily trips with 5 trips in peak hour based on medium density development for 8 units as per the RTA guide.

The TIA estimates that both Garfield Street and Montrose Road south of Pitcairn Street carry about 500 vehicles per day. This generally aligns with Council traffic data that shows that in 2001 Garfield Street carried 461 vehicles per day and in 2012 Montrose Road south of Pitcairn Street carried 510 vehicles per day. Adding a 2% increase in traffic per year to these streets, gives a daily traffic volume of 650 for Garfield Street and 610 for Montrose Road.

Based on the traffic volumes the acceptable solution is meet under C3.5.1 for the new cul-de-sac off Garfield Street, as the increase in traffic volume for the new road is less than 20% of existing traffic in Garfield Street (20% of 650 is 130 vehicles per day) or 40 vehicles per day, whichever is the greatest.

This application is for one residential lot off Montrose Road which already has a driveway access. This means that the acceptable solution is meet under C3.5.1 as the increase in traffic volume for one residential lot would be 7.4 vehicles per day which is less than 20% of the existing traffic or 40 vehicles per day, whichever is the greatest.

Any potential development off the Montrose Road lot as multiply dwellings or strata development would be subject to a separate assessment for traffic. However, as part of the TIA it has assessed the impact of the increase in traffic due to the possibility that the lot could have 8 units on it.

Regardless of the acceptable solution being met the TIA has still assessed the development and impact on the road network for the 7 lots off Garfield Street and 8 units on the lot off Montrose Road.

Traffic Assessment

The crash data for the last 5 years was assessed in the TIA in Garfield Street (full length) and Montrose Road between Pitcairn Street and Fosbrook Court. In Garfield Street there were two crashes at the intersection with Pitcairn Street resulting in property damage only and none in Montrose Road.

The TIA concluded that there are no pre-exiting road safety deficiencies that might be exacerbated by the traffic generated by the development. The TIA did not record the fatality in Montrose Road where a pedestrian was hit but its conclusion still stands.

Sight distance at the proposed driveways on Garfield Street and Montrose Road lot were assessed in the TIA in which it was concluded that they met that required in AS2890.1. Sight distances at the extension of Garfield Street to form a cul-de-sac will be met as it is a straight continuation of the road.

The increase in traffic of a peak of 5 vehicles an hour on both Garfield Street and Montrose Road, was stated in the TIA as to not have a significant adverse impact on traffic efficiency or road safety based on the low volume of existing and proposed traffic, crash history and location of the new cul-de-sac for Garfield Street and driveway access for Montrose Road.

The TIA is accepted, and it can be concluded that the additional traffic should not have a significate impact on the safety or efficiently of the road network. Parking for each lot would be assessed as part of the development of each site.

CONCLUSION

Based on the TIA, 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 development on traffic engineering or road safety grounds.

EXTERNAL REFERRALS

TasWater

TasWater reviewed the application and do not object, subject to conditions.

TasNetworks

Based on the information provided, the development is not likely to adversely affect TasNetworks' operations.

As with any subdivision, consideration should be given to the electrical infrastructure works that will be required to ensure a supply of electricity can be provided to each lot. To understand what these requirements may entail, it is recommended you advise the proponent to contact TasNetworks Subdivisions team at SubdivisionsTeam @tasnetworks.com.au at their earliest convenience.

REPRESENTATIONS

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

Stormwater

Three representations are concerned with the potential impact from stormwater/flooding, noting also the gradient of the land and potential for slippage.

Planner's Comment

Council's Hydraulics Engineer has reviewed the proposal and determined that the requirements of Council's Stormwater Management Policy have been addressed by the proposed stormwater design. Hydraulics conditions are recommended addressing stormwater management requirements.

The topography of the site is considered in relation to standard *8.6.1 Lot Design P1*, which is assessed as being met, as detailed in this report.

Loss of wildlife habitat

Three representations are concerned that the proposal will result in the loss of habitat for a large variety or native wildlife. An environmental impact assessment is requested.

Planner's Comment

The proposal has been assessed as complying with all the applicable standards of the Natural Assets Code, as detailed in the Assessment section and Appendix D of this report, noting that:

- the priority vegetation mapped on the subject lot is not listed as rare or threatened and does not have the qualities to provide viable habitat for any threatened fauna species known to the area, and
- the proposed subdivision has been designed to be largely outside the area mapped for priority vegetation and minimises impacts on that vegetation by utilising existing cleared areas of the site.

An environmental impact assessment is not required in order to meet the applicable standards.

Road design

One representation is concerned that entry to the site is via a dead end street with a steep entry point, with potential for slippage or gradient issues to occur.

Planner's Comment

Council's Development Engineer and Traffic Engineer have assessed the proposal and determined that it meets all the applicable road design requirements, as detailed in this report.

Lot size

Two representations are concerned that the proposed lots are small in area.

Planner's Comment

Lot size is considered in relation to standard *8.6.1 Lot Design P1*, which is assessed as being met, as detailed in this report. The smallest of the proposed lots is 521 m^2, which is greater than the minimum lot size of 450 m^2 in the General Residential Zone.

Amenity impact

Three representations are concerned that the amenity of their property will be impacted by several small blocks abutting their boundary, resulting in overshadowing, overlooking and impact on views.

Planner's Comment

The proposal is for subdivision and does not include any proposed use or development that would overshadow or overlook the adjacent properties. However, the capacity of each proposed lot to accommodate the relevant requirements for development of buildings on the lots is considered in addressing standard 8.6.1 Lot Design P1. The proposal is assessed as meeting the standard, as detailed in this report.

Construction noise

Three representations are concerned that they will be impacted by construction noise.

Planner's Comment

This issue is not a planning issue that can be considered as part of this application.

Fencing costs

One representation seeks assurance regarding fencing costs.

Planner's Comment

This issue is not a planning issue that can be considered as part of this application.

CONCLUSION

The proposal is discretionary in accordance with clause 7.10 Development not Required to be Categorised into a Use Class and relies on performance criteria for compliance with the 8.6.1 Lot Design, 8.6.2 Roads and C7.7.2 Subdivision within a priority vegetation area standards. The proposal is assessed as satisfying the performance criteria and complies with the standards. The proposal is assessed as complying with all other use and development standards in the General Residential Zone, as well as the applicable standards of the Parking and Sustainable Transport Code, Road and Railway Assets Code and Natural Assets Code. The application was publicly advertised for the statutory 14-day period and four representations were received. It is concluded that the proposal is consistent with the requirements of the Scheme and is satisfactory.

Recommendation:

That a permit be granted for the proposed use and development of Garfield Road Glenorchy subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-22-026 and Drawings submitted on 9/08/2022 (12 pages), except as otherwise required by this permit.

2. Any conditions and/or advice as determined by TasWater, and set out in the attached Submission to Planning Authority Notice, reference No. TWDA 2022/00129-GCC, dated 21/06/2022, form part of this permit.

3. An original and two copies of each of the Plan of Subdivision and Schedule of Easements must be submitted to Council for sealing.

4. A covenant, to which Council is to be made a party, is to be placed on the title of all Lots to the effect that development must not take place on the land except in accordance with the recommendations contained in the Bushfire Hazard Report, proposed subdivision lot 1 Garfield Road, Glenorchy prepared by Geo-Environmental Solutions, dated January 2022.

5. Prior to the sealing of final plan of subdivision, the landowner must enter into a registered agreement with Council and the Tasmanian Water and Sewerage Co-operation Pty Ltd (TasWater) pursuant to Part V of the *Land Use Planning Approvals Act 1993* to provide for the following:

a) That Lots 2, 3, 4, 5, and 8 in the Subdivision, are required to manage and control the bushfire hazard material within the TasWater Property as detailed in the bushfire hazard management plan attached. Each Lot owner's agent (being a TasWater approved contractor) has the right to enter onto the TasWater land and modify the vegetation to remove any bushfire hazard material within the buffer area, where required.

b) It is the Lot owners' responsibility for maintaining the Hazard Management Area, with all costs associated with implementation and management being the sole responsibility of the beneficiaries of the agreement. The owners of Lots 2, 3, 4, 5, and 8 in the Subdivision, must engage a TasWater approved contractor to maintain the Hazard Management Area, at the cost of the Lot owners.

c) It is the Lot owners' responsibility to ensure the engaged contractor is approved by TasWater and has approval to enter the property at the time of undertaking any management activity on the TasWater Property.

d) Without limiting any operation or effect which this Agreement otherwise has, the Council and the Property owner acknowledge and agree that this Agreement is made under Part V of the *Land Use Planning and Approvals Act 1993* (and in particular section 71) (Act) with the intent that the burden of the Property owners' covenants run with the land as provided for by section 79 of the Act. The parties enter this Agreement to provide for one or more of the matters set out in section 72(2) of the Act.

The landowner is responsible for arranging the execution of the Agreement by any mortgagees and for all costs associated with the preparation and registration of the Agreement.

Engineering

6. Prior to the issuing of approved engineering drawings 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 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 Primary Industries, Parks, Waters and Environment. These are available from Council or online at www.derwentestuary.org.au.

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

8. 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.

9. The construction details of specific components of the works must comply with LGAT Standard Drawings and accord with Tasmanian Subdivision Guidelines 2013, the developer must appoint a qualified experienced engineer who will be required to certify practical completion of subdivision construction works. The appointed supervising engineer must be the primary contact person on matters concerning the subdivision. To comply with the condition 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 the Council's approved drawing. All works required by this condition must be installed prior to the sealing of the Final Plan.

10. A Construction Environmental Management Plan must be submitted prior to the commencement of works for the approval of Council's Senior Statutory Planner. The plan must outline the proposed demolition and construction practices in relation to:

a) identification and disposal of any potential contaminated waste and asbestos;

b) proposed hours of work (including volume and timing of heavy vehicles entering and leaving the site, and works undertaken on site);

c) proposed hours of construction;

d) identification of potentially noisy construction phases, such as operation of rock-breakers, explosives or pile drivers, and proposed means to minimise impact on the amenity of neighbouring buildings;

e) control of dust and emissions during working hours;

f) proposed screening of the site and vehicular access points during work;

g) procedures for washing down vehicles, to prevent soil and debris being carried onto the street.

Once the Construction Environmental Management Plan is approved, it forms part of this permit and must be complied with.

11. The design and construction of roads must be in accordance with Austroads Guide to Road Design Part 1-8. The materials used for roadworks are to be in accordance with State Growth General Specification for Roadworks.

    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 the Council's approved drawing. All works required by this condition must be installed prior to the sealing of the Final Plans.

12. Pavement depths shown on the Standard Drawings are the minimum required. Final depths will be determined by structural calculations based on actual sub-grade C.B.R. and design traffic loads and must be certified by an appropriate qualified engineer. All design plans submitted must be accompanied by pavement design calculations to demonstrate that the design is appropriate.

13. 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 25%.

    b) Vertical alignment shall include transition curves 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 carriageway width is to be no less than 3.0 metres

    e) 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 sealing of Final Plan.

14. 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.

15. 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.

16. 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.

17. 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, embankment easements or retaining wall easements, 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.

18. The applicant is to submit to Council a copy of the surveyor’s field notes prepared to accompany the final plan.

19. The applicant must pay Council the amount of $228.00 (incl. GST) per lot on the diagram to complete the measure up and record ‘as constructed’ data for all assets to be taken over by council prior to the sealing of a Final Plan. This amount is subject to annual adjustment with the Council Fees and Charges Register.

20. Any creation, diversion and augmentation of Council owned stormwater assets must be designed and constructed to the satisfaction of Council's Development Engineer. A twelve (12) month maintenance period will be applied to any creation, diversion and augmentation of Council owned assets after the practical completion, during which time the works must be maintained by the developer, prior to being handed over at the completion of the defects liability period. During the period all defects must be rectified at the developers cost. 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 developers cost. 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 month before the end of the maintenance period, and submit the inspection reports to the requirements of the Councils' Stormwater Engineer and at full cost to the applicant. Any defect identified in the CCTV inspection must be rectified to the satisfaction of Council's Stormwater Engineer, before the Council takes over the stormwater assets.

