

GLENORCHY PLANNING AUTHORITY MEETING
AGENDA
MONDAY, 5 OCTOBER 2020



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 Kristie Johnston

Hour: 5.00 p.m.

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1. PLANNING AUTHORITY DECLARATION

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

2. APOLOGIES/LEAVE OF ABSENCE

3. PECUNIARY INTERESTS

4. CONFIRMATION OF MINUTES

That the minutes of the Glenorchy Planning Authority Meeting held on 7 September 2020 be confirmed.

**5. PROPOSED USE AND DEVELOPMENT - STAGED SUBDIVISION
(50 LOTS PLUS BALANCE) - 166A ABBOTSFIELD ROAD
CLAREMONT 50 TOFFOLIS ROAD CLAREMONT**

Author: Planning Officer (Bhavna Gungabison)

Qualified Person: Planning Officer (Bhavna Gungabison)

Property ID: 2648230

REPORT SUMMARY

Application No.:	PLN-20-053
Applicant:	PDA Surveyors
Owner:	G A Leeson
Zone:	General Residential Zone
Use Class	Subdivision
Application Status:	Discretionary
Discretions:	10.6.1 Lot Design 10.6.2 Roads 10.6.3 Ways and Public Open Space 10.6.4 Services E3.8.1 Subdivision E5.5.1 Existing road accesses and junctions E5.6.2 Road accesses and junctions E14.7.1 Removal of Bushland within Scenic Landscape Areas E14.7.2 Appearance of buildings and works within Scenic Landscape Areas (The proposal meets all other applicable standards as demonstrated in the attached appendices)
Level 2 Activity?	No
42 Days Expires:	24 Sep 2020 – EOT granted till 6 Oct 2020

Existing Land Use:	Residential
Representations:	26
Recommendation:	Approval, subject to conditions

REPORT IN DETAIL

PROPOSAL

The proposal is for 50 lots plus balance subdivision at 166A Abbotsfield Road which is to occur over seven (7) stages. The proposal also involves a Bushfire Hazard Management Area of 15m wide on 50 Toffolis Road. The subdivision is to include a public open space lot and five (5) road lots, designed to service the lots within each stage. The figure 1 below shows the proposed Plan of Subdivision.

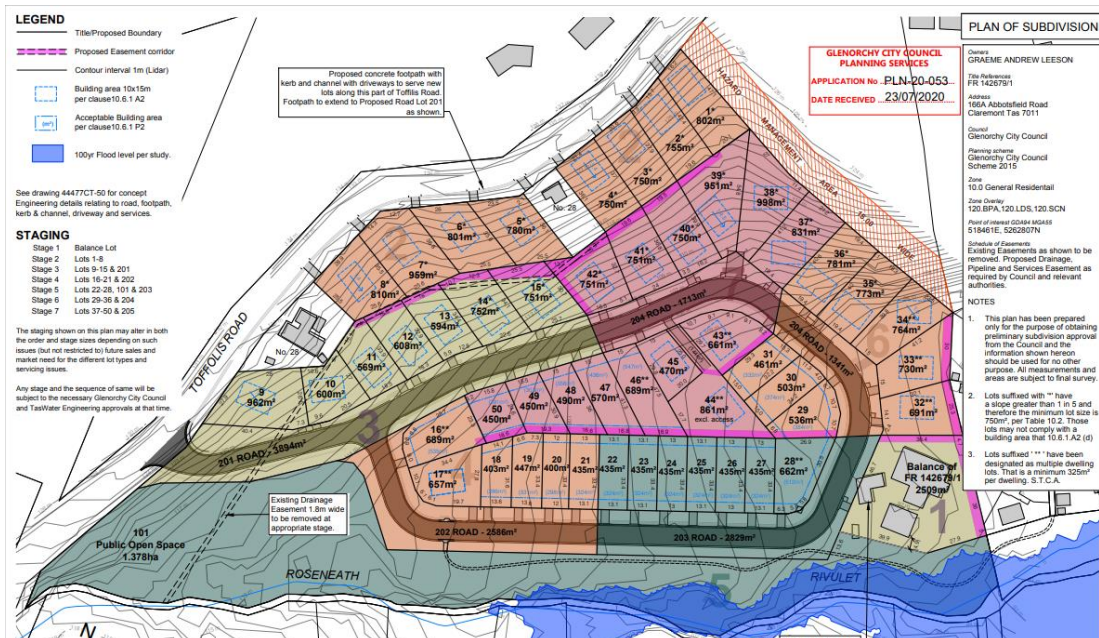


Figure 1: Proposed Plan of Subdivision showing lot layout, staging, road and public open space.

The development within each stage is described below.

Stage 1 is for the creation of the 2509m² balance lot which comprises of the existing dwelling and associated outbuilding. An existing outbuilding as shown on proposed Plan of Subdivision is also proposed to be demolished as part of Stage 1. The balance lot is to retain access through Abbotsfield Road.

Stage 2 involves lots 1-8 which would have access through Toffolis Road. The lots would have a relatively steep gradient of approximately 1:4, falling south. The lots sizes are to range between 750m² to 959m² with 10m x 15m building areas, long axis facing North.

Stage 3 involves Lots 9-15 and Road lot 201. The Road lot is to gain access from Toffolis Road and is to have an area of 3894m². The residential lots 9-15 are to have

areas ranging from 569m² to 962m². The Lots 14, 15 and part of Lot 9 have a slope steeper than 1:5, approximately 1:4.

Stage 4 involves Lots 16 -21 and Road lot 202. The Road lot is to have an area of 2586m² and would adjoin the proposed public open space. The residential lots 16-21 are to have lot sizes ranging between 400m² – 689m².

Stage 5 involves Lots 22-28, Public Open Space lot and Road lot 203. The Road lot is to have an area of 2829m² and the Public Open Space is to be located along the whole length of the Rivulet, with an area of 1.378ha. The residential lots would adjoin the public open space and have an area ranging between 435m² for most lots and 662m² for Lot 28 which is a corner block. As part of Stage 5, the Balance lot is to have access to Road lot 203 and the existing access of the Balance lot from Abbotsfield Road will be reinstated.

Stage 6 comprises of Lots 29-36 and Road lot 204. The Road lot is to have an area of 1341m². The lots 29-36 are to have areas ranging between 461m² and 781m².

Stage 7 (last stage) comprises of Lots 37-50 and Road lot 205. The Road lot is to have an area of 1713m² and would close off Road loop by connecting with Road lot 201. The lot sizes are to range between 450m² – 998m². Stage 7 comprises of an internal lot (Lot 44) with a 6m wide and 25m long access strip.

The frontages of the lots are to range between 7m to 47m. The lots 16,17,28,32,33,34,43 and 44 are designated as multiple dwelling lots based on the current minimum requirement of 325m². This is however subject to future development approvals.

A 15m wide Bushfire Hazard Management Area is proposed on the adjoining property at 50 Toffolis Road to the benefit of Lot 1 and Lots 34-39. The residential lots within the proposed subdivision are to achieve a BAL rating of BAL 12.5 or BAL 19 provided the Hazard Management Area is established and managed in accordance with the Bushfire report (Geo-Environmental Solutions, April 2020). Multiple firefighting water points (hydrants) are also proposed.

A footpath is proposed on the public open space to be linked to the Council owned Godfrey Road Reserve.

The proposal includes pipeline, services and drainage easements of variable widths to service the new proposed lots.

A Bushfire Management Report, a Natural Values Assessment Report, a Visual Values Impact Analysis and a Geotechnical Report were submitted as part of the application.

The proposed subdivision relies on the following performance criteria:

- 10.6.1 Lot Design (P2-P5)
- 10.6.2 Roads (P1)
- 10.6.3 Ways and Public Open Space (P1)
- 10.6.4 Services (P4)
- E3.8.1 Subdivision (P1)
- E5.5.1 Existing road accesses and junctions (P3)

- E5.6.2 Road accesses and junctions (P3)
- E14.7.1 Removal of Bushland within Scenic Landscape Areas (P1)
- E14.7.2 Appearance of buildings and works within Scenic Landscape Areas (P2)

SITE and LOCALITY

The subject site at 166A Abbotsfield Road is an irregular shaped lot, located on eastern side of Toffolis Road. The site currently has access through Abbotsfield Road and consist of a single dwelling and associated outbuildings along the south-east corner of the property. The subject site has an area of 6.008 hectare. The site consists of vegetation classified as forest and woodland along the north and south-west of the site, with the Roseneath Rivulet running along the southern boundary (outside the site) as shown in Figure 2 below.

The site adjoins residential lots with varying lot sizes to the south and east, together with Council's reserve along Roseneath Rivulet. The site adjoins 50 Toffolis Road to the North and Toffolis Road to the West together with 28 and 38 Toffolis Road.

The eastern side of Toffolis Road is characterised by a mix of suburban densities, predominantly developed by single dwellings (Residential). The northern and western side of Toffolis Road consist of a mix of Rural Living and Environmental Management land with lot sizes exceeding 3000m².

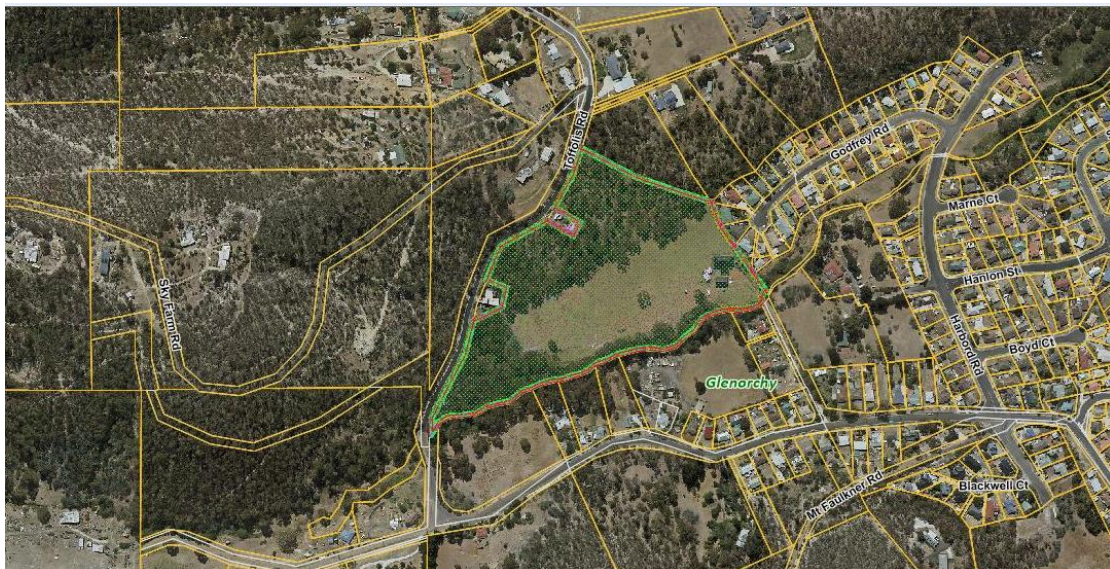


Figure 2: Subject site at 166A Abbotsfield Road and surrounding locality.

The site at 166A Abbotsfield Road consists of a 1.8m wide Drainage easement which is to be removed and replaced by new Drainage and Pipeline easements.

The site is relatively steep along the northern and western section of the site with a gradient of approximately 1:4, falling east. The central and eastern section is relatively flat with a gradient of approximately 1:12. The Figure 3 below provides a visual representation of the contour of the land.

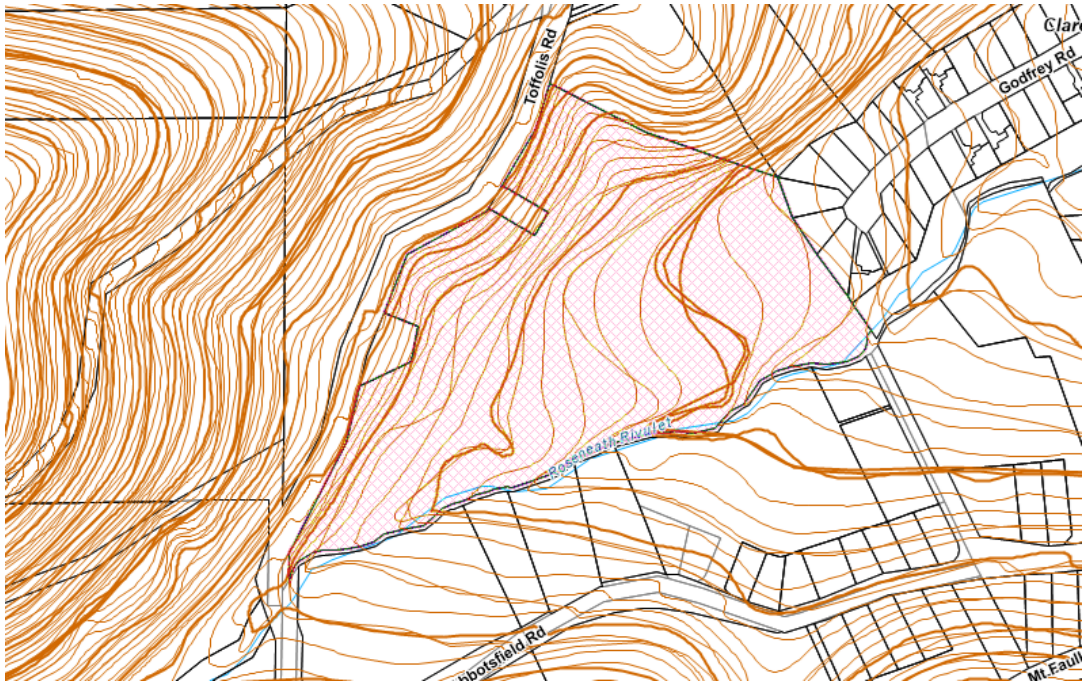


Figure 3: Extract of exponare (GIS map) showing the contour of the land.

The adjoining land at 50 Toffolis Road also forms part of this application as a 15m wide Bushfire Hazard Management Area is proposed on the site. The land is highly vegetated with no development on the site as shown in Figure 4 below. The land has frontage onto Toffolis Road and has an area of approximately 9197m². The site adjoins the internal residential lot of 52 Toffolis Road which consist of a single dwelling and associated outbuildings.

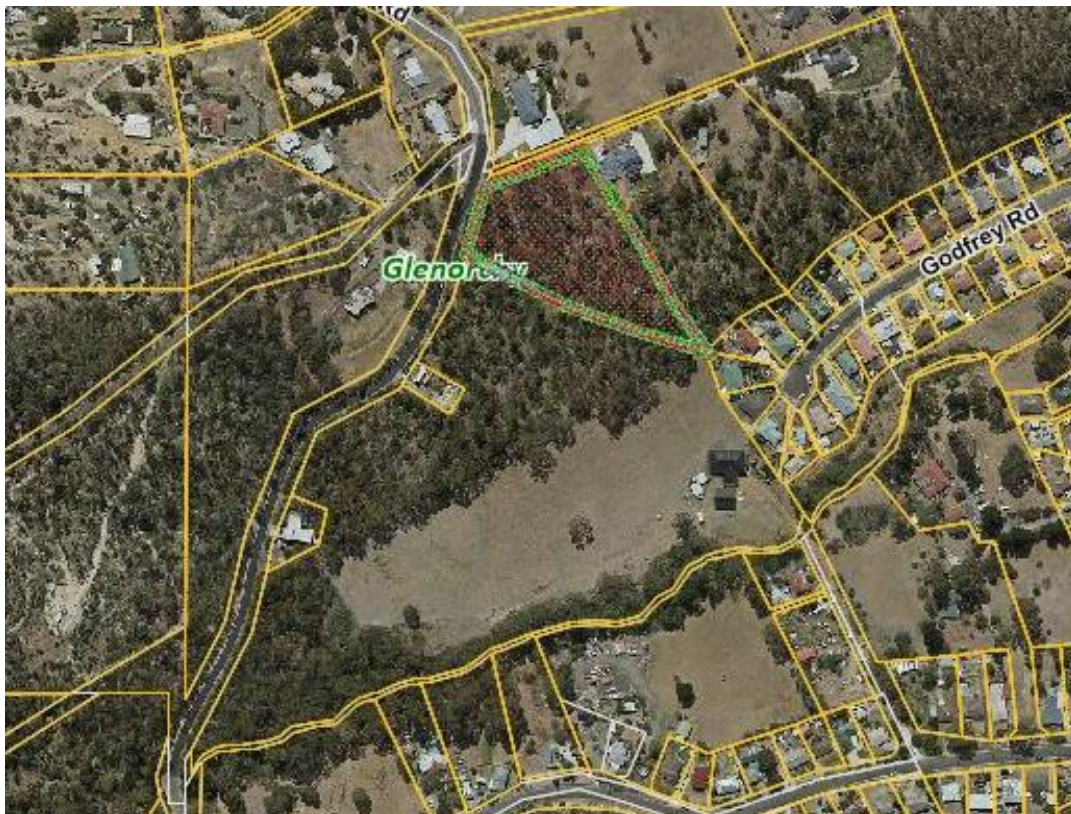


Figure 4: An aerial view of the site at 50 Toffolis Road and adjoining properties.

ZONE

The site at 166A Abbotsfield Road and 50 Toffolis Road are zoned as General Residential Zone as shown in Figure 5 below.

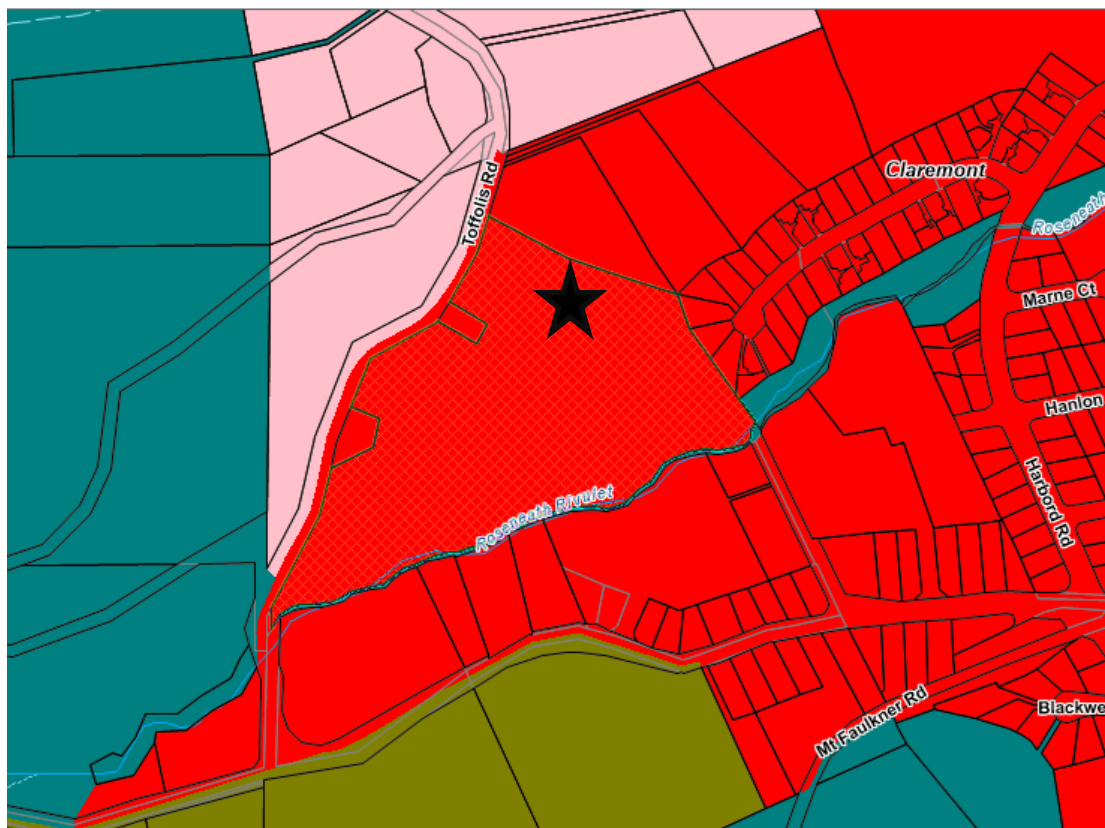


Figure 5: A extract of exponare (mapping system) showing the zoning of the subject site at 166A Abbotsfield Road and 50 Toffolis Road (Red – General Residential Zone; Teal – Environmental Management Zone; Pink – Rural Living Zone; Olive – Environmental Living Zone)

BACKGROUND

Previous planning permits

PLN-00901 Subdivision (Five lots and balance) - Refused by Council 25/06/01 –
Appealed by applicant to the Tribunal – Approved by Tribunal subject
to signed consent agreement and conditions – 25/09/01.

This approval was for the creation of the lots at 50,52,54 and 56 Toffolis Road from the parent lot of 166A Abbotsfield Road. The site at 166A Abbotsfield Road is the balance lot approved under PLN-00901.

PLN-06-03958 Single dwelling in a future urban zone Approved 14/07/2006

Land Rezoning History

Under the Glenorchy Planning Scheme 1992, the land at 166A Abbotsfield Road was zoned as a Future Urban Zone (see Figure 6 below). The Glenorchy Interim Planning Scheme 2015 (GIPS 2015), which came into operation on 1 July 2015, involved the conversion of the zoning of the land to General Residential Zone. The rezoning also involved the adjoining properties of 166A Abbotsfield Road.

Council wrote to all owners and occupiers advising the GIPS 2015 was on public exhibition from 18 July 2015 until 31 August 2015.

The provisions of LUPAA for transition into the Interim Planning Schemes, required the GIPS 2015 to come into operation before it went on public exhibition.

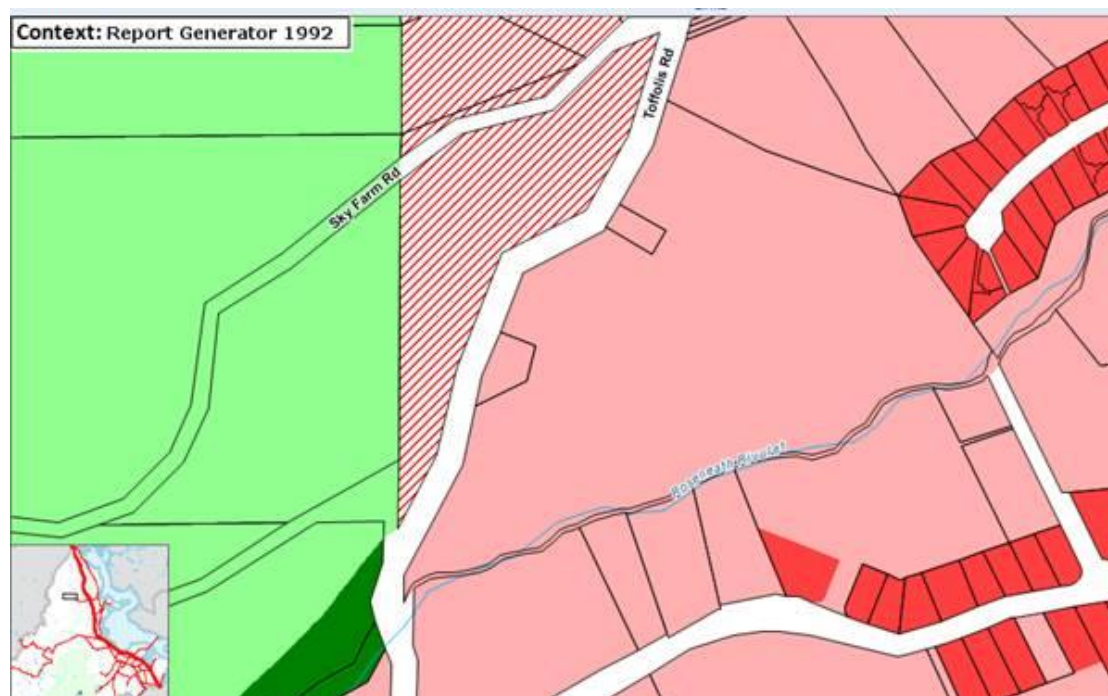


Figure 6 - Zoning of land under the Glenorchy Planning Scheme 1992 (Pink - Future Urban Zone; Red - Urban Residential Zone; Red and White hatched - Rural Residential Zone; Light Green - Landscape and Conservation Zone; Dark Green - Open Space Zone)

Reason for GPA:

Planning Services does not have delegation to determine an application for subdivisions creating more than five (5) lots. Additionally, 26 representations were received during the advertising period which will be addressed in the assessment.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

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

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

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

No general exemptions apply.

