

GLENORCHY PLANNING AUTHORITY MEETING

AGENDA

MONDAY, 7 DECEMBER 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
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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 9 November 2020 be confirmed.

**5. PROPOSED USE AND DEVELOPMENT - CARAVAN PARK
REDEVELOPMENT - 1 ALCORSO DRIVE, 671 MAIN ROAD,
MAIN ROAD AND BERRIEDALE FORESHORE RESERVE,
BERRIEDALE**

Author: Planning Officer (Chantelle Griffin)

Qualified Person: Planning Officer (Chantelle Griffin)

Property ID: 1450345

REPORT SUMMARY

<i>Application No.:</i>	PLN-16-071
<i>Applicant:</i>	Ireneinc Planning
<i>Owner:</i>	Glenorchy City Council
<i>Zone:</i>	Open Space, and Recreation
<i>Use Class</i>	Camping and Caravan Park (Visitor Accommodation)
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	Clause 19.2 Use table, Clause 19.3.5 Discretionary use, Clause 19.4.1 Building height, Clause E5.5.1 Existing road accesses and junctions, Clause E5.6.4 sight distance at accesses, junctions and level crossings, Clause E6.6.1 Number of car parking spaces, Clause E6.6.3 Number of motorcycle parking spaces, Clause E9.7.2 Development for sensitive use in proximity to use with potential to cause environmental harm, Clause E11.7.1 Building and works and Clause E15.7.2 Coastal inundation medium hazard areas (The proposal meets all other applicable standards as demonstrated in the attached appendices)

Level 2 Activity?	N/A
42 Days Expires:	Extension of time until 8 December 2020
Existing Land Use:	Vacant land
Proposal In Brief:	Caravan park redevelopment
Representations:	4 (including 2 in support)
Recommendation:	Approval, subject to conditions

REPORT IN DETAIL

PROPOSAL

The proposal is for Camping and Caravan Park at 1 Alcorso Drive and Main Road, Berriedale (Figure 1).

The proposal is described as:

Mona proposes to re-imagine the Caravan Park at Berriedale. Alternative, unique and affordable accommodation will be available in close proximity to Mona presenting a great opportunity to expand Mona's offering.

The development will accommodate around 50,000 annual tourists, and as such presents an opportunity to activate Mona into the evening, further support local business and opportunities, and it will further address the shortage of local accommodation.

Moab will be fun and appeal to a broad segment of the community. The inclusion of outdoor kitchen facilities, games room and other amenities along with powered and unpowered camping sites will promote a community atmosphere allowing visitors to congregate in a common area, as well as offering facilities for Mona to present events and functions. A section of "pods" uniquely designed and placed accordingly on the landscape with minimal interruption of views to and from the water will make up the core offering.

The proposal would include the following:

Stage 1

- Administration and laundry
- Cleaners Pod: storage, with a maximum height of 3.06m

- Kiosk, with a maximum height of 5.675m
- Maintenance shed and washdown area, with a maximum height of 5.675m
- Manager's residence, with a maximum height of 4.315m
- Communal Building: amenities, laundry, kitchen and BBQ facilities, with a maximum height of 5.2m
- Camping:
 - 17 situated near the pods
 - 21 situated near Cameron BayTotal of camping sites 38
- BYO Caravans:
 - 29 situated near the Berriedale Foreshore Reserve
 - 16 situated near the parking areaTotal of BYO caravan sites 45

Stage 2

- Pods:
 - 9 – Accommodation pods Type 1: hanging egg 4.5m x 2.3m x 6m high
 - 7 – Accommodation pods Type 2: egg 8.05m x 4.3m x 4.58m high
 - 4 – Accommodation pods Type 3A (including 2 accessible pods): Caravan pod with deck 8.65m x 2.9m x 3.865m high
 - 3 – Accommodation pods Type 3B: Double storey 7.64m x 3m x 7.1m high
 - 6 – Accommodation pods Type 4: 7.1m x 4.95m x 3.945m high
 - 5 – Type 05: 8.9m x 8.71m x 3.98m high
 - 11 – Type 6: on-site retro caravans, 2.4m x 5 m x 3m highTotal of pods 45



Figures 1: 1 Alcorso Drive, Main Road and Berriedale Foreshore, Berriedale.

Parking

The proposal would provide for sixty-eight parking spaces will be provided which does not include the motorhome/campervan sites. If you include the twenty-four motorhome / campervan sites, the total parking provided is ninety-two parks. Of the sixty-eight parking spaces, three accessible spaces are included.

All of the forty-five BYO caravan sites will have an all-weather, reinforced grass surface and adequate space for a caravan (caravan, motorhome or campervan) in addition to the twenty-one car parking spaces provided for towing.

The traffic impact assessment (TIA) states that four motorcycle spaces and seven bicycle spaces are proposed.

Fencing

The proposal does not include fencing.

Signage

The proposal does not include signage.

Landfill

The proposal does not include plans for landfill.

Note:

The boardwalk shown in a faded outline does not form part of the application.

Application:

The applicant submitted a comprehensive proposal including the following:

- A full set of scaled and dimensioned plans;
- Concept Services Report by JMG Engineers & Planners dated 26 June 2020;
- Odour Assessment Report by WSP dated September 2020 and addendum dated 6 November 2020;
- Traffic Impact Assessment Report by Howarth Fisher and Associates dated June 2020;
- Vegetation Survey and Fauna Habitat Assessment by North Barker Ecosystem Services dated 2 March 2016;
- Geotechnical Investigation by Scherzic Pty Ltd dated March 2016;
- Inundation Prone Areas Survey Plan by D. G. J. Potter dated 21 March 2016; and
- Aboriginal Heritage Assessment by Cultural Heritage Management Australia dated 11 April 2016.

Discretions

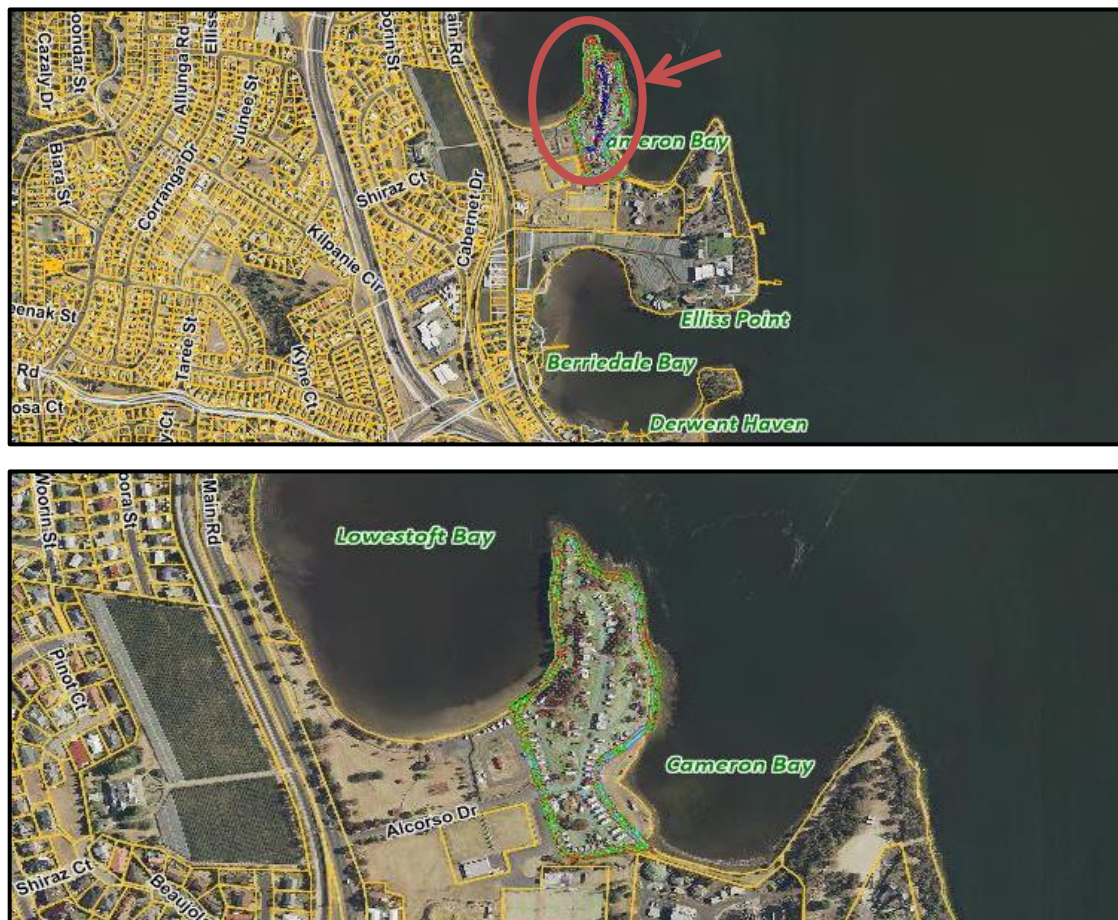
The proposal will be discretionary for the use in Clause 19.2 use table. The proposal will rely on performance criteria for Clause 19.3.5 for a discretionary use, Clause 19.4.1 for building height, Clause E5.5.1 for existing road accesses and junctions, Clause E5.6.4 for sight distance at accesses, junctions and level crossings, Clause E6.6.1 for number of car parking spaces, Clause E6.6.3 for number of motorcycle spaces, Clause E9.7.2 for development for sensitive use in proximity to use with potential to cause environmental harm, Clause E11.7.1 for building and works and Clause E15.7.2 for coastal inundation medium hazard areas.