21. Upon the completion of the works the road and drainage infrastructure must be subject to a twelve month defects liability period. At the time of issue of the Certificate of Practical Completion the applicant must lodge security with Council to the value of 5% of the work.

22. The developer must provide underground electrical reticulation for power and street lighting. Underground TasNetwork cables must be used subject to any underground cables in joint use trenches complying with Council's Development Engineer and TasWater codes.

23. The developer is to liaise with the relevant agency and to make provision for the installation of communication cabling to service each lot of the development.

24. Any proposed changes to the approved drawings are to be properly documented; the approved engineering drawings affected by any proposed change must be resubmitted for approval prior to the start of the works.

25. Prior to the sealing of a Final plan, evidence must be provided to Council's Development Engineer that the development meets the requirements of TasWater

26. A detailed estimate for the works must be provided and payment of the engineering assessment fee must be made prior to the issuing of Council's approval of the engineering design for each stage. Under the current Council Resolution, the engineering assessment fee is 2% of the value of works or a minimum of $900.00. This amount is subject to annual adjustment in accordance with the Council fees and charges register. Construction must not commence until the approved engineering plans have been issued.

27. Prior to sealing of the plan of subdivision, all approved subdivision infrastructure works must be completed in accordance with the approved engineering plans and the requirements of Council's Development Engineer. Financial guarantees covering the cost of the uncompleted and unsecured works prior to the completion of approved Council infrastructure will not be permitted to be lodged.

28. 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.

Hydraulics

29. The new stormwater infrastructure must be constructed prior to the sealing of the final plan / issue of a completion certificate.

30. Engineering design drawings must be submitted and approved, prior to the issue of Building Permit. The engineering drawings must:

    a) be certified by a qualified and experienced Engineer.

    b) show in both plan and long-section the proposed stormwater mains, including but not limited to, connections, flows, velocities, hydraulic grade lines, clearances, cover, gradients, sizing, material, pipe class, adequate working platforms around manholes, easements, and inspection openings.

    c) Clearly indicate the discharge point at the outfall in plans with appropriate treatment to prevent erosion to the rivulet banks and the watercourse

    d) Include the associated calculations and plans. The stormwater main must be sized to accommodate at least the 5% AEP flows from a fully developed catchment.

e) Include provision for future development within the catchment to be adequately and efficiently serviced i.e., via appropriate easements

f) Clearly distinguish between public and private infrastructure

g) Show the final Lot boundaries, with each Lot serviced separately by Council infrastructure and all private plumbing contained within each Lot

h) Specify lot connection sizes, depths, and locations such that as much as practicable of the lots can be drained via gravity

i) Show any existing connections. Any redundant connections must be sealed by the Council at the owner's expense prior to sealing of the final plan.

j) Be substantially in accordance with the LGAT Standard Drawings and Tasmanian Subdivision Guidelines 2013

All work required by this condition must be undertaken in accordance with the approved engineered drawings.

31. An adequate overland flow path must be maintained through the site, such that flows are excluded from the dwelling and not redirected onto third-party land, for the 1% AEP as at 2100 (including climate change loading) storm event.

Plans certified by a suitably qualified and experienced engineer as meeting the above requirement must be submitted prior to issue of any consent under the *Building Act 2016*. The detailed design drawings and associated documentation of the overland flow path must include:

a) Detail overland flow paths including supporting cross section and flow calculations

b) Be designed to accommodate a storm with a 1% AEP plus climate change loading

c) Demonstrate no diversion of the overland flows onto third-party property

All work required by this condition must be undertaken and maintained in accordance with the certified design drawings.

32. Digital copies of a post construction work CCTV video and associated report(s) of any proposed Council stormwater main must be submitted to Council after completion of all work but prior to the issue of any Certificate of Completion.

33. The development must incorporate the nominated Water Sensitive Urban Design (WSUD) element(s) or equivalent, as presented in the Civil Drawings, submitted by PDA Surveyors, Engineers, & Planners and other drawings approved as part of this permit. The WSUD design must achieve the acceptable stormwater quality and quantity targets stated in Table 5(b) of the Stormwater Management Policy 2021, for the treatment of stormwater discharging from the development and be submitted and approved in association with a Building Permit Application. A supporting calculation (MUSIC Modelling or equivalent) to achieve Stormwater quality treatment targets must be submitted and approved in association with a Building Permit Application.

34. The development must incorporate the On-Site Detention (OSD) as part of the development as presented in the Stormwater report, prepared by PDA dated 02.08.2022 and concept service drawing reference 48061CT-ENG_20220726. The onsite piped detention element and its associated components must be designed and constructed to the satisfaction of the Council's Senior Civil Engineer and completed prior to the sealing of the Final Plan / issue of a Completion Certificate. A detailed design of on-site detention must be submitted to the satisfaction of Council's Senior Civil Engineer, in association with a Building Permit Application.

35. In association with a Building Permit Application, a stormwater management report and design considering WSUD and OSD must be submitted and approved, to the satisfaction of Council's Senior Civil Engineer. The stormwater management report and design must:

    a) Be prepared by a suitably qualified engineer

    b) Include detailed design of the proposed treatment method, including final estimations of contaminant removal

    c) Show layout, of the inlet and outlet including long-section.

    d) Include supporting maintenance plan

    e) Include a Stormwater Management Summary Plan that outlines the obligations for future owners to stormwater management, including a maintenance plan which outlines the operational and maintenance measures to check and ensure the ongoing effective operation of all systems, such as: inspection frequency; cleanout procedures; descriptions and diagrams of how the installed systems operate; details of the life of assets and replacement requirements.

36. The new stormwater connections must be constructed, and any existing abandoned connections must be sealed by owner's expense. Please note once plans are approved, a formal Application for New Stormwater Connection and inspection by Council's Senior Civil Engineer is required. The form is available from https://www.gcc.tas.gov.au/council/documents-and-publications/forms/

    a) A minimum of three (3) business-day notice must be provided by the applicant to Council's Roads Maintenance and Stormwater Coordinator on 03 6216 6800 to arrange for the inspection prior to completion.

    b) Any alterations or works performed on council's stormwater system must remain uncovered until the completion of the inspection. If there is failure to provide notification in advance or to expose the stormwater manhole for the visual inspection, council may choose to expose the stormwater manhole and reinstate after the inspection at the full cost to the applicant.

    c) If the stormwater manhole is not to the satisfaction of council, the applicant must rectify the stormwater manhole at their cost. If the applicant does not rectify the stormwater manhole, council has the right to rectify the stormwater manhole at the applicant's cost.

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 Tasmanian Planning Scheme - Glenorchy. 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 6216 6800.

Engineering

The designer must ensure that the needs of all providers including TasWater, TasGas, TasNetwork, 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

Based on the information provided, the development is not likely to adversely affect TasNetworks' operations.

As with any subdivision, consideration should be given to the electrical infrastructure works that will be required to ensure a supply of electricity can be provided to each lot. To understand what these requirements may entail, it is recommended you contact TasNetworks Subdivisions team at SubdivisionsTeam@tasnetworks.com.au at your earliest convenience.

Attachments/Annexures

1 GPA Attachment - Garfield Road & 46 Elliott Road, Glenorchy ⇨

APPENDIX A

8.0 General Residential Zone

Standard	Acceptable Solution	Proposed	Complies?
8.6 Development Standards for Subdivision			
8.6.1 **Lot Design**	**A1** Each lot, or a lot proposed in a plan of subdivision, must: (a) have an area of not less than 450m2 and: (i) be able to contain a minimum area of 10m x 15m with a gradient not steeper than 1 in 5, clear of: a. all setbacks required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; and b. easements or other title restrictions that limit or restrict development; and (ii) existing buildings are consistent with the setback required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; (b) be required for public use by the Crown, a council or a State authority; (c) be required for the provision of Utilities; or (d) be for the consolidation of a lot with another lot provided each lot is within the same zone.	a) Each lot is to be more than 450m2; and (i) Can contain a 10m x15m minimum area but is to have a gradient steeper than 1 in 5; is able to be clear of setbacks 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; and clear of easements or other title restrictions that limit or restrict development; and (ii) There are not existing buildings on the site b) not for public use by the Crown, a council or a State authority; c) not for the provision of Utilities; or d) not for the consolidation of a lot with another lot provided each lot is within the same zone	No

	A2 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a frontage not less than **12m**.	The proposed frontage are: 1. 17.9m 2. 7.1m 3. 11.6m 4. 11.6m 5. 11.6m 6. 11m 7. 16.8m and 8. 7m.	No
	A3 Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.	All proposed lots have vehicular access from their proposed boundary to the Garfield Road cul-de-sac, except for lot 8, which has road access via Montrose Road. All are proposed to be in accordance with the requirements of the road authority.	Yes
	A4 Any lot in a subdivision with a new road, must have the long axis of the lot between 30 degrees west of true north and 30 degrees east of true north.	A new road is proposed. The long axis of the lot is not to be between 30 degrees west of true north and 30 degrees east of true north.	No
8.6.2 Roads	**A1** The subdivision includes no new roads.	A new road is proposed	No
8.6.3 **Services**	**A1** Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a full water supply service.	Each lot, as illustrated in the proposed Plan of Subdivision, is to be connected to a full water supply via Garfield Road, with exception to lot 8, which will be connected to the Montrose Road water supply service.	Yes
	A2 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.	Each lot, as illustrated in the proposed Plan of Subdivision, is to be connected to a reticulated sewerage system. Lots 1-3 are proposed to be connected to the existing Garfield Road service, while lots 4-8 are proposed to be connected to the Montrose Road service via a 3.5m wide proposed Drainage, Pipeline and Services Easement	Yes

	A3 Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.	Each lot, as illustrated in the proposed Plan of Subdivision, is to be connected to the public stormwater system via Montrose Road. Lots 1-3 are to be connected directly to the proposed 4m wide Pipeline and Services Easement (highlighted in green), which connects to the Montrose Road Service. While, lots 4-8 are proposed to be connected via the 3.5m wide proposed Drainage, Pipeline and Services Easement	Yes

APPENDIX B

C2.0 Parking and Sustainable Transport Code

Standard	Acceptable Solution	Proposed	Complies?
C2.5 Use Standards			
C2.5.1 **Car parking numbers**	**A1** The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if: (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where:	Not required	Na

Standard	Acceptable Solution	Proposed	Complies?
	(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: N = A + (C- B) N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.		
C2.5.2 Bicycle parking numbers	**A1**	Not required	NA

Standard	Acceptable Solution	Proposed	Complies?
	Bicycle parking spaces must: (a) be provided on the site or within 50m of the site; and (b) be no less than the number specified in Table C2.1.		
C2.5.3 **Motorcycle parking numbers** *This applies to:* *Business and Professional Services;* *Community Meeting and Entertainment;* *Custodial Facility;* *Crematoria and Cemeteries;* *Educational and Occasional Care;* *Food Services;* *General Retail and Hire;* *Hospital Services;* *Hotel Industry;* *Pleasure Boat Facility;* ***Residential if for a communal residence, multiple dwellings or hostel use**;* *Sports and Recreation; and* *Tourist Operation.*	**A1** The number of on-site motorcycle parking spaces for all uses must: (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.	Not required	NA
C2.5.4 **Loading bays** *This applies to:* *Bulky Goods Sales;* *General Retail and Hire;* *Manufacturing and Processing; and*	**A1** A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.	Not required	NA