Limited Exemptions

No limited exemptions apply.

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

No SAP applies.

The site is subject to the following codes which override the zoning provisions in an instance of a conflict:

- E1.0 Bushfire Prone Areas Code
- E3.0 Landslide Code
- E5.0 Road and Railway Assets Code
- E6.0 Parking and Access Code
- E7.0 Stormwater Management Code
- E10.0 Biodiversity Code
- E11.0 Waterway and Coastal Protection Code
- E14.0 Scenic Landscape Code

Use Class Description (Table 8.2):

The proposal is for subdivision, which is categorised as development. Accordingly, there is no use class description of the proposal.

Other relevant definitions (Clause 4.1):

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

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

Building area means the area shown on a plan or plan of subdivision to indicate where all buildings will be located.

Bushfire Hazard Management Plan (BHMP) is defined in the Act as plan showing means of protection from bushfires in a form approved in writing by the Chief Officer.

Development means as defined in the Act. The Act defines development to include:

- (a) the construction, exterior alteration or exterior decoration of a building; and
- (b) the demolition or removal of a building or works; and
- (c) the construction or carrying out of works; and
- (d) the subdivision or consolidation of land, including buildings or airspace; and
- (e) the placing or relocation of a building or works on land; and
- (f) the construction or putting up for display of signs or hoardings –

but does not include any development of a class or description, including a class or description mentioned in paragraphs (a) to (f), prescribed by the regulations for the purposes of this definition.

Frontage means a boundary of a lot which abuts a road.

Internal lot means a lot:

- (a) lying predominantly behind another lot; and
- (b) having access to a road by an access strip, private road or right of way.

Standard means, in any zone, code or specific area plan, the objective for a particular planning issue and the means for satisfying that objective through either an acceptable solution or performance criterion presented as the tests to meet the objective.

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.

Works means as defined in the Act. The Act defines works to include any change to the natural or existing condition or topography of land including the removal, destruction or lopping of trees and the removal of vegetation or topsoil, but does not include forest practices, as defined in the Forest Practices Act 1985, carried out in State forests.

Part C: Special Provisions

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

Demolition

Demolition of existing outbuilding as part of Stage 1

9.4.1 Unless approved as part of another development or prohibited by another provision, an application for demolition may be approved at the discretion of the planning authority having regard to:

- (a) the purpose of the applicable zone;*
- (b) any relevant local area objective or desired future character statement of the applicable zone;*
- (c) the purpose of any applicable code; and*
- (d) the purpose of any applicable specific area plan.*

Comment:

The demolition of the existing outbuilding as part of Stage 1 forms part of the subdivision application and since the outbuilding is located on part of the future road lot, it must be removed as part of Stage 1 of the development. The demolition is assessed as being part of the subdivision application and therefore complies with Clause 9.4.1.

9.7 Subdivision

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

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

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

Comment:

A discretionary application is required for development involving a plan of subdivision as per Clause 9.7.1 and 9.7.2. The subdivision does not qualify as a boundary adjustment and is not prohibited under Clause 8.9 of the Glenorchy Interim Planning Scheme 2015 or Section 84 of the *Local Government (Building and Miscellaneous Provisions) Act 1993*.

Part D: Zones

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

Zone Purpose Statements

General Residential Zone

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

Comment:

The proposed subdivision provides for residential development with the possibility to accommodate a range of dwelling types at an acceptable suburban density. Full infrastructure services are to be provided and the lots would be able to efficiently utilise the services. The proposal is assessed as meeting the purpose statements of the General Residential Zone.

Development Standards for Subdivisions

10.6.1 Lot Design (A2/P2)

The site is subject to the Bushfire Prone Areas Code, the Scenic Landscape Code, the Landslide Code and the Waterway And Coastal Protection Code. Even though the codes apply on only sections of the site, the majority of the site is subject to at least one code. Additionally, the lots along the northern and western section of the site are to have an average slope greater than 1:5 (approximately 1:4). Therefore, the proposal does not comply with the acceptable solution A2 and relies on performance criteria P2, which requires the following:

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

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

Comment:

Stage 1

The balance lot is to have an area of 2509m² and is already developed with a single dwelling and associated outbuilding.

Stage 2

The lots 1-8 have an average gradient steeper than 1:5 (approximately 1:4 and 1:3) falling east. The lots are to have a lot size exceeding 750m² which is in accordance with the lot size requirement for steep lots. The lots are designed to have a building area of 10m x 15m, with the long axis facing north which allows for future development to achieve maximum solar access and sufficient space for on-site parking, safe manoeuvring and adequate private open space for future residential uses. The lots are subject to the Bushfire Code and the Scenic Landscape Code. A bushfire report was submitted as part of the application which requires the subject site to implement and manage the site as per the Hazard Management Plan. Additionally, a 15m wide Hazard Management Area is to be established at 50 Toffolis Road to allow for an acceptable BAL rating of 19 and 12.5 for the lots within the subdivision. The Lots 1, 5, 6, 7 and 8 are to have a BAL 19 rating for the building area and Lots 2-4 are to have BAL rating of 12.5. The lots are also subject to the Scenic Landscape Code which is assessed in more details in the code section of the report. The building area for the lots are located reasonably close to the crossovers and driveways which would reduce the need for earthworks on the majority of the site. Furthermore, future development (subject to separate applications) would need to comply with the building envelope standard of the General Residential Zone, Scenic Landscape Code and recommendation of Geotechnical reports which would require future dwellings to be designed to minimise earth works and retaining walls.

Stage 3

The lots 9-15 are designed with 10m x 15m building areas which is capable of accommodating a residential development and use. The lot sizes range between 569m² – 962m² which can easily allow for future development to achieve maximum solar access and sufficient space for on-site parking, safe manoeuvring and adequate private open space for future residential uses. The building area for Lots 9 and 10 are to have a BAL 19 rating whilst the Lots 11-15 are to have BAL 12.5. Most of the lots have a gentle gradient of 1:6, which minimises the need for earth works, retaining walls, fill and excavation.

Stage 4 and 5

The lots 16-28 are relatively flat with a gradient of approximately 1:16. The lots meet the minimum lot size requirements and can easily accommodate residential development which would achieve maximum solar access and have sufficient space for on-site parking, safe manoeuvring and adequate private open space for future residential uses. The need for earth works, retaining walls and excavation and fill would be minimal as the sites are generally flat. The sites are to have a BAL rating of 12.5 and are clear of vegetation.

Stage 6

The lots 29-36 are to have lot sizes ranging between 461m² – 781m² which would be capable of accommodating residential use and development. The lots are to have BAL rating 12.5 and 19 and the lots would be clear of vegetation except for Lots 35 and 36. The lots 29-34 are to be relatively flat and would have adequate space to accommodate residential use and developments together with sufficient space for on-site parking, safe manoeuvring and adequate private open space. The lots have building areas that would allow for maximum solar access. Minimal cut fill and earth works would be required for lots 29-34. Lots 35 and 36 are to have a steep gradient along the northern boundary which decreases in steepness towards the frontage of the lots. The lots are designed to have a 10m x 15m building envelope and the long axis facing north. The lots would therefore allow for future residential developments with maximum solar access and adequate space for on-site parking, safe manoeuvring and private open space. The building areas are located closer to the frontage which is less steep as compared to the rest of the site. This allows for the need for earthworks to be minimised.

Stage 7

The last stage of the development involved the predominant number of lots, Lot 37-50. The lots along the northern section (Lots 37 – 42) are to have a gradient of 1:4 and 1:5 and are designed with 10m x 15m building areas with long axis facing north. The lots have areas ranging between 750m² – 998m² which is relatively large and would have adequate space to accommodate residential use and developments together with sufficient space for on-site parking, safe manoeuvring and adequate private open space. The lots 43-50 are to be relatively flat with a gradient of approximately 1:12. The lots are designed to have building areas able to accommodate residential use and development with ample space for on-site parking, safe manoeuvring and private open space. The lots are to achieve a BAL rating of 12.5 and would allow for development that minimises the amount and extent of earth works.

Overall, the seven stage 50 lots subdivision is assessed as complying with the performance criteria and therefore meeting the standard.

10.6.1 Lot Design (A3/P3)

Most of the lots within the subdivision comply with the minimum and maximum frontage requirements except for lots 38 and 39 which have a frontage of less than the minimum 15m requirement. Lots 38 and 39 have frontage of only 7m and therefore rely on performance criteria P3, which requires the following:

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

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

Comment:

The lots 38 and 39 are adjoining properties with crossovers designed to be next to each other. The frontage of the lots are to be 7m and are considered as being practical and allow for safe vehicular and pedestrian access. Given the shape and location of the two lots, it is considered that the frontages of 7m would provide for opportunity for passive surveillance between residential development on the lots and the road.

The proposal is assessed as complying with the performance criteria and therefore meeting the standard.

10.6.1 Lot Design (A4/P4)

An internal lot (lot 44) is proposed and therefore the proposal relies on performance criteria P4, which requires the following:

An internal lot must satisfy all of the following:

- (a) the lot gains access from a road existing prior to the planning scheme coming into effect, unless site constraints make an internal lot configuration the only reasonable option to efficiently utilise land;*
- (b) it is not reasonably possible to provide a new road to create a standard frontage lot;*
- (c) the lot constitutes the only reasonable way to subdivide the rear of an existing lot;*
- (d) the lot will contribute to the more efficient utilisation of residential land and infrastructure;*
- (e) the amenity of neighbouring land is unlikely to be unreasonably affected by subsequent development and use;*
- (f) the lot has access to a road via an access strip, which is part of the lot, or a right-of-way, with a width of no less than 3.6m;*

- (g) passing bays are provided at appropriate distances to service the likely future use of the lot;*
- (h) the access strip is adjacent to or combined with no more than three other internal lot access strips and it is not appropriate to provide access via a public road;*
- (i) a sealed driveway is provided on the access strip prior to the sealing of the final plan.*
- (j) the lot addresses and provides for passive surveillance of public open space and public rights of way if it fronts such public spaces.*

Comment:

Lot 44 is the only internal lot proposed within the 50 lots subdivision. The proposal has been designed to efficiently utilise the residential land and this is demonstrated by having only one internal lot proposed. The lot would gain access from the new Road lot and would have an access strip of 6m wide and 25m long. Since the length of the access strip is to be only 25m, a passing bay will not be required. A passing bay is normally required for every 30m of the access strip. The access strip is conditioned to be sealed prior to the sealing of final plan for stage 7. The lot does not adjoin or fronts the public open space or ways.

The proposal is assessed as complying with the performance criteria and therefore meeting the standard.

10.6.1 Lot Design (A5/P5)

The proposed subdivision involves the creation of 50 lots plus balance. Since the acceptable solution restricts the number to only 3 lots, the proposal relies on performance criteria P5, which requires the following:

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

- (a) have regard to providing a higher net density of dwellings along;*
 - (i) public transport corridors;*
 - (ii) adjoining or opposite public open space, except where the public open space presents a hazard risk such as bushfire;*
 - (iii) within 200 m of business zones and local shops;*
- (b) will not compromise the future subdivision of the entirety of the parent lot to the densities envisaged for the zone;*
- (c) staging, if any, provides for the efficient and ordered provision of new infrastructure;*
- (d) opportunity is optimised for passive surveillance between future residential development on the lots and public spaces;*
- (e) is consistent with any applicable Local Area Objectives or Desired Future.*

Comment:

The proposed density is consistent with that required in the General Residential zone, where there is a high density opposite the public open space. The balance lot does not have subdivision potential currently as it is developed with a single dwelling and

associated outbuilding. However, the proposed subdivision does not restrict the future development of the balance lot. The development is staged in an orderly manner to allow for an efficient and ordered provision of infrastructure. The opportunities for passive surveillance between the residential lots and public space are to be optimised primarily through the lot layouts having frontage opposite the public open space and with footpaths along the road aligning with the pathway along the public open space.

Overall, the proposal is assessed as complying with the performance criteria and therefore meeting the standard.

10.6.2 Roads (A1/P1)

The acceptable solution requires that no new roads be proposed. Since the proposal involves a new road network to service the proposed lots, the application relies on performance criteria P1, which requires the following:

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

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

Comment:

Council's Development and Traffic Engineers have assessed the proposed subdivision against the municipal standards and are satisfied that the proposal meets these requirements. No balance lot with future subdivision potential is being created as part of this application. The site does not adjoin properties with subdivision potential. The subject site does not adjoin existing roads and therefore connections to existing roads other than Toffolis Road cannot be provided. The existing access onto Abbotsfield Road by the balance lot will need to be reinstated at Stage 5 to allow for safety of the

public open space and pedestrian pathway link across the proposed public open space and Godfrey Reserve. The road layout is designed as a loop with entrance and exit through Toffolis Road. There are no terminated roads or cul-de-sacs proposed as part of the proposal. The pathway links between the public open space and the Godfrey Reserve will allow for efficient movement to public transport routes and other public open spaces and recreational areas.

The proposal is assessed as complying the performance criteria and therefore meeting the standard.

10.6.3 Ways and Public Open Space (A1/P1)

There is no acceptable solution for this standard and therefore the proposal relies on the following performance criteria by default:

The arrangement of ways and public open space within a subdivision must satisfy all of the following:

- (a) connections with any adjoining ways are provided through the provision of ways to the common boundary, as appropriate;*
- (b) connections with any neighbouring land with subdivision potential is provided through the provision of ways to the common boundary, as appropriate;*
- (c) connections with the neighbourhood road network are provided through the provision of ways to those roads, as appropriate;*
- (d) convenient access to local shops, community facilities, public open space and public transport routes is provided;*
- (e) new ways are designed so that adequate passive surveillance will be provided from development on neighbouring land and public roads as appropriate;*
- (f) provides for a legible movement network;*
- (g) the route of new ways has regard to any pedestrian & cycle way or public open space plan adopted by the Planning Authority;*
- (h) Public Open Space must be provided as land or cash in lieu, in accordance with the relevant Council policy.*
- (i) new ways or extensions to existing ways must be designed to minimise opportunities for entrapment or other criminal behaviour including, but not limited to, having regard to the following:*
 - (i) the width of the way;*
 - (ii) the length of the way;*
 - (iii) landscaping within the way;*
 - (iv) lighting;*
 - (v) provision of opportunities for 'loitering';*
 - (vi) the shape of the way (avoiding bends, corners or other opportunities for concealment).*

Comment:

The proposal involves the creation of a 1.378ha Public open Space along the southern section of the site which includes part of the Roseneath Rivulet. The Public Open Space will connect to the adjoining Council owned Godfrey Reserve on the eastern side of the site. The Public Open Space is designed to have public footpaths which would link with the Godfrey Reserve. The subject site does not adjoin properties with subdivision potential. This is because the adjoining property at 50 Toffolis Road is to have a Hazard Management Area of 15m along the northern boundary of 166A Abbotsfield Road which restricts the future development potential of the 50 Toffolis Road. The adjoining properties to the West are fully developed with Single dwellings and the Godfrey Reserve and the properties to the South are separated by the Roseneath Rivulet which restricts works or road network connections between the subject site and the adjoining properties to the South. Given the location of the Roseneath Rivulet on the site, it is not considered as acceptable for the development to have a road connection onto Abbotsfield Road through the existing Road easement on the south east section of the site, due to negative impacts on the Natural Values of the Rivulet. Through the connection of ways and footpaths within the development, the proposal would have access to public open spaces and access to public transport on Abbotsfield Road and Harbord Road. The opportunities for adequate passive surveillance between the residential lots, ways and public spaces are considered as acceptable given that the proposed residential lots would have frontage facing the path and public open space. Approximately 20% of the site is provided as public open space which is in accordance with Council's Public Open Space policy and the *Local Government (Building and Miscellaneous Provisions) Act 1993* and no cash-in-lieu is required. The ways are proposed within the public open space which is to be an open area and would be aligned with the footpath proposed along the new road network within the subdivision which minimises entrapment opportunities. The residential lots 17 – 28 would have frontage facing the public open space and pathway which would minimise the opportunities for criminal behaviours. Lighting is to be provided at strategic locations along the road network which would also provide lighting to the public open space and pathway.

Overall, the proposal is assessed as complying with the performance criteria and therefore meeting the standard.

10.6.4 Services (A4/P4)

The subdivision proposes a new road and therefore the application relies on performance criteria P4, which requires the following:

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

Comment:

The proposal is to include fibre ready facilities and the underground provision of electricity supply. A condition of approval has been recommended to ensure compliance with the standard.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E1.0 Bushfire-Prone Areas Code

The site is subject to the Bushfire-Prone Areas Code as shown in Figure 7 below.

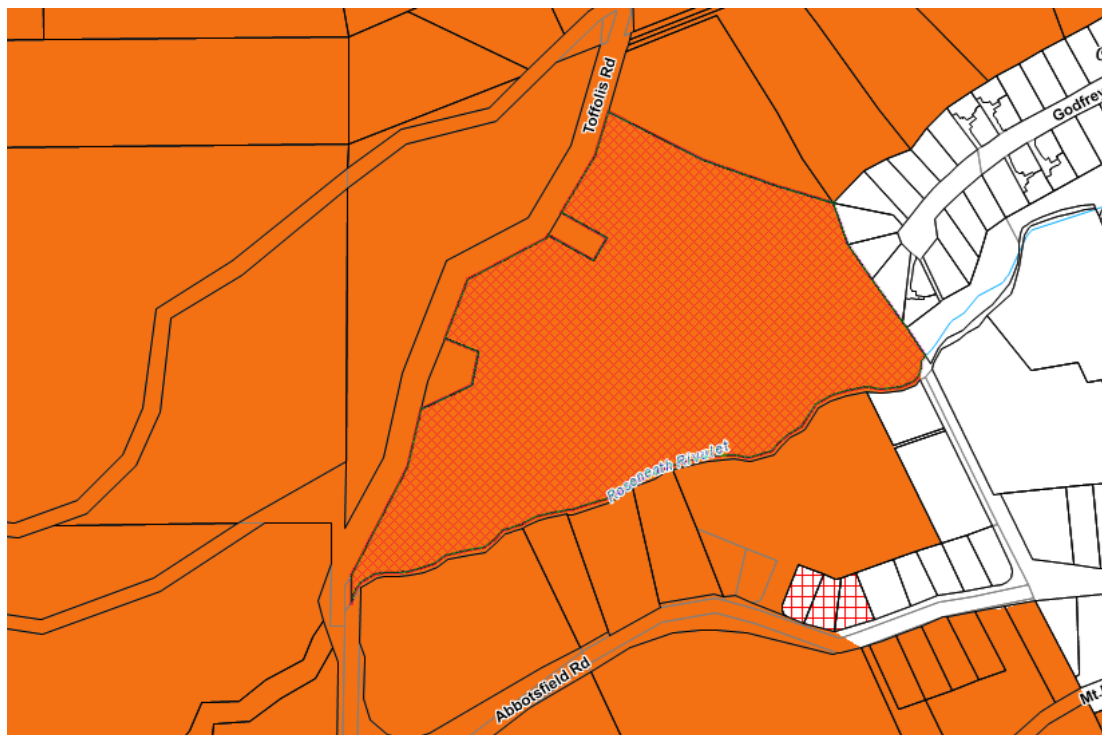


Figure 7: An extract of exponare to show the extent of the Bushfire Prone Areas Code affecting the site.

The site at 166A Abbotsfield Road is subject to the Bushfire Prone Areas Code and a Bushfire report (Geo-Environmental Solutions, April 2020) was submitted as part of the application.

The Bushfire report (Enviro-dynamics Pty Ltd March 2020 v5) and Bushfire Hazard Management Area Plan for the proposed 50 lots plus balance subdivision demonstrates compliance with the relevant acceptable solutions of the code as detailed in the appendix section of this report.

The site is to be established as a Hazard Management Area (minimum fuel condition) as part of Stage 2 and managed in accordance with the Bushfire report, to ensure that undeveloped lots do not accrue fuel load to impact the developed lots.

A Bushfire Hazard Management Area will allow the proposed lots to achieve a BAL rating of BAL 12.5 for most lots and BAL 19 for a few lots. Conditions have been recommended for the HMA plan and recommendations within the Bushfire report to be implemented.

The bushfire report and HMA plan were referred to TasFire who are in support of the proposal.

E3.0 Landslide Code

The landslide code applies to part of the site as shown in Figure 8 below, with Low Landslide Hazard Area along the southwestern corner of the site and Medium Landslide Hazard Area along the northern and southern section of the site.



Figure 8: An extract of exponare to show the extent of the Landslide Code (Yellow – Low Landslide Hazard Area; Orange – Medium Landslide Hazard Area)

The proposal does not comply with the exemption set out in Clause E3.4 as more than two lots are proposed.

The proposal therefore requires assessment against the performance criteria P1 of the Subdivision Standard (please note - there is no acceptable solution)

E3.8.1 Subdivision

Subdivision of a lot, all or part of which is within a Landslide Hazard Area must be for the purpose of one of the following:

- (a) *separation of existing dwellings;*
- (b) *creation of a lot for the purposes of public open space, public reserve or utilities;*
- (c) *creation of a lot in which the building area, access and services are outside the High Landslide Hazard Area and the landslide risk associated with the subdivision is either:*
 - (i) *acceptable risk, or*
 - (ii) *capable of feasible and effective treatment through hazard management measures, so as to be tolerable risk.*

Comment:

A geotechnical report (Rock Solid Geotechnics Pty Ltd, April 2020) was submitted as part of the assessment. Part of the area subject to the Low Landslide Hazard Area is within the proposed public open space. However, the rest of the area is for residential lots development. The site is not subject to High Landslide Hazard Area. The geotechnical report took into account the full scope of works and development including vegetation removal/retention and infrastructure works proposed as part of the

subdivision proposal and determined that the landslide risk associated with the subdivision is of acceptable risk.

The proposal is therefore complies with the performance criteria and meets the standard.

E5.0 Road and Rail Asset Code

The proposal was reviewed by Council's Development and Traffic Engineers who are in support of the proposal and have provided a detailed assessment in the referral section below. Overall, the proposal is assessed as meeting the standards of the Code.

E6.0 Parking and Access Code

The proposal was reviewed by Council's Development and Traffic Engineers who are in support of the proposal and have provided an assessment against the applicable standards of the code in the referral section below. Overall, the proposal complies with the relevant acceptable solutions of the Code.

E7.0 Stormwater Management Code

The proposal was reviewed by Council's Development and Hydraulics Engineer who is in support of the proposal and has provided an assessment against the applicable standards of the code in the referral section below. Overall, the proposal is assessed as meeting the acceptable solution of the applicable standards of the Code.

E10.0 Biodiversity Code

Only the Roseneath Rivulet is subject to the Biodiversity Code as shown in Figure 9 below. Roseneath Rivulet does not form part of the site and the closest lot to the Rivulet is for the purpose of a Public Open Space and no works are proposed within the Rivulet. The proposal is therefore exempt from consideration under the Biodiversity Code.

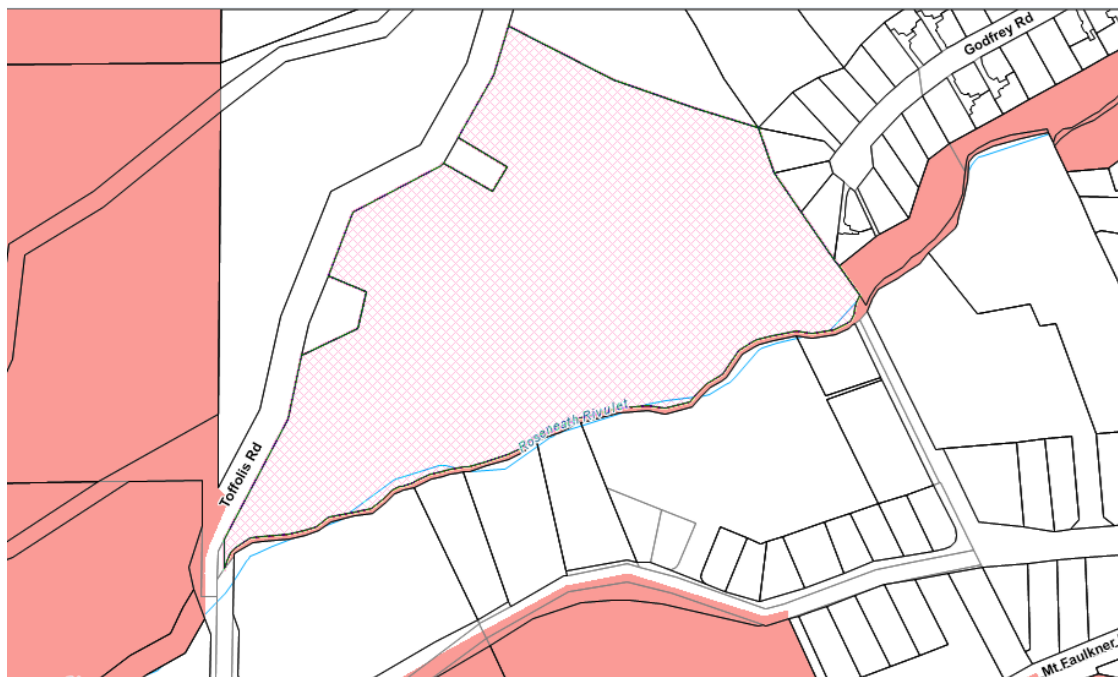


Figure 9: An extract of exponare showing the extent of the Biodiversity Code along the Rivulet

E11.0 Waterway and Coastal Protection Code

The southern section of the site is subject to the Waterway and Coastal Protection Code as shown in figure 10 below.