SITE and LOCALITY

The proposed Camping and Caravan Park Use would be located on the north-east portion of the CT139511/1 and include land used by the previous caravan park. It would extend over CT136175/1 which was associated the same use. The title CT139511/1 incorporates the public park, caravan park site, wastewater treatment plant, reserve, car park, tennis court, bowls club, bike track, childcare centre, and Alcorso Drive.

The title CT139511/1 consists of 13.71ha with frontage of 348.52m, and borders Lowestoft Bay and Cameron Bay. The title CT136175/1 consists of 6822m² and lies between CT139511/1 and the Derwent River.

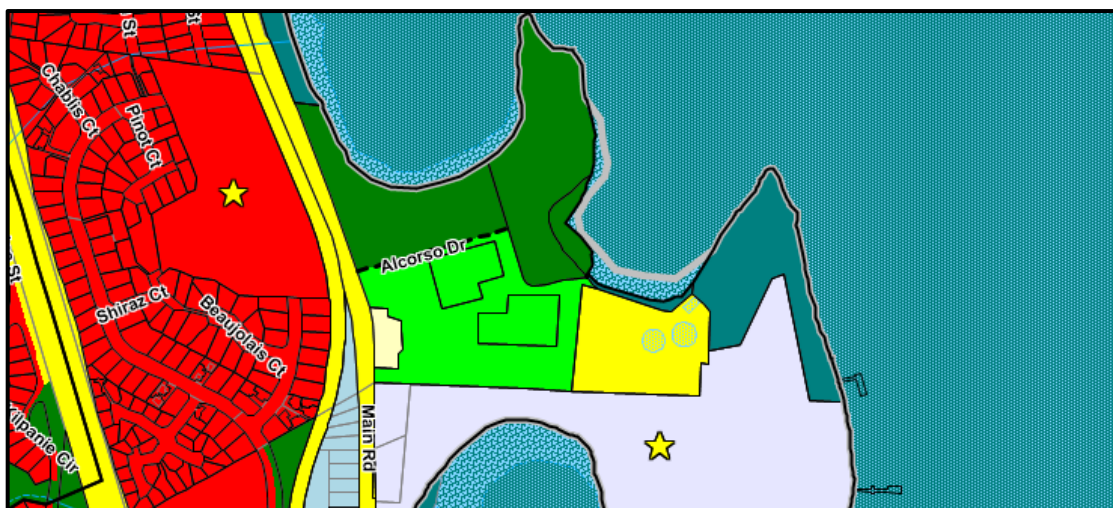
The proposal would be to the north and north-west of the tennis courts and wastewater treatment plant, and to the west of the bowls club and public park. Access exists at the end of Alcorso Drive which is part of CT CT139511/1 and links up with Main Road, Berriedale (Figures 2 and 3). The Derwent River adjoins the north and eastern boundaries, with the Museum of Old and New Art (MONA) at Moorilla Estate to the further south.



Figures 2 and 3: 1 Alcorso Drive, Main Road and Berriedale Foreshore, Berriedale.

ZONE

The subject property is within the Open Space Zone under the Glenorchy Interim Planning Scheme 2015.



Figures 4: 1 Alcorso Drive, Main Road and Berriedale Foreshore, Berriedale.

BACKGROUND

The further information request for the application was appealed, with the request upheld by the Recourse Management Planning and Appeals Tribunal (RMPAT). The application has remained on hold since 2016 at the request of the applicant. Amended plans were received on 3 July 2020 and these are the subject of the report.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

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

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

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil.

Limited Exemptions

Nil.

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

No SAP or code provisions override the zone provisions in this assessment.

Use Class Description (Table 8.2):

The use of a Camping and Caravan Park is located within the Visitor Accommodation use class description of the Glenorchy Interim Planning Scheme 2015.

The definition of Visitor Accommodation use class states:

use of land for providing short or medium term accommodation for persons away from their normal place of residence. Examples include a backpackers hostel, bed and breakfast establishment, camping and caravan park, holiday cabin, holiday unit, motel, overnight camping area, residential hotel and serviced apartment.

Other relevant definitions (Clause 4.1):

Camping and Caravan Park

The use of a Camping and Caravan Park is defined as the following in Clause 4.1 of the Glenorchy Interim Planning Scheme 2015:

means use of land to allow accommodation in caravans, cabins, motor homes, tents or the like and includes amenities provided for residents and persons away from their normal place of residence.

Discretionary Use or Development (Clause 8.8):

The application is discretionary under Clause 8.8 as follows:

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

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

The proposal is discretionary under (a) and (b) above as it relies on Performance Criteria because it does not meet the following Acceptable Solutions:

- Clause 19.2 Use table (use)
- Clause 19.3.5 A1 Discretionary use (use)
- Clause 19.4.1 A1 Building height (three Type 3 pods)
- Clause E5.5.1 A3 Existing road accesses and junctions (existing access)

- Clause E5.6.4 A1 Sight distance at accesses, junctions and level crossings (new access)
- Clause E6.6.1 A1 Number of car parking spaces (car parking)
- Clause E6.6.3 A1 Number of motorcycle parking spaces (motorcycle parking)
- Clause E9.7.2 A1 Development for sensitive use in proximity to use with potential to cause environmental harm (location near the Cameron Bay Wastewater Treatment Plant)
- Clause E11.7.1 A1 Building and works (location of proposal)
- Clause E15.7.2 A1 Coastal inundation medium hazard areas (location of proposal)

Part C: Special Provisions

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

9.6 Access Across Land in Another Zone

The proposal includes access across land in another zone in accordance with Clause 9.6.1. Therefore Clause 9.6 of the Scheme applies:

9.6.1

If an application for use of land includes access that runs through a different zone to the land upon which the use is proposed to take place, the use status of the application is to be determined disregarding the use status of the access in the different zone.

The proposal is for Camping and Caravan Park which has an existing access via the Recreation Zone. Therefore, the proposal will be assessed under the Open Space Zone in this instance.

9.9 Accretions

The proposal includes an existing accretion in accordance with Clause 9.9.1. Therefore Clause 9.9 of the Scheme applies:

9.9.1

Unless excluded by s.20 of the Act, use or development of an existing or proposed accretion of land from the sea, whether natural or unnatural, located either partially or wholly outside the planning scheme area and including structures and use and development of the type referred to in s.7 (c) and s.7 (d) of the Act may be approved at the discretion of the planning authority having regard to all of the following:

- (a) the provisions of the Environmental Management Zone;*
- (b) the purpose and any relevant standards of all Codes;*
- (c) the compliance with the planning scheme standards of any related use or development wholly contained within the planning scheme area.*

The proposal is considered to be in accordance with the provisions of the Environmental Management zone, the Road and Railway Assets Code, Parking and Access Code, Stormwater Management Code, Attenuation Code, Waterway and Coastal Protection Code, and Inundation Prone Areas Code under the Glenorchy Interim Planning Scheme 2015. As discussed in the report, the proposal will be assessed and is considered to be in accordance with the standards under the Open Space Zone in this instance.

Part D: Zones

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

Zone Purpose Statement

The Open Space zone purpose statements in Clause 19.1.1 of the Glenorchy Interim Planning Scheme 2015 are as follows:

19.1.1.1

To provide land for open space purposes including for passive recreation and natural or landscape amenity.

19.1.1.2

To encourage open space networks that are linked through the provision of walking and cycle trails.

The proposed Camping and Caravan Park redevelopment would provide land for open space purposes including passive recreation and natural or landscape amenity, and encourage open space networks that are linked through the provision of walking and cycle trails. Therefore, the proposal is considered to be in accordance with the zone purpose statement in Clause 19.1.1 of the Scheme.

Use Table

The proposed use of “Camping and Caravan Park” is a discretionary use with qualifications in accordance with the use table in Clause 19.2 of the Glenorchy Interim Planning Scheme 2015. In addition, the proposal is discretionary owing to the reliance on performance criteria for Clauses 19.3.5, 19.4.1, E5.5.1, E5.6.4, E6.6.1, E6.6.3, E9.7.2, E11.7.1 and E15.7.2.

Use Standards

Clause 19.3.5 – Standard A1, Discretionary Use

The proposed Camping and Caravan Park would be required to be a use other than a discretionary use, to be in accordance with the performance criteria in Clause 19.3.5 – Standard A1. Whereas the proposal would be for a discretionary use. The proposal is considered in accordance with the performance criteria:

Discretionary use must complement and enhance the use of the land for recreational purposes by providing for facilities and services that augment and support Permitted use or No Permit Required use.

The proposed use and development would provide facilities and services that would support and complement the use of the land for recreational purposes. Therefore, it is considered that reliance on the performance criteria would be acceptable in this instance, to comply with the standard.