Standard	Acceptable Solution	Proposed	Complies?
Storage.			
C2.5.5 **Number of car parking spaces within the General Residential Zone and Inner Residential Zone** *This applies to:* *Business and Professional Services;* *Community Meeting and Entertainment;* *Educational and Occasional Care;* *Emergency Services;* *Food Services;* *General Retail and Hire;* *Sports and Recreation; and* *Utilities, if not for minor utilities.*	**A1** Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for: (a) Food Services uses up to 100m² floor area or 30 seats, whichever is the greater; and (b) General Retail and Hire uses up to 100m² floor area, provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.	Not required	NA
C2.6 Development Standards for Building Works			
C2.6.1 **Construction of parking areas**	**A1** All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and	Parking and driveway area proposed to be paved surface and surfaced water are to be drained to the stormwater connection.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.		
C2.6.2 **Design and layout of parking areas**	**A1.1** Parking, access ways, manoeuvring and circulation spaces must either: (a) comply with the following: (i) have a gradient in accordance with *Australian Standard AS 2890 - Parking facilities, Parts 1-6*; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the	Layout and gradients are provided in accordance with the AS2890.1	Yes

Standard	Acceptable Solution	Proposed	Complies?
	requirements in Table C2.3 where there are 3 or more car parking spaces; (vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) comply with *Australian Standard AS 2890- Parking facilities, Parts 1-6.* **A1.2** Parking spaces provided for use by persons with a disability must satisfy the following: (a) be located as close as practicable to the main entry point to the building; (b) be incorporated into the overall car park design; and (c) be designed and constructed in accordance with *Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.* [S35]		
C2.6.3 **Number of accesses for vehicles**	**A1** The number of accesses provided for each frontage must:	1 per lot	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.		
	A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.		NA
C2.6.4 **Lighting of parking areas within the General Business Zone and Central Business Zone**	**A1** In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are 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 *Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements*.		NA
C2.6.5 **Pedestrian access**	**A1.1** Uses that require 10 or more car parking spaces must: (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or		NA

Standard	Acceptable Solution	Proposed	Complies?
	(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles. **A1.2** In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.		
C2.6.6 **Loading bays**	**A1** The area and dimensions of loading bays and access way areas must be designed in accordance with *Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Off-street commercial vehicle facilities*, for the type of vehicles likely to use the site.		NA
	A2 The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with *Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities Offstreet commercial vehicle facilities.*		NA
C2.6.7 **Bicycle parking and storage facilities within the General**	**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		NA

Standard	Acceptable Solution	Proposed	Complies?
Business Zone and Central Business Zone	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.		
	A2 Bicycle parking spaces must: (a) have dimensions not less than: (i) 1.7m in length; (ii) 1.2m in height; and (iii) 0.7m in width at the handlebars; (b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and (c) include a rail or hoop to lock a bicycle that satisfies *Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking*.		NA
C2.6.8 Siting of parking and turning areas	**A1** Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.		NA
	A2		NA

Standard	Acceptable Solution	Proposed	Complies?
	Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must: (a) have no new vehicle accesses, unless an existing access is removed; (b) retain an active street frontage; and (c) not result in parked cars being visible from public places in the adjacent roads.		
C2.7 Parking Precinct Plan			
C2.7.1 **Parking Precinct Plan**	**A1** Within a parking precinct plan, onsite parking must: (a) not be provided; or (b) not be increased above existing parking numbers.		NA

Footnotes

[S35] Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016.

APPENDIX C
C3 Road and Railway Assets Code

Standard	Acceptable Solution	Proposed	Complies?
C3.5 Use Standards			
C3.5.1 **Traffic generation at a vehicle crossing, level crossing or new junction**	**A1.1** For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing. **A1.2** For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority. **A1.3**	This traffic volume increase meets the amount of acceptable increase in Table C3.1.	yes

Standard	Acceptable Solution	Proposed	Complies?
	For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority. **A1.4** Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: (a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the *Roads and Jetties Act 1935* in respect to a limited access road. **A1.5** Vehicular traffic must be able to enter and leave a major road in a forward direction.		

Standard	Acceptable Solution	Proposed	Complies?
C3.6 Development Standards for Buildings and Works			
C3.6.1 **Habitable buildings for sensitive uses within a road or railway attenuation area**	**A1** Unless within a building area on a sealed plan approved under this planning scheme, habitable buildings for a sensitive use within a road or railway attenuation area, must be: (a) within a row of existing habitable buildings for sensitive uses and no closer to the existing or future major road or rail network than the adjoining habitable building; (b) an extension which extends no closer to the existing or future major road or rail network than: (i) the existing habitable building; or (ii) an adjoining habitable building for a sensitive use; (c) located or designed so that external noise levels are not more than the level in Table C3.2 measured in accordance with Part D of the *Noise Measurement Procedures Manual, 2nd edition, July 2008*.		NA

Standard	Acceptable Solution	Proposed	Complies?
C3.7 Development Standards for Subdivision			
C3.7.1 **Subdivision for sensitive uses within a road or railway attenuation area**	**A1** A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.		NA

APPENDIX D

C7.0 Natural Assets Code

Standard	Acceptable Solution	Proposed	Complies?
C7.7 Development Standards for Subdivision			
C7.7.1 Subdivision within a waterway and coastal protection area or a future coastal refugia area	**A1** Each lot, or a lot proposed in a plan of subdivision, within a waterway and coastal protection area or a future coastal refugia area, must: (a) be for the creation of separate lots for existing buildings; (b) be required for public use by the Crown, a council, or a State authority; (c) be required for the provision of Utilities; (d) be for the consolidation of a lot; or (e) not include any works (excluding boundary fencing), building area, services, bushfire hazard management area or vehicular access within a waterway and coastal protection area or future coastal refugia area.	The site is not, within a waterway and coastal protection area or a future coastal refugia area.	NA
C7.7.2 Subdivision within a priority vegetation area	**A1** Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must: (a) be for the purposes of creating separate lots for existing buildings; (b) be required for public use by the Crown, a council, or a State authority;	a) not for the purposes of creating separate lots for existing buildings; b) not required for public use by the Crown, a council, or a State authority; c) not required for the provision of Utilities; d) not for the consolidation of a lot; or	No

Standard	Acceptable Solution	Proposed	Complies?
	(c) be required for the provision of Utilities; (d) be for the consolidation of a lot; or (e) not include any works (excluding boundary fencing), building area, bushfire hazard management area, services or vehicular access within a priority vegetation area.	e) will include any works (excluding boundary fencing), building area, bushfire hazard management area, services or vehicular access within a priority vegetation area.	

APPENDIX E

C13.0 Bushfire-Prone Areas Code

Standard	Acceptable Solution	Proposed	Complies?
C13.6 Development Standards for Subdivision			
C13.6.1 Provision of hazard management areas	**A1** (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of hazard management areas as part of a subdivision; or (b) The proposed plan of subdivision: (i) shows all lots that are within or partly within a bushfire-prone area, including those developed at each stage of a staged subdivision; (ii) shows the building area for each lot; (iii) shows hazard management areas between bushfire-prone vegetation and each building area that have dimensions equal to, or greater than, the separation	The Bushfire Hazard Management Plan is certified by an accredited person. Each lot within the subdivision has a building area and associated hazard management area shown which does not exceed the requirements for BAL-19 construction standards. Hazard management areas are able to be contained within each individual lot, therefore there is no requirement for part 5 agreements to facilitate hazard management. The proposal is compliant with the acceptable solution at A1, (b) and (c) is relevant requiring an agreement under	Yes.

Standard	Acceptable Solution	Proposed	Complies?
	distances required for BAL 19 in Table 2.4.4 of Australian Standard AS3959–2009 Construction of buildings in bushfire-prone areas; and (iv) is accompanied by a bushfire hazard management plan that addresses all the individual lots and that is certified by the TFS or accredited person, showing hazard management areas equal to, or greater than the separation distances required for BAL 19 in Table 2.4.4 of Australian Standard AS3959-2009 Construction of buildings in bushfire-prone Areas; and (c) if hazard management areas are to be located on land external to the proposed subdivision the application is accompanied by the written consent of the owner of that land to enter into an agreement under section 71 of the Act that will be registered on the title of the neighbouring property providing for the affected land to be managed in accordance with the bushfire hazard management plan.	section 71 of the Act to be registered on the title of the neighbouring property providing for the affected land to be managed in accordance with the bushfire hazard management plan	
C13.6.2 Public and fire fighting access	**A1** (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant specific measures for public access in the subdivision for the purposes of fire fighting; or (b) A proposed plan of subdivision showing the layout of roads, fire trails and the location of property access to building areas, is included in a bushfire hazard management plan that: (i) demonstrates proposed roads will comply with Table C13.1, proposed property accesses will comply with Table C13.2 and proposed fire trails will comply with Table C13.3 and (ii) is certified by the TFS or an accredited person.	The Bushfire Hazard Management Plan specifies minimum standards for proposed public roadways consistent with the requirements of table E1. There is no proposal for fire trails as part of this development. The Bushfire Hazard Management Plan is certified by an accredited person. The proposal is compliant with the acceptable solution at A1, (b).	Yes

Standard	Acceptable Solution	Proposed	Complies?
C13.6.3 Provision of water supply for fire fighting purposes	**A1** In areas serviced with reticulated water by the water corporation: (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of a water supply for fire fighting purposes; (b) A proposed plan of subdivision showing the layout of fire hydrants, and building areas, is included in a bushfire hazard management plan approved by the TFS or accredited person as being compliant with Table C13.4; or (c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.	The Bushfire Hazard Management Plan requires the installation of fire hydrants consistent with the requirements of table C13.4, the indicative location of fire hydrants is shown on the BHMP. The proposal is compliant with the acceptable solution A1, (b) if compliant with table 1 of this report.	Yes
	A2 In areas that are not serviced by reticulated water by the water corporation: (a) The TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant provision of a water supply for fire fighting purposes; (b) The TFS or an accredited person certifies that a proposed plan of subdivision demonstrates that a static water supply, dedicated to fire fighting, will be provided and located compliant with Table C13.5; or (c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is	NA	NA

Standard	Acceptable Solution	Proposed	Complies?
	sufficient to manage the risks to property and lives in the event of a bushfire.		

6. PROPOSED USE AND DEVELOPMENT - ASSISTED HOUSING WITH ASSOCIATED SUPPORT SERVICES (RESIDENTIAL) - 15-21 BELLETTE PLACE CHIGWELL

Author: Senior Statutory Planner (Vanessa Tomlin)

Qualified Person: Senior Statutory Planner (Vanessa Tomlin)

Property ID: 2998839

REPORT SUMMARY

Application No.:	**PLN-22-142**
Applicant:	**Morrison & Breytenbach Architects**
Owner:	**Housing Tasmania**
Zone:	**General Residential**
Use Class	**Residential**
Application Status:	**Discretionary**
Discretions:	**8.5.1 Non-dwelling development P1 & P2** **C2.5.1 P1 Car parking numbers** **C2.5.3 P1 Motorcycle parking numbers** **C2.6.2 P1 Design and layout of parking areas** **C3.5.1 P1 Traffic generation at a vehicle crossing, level crossing or new junction** (The proposal meets all other applicable standards as demonstrated in the attached appendices)

Level 2 Activity?	**No**
42 Days Expires:	**6 September 2022**
Existing Land Use:	**Vacant residential land**
Representations:	**1**
Recommendation:	**Approval, subject to conditions**

REPORT IN DETAIL

PROPOSAL

The application proposes the construction of assisted housing, that is identified as Action 15 of Tasmania's Affordable Housing Action Plan 2019-2023 for the construction of new Supported Accommodation and will provide for a significant social and community benefit.

The proposal includes residential accommodation, communal and administrative facilities, largely over two storeys, with a three-storey element housing the ground level parking area and two levels of accommodation above. The building is to be arranged in three residential pods with a fourth administration pod.

The residential facilities consist of 22 single studio units and two double studio units. The communal facilities consist of a communal kitchen, outdoor recreation area, shed/garage with lockable storage and a community garden/orchard area. The administrative facilities include the reception, office space, consulting/interview rooms, meeting rooms and sleep-over rooms for the staff on overnight shifts. Twelve staff are to be onsite with a minimum of two staff on site overnight. The building is to have secured entry and exit points and a 1.8m high tubular frontage fence is to enclose the site.