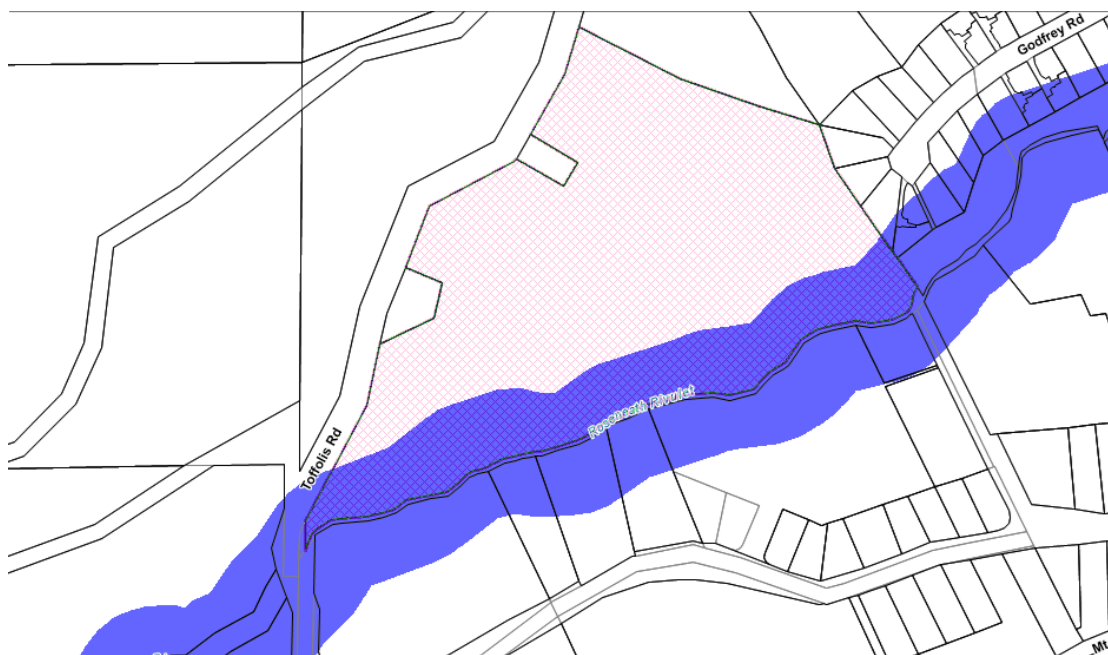


Figure 10: An extract of exposure map showing the extent of the Waterway Code on the site.

E11.7.1 Buildings and Works (A4/P4)

As part of the proposal, a new stormwater point of discharge is proposed along the south eastern section of the site, into the Roseneath Rivulet. As a result, the proposal relies on performance criteria P4, which requires the following:

Development involving a new stormwater point discharge into a watercourse, wetland or lake must satisfy all of the following:

- (a) *risk of erosion and sedimentation is minimised;*
- (b) *any impacts on natural values likely to arise from erosion, sedimentation and runoff are mitigated and managed;*
- (c) *potential for significant adverse impact on natural values is avoided.*

Comment:

A Natural Values Assessment report was submitted as part of the application which concluded that the proposed works would have little direct or indirect impact on the native vegetation or other natural values within the Waterway and Coastal Protection Area on the site. A condition is recommended for a Soil and Water Management Plan to be submitted to Council prior to any works to ensure that the risk for erosion and sedimentation is minimised. Additionally, the application was referred to Council's Environmental and Property Coordinators who are in favour of the proposal but have recommended conditions with respect to retention of vegetation, equipment hygiene and weed management to mitigate any detrimental impact on the natural values of the Roseneath Rivulet.

Overall, the proposal is assessed as complying with the performance criteria and therefore meeting the standard.

E11.8.1 Subdivision

The figure 11 below shows the proposed subdivision with respect to the Waterway and Coastal Protection Code (blue hatch).

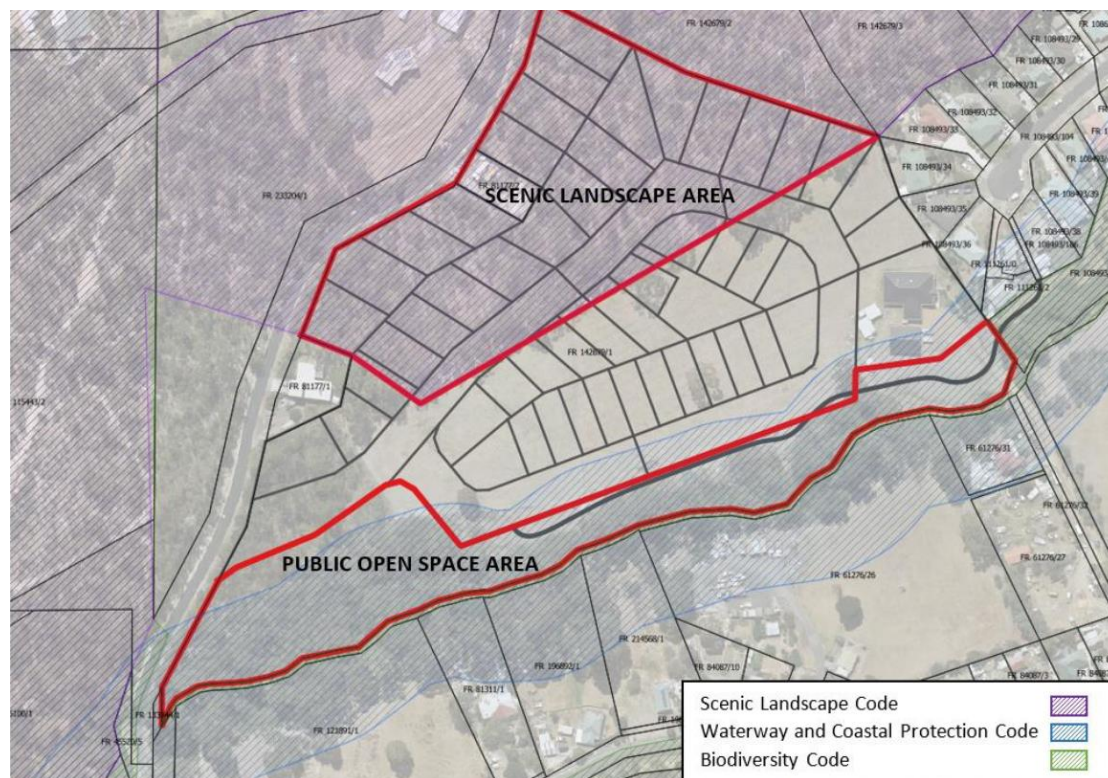


Figure 11: Proposed subdivision with respect to the Waterway and Coastal Protection Code

The Waterway and Coastal Protection Code would be within the proposed Public Open Space, Road lot 202 and 203 and Balance lot.

The section of the proposal subject to the Waterway and Coastal Protection Code would be for the creation of the Public Open Space lot, Utility (Road) and would allow for the separation of the existing dwelling and balance lot from the Public Open Space lot.

The proposal is assessed as complying with acceptable solution A1 (a) and (b).

Additionally, the applicant has provided a Natural Values Assessment which demonstrates that the proposal would have limited impact on the natural values of the Rivulet and conditions have been recommended for soil and water management plans, retention of vegetation along the proposed public open space, equipment hygiene and weed management plans.

E14.0 Scenic Landscapes Code

The site at 166A Abbotsfield Road and 50 Toffolis Road are partially subject to the Scenic Landscape Code as shown in Figure 12 below.

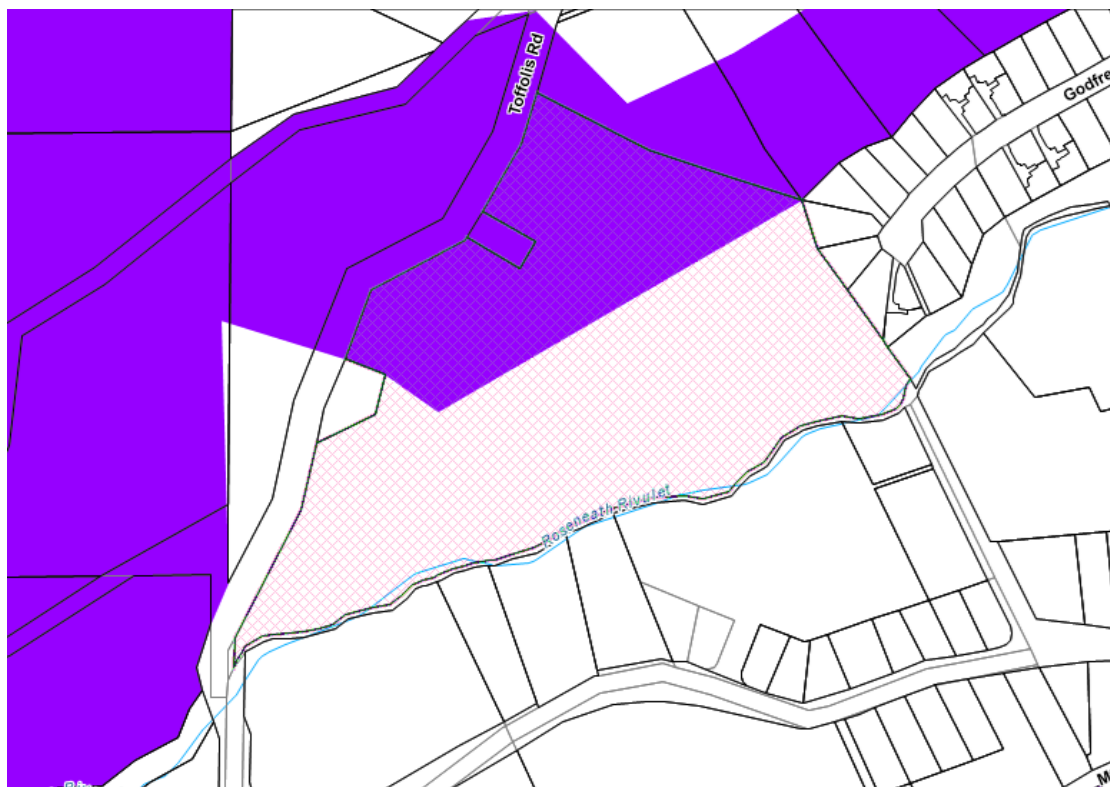


Figure 12: An extract of exposure map showing extent of Scenic Landscape Code on subject site.

Since the proposal involves removal of vegetation and subdivision works within the area subject to Scenic Landscape Code, the assessment against the development standard is triggered.

E14.7.1 Removal of Bushland within the Scenic Landscape Areas

The acceptable solution A1 requires the removal or disturbance of bushland to be no more than 500m² per land title. Since more than 500m² is to be cleared or disturbed, for the purpose of bushfire hazard management area and infrastructure works, the proposal relies on performance criteria P1, which requires the following:

Removal or disturbance of bushland must be minimised and must satisfy both of the following:

- (a) *result in only negligible change to the silhouette of skylines;*
- (b) *maintain scenic landscape value.*

Comment:

A Visual Impact Assessment (Inspiring place, July 2020) was commissioned as part of the application, which provides an assessment of the visual impact of the proposal with respect to the landscape setting and visual character of the site.

A Skyline as defined under the Macquarie Dictionary, is the boundary line between earth and sky. Similarly, the *Minister's Urban Skylines and Hillfaces Committee (2000)* – DPIWE, defines a skyline as the silhouettes of hills and ridgelines against the sky.

A Hillface is defined as the sides of hills and include those ridgelines below the skyline.

The report assessed the section of the sites subject to the Scenic landscape Code as being located on the hillface rather than a skyline based on various foreground, middle ground and distant vantage viewpoints. The proposal will therefore not impact on the silhouette of skyline.

The scenic quality of the site at 166A Abbotsfield Road and 50 Toffolis Road is rated as moderate based on its rounded hilltops and ridges, the regular steepness of its slopes, the moderately defined valley, the slight variation in pattern and breadth of vegetation, and the presence of Roseneath Rivulet. A condition has been recommended for tree removal to be kept at a minimum. Additionally, the Bushfire Hazard report clarifies that it is not necessary to remove all vegetation from the nominated Hazard Management Areas as trees and shrubs may provide protection from wind borne embers and radiant heat if the fuel loads are appropriately managed. The Bushfire Hazard report determined that private property access, due to the provision of targeted fire hydrants, will not require particular vegetation clearance setbacks. Figure 13 below is an indicative zoned tree removal diagram to allow construction of the carriageway clearances, required by the BHMP, and private driveway apron access points provided. The bulk of riparian vegetation within the public open space is to be retained Based on the sitting of the site and the condition for retention of significant trees along the higher slopes of the land (along the north and east), the proposal is assessed as maintaining the scenic landscape value.

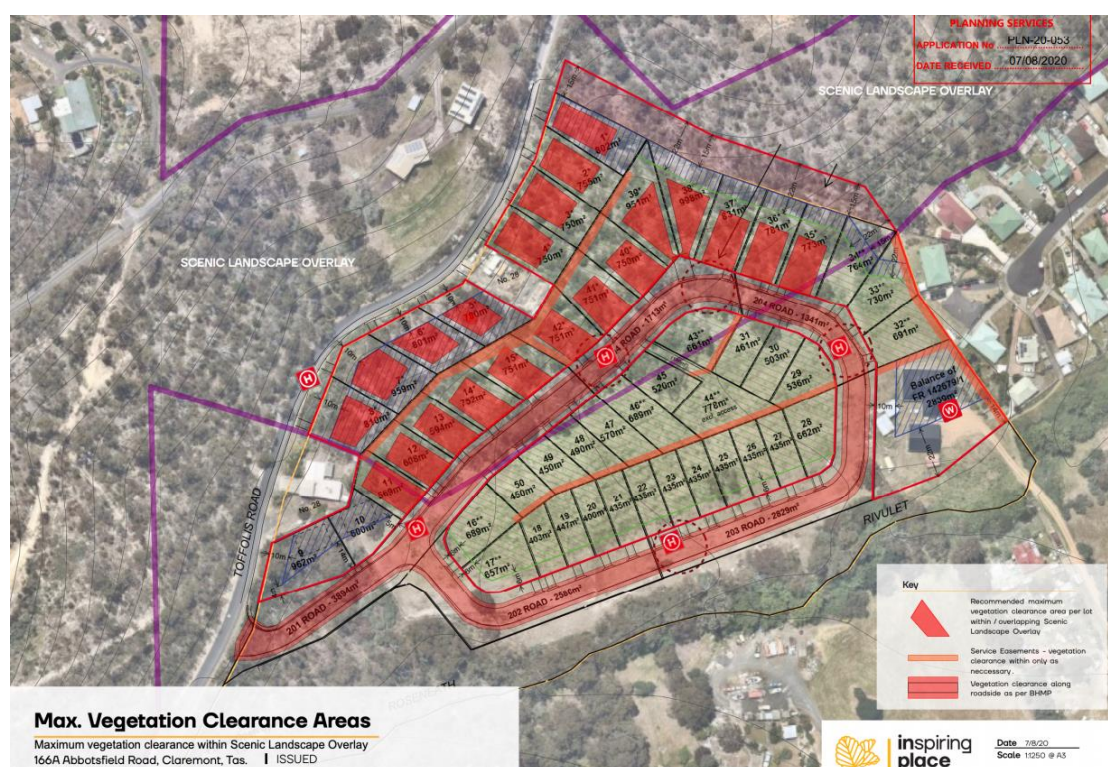


Figure 13: Proposed vegetation clearance areas

E14.7.2 Appearance of Buildings and Works within Scenic Landscape Areas (A2/P2)

The subdivision works proposed would be visible from Toffolis Road and the adjoining Godfrey Reserve. The proposal therefore relies on performance criteria P2, which requires the following:

Works visible from public spaces must maintain scenic landscape value by satisfying one or more of the following, as necessary;

- (a) driveways and access tracks are as close as practical to running parallel with contours and are surfaced with dark materials;*
- (b) cut and fill is minimised;*
- (c) surfaces of retaining walls and batters are finished with a natural appearance;*
- (d) fences are post & wire or other designed of a similarly transparent appearance.*

Comment:

The proposal satisfies the performance criteria by sealing the driveway and manoeuvring area in a dark grey bitumen. The roads and driveways are to run parallel to the contour of the land. However, to further minimise impacts to the scenic landscape value, it is recommended as a condition of approval that the retaining walls are finished in a natural appearance. The proposal is assessed as complying with the standard.

PART F: Specific Area Plans

No SAP applies.

INTERNAL REFERRALS

Development Engineer

Comments

The development application seeks an approval for the total of 50 residential lots. The works include new drainage, roads and traffic infrastructure including the upgrading of Toffolis Road.

There were 26 representation received, the majority were in regard to traffic along Toffolis Road and Abbotsfield Road.

E5.0 Road and Railway Assets Code

It is proposed that the main access to the site is via a proposed junction with Toffolis Road. A traffic impact assessment by Milan Prodanovic was submitted as part of the application. Council's Transport Engineer accepted and concurred with the assessment.

As part of the development it is proposed to place a footpath on the eastern side of Toffolis Road along the frontage of the site. This footpath will be 1.2m wide, clear of obstructions and have kerb and channel. The proposed road seal width will be 6m. The road width has been assessed as wide enough for two cars to pass.

It is recognised that parking along Toffolis Road will increase, therefore, to provide a clear travel lane, it is recommended to ban parking on the western side of Toffolis Road. This will allow cars to park on the eastern side alongside the properties and provide opportunities for drivers to pull over at driveways to let vehicles in the opposite direction to pass. It will also provide more room for vehicles to turn into and out of driveways.

The TIA assessed sight lines along Toffolis Road in which it was noted that this is limited by two curves. The first curve is located 350m north of Abbotsfield Road and the second 410m north of Abbotsfield Road opposite property 38.

Roadside vegetation on the eastern side of the road currently restricts sight distance on the first curve. This vegetation will be removed as part of the development.

Roadside vegetation on the western side of the second curve currently restricts sight distance. It is recommended that this vegetation be removed by the developer as they are increasing traffic on the road.

Once the vegetation is removed, the TIA assess that sight distance from the proposed driveways off Toffolis Road will be in accordance with AS2890 in which the minimum sight distance of 45m and desirable 69m.

The developer proposed to install 5.6m long retaining walls at each lot fronting Toffolis Road which will enable a single driveway width of 3.6m onto the road. The driveways onto Toffolis Road will need to be suspended decks from the retaining wall due to the slope of the land.

The proposal will involve the construction of nine (9) new access onto Toffolis Road (8 access for the individual lots 1-8 and one access with both entry and exit for the rest of the subdivision), the nature and frequency of the traffic generated has been assessed by the applicants Traffic Engineer and deemed to be safe and no unreasonable or significant impact on the safety or efficiency of Toffolis Road. Therefore, the development complies with E5.6.2 P2.

New roads design and construction must be in accordance with LGAT requirements, Council's policy and Austroads.

Accesses to each new lot must be to LGAT requirements and extend to the lot proper as conditioned.

E7.0 Stormwater Management Code

The stormwater arrangement for the site is to drain the majority of site via an approved WSUD treatment system directly into the Roseneath Rivulet. Each new lot must be provided with the stormwater connection to the proposed pipe system at the lowest point of each block and extend onto the lot proper (for internal lots).

A Stormwater Management Plan has been prepared by SPEL Stormwater to address the water sensitive urban design requirements. The treatment train includes a SPEL Stormceptor and SPEL Hydrosytem. This shows that the Acceptable Stormwater Quality and Quantity targets have been met. Therefore, A2 is met.

A minor stormwater drainage system has been designed to accommodate a storm with an ARI of 20 years. It has been demonstrated, by analysing the Roseneath Rivulet flood model and the pre and post development flow, that the increase in stormwater runoff can be accommodated within the existing public stormwater infrastructure. Therefore, A3 is met.

There are two main overland flow paths through the development, one from the northern side of Toffolis Road which is captured via the road drainage on Toffolis Road, and one between lots 38 and 39. A 3m wide drainage easement has been provided between these lots to convey the 1 in 100-year flow down to the internal road. First

order calculations have been provided to demonstrate that the drainage provide can cater for an ARI of 100 years. Therefore, A4 is met.

Concerns was raised by one representor as to a potential drainage problem as the rear of lots 33 and 34, this problem will be alleviated with the construction of the proposed pipework and restoration of the existing natural surface.

Other

E3.0 Landslide Code

This area has no known active landslides; however, it has been identified as being susceptible to landslide by Mineral Resources Tasmania (MRT).

A geotechnical report was submitted with the application by Rock Solid Geotechnics Pty Ltd who deemed the landslip risk associated with the subdivision as acceptable as defined in Clause E3.8.1 P1 (c) (i).

The report recommended that the development of each individual lot be assessed under Australian Standard 2870.

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

It is proposed to construct a new point of discharge into the Roseneath Rivulet, a condition has been recommended to negate any impact on natural values, erosion or sedimentation, therefore compliance with P4 is achieved.

E15.0 Inundation Prone Areas Code

There are no Inundation issues identified through Council's records that affect the proposed development site.

Hydraulics Engineer

Referenced Documents

- a. 44477CT-4B, 5B, 6B (Flood Study Area Plan)
- b. 44477CT-7 (Cross Sections)
- c. 44477CT-ENG REV B 19-08-2020
- d. ENG First Order Estimate 1% AEP Overland Flow Toffolis 44477CT
- e. RFI response v4 44477CT
- f. 20-0236_166a Abbotsfield Road, Claremont_SWMP_R2

E7.0 STORMWATER MANAGEMENT CODE

E7.7.1 Stormwater Drainage and Disposal

A1/P1

Stormwater from new impervious areas is being collected by new stormwater connections for each lot, road drainage is being picked up via side entry pits. The outfall is directed via gravity into Roseneath Rivulet. Therefore, A1 is met.

A2/P2

A Stormwater Management Plan has been prepared by SPEL Stormwater to address the water sensitive urban design requirements. The treatment train includes a SPEL

Stormceptor and SPEL Hydrosystem. This shows that the Acceptable Stormwater Quality and Quantity targets have been met. Therefore, A2 is met.

A3

A minor stormwater drainage system has been designed to accommodate a storm with an ARI of 20 years. It has been demonstrated, by analysing the Roseneath Rivulet flood model and the pre and post development flow, that the increase in stormwater runoff can be accommodated within the existing public stormwater infrastructure. Therefore, A3 is met.

A4

A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.

There are two main overland flow paths through the development, one from the northern side of Toffolis Road which is captured via the road drainage on Toffolis Road, and one between lots 38 and 39. A 3m wide drainage easement has been provided between these lots to convey the 1 in 100-year flow down to the internal road. First order calculations have been provided to demonstrate that the drainage provide can cater for an ARI of 100 years. Therefore, A4 is met.

Conclusion and Conditions

In summary I have no objections with the proposal from a hydraulics perspective, provided the recommended conditions are met.

Traffic Engineer

Introduction

The development proposes to construct a new subdivision of 51 lots which includes the balance lot. Eight (8) of these lots are to have their respective driveway access from Toffolis Road and a new road constructed from Toffolis Road for the remaining lots. Four (4) of the lots off the new road will be designed to accommodate two dwellings (subject to future approval). The total number of dwellings to be accommodated on the lots is therefore 55.