Development Standards for Building & Works

Clause 19.4.1 – Standard A1, Building Height

The proposed Camping and Caravan Park would require a maximum height of 6.5m natural ground level, to be in accordance with Clause 19.4.1 – Standard A1. Whereas the proposal would provide a maximum height of 7.1m for three Type 3B pods. The proposal is considered in accordance with the performance criteria:

Building height must satisfy all of the following:

- (a) be consistent with any Desired Future Character Statements provided for the area;*
- (b) be compatible with the scale of nearby buildings;*
- (c) not unreasonably overshadow adjacent public space;*
- (d) be no more than 8.5 m.*

There are no Desired Future Character Statements for this zone. The maximum height of 7.1m for three pods would be located near buildings with varying scale and height and have been located to reduce the potential for overshadowing of the adjacent public spaces. The proposed height will be less than 8.5m. Therefore, it is considered that reliance on the performance criteria would be acceptable in this instance, to comply with the standard.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E5.0 Road and Railway Assets Code

Clause E5.5.1 – Standard A3, Existing road accesses and junctions

The proposal would require traffic movements to increase no more than 20% or 40 vehicle movements per day, to be in accordance Clause E5.5.1 – Standard A3. Whereas the proposal would provide an increase the traffic movements per day by more than 20%. The proposal is considered in accordance with the performance criteria:

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 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) *any alternative access to a road;*
- f) *the need for the use;*
- g) *any traffic impact assessment; and*
- h) *any written advice received from the road authority.*

Council's Transport Engineer and Development Engineer are supportive of the proposal on the basis that the vehicular access and road had been designed to accommodate the increase in traffic. Therefore, it is considered that reliance on the performance criteria would be acceptable in this instance, to comply with the standard.

Clause E5.6.4 – Standard A1, Sight distance at accesses, junctions and level crossings

The proposal would require the access to comply with the Safe Intersection Sight Distance shown in Table E5.1, to be in accordance Clause E5.6.4 – Standard A1. Whereas the proposal would not provide for the sight distance in Table E5.1 for the new southern access. The proposal is considered in accordance with the performance criteria:

The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, having regard to:

- (a) *the nature and frequency of the traffic generated by the use;*
- (b) *the frequency of use of the road or rail network;*
- (c) *any alternative access;*
- (d) *the need for the access, junction or level crossing;*
- (e) *any traffic impact assessment;*
- (f) *any measures to improve or maintain sight distance; and*
- (g) *any written advice received from the road or rail authority.*

Council's Transport Engineer and Development Engineer are supportive of the proposal on the basis that the separated access and egress will create an "exit only" for traffic from the new southern vehicular access and will improve the safety of vehicular circulation within the site. Therefore, it is considered that reliance on the performance criteria would be acceptable in this instance, to comply with the standard.

E6.0 Parking and Access Code

Clause E6.6.1 – Standard A1, Number of Car Parking Spaces

The proposed Camping and Caravan Park would require 1 space for each individual camping or caravan site and 50% of the relevant requirement for ancillary use. The proposal would provide for 128 individual camping or caravan sites, and manager's house, kiosk and administration, communal building maintenance shed and cleaner's

pod. The proposal would require 128 spaces for 128 sites, 1 space for the manager's residence, 1 space for the administration, laundry and cleaner's pod (49.2m²), and 1 space for the maintenance shed and washdown area (62.5m²), 0.5 space for the kiosk (21m²). Therefore, the proposal would require a total of 132 car parking spaces (rounded up), to be in accordance with Clause E6.6.1 – Standard A1.

Whereas the proposal would provide sixty-eight car parking spaces onsite. The proposal is considered in accordance with the performance criteria:

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

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

The proposed Camping and Caravan Park would be located near the Main Road with direct access to public transport and a public car park nearby. The proposal has a high level of access from pedestrian and public transport. The proposal will utilise an existing site with constraints due to the location adjacent the River Derwent and environmental values. Therefore, it is not practical to provide additional parking on

the property. Council's Development Engineer and Transport Engineer is supportive of the proposal based on the submission provided by the applicant.

Therefore, it is considered that reliance on the performance criteria would be acceptable in this instance, to comply with the standard.

Clause E6.6.3 – Standard A1, Number of Motorcycle Spaces

The proposal would require seven motorcycle parking spaces, to be in accordance with Clause E6.6.3 – Standard A1. Whereas the proposal will provide four motorcycle parking spaces on site. The proposal is considered in accordance with the performance criteria:

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.*

The proposed Camping and Caravan Park has potential to generate a demand for motorcycle parking. As discussed, by Council's Transport Engineer and Development Engineer the four spaces are considered to be adequate to meet the potential demand. In addition, the site is located on a major bus route and is in close proximity to other modes of transport. Parking spaces are available for public use on near the site without interfering with the flow of traffic. In this instance, it is considered reasonable that four motorcycle parking spaces be provided. Therefore, it is considered that reliance on the performance criteria would be acceptable in this instance, to comply with the standard.

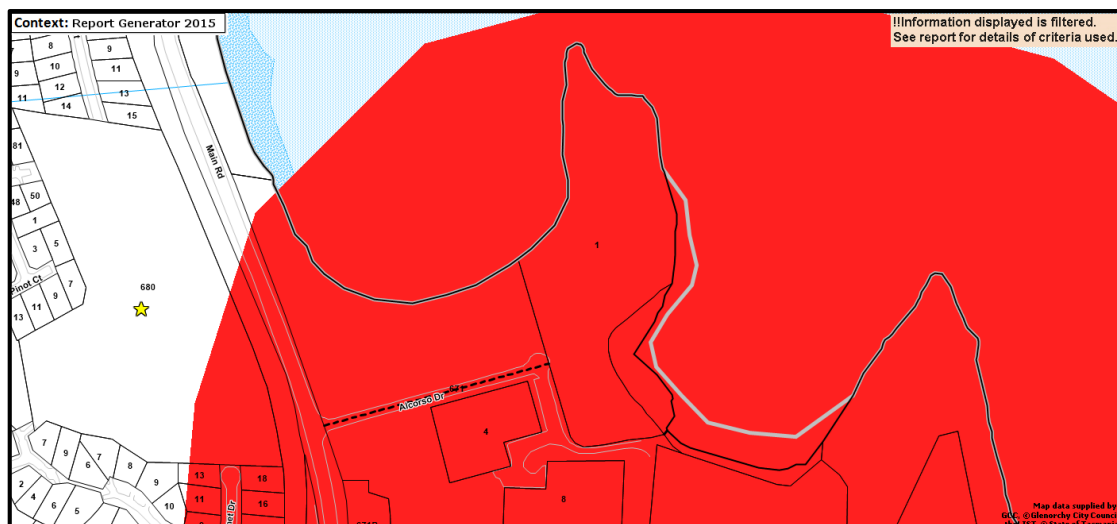
E7.0 Stormwater Management Code

Clause E7.7.1 Stormwater Drainage and Disposal

The proposed Camping and Caravan Park would provide for stormwater from new impervious and all-weather surfaces to be disposed of by gravity to public stormwater infrastructure, in accordance with Clause E7.7.1 – Standard A1.

E9.0 Attenuation Code

The proposed Camping and Caravan Park would require assessment under this code (Figure 5).



Figures 5: 1 Alcorso Drive, Main Road and Berriedale Foreshore, Berriedale.

Clause E9.7.2 – Standard A1, Development for sensitive use in proximity to use with potential to cause environmental harm

The proposed Camping and Caravan Park is required to be outside the attenuation area, to be in accordance with Clause E9.7.2 – Standard A1. Whereas the proposal would be located inside the attenuation area in the scheme. The proposal is considered in accordance with the performance criteria:

Development for sensitive use, including subdivision of lots within a sensitive zone, must not result in potential to be impacted by environmental harm from use with potential to cause environmental harm, having regard to all of the following:

- (a) *the nature of the use with potential to cause environmental harm; including:*
 - (i) *operational characteristics;*
 - (ii) *scale and intensity;*
 - (iii) *degree of hazard or pollution that may emitted from the activity;*
- (b) *the degree of encroachment by the sensitive use into the Attenuation Area or the attenuation distance;*
- (c) *measures in the design, layout and construction of the development for the sensitive use to eliminate, mitigate or manage effects of emissions*

The proposed Camping and Caravan Park would be located within the attenuation area for the wastewater treatment plant located on the same certificate of title.