Twenty-four parking spaces are proposed, including an accessible space and a minibus parking space, and bicycle parking is proposed. The proposal includes a bin storage area adjacent to the parking area that is to be appropriately screened and of a size to accommodate the required number of waste, recycling, and FOGO bins for the site.

SITE and LOCALITY

The site is located on the eastern side of Bellette Street, approximately 150m west of Allunga Road, Chigwell. The site is a relatively large residential lot that has 78m of frontage to Bellette Street and covers an area of 2,692m^2. The site slopes gently down from the south to the north and is currently vacant (Fig. 1).

Figure 1. An aerial view of the site and surrounds.

The locality is characterised by residential development and supports community orientated uses such as a church and sporting facility, both in proximity to the site. The area is serviced by public transport predominately along Allunga Road and the Brooker Highway is in the vicinity.

ZONE

The site is located within the General Residential zone, bordering the Community Purpose zone (Fig. 2).

Figure 2. A view of the zoning pattern in the locality, showing the site in the General Residential zone (red), adjacent to the Community Purpose zone (lemon), with the Utility zone (yellow) and the recreation zone (lime green) in proximity to the site.

BACKGROUND

No background on file relevant to this assessment.

An extension of time was agreed to, enabling the application to be decided at the next scheduled GPA meeting.

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.

TASMANIAN PLANNING SCHEME - GLENORCHY 2021

State Planning Provisions (SPP)

Administration

Exemptions (Tables 4.1 – 4.6)

4.6.3 Fences within 4.5m of a frontage

Fences (including free-standing walls) within 4.5m of a frontage, if located in:

(a) the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone, Central Business Zone, Commercial Zone or any particular purpose zone, and if not more than a height of:

  (I) 1.2m above existing ground level if the fence is solid; or

  (ii) 1.8m above existing ground level, if the fence has openings above the height of 1.2m which provide a uniform transparency of at least 30% (excluding any posts or uprights).

The application proposes a 1.8m high tubular frontage fence. This fence design meets the exemption listed above.

4.6.11 Heat pumps and air-conditioners

This exemption applies if:

(a) attached, or located, to the side or rear of building;

(b) not within 10m of a boundary of a property containing a sensitive use if for a non-residential use located in a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Village Zone; or

(c) not within 10m of the boundary of a General Residential Zone, Inner Residential Zone, Low Density Residential Zone or Rural Living Zone if located in a Urban Mixed Use Zone, Local Business Zone, General Business Zone, Central Business Zone, Commercial Zone, Light Industrial, Major Tourism Zone, Utilities Zone, Community Purpose Zone, Recreation Zone or Open Space Zone,

unless the Local Historic Heritage Code applies and requires a permit for the use or development.

The proposal complies with (a) of this exemption given it is a residential use in the General Residential zone. It is noted that no roof-top mechanical infrastructure is proposed.

Use Class Description (Table 6.2):

Residential use class means the use of land for self-contained or shared accommodation. Examples include a secondary residence, boarding house, communal residence, home-based business, home-based childcare, residential care facility, residential college, respite centre, assisted housing, retirement village and single or multiple dwellings.

Other relevant definitions (Clause 3.0):

3.1.1 Terms in the planning scheme have their ordinary meaning unless they are defined in:

(a) the Act; or

(b) unless the contrary intention appears, are specifically defined in Table 3.1 or in a zone, code or specific area plan.

The following definitions are specifically defined in Table 3.1.

Assisted Housing means housing provided by an organisation for higher needs tenants or residents, including those with physical or intellectual disabilities, and may include associated support services.

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.

Protrusion means a protrusion from a building such as awnings, steps, porches, eaves, facias, gutters, masonry chimneys, flues, pipes, domestic fuel or water tanks, and heating or cooling equipment or other services.

General Provisions

No General Provisions of the Scheme apply to this proposal.

Zones

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

Zone Purpose Statements

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

8.1.2 To provide for the efficient utilisation of available social, transport and other service infrastructure.

8.1.3 To provide for non-residential use that:

(a) primarily serves the local community; and

(b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off-site impacts.

8.1.4 To provide for Visitor Accommodation that is compatible with residential character.

The application is for a residential use that meets a recognised need within the community. The proposal is to be fully serviced and results in the efficient use of infrastructure available to it. The proposal is assessed as being compatible with other residential and non-residential uses in the locality, in terms of scale, intensity, noise traffic generation and movement, resulting in no unreasonable loss of amenity.

Use Table

Assisted housing (Residential) is a permitted use and development within the General Residential zone. However, the application requires discretionary consideration because the proposal is relying on performance criteria to comply with applicable standards.

Use Standards

The use standards relate to Discretionary uses and visitor accommodation. These standards are not applicable to the assessment because assisted housing is a permitted use in the zone and the application is not for visitor accommodation.

Development Standards for Non-dwellings

The application must be assessed under the non-dwelling development standards. The objective of the non-dwelling development standards is that all non-dwelling development:

(a) is compatible with the character, siting, apparent scale, bulk, massing and proportion of residential development; and

(b) does not cause an unreasonable loss of amenity on adjoining residential properties.

8.5.1 Non-dwelling development P1

This standard is applicable to the assessment of the application. The proposal is unable to comply with the acceptable solution of this standard because the first-floor balconies are to be setback 3m from the primary frontage instead of 4.5m. Accordingly, the application relies on the performance criteria to comply with the standard, which require a building that is not a dwelling, excluding for Food Services and local shop, to have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints.

The primary frontage setbacks in Bellette Place range from approximately 2.5m at 2 Bellette Place to approximately 11.5m at 10 Bellette Place. The majority of the building is to be setback 4.5m and it is only the balconies that are to be setback 3m. Nevertheless, the proposed setback of the building overall is in harmony with the frontage setback pattern in the streetscape.

The application complies with the standard through the performance criteria.

8.5.1 Non-dwelling development P2

This non-dwelling standard is much the same as the applicable standard for the assessment of dwellings, 8.4.2 Setbacks and building envelopes for all dwellings A3/P3.

The application is unable to meet the acceptable solution because the first-floor balconies are proposed to be setback 3m from the primary frontage instead of 4.5m, which sits outside the building envelope shown in figure 8.1 of TPS-G. In addition, there is a protrusion of the building envelope by the building's eaves on the eastern elevation, the stair well on the southern elevation and a balcony awning on the northern elevation. These protrusions extend not more than 0.9m horizontally beyond the building envelope and are excluded from assessment under the acceptable solution.

It is noted that the siting and design of the building otherwise fits within the building envelope shown in Figure 8.1, in terms of overall height and setbacks to the other boundaries, meaning the maximum height is less than 8.5m above existing ground level and the setbacks from the adjacent boundaries are acceptable relative the height of the building. Nevertheless, the effects of the whole proposal are assessed under the performance criteria.

Shadow diagrams have been proposed in support of the proposal to show the extends of shadow cast onto adjoining properties (Fig. 3).

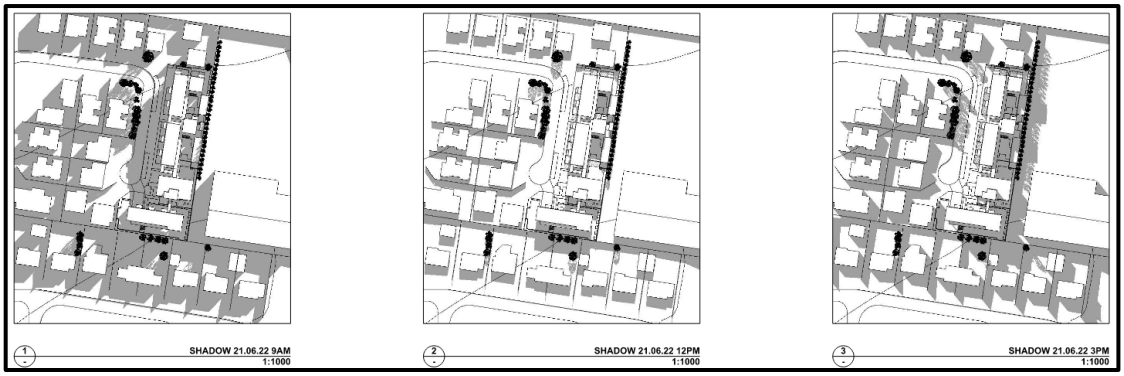

Figure 3. A snapshot of the shadow diagrams provided to show the extend of shadow cast from the proposal onto adjoining properties on the winter solstice.

The most sensitive interface are the properties situated to the south of the proposed building (14, 16, 18 and 20 Kilpa Street), with lesser impact to the properties to west (10, 12-14 and 16 Bellette Place) and east (30A Kilpa Street) of the proposed building. The shadow diagrams show the dwellings to the west of the proposal would not be overshadowed by the proposed building at 9am on 21 June, and these properties would be free of shadows cast from the proposal for the remainder of the day. Shadows cast onto the building to the east of the proposal do not occur until the afternoon and the shadow diagrams do not show any unreasonable overshadowing of this property.

For the properties to the south of the proposal, shadow will be cast onto 14, 16 and 18 Kilpa Street by the proposed building throughout the morning to varying degrees, with the greatest effect experienced at 9am (noting 20 Kilpa Street is not overshadowed by the proposal in the morning of 21 June). As the sun rises and moves across the sky the amount of overshadowing lessens on these properties and by midday the dwellings and more than 50% of the private outdoor spaces at 14, 16, 18 and 20 Kilpa Street are free of shadow cast from the proposal. As the afternoon progresses the shadow lengthens and 18 and 20 Kilpa Street experience some overshadowing with the greatest effect experienced at 3pm. In conclusion, the shadow diagrams demonstrate that the windows to habitable rooms and private open space of adjacent dwellings to the south will retain at least three hours direct sunlight to 50% or more of the space and to habitable rooms between 9am and 3pm on 21 June and will largely be unaffected at the Equinox on 21 March and September.

In terms of visual impact when viewed from adjoining properties, the adjacent church property to the east is assessed as not being unreasonably impacted by way of visual bulk, or scale because of the high existing fence along the common boundary, the articulated form of the proposal with large courtyard setbacks and the use of the adjoining property as a church, with a large expanse of open carpark area. The building presents to the frontage (western elevation) as a predominately double storey building, with the taller three-storey element on the southern end of the site (Fig. 4).

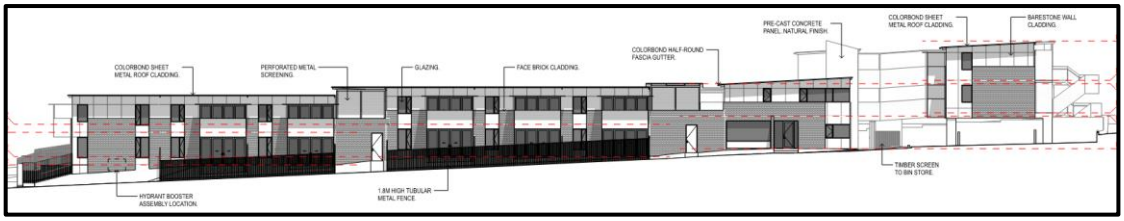

Figure 4. A view of the western elevation that is to be viewed from the frontage of the site.

The mix of materials and finishes proposed assist in minimising the perceived bulk of the building, and the setback distances to boundaries together with the landscaping proposed softens the form of the building so as to not dominate the view from adjoining properties to the north and south. The area consists of largely single storey dwellings with the adjacent church being the tallest structure that sits comfortably within the streetscape. The proposed building, with its articulation and effective use of fenestration is assessed as being compatible with the other built forms in the area, and not unreasonable in a residential setting. The proposed separation to buildings on adjoining properties is consistent or greater than the close siting of the adjacent properties at 13, 16 and 12-14 Bellette Place.

The application is assessed as satisfying the performance criteria by not causing an unreasonable loss of amenity through the siting and scale of the proposal and complies with the standard.

Codes

The following codes of the Scheme apply to this proposal:

C2.0 Parking and Sustainable Transport Code

The proposal accords with all the relevant Performance Criteria as demonstrated in the attached Appendix. For further comments please refer to the Engineering Assessment under the Referrals section later in this report.