A Traffic Impact Assessment (TIA) was undertaken for the development by Milan Prodanovic, dated April 2020. The assessment below is based on this TIA to address the performance criteria of code E5.5.1 P3.

E5.0 ROAD AND RAILWAY ASSETS CODE

E5.5.1 - Existing Road Accesses And Junctions

Transport Network

The proposed subdivision road and driveways will be off Toffolis Road just to the north of the Roseneath Rivulet, as shown in the figure 14 below. The existing access to the land is from Abbotsfield Road which will be changed once the new road is built.

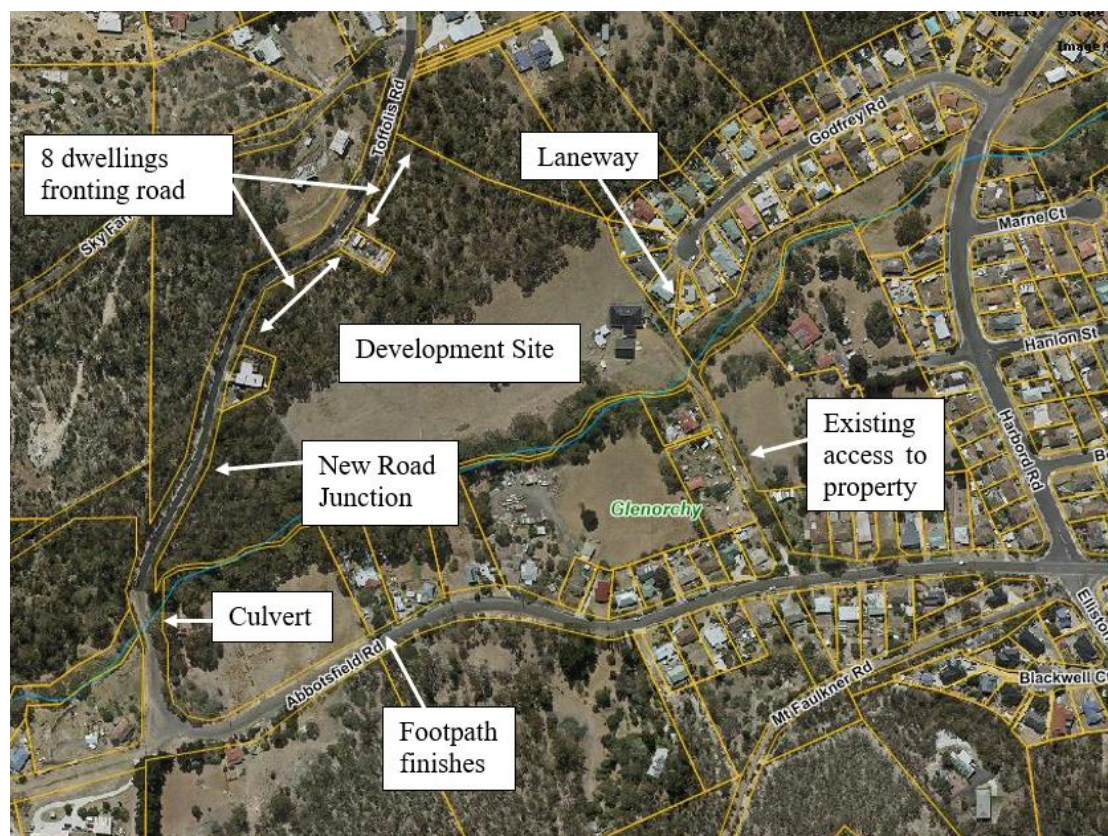


Figure 14: An aerial view of the site and location of infrastructures.

Toffolis Road connects onto the end of Abbotsfield Road where priority at the junction is assigned around the corner where the two roads meet. Traffic on Abbotsfield Road (west) is required to give way. There are 35km/hr advisory speed plates on the approaches to the junction for the corner. To the north of the junction is the culvert road crossing over the Roseneath Rivulet. Toffolis Road then continues past the proposed subdivision to the junction with Sky Farm Road to the north of the subdivision.

Council's footpath network extends up to property number 200 Abbotsfield Road on the northern side of the road. Abbotsfield Road from Toffolis Road to 200 Abbotsfield Road is referred to as Abbotsfield Road (east) in this report, as it's east of the junction of Abbotsfield Road and Toffolis Road.

The Metro bus service goes along Abbotsfield Road then along Harbord Road and Hanlon Street.

Traffic Generation

The traffic generation rates from the RTA Guide to Traffic Generating Developments was used to determine the traffic from the proposed subdivision. A dwelling house in a regional area generates 7.4 daily vehicle trips per dwelling with about 10% of these occurring in the am and pm peak.

The traffic generated by the proposed 51 lots (and potential 55 future dwellings) is 407 vehicles per day with 41 trips per hour in the am and pm peak. Of these, 348 vehicles per day will use the new subdivision road and 59 vehicles per day will access onto the northern section of Toffolis Road.

At the junction of Abbotsfield Road and Toffolis Road, the TIA undertook a survey which showed that during the morning peak between 8am and 9am, there was 3 vehicles that turned out of Abbotsfield Road (west) and 1 into Toffolis road. In the afternoon peak between 4.30pm and 5.30pm there was 2 vehicles that turned out of Abbotsfield Road (west) and 4 into Toffolis road.

Along Abbotsfield Road (east) and Toffolis Road, in the am peak hour there was a total of 23 vehicles of which 14 vehicles were heading south and 9 vehicles were heading north. In the afternoon peak hour there was a total of 19 vehicles of which 7 vehicles were heading south and 12 vehicles were heading north.

The traffic at the existing junction from Abbotsfield Road (west) is not increasing and the numbers are very low. The junction should be able to cater for the increase in volume along Abbotsfield Road (east) and Toffolis Road. The TIA also states that there were no operational issues observed at the junction.

Toffolis Road and Abbotsfield Road east of Harbord Road, are local residential streets which are designed to carry around 1,000 vehicles per day. Traffic counts on Abbotsfield Road between Toffolis Road and Harbord Road shows that the street carries just under 500 vehicles per day. The increase in traffic from the development can therefore be catered for on the road network.

Abbotsfield Road is a collector road from the Brooker Highway to Harbord Road. At the Brooker Highway end, traffic counts show that the street carries just under 4,000 vehicles per day. Collector roads are designed to carry up to 10,000 vehicles per day so can cater for the increase in traffic from this development and other developments in the area.

Based on the assessment above, the increase in traffic is not expected to have a significant impact on the road network which should be able to cater for the increase in traffic. The impact on Toffolis Road is discussed below.

Crash Data

Crash data for the last 5 years shows that there have been no reported crashes to Police along Abbotsfield Road and Toffolis Road from Harbord Road to Sky Farm Road. The crash data provides information on the safety of the existing road network and can highlight road safety deficiencies in the network.

Based on this data, there are no known safety deficiency along Abbotsfield Road and Toffolis Road from Harbord Road to Sky Farm Road. If there are incidents of crashes occurring, it is suggested these are reported to the Police as this assists Council in assessing the safety of our road network.

Proposed Road

The development is proposing a new road off Toffolis Road about 200m north of the junction of Abbotsfield Road and Toffolis Road. The internal road will link around and connect back onto itself. The road width is proposed to be 7.2m or wider, and the slope of the road is no more than 16%.

At the new junctions, it is recommended in the TIA that the initial 6m section of road back from the junctions on Toffolis Road is not more than 5% in grade to allow a car to stop and give way on a flat area. This is also the case with the internal junction.

The sight lines at the new junction on Toffolis Road have over 90m to the south and 120m to the north. This meets the requirements of the planning scheme, being 80m.

Proposed Footpaths

The developer is proposing a new 1.2m wide footpath along the eastern side of Toffolis Road outside the frontage of the development and a 1.5m wide footpath on one side of the new road, as shown below. The footpaths will link up to a path along the public open space that connects to the laneway onto Godfrey Road.

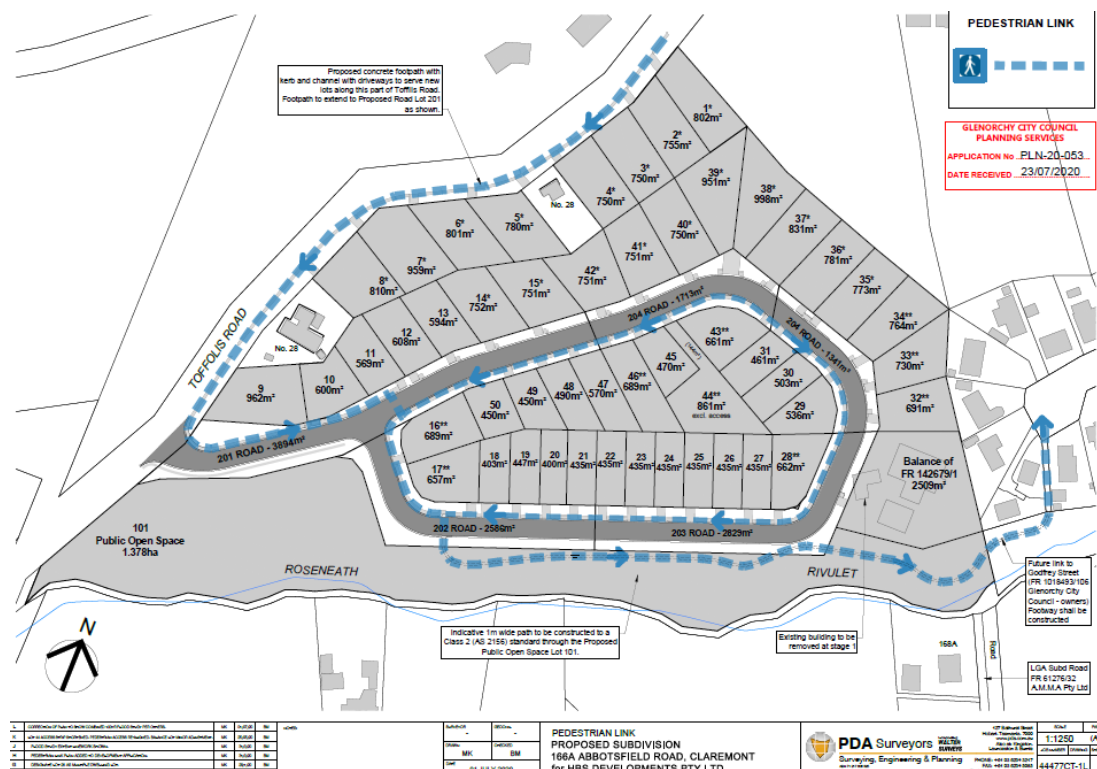


Figure 15: Proposed footpath network

To accommodate bin collection, a hard stand area will be located near the driveway of each lot where there is not a footpath. The footpath on Toffolis Road will need to be light, thus street lighting will be required along with street lighting for the new road / footpaths.

The proposed footpaths have been approved by the Acting Manager of Infrastructure, Engineering and Design due to the constraints of the steep land and the provision of a path within the public open space connecting to Godfrey Road. The path within the public open space should be 1.5m wide and grade 1 compacted gravel with drainage in accordance with AS2156.

There is no footpath connection from Toffolis Road to the existing footpath on Abbotsfield Road. This area is outside the development and it would be unreasonable to ask the developer to construct which would involve the widening of the culvert. It is anticipated that when the property at the junction of Abbotsfield Road and Toffolis Road is developed a footpath will be constructed and Council will be able to link the two footpaths.

Toffolis Road Design and Driveways

Abbotsfield Road (east) and Toffolis Road vary in road width between 5.5m and 6m. This road width is adequate for two-way traffic. At the culvert the road has some minor curves which drivers may be inclined to take a straight line through. To mitigate this, a centre white line is proposed on Toffolis Road from the new subdivision road to the junction with Abbotsfield Road.

As part of the development, it is proposed to place a footpath on the eastern side of Toffolis Road along the frontage of the site. This footpath will be 1.2m wide, clear of obstructions and have kerb and channel. The proposed road seal width will be 6m. The road width is wide enough for two cars to pass.

It is recognised that parking along Toffolis Road will increase so to provide a clear travel lane, it is proposed to ban parking on the western side (vegetation/cut side) of Toffolis Road. This will allow cars to park on the eastern side alongside the properties and provide opportunities for drivers to pull over at driveways to let vehicles in the opposite direction to pass. It will also provide more room for vehicles to turn into and out of driveways.

The construction of the footpath will cross in front of existing properties at 28 and 38 Toffolis Road. At these properties the footpath will need to consider their driveway accesses and infrastructure they have in the road reservation such as fences, letter boxes and parking decks. It is there recommended that the developer needs to consult these residents before council approves any plans for works to occur.

The TIA assessed sight lines along Toffolis Road in which it was noted that this is limited by two curves. The first curve is located 350m north of Abbotsfield Road and the second 410m north of Abbotsfield Road opposite property 38. Roadside vegetation on the eastern side of the road currently restricts sight distance on the first curve. This vegetation will be removed as part of the development.

Roadside vegetation on the western side of the second curve currently restricts sight distance. It is suggested that Council removes this vegetation. However, Council is of the view this should be undertaken by the developer as they are increasing traffic on the road.

Once the vegetation is removed, the TIA assess that sight distance from the proposed driveways off Toffolis Road will be in accordance with AS2890 in which the minimum sight distance of 45m and desirable 69m.

The developer proposed to install 5.6m long retaining walls at each lot fronting Toffolis Road which will enable a single driveway width of 3.6m onto the road. The driveways onto Toffolis Road will need to be suspended decks from the retaining wall due to the slope of the land, as seen in diagram below.

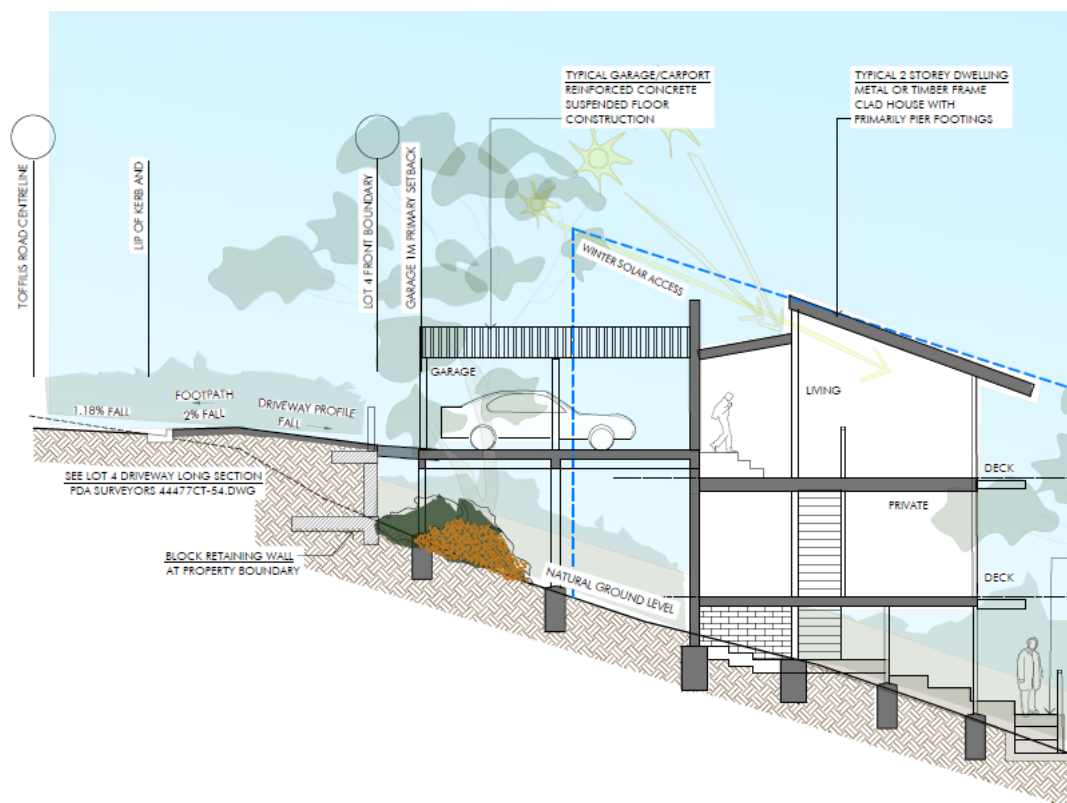


Figure 16: Conceptual design showing suspended driveway

Further detail is required on the location of the walls to match in with the location of the dwellings. If the owner of the land wishes to have a driveway access elsewhere or widen the driveway, they will need to extend the retaining wall at their cost. The retaining wall needs to be solely within the property boundary and will be the responsibility of the landowner to maintain. After the driveway walls have been constructed the developer will need to ensure that they are made safe so that a person or driver does not go over them until the property is developed.

This arrangement will mean vehicles will be reversing out of the driveways on Toffolis Road and have limited parking within their property. This will increase parking along Toffolis Road, thus the parking restriction on the western side of the road is recommended.

Conclusion

It can be concluded that the additional traffic and proposed new roads and footpaths, will not unreasonably impact on the efficiency or safety of the road network, subject to conditions on the permit. Thus, performance criteria for E5.5.1 P3 is met. I have no objection to the development on traffic engineering or road safety grounds subject to the recommended conditions being met.

Environmental Health Officer

Environmental Health have assessed the application and there are no conditions recommended.

Environmental Coordinator

This proposal is for a 50 lot subdivision plus balance at 166a Abbotsfield Rd. Claremont. Total land affected is 6.12ha, of which 1.378ha is proposed as Public Open Space (POS).

TasVeg lists the vegetation at the proposed development as:

FUR – Urban Area. Southern portion, including along Roseneath Rivulet.

FRG – Regenerating cleared land. Northern portion, adjacent to Toffolis Rd.

DOB – Eucalyptus obliqua dry forest. Approximately 5-10% of property, in the north-west, between Toffolis Rd and Roseneath Rivulet.

Of the above, a site assessment by the PDA Surveyors on 20 May 2020 indicates that the vegetation in and along the Roseneath Rivulet has elements of the DOB vegetation type though is better described as Wet Eucalyptus globulus Forest (TasVeg 3 - WGL). Twenty-nine native species have been identified within this community, and the suite of species broadly match the WGL TasVeg community. This site assessment further describes sections of cleared agricultural land (FAG) and portions dominated by various weeds (FWU). The assessment does not extend to the FRG vegetation to the north on the basis that planning overlays only apply to the vegetation along the Roseneath Rivulet.

The proposal is to place the WGL (with elements of DOB) into the Public Open Space. This would protect the Roseneath Rivulet from direct impacts from development while providing protection for potential foraging habitat for the threatened swift parrot (*Lathamus discolor*).

A Natural Values Assessment (NVA) was provided by the proponents on 24 July 2020 following a request for such a report from Council. Following assessment of the NVA, public submissions and the proposed development, several permit conditions are recommended.

Waste Management Officer

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

- Council's Standard Bin Service includes one (1) x 140L wheelie bin for Waste, one (1) x 240L wheelie bin for Recycling, and one (1) x 240L for FOGO wheelie bin to each of the lots, collected fortnightly.
- This subdivision needs to have enough kerbside area for placement of wheelie bins.
- For new subdivisions, a nature strip located adjacent to the kerbside with a minimum 1 metre in width must be included for the placement of bins. If there is no scope for a nature strip, the footpath must be designed and constructed to accommodate the placement of bins. Recommend footpath width to each lot to be a minimum of 2m to accommodate the placement of wheelie bins, as well as meeting the minimum accessible footpath width (1.8 metre).

- For new properties and subdivisions to have a waste service all new road construction must ensure that continuous forward movement for a waste collection vehicle is available.
- Turning heads of cul-de-sacs shall be a minimum of 18 metre diameter inside the kerb to allow for the continuous forward movement of a heavy rigid vehicle.
- Council's Waste Services Contractor collection trucks will not enter any of the properties to collect and empty the wheelie bins.
- All bins are to be placed on the kerbside for collection.
- In an area with an overhead obstruction such as a tree canopy a minimum height of 5.0 metres needs to be allowed for contractor's collection vehicle including access to the lifting arm.

Property Manager

The proposed subdivision provides 1.378ha of open space identified as lot 101 on the plan of subdivision (extract shown in Figure 17 below). Lot 101 is made up of a vegetated riparian area and the property boundary roughly follows the centreline of Roseneath Rivulet. The open space would be completed at Stage 5 of the subdivision.

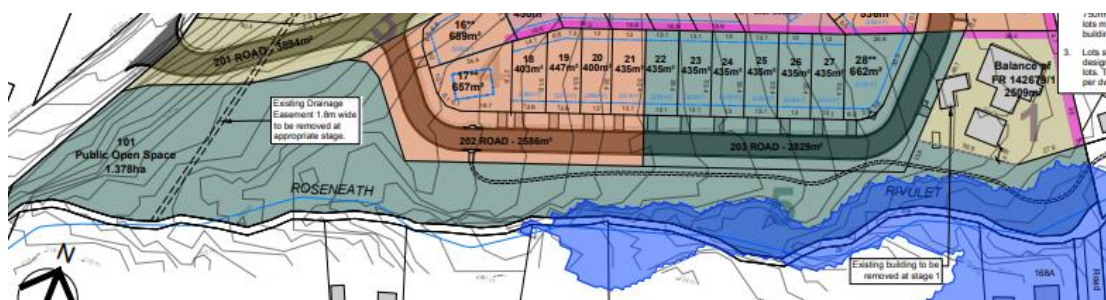


Figure 17: Proposed Public Open Space lot 101

Improvements

There is a proposed 1 meter wide to be constructed to a Class 2 (AS 2156) pathway that would provide for a connection to the subdivision from lot 202 (road) to an existing Council owned walkway in Godfrey's Road Reserve. Part of this pathway is located within the 100yr flood levels.

The proposed open space does have a Waterway & Coastal Protection overlay as well as a Biodiversity Protection overlay covering the Roseneath Rivulet. It is made up of a mix of vegetation types, excitedly some wet Eucalyptus globulus forest (WGL) which provides habitat for swift parrots.

The proposal is considered as acceptable, subject to the recommended conditions being met.

EXTERNAL REFERRALS

TasWater

Pursuant to the Water and Sewerage Industry Act 2008 (TAS) Section 56P(1) TasWater imposes conditions on the permit for this application.

TasFire

The application was referred to TasFire for review. TasFire identified discrepancies in the Bushfire Hazard Management plan and requested additional information for corrections. TasFire are now in support of the proposal, subject to conditions.

REPRESENTATIONS

The application was advertised for the statutory 14-day period with 26 representations being received. Out of the 26 representations, eight (8) submissions were from adjoining properties and the remaining 18 were from properties in the surrounding area. The issues raised are as follows:

Road and Traffic

Most of the representations (approximately 21 representations) raised concerns with respect to traffic along Toffolis Road and Abbotsfield Road. The main traffic concerns were centred around the increase in traffic on Toffolis Road and Abbotsfield road (east) which have been categorised below:

Toffolis Road width, bends, parking and state of road

The representors state that inadequate consideration has been given to the impact an increase in traffic along Toffolis Rd will have. Toffolis Rd currently has issues with near misses due to the width of the road and the bends in it. This is particularly the case where visitors to the existing dwellings park on the side of the road. To manage the traffic situation the road would need to be significantly widened, sufficient off street parking to be available on each lot (say 3 enough for three vehicles), increased number of streetlights and a reduction in the number of proposed lots.

Additionally, Toffolis Road is not equipped to cope with such a high volume of cars and trucks navigating the tight corners of Toffolis Road and the bottle neck of the bridge over the Roseneath rivulet, this road is barely wide enough for 2 smaller vehicles to pass each other safely. The proposed development will cause traffic to increase by approximately 100 vehicles. There is an increased risk of vehicle accidents or worse in the event this proposal is approved. As it stands currently, 2 vehicles are unable to pass each other on the bridge and at other points along the road. Most corners are blind which presents risk already to those of us that reside in the area currently. Should there be the addition of driveways there will be cars entering and exiting the road where visibility is already low.

Planner's Comment:

This issue has been previously addressed under the heading 'Development and Traffic Engineer' referrals. The representations were forwarded to the Traffic Engineer for comments:

Council's Traffic Engineer comment:

The concerns raised have been addressed in details in the Traffic Engineer referral section of the report. In summary, the following is proposed on Toffolis Road:

- A centre white line marked on the road either side of the culvert
- Parking banned on the northern side of the road

- Vegetation to be removed to improve sight lines
- Road width to be 6m with street lighting and a footpath on the western side

Regarding the state of the road, Toffolis Road and Abbotsfield Road (east) are Council managed roads and the condition of the roads such as potholes and cracks, are for Council to manage and is separate to the planning process. The development will likely impact on the condition of the road which Council is aware of and will be managed accordingly.