The use of land within the attenuation area of a wastewater treatment plant for a Camping and Caravan Park is something that would generally not be able to be supported. In this instance a series of upgrades at the plant proposed by TasWater have been demonstrated through a report prepared by TasWater to result in the

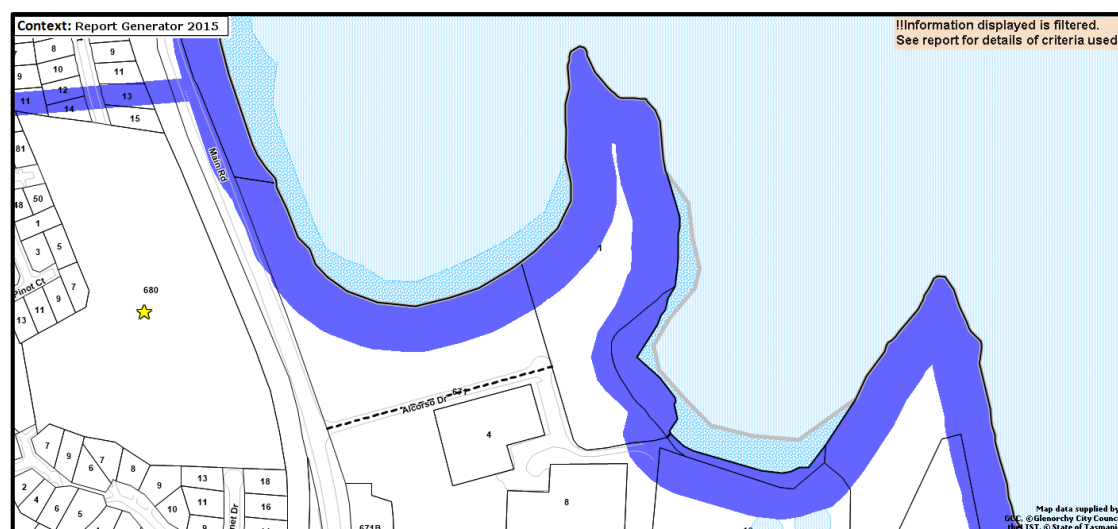
reduction of odour levels at the site of the proposed Camping and Caravan Park to below a level where they would cause environmental harm (including environmental nuisance) to patrons of the facility. That report is MONA MoU Odour Mitigation Measures – Technical Report, Revision 1, dated 20/02/2020, which is a technical document that does not address the above performance criteria.

To address the performance criteria, the applicant has submitted an Odour Assessment Report prepared by WSP dated September 2020 and addendum dated 6 November 2020. The addendum provide confirmation that the proposed opening of the use for overnight stay would comply with the performance criteria when the odour level is below 5 odour units (ou). Therefore, it is considered that reliance on the performance criteria would be acceptable in this instance, to comply with the standard.

The condition recommended will allow the physical development of the site for a Camping and Caravan Park to proceed while the upgrades at the wastewater treatment plant are in progress. The use of the site, or a part of the site, will not however be able to commence until it has been demonstrated that the upgrades have been effective in reducing the odour level to less than 5 ou.

E11.0 Waterway and Coastal Protection Code

The proposed Camping and Caravan Park would require assessment under this code (Figure 6).



Figures 6: 1 Alcorso Drive, Main Road and Berriedale Foreshore, Berriedale.

Clause E11.7.1 – Standard A1, Building and works

The proposed Camping and Caravan Park is required to be outside the waterway and coastal protection area, to be in accordance with Clause E11.7.1 – Standard A1. Whereas the proposal would be located inside the waterway and coastal protection area in the scheme. The proposal is considered in accordance with the performance criteria:

Building and works within a Waterway and Coastal Protection Area must satisfy all of the following:

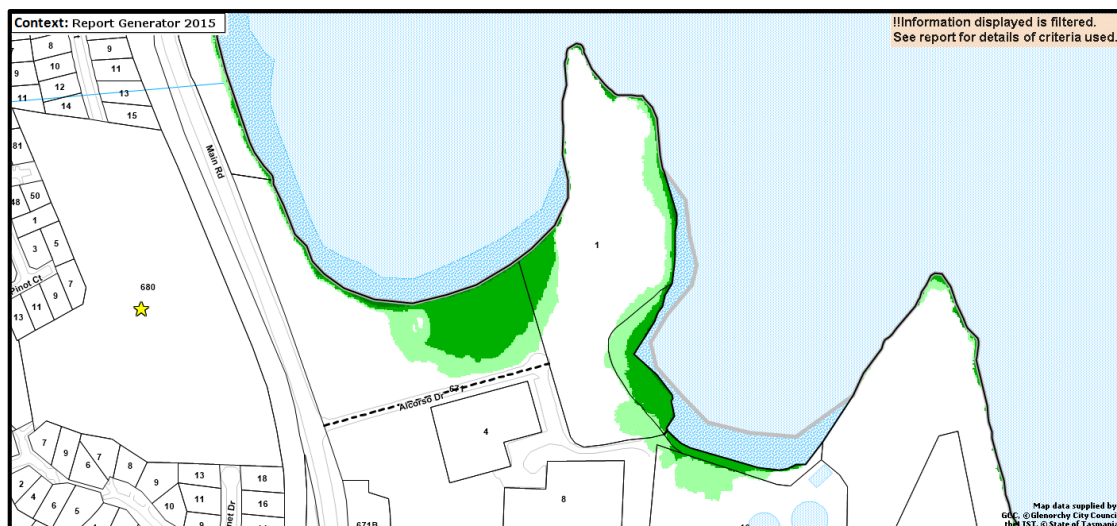
- (a) avoid or mitigate impact on natural values;*
- (b) mitigate and manage adverse erosion, sedimentation and runoff impacts on natural values;*
- (c) avoid or mitigate impacts on riparian or littoral vegetation;*
- (d) maintain natural streambank and streambed condition, (where it exists);*
- (e) maintain in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;*
- (f) avoid significantly impeding natural flow and drainage;*
- (g) maintain fish passage (where applicable);*
- (h) avoid landfilling of wetlands;*
- (i) works are undertaken generally in accordance with 'Wetlands and Waterways Works Manual' (DPIWE, 2003) and "Tasmanian Coastal Works Manual" (DPIPWE, Page and Thorp, 2010), and the unnecessary use of machinery within watercourses or wetlands is avoided.*

The proposed works will be minimal with structures to be located amongst existing vegetation with limited disturbance. Council's Environment Coordinator has advised that site where works are proposed is highly disturbed with additional planting of native species included in the landscaping. The design will reduce impervious surfaces and incorporate water sensitive design in the form of stormwater catchment areas. Conditions have been recommended to protect sensitive areas during construction and landscaping.

Therefore, it is considered that reliance on the performance criteria would be acceptable in this instance, to comply with the standard.

E15.0 Inundation Prone Areas Code

The proposed Camping and Caravan Park would require assessment under this code (Figure 7 and 8).



Figures 7: 1 Alcorso Drive, Main Road and Berriedale Foreshore, Berriedale.



Figures 8: Proposed development at 1 Alcorso Drive, Main Road and Berriedale Foreshore, Berriedale.

Clause E15.7.2 – Standard A1, Coastal Inundation Medium Hazard Areas

The new habitable buildings for the proposed Camping and Caravan Park is required to be outside the coastal inundation medium hazard area, to be in accordance with Clause E15.7.2 – Standard A1. Whereas the proposal (one Type 4 pod) would be located inside the coastal inundation medium hazard area in the scheme. The proposal is considered in accordance with the performance criteria:

A new habitable building must satisfy all of the following:

- (a) *floor level of habitable rooms must be no lower than the Minimum Level for the Coastal Inundation Low Hazard Area in Table E15.1;*
- (b) *risk to users of the site, adjoining or nearby land is acceptable;*
- (c) *risk to adjoining or nearby property or public infrastructure is acceptable;*

- (d) *risk to buildings and other works arising from wave run-up is adequately mitigated through siting, structural or design methods;*
- (e) *need for future remediation works is minimised;*
- (f) *access to the site will not be lost or substantially compromised by expected future sea level rise either on or off-site;*
- (g) *provision of any developer contribution required pursuant to policy adopted by Council for coastal protection works;*
except if it is development dependent on a coastal location^{R1}.

The floor level for the pod will be located above the minimum specified level of 2.4m. The proposed structure will be minimal and detachable which will reduce the potential impact on access to the site and adjoining land. Therefore, it is considered that reliance on the performance criteria would be acceptable in this instance, to comply with the standard.

PART F: Specific Area Plans

Not applicable.

INTERNAL REFERRALS

Development Engineer

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

The development application seeks an approval for a caravan park redevelopment.

The proposal includes:

- *45 accommodation 'pods' (34 pods and 11 retro caravans) with 8 varieties of pod styles proposed;*
- *38 camp sites throughout the eastern portion of the site;*
- *45 caravan/mobile home sites;*
- *One communal building with the amenities for customers including outdoor and sheltered cook and dining, and laundry facilities;*
- *2-bedroom manager's residence;*
- *A maintenance shed, laundry, kiosk and staff amenities; and*
- *a cleaners' pod.*

Development is proposed in two stages:

- *Stage 1: 38 camp sites, 45 caravan/mobile home sites, 2-bedroom Manager's residence and staff amenities, one communal building with the amenities for customers including outdoor and sheltered cook and dining, and laundry facilities, A maintenance shed, laundry and kiosk and Construction of pod platforms/ sites.*

- Stage 2 • Installation of 45 accommodation 'pods' (34 pods and 11 retro caravans) with 8 varieties of pod styles proposed and one cleaner's pod.