C3.0 Road and Railway Assets Code

The proposal accords with all the relevant Performance Criteria as demonstrated in the attached Appendix. For further comments please refer to the Engineering Assessment under the Referrals section later in this report.

Glenorchy Local Provisions Schedule (GLPS)

Local Area objectives

No local area objectives of the Scheme apply to this proposal.

Particular Purpose Zones

No particular purpose zones of the Scheme apply to this proposal.

Specific Area Plans

No specific area plans of the Scheme apply to this proposal.

GLE-Site Specific Qualifications

No site-specific qualifications of the Scheme apply to this proposal.

INTERNAL REFERRALS

Development Engineer

Comments

The development application seeks an approval for assisted housing with associated support on a vacant subject site. The figure below shows the site location and local road network.

The proposal includes construction of the residential accommodation facilities which comprise of 22 single studio units and 2 double studio units, communal facilities, administrative facilities and parking areas for 24 car spaces including an accessible space and a minibus parking space. Additionally, it is proposed to provide and install stormwater management elements as shown in the Stormwater report by Aldenmark.

The planning report states that the proposed assistance services will involve up to 12 staff on site and a minimum of 2 staff on site overnight. The Traffic Impact Assessment (TIA) by pitt&sherry, dated 16 June 2022 Rev02 and the Stormwater Report version B by Aldenmark consulting engineers, dated 22 June 2022 are submitted as part of the application as supporting documents. The application and the TIA have been referred to Council's Transport Engineer to review, provide comments and recommend the

conditions as required. The application and the Stormwater report have been referred to Council's Senior Civil Engineer to review, provide comments and recommend the conditions as required.

The stormwater runoff is proposed to be discharged to Council's stormwater system via a new underground connection with on-site detention provided to satisfactory of Council's senior civil engineer. The stormwater treatment element shall be provided unless a cash in lieu is agreed and accepted by Council. The General Manager's consent to interfere with stormwater infrastructure can be granted. The document is available in ECM.

C3.0 Road and Railway Assets Code

The development is therefore considered to comply with the code requirements and local traffic conditions are not expected to be significantly affected.

The site can be accessed off the existing vehicle crossing via Bellette Street to the proposed car parking area. Based on the TIA, the traffic generation of the development is estimated to be 46 vehicle movements per day with a peak generation of 18 to 24 vehicles per hour. The increase vehicle movements are over 40 vehicle trips per day; therefore, the assessment against the performance criteria is triggered. The TIA has undertaken the traffic and road safety impacts assessment and adopt SIDRA model to assess the development against the performance criteria. The TIA states that as local residential area Bellette Place carries very low traffic volume estimated to be 120 vehicles per day. The TIA concluded that due to the low volume of traffic generated by the proposed development and the type of vehicles expected to visit the site, the increased vehicular traffic generated by the proposed development is not expected to increase the risks or severity of crashes in the vicinity of the site. Additionally, the TIA assesses that the safe Intersection Sight Distance (SISD) to the existing site access driveway near Bellette Place and the Allunga Road and Bellette Place intersection and the stopping sight distance (SSD) along Bellette place against the Austroads Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections and Part 3: Geometric Design. The TIA found that the sight distance at the existing access and the stopping sight distance along Bellette Place exceed the Austroads requirements. Therefore, it is considered that, the performance criteria for C3.5.1 P1 is satisfied with.

C2.0 Parking and Sustainable Transport Code

The development complies with the Code and it is considered that the site is capable of being developed and the local traffic conditions are not expected to be significantly affected.

The requirement under the C2.5.1 and table C2.1, A1 requires the total of 29 car parking spaces for the development. It is proposed 24 car parking spaces (including 1 accessible space and 1 minibus parking space) will be provided, therefore there is a

shortfall of 5 car parking spaces and the development is not able to comply with the acceptable solution. The TIA addressed the performance criteria P1.2 and stated that the car parking demand is calculated to be approximately 18 vehicles per day based on the number of staff on site at any given time, similar developments which only 10% of residents have their own vehicles hence the demand of 3 parking spaces and concluded the number of car parking spaces proposed meet the reasonable needs of the use. Additionally, there are on-street car parking spaces along Bellette Place and public transport is available within reasonable walking distance to the development site. Based on the TIA assessment and the availability of the on-street parking and public transport, it is considered the performance criteria for C2.5.1 P1.2 is satisfied.

Although not required by the planning scheme the development is proposed to provide bicycle parking/storage area sufficient for 8 spaces.

According to the scheme 1 motorcycle parking space is required. The development will not provide any motorcycle parking space and therefore is unable to comply with the acceptable solution. It is however considered the performance criteria is met due to the demand which is expected to be low.

According to the scheme the loading bays must be provided to comply with the acceptable solution; however, the proposed development does not provide dedicated loading bay and therefore is not able to comply with the acceptable solution. The TIA states the development satisfies the performance criteria due to the use and the frequency of loading and unloading is expected to be low which the service delivery vehicles can park and transport goods to the site using trolleys.

The layout of parking area generally complies with the standard AS2890.1:2004 except the width of each car parking space shall be 2.6m wide instead of the proposed 2.4m wide. The TIA however addressed the performance criteria and justify traffic safety. It is considered the performance criteria is satisfied. The surface treatment of the driveway is proposed to be concrete. Surface runoff is proposed to be captured and directed to the Council's stormwater system. According to the Planning Scheme, to comply with the acceptable solution of C2.6.5, a 1-metre-wide pedestrian footpath is required where the use requires more than 10 car parking spaces. The proposed development will provide a 1.5m wide separate pedestrian path to the driveways. Therefore, the development is met with the acceptable solution.

Other

C15.0 Landslide Code

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

C7.0 Natural Assets Code

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

C12.0 Flood-Prone Areas Hazard Code

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

Representations

During the advertisement period, Council received a joint representation raising various concerns including traffic increase, parking shortfall and traffic safety. Council's officers have reviewed the representations and addressed the concerns as follows. The representers raised a concern if the street going to cope with more than double the current through traffic to the proposed site; as there are approx. 20 properties past the first cul-de-sac and an additional 20 properties will cause major congestion, road deterioration and parking issues.

The TIA estimates that Bellette Place carries very low traffic volume which estimated to be 120 vehicles per day while the traffic generated by the proposed development is expected to be 46 vehicles per day in which the worst-case scenario 18 occur the am peak and 24 occur in the pm peak.

Based on the TIA survey and modelled the traffic at the intersection of Allunga Road and Bellette Street and Council's transport engineer assessment it is expected that the intersection will continue to perform, and the street can absorb increase in traffic.

Transport Engineer

Introduction

The developer proposes to construct a mental health support accommodation with 24 residential units/bedrooms and staff facilities with two sleepover spaces, on the vacant site at 15-21 Bellette Place. There is an existing Mental Health Support Accommodation in Rokeby with 14 residential units that will be moved to this location.

The assessment below is based on the Traffic Impact Assessment (TIA) undertaken by pitt&sherry dated the 16 June 2022. The TIA addresses the performance criteria for C3.5.1 P1 traffic generation at a vehicle crossing, level crossing or new junction; C2.5.1 P1.2 car parking numbers; C2.5.4 P1 loading bays and C2.6.2 P1 design and layout of parking areas.

Existing Conditions

The proposed development is located at the end of Bellette Place on the eastern side of the street just prior to the cul-de-sac. Bellette Place is a local street and has another short residential street off it being Elliss Court at the western end of the street near

the junction with Allunga Road. Bellette Place intersects Allunga Road which is a collector road.

Bellette Place has a road width is 6.4m near Allunga Road, narrowing down to 5.4m to the east of Elliss Court. There are three corners in Bellette Place, one of which is a 90-degree corner just prior to the proposed development. Based on the road width, Bellette Place is wide enough to support one lane of traffic if a vehicle is parked on one side of the road. his is not uncommon for a local street in which vehicles in the opposite direction having to stop and wait before passing.

The TIA undertake a traffic survey on Thursday the 17 February 2022 during the peak hours of 8am to 9am and 3pm to 4pm at the junction of Bellette Place and Allunga Road. The traffic volumes are shown in the figures below in which the traffic in Bellette Place is very minor considering local streets can carry up to 300 vehicles per hour and 3,000 vehicles per day.

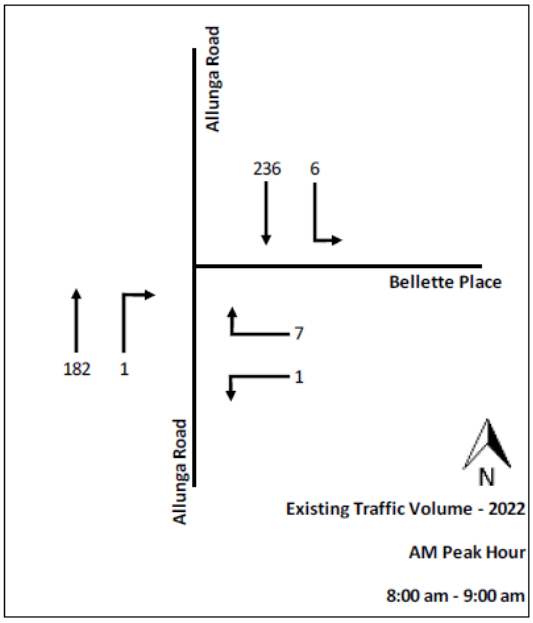

Figure 9: Traffic Volumes AM peak hour – Existing

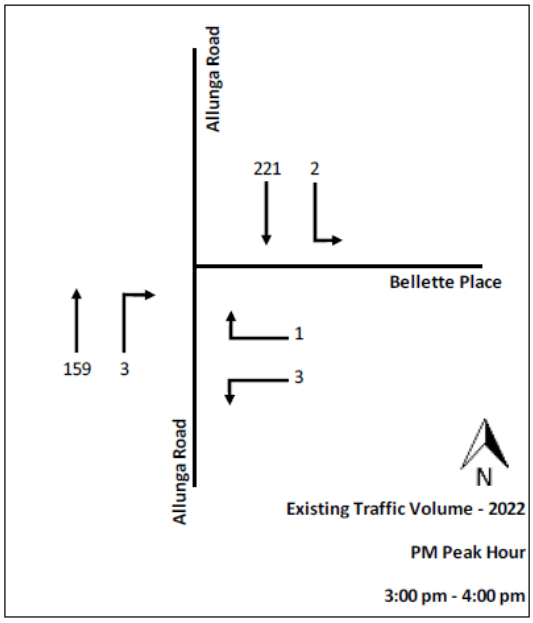

Figure 10: Traffic Volumes PM peak hour – Existing

Based on the survey it is estimated that **Bellette Place carries 120 vehicles per day** and Allunga Road carries 4,250 vehicles per day, assuming a peak daily ratio of 10% of the average am and pm peaks.

The junction of Allunga Road and Bellette Place was modelled in the TIA using SIDRA to determine the current and future level of service, which considers delays and que lengths. The modelling showed that the junction currently operates at the highest level of service.

The TIA reviewed the crash data for the last 10 years in the vicinity of the site in which there has only been one crash reported to the Police at the junction with Allunga Road

and Bellette Place being a rear end crash. The TIA concluded that the crash history does not indicate any existing road safety issues.

Driver sight lines at the junction of Allunga Road and Bellette Place were assessed in the TIA. Sight distances at the junction along Allunga Road were 150m to the north and 180m to the south. This is above the required 97m for safe intersection sight distance in accordance with the Austroads guides.

Driver sight lines along Bellette Place was assessed at the three bends in the road. Sight distance at the bends outside 2 and 4 Bellette place were above the required 30m stopping sight distance in accordance with the Austroads guides. Stopping sight distance at the 90-degree bend was 15m based on a vehicle speed of 5 km/h which is in accordance with the Austroads guides.