Construction

The representors state that when the development begins, (specifically regarding the houses that front Toffolis Road) it is anticipated the area will become quite congested with a number of trades, vehicles, deliveries, trucks, excavation equipment, trades people and the like, parking on Toffolis Road. This will leave the already narrow roadway with one lane for residence to travel on.

Traffic Engineer's Comment:

Construction of the subdivision will create increased truck and car movements and parking in the area. It is therefore recommended as a condition on the permit, that a Construction Management Plan be undertaken by the developer before works start, in order to address how the works will be undertaken having regards to safety, times of operation, consultation with residents, traffic and parking management plans and damage to Council infrastructure.

When properties are being built on the lots created as part of this subdivision application, particularly those fronting Toffolis Road, the builder will need to ensure that they comply with all road rules and AS1742.3 in regard to traffic controls required for works on roads. This however does not form part of the current application and will need to be complied with when the proposal for residential development on the lots are proposed.

Wildlife roadkill due to traffic

The representors state that the increase in traffic will increase the number of roadkill incidents of wildlife in the area.

Planner's Comment:

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

Natural Values

The representors state that the development will diminish the land available for wildlife. Many wildlife species use the rivulet as habitat and to access drinking water. The works for infrastructure in proximity to the rivulet may affect natural values and cause habitat loss. The natural values report states that the site is subject to the Biodiversity code and the report states that there would be no impact on the biodiversity. Additionally, the tree removal is likely to cause a visual impact.

Planner's Comment:

This issue has been previously addressed under the heading E10.0 Biodiversity Code, E11.0 Waterway and Coastal protection Code and E14.0 Scenic Landscape Code.

The representations were referred to Council's Environment Coordinator who has provided comments below:

Environmental Coordinator comments:

A Natural Values Report (NVR) was submitted as part of the application which has covered all the expected elements of such a report including records of any threatened flora and fauna, vegetation type, fire history, weed occurrences. The NVR show no threatened species of flora or fauna at the property or within close proximity to it.

However, the representors have recent records of both eastern barred bandicoot and swift parrot in the subject site. While these records appear to be unofficial, nevertheless they should not be dismissed as the habitat at the property is such that both species could occur here.

Swift Parrots utilise Eucalyptus globulus (Blue Gum) for foraging and nesting. As it is proposed to put the stand of E. globulus into Public Open Space (Lot 101), there should be no direct impacts on foraging or breeding. Eastern barred bandicoots (Ebb) could make use of the cleared, open portions of the property, perhaps taking shelter in adjacent weed thickets and denser native vegetation. Use of the property by Ebb is not considered critical to the persistence of the species at either a regional (municipal) or state level.

The representor states that the property is subject to a 'Biodiversity Protection' overlay. This is however not the case as the Biodiversity Code affect the Roseneath Rivulet which is outside the property boundary as shown in Figure 9 of the report. The site is subject to the Waterways and Coastal Protection Code (E11). This code includes buffers of 40m on either side of the Roseneath Rivulet. Only the northern side of the rivulet is within this development proposal. Virtually all of the 40m buffer to the north has been included within the Public Open Space (lot 101) allocation. A roadway is proposed in the remaining area.

The native vegetation along the Roseneath Rivulet would be protected as the entire length through the proposed subdivision is proposed to be located within the Public Open Space (POS). A weed management plan is a requirement; reducing weed competition which will improve the situation for the native vegetation along the waterway. Plantings are recommended following weed removals, which will help improve the value of the native vegetation.

Several conditions have been recommended on the permit to ensure the natural values are preserved within the public open space and visual impact are kept at an acceptable level.

Bushfire and Hazard Management Zone

The representors state that if a fire was to threaten homes and people, there is no alternative route out of Toffolis Road and the surrounding areas. Increasing the danger and ease of movement is the subdivision entrance and the evacuation of all residence and vehicles from within. This has the potential to get a number of residences stuck in hazardous life threatening conditions.

Additionally, the planning application involves a bushfire management area on 50 Toffolis Road and the owners may not have been notified.

Planner's Comment:

This issue has been previously addressed under the heading E1.0 Bushfire Prone Areas Code. In the case of a fire, households should have a fire evacuation plan to either leave early or stay and defend the property. The road network has been assessed as able to cater for the traffic. Additionally, the proposal was referred to TasFire who is supportive of the proposal and has not flagged the one exit point as being a concern.

Council has written consent from the owners of 50 Toffolis Road to enter into a Part 5 agreement for the bushfire hazard management area to be established and maintained in accordance with the Bushfire Hazard Management Report (Geo-Environmental Solutions, April 2020).

Density and rural area

The representors state that the proposal involves multiple lots below the ordinary lot size requirement of 450m² (opposite the public open space) and three (3) lots which can be developed as multiple dwellings. This means the buildings on the three lots would have an area between 325-385m². This is not in keeping with the density of the area and would also cause environmental impact on the Rivulet due to approximately 12 lots located opposite the Rivulet.

Planner's Comment:

The proposed lots meet the acceptable solution for minimum and maximum lot sizes as described in the appendix section of the report (Appendix A – 10.6.1 Lot design). The site is located within the General Residential Zone and the lot sizes are compliant with the required minimum and maximum lot size requirements. The lots designated as multiple dwellings are only indicative and would require separate planning application for multiple dwelling development on those subdivided lots. In terms of density requirement for multiple dwelling in a General Residential Zone, a multiple dwelling development must have at least 325m² per dwelling which can be complied with by the proposed lot sizes of the lots designated as multiple dwellings. Additionally, a Natural Values assessment was submitted as part of the proposal which demonstrates that the environmental impact on the rivulet will be minimal. Council has included several conditions on the permit to ensure existing natural values along the proposed public open space is protected and conserved. Additionally, the land is not a conservation management area and is not zoned as rural living or environmental management as the lots on the western side of Toffolis Road.

House prices

The representor states that the development will affect the house prices of the area.

Planner's Comment:

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

Drainage

The representor states that the site has current stormwater drainage issues and tree removal may accentuate the issue.

Planner's Comment:

This issue has been previously addressed under the Development and Hydraulics Engineer referral on Code E7.0 Stormwater Drainage and Disposal. The proposal complies with the acceptable solution of the Code. Additionally, the placement of the POS and adjacent roadway would mitigate against direct impacts on the banks of the Roseneath Rivulet.

Water supply and pressure

The representor states that the subdivision will impact on the water supply and water pressure of the area.

Planner's Comment:

The proposal was referred to TasWater who is in support of the proposal and has recommended conditions on the permit. The conditions require an upgrade of the existing water supply to accommodate for the proposed subdivision.

Pollution and health impacts

The representor states that the proposed development will impact the neighbourhood with additional noise, light, dust and waste pollution which may cause detrimental health impact on current residents.

Planner's Comment:

This issue is not a planning issue that can be considered as part of this application. This may be dealt with under the *Environmental Management and Pollution Control Act 1994* when a compliant is received.

Misleading address – 166A Abbotsfield Road

The representors state that the address is misleading as the development will have access through Toffolis Road rather than Abbotsfield Road.

Planner's Comment:

The address of the property was set out as the existing dwelling has access through Abbotsfield Road and no access through Toffolis Road. The new subdivided lots are to have new addresses.

CONCLUSION

The application is for a 50 lots subdivision plus balance at 166A Abbotsfield Road with bushfire hazard management zone on 50 Toffolis Road. The proposal is discretionary and relies on performance criteria to comply with the lot design, roads, ways, services, use intensification of existing road accesses, subdivision within a landslide area, existing accesses and junctions, stormwater drainage, removal of bushland and works within the Scenic landscape code standards. The proposal is assessed as satisfying the performance criteria and complies with these standards.

The proposal was accompanied by supporting documents such as preliminary engineering drawings, Bushfire report, Natural Values assessment and Visual Impact Assessment report which were reviewed and assessed as being satisfactory.

The application was advertised in accordance with statutory requirements and 26 representations was received. The concerns raised were addressed within the body of the report.

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

RECOMMENDATION:

That a permit be granted for the proposed use and development of Staged Subdivision (50 lots plus balance) at 166a Abbotsfield Road Claremont 50 Toffolis Road Claremont subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-20-053 and Drawing submitted on 23/07/2020 (3 pages), Drawing submitted on 07/08/2020 (1 page) and Drawing submitted on 20/08/2020 (1 page), 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 2020/00207-GCC, dated 04/02/2020, form part of this permit.
3. The implementation of the subdivision must occur in the following stages:
 - Stage 1 – Balance lot
 - Stage 2 – Lots 1-8
 - Stage 3 – Lots 9-15 and Road lot 201
 - Stage 4 – Lots 16 -21 and Road lot 202
 - Stage 5 – Lots 22-28, POS lot and Road lot 203
 - Stage 6 – Lots 29-36 and Road lot 204
 - Stage 7 – Lots 37-50 and Road lot 205
4. The road, driveways and manoeuvring areas must be sealed in a dark grey impervious surface, to minimise impacts to the scenic landscape value.
5. Surfaces of all retaining walls and batters must be finished with a natural appearance, to ensure no unreasonable adverse impact on the scenic landscape value.
6. Plan of Survey for Lots 1-8 as part of Stage 2, Lots 9-15 as part of Stage 3, Lots 35 and 36 as part of Stage 6 and Lots 37-42 as part of Stages 7, must establish and describe a building area as per Drawing submitted on 7/08/2020 annotated *Max. Vegetation Clearance Areas*, outside of which no tree is to removed.

7. A covenant, to which Council is to be made a party, must be placed on the title of the lots 1-15 and 35-42 to the effect that no tree is removed outside the building area established as part of Condition 6.
8. A covenant, to which Council is to be made a party, must be placed on the title for all lots within the Bushfire Management Hazard Area, to the effect that all development must be in accordance with the recommendations of the Bushfire Hazard Management Plan (Geo-Environmental Solutions, February 2020 V1) and report by Geo-Environmental Solutions, April 2020 V2.
9. Prior to the sealing of final plan of subdivision for Stage 2, the landowner of 166A Abbotsfield Road (CT 142679/1) must enter into a registered agreement with Council pursuant to Part 5 of the *Land Use Planning Approvals Act 1993* to establish the Bushfire Management Plan (Geo-Environmental Solutions, February 2020 V1) which must be managed in accordance with the recommendations of the Bushfire Hazard Report by Geo-Environmental Solutions, dated April 2020 V2 till the completion of Stage 7. The developer 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.
10. Prior to the sealing of final plan of subdivision for Stage 2, the landowner of 50 Toffolis Road (CT 142679/2) must enter into a registered agreement with Council pursuant to Part 5 of the *Land Use Planning Approvals Act 1993* to provide for the 15m wide Bushfire Hazard Management Area to be established in accordance with the Bushfire Management Plan (Geo-Environmental Solutions, February 2020 V1) and managed in accordance with the recommendations of the Bushfire Hazard Report by Geo-Environmental Solutions, dated April 2020 V2. The developer 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.

Environment

11. Prior to the commencement of Stage 1, a clearly marked machinery exclusion zone is to be installed around the Public Open Space (Lot 101). The exclusion zone should be marked with in-ground pegs and signs or similar. This exclusion zone is to be established to the satisfaction of the Open Space Coordinator or Environment Coordinator.
12. Under no circumstances are any native vegetation within the Public Open Space to be cleared or disturbed without prior consent of the Environment Coordinator.
13. A Weed Management Plan for the entire property is to be developed prior to the commencement of Stage 1. This plan is to identify the weed management actions for all weeds at the property listed (declared) under the Tasmanian Weed Management Act (1999), and any recognised environmental weeds not currently listed under the Weed Management Act.
14. Management of weeds within the Public Open Space (Lot 101) must be completed in accordance with the Weed Management Plan, to the satisfaction of

the Environment Coordinator. A primary aim of the weed control program within the POS must be to minimise impacts on any native vegetation.

15. A native planting list is to be submitted prior to the commencement of Stage 1 to the Environment Coordinator and based on the Wet Eucalyptus globulus Forest (WGL). This list is to show the specific species and numbers of plants to replace the blackberry thickets, willow and other weeds along the Roseneath Rivulet in the area of open space (Lot 101).
16. The installation of storm water infrastructure within the south-east corner of the POS must include site rehabilitation, including the planting of suitable native species based on the submitted planting list.

Engineering

17. Prior to the commencement of works on site for any construction stage or the issuing of approved engineering drawing for subdivision, submit a Soil and Water Management Plan detailing proposed sediment and erosion control measures to the satisfaction of and to be approved by the Council's Development Engineer.

The approved control measures must be installed prior to any disturbance of soil or construction activity such as concrete cutting, demolition and must be regularly inspected and maintained during the construction and demolition period to prevent soil and other materials entering the local stormwater system, roadways or adjoining properties.

The approved control measures must remain in place until such time as all construction activity likely to generate sediment has been completed or all disturbed areas have been stabilised using vegetation and/or restored or sealed to the satisfaction of the Council. The approved Soil and Water Management Plan (SWMP) forms part of this permit and must be complied with.

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

18. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
19. Prior to construction works commencing a Construction Management Plan (CMP) for each stage must be submitted and approved by Council's development engineer. All works required must be undertaken in accordance with CMP. The plans must include the following:
 - (a) The existing access to the land from Abbotsfield Road must not be used for construction vehicles;
 - (b) Demonstrate how the constructed driveway walls on Toffolis Road will be made safe until a property access and driveway deck is constructed;
 - (c) A photographic record of Council's infrastructure which will be relayed upon if there is any damage during construction. If this is not provided,

then any damaged found during or after completion will be deemed the responsibility of the developer. The developer will be required to fix any damage within 30 days or sooner if a safety issue.

- (d) Demonstrate how the works will be undertaken safely and times of operations- works within the Toffolis Road reservation are to be confined to the hours of 9am.- 4.00pm. Monday - Saturday;
 - (e) Outline how residents will be consulted; and
 - (f) Show traffic and parking management plans.
20. 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 and 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.
21. The design and construction of roads must be in accordance with Austroads Guide to Road Design Part 1-8.
- (a) The materials used for roadworks are to be in accordance with State Growth General Specification for Roadworks;
 - (b) Road reservation widths are to be a minimum of eighteen (18) metres
 - (c) The minimum carriageway widths (face of kerb – face of kerb) for the internal roads proposed are to be eight point nine metres (8.90m) 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 Plan for each stage.
22. 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.
23. The design for the widening of Toffolis Road must be in accordance with Austroads Guide to Road Design Part 1-8.
24. Prior to the commencement of works for stage 2 of the subdivision, the detailed design plans for the widening of Toffolis Road must be submitted to and approved by Council's Development Engineer. The plans must include;
- (a) The face of the new kerb to be a minimum of 6.450 metres from the western edge of the existing sealed pavement.
 - (b) Detail the location of the driveway accesses and walls on Toffolis Road in relation to the location of the building area and show how the driveways and decks for each lot will be positioned so to minimise work to gain access onto the lot and to the building, in stage 2.

- (c) Written correspondence prior to stage 2 regarding consultation with properties at 28 and 38 Toffolis Road due to the construction of the footpath, considering their driveway accesses and infrastructure they have in the road reservation such as fences, letter boxes and parking decks.
 - (d) Street lighting must be provided on Toffolis Road fronting the development in accordance with AS/NZS 1158 series. A street lighting plan is to be submitted and approved by Council's development engineer as part of the engineering design drawings for stage 2. The street lighting and any other infrastructure shall be clear of the 1.2m footpath being constructed. All works required must be undertaken in accordance with the street lighting plan and engineering drawings before the final plans are sealed for Stage 2.
 - (e) A Traffic Management Plan (TMP) must be submitted to Council's Transport Engineer for approval prior to works commencing as part of Stage 2. All works required must be undertaken in accordance with the TMP and be completed before the final plans are sealed for Stage 2. The TMP must include:
 - A centre white line on Toffolis Road from the new subdivision road to the junction with Abbotsfield Road;
 - Parking banned on the western side (vegetation/cut side) of Toffolis Road with the installation of signage in accordance with Australian Standard 1742.11;
 - The removal of vegetation on the western side of the road fronting property 38 and on the eastern side of the road from the culvert to along the frontage of the development on Toffolis Road
 - (f) Type 4 side entry pit to be installed along the new kerb and gutter at maximum centres of ninety (90) metres and connected to the proposed stormwater system prior to the WSUD treatment train.
25. Prior to the commencement of works for any stage of the subdivision, the detailed design plans for footpaths and walkways in road reserves must be submitted to and approved by Council's Development Engineer. The plans must show a level nature strip area adjacent to the kerb and gutter 600mm wide where no foot path is proposed, with a crossfall not exceeding 1:10. The plans must be to the satisfaction of Council's Development Engineer and must be in accordance with the LGAT Standard Drawings and have regard to Council's Footpath Policy.
26. The path to be contained within the public open space must be 1.5m wide and grade 1 compacted gravel with drainage in accordance with AS2156.
27. Kerb ramps are to be provided at road crossings on pedestrian paths of travel, in accordance with Council's Standard Drawing GCC 11-11 and AS1428 Design for Access and Mobility, Part 4.1. Tactile ground surface indicators must be provided for kerb ramps and pedestrian refuge crossings in accordance with Council's Standard Drawing GCC 11-11 and AS1428 Design for access and Mobility, Part 4.1.

28. Driveway construction excluding lots 1-8 (stage 2) is to accord with Standard Drawings TSD-RO9. Designs for the driveway are to include the full extent of the formation to achieve the maximum gradient of 20% (or 1 in 5). The driveway servicing the internal lot 44 (stage 7) must be demonstrated on the design drawing as complying with standards of acceptable sight distance, and to be fully constructed to the lot proper (minimum 3.600m. wide in accordance with Standard Drawing TSD-RO9) prior to the sealing of final plan.
29. All road areas required for road widening, walkways and public open space are to be shown as lots on the final diagram and are to be sold to Council for a nominal sum of one dollar (\$1.00). The final plan of survey will not be sealed until an executed Agreement of Sale and an executed Memorandum of Transfer is provided to Council, along with the required Titles Office registration fees. All other legal costs associated with fulfilment of this condition are to be met by the subdivider.
30. Stormwater flow maintenance and quality treatment for the development must be installed at the developers cost, to the satisfaction of Council's Development Engineer.
31. The development must be designed to ensure overland flow formed in any major flood events (e.g.1% AEP) can pass the site in a controlled manner, without causing risk to properties or users of the site. Any flood mitigation proposed onsite must not impede overland flood or increase flood risks to neighbouring properties in any major flood events.
32. The development must incorporate a Water Sensitive Urban Design (WSUD) treatment train, based on a possible future fully developed catchment, to meet the overall 80%, 45% and 45% reduction of the average annual load of total suspended solids (TSS), total phosphorus (TP), and total nitrogen (TN) respectively. Prior to the start of work, the applicant must provide a detailed design and supporting calculations, designed by suitably qualified person and to the Council's Stormwater Engineers satisfaction, to demonstrate that the designed WSUD treatment train is able to meet the pollutant reduction targets required. The Developer shall maintain all the WSUD treatment train elements until the completion and sealing of the survey diagram for the final stage of the subdivision.

Prior to Council taking over all the WSUD treatment train elements, the developer is required to demonstrate to Council by providing evidence or documentation, to the satisfaction of Council's Stormwater Engineer, that all the WSUD treatment train elements are in a working condition as designed.

The developer is required to replace all consumable parts, such as filters and cartridges, no more than one month before Council taking over these WSUD treatment train elements.

33. The development must be designed to ensure overland flow formed in any major flood events (e.g.1% AEP) can pass the site in a controlled manner, without causing risk to properties or users of the site. Any flood mitigation proposed onsite must not impede overland flood or increase flood risks to neighbouring properties in any major flood events

34. The stormwater drainage arrangements must comply with the following:
- (a) All lots must be serviced with a one hundred and fifty diameter (150mm.) house connection at the lowest point to adequately drain the entire lot; proper;
 - (b) All house connection must be discharged into a piped system (no connections to the kerb and gutter);
 - (c) Side entry pits for road drainage to be type four (4); and
 - (d) The design of the Open Space walkway to incorporate a system of drains and culverts to minimise erosion and scouring.
 - (e) The outfall to Roseneath Rivulet to incorporate an energy dissipation device to the approval of the Development Engineer.
35. Prior to the start of work, the developer is required to provide Council with a detailed engineering services plan indicating the location of all proposed easements and services, and how they connect to public infrastructure including:
- a) Lot connections, size and location, each connection must service the lowest point of the lot;
 - b) Long sections along with invert levels and depths of all proposed new mains;
 - c) Any proposed manholes and inspection openings must be sized appropriately; and
 - d) The servicing plan must clearly indicate how all stormwater from the site, will be discharged to Council infrastructure with sufficient receiving capacity. To satisfy the above requirements, submit details demonstrating the above prior to the issuing of Council's approved drawing. All works required by this condition must be completed prior to the sealing of the Final Plan for each applicable stage.
36. 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. 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.
37. 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.

38. A minimum of 2.50m wide easements must be created in favour of Council over all public stormwater infrastructure systems located in private property.
39. The applicant must pay Council the amount of \$205.00 (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.
40. 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 undertaken and all faults rectified to the satisfaction of Council’s Stormwater Engineer, before the Council takes over the stormwater assets.
41. Upon the completion of any approved stage 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 works.
42. 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.
43. 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.
44. 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.

45. 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.
46. 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 \$300.00. 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.
47. Prior to sealing of the plan of subdivision for each stage, 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.
48. Easements must be created over all existing and proposed Council stormwater mains in accordance with Council requirements. An original and two copies of each of the Plan of Subdivision and Schedule of Easements must be submitted to Council for sealing.
49. A restrictive covenant is required to be placed on all individual residential lots in accordance with the recommendation of the Geotechnical report (Rock Solid Geotechnics Pty Ltd, 16/04/2020) requiring each individual lot be assessed under Australian Standard 287, which includes a stability assessment of each individual lot, prior to any development on that site.

Advice to Applicant

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

Engineering

The granting of this permit does not ensure compliance with the provisions of the Commonwealth Discrimination Act 1992, and the applicant will therefore be responsible for any complaints arising under that act in relation to non-compliance with the provisions of that legislation. Applicants are advised to check the current Australian Standards and seek independent advice regarding disability matters.

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.

Waste services

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

- Council's Standard Bin Service includes one (1) x 140L wheelie bin for Waste, one (1) x 240L wheelie bin for Recycling, and one (1) x 240L for FOGO wheelie bin to each of the lots, collected fortnightly.
- This subdivision needs to have enough kerbside area for placement of wheelie bins.
- For new subdivisions, a nature strip located adjacent to the kerbside with a minimum 1 metre in width must be included for the placement of bins. If there is no scope for a nature strip, the footpath must be designed and constructed to accommodate the placement of bins. Recommend footpath width to each lot to be a minimum of 2m to accommodate the placement of wheelie bins, as well as meeting the minimum accessible footpath width (1.8 metre).
- For new properties and subdivisions to have a waste service all new road construction must ensure that continuous forward movement for a waste collection vehicle is available.
- Turning heads of cul-de-sacs shall be a minimum of 18 metre diameter inside the kerb to allow for the continuous forward movement of a heavy rigid vehicle.
- Council's Waste Services Contractor collection trucks will not enter any of the properties to collect and empty the wheelie bins.
- All bins are to be placed on the kerbside for collection.
- In an area with an overhead obstruction such as a tree canopy a minimum height of 5.0 metres needs to be allowed for contractor's collection vehicle including access to the lifting arm.

Other Permits

Please be aware that this planning permit is a planning approval issued under the Glenorchy Interim Planning Scheme 2015. You should consult with an accredited Building Surveyor prior to commencing this use or work to ensure all relevant requirements of the *Building Act 2016* are complied with. In addition to this planning permit, a building permit and/or plumbing permit may also be required. If further clarification is required, please contact Council's Building Section on 6216 6800.