The Traffic Impact Assessment (TIA) by Howarth Fisher and Associated, dated June 2020 is submitted as part of the application as supporting documents. The application and the TIA have been referred to Council's Transport Engineer to review, provide comments and recommend the conditions as required. Please refer to a Traffic Engineer referral for a detailed discussion on Traffic Generations and parking supply.

E5.0 Road and Railway Assets Code

The development complies with the Code.

The planning report stated that as the site is currently vacant there is no traffic being generated. The main site access at Alcorso Drive will be used as the main access to the caravan park site. Given the proposal is expected to generate increase to traffic, the Traffic Impact Assessment report by Howarth Fisher and Associated, dated June 2020 is submitted to address relevant parking and traffic code. TIA stated that flows along Alcorso Drive are low during the morning and evening peak period, (17 vehicular trips in the morning peak, 29 in the lunchtime peak hour and 10 in the evening peak during periods of construction). Given the existing flows are very low and the capacity of the road can accommodate the forecast peak hourly and daily flows. The TIA also states that Alcorso Drive can be defined as a local access street and as such can accommodate 2000 vehicle per day. The TIA also conclude that Alcorso Drive has the capacity to accommodate the increased traffic flows which will arise out of the increased traffic volumes associated with the proposed development. Therefore, the proposal complies with the Performance Criteria.

The development proposes to provide two separate entry and exit points onto Alcorso Drive; this complies with A2 of the E5.6.2.

The TIA assesses that the site distances exiting the development area (the southern exit) are unable to comply with the acceptable solution due to the bend in the existing road. The TIA then went on to address the performance criteria and provided a recommendation that the separated access and egress will create one-way traffic and will improve the safety of vehicular circulation within the site. It is considered that the proposal satisfies the performance criteria, P1, E5.6.4.

Overall, it is considered that the that the site is capable of being developed and the local traffic conditions are not expected to be significantly affected. Please refer to a Traffic Engineer referral for a detailed discussion on Traffic Generations and sight distance.

E6.0 Parking and Access Code

The TIA submitted has been reviewed by Council's Transport Engineer and found to be acceptable therefore the development complies with the Performance Criteria of the Code and is considered that the site is capable of being developed and the local traffic conditions are not expected to be significantly affected.

According to the Glenorchy Interim Planning Scheme, 2015, the number of car parking requirement for the use is 132 spaces, additionally, 7 motorcycle parking spaces and 4 Bicycle spaces (2 for staff and 2 for visitor) are required. The development proposes to provide for 68 car parking spaces, of which 45 will be provided at the caravan sites for customers, 2 spaces for managers and a further 21 other spaces provided separately on site. Three (3) accessible car parking will also be provided to satisfy the acceptable solution. Additionally, four (4) motorcycle parking and seven (7) of class 3 bicycle parking will also be provided. Therefore, the development is unable to comply with the acceptable solution A1, E6.6.1. The TIA then addressed the parking demand (a), P1. The availability of the on-street and public car parking in the locality (b), the availability and frequency of public transport (within a 400m walking distance), (c) and the availability and likely use of other modes of transport (d) are also considered sufficient and meet the reasonable needs of uses.

The layout of parking area, surface treatment, landscaping and lighting comply with the Acceptable Solution; and will be conditioned in the permit.

Therefore, 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.

E7.0 Stormwater Management Code

The concept services report by JMG date June 2020 is submitted as part of the application. The report stated that the current site has extensive internal roads and hardstand areas which are impervious, with no on-site detention or treatment facilities provided. The new concept for the redevelopment provides a significant reduction in impervious areas with the point area in particular comprising narrow gravel paths and extensive soft landscaping. In this area no stormwater reticulation is proposed, with the accommodation pods not collecting or concentrating rainwater runoff. For the eastern area, the stormwater is to be directed to an artificial wetland at the south eastern end of the site, adjacent to the outfall. This catchment will include the community building. The wetland will discharge via a pit connected to the existing stormwater outfall pipe, with a high level overflow at current surface levels. An existing stormwater main collecting stormwater from Alcorso Drive currently runs through the site discharging to the Derwent on the eastern side of the site. The north western area stormwater will be directed into stormwater swales around and through the motor

home area, which will improve the quality of the stormwater prior to discharge. Therefore, the SW arrangement is considered comply with the acceptable solution, A1.

The development also considered comply with the acceptable solution A2 as the stormwater system incorporates wetlands, landscaping and reduction in impervious surfaces as shown on the accompanying landscaping and servicing plans.

A3 and A4 also satisfactory given the size and scope of the development and the on-site detention is not required given the location of the development is at waterfront with no downstream. The minor stormwater is designed to accommodate a 1 in 20 year ARI. Therefore, the development is considered 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)

Part of the site is within the Waterway and coastal Protection overlay however there is no new stormwater subject point of discharge into a watercourse. Therefore, the development application complies with the A4 of E11.7.1.

E15.0 Inundation Prone Areas Code

Part of the site is subjected to the inundation prone area. The report states that the only habitable building proposed within a mapped hazard area is the manager's residence. The floor level of the building is 2.5m. Table E15.1 requires a floor level of 2.4m. The proposal complies with (a). The proposal complies with the Acceptable Solution.

Traffic Engineer

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

The subject site is located at 1 Alcorso Drive, Berriedale. The site is near the MONA, Main Road and the Intercity Cycleway. The developer proposes to construct a variety of 45 accommodation 'pods and on-site caravans', 38 camp sites, 21 caravan sites and 24 motorhome/campervan sites. A manager's dwelling, kiosk, workshop, laundry and staffroom are also proposed for the site.

The existing western access to the caravan park is proposed to be retained. An access for vehicles to exit the caravan park is proposed to be located to the south of the site to improve circulation through the site.

The assessment below is based on the Traffic Impact Assessment (TIA) prepared by Howarth Fisher and Associates dated June 2020 and plans from Liminal and Inspiring Place dated 3 July 2020.

Parking

The total parking requirement for the proposed development is 132 spaces, as shown in the table below. The TIA did not include the 24 motorhomes / campervans in their parking calculations, as their parking spaces is also their site as their vehicle and accommodation is one and does not detach like a caravan.

Under the Planning Scheme, motorhomes / campervans need to be included as the proposed development is classified as use class 'Visitor Accommodation – Camping and Caravan Park' in which Caravan Park is defined as "means use of land to allow accommodation in caravans, cabins, motor homes, tents or the like and includes amenities provided for residents and persons away from their normal place of residence." The plans also show areas for motorhomes / campervans and caravans and do not distinguish between parking spaces and sites.

Land Use	Parking Rate	Total Requirement
45 pods on-site caravans	1 for each individual camping or caravan site and 50% of the relevant requirement or ancillary use	45
38 camp sites		38
21 caravan sites		21
24 motorhome/campervan sites		24
Managers dwelling and 2 staff		3
Ancillary facilities: Kiosk 21m ² – general retail and hire Workshop 62.5m ² , Laundry and Staffroom 40m ² - manufacturing & processing	general retail and hire – 1 for each 30m ² of floor area or manufacturing & processing – 1 for each 50m ² of floor area	1
Total Required Car Parking Spaces		132 spaces

The TIA indicates that 68 parking spaces will be provided which does not include the motorhome/campervan sites. If you include the 24 motorhome / campervan sites, the total parking provided is **92 parks**. There are 91 parks shown on the plan with a

shortfall of one car parking space that will need to be included. The total parking shortfall for the proposed development equates to 40 spaces.

The acceptable solution for E6.6.1 Number of Parking Spaces is not meet and the TIA addresses the performance criteria.

The TIA assumes that about 35% of guests will arrive by alternative transport which is a reduction of 46 parks of the 132 required. Alternative transport to the site could be via the bus route on Main Road, the intercity cycleway, Mona Roma coach service and ferry service. Mona will provide a buggy connection to the site to minimum distance and assist with transporting luggage. The site will also use its marking platforms to promote the alternative transport options and provide 7 bicycle racks for guests, above that required under the planning scheme.

The TIA also notes that the parking numbers are based on 100% occupancy which is unlikely for most of the year. If there is overflow parking, it is likely to occur overnight when surrounding parking in the area is not generally in use.

Based on the TIA, it is accepted that there is adequate parking for the development and the performance criteria for E6.6.1 Number of Parking Spaces is met.

Traffic Generation

The TIA states that the NSW RTA Guide to Traffic Generating Developments, 2002 does not provide specific details on trip generation for caravan / cabin parks. Therefore, the TIA carried out a survey at the Goodwood Caravan Park during the evening peak hour (4:30pm to 5:30pm in March 2016) to identify traffic generation for a similar development.

The results from these surveys show that there were 125 people accommodated at the Goodwood Caravan Park with the total number of vehicles to and from the site being 7. The TIA calculates that the maximum number of people which can be accommodated at the proposed development being 250 people. Based on this, it is proposed that an additional 15 trips during the evening peak hour will be generated from this development.

A survey was undertaken as part of the TIA of the current traffic volume on Alcorso Drive. There were 17 vehicles during morning peak hour (7.45am to 8.45am in April 2019) and 10 vehicles during afternoon peak hour (4.30pm to 5.30pm in August 2018).