Proposed Development

Due to the nature of the proposed facility, there are no relevant traffic or parking generation rates available in the Roads and Maritime Services, Road Traffic Authority (RTA) NSW Guide to Traffic Generation Development. As such, the traffic and parking numbers are estimated based on the expected operation of this development which will be like the current facility in Rokeby.

The operation of this facility is proposed to be:

- Open 24 hours per day, 7 days a week with staff working in day and night shifts
- A maximum of 12 staff are on-site during the day shift
- A maximum of 3 staff are on-site during the night shift
- There will be 24 adult residents, with two residents possible having children
- Approximately 10% of residents have vehicles of their own, being 3 vehicles
- Approximately 10% to 20% of residents receive visitors each day being maximum of 6 vehicles: and
- The facility has a minibus that is used by most residents.

There will be one driveway access to the development using an existing access at the southern end of the street. The driveway access will be 5.8m wide to allow for two-way access to a ground floor car park so vehicles will enter and exit forward facing. Sight lines at the driveway access were assessed as part of the TIA and comply with the standards.

The layout of the car park complies with the Australian Standards although does not meet the planning scheme requirements of C2.6.2 A1.1 which differs to the standards. It does meet the performance criteria P1. It is also noted that there is one accessible parking space provided within the car park closest to the pedestrian footpath. The pedestrian footpath links the car park to the building and the Council footpath.

Traffic Generation

The traffic generated by the development is estimated in the TIA based on the operation of the facility and on a worst-case scenario with shift change over occurring in the am and pm peak periods; residents leaving in am peak and arriving in pm peak; and visitors leaving in the pm peak hour. It is assumed visitors will not arrive in the am peak hour.

The traffic in the am peak hour being 8am to 9am is estimated to be 18 vehicles. This consists of 12 inbound being day staff arriving and 6 outbound being night staff and residents leaving. The traffic in the pm peak hour being 3pm to 4pm is estimated to be 24 vehicles. This consists of 6 inbound being night staff and residents arriving and 18 outbound being day staff and visitors leaving.

The TIA has estimated the split in traffic at the junction with Allunga Road. The increase in traffic from the development during am and pm peak hours is shown below.

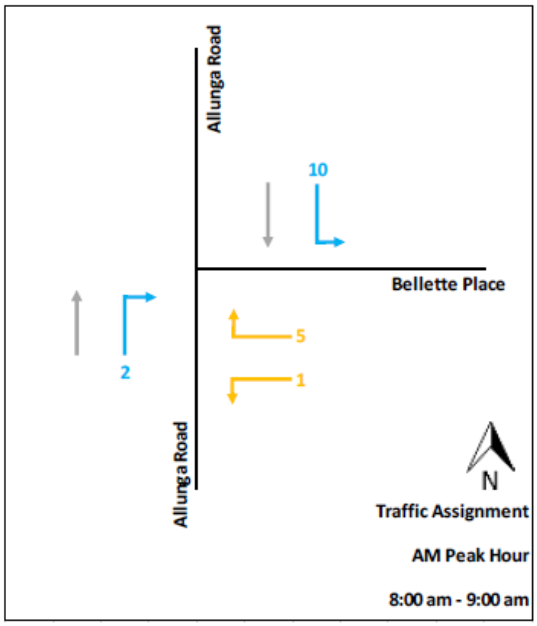

Figure 19: Traffic assignment – AM peak hour

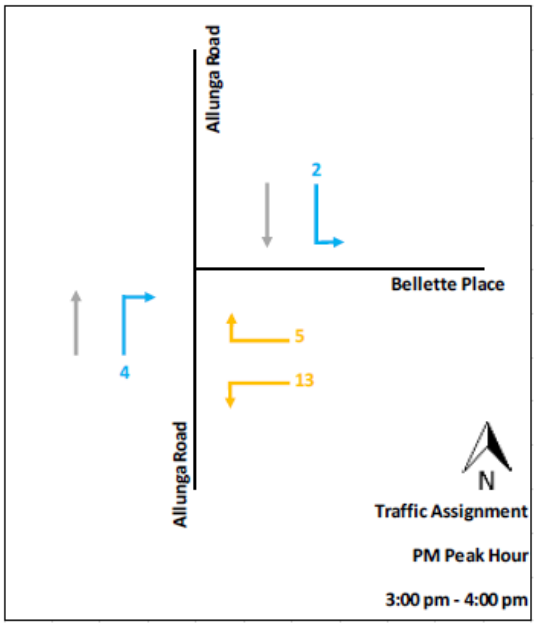

Figure 20: Traffic assignment – PM peak hour

The TIA estimate that the daily traffic generated by the developed will be 46 vehicle movements per day based on 18 vehicles in am peak, 24 vehicles in the pm peak and an additional 6 vehicle movements due to visitors arriving. The TIA did not include the mini bus. It is assumed the mini bus operates twice a day thus four additional movements.

The estimated traffic from the **development is 50 vehicles per day** in which the worst-case scenario 18 occur the am peak and 24 occur in the pm peak. The current traffic in Bellette Place is estimated to be 120 vehicles per day with 15 of these in the am peak and 9 in the pm peak.

The junction of Allunga Road and Bellette Place was modelled in the TIA using SIDRA with the estimated traffic generation with the development and in 10 years' time. The modelling showed the junction will continue to operate at the highest level of service with minimum delays and ques.

The TIA concluded that due to the low volume of traffic generated by the proposed development and the type of vehicles expected to visit the site, the increased vehicular traffic generated by the proposed development is not expected to increase the risks or severity of crashes in the vicinity of the site

Due to the increase in traffic at the driveway access of the development being more than 40 vehicle movements per day or 20% of existing, whichever is the greatest the Acceptable Solution A1.4 is not met for C3.5.1 and the performance criteria P1 has been addressed in the TIA as summarised in this report.

The TIA is accepted, and it can be concluded that the additional traffic should not have a significate impact on the safety or efficiently of the road network. Along with the assessment for commercial vehicles below, the performance criteria for C3.5.1 P1 is met.

Parking Supply

The development is proposing to have 24 parking spaces which include one accessible space and one minibus space for the 24 residential development and staff. Parking will be via a two-way driveway access on the ground floor of the development.

The planning scheme requires 1 space per bedroom and 1 visitor space for every 10 bedrooms for residential use. The TIA has noted that there are 26 bedrooms consisting of 24 for residents and two for staff. The required parking is therefore 29 spaces. This is a shortfall of five spaces in which the acceptable solution for C2.5.1 A1 is not meet and the TIA has addressed the performance criteria.

The TIA has calculated the parking demand for the site to be 18 vehicles per day based on the facility in Rokeby with the following assumptions:

- There are a maximum of 12 staff on site during the day, thus 12 parks (3 parks at night)
- Approximately 10% of residents have vehicles of their own, thus 3 parks maximum as it is likely these cars will be out during the day
- Approximately 10% to 20% of residents receive visitors each day, thus 6 parks but this is distributed throughout the day so at any given time assume 3 parks

The TIA did not account for the mini-bus park, so there is a demand for **19 parking spaces in which 24 have been provided** for the 24 residential units/bedrooms and staff facilities**.**

If for some reason parking does occur on-street there is currently 4 car parking spaces (24m) of paved and concreted nature strip outside the development which could be used for parking. This would mean that the parked cars are not on the road. The TIA does not propose that the development will make use of this area for parking as there is sufficient parking.

Based on the TIA, it is accepted that there is adequate parking for the development and the performance criteria for C2.5.1 P1.2 is met.

Commercial Vehicles

There are no loading bays proposed within the site which means the TIA has assessed that the acceptable solution A1 for C2.5.4 is not met, as a loading bay is required for uses with a floor area of more than 1000m^2 in a single occupancy. The TIA has assumed that the whole facility is one occupancy and not that each of the 24 residential units/bedrooms are each an occupancy.

The performance criteria P1 for C2.5.4 is meet as the site will predominantly generate light vehicle traffic with deliveries expected to be low as it is an accommodation facility. The assessment of commercial vehicles along the street and parking locations, was assessed in the TIA under the performance criteria C3.5.1 P1.

Rubbish collection is proposed to be stored on the ground floor and moved to the footpath kerb to be collected either by council or private contractor. This means the garbage truck will need to pick up from the kerb then turn within the cul-de-sac. This is currently occurring for the existing residential properties by Council.

The TIA proposed that delivery vehicles will park on the entrance driveway ramp to the site to load and unload goods. This will mean that the driveway access will be temporarily blocked. The TIA notes this will be minimal, as only occurring once a week for short durations of time and is thus acceptable. It is questionable if this will occur as the vehicles to the site will be an 8.8m truck or less, that might use the car park and undertake a three-to-five-point turn to exit. Otherwise, the vehicle may park on-street alongside the development.

Deliveries and rubbish collection for this development is proposed to be completed by vehicles up to an 8.8 Medium Rigid Vehicle (MRV). Swept path assessment of a MRV along Bellette Place was undertaken and assessed in the TIA.

The swept path assessment showed that a MRV was able to undertake a 5-point turn within the cul-de-sac if no vehicles where parked on the road. At the 90-degree corner, if cars are parked on the road, then a MRV would be unlikely to be able to navigate the corner. The TIA notes that there were very few vehicles parked on the road on the days they visited.

It is proposed that if vehicles are unable to travel along Bellette Place at the 90-degree bend or within the cul-de-sac then parking restrictions can be considered. It is common practice in residential streets that residents park appropriately to allow vehicles access thus parking controls are not required. Parking demand in residential streets is also generally higher after business hours when the delivering vehicles and the rubbish truck do not need access.

Representation

One representation was received questioning how the street will cope with more than double the current traffic which may cause major congestion, road deterioration and parking issues.

It is estimated that the current traffic in the street is 120 vehicles per day with 15 of these in the am peak and 9 in the pm peak. The development is proposed to generate an additional 50 vehicles per day in which the worst-case scenario 18 occur the am peak and 24 occur in the pm peak.

The TIA survey and modelled the traffic at the intersection of Allunga Road and Bellette Street. The traffic was modelled which showed that the intersection will continue to perform with minimal delays or congestion now and after the development.

It is recognised that a development of this kind in a local residential street will noticeably increase the traffic volume. The RTA guide has set out environmental performance standards for traffic volumes that are considered reasonable in a residential street to evaluate the likely impact on residential amenity.

The RTA guide recommended that the environmental goal for a local street is 200 vehicles per hour with a maximum limit of 300 vehicles per hour. The traffic volume in Bellette Street after the proposed development falls well below this environmental goal and is therefore not expected to cause any adverse traffic amenity impacts to the residents.

Residential streets are designed to carry up to 3,000 vehicles per day (being 10% of the peak). As such there is not expected to be any road deterioration due to the development. If there is, then Council assesses the road network and programs works to be undertaken on the assets.

The development proposes 24 car parking spaces with a shortfall of 5 spaces under the planning scheme. The TIA has assessed the estimated parking spaces required for the development based on the operation of the existing Rokeby facility being 19 parking spaces. It is not envisaged that there will be a shortfall in parking.

If there is a shortfall in parking, then there are four on-street parking spaces fronting the development. It should also be noted that on street parking is provided by Council where possible for all to use.

CONCLUSION

Based on the TIA, the proposed development is not expected to have any significant detrimental impacts on the surrounding road network in terms of traffic efficiency, parking or road safety, I have no objection to the development on traffic engineering or road safety grounds.

Waste Management Officer

Waste Services will not be providing Councils Standard Fortnightly or Weekly Wheelie bin service to the proposed development at 15-21 Bellette Place Chigwell.

When completed the size of the proposed development, the nature of the use, the high care resident's needs, and frequency of collection, as indicated in the proposal, Under WS Policy is deemed unsuitable for Councils standard service. Therefore, advise will be private independent wheelie bin collection.

The Property must address the three-bin system and provide Waste, Recycling and FOGO (food organics garden organics) in council approved wheelie bins and from within a designated and approved collection point.

The number of bins must be adequate for the number of residents and staff. Bins are to be collected on a regular collection service schedule.

EXTERNAL REFERRALS

TasWater

TasWater are in support of the proposal and have recommended conditions and advice.