Attachments/Annexures

- 1 Attachment - 166A Abbotsfield Road and 50 Toffolis Road Claremont



APPENDIX A**10.0 General Residential Zone**

Standard	Acceptable Solution	Proposed	Complies?
10.6 Development Standards for Subdivision			
10.6.1 Lot Design	A1 The size of each lot must comply with the minimum and maximum lot sizes specified in Table 10.1, except if for public open space, a riparian or littoral reserve or utilities.	Stage 1 – Balance lot 2509m ² Balance lot is not capped under maximum lot sizes – complies with A1. Stage 2 – Lots 1-8 Lot sizes 750m ² – 959m ² – have a gradient of approximately 1:4. Please note minimum lot size for lots with gradient steeper than 1:5 must be between 750m ² – 1000m ² - complies with A1. Stage 3 – Lots 9-15 and Road lot 201 Lot sizes range between 569m ² to 962m ² – complies with A1 Stage 4 – Lots 16 -21 and Road lot 202 Lot sizes range between 403m ² to 689m ² – complies with A1 Stage 5 – Lots 22-28, POS lot and Road lot 203 Residential lot sizes range 435m ² to 662m ² – complies with A1 Please note only lots 18-27 have a lot size below 450m ² (range between 403m ² – 435m ²) this is due to being	Yes

		opposite a public open space lot. The lot sizes comply with the minimum and maximum lot sizes specified in Table 10.1. Stage 6 – Lots 29-36 and Road lot 204 Lot sizes range 461m² – 781m² – complies with A1 Stage 7 – Lots 37-50 and Road lot 205 Lot sizes ranging between 450m² – 998m² – complies with A1. The proposed public open space has an area of 1.378ha and the road lots cumulatively add to approximately 1.24ha. The minimum and maximum lot sizes do not apply to Public Open Space and Utility lots. Overall, the proposal complies with A1.	
	A2 The design of each lot must provide a minimum building area that is rectangular in shape and complies with all of the following, except if for public open space, a riparian or littoral reserve or utilities: (a) clear of the frontage, side and rear boundary setbacks; (b) not subject to any codes in this planning scheme; (c) clear of title restrictions such as easements and restrictive covenants; (d) has an average slope of no more than 1 in 5; (e) the long axis of the building area faces north or within 20 degrees west or 30 degrees east of north;	The lots are subject to bushfire and Scenic landscape Code and therefore the proposal as a whole rely on the performance criteria.	Relies on performance criteria

	(f) is 10 m x 15 m in size.		
	A3 The frontage for each lot must comply with the minimum and maximum frontage specified in Table 10.2, except if for public open space, a riparian or littoral reserve or utilities or if an internal lot.	Most lots comply with minimum and maximum frontage requirement except for Lots 38 and 39 have a frontage of less than 15m. Lots 38 and 39 form part of Stage 7 (last stage)	Relies on performance criteria
	A4 No lot is an internal lot.	1 internal lot proposed (lot 44 forms part of Stage 7 – last stage)	Relies on performance criteria
	A5 Subdivision is for no more than 3 lots.	50 lots plus balance is proposed	Relies on performance criteria
10.6.2 Roads	A1 The subdivision includes no new road.	New road lots proposed	Relies on performance criteria
10.6.3 Ways and Public Open Space	A1 No Acceptable Solution.	-	Relies on performance criteria
10.6.4 Services	A1 Each lot must be connected to a reticulated potable water supply.	Each lot will be serviced by TasWater for potable water	Yes
	A2 Each lot must be connected to a reticulated sewerage system.	Each lot will be serviced by TasWater for sewer	Yes

	A3 Each lot must be connected to a stormwater system able to service the building area by gravity.	Each lot will be connected to Stormwater systems	Yes
	A4 The subdivision includes no new road.	New road lots proposed	Relies on performance criteria

APPENDIX B

E1.0 Bushfire-Prone Areas Code

Standard	Acceptable Solution	Proposed	Complies?
E1.6.1 Subdivision: 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 distances required for BAL 19 in Table 2.4.4 of Australian	The bushfire Hazard Management shows all that the building area of the lots is to achieve a BAL rating not exceeding BAL19. A hazard management area is proposed on 50 Toffolis road and the application was accompanied by a written consent of 50 Toffolis Road owner to enter into a Part 5 Agreement for maintenance of the Bushfire Hazard Management Area in accordance with the recommendation of the bushfire report.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	Standard AS 3959 – 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 AS 3959 – 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.		
E1.6.2 Subdivision: 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 E1, proposed private accesses will comply with Table E2 and proposed fire trails will comply with Table E3; and	The bushfire hazard management plans show all proposed public road and the location of property access and provides specifications consistent with Table E1 and E2 of the Code.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	(i) (ii) is certified by the TFS or an accredited person.		
E1.6.3 Subdivision: 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 E4; or (c) (a) 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.	Specifications for the provisions of firefighting water supplies are provided consistent with Table E4 for Lots 1 to 50. Specifications for the provision of firefighting water supplies are provided consistent with Table E5 for the balance lot.	Yes
	A2 In areas that are not serviced by reticulated water by the water corporation:		NA

Standard	Acceptable Solution	Proposed	Complies?
	(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 E5; or (c) (i) 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.		

APPENDIX C**E3.0 Landslide Code**

Standard	Acceptable Solution	Proposed	Complies?
3.8 Development Standards for Subdivision			
E3.8.1 Subdivision	A1 No Acceptable Solution.	-	Relies on performance criteria
	A2 Subdivision is not prohibited by the relevant zone standards	The subdivision is not prohibited within the General Residential Zone.	Yes

APPENDIX D**E5 Road and Railway Assets Code**

Standard	Acceptable Solution	Proposed	Complies?
5.5 Use Standards			
E5.5.1 Existing road accesses and junctions	A1 The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.		NA
	A2 The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.		NA
	A3 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.	It can be concluded that the additional traffic and proposed new roads and footpaths, will not unreasonably impact on the efficiency or safety of the road network, subject to conditions on the permit. Thus, performance criteria for E5.5.1 P3 is met	No – relies on performance criteria.

Standard	Acceptable Solution	Proposed	Complies?
E5.5.2 Exiting Level Crossings	A1 Where use has access across part of a rail network, the annual average daily traffic (AADT) at an existing level crossing must not be increased by greater than 10% or 10 vehicle movements per day, whichever is the greater.		NA
5.6 Development Standards			
E5.6.1 Development adjacent to roads and railways	A1.1 Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h: (a) new buildings; (b) other road or earth works; and (c) building envelopes on new lots.		NA
	A1.2 Buildings, may be: (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or (b) an extension which extends no closer than: (i) the existing building; or (ii) an immediately adjacent building.		NA

Standard	Acceptable Solution	Proposed	Complies?
E5.6.2 Road accesses and junctions	A1 No new access or junction to roads in an area subject to a speed limit of more than 60km/h		NA
	A2 No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.	Based on the assessment by Milan Prodanovic, the increase in traffic is not expected to have a significant impact on the road network which should be able to cater for the increase in traffic.	No – relies on performance criteria
E5.6.3 New Level Crossings	A1 No Acceptable Solutions.		NA
E5.6.4 Sight distance at accesses, junctions and level crossings	A1 Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.	The removal of vegetation along Toffolis Road is proposed to comply with Table E5.1.	YES

APPENDIX E

E6.0 Parking and Access Code

Standard	Acceptable Solution	Proposed	Complies?
E6.6 Use Standards			
E6.6.1 Number of Car Parking Spaces	A1 The number of on-site car parking spaces must be: (a) no less than the number specified in Table E6.1 and no more than 10% greater than that number; except if: (i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (ii) this provision was not used in this planning scheme.		NA
E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability	A1 Car parking spaces provided for people with a disability must: (a) satisfy the relevant provisions of the Building Code of Australia; (b) be incorporated into the overall car park design; (c) be located as close as practicable to the building entrance.		NA

Standard	Acceptable Solution	Proposed	Complies?
E6.6.3 Number of Motorcycle Parking Spaces	A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.		NA
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.		NA
E 6.7 Development Standards			
E6.7.1 Number of Vehicle Accesses	A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.		YES
E6.7.2 Design of Vehicular Accesses	A1 Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to		YES

Standard	Acceptable Solution	Proposed	Complies?
	comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.		
E6.7.3 Vehicular Passing Areas Along an Access	A1 Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day; (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access.		NA

Standard	Acceptable Solution	Proposed	Complies?
E6.7.4 On-Site Turning	A1 On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day.		NA
E6.7.5 Layout of Parking Areas	A1 The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.		NA
E6.7.6 Surface Treatment of Parking Areas	A1 Parking spaces and vehicle circulation roadways must be in accordance with all of the following; (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.		NA

Standard	Acceptable Solution	Proposed	Complies?
E6.7.7 Lighting of Parking Areas	A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.		NA
E6.7.8 Landscaping of Parking Areas	A1 Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.		
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: (a) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) be located within 30 m of the main entrance to the building.		NA
E6.7.10 Design of Bicycle Parking Facilities	A1 The design of bicycle parking facilities must comply with all the following;		NA

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

Standard	Acceptable Solution	Proposed	Complies?
E6.7.1.13 Facilities for Commercial Vehicles	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site.		NA
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.		YES

APPENDIX F

E7.0 Stormwater Management Code

Standard	Acceptable Solution	Proposed	Complies?
E7.7 Development Standards			
E7.7.1 Stormwater Drainage and Disposal	A1 Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.		YES
	A2 A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply: (a) the size of new impervious area is more than 600 m ² ; (b) new car parking is provided for more than 6 cars; (c) a subdivision is for more than 5 lots.		YES
	A3 A minor stormwater drainage system must be designed to comply with all of the following: (a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed; (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be	The stormwater run-off increase can be accommodated within the existing public stormwater infrastructure.	YES

Standard	Acceptable Solution	Proposed	Complies?
	accommodated within existing or upgraded public stormwater infrastructure.		
	A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.		YES

APPENDIX G**E10 Biodiversity Code**

Standard	Acceptable Solution	Proposed	Complies?
E10.8 Subdivision Standards			
E10.8.1 Subdivision	A1 Subdivision of a lot, all or part of which is within a Biodiversity Protection Area, must comply with one or more of the following: (a) be for the purposes of separating existing dwellings; (b) be for the creation of a lot for public open space, public reserve or utility; (c) no works, other than boundary fencing works, are within the Biodiversity Protection Area; (d) the building area, bushfire hazard management area, services and vehicular access driveway are outside the Biodiversity Protection Area.	The biodiversity code covers only the Roseneath Rivulet and no works are proposed within the rivulet. The lot around the rivulet within the subject site is to be designated for public open space. The proposal therefore complies with A1(b)	Yes
	A2 Subdivision is not prohibited by the relevant zone standards.	The subdivision is not prohibited within the General Residential Zone.	Yes

APPENDIX H**E11 Waterway and Coastal Protection Code**

Standard	Acceptable Solution	Proposed	Complies?
E11.8 Subdivision Standards			
E11.8.1 Subdivision	A1 Subdivision of a lot, all or part of which is within a Waterway and Coastal Protection Area, Future Coastal Refugia Area or Potable Water Supply Area must comply with one or more of the following: (a) be for the purpose of separation of existing dwellings; (b) be for the creation of a lot for public open space, public reserve or utility; (c) no works, other than boundary fencing works, are within a Waterway and Coastal Protection Area, Future Coastal Refugia Area or Potable Water Supply Area; (d) the building area, bushfire hazard management area, services and vehicular access driveway are outside the Waterway and Coastal Protection Area, Future Coastal Refugia Area or Potable Water Supply Area.	The section of the proposed subdivision which falls within the Waterway and Coastal protection code is for Lot 101 – Public Open Space with an approximate area of 1.38ha and part of Road lot 202 and 203 which classify as Utility. The proposal therefore complies with A1 (b).	Yes
	A2 Subdivision is not prohibited by the relevant zone standards.	The subdivision is not prohibited within the General Residential Zone.	Yes

APPENDIX I

E14 Scenic Landscapes Code

Standard	Acceptable Solution	Proposed	Complies?
E14.7 Development Standards			
E14.7.1 Removal of Bushland within Scenic Landscape Areas.	A1 Removal or disturbance of bushland must comply with both of the following: (a) be on land no less than 50 m (in elevation) from a skyline; (b) be no more than 500 m ² in extent.	More than 500m ² of the existing land area is to be cleared	No – relies on performance criteria.
E14.7.2 Appearance of Buildings and Works within Scenic Landscape Areas	A1 Buildings must comply with one of the following: (a) not be visible from public spaces; (b) be an addition or alteration to an existing building that; (i) increases the gross floor area by no more than 25%; (ii) does not increase the building height; (iii) provides external finishes the same or similar to existing.	This application is only for subdivision. No buildings are proposed as part of this application.	NA
	A2 Works must not be visible from public spaces.	The subdivision works are to be visible from Toffolis Road	No – relies on performance criteria.

6. PROPOSED USE AND DEVELOPMENT - CHANGE OF USE TO COMMUNITY MEETING AND ENTERTAINMENT AND FIVE RETAIL TENANCIES WITH ASSOCIATED DEMOLITION & WORKS - 80-82 MAIN ROAD MOONAH

Author: Planning Officer (Bhavna Gungabison)

Qualified Person: Planning Officer (Bhavna Gungabison)

Property ID: 9195411

REPORT SUMMARY

Application No.:	PLN-20-235
Applicant:	ASC - Andrew Sutherland Consulting Engineers
Owner:	W Coogan & Company Pty Ltd, Tasmanian Property Developments Pty Ltd and Energizer Life Church Inc
Zone:	General Business Zone
Use Class	Community Meeting and Entertainment, General Retail and Hire, Food services
Application Status:	Discretionary
Discretions:	21.3.1 Hours of operation 21.4.3 Design 24.4.4 Passive Surveillance E5.5.1 Existing accesses and junctions E6.6.1 Number of car parking spaces E6.6.3 Number of motorcycle parking spaces E17.7.1 Standards for Signs (P1 and P2) (The proposal meets all other applicable standards as demonstrated in the attached appendices)
Level 2 Activity?	No

42 Days Expires:	12 Sep 2020
Existing Land Use:	Bulky goods (Showroom)
Representations:	3
Recommendation:	Approval, subject to conditions

REPORT IN DETAIL

PROPOSAL

The application is for a change of use of the existing building at 80-82 Main Road, currently known as the Coogans building. The proposed change of use of the Coogans building involves a community centre with associated components and ancillary office spaces, together with five retail tenancies and a café.

The café is to service the church activities on Sundays but will predominantly be run independently on Mondays to Saturdays.

The ground floor has a floor area of 1778.4m² and comprises of an auditorium with 400 seats, a foyer, lift lobby, café, kitchen, kids' play space, seating and circulation, a multi purpose area, amenities and five retail tenancies. The 949.3m² first floor area comprises of a theatre, kid's playrooms, and administrative/office spaces.

The building is proposed to be occupied between 6am to 12am Monday to Sunday for the community meeting use with the following activities:

- Café and kids area – 9am to 5pm Monday to Saturday;
- Dance and music rehearsals – 5pm to 9pm Monday to Friday;
- Youth programs – 6pm to 9pm Friday;
- Church service - 9am – 11am and 4pm – 7pm Sunday
- Venue hire for community purposes – 5pm – 12am Saturday and 5pm to 12am Sunday;

The venue will be made available to community events organisers who may wish to hire space / spaces to run events (such as fundraising event, school leaver dinner, or conference) that will be operating their event from 5pm to 12am. The number of occurrences for when the venue operates between 10pm - 12am is to be minimal. On Sundays and public holidays, the church may run a breakfast meeting from 6am - 8am. All events operating at night will occur inside the building. Noise emissions from the building will be minimised with acoustic treatment to the building construction.

The retail tenancies are to be located within Building C tenancy, fronting onto Main Road and are to have the following floor area:

- Tenancy 1-3 – 93.1m²;
- Tenancy 4 – 98m²; and

- Tenancy 5 – 83.3m².

Building alterations are proposed to the front facades of the existing building with new signage and new opening proposed.

The site is to have 91 on-site car parking spaces, 2 accessible parking spaces and 12 bike parking spaces.

The proposal includes alteration of existing signs and new signage along the eastern, western and southern elevation.

The proposal relies on performance criteria for hours of operation, design, passive surveillance, intensification of existing access usage, car parking and motorcycle parking shortfall and sign standards.

SITE and LOCALITY

The site extends between Charles Street and Main Road, with the main access off Charles Street. Extensive parking covers the area immediately adjacent Charles Street with the building set back nominally 60m from the street. The main building is two storey of concrete panel construction, with a rooftop parapet wall screening view of rooftop equipment from the street.

The existing building is split into three separate tenancies, with Building A located off Hopkins Street and is currently a vacant Bulky Goods Showroom (currently vacant and not part of the current change of use proposal); Buildings B and C located off Charles Street and Main Road respectively, were the main Coogans building which are subject to the change of use proposal.

The surrounding locality is characterised by a mix of retail and business uses, along Main Road and residential development along the western side of Charles Street.



Figure 1: An aerial view of the subject site and surrounding locality.

ZONE

The subject site is zoned within the General Business Zone as shown in Figure 2 below.

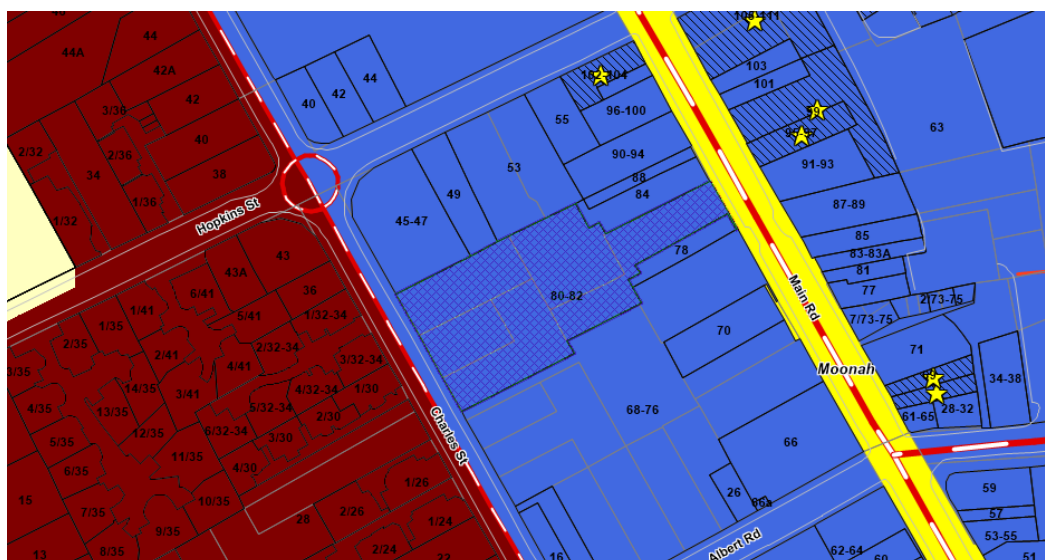


Figure 2: A snapshot of zoning (Blue – General Business Zone; Maroon – Inner Residential Zone; Yellow – Utilities Zone)

BACKGROUND

Previous approvals

- PLN-00437 Illuminate Pylon Sign with neon border mounted in rear car park near Charles Street, approved 02/11/00
- PLN-00694 Bus Shelter in Road Reserve in front of 23 Charles Street, Moonah, approved 04/02/02
- PLN-00971 Extension to Showroom/warehouse at 51 Hopkins Street, Moonah, approved 21/01/02
- PLN-02-01610 Partial Demolition & extensions to showrooms with variations to height limit & car parking requirement, approved 28/01/03
- PLN-19-281 Boundary Adjustment, approved 30/10/19
- PLN-19-262 Change of use to community meeting and entertainment and three retail tenancies with associated demolition & works, approved 17/02/2020

Reason for current application

The applicant has an approved permit for the conversion of Coogans building into community meeting and entertainment with three retail tenancies. After receiving the permit, the applicant sought to alter the number of retail tenancies, internal layout, external facades and car parking numbers and layout. Since the changes could not qualify as minor amendment to the permit (PLN-19-262), a new application (current proposal) was lodged showing the two additional retail tenancies, front façade alterations, new parking and signage.

Reason for GPA determination

The estimated cost of works exceeds \$500,000.00 and therefore needs to be determined at the Glenorchy Planning Authority. Additionally, during the advertising period, three representations were received. An extension of time was granted by the applicant.

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).

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil

Limited Exemptions

5.10.1 Signs exempt under clause E17.4.

Comment:

Clause E17.4 of the Signs Code provides exemptions for signs which replace existing approved signage but involve a change in graphics. Since the proposal involves altering graphics of existing signs for signage A, B and F as shown in Figure 5 and 6, these signs are exempt from assessment.

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

No SAP applies.

No conflict between zone and code provisions.

Use Class Description (Table 8.2):

Community meeting and entertainment means the use of land for social, religious and cultural activities, entertainment and meetings. Examples include an art and craft centre, church, cinema, civic centre, function centre, library, museum, public art gallery, public hall and theatre.

General retail and hire means the use of land for selling goods or services or hiring goods. Examples include an adult sex product shop, amusement parlour, beauty salon, betting agency, commercial art gallery, department store, hairdresser, market, primary produce sales, shop, shop front dry cleaner, supermarket and video shop.

Food services means the use of land for preparing or selling food or drink for consumption on or off the premises. Examples include a cafe, restaurant and take-away food premises.

Please note:

The proposal consists of offices and recreation areas which are directly associated with and subservient to the Community meeting and entertainment use.

Other relevant definitions (Clause 4.1):

Function centre means use of land, by arrangement, to cater for private functions, and in which food and drink may be served. It may include entertainment and dancing.

Gross floor area means the total floor area of the building measured from the outside of the external walls or the centre of a common wall.

Hours of operation means the hours that a business is open to the public or conducting activities related to the business, not including routine activities normally associated with opening and closing for business.

Office means use of land for administration, or clerical, technical, professional or other similar business activities.

Traffic Impact Assessment means a study prepared by a suitably qualified person that shows the likely effects of traffic generated by use or development on the local environment and on the road or railway networks or both in terms of safety, efficiency and amenity, having regard to present and assumed future conditions. It includes recommendations on measures to be taken to maintain the safety and efficiency of the road or railway networks.

Part C: Special Provisions

No special provisions of the Scheme apply to this proposal.

Part D: Zones

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

Zone Purpose Statements

- 21.1.1.1 *To provide for business, community, food, professional and retail facilities serving a town or group of suburbs.*
- 21.1.1.2 *To ensure the major centres provide for a range of convenience and goods and services as well as some community services and facilities for the municipal area and surrounds.*
- 21.1.1.3 *To provide a focus for employment at the municipal level primarily in retailing but complemented by a range of office based employment mainly in professional and personal services.*
- 21.1.1.4 *To facilitate residential use above ground floor level.*
- 21.1.1.5 *To ensure development is highly accessible by public transport, walking and cycling.*
- 21.1.1.6 *To provide a safe, comfortable and pleasant environment for workers, residents and visitors through the provision of high quality urban spaces and urban design.*

Comment:

The proposed use involves a mix of retail, community meeting and entertainment spaces and ancillary office and food services, which are to serve the local community and the municipal area. The use is expected to attract a range of employment options for residents of the municipality ranging from retail to catering and community services, together with convenient accessibility via a range of transport modes. The proposal is assessed as meeting the zone purpose statements.

Use Table

The Community Meeting and Entertainment use, the General Retail and Hire use and the Food Services (Café) are permitted within the Use Table. However, the proposal is discretionary due to reliance on performance criteria for the hours of operation, design and passive surveillance standards, existing access intensification, number of car parking spaces, number of motorcycle parking spaces and sign standards.

Use Standards**21.3.1 Hours of Operation**

The proposed use is to operate beyond 10pm during special events and therefore the proposal relies on performance criteria P1 which requires the following:

Hours of operation of a use within 50 m of a residential zone must not have an unreasonable impact upon the residential amenity of land in a residential zone through commercial vehicle movements, noise or other emissions that are unreasonable in their timing, duration or extent.

Comment:

The boundary of the subject site is located less than 50m from the Inner Residential Zone of Charles Street. The proposed development is to have commercial vehicle movements during hours which comply with the acceptable solution for commercial vehicle movement Clause 24.3.4 as discussed in the appendix section of the report.

Additionally, a noise assessment report has been submitted as part of the proposal to demonstrate that the proposed use is unlikely to cause unreasonable level of noise. The noise report has been assessed by Council's Environmental Health Officer who is in favour of the proposal and has provided comments in the referral section of the report. A noise condition has been recommended on the permit to ensure compliance with the noise levels.