Based on the above the acceptable solution for E5.5.1 A3 Existing Road Access and Junctions is not meet. The TIA addressed the performance criteria below, including driveway accesses.

The TIA reviewed the crash data that showed that there have been no crashes in the last 5 years along Alcorso Drive or at the junction with Main Road. The report concludes that given the existing low traffic volumes along Alcorso Drive and no crashes that there will be no issue with the anticipated trip generation.

Driveway Access

The plans show that the existing western access off Alcorso Drive will be used and a new access at the southern end of the site will be created. The TIA talks about a one-way circulation path though the site with access at the western end and exiting only from the southern end. However, this is unclear on the plans so a condition will be applied to address and clarify this at the junctions and internal road network.

The TIA details that sight distance at the southern driveway access is not met, but this will be exit only apart from TasWater who also use this section of road. The TIA recommends that the fence belonging to this site in the vicinity is reduced to 1m and vegetation minimised or removed. This will improve sight distance and is accepted.

The section of road leading up to the southern driveway access has a tight 90-degree curve and is narrow. This means cars may cross onto the other side of the road when negotiating the curve. However, it will likely be at low speeds with very little traffic coming the other way as TasWater are likely the only vehicles to use this road in the opposite direction to vehicles exiting the site.

The TIA proposes that a 'no entry signs except for authorised vehicles' be placed prior to the curve, curve warning signs installed, fence reduced in height to 1m and vegetation minimised or removed. It is suggested by Council that appropriate signage at the western entry is provided so vehicle enter at this location only, information sign prior to corner saying 'no entry to caravan park' installed and that the road is widened at the corner otherwise line marked. A condition on the permit will be applied to address this.

Based on the above the TIA is accepted, and it can be concluded that the additional traffic should not have a significant impact on the road network and the proposed accesses are safe. The performance criteria for E5.5.1 P3 Existing Road Access and Junctions is met.

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:

- 1. Design drawings showing 92 parking spaces to be provided on-site which includes 47 car parks of which 3 are accessible spaces and 45 caravan and motorhome / campervan parks; must be submitted and approved prior to the commencement of work. The parking spaces must be undertaken in accordance with the drawings prior to the commencement of use.*
- 2. Detail design drawings including signage and line marking plan of the circulation details of the internal road network, at the two driveway accesses*

noting that the southern access is proposed to be exit only and at the internal junction just to the east of the western access; must be submitted and approved prior to the commencement of work. The accesses and internal roads must be undertaken in accordance with the drawings prior to the commencement of use.

3. *At the southern access and at curve in Alcorso Drive to the west of this access, detail design drawings must be submitted and approved prior to the commencement of work. The drawings should show the following or as otherwise approved, being sight lines at access and curve, reduction in fence height, removal of vegetation, signage including 'no entry sign to caravan park' and curve warning sign, and road widened on curve otherwise line marking.*

Environment Coordinator

The proposal was referred to Council's Environment Coordinator who provided the following:

Biodiversity Values

The site is not subject to the Code E10.0 Biodiversity as it is not within the Biodiversity Protection Area. It is noted that the adjacent waterway is subject to the BPA, so any works below high water mark would potentially trigger that Code. However, the project scope does not include any such works. The boardwalk shown on the plans are not part of the proposal.

It is noted that the site supports one vegetation type listed within a Vulnerable community under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* – Saline sedgeland/rushland (ARS) within 'Subtropical and Temperate Coastal Saltmarsh'. However, Vulnerable communities are not 'matters of national environmental significance' and so approval to impact appears not to be required under the Act. The submitted *Vegetation Survey and Fauna Habitat Assessment* (NorthBarker, March 2016) also states that it should be possible to minimise potential impact on this community. A permit condition is recommended requiring that a Construction Management Plan be submitted prior to commencement of works, which identifies the values on the site (including both native vegetation communities and individual trees) and demonstrates how impact on these values will be minimised during works.

Two flora species listed as 'rare' under the *Threatened Species Protection Act 1995* were recorded in the study area – shade peppercress and knotty speargrass. Removal of these species requires the applicant to obtain a 'permit to take' from the State Government (unless the species are delisted as seems likely).

The site supports a number of declared weeds, including African boxthorn, blackberry, boneseed, Montpellier broom, willow and fennel. Under State government legislation, these weeds must be contained. Initial treatment of material where works

are to take place must be undertaken, and weed hygiene measures must be employed by machinery when entering and leaving the site, and any imported material must be from a source where the weed presence at the source is known. A permit condition is recommended accordingly.

Code E11.0 Waterway and Coastal Protection

The proposal triggers Code E11.0 Waterway and Coastal Protection, as works are proposed within the Waterway and Coastal Protection Area around the edge of the site.

Clause E11.7.1 Buildings and works

The proposal is considered to meet the Performance Criteria under this clause as:

- While some structures are proposed amongst the existing native vegetation, these structures are small and bushfire hazard management is not required;
- In general, minimal impact on natural values within the protection area is proposed; much of the site is already highly disturbed, and additional landscaping is proposed with planting of locally sourced native species;
- Overall, a reduction in impervious surfaces is proposed, in conjunction with water sensitive design in the form of stormwater catchment areas ('raingardens').

The permit condition requiring a CMP will also require that works be undertaken in accordance with the Tasmanian Coastal works Manual (DPIPWE, Page and Thorp, 2010) with machinery excluded from sensitive areas.

A permit condition is recommended requiring that all weed management on the site be undertaken manually by contractors trained in environmental weed management, with impact to native vegetation and disturbance of substrate avoided, and that an ongoing plan of management be implemented on the site to contain and control environmental weeds. These conditions will enable the coastal area to be maintained and enhanced in terms of waterway functionality and coastal biodiversity. A permit condition is also recommended that any landscaping within the waterway protection area be undertaken with locally native species, and that environmental weeds not be used anywhere on the site.

Environmental Health Officer

The proposal was referred to Council's Environmental Health Officer who provided the following:

This application has been extensively reviewed by Environmental Health due to its proximity to the Cameron Bay wastewater treatment plant (WTP). The Glenorchy Interim Planning Scheme 2015 defines a caravan park as a sensitive use, as such, odour from the plant needed to be evaluated to ensure that those accessing the site would

not be exposed to environmental harm. Therefore, to support their position, the applicant engaged the consultant WSP who specialises in this field. A review by their expert, and with reference to current literature in this space, determined that 5 odour units (ou) was the level that needed to be achieved to satisfy the Attenuation Code's E9.7.2 performance criteria P1. To provide some context to the notion of 5ou, this is considered by WSP as the recognition threshold (RT). The RT, simply put, is the point at which an odour can be recognised as pleasant or unpleasant and categorised by a trained observer. It does not mean that nobody will be able to detect the odour, but that detection is unlikely to result in complaints.

As the site currently stands, only about half of the site meets 5ou. The remainder of the site, while currently above 5ou, is expected to reach this level as a direct result of WTP upgrades. Unlike testing for other types of emissions, odour presents somewhat of a challenge for the applicant to determining if a set odour level has been met. WSP provided clarity to this point by advising that:

"The accepted method of proving compliance is to take odour samples from the source and test for odours, in compliance with the relevant Australian Standards, on completion of the mitigation program, and then utilise an approved odour dispersion model to prove compliance."

And it is recommended that this approach is adopted by Council in determining if 5ou has been achieved. This approach may need to be slightly modified as the source of odour in this instance is located on a nearby property, not the site itself.

It is recognised that the current situation has the northern portion of the site at or below 5ou. As this is at the level which is required to commence the use for this portion, there would be no restriction to this area's use so long as 5ou or less is maintained. In addition, to facilitate further use of the site, the applicant is encouraged to seek to demonstrate 5ou in additional portions to expand that which has already been deemed to have met the 5ou requirement.

Waste Management Officer

The proposal was referred to Council's Waste Management Officer who provided the following:

Due to the project being a Commercial development Council's Waste Services will not be providing a collection service, instead a private contractor will need to be engaged to obtain waste collection services to this property.

EXTERNAL REFERRALS

TasWater

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

Aboriginal Heritage

The application was referred to Aboriginal Heritage which was supportive of the proposal with recommended advice.

The following comments have been provided:

Aboriginal Heritage Tasmania (AHT) has reviewed the Aboriginal heritage investigation report for the proposed Mona Accommodation Berriedale (MOAB) and can confirm that this report meets the standards set in the Guide to the Aboriginal Heritage Assessment Process.

AHT therefore acknowledge the findings of the investigation that four previously recorded sites were noted during the survey, and may be impacted in the proposed development

If these impacts cannot be avoided the proponent must apply for a permit under the Aboriginal Relics Act 1975 (the Act) prior to works proceeding.

To assist the proponent in making their application for a permit under the Act, they are advised to visit www.aboriginalheritage.tas.gov.au where they will find important information and a permit application form.

AHT will review the application and notify the proponent in writing of the outcome of the assessment, including either a permit with terms under which it is granted or a reason the application was refused.

If approved an advice has been recommended to notify the applicant of the Aboriginal Relics Act 1975 (the Act).

REPRESENTATIONS

The application was advertised for the statutory 14-day period with four representations being received, two of these are in support of the proposal.