TasNetworks

TasNetworks are in support of the proposal.

REPRESENTATIONS

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

Overlooking

The representor raised concerns with the balconies facing out towards the properties to the north. The representor feels this is an invasion of privacy as it will allow anyone on the second storey balcony to see directly into their backyards.

Planner's Comment:

The proposed balconies are to be setback more than 3m from the shared northern side boundary. The privacy standard for dwellings that addresses the siting and design of balconies with a floor level more than a 1m above ground level is not applicable to this assessment. This is because the proposed assisted housing is not technically a dwelling. However, if that standard did apply the proposal would comply with the acceptable solution and no discretionary consideration of the standard would be available. As such, the proposal is assessed as not causing an unreasonable loss of privacy and is recommended for approval.

Increase in traffic

The representor raised concerns about how the street is going to cope with more than double the current amount of through traffic to the proposed site. The representor considers that there are approximately 20 properties past the first cul-de-sac and an additional 20 properties will cause major congestion, road deterioration and parking issues. The representor is not aware of any monitoring of car numbers and questions how this has been included in the feasibility study.

Planner's Comment:

This issue has been previously addressed under the heading Referrals: Transport Engineer.

CONCLUSION

The proposal is relying on the performance criteria to comply with applicable standards. The proposal is assessed as satisfying the performance criteria and complies with those standards. The proposal is assessed as complying with all other use and development standards in the General Residential zone, as well as the applicable standards of the relevant codes.

The application was publicly advertised for the statutory 14-day period and one representation was received. The concerns raised in the representation have been taken into consideration through the assessment of the application, in the context of the planning scheme requirements and other relevant legislative requirements.

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

Recommendation:

That a permit be granted for the proposed use and development of 15-21 Bellette Place Chigwell subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-22-142 and Drawings submitted on 07/04/2022 (9 pages) and on 14/07/2022 (8 pages), except as otherwise required by this permit.

2. Any conditions and/or advice as determined by TasWater and set out in the attached Submission to Planning Authority Notice, reference No. TWDA 2022/00550-GCC, dated 28/04/2022, form part of this permit.

Engineering

3. Prior to the issuing of a Building 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 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 Primary Industries, Parks, Waters and Environment. These are available from Council or online at www.derwentestuary.org.au.

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

5. The design and construction of the parking, access and turning areas must 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. Drawings showing the driveway details must be in accordance with the Australian Standard and submitted with the Building Application for approval by Council's Development Engineer prior to the commencement of works on site. The proposed driveway and parking must comply with the following-:

(a) Be constructed to a sealed finish and the finished gradient must not exceed the maximum gradient of 20%

(b) Twenty-four (24) clearly marked car parking spaces must be provided in accordance with the approved plan received by Council and always kept available for these purposes

(c) Of the proposed number of car parking spaces, one (1) parking space must be provided for the exclusive use of people with disabilities and one (1) parking space must be clearly line-marked as minibus, and always kept available for these purposes

(d) Pedestrian footpath in accordance with the approved plan must be provided

(e) All runoff from paved and driveway areas must be discharged into Council's stormwater system

(f) The gradient of any parking areas must not exceed 5%

(g) Minimum carriageway width is to be no less than 5.0 metres and

(h) Lighting in accordance with clause 3.1, AS1158.3.1:2005 must be installed

All works required by this condition must be installed prior to the occupancy of the dwelling(s).

6. Prior to the commencement of any work within the road reservation by a private contractor, the contractor must obtain a Road Opening Permit from the Council's Compliance Officer. This permit shall include items such as hours of work, road safety, reinstatement, soil and water management, etc. The Road Opening Permit Application Form is available via Council's website https://www.gcc.tas.gov.au/wp-content/uploads/2021/03/Road-Opening-Permit-Application-Form-1.pdf

7. Upon approval of the WSUD (if applicable) and OSD Maintenance Scheme, and in association with a Building Permit Application, the applicant shall enter into a registered agreement with Council, at the sole expense of the applicant, pursuant to Part 5 of the Land Use Planning and Approvals Act 1993, for the area which is subject to this permit. The Owner and all successors in title must advise any subsequent successor in title of the existence of the Agreement and its terms and conditions. The Part 5 agreement shall require the Owner and all successors in title to covenant and agree with Council the following:

a) All works outlined in the WSUD and OSD Maintenance Scheme submitted by the applicant and approved by Council, including the maintenance method and frequency for individual WSUD and OSD elements, must be implemented and managed by the Owner and all successors in title at their sole expense;

b) The Owner must keep the maintenance records in an accessible form (either printed or electronic) for five years from the date of the work was carried out to prove that the maintenance of each WSUD and OSD element has been conducted in accordance with the WSUD and OSD Maintenance Scheme;

c) Repair and replace all the WSUD and OSD elements at the sole expense of the Owner and all successors in title so that the WSUD and OSD functions (stormwater quality and quantity control) in a safe and efficient manner.

d) Permit the Council from time to time and upon giving reasonable notice (but in the case of an emergency, at any time and without notice) to enter and inspect the WSUD and OSD elements for compliance with the requirements of this agreement;

e) Comply with the terms of any written notice issued by the Council in respect of the requirements of this agreement within the time stated in the notice;

Advice to Applicant

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

General Manager's Consent for Stormwater Management

Any conditions and/or advice as set out in the attached General Manager's Consent for Stormwater Management, reference No. PLN-22-142 dated 29/08/2022, is associated with this permit.

Other Permits

Please be aware that this planning permit is a planning approval issued under the Tasmanian Planning Scheme - Glenorchy. 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 6216 6800.

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.

Attachments/Annexures

1 GPA Attachment - 15-21 Bellette Place, Chigwell
⇨

APPENDIX

8.0 General Residential Zone

Standard	Acceptable Solution	Proposed	Complies?
8.3 Use Standards			
8.3.1 Discretionary uses	**A1** Hours of operation of a use listed as Discretionary, excluding Emergency Services, must be within the hours of 8.00am to 6.00pm	The Residential use class is permitted when for assisted housing. Therefore, the discretionary use standards do not apply to the proposal.	NA
	A2 External lighting for a use listed as Discretionary: (a) must not operate within the hours of 7.00pm to 7.00am, excluding any security lighting; and (b) security lighting must be baffled to ensure direct light does not extend into the adjoining property.	The Residential use class is permitted when for assisted housing. Therefore, the discretionary use standards do not apply to the proposal.	NA
	A3 Commercial vehicle movements and the unloading and loading of commercial vehicles for a use listed as Discretionary, excluding Emergency Services, must be within the hours of: (a) 7:00am to 7:00pm Monday to Friday; (b) 9:00am to 12 noon Saturday; and (c) nil on Sunday and public holidays.	The Residential use class is permitted when for assisted housing. Therefore, the discretionary use standards do not apply to the proposal.	NA

	A4 No acceptable solution.	The Residential use class is permitted when for assisted housing. Therefore, the discretionary use standards do not apply to the proposal.	NA
8.3.2 Visitor Accommodation	**A1** Visitor Accommodation must: (a) accommodate guests in existing habitable buildings; and (b) have a gross floor area of not more than 200m2 per lot.	Visitor accommodation is not proposed.	NA
	A2 Visitor Accommodation is not for a strata lot that is part of a strata scheme where another strata lot within that strata scheme is used for a residential use.	Visitor accommodation is not proposed.	NA
8.4 Development Standards for Dwellings			
8.4.1 **Residential density for multiple dwellings**	**A1** Multiple dwellings must have a site area per dwelling of not less than 325m2.	The proposal is for assisted housing that is separately defined in the TPS-G and does not fit within the individual use class of multiple dwelling or dwelling.	NA
8.4.2 **Setbacks and building envelopes for all dwellings**	**A1** Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, not less than 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site;	The proposal is for assisted housing that is separately defined in the TPS-G and does not fit within the individual use class of multiple dwelling or dwelling.	NA

	(b) if the frontage is not a primary frontage, not less than 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; (c) if for a vacant site and there are existing dwellings on adjoining properties 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 (d) if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level.		
	A2 A garage or carport for a dwelling must have a setback from a primary frontage of not less than: (a) 5.5m, or alternatively 1m behind the building line; (b) the same as the building line, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.	The proposal is for assisted housing that is separately defined in the TPS-G and does not fit within the individual use class of multiple dwelling or dwelling.	NA

	A3 A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 8.5m above existing ground level; and (b) only have a setback of less than 1.5m from a side or rear boundary if the dwelling: (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or (ii) does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser).	The proposal is for assisted housing that is separately defined in the TPS-G and does not fit within the individual use class of multiple dwelling or dwelling.	NA
8.4.3 **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 0.6m wide); and (b) for multiple dwellings, a total area of private open space of not less than 60m2 associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished	The proposal is for assisted housing that is separately defined in the TPS-G and does not fit within the individual use class of multiple dwelling or dwelling.	NA

	ground level (excluding a garage, carport or entry foyer).		
	A2 A dwelling must have private open space that: (a) is in one location and is not less than: (i) $24m^2$; or (ii) $12m^2$, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); (b) has a minimum horizontal dimension of not less than: (i) 4m; or (ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); (c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and (d) has a gradient not steeper than 1 in 10.	The proposal is for assisted housing that is separately defined in the TPS-G and does not fit within the individual use class of multiple dwelling or dwelling.	NA

8.4.4 **Sunlight to private open space of multiple dwellings**	**A1** A multiple dwelling, that is to the north of the private open space of another dwelling on the same site, required to satisfy A2 or P2 of clause 8.4.3, must satisfy (a) or (b), unless excluded by (c): (a) the multiple dwelling is contained within a line projecting (see Figure 8.4): (i) at a distance of 3m from the northern edge of the private open space; and (ii) vertically to a height of 3m above existing 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 9.00am and 3.00pm on 21st June; and (c) this Acceptable Solution excludes that part of a multiple dwelling consisting of: (i) an outbuilding with a building height not more than 2.4m; or (ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling.	The proposal is for assisted housing that is separately defined in the TPS-G and does not fit within the individual use class of multiple dwelling or dwelling.	NA
8.4.5 **Width of openings for garages and carports for all dwellings**	**A1** A garage or carport for a dwelling within 12m 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 6m or half the width of the frontage (whichever is the lesser).	The proposal is for assisted housing that is separately defined in the TPS-G and does not fit within the individual use class of multiple dwelling or dwelling.	NA

8.4.6 **Privacy for all dwellings**	**A1** A balcony, deck, roof terrace, parking space, or carport for a dwelling (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1m above existing ground level must have a permanently fixed screen to a height of not less than 1.7m above the finished surface or floor level, with a uniform transparency of not 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 not less than 3m from the side boundary; (b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of not less than 4m from the rear boundary; and (c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is not less than 6m: (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 proposal is for assisted housing that is separately defined in the TPS-G and does not fit within the individual use class of multiple dwelling or dwelling. The application does propose balconies with a finished floor level more than 1m above existing ground level. However, the balconies facing the northern side boundary are to be setback 3.15m (which is more than the required 3m minimum setback) and would comply with the acceptable solution, where no privacy screening is required. No balconies are proposed adjacent to the rear boundary.	NA
	A2 A window or glazed door to a habitable room of a dwelling, that has a floor level more than 1m above existing ground level, must satisfy (a), unless it satisfies (b): (a) the window or glazed door: (i) is to have a setback of not less than 3m from a side boundary;	The proposal is for assisted housing that is separately defined in the TPS-G and does not fit within the individual use class of multiple dwelling or dwelling. Nevertheless, windows and glazed doors with a floor height more than 1m above existing ground level are to be setback more than 3m from the side boundaries and 4m from the rear boundary.	NA