Furthermore, even though the site boundary is within 50m of the nearest residential zone, the building subject to the change of use is setback approximately 60m away from the residential zone. The emissions likely to be caused by vehicles coming and going from the car parking area is expected to be reasonable in extent and is to match existing uses along Charles Street. It is therefore not anticipated that there will be emissions caused by an extension to the hours of operation which would cause an unreasonable impact on the residential amenity of land in the residential zone.

The proposal is therefore assessed as complying with the performance criteria and meeting the standard.

Development Standards for Buildings or Works**21.4.3 Design**

The proposal involves alteration to the existing building along the western façade to remove existing roller doors and addition of windows on the first floor level. Since the percentage of window or door openings on the ground level along the western façade is less than 40%, the proposal relies on performance criteria P1 which requires the following:

Building design must enhance the streetscape by satisfying all of the following:

- (a) provide the main access to the building in a way that addresses the street or other public space boundary;*
- (b) provide windows in the front façade in a way that enhances the streetscape and provides for passive surveillance of public spaces;*
- (c) treat large expanses of blank wall in the front façade and facing other public space boundaries with architectural detail or public art so as to contribute positively to the streetscape and public space;*
- (d) ensure the visual impact of mechanical plant and miscellaneous equipment, such as heat pumps, air conditioning units, switchboards, hot water units or similar, is insignificant when viewed from the street;*
- (e) ensure roof-top service infrastructure, including service plants and lift structures, is screened so as to have insignificant visual impact;*
- (f) not provide awnings over the public footpath only if there is no benefit to the streetscape or pedestrian amenity or if not possible due to physical constraints;*
- (g) only provide shutters where essential for the security of the premises and other alternatives for ensuring security are not feasible;*
- (h) be consistent with any Desired Future Character Statements provided for the area.*

Comment:

There is no change proposed to the main access to the building which is currently along the eastern (Main Road frontage) elevation and along the southern elevation. The existing access is clearly visible from the street and the parking area for the site. There are signs proposed to identify the building and use from Main Road and Charles Street. Window and door openings of approximately 90% of the ground floor level façade is proposed along the front façade with Main Road. The western elevation of the existing building currently does not provide for any window openings with the ability to provide for passive surveillance as shown in Figure 3 and 4 below.



Figure 3: View of the western elevation through Charles Street



Figure 4: Angled view of western and southern elevation from Charles Street

With the alteration of the western façade, windows are proposed along the first floor level which are for office spaces to directly overlook onto the car parking and Charles Street. The internal layout of the ground floor level along the western elevation provides for a kitchen area which cannot accommodate window or door openings facing the street. Planter boxes and seats are proposed on the ground floor level to enhance the streetscape. The proposed design would allow an enhanced streetscape and passive surveillance from the western elevation. Additionally, existing roller doors are to be replaced by glazed door to enhance the design of the building when viewed from Charles Street. No blank walls are proposed as timber battens and wall linings are proposed to allow for increase visual appeal and streetscape. A screen is proposed for the air conditioning unit on the roof and the lift proposed along the southern elevation. The existing awning over public footpath is to be retained and no shutters over window or door openings are proposed.

Overall, the proposal is assessed as complying with the performance criteria P1 and meeting the standard.

21.4.4 Passive Surveillance

Since the western elevation does not have openings of more than 40% of the surface area of the ground floor level façade, the proposal relies on performance criteria P1 which requires the following:

Building design must provide for passive surveillance of public spaces by satisfying all of the following:

- (a) provide the main entrance or entrances to a building so that they are clearly visible from nearby buildings and public spaces;*
- (b) locate windows to adequately overlook the street and adjoining public spaces;*
- (c) incorporate shop front windows and doors for ground floor shops and offices, so that pedestrians can see into the building and vice versa;*
- (d) locate external lighting to illuminate any entrapment spaces around the building site;*

- (e) *provide external lighting to illuminate car parking areas and pathways;*
- (f) *design and locate public access to provide high visibility for users and provide clear sight lines between the entrance and adjacent properties and public spaces;*
- (g) *provide for sight lines to other buildings and public spaces.*

Comment:

No change is proposed to the location of existing entrances to the building. The windows along the western elevation are designed and positioned to allow for adequate overlooking of Charles Street. The windows are for office spaces and multipurpose rooms which face the parking area. Window and door opening are provided along the full length of the front façade with Main Road to allow pedestrians to view into retail premises and vice versa. No entrapment space is proposed as part of this application and external lighting to the parking area are to be retained. Public access to the site is to be clearly visible to users given the positioning of the building and the provision of multiple signs to allow users to easily identify the building and access. There is no change to the positioning of the existing building and therefore sight lines would remain unchanged.

Overall, the proposal is assessed as complying with the performance criteria and therefore meeting the standard.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E5.0 Road and Rail Asset Code

The code applies due to intensification of existing accesses.

E5.5.1 Existing road accesses and junctions

The proposed development causes an intensification of the existing access by more than 20% or 40 vehicle movements a day. The proposal therefore needs to be assessed against performance criteria P3 which requires the following:

Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:

- (a) *the increase in traffic caused by the use;*
- (b) *the nature of the traffic generated by the use;*
- (c) *the nature and efficiency of the access or the junction;*
- (d) *the nature and category of the road;*
- (e) *the speed limit and traffic flow of the road;*
- (f) *any alternative access to a road;*
- (g) *the need for the use;*
- (h) *any traffic impact assessment; and*
- (i) *any written advice received from the road authority.*

Comment:

A Traffic Impact Assessment was provided as part of the application. Council's Development and Traffic Engineer have reviewed the document and have provided a comprehensive assessment against the use standard in the referral section of this report. In summary, Council's Engineers have assessed the proposal as complying with the performance criteria and meeting the standard.

E6.0 Parking and Access Code

E6.6.1 Number of Car parking spaces

Table E6.1 of the code stipulates that 1 parking space per 15m² of floor area is to be provided for the Community meeting and entertainment use, 1 parking space per 30m² for the General retail and hire use and 15 parking spaces per 100m² of floor area for café or 1 per 3 seats, whichever is the greater. The proposed development requires a total of 181 car parking spaces (151 for Church and ancillary uses, 15 for retail and 15 for food services (based on seats)) but only 91 car parking spaces are to be provided. The proposal therefore relies on performance criteria P1 which requires the following:

The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:

- (a) *car parking demand;*
- (b) *the availability of on-street and public car parking in the locality;*
- (c) *the availability and frequency of public transport within a 400m walking distance of the site;*
- (d) *the availability and likely use of other modes of transport;*
- (e) *the availability and suitability of alternative arrangements for car parking provision;*
- (f) *any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;*
- (g) *any car parking deficiency or surplus associated with the existing use of the land;*
- (h) *any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;*
- (i) *the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;*
- (j) *any verified prior payment of a financial contribution in lieu of parking for the land;*
- (k) *any relevant parking plan for the area adopted by Council;*
- (l) *the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;*

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

Comment:

A Traffic Impact Assessment was provided as part of the application which calculated the required number of car parking spaces required under the Planning Scheme as per potential maximum usage and based the assessment on a maximum number of required parking space of 188. The Traffic Impact Assessment demonstrates that the car parking demand for the car parking spaces proposed is considered quite sufficient to meet the reasonable needs of customers. There is availability of on-street and public parking areas in close proximity with good access to public transport due to Main Road being a major transit corridor with frequent bus services. Additionally, the site is easily accessible for pedestrians residing in the surrounding residential catchment.

The proposal was referred to Council's Development and Traffic Engineer, who have provided comprehensive assessment in the referral section below and are in favour of the proposed development.

The proposal is therefore assessed as meeting the standard through compliance with the performance criteria.

E6.6.3 Number of Motorcycle Parking Spaces

The proposal does not include motorcycle parking spaces and therefore relies on performance criteria P1, which requires the following:

The number of on-site motorcycle parking spaces must be sufficient to meet the needs of likely users having regard to all of the following, as appropriate:

- (a) *motorcycle parking demand;*
- (b) *the availability of on-street and public motorcycle parking in the locality;*
- (c) *the availability and likely use of other modes of transport;*
- (d) *the availability and suitability of alternative arrangements for motorcycle parking provision.*

Comment:

A Traffic Impact Assessment was submitted to address the requirements of the performance criteria. As a summary, the TIA states that the proposed use is likely to create a low motorcycle usage which can easily be accommodated in motorcycle parking areas in the surrounding locality. The site is well serviced by other modes of transport, including public transport (Metro busses along Main Road), bicycle (InterCity Cycleway located nearby), pedestrians, and private motor vehicles (with a large pool of private and public parking located in the Precinct).

The TIA was reviewed by Council's Development and Traffic Engineer who are in favour of the proposal and have provided an assessment in the referral section of the report.

The proposal is assessed as complying with the requirements of the performance criteria P1 and therefore meeting the standard.

E7.0 Stormwater Management Code

No new impervious surfaces are proposed as part of the application. The proposal has been referred to Council's Development Engineer who has provided comments in the referral section of the report. Council's Development Engineer is in favour of the proposal and has determined that the application satisfies the acceptable solutions of the applicable standards of the Stormwater Management Code.

E17.0 Signs Code

Below is a list of signs proposed along each elevation:

Eastern elevation (façade facing Main Road)



Figure 5: Proposed eastern elevation with proposed signs

- Existing 10m x 2.1m wall sign to be retained and have alterations to graphics (Sign A)
- Existing awning sign (6m x 0.55m) along the western section of the awning is to have altered graphics to match the new branding (Sign B).
- A new 6m x 0.55m awning sign is proposed on the eastern section of the existing awning (Sign C).

Western elevation (façade facing Charles Street)

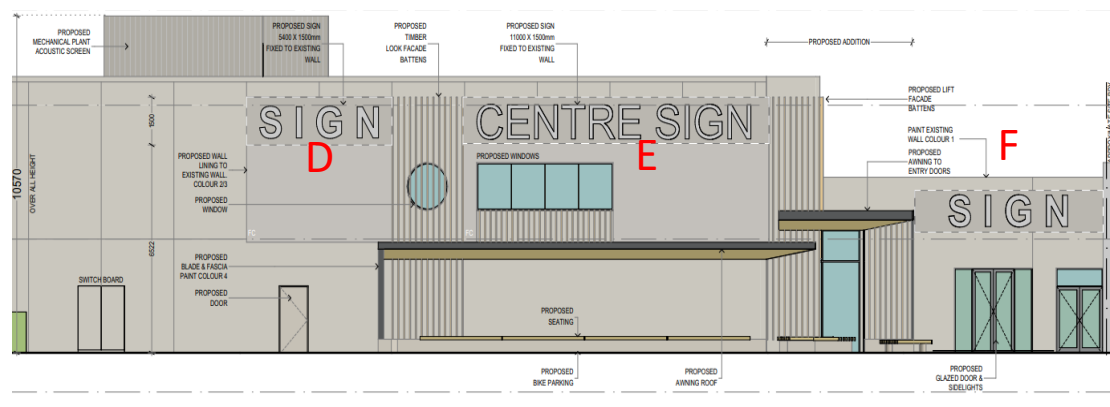


Figure 6: Proposed western elevation with signage

- A 5.4m x 1.5m wall sign (sign D)

- An 11m x 1.5m wall sign replaces an existing 2m x 8.7m wall sign (Sign E)
- The wall sign (F) is an existing sign which is to be retained but have amended graphics to match the proposed use.

Southern elevation

- A 4m x 0.3m awning sign (sign G) is proposed on the new awning along the southern elevation as shown in figure 3 below



Figure 7: Proposed awning sign along southern elevation.

The existing signs (annotated as Signs A, B and F in Figure 5 and 6) are existing signs which are to be retained but have alterations to graphics (including text, graphic design and colour) to match the proposed uses. The scale, location and dimensions are to match the existing signs.

The exemption under E17.4 Use or Development Exempt from this Code states the following:

E17.4.3 Changes to the graphics of a legally existing sign, including text, graphic design and colour is exempt from requiring a permit under this planning scheme.

The signs A, B and F are therefore exempt from consideration under Clause E17.4.3 of the Signs Code.

Two Awning Fascia signs (annotated as signs C and G in Figure 5 and 7) and wall signs (annotated as D and E in Figure 6) are proposed which need to be considered under the Use and Development Standards of the Signs Code. The signs comply with the use standards as described in the appendix section of the report. The signs rely on performance criteria for the standards for signs as described below:

E17.7.1 Standards for signs (A1/P1)

The acceptable solution A1 requires the proposed signs to meet the standards listed in Table E17.2.

The standard for Awning Fascia Sign as described in Table E17.2 is as follows:

- Projects no more than 40mm in profile from the surface to which they are attached and are no less than 300mm from the kerb alignment;*

- (b) *Does not extend above, below or beyond the awning;*
- (c) *Height of lettering or other graphics is no more than 450mm.*

Comment:

The proposed Awning fascia signs are to have lettering height of 0.55m which exceeds the 0.45m requirement of the signs standard. The Awning Fascia Signs therefore rely on the performance criteria P1 to comply with the standard.

The standard for Wall signs as described in Table E17.2 is as follows:

- (a) *Message on the front face only;*
- (b) *Projection from the face of the wall or fence no more than 450mm;*
- (c) *Does not extend laterally beyond the wall or above the top of the wall to which it is attached;*
- (d) *Area of sign no more than 2m².*

Comment:

The Wall signs are to have the following dimensions and area:

- Sign D - 5.4m x 1.5m = 8.1m²
- Sign E - 11m x 1.5m = 16.5m²

Since the area of the wall signs D and E exceed the required 2m², the proposal relies on performance criteria P1, which requires the following:

A sign not complying with the standards in Table E17.2 or has discretionary status in Table E17.3 must satisfy all of the following:

- (a) *be integrated into the design of the premises and streetscape so as to be attractive and informative without dominating the building or streetscape;*
- (b) *be of appropriate dimensions so as not to dominate the streetscape or premises on which it is located;*
- (c) *be constructed of materials which are able to be maintained in a satisfactory manner at all times;*
- (d) *not result in loss of amenity to neighbouring properties;*
- (e) *not involve the repetition of messages or information on the same street frontage;*
- (f) *not contribute to or exacerbate visual clutter;*
- (g) *not cause a safety hazard.*

Comment:

The awning and wall signs would be integrated into the design of the premise and streetscape. The awning sign along the eastern elevation would be similar to existing awning signs in the locality and are designed to be informative and attractive. The awning signs are to identify the two retail tenancies fronting onto Main Road. The awning sign along the southern elevation would be the only signage along the southern access to the building and would not dominate the building. The wall signs D and E along the western elevation would be integrated into the design of the western façade.

and given the large expanse of the wall of approximately 37m, the signs are not expected to dominate the building. The two wall signs would be separated by timber battens to enhance the visual aspect of the building. The signs would be informative and relate to the new uses of the site. A condition is recommended for the signs to be maintained in a satisfactory manner at all times. The signs along the western façade are to be setback approximately 60m from the nearest residential property along Charles Street and are not proposed to be illuminated. The signs are therefore not assessed as causing a loss of amenity to neighbouring properties. The signs are proposed to identify the different uses of the building and a repetition of messages or information are not expected. Overall, the signs are not expected to cause an exacerbate visual clutter and would match the existing signs in the locality and building. The signs are not expected to cause a safety hazard as they would be affixed to the existing building.

The proposal is assessed as complying with the performance criteria and therefore meeting the standard.

E17.7.1 Standards for Signs (A2/P2)

The proposal involves two (2) awning fascia signs along the eastern elevation and a total of three (3) wall signs along the western elevation. The proposal therefore relies on performance criteria P2 which requires the following:

The number of signs per business per street frontage must:

- (a) minimise any increase in the existing level of visual clutter in the streetscape; and where possible, shall reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs;*
- (b) reduce the existing level of visual clutter in the streetscape by replacing, where practical, existing signs with fewer, more effective signs;*
- (c) not involve the repetition of messages or information.*

Comment:

The awning fascia signs along Main Road frontage are not expected to increase the existing level of visual clutter. The awning signs are to identify the use of the two retail tenancies fronting onto Main Road. The existing above and below awning signs are to be removed and therefore the existing level of visual clutter is to be reduced as a result of that. The Wall signs along Charles Street frontage are to be setback a minimum of 47m from the street and are not considered as dominating the streetscape. The signs match the number of existing signs for other businesses in the locality and given the location of the entrance along the southern elevation, the signs are assessed as informing the public on the location of the entrance and use of the building. The signs proposed are considered to cause limited visual clutter as the wall signs have been kept at an acceptable size as compared to the total width of the proposed building. The proposal does not involve a repetition of messages or information.

The proposal is therefore considered as meeting the performance criteria P2.

PART F: Specific Area Plans

No SAP applies.

INTERNAL REFERRALS

Development Engineer

Comments

The development application seeks an approval for Change of use to community meeting, entertainment and five retail tenancies with associated demolition works. The works include partial demolition and new parking arrangements. The applicant has a previously approved development application (PLN-19-262) for a similar proposal. The applicant sought to alter the number of retail tenancies, internal layout, external facades and car parking numbers and layout. The changes could not qualify as minor amendment to the permit (PLN-19-262), hence a new application was lodged. The Traffic Impact Assessment (TIA) by Midson Traffic Pty Ltd date July 2020 is submitted as part of the application as supporting document. The information has been referred to Council's Traffic Engineer, please see Transport Engineer referral for a detailed discussion of traffic matters.

E5.0 Road and Railway Assets Code

The development complies with Code E5 Road and Railway Assets Code.

The TIA addressed the Traffic generation from the development and concluded that the total vehicle movements to and from the site is 1,345 vehicles per day while the existing traffic generated by current use as Coogans retail store is likely to be 1,000 vehicles per day. The TIA stated that the traffic generated by the development is therefore greater than 20% of the previous use and therefore the Acceptable Solution A3 of Clause E5.5.1 of the Planning Scheme is technically not met. The TIA then assessed the traffic generation against the performance criteria. Council's Traffic Engineer concurs with the findings in the TIA and concludes that it is accepted that the Performance Criteria P3 of clause E5.5.1 is met and 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.

The site can be accessed off the existing vehicle crossing, and no new access is proposed; this complies with A2 of the E5.6.2. The TIA states that the sight distance at the access frontage exceeds the requirement in the Table E5.1 of 80 metres and therefore, the sight distance complies with the acceptable solution A1 under clause E5.6.4.

E6.0 Parking and Access Code

The development complies with Code E6 Parking and Access Code and is considered that the site is capable of being developed and the local traffic conditions are not expected to be significantly affected.

The site can be accessed off the existing vehicular accesses onto the driveway and each parking spaces. The TIA stated that the requirement under the Table E6.1, requires the total of 22 to 194 car parking spaces on the weekday demand and 147 to 180 car parking spaces for the weekend demand for the entire redevelopment; while the total of 181 car parking spaces are required under the planning scheme. The applicant proposes to provide a total of 91 on-site car parking spaces; hence the development application is not be able to comply with the acceptable solution, A1

under clause E6.6.1. The TIA then addressed each Performance criteria, P1 under the clause E6.6.1 including the car parking demand, the availability of the on-street and public car parking in the locality, the availability and frequency of public transport within a 500m walking distance and the availability and likely use of other modes of transport. The TIA stated that the actual parking demands of the existing site are likely to be in the order of 46 to 124 cars on weekdays, and 147 cars on weekends. TIA also advises that larger weekday functions would require a traffic and parking management plan to ensure that car parking does not rely on a large provision of off-site car parking but noted however that large function parking demands can be accommodated in the surrounding public car parking facilities as demonstrated by Council's most recent 2018 car parking surveys. Therefore, it is considered the performance Criteria, P1 is met.

Of the total number of proposed car parking spaces, it is proposed that two (2) accessible car parking spaces be provided or retained. This complies with the acceptable solution, A1 under clause E6.6.2. The Planning Scheme requires the total of four (4) motorcycle parking spaces. The developer proposes no motorcycle parking spaces as part of the application and the TIA assessed the clause against the Performance Criteria, P1 under the clause E6.6.3. The TIA also addressed the bicycle parking spaces are required at the total of 3 spaces of class 1 or 2 and 12 spaces of class 3. It is indicated that bicycle parking for 8 bicycles to be provided and therefore it is unable to comply with the acceptable solution, A1 under clause E6.6.4. It is considered that the bicycle parking spaces location provides accessibility, the nature of use and the balance of potential need of uses meet the objective and encourage cycling; and satisfy the performance criteria. The on-site turning area, passing bays and commercial vehicle load and unloading area can be accommodated within the proposed parking and access arrangement and comply with the code acceptable solution. Surface treatment and lighting for parking area will be conditioned to meet the acceptable solution.

E7.0 Stormwater Management Code

There are no GCC stormwater mains affected by this application. There is no significant addition to the impervious surfaces being created as the current situation if the site is already fully of an impervious surface. The runoff from the new development area will be discharged to the existing GCC approved outlet. Therefore, the SW arrangement is considered comply with the acceptable solution, A1. The development also considered comply with the acceptable solution A2 and a stormwater system does not require to incorporate water sensitive urban design for treatment, as the size of the new impervious area is less than 600m², not more than six car parking spaces proposed, and the application is not for a subdivision. A3 and A4 also satisfy given the size and scope of the development. Therefore, the development considers meet the requirements in Stormwater Management Code.

Other

E3.0 Landslide Code

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

E11.0 Waterway and Coastal Protection Code (E11.7.1 A4 and P4) - Not applicable.

E15.0 Inundation Prone Areas Code

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

Traffic Engineer

Introduction

The developer proposes to redevelop the old Coogans site at 80-82 Main Road which has a car park with the two accesses off Charles Street. The car park has 91 spaces including 2 accessible parks. The developer proposes to split the building into three separate tenancies being:

- Building A – bulky goods showroom
- Building B – community centre with an auditorium with 400 seats and associated components of office and cafe
- Building C – arcade, retail and food services

Building A will be subject to a separate development application but is included in the assessment as the parking and traffic numbers to the site will be affected. The assessment below is based on the Traffic Impact Assessment (TIA) undertaken by Midson Traffic Pty Ltd, dated September 2020 and letter from Midson Traffic Pty Ltd in response to representations dated 21 September 2020.

A previous development application was lodged and approved (PLN-19-262) for a very similar development. This proposed application increases the traffic and parking generated by the development mainly due to increase use of the arcade from three to five tenancies and a café associated with the auditorium.

Traffic Generation

The traffic generated by the proposed development, excluding Building A, is stated in the TIA as being 995 vehicles per day during the weekday with a peak hour of 212 vehicles. On the weekend there will be 695 vehicles per day with a peak hour of 154 vehicles. On weekends when there are Church services on Sunday, the traffic numbers for other components of the development are assumed to be lower.

The traffic numbers include 290 vehicle per day with a peak of 120 vehicles for use of the 400-seat auditorium when Church services are undertaken on the weekend. These numbers are based on surveys undertaken on Sunday at a similar Church in Kingston that has seating for about 400 people. The auditorium will also be used as a function centre for such things as trade show, ball room and dining hall, Mondays to Saturdays when there are no church services.

The proposed arcade will generate 488 vehicles per day during the weekday with a peak of 49 vehicles. This is based on the traffic numbers from the RMS guide (Roads and Maritime Services NSW Guide to Traffic Generating Developments). It is assumed on the weekend this is lower by 70%. The office and café associated with the community centre will generate the remainder of the traffic which is also based on RMS guide.

Building A is assumed to generate 350 vehicles per day with a peak hour of 35 vehicles during the weekdays and on weekends lower traffic volumes have been assumed in the TIA, based on the RMS guide. The total proposed traffic for the whole site is therefore 1,345 vehicles per day with a peak of 247 vehicles during the weekdays.

The previous Coogans retail store is assumed to have generated 3 vehicle per hour per 100m² based on the RMS Guide, during Thursday evening peak. With a GFA of 3,500 m² the evening Thursday peak would be 105 vehicles per hour. The likely daily traffic generated by the site would be 1,000 vehicles per day.

The assessment of traffic numbers in the TIA is accepted. The total proposed development will generate slightly more traffic than the previous site from 1,000 vehicles per day to 1,345 vehicles per day. The proposed site will therefore increase the traffic by more than 20%, thus the Performance Criteria of clause E5.5.1 needs to be met.

The TIA has addressed the performance criteria. It is noted in the TIA that the traffic volumes for this proposed development and that of the existing site are likely to be similar in magnitude, as the function centre will not be operating at or near capacity most of the time. To assist traffic flow for large events at the auditorium it is recommended that a Traffic and Parking Management Plan is undertaken and submitted to Council for approval.

The crash history was assessed as part of the TIA in which there are no pre-existing road safety deficiencies in the road network that might be exacerbated by traffic generated by the proposed development.