The issues raised are as follows:

Description

The representor states that concern is raised that the description and development for the proposal is unclear and misleading. The proposal did not refer to CT 136175/1 and did not include the previous advertising details.

Planner's Comment:

The address for the entirety of site was included in the advertisement on the site, in the newspaper and in the adjoining letters. During the advertising period the title and supporting documents were available to the public at Council and upon request.

A complete set of scaled and dimensioned plans were provided by professional designers that included all buildings, works and areas to be used. Therefore, the information was available during the advertising period.

Adhesion

The representor states that concern is raised that two titles are not able to be adhered.

Planner's Comment:

The two titles are in the same ownership and there is no planning impediment that would prevent an adhesion.

Master Plan

The representor states that concern is that the Master Plan includes overflow parking outside the site.

Planner's Comment:

The Master Plan is separate to the application. However, this has been addressed by Council's Transport Engineer in the referral.

Lease of Public Land

The representor states that concern is raised that the proposal involves the lease of public land. It is unclear what the short-term and long-term arrangements of the lease will be. Concern was also raised that the lease arrangement was not included in the advertising for the planning application and that the expression of interest went through an unsatisfactory process.

Planner's Comment:

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

Record of Property Sales

The representor states that concern is raised that the proposal would not comply with the sale of public land.

Planner's Comment:

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

Use on Separate Site

The representor states that concern is raised that a "kitchen garden and sustainability hub" on a separate site would not comply.

Planner's Comment:

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

Derwent River

The representor states that concern is raised that the water quality in the "Mona Cameron Bay" is a serious problem.

Planner's Comment:

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

Loan Funds

The representor states that concern is raised that loan funds from the State Government for a private developer is unacceptable.

Planner's Comment:

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

Community Use

The representor states that concern is raised that a large part of the Berriedale Public Reserve is used by the community and the proposal would diminish this use. Concern was raised that the public car park would no longer be available to the public. Concern was raised that CT 136175/1 is not in Council ownership and has been included in the application. The caravan park will not be accessible for public use, including dog walking.

Planner's Comment:

This issue is not a planning issue that can be considered as part of this application. However, the proposal will be located on the site previously used by a Camping and Caravan Park and both titles are in Council ownership as stated on the title documents.

Consultation

The representor states that concern is raised that the Tasmanian Aboriginal community was not consulted.

Planner's Comment:

The application was referred to the Aboriginal Heritage and comment was provided as part of the planning assessment process.

Wetland

The representor states that concern is raised that the wetland would not adequately address the stormwater management for the site.

Planner's Comment:

This issue has been addressed in the referral by Council's Development Engineer.

Attenuation

The representor states that concern is raised that the proposal would not address the Attenuation Code or the "order" from RMPAT.

Planner's Comment:

This issue has been addressed in the referral by Council's Environmental Health Officer.

CONCLUSION

The proposal is relying on the performance criteria to comply with the acceptable standards of the Scheme in relation to; discretionary use, building height, road accesses and junctions, sight distance at accesses, junctions and level crossings, number of car parking spaces, number of motorcycle spaces, development for sensitive use in proximity to use with potential to cause environmental harm, and works and coastal inundation medium hazard areas.

The proposal is assessed as satisfying the performance criteria and complies with the applicable standards.

The proposal is assessed as complying with all other use and development standards in the Open Space zone, as well as the relevant standards of the Road and Railway Assets Code, Parking and Access Code, Stormwater Management Code, Attenuation Code, Waterway and Coastal Protection Code, and Inundation Prone Areas Code.

The application was publicly advertised for the statutory 14-day period and one representation in support was received.

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

RECOMMENDATION:

That a permit be granted for the proposed use and development of Caravan Park at 1 Alcorso Drive, 671 Main Road, Main Road and Berriedale Foreshore Reserve, Berriedale subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-16-071 and Drawing (17 pages) submitted on 3 July 2020, 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 2016/00542-GCC, dated 16 July 2020, form part of this permit.

3. This permit is for the use of Camping and Caravan Park only, any other functions or events will require a separate permit.
4. This permit does not include landfill, fencing or signage.
5. This permit does not include the future boardwalk.
6. The lots 139511/1 and 136175/1 must be adhered and are to be shown as a single lot on the Plan of Survey.

Engineering

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

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

8. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
9. All internal hydraulic service works required for the development must be at the Developer's expense and must comply with the requirements of Council's Plumbing Surveyor. Any alterations or works to Council mains must be undertaken by Council at the developer's cost.
10. The proposed WSUD elements proposed in the submitted drawings are to be submitted with the engineering design for approval of the Development Engineer.
11. The design and construction of the parking, access and turning areas must comply with the Australian Standard, Parking facilities, Part 1: Off-Street Car

parking, AS 2890.1 – 2004, to the satisfaction of the Council's Development Engineer. Drawings showing the driveway details must be in accordance with the Australian Standard and submitted with the Building Application for approval by Council's Development Engineer prior to the commencement of works on site. The proposed driveway and parking must comply with the following:-

- a) Construction to be of an all-weather surface and the finished gradient must not exceed the maximum gradient of 20%;
- b) The areas designated to accommodate caravans and mobile homes to be an approved all weather reinforce grassed surfaces.
- c) The total of ninety-two (92) car parking spaces must be provided in accordance with the approved plan received by Council and kept available for these purposes at all times;
- d) Of the proposed number of car parking spaces, three (3) car parking space must be provided for the exclusive use of people with disabilities, clearly marked and kept available for these purposes at all times;
- e) Four (4) motorcycle parking spaces must be provided and line-marked;
- f) Seven (7) bicycle spaces must be provided;
- g) All runoff from paved and driveway areas must be discharged into Council's stormwater system;
- h) Be clearly line-marked or physically separated to each space in accordance with the approved plan;
- i) Landscaping of parking and circulation areas must be provided and must be no less than 5 percent of the area of the car park;
- j) Lighting in accordance with clause 3.1, AS1158.3.1:2005 must be installed;
- k) The gradient of any parking areas must not exceed 5%; and
- l) Minimum carriageway width is to be no less than 3.0 metres.

All works required by this condition must be installed prior to the occupancy or the commencement of the approved use.

12. The development is on the Flood Prone area, the Natural Ground Level and the AHD in relation to the 1 in 100 year flood level must be clearly shown on the plan. Prior to the issuing of a Building Permit Approval or the commencement of works on site, (whichever occurs first) submit the plan and elevation demonstrating that the finished floor level of a habitable room is at 300mm above the flood level (or no less than the finishing floor level of 2.5m) to the requirements of Council's Development Engineer.

Environmental Health

13. The use of the site, or a particular part of the site, for a Camping and Caravan Park must not commence until it has been demonstrated to the satisfaction of the Planning Authority that the level of odour experienced on the site, or at the

particular part of the site, does not cause environmental harm (including environmental nuisance). For the purposes of this condition, the level at which environmental harm (including environmental nuisance) would occur is five (5) odour units (ou), as provided in the MOAB Planning Odour Assessment Report (Revision B) dated October 2020, and demonstration of this level is to be based on sampling and reporting undertaken by the applicant and to the satisfaction of the Planning Authority.

Traffic

14. Detail design drawings including signage and line marking plan of the circulation details of the internal road network, at the two driveway accesses noting that the southern access is proposed to be exit only and at the internal junction just to the east of the western access; must be submitted and approved by Council's Traffic Engineer prior to the commencement of work. The accesses and internal roads must be undertaken in accordance with the approved drawings prior to the commencement of use.
15. At the southern access and at curve in Alcorso Drive to the west of this access, detail design drawings must be submitted and approved prior to the commencement of work. The drawings should show the following or as otherwise approved, being sight lines at access and curve, reduction in fence height, removal of vegetation, signage including "no entry sign to caravan park" and curve warning sign, and road widened on curve otherwise line marking.

Environment

16. Prior to commencement of construction, a Construction Management Plan, including a site plan with staging of works as relevant, must be submitted to Council demonstrating that:
 - a) Buildings and works have been designed and sited to minimise impact on native vegetation, individual native trees and the coastal area where feasible, and to avoid impact on the Saline sedgeland/rushland (ARS) vegetation community as identified in the submitted *Vegetation Survey and Fauna Habitat Assessment* (NorthBarker, March 2016);
 - b) Barrier fencing will be erected around areas to be avoided during construction, and maintained to exclude machinery, excavation, deposition of fill and storage of materials;
 - c) Works will be undertaken in accordance with the Tasmanian Coastal works Manual (DPIPWE, Page and Thorp, 2010), with disturbance of substrate within the Waterway and Coastal Protection Area limited, and measures in place to contain any potential source of contamination to the waterway.

17. Environmental weeds declared under the *Weed Management Act 1999* are present on the site, as per NorthBarker (March 2016).

Prior to commencement of works, a weed action plan must be submitted to Council showing known locations and identify the timeframes and methods of primary and follow up treatment for all infestations of these weeds. Initial treatment must be undertaken prior to commencement of works, with the remainder of the weed management plan implemented as part of the operation of the site. All weed management treatment within areas of native vegetation and the Waterway and Coastal Protection Area must be undertaken manually by contractors trained in environmental weed management, with impact to native vegetation and disturbance of substrate avoided.