	(ii) is to have a setback of not less than 4m from a rear boundary; (iii) if the dwelling is a multiple dwelling, is to be not less than 6m 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 not less than 6m 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, not less than 1.5m from the edge of a window or glazed door, to a habitable room of another dwelling; (ii) is to have a sill height of not less than 1.7m above the floor level or have fixed obscure glazing extending to a height of not less than 1.7m 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 not less than 1.7m 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 not less than: (a) 2.5m; or (b) 1m if: (i) it is separated by a screen of not less than 1.7m in height; or (ii) the window, or glazed door, to a habitable room has a sill height of not less than 1.7m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of not less than 1.7m above the floor level.	The proposal is for assisted housing that is separately defined in the TPS-G and does not fit within the individual use class of multiple dwelling or dwelling.	NA
8.4.7 **Frontage Fences for all dwellings**	**A1** No Acceptable Solution[1]. *([1] An exemption applies for fences in this zone – see Table 5.6 in Exemptions)*	The proposal is for assisted housing that is separately defined in the TPS-G and does not fit within the individual use class of multiple dwelling or dwelling.	NA
8.4.8 **Waste Storage for multiple dwellings**	**A1** A multiple dwelling must have a storage area, for waste and recycling bins, that is not less than 1.5m2 per dwelling and is within one of the following locations: (a) an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or	The proposal is for assisted housing that is separately defined in the TPS-G and does not fit within the individual use class of multiple dwelling or dwelling.	NA

	(b) a common storage area with an impervious surface that: (i) has a setback of not less than 4.5m from a frontage; (ii) is not less than 5.5m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height not less than 1.2m above the finished surface level of the storage area.		
8.5 Development Standards for Non-dwellings			
8.5.1 Non-dwelling development	**A1** A building that is not a dwelling, excluding for Food Services, local shop, garage or carport, and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, not less than 4.5m, or if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site; (b) if the frontage is not a primary frontage, not less than 3.0m, or if the setback from the primary frontage is less than 3.0m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (c) if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the	The proposal is for non-dwelling development. The bulk of the building is to have a 4.5m primary frontage setback. However, the first-floor balconies are to be setback 3m from the primary frontage. The site is a vacant lot. The frontage setbacks of the adjoining properties on the same street and are in proximity to the site range from approximately 4m to 11.5m. The application does not comply with (a) or (c), noting there is not another frontage type on the site.	No

	equivalent frontage of the dwellings on the adjoining properties on the same street.		
	A2 A building that is not a dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Figures 8.1, 8.2 and 8.3) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side or rear boundaries to a building height of not more than 8.5m above existing ground level; and (b) only have a setback less than 1.5m from a side or rear boundary if the building: (i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or (ii) does not exceed a total length of 9m or one-third of the length of the side or rear boundary (whichever is lesser).	The proposed 3m frontage setback causes the application to not comply with this acceptable solution.	No
	A3 A building that is not a dwelling, must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6m); and	site coverage of 48% is proposed and 36% of the site is to be clear of impervious surfaces.	Yes

	(b) a site area of which not less than 35% is free from impervious surfaces.		
	A4 No Acceptable Solution[2]. *([2] An exemption applies for fences in this zone – see Table 4.6)*	The proposal involves an open steel tubular fence with a maximum height of 1.8m and complies with the exemption under Clause 4.6.3.	NA
	A5 Outdoor storage areas, for a building that is not a dwelling, including waste storage, must not: (a) be visible from any road or public open space adjoining the site; or (b) encroach upon parking areas, driveways or landscaped areas.	A waste bin storage area is proposed on the site, and it is to be enclosed with a timber screen, so that the storage area is not visible for the road or public open space adjoining the site. The designated bin storage area is not proposed to encroach upon parking areas, driveways or landscaped areas.	Yes
	A6 Air extraction, pumping, refrigeration systems or compressors, for a building that is not a dwelling, must have a setback from the boundary of a property containing a sensitive use not less than 10m. [3] *([3] An exemption applies for heat pumps and air conditioners in this zone – see Table 4.6)*	All mechanical equipment is to be setback more than 10 from a boundary of a property containing a sensitive use.	Yes
8.5.2 **Non-residential Garages and Carports**	**A1** A garage or carport not forming part of a dwelling, must have a setback from a primary frontage of not less than: (a) 5.5m, or alternatively 1m behind the building line;	The proposal is for a residential use of assisted housing	NA

	(b) the same as the building line, if a portion of the building gross floor area is located above the garage or carport; or (c) 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.		
	A2 A garage or carport not forming part of a dwelling, within 12m of a primary frontage (whether the garage or carport is free-standing) must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).	The proposal is for a residential use of assisted housing	NA

APPENDIX
C2.0 Parking and Sustainable Transport Code

Standard	Acceptable Solution	Proposed	Complies?
C2.5 Use Standards			
C2.5.1 **Car parking numbers**	**A1** The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if: (a) the site is subject to a parking plan for the area adopted by council, in which case	24 spaces proposed. TIA submitted and accepted.	No

Standard	Acceptable Solution	Proposed	Complies?
	parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:		

Standard	Acceptable Solution	Proposed	Complies?
	N = A + (C- B) N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.		
C2.5.2 **Bicycle parking numbers**	**A1** Bicycle parking spaces must: (a) be provided on the site or within 50m of the site; and (b) be no less than the number specified in Table C2.1.	Not required but provided	NA
C2.5.3	**A1**	1 is required but proposes none; TIA addressed the performance criteria.	No

Standard	Acceptable Solution	Proposed	Complies?
Motorcycle parking numbers *This applies to:* *Business and Professional Services;* *Community Meeting and Entertainment;* *Custodial Facility;* *Crematoria and Cemeteries;* *Educational and Occasional Care;* *Food Services;* *General Retail and Hire;* *Hospital Services;* *Hotel Industry;* *Pleasure Boat Facility;* ***Residential if for a communal residence, multiple dwellings or hostel use**;* *Sports and Recreation; and* *Tourist Operation.*	The number of on-site motorcycle parking spaces for all uses must: (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.		

Standard	Acceptable Solution	Proposed	Complies?
C2.5.4 **Loading bays** *This applies to:* *Bulky Goods Sales;* *General Retail and Hire;* *Manufacturing and Processing; and* *Storage.*	**A1** A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.	Not required	NA
C2.5.5 **Number of car parking spaces within the General Residential Zone and Inner Residential Zone** *This applies to:* *Business and Professional Services;* *Community Meeting and Entertainment;* *Educational and Occasional Care;* *Emergency Services;* *Food Services;* *General Retail and Hire;* *Sports and Recreation; and*	**A1** Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for: (a) Food Services uses up to 100m² floor area or 30 seats, whichever is the greater; and (b) General Retail and Hire uses up to 100m² floor provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.	Not required	NA

Standard	Acceptable Solution	Proposed	Complies?
Utilities, if not for minor utilities.			
C2.6 Development Standards for Building Works			
C2.6.1 Construction of parking areas	**A1** All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.	Parking and driveway area proposed to be paved surface and surfaced water are to be drained to the stormwater connection.	Yes
C2.6.2 Design and layout of parking areas	**A1.1**	Layout and gradients are provided in accordance with the AS2890.1 however the A1.1 (a) (iv) is not met. The dimension of parking spaces as	No

Standard	Acceptable Solution	Proposed	Complies?
	Parking, access ways, manoeuvring and circulation spaces must either: (a) comply with the following: (i) have a gradient in accordance with *Australian Standard AS 2890 - Parking facilities, Parts 1-6*; (ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; (iii) have an access width not less than the requirements in Table C2.2; (iv) have car parking space dimensions which satisfy the requirements in Table C2.3; (v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;	proposed is 2.4m where the requirement in table C2.3 states for 90 degree parking space the width for parking areas shall be 2.6m. TIA addresses the performance criteria is satisfied.	

Standard	Acceptable Solution	Proposed	Complies?
	(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and (vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) comply with *Australian Standard AS 2890-Parking facilities, Parts 1-6.* **A1.2** Parking spaces provided for use by persons with a disability must satisfy the following: (a) be located as close as practicable to the main entry point to the building; (b) be incorporated into the overall car park design; and (c) be designed and constructed in accordance with *Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.* [S35]		

Standard	Acceptable Solution	Proposed	Complies?
C2.6.3 **Number of accesses for vehicles**	**A1** The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.	No change to the existing number of access.	Yes
	A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.		NA
C2.6.4 **Lighting of parking areas within the General Business Zone and Central Business Zone**	**A1** In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are 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 *Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public*	As advised in the TIA, this can be provided.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements.		
C2.6.5 **Pedestrian access**	**A1.1** Uses that require 10 or more car parking spaces must: (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: (i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or (ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and (b) be signed and line marked at points where pedestrians cross access ways or parking aisles. **A1.2**		Yes

Standard	Acceptable Solution	Proposed	Complies?
	In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.		
C2.6.6 **Loading bays**	**A1** The area and dimensions of loading bays and access way areas must be designed in accordance with *Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Offstreet commercial vehicle facilities*, for the type of vehicles likely to use the site.		NA
	A2 The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with *Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities Off-street commercial vehicle facilities.*		NA
C2.6.7 **Bicycle parking and storage facilities within the General Business**	**A1** Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be		NA

Standard	Acceptable Solution	Proposed	Complies?
Zone and Central Business Zone	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.		
	A2 Bicycle parking spaces must: (a) have dimensions not less than: (i) 1.7m in length; (ii) 1.2m in height; and (iii) 0.7m in width at the handlebars; (b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and (c) include a rail or hoop to lock a bicycle that satisfies *Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking*.		NA
C2.6.8	**A1**		NA

Standard	Acceptable Solution	Proposed	Complies?
Siting of parking and turning areas	Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.		
	A2 Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must: (a) have no new vehicle accesses, unless an existing access is removed; (b) retain an active street frontage; and (c) not result in parked cars being visible from public places in the adjacent roads.		NA
C2.7 Parking Precinct Plan			
C2.7.1 **Parking Precinct Plan**	**A1** Within a parking precinct plan, onsite parking must: (a) not be provided; or		NA

Standard	Acceptable Solution	Proposed	Complies?
	(b) not be increased above existing parking numbers.		

Footnotes
[S35] Requirements for the number of accessible car parking spaces are specified in part D3 of the National Construction Code 2016.

APPENDIX

C3 Road and Railway Assets Code

Standard	Acceptable Solution	Proposed	Complies?
C3.5 Use Standards			
C3.5.1 **Traffic generation at a vehicle crossing, level crossing or new junction**	**A1.1** For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing.	Vehicular traffic increased expected to be 46 vpd which exceeds 40 vpd from Table C3.1. TIA addresses the traffic generation and concludes the Increased pedestrian and vehicular traffic generated by the proposed development is not expected to increase the likelihood or severity of crashes in the vicinity of the site. Therefore, it is considered that the site is capable of being developed and the local traffic conditions are not expected to be significantly affected.	No

Standard	Acceptable Solution	Proposed	Complies?
	A1.2 For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority. **A1.3** For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority. **A1.4** Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: (a) the amounts in Table C3.1; or		

Standard	Acceptable Solution	Proposed	Complies?
	(b) allowed by a licence issued under Part IVA of the *Roads and Jetties Act 1935* in respect to a limited access road. **A1.5** Vehicular traffic must be able to enter and leave a major road in a forward direction.		
C3.6 Development Standards for Buildings and Works			
C3.6.1 **Habitable buildings for sensitive uses within a road or railway attenuation area**	**A1** Unless within a building area on a sealed plan approved under this planning scheme, habitable buildings for a sensitive use within a road or railway attenuation area, must be: (a) within a row of existing habitable buildings for sensitive uses and no closer to the existing or future major road or rail network than the adjoining habitable building;		NA

Standard	Acceptable Solution	Proposed	Complies?
	(b) an extension which extends no closer to the existing or future major road or rail network than: (i) the existing habitable building; or (ii) an adjoining habitable building for a sensi (c) located or designed so that external noise levels are not more than the level in Table C3.2 measured in accordance with Part D of the *Noise Measurement Procedures Manual, 2nd edition, July 2008*.		
C3.7 Development Standards for Subdivision			
C3.7.1 **Subdivision for sensitive uses within a road or railway attenuation area**	**A1** A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.		NA