The traffic should be able to be absorbed by the existing road network, such as Charles Street where the car park accesses are. Charles Street is classed as a collector road which distributes traffic from the main arterial roads to properties.

Based on the TIA, it is accepted that the Performance Criteria PC3 of clause E5.5.1 is met and 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

Parking

The developer is not proposing any change to the existing car park layout and driveway accesses off Charles Street. There is a total of 91 on-site car parking spaces which includes 2 disabled spaces. The number of car parking spaces does not meet the Acceptable Solution A1 for clause E6.6.1 being 181 spaces (as per Table E6.1 in the planning scheme).

The TIA has indicated that parking numbers would be between 57 to 194 cars during the weekday and between 147 to 180 cars during the weekend. This excludes Building A – bulky goods showroom, in which the total car parking numbers for the site would increase by 24 spaces.

The range in car parking numbers is due to the use of the 400-seat auditorium for functions from Monday to Saturdays and for church services. The TIA suggests that 137 car parking spaces are required for the church service on a Sunday based on surveys undertaken at a church in Kingston that has seating for about 400 people.

This equates to about 2.5 people per car and 3 people per car if the audition is at capacity and everyone drives.

Functions booked at the auditorium will have varying parking demands. The maximum parking demand on a weekday is assumed in the TIA to be 20% less than a Sunday church service due to the availability of public transport and other means of access such as cycling, walking and chartered bus. The range in parking numbers for the function centre is assumed to be between 20 to 110 spaces on weekdays and a maximum of 137 spaces on weekends.

The TIA has stated that parking during the weekdays from the associated components of the community centre is 18 based on 1 space per 40m² for office and 15 spaces per 100m² for café from the planning scheme and another 5 spaces due to administration of the community centre on weekdays. On weekends this is assumed to be zero as ancillary to the church.

The parking associated with the arcade during the weekday is 14 to 61 spaces depending on the breakdown of tenancies. This is based on 1 space per 30m² for retail and 15 spaces per 100m² for café from the planning scheme. On weekends this is reduced by 70% as assumed that there will be less demand with 10 to 43 spaces required.

Based on the TIA assessment for this development, there could be between zero and 103 car parking spaces shortfall during the weekdays due to functions. On the weekends there could be a shortfall of between 56 and 89 spaces due to church services (or functions). If building A is included, then this number is increased by 24 spaces, however parking numbers for this development would need to be assessed via a separate development application.

It is proposed in the TIA that if there is a function with more than 107 people, then a traffic and parking plan needs to be undertaken. Small to medium function can be accommodated within the car park. Larger functions will need to consider bus transport and information to guests about limited parking so they can consider taking taxi or car sharing.

The TIA has assessed the shortfall in parking for weekends, particularly the Church service on Sunday and notes the following:

- On-street car parking demands are lower on Sundays when the parking demands of the church activities are maximised. There will be sufficient spare capacity in the surrounding on-street car parking supply and nearby off-street car parks to cater for the likely demands.
- There is a high level of nearby off-street car parking availability in the surrounding area. Specifically noting that the two car parks either side of Hopkins Street between Main Road and the cycleway are publicly accessible and can be utilised by Church patrons during Sundays (when parking demands associated with these car parks are lower).
- The previous use of the site as a bulky goods retail store would have generated a higher parking demand during weekdays. Council's car parking surveys (detailed in Section 5.3) would have captured the parking demands of the previous use of the site.

- There is likely to be a high degree of 'shared parking' associated with church patrons visiting other sites in the nearby area (such as visiting cafes, shops, etc). This reduces the parking demands associated with these uses when considered collectively.
- The weekday peak parking is based on the assumption that a large function is booked at the auditorium. This will not always be the case (smaller functions would have a lower parking demand, and there will be days when there is not a function booking). It is also noted that many functions at the auditorium will occur during the evening when parking demands in the surrounding network are lower.

In the Moonah car park located on the eastern side of Main Road between Hopkins Street and Albert Road there is a total of 232 car parking spaces, of which 70 are unrestricted and 162 have time-restrictions on them. The unrestricted spaces are generally used by all day parkers likely to be working in the area and less utilised on a Sunday when church services are on or in the evening when functions maybe occurring. There is some space capacity in the time-restrictions spaces of around 40 to 60 spaces during the weekdays and likely similar numbers or more space capacity during weekends.

There are 65 on-street parking spaces within the block of the development along Main Road, Charles Street, Albert Road and Hopkins Street with mostly either one hour or half an hour time restriction. The TIA states that there is enough spare parking capacity in the surrounding area to cater for any shortfall that may be associated with the proposed development, utilising the Moonah car park and on-street parking.

The assessment on the surrounding parking availability is based on the current situation which may change over time (i.e. parking maybe removed due to safety reason or land developed). The car parking currently available on-street or in other car parks is not guaranteed in perpetuity or for the exclusive use by this development. The parking spaces that are not within the development site are not solely for the developer's customers as they are public car parking spaces that can be used by any public member. Private car parks are for private use by that owner.

Base on the TIA, it is accepted that the Performance Criteria PC1 for clause E6.6.1 is met and there is enough parking for the development that will not unreasonably impact on the road network.

Conclusion

As the proposed development is not expected to have any significant detrimental impacts on the surrounding road network in terms of traffic efficiency or road safety, I have no objection to the development on traffic engineering or road safety grounds subject to the recommended condition for traffic and parking management plan.

Environmental Health Officer

This proposal is of a 2 story, Community Meeting and Entertainment Centre which is located at 80-82 Main Road Moonah and is zoned General Business. The proposal includes a Café, children's play area, theatre, auditorium and corporate spaces.

Air-conditioning units will be installed on the roof space, shielded by an acoustic barrier located on the residential side, with the existing air-conditioning units being removed.

A noise assessment has been conducted by Noise Vibration Consulting, dated 27 June 2020, has been submitted. The noise report concludes the proposal meets the Acceptable Solution for noise referred to in the General Business Zone of the Scheme. The Acceptable Solution 21.3.2-A1 of the Scheme are therefore recommended to be included as conditions.

EXTERNAL REFERRALS

TasWater

Pursuant to the Water and Sewerage Industry Act 2008 (TAS) Section 56P(1) TasWater imposes conditions on the permit.

REPRESENTATIONS

The application was advertised for the statutory 14-day period with 3 representations being received.

Parking shortfall and reliance on adjoining private parking

The representors state that the shortfall in car parking spaces, requires reliance on the adjoining parking spaces to meet the parking demand for the proposed use.

Planner's Comment:

This issue has been previously addressed in the amended TIA and a correspondence by the applicant's Traffic Engineer. The TIA states that privately owned car parking spaces are not being relied upon and the survey conducted shows that the shortfall in parking can be accommodated in nearby public parking areas.

The applicant's Traffic Engineer provided comments with respect to the concerns raised by the representors, summarised below:

The parking areas shown in Figure 8 of the TIA show all parking areas that were surveyed by Council for their regular Moonah car parking surveys, however the TIA only investigated parking data for the public Moonah car park, the Coogans car park, and on-street car parking.

With regards to the parking data used for the Christian Reformed Church in Denison Street. The surveyed Kingston church provides 71 on-site car parking spaces and is in reasonable proximity to nearby commercial development (notably Channel Court). These similarities made it suitable for comparison to the proposed Moonah development.

The amended TIA and comments from the Applicant's Traffic Engineer was referred to Council's Traffic Engineer who is satisfied with argument presented and is in favour of the proposal.

CONCLUSION

The proposal is for a change of use to Community meeting and entertainment centre with a café and five retail tenancies at 80-82 Main Road, Moonah. The proposal relies on performance criteria for hours of operation design and passive surveillance standards, number of car parking spaces, number of motorcycle spaces and standards for signs. The application is assessed as satisfying the requirements of the performance criteria and meeting the standards. The proposal is also assessed as

meeting the applicable use and development standards of the General Business Zone, Road and Railway Assets Code, Parking and Access Code and Stormwater Management Code. Council's Development and Traffic Engineers are satisfied that the proposal complies with the relevant standards of the Road and Railway Assets Code, Parking and Access Code and Stormwater Management Code. The application was publicly advertised for the statutory 14-day period and three representations were received which have been addressed in the report.

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

RECOMMENDATION:

That a permit be granted for the proposed use and development of Change of use to Community Meeting and Entertainment with five retail tenancies (General Retail and Hire) and a Café (Food services) with associated demolition and works at 80-82 Main Road Moonah subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-20-235 and Drawing submitted on 17/06/2020 (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 2020/00907-GCC, dated 17/07/2020, form part of this permit.
3. Commercial vehicle movements must be between:
 - (a) 6.00 am to 10.00 pm Mondays to Saturdays inclusive;
 - (b) 7.00 am to 9.00 pm Sundays and public holidays.
4. Walls of the building facing Charles Street must be coloured using colours with a light reflectance of not greater than 40%.
5. The wall signs must not extend laterally beyond the wall or above the top of the wall to which it is attached
6. The signs must relate directly to the use of the building and not involve a repetition of messages.
7. The signs must be maintained in a satisfactory manner at all times for the duration of the use.

Engineering

8. A traffic and parking management plan is required to be submitted to Council to the satisfaction of the Director of Infrastructure and Works for large functions, being more than 107 people, prior to occupancy of Building B (community centre with auditorium with 400 seats and associated components). This plan must be adhered to for large functions.

Environmental Health

9. Noise emissions measured at the boundary of a residential zone must not exceed the following:
- (a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm,
 - (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm to 7.00 am;
 - (c) 65dB(A) (LAmax) at any time.

Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.

Noise levels are to be averaged over a 15 minute time interval.

Advice to Applicant

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

Environmental Health

The proponent's Building Surveyor must forward copies of the following documents to Council's Senior Environmental Health Officer prior to any works being undertaken on site (including the installation of fixtures and fittings) that relate to the proposed food premises:

- a) a request in an approved form (Form 42) for an Environmental Health Officer report;
- b) any relevant drawings, specifications or other documents submitted with the application; and
- c) details provided by the owner of the nature of the foods to be prepared, handled, stored or sold and the types of manufacturing processes to be undertaken on the premise
- d) Council's Senior Environmental Health Officer may require the premises to meet equipment and fit out specifications which exceed those required by the National Construction Code 2019, before the premises can be registered and the food business licensed pursuant to the Food Act 2003.

Other Permits

Please be aware that this planning permit is a planning approval issued under the Glenorchy Interim Planning Scheme 2015. You should consult with an accredited Building Surveyor prior to commencing this use or work to ensure all relevant requirements of the *Building Act 2016* are complied with. In addition to this planning permit, a building permit and/or plumbing permit may also be required. If further clarification is required, please contact Council's Building Section on 6216 6800.

Attachments/Annexures

- 1 Attachment - 80-82 Main Road Moonah



APPENDIX A**21.0 General Business**

Standard	Acceptable Solution	Proposed	Complies?
21.3 Use Standards			
21.3.1 Hours of Operation	A1 Hours of operation of a use within 50 m of a residential zone must be within: (a) 6.00 am to 10.00 pm Mondays to Saturdays inclusive; (b) 7.00 am to 9.00 pm Sundays and Public Holidays. except for office and administrative tasks.	The site is located within 50m of a residential zone and the proposed use is to exceed beyond the hours of A1 for certain events. The proposal therefore relies on P1.	No – relies on performance criteria.
21.3.2 Noise	A1 Noise emissions measured at the boundary of a residential zone must not exceed the following: (a) 5dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm to 7.00 am; (c) 65dB(A) (LAm _{ax}) at any time. Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.	A noise assessment was submitted as part of the application which demonstrates that the proposal complies with the acceptable solution. The application was referred to Council's Environmental Health Officer who has recommended a condition on the permit to ensure the requirements of the noise assessment is complied with.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	Noise levels are to be averaged over a 15 minute time interval.		
21.3.3 External Lighting	A1 External lighting within 50 m of a residential zone must comply with all of the following: (a) be turned off between 11:00 pm and 6:00 am, except for security lighting; (b) Security lighting must be baffled to ensure they do not cause emission of light outside the zone.	No new external lighting within 50m of the residential zone is proposed.	NA
21.3.4 Commercial Vehicle Movements	A1 Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site within 50 m of a residential zone must be within the hours of: (a) 6.00 am to 10.00 pm Mondays to Saturdays inclusive; (b) 7.00 am to 9.00 pm Sundays and public holidays.	The applicant has specified that all commercial vehicle movements would be within the time specified in A1. A condition is recommended on the permit to ensure compliance.	Yes - complies
21.4 Development Standards for Buildings and Works			
21.4.1 Building Height	A1 Building height must be no more than: 12m.	There is no change to the building height except for the acoustic screen to be installed to screen the air conditioning unit on the roof top. The maximum height for the section with the screen is to be 10.57m.	Yes – complies.
	A2 Building height within 10 m of a residential zone must be no more than 8.5 m.	The building is setback more than 10m from the closest residential zone.	NA

Standard	Acceptable Solution	Proposed	Complies?
21.4.2 Setback	A1 Building setback from frontage must be parallel to the frontage and must be no more than: (a) nil m, if fronting Main Road; or (b) the alignment of adjoining buildings, if fronting a street other than Main Road.	No change to the frontage setback proposed.	NA
	A2 Building setback from a residential zone must be no less than: (a) 5m; or (b) half the height of the wall, whichever is the greater.	No change to the building setback proposed.	NA
21.4.3 Design	A1 Building design must comply with all of the following: (a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site; (b) for new building or alterations to an existing facade provide windows and door openings at ground floor level in the front façade no less than 40% of the surface area of the ground floor level façade; (c) for new building or alterations to an existing facade ensure any single expanse of blank wall in the ground level front façade and facades facing other public spaces is not greater than 30% of the length of the facade; (d) screen mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units,	a) The location of the main pedestrian entrances to the existing building are to remain unchanged but are currently clearly visible from both Main Road and Charles Street. b) The existing windows and door openings are to be altered along the eastern and western façade (front facades) of the existing building. Along the eastern façade, the door and window opening amount to more than 50% of the surface area of the ground floor level.	No – relies on performance criteria due to western elevation not providing windows on the ground level.

Standard	Acceptable Solution	Proposed	Complies?
	switchboards, hot water units or similar from view from the street and other public spaces; (e) incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof; (f) provide awnings over the public footpath if existing on the site or on adjoining lots; (g) not include security shutters over windows or doors with a frontage to a street or public place.	For the western elevation, the façade is to be altered to allow for window openings on the first floor. Less than 40% of openings are proposed on the ground level. The proposal therefore relies on performance criteria for compliance with the standard. c) No single expanse of blank wall of more than 30% of the length of the façade is proposed as design uses different wall colours, openings and construction materials. d) Mechanical plant on the roof top is to be screened e) Roof-top service infrastructure is to be incorporated within the design of the roof. f) The existing awning along main road frontage is to remain unchanged. g) No security shutters are proposed on new door or window openings along the frontage.	
	A2 Walls of a building facing a residential zone must be coloured using colours with a light reflectance value not greater than 40 percent.	The applicant has confirmed that the colours for the wall facing Charles Street will meet A1 (Gnu Tan colour with LRV 40; Stone crop colour with LRV 32). A	Yes

Standard	Acceptable Solution	Proposed	Complies?
		condition has been recommended to meet the light reflectance value of 40%	
21.4.4 Passive Surveillance	Building design must comply with all of the following: (a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site; (b) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the front façade which amount to no less than 40 % of the surface area of the ground floor level facade; (c) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the façade of any wall which faces a public space or a car park which amount to no less than 30 % of the surface area of the ground floor level facade; (d) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces; (e) provide external lighting to illuminate car parking areas and pathways; (f) provide well-lit public access at the ground floor level from any external car park.	a) The main entrances through Main Road and Charles Street are clearly visible from the road, with new entry awnings proposed along the southern elevation. b) the existing windows and door openings are to be altered along the eastern and western façade (front facades) of the existing building. Along the eastern façade, the door and window opening amount to more than 50% of the surface area of the ground floor level. For the western elevation, less than 30% of windows or door openings are proposed on the ground floor level. The proposal therefore relies on performance criteria. c) less than 30% of openings are proposed on the ground floor level facing the parking space d) no entrapment spaces are proposed e) the car parking area has existing lighting which are to be maintained. f) the public accesses are to be well-lit at all times.	No – relies on performance criteria
21.4.5 Landscaping	A1 Landscaping is not required along the frontage in this zone.		Yes - complies

Standard	Acceptable Solution	Proposed	Complies?
	A2 Along a boundary with a residential zone landscaping must be provided for a depth no less than: 2m.	The site does not share a boundary with a residential zone	NA
21.4.6 Outdoor Storage Areas	A1 Outdoor storage areas for non-residential uses must comply with all of the following: (a) be located behind the building line; (b) all goods and materials stored must be screened from public view; (c) not encroach upon car parking areas, driveways or landscaped areas.	No new outdoor storage area proposed	NA
21.4.7 Fencing	A1 Fencing must comply with all of the following: (a) fences, walls and gates of greater height than 1.5 m must not be erected within 4.5 m of the frontage; (b) fences along a frontage must be at least 50% transparent above a height of 1.2 m; (c) height of fences along a common boundary with land in a residential zone must be no more than 2.1 m and must not contain barbed wire.	No new fence proposed as part of this application.	NA

APPENDIX B

E5 Road and Railway Assets Code

Standard	Acceptable Solution	Proposed	Complies?
5.5 Use Standards			
E5.5.1 Existing road accesses and junctions	A1 The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.		NA
	A2 The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.		NA
	A3 The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.	The AADT is expected to exceed 20% or 40 vehicle movements	No – satisfy performance criteria

Standard	Acceptable Solution	Proposed	Complies?
E5.5.2 Exiting Level Crossings	A1 Where use has access across part of a rail network, the annual average daily traffic (AADT) at an existing level crossing must not be increased by greater than 10% or 10 vehicle movements per day, whichever is the greater.		NA
5.6 Development Standards			
E5.6.1 Development adjacent to roads and railways	A1.1 Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h: (a) new buildings; (b) other road or earth works; and (c) building envelopes on new lots.		NA
	A1.2 Buildings, may be: (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or (b) an extension which extends no closer than: (i) the existing building; or (ii) an immediately adjacent building.		NA

Standard	Acceptable Solution	Proposed	Complies?
E5.6.2 Road accesses and junctions	A1 No new access or junction to roads in an area subject to a speed limit of more than 60km/h		Yes
	A2 No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.	the existing approved arrangement provides two accesses both entry and exit. No change proposed	NA
E5.6.3 New Level Crossings	A1 No Acceptable Solutions.		NA
E5.6.4 Sight distance at accesses, junctions and level crossings	A1 Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.		Yes, and as existing

APPENDIX C

E6.0 Parking and Access Code

Standard	Acceptable Solution	Proposed	Complies?
E6.6 Use Standards			
E6.6.1 Number of Car Parking Spaces	A1 The number of on-site car parking spaces must be: (a) no less than the number specified in Table E6.1 and no more than 10% greater than that number; except if: (i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (ii) this provision was not used in this planning scheme.	There is a shortfall of carparking	No – Performance criteria addressed
E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability	A1 Car parking spaces provided for people with a disability must: (a) satisfy the relevant provisions of the Building Code of Australia; (b) be incorporated into the overall car park design; (c) be located as close as practicable to the building entrance.		Yes

Standard	Acceptable Solution	Proposed	Complies?
E6.6.3 Number of Motorcycle Parking Spaces	A1 The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.	There is a shortfall in motorcycle parking.	No – Performance criteria addressed
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.		No – satisfy performance criteria
E 6.7 Development Standards			
E6.7.1 Number of Vehicle Accesses	A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.		Yes
E6.7.2 Design of Vehicular Accesses	A1 Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to		N/A

Standard	Acceptable Solution	Proposed	Complies?
	comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.		
E6.7.3 Vehicular Passing Areas Along an Access	A1 Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; (ii) is more than 30 m long; (iii) it meets a road serving more than 6000 vehicles per day; (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; (c) have the first passing area constructed at the kerb; (d) be at intervals of no more than 30 m along the access.		Yes

Standard	Acceptable Solution	Proposed	Complies?
E6.7.4 On-Site Turning	A1 On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day.		Yes
E6.7.5 Layout of Parking Areas	A1 The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.		Yes
E6.7.6 Surface Treatment of Parking Areas	A1 Parking spaces and vehicle circulation roadways must be in accordance with all of the following; (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.		Yes

Standard	Acceptable Solution	Proposed	Complies?
E6.7.7 Lighting of Parking Areas	A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.		Yes
E6.7.8 Landscaping of Parking Areas	A1 Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required.		N/A
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: (a) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) be located within 30 m of the main entrance to the building.		N/A
E6.7.10 Design of Bicycle Parking Facilities	A1 The design of bicycle parking facilities must comply with all the following; (a) be provided in accordance with the requirements of Table E6.2;		Yes

Standard	Acceptable Solution	Proposed	Complies?
	(b) be located within 30 m of the main entrance to the building.		
	A2 The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.		
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.		N/A
E6.7.12 Siting of Car Parking	A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.		Yes
E6.7.1.13 Facilities for E7 s	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site in accordance with		Yes

Standard	Acceptable Solution	Proposed	Complies?
	Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site.		
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.		Yes

APPENDIX D

E7.0 Stormwater Management Code

Standard	Acceptable Solution	Proposed	Complies?
E7.7 Development Standards			
E7.7.1 Stormwater Drainage and Disposal	A1 Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.		Yes – no change proposed
	A2 A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply:		Yes – not required

Standard	Acceptable Solution	Proposed	Complies?
	(a) the size of new impervious area is more than 600 m ² ; (b) new car parking is provided for more than 6 cars; (c) a subdivision is for more than 5 lots.		
	A3 A minor stormwater drainage system must be designed to comply with all of the following: (a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed; (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.		Yes – as existing
	A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.		Yes – as existing

APPENDIX E

E17.0 Signs Code

Standard	Acceptable Solution	Proposed	Complies?
E17.6 Use Standards			
E17.6.1 Use of Signs	A1 A sign must be a permitted sign in Table E17.3	Awning Fascia and Wall Signs are permitted signs in Table E17.3	Yes

Standard	Acceptable Solution	Proposed	Complies?
	A2 A sign associated with the sale of goods or services must relate directly to the use of the building or site to which it is affixed.	The signs are proposed to be for the new use. A condition is recommended on the permit to ensure the standard is being met.	Yes
	A3 A sign must not contain flashing lights, moving parts or changing messages or graphics, except if a Statutory Sign	The signs do not contain flashing lights, moving parts or changing messages.	NA
	A4 An illuminated sign must not be located within 30 metres of a residential use, except if a Statutory Sign.	No illuminated signs within 30m of a residential use is proposed	NA
E17.7 Development Standards			
E17.7.1 Standards for Signs	A1 A sign must comply with the standards listed in Table E.17.2 and be a permitted sign in Table E17.3.	The awning fascia signs do not meet the standards listed in Table E17.2 due to height of lettering being over 0.45m. The wall signs do not meet the standard as the area exceed 2m ² .	No – relies on performance criteria
	A2 The number of signs per business per street frontage must comply with all of the following: (a) maximum of 1 of each sign type; (b) maximum of 1 window sign per window; (c) if the street frontage is less than 20 m in length, the maximum number of signs on that frontage is 3; (d) if the street frontage is 20 m in length or greater, the maximum number of signs on that frontage is 6. except for the following sign types, for which there is no limit;	2 awning fascia signs are proposed along the eastern elevation and 3 wall signs along the western elevation	No – relies on performance criteria

Standard	Acceptable Solution	Proposed	Complies?
	(i) Building Site, (ii) Name Plate, (iii) Newspaper Day Bill, (iv) Open/Closed, (v) Real Estate, (vi) Street Number, (vii) Temporary Sign.		
	A3 Signs must not obscure or prevent or delay a driver from seeing a Statutory Sign or a Tourist Information Sign.	The signs are not expected to obscure, prevent or delay drivers from seeing statutory signs or tourist information signs	Yes
	A4 Signs must not resemble Statutory Signs because of the same or similar shape, size, design, colour, letter size or lighting.	The signs do not resemble statutory signs	Yes
	A5 For properties that have a common boundary with Brooker Avenue, any advertising sign must be located at least 5m from that boundary.		NA
E17.7.2 Standards for signs on Heritage Places subject to the Heritage Code or within Heritage Precinct or Cultural Landscape Precincts	A1 No acceptable solution.		NA