To ensure these weeds are not spread from the site:

- a) Weed plant material or soil containing their seed must not be removed from the site, unless approval is obtained from State government as required under the *Weed Management Act 1999*;
 - b) Weed plant material and topsoil containing their seed must not be stored or moved into areas containing weed-free native vegetation;
 - c) Appropriate hygiene measures must be undertaken prior to any machinery entering and leaving the site as per the *Tasmanian Washdown Guidelines for Weed and Disease Control* produced by the Department of Primary Industries, Parks, Water and Environment;
 - d) Any imported fill materials must be sourced from quarries able to provide documentation as to the weeds present on the source site in order to minimise introduction of new weeds and pathogens to the area.
18. Any landscaping within the Waterway and Coastal Protection Area be undertaken with local native species. Environmental weeds must not be planted anywhere on the site.

Advice to Applicant

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

Aboriginal Heritage

Please be aware that all Aboriginal heritage is protected under the *Aboriginal Relics Act 1975*. If at any time during works you suspect Aboriginal heritage, cease works immediately and contact AHT for advice. Attached is an Unanticipated Discovery Plan,

which you should have on hand during ground disturbing works, to aid you in meeting your requirements under the Act.

Underground Services

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

Other Permits

Please be aware that this planning permit is a planning approval issued under the Glenorchy Interim Planning Scheme 2015. You should consult with an accredited Building Surveyor prior to commencing this use or work to ensure all relevant requirements of the Building Act 2000 are complied with. In addition to this planning permit, a building permit and/or plumbing permit may also be required. If further clarification is required, please contact Council's Building Section on 62166800.

Attachments/Annexures

- 1 GPA Attachments - 1 Alcorso Drive, 671 Main Road, Main Road and [Berriedale](#)

APPENDIX 1

19.0 Open Space Zone

Standard	Acceptable Solution	Proposed	Complies?
19.3 Use Standards			
19.3.1 Hours of Operation	A1 Hours of operation of a use within 50 m of a residential zone must be within: (a) 8.00 am to 6.00 pm Mondays to Saturdays inclusive; (b) 10.00 am to 4.00 pm Sundays and Public Holidays. except for office and administrative tasks.	Not applicable.	N/A
19.3.2 Noise	A1 Noise emissions measured at the boundary of a residential zone must not exceed the following: (a) 55dB(A) (LAeq) between the hours of 8.00 am to 6.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 6.00 pm and 8.00 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.	Not applicable.	N/A

Standard	Acceptable Solution	Proposed	Complies?
	Noise levels are to be averaged over a 15 minute time interval.		
19.3.3 External Lighting	A1 External lighting within 50 m of a residential zone must comply with all of the following: (a) be turned off between 6:00 pm and 8:00 am, except for security lighting; (b) security lighting must be baffled to ensure they do not cause emission of light outside the zone.	Not applicable.	N/A
19.3.4 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) 7.00 am to 5.00 pm Mondays to Fridays inclusive, (b) 9.00am to 12 noon Saturdays; (c) Nil Sundays and public holidays.	Not applicable.	N/A
19.3.5 Discretionary Use	A1 No acceptable solution.	The proposed use of Camping and Caravan Park is discretionary in Clause 19.2. Therefore, the proposal relies on performance criteria.	No Refer to discussion in the report.
19.4 Development Standards for Buildings and Works			
19.4.1 Building Height	A1 Building height must be no more than: 6.5m.	The proposal would consist of three pods (Type 3B) with a maximum height of 7.1m. Compliance will require a maximum height of 6.5m. Therefore, the proposal relies on performance criteria.	No Refer to discussion in the report.
19.4.2 Setback	A1 Building setback from frontage must be no less than: 5m.	Complies. The proposal would be setback approximately 142m.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	A2 Building setback from a residential zone must be no less than: (a) 3m; or (b) half the height of the wall, whichever is the greater.	Not applicable.	N/A
19.4.3 Landscaping	A1 Landscaping along the frontage of a site must be provided to a depth of no less than 2 m.	Not applicable.	N/A
	A2 Along a boundary with a residential zone landscaping must be provided for a depth no less than 2m.	Not applicable.	N/A
19.4.4 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.	Not applicable.	N/A

APPENDIX 2**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.	Not applicable.	N/A
	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.	Not applicable.	N/A

Standard	Acceptable Solution	Proposed	Complies?
	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 submitted TIA has been reviewed by Council's Traffic Engineer and found to be acceptable.	No Refer to discussion in the report.
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.	Not applicable.	N/A
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.	Not applicable.	N/A

Standard	Acceptable Solution	Proposed	Complies?
	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.	Not applicable.	N/A
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	Not applicable.	N/A
	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.	Complies. Existing access to be utilised.	Yes
E5.6.3 New Level Crossings	A1 No Acceptable Solutions.	Not applicable.	N/A

Standard	Acceptable Solution	Proposed	Complies?
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.	Existing condition do not comply – satisfy the performance criteria.	No Refer to discussion in the report.

APPENDIX 3

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.	The submitted TIA has been reviewed by Council's Traffic Engineer and found to be acceptable.	No Refer to discussion in the report.
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.	Complies. Three accessible car parking spaces will be provided.	Yes
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	The submitted TIA has been reviewed by Council's Traffic Engineer and found to be acceptable.	No Refer to discussion in the report.

Standard	Acceptable Solution	Proposed	Complies?
	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.		
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.	Complies. Four bicycle spaces are required and seven will be provided.	Yes
E 6.7 Development Standards			
E6.7.1 Number of Vehicle Accesses	A1 The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.	Complies.	Yes
E6.7.2 Design of Vehicular Accesses	A1 Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking; (b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of	Complies.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	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.	Complies.	Yes
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.	Complies.	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	Complies.	Yes

Standard	Acceptable Solution	Proposed	Complies?
	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.		
E6.7.6 Surface Treatment of Parking Areas	A1 Parking spaces and vehicle circulation roadways must be in accordance with all of the following; (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.	Complies. The parking areas for caravans and mobile homes will be reinforced grass this will meet the requirement for an all-weather durable surface.	Yes
E6.7.7 Lighting of Parking Areas	A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 “Basis of Design” and clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.	Complies.	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.	Complies.	Yes
E6.7.9	A1	Complies.	Yes

Standard	Acceptable Solution	Proposed	Complies?
Design of Motorcycle Parking Areas	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.		
E6.7.10 Design of Bicycle Parking Facilities	A1 The design of bicycle parking facilities must comply with all the following; (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building.	Complies.	Yes
	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.	Complies.	Yes
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.	Not applicable.	N/A

Standard	Acceptable Solution	Proposed	Complies?
E6.7.12 Siting of Car Parking	A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.	Complies.	Yes
E6.7.1.13 Facilities for Commercial Vehicles	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site.	Not applicable.	N/A
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.	Complies.	Yes

APPENDIX 4**E7.0 Stormwater Management Code**

Standard	Acceptable Solution	Proposed	Complies?
E7.7 Development Standards			
E7.7.1 Stormwater Drainage and Disposal	A1 Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.	Complies.	Yes
	A2 A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply: (a) the size of new impervious area is more than 600 m²; (b) new car parking is provided for more than 6 cars; (c) a subdivision is for more than 5 lots.	The development is considered to comply with the acceptable solution A2 as the stormwater system incorporates wetlands, landscaping and reduction in impervious surfaces as shown on the accompanying landscaping and servicing plans.	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	Complies.	Yes

Monday 7 December 2020

Glenorchy Planning Authority Meeting Agenda

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.	Complies.	Yes

APPENDIX 5

E9.0 Attenuation Code

Standard	Acceptable Solution	Proposed	Complies?
9.6 Use Standards			
E9.6.1 Use with Potential to Cause Environmental Harm	A1 Use with potential to cause environmental harm has a separation distance no less than the minimum attenuation distance listed in Tables E9.1 or E9.2.	Not applicable.	N/A
E9.7 Development Standards			
E9.7.1 Development for Use with Potential to Cause Environmental Harm	A1 Development for use with potential to cause environmental harm has a separation distance no less than the minimum attenuation distance listed in Tables E9.1 or E9.2.	Not applicable.	N/A
E9.7.2 Development for Sensitive Use in Proximity to Use with Potential to Cause Environmental Harm	A1 No acceptable solution	The proposal is for sensitive use in proximity to the Cameron Bay Wastewater Treatment Plant. Therefore, the proposal relies on performance criteria.	No Refer the discussion in the report.

APPENDIX 6

E11 Waterway and Coastal Protection Code

Standard	Acceptable Solution	Proposed	Complies?
E11.7 Development Standards			
E11.7.1 Buildings and Works	A1 Building and works within a Waterway and Coastal Protection Area must be within a building area on a plan of subdivision approved under this planning scheme.	The proposed building and works would be located within the Waterway and Coastal Protection Area. Compliance will require the building and works to be located outside the Waterway and Coastal Protection Area. Therefore, the proposal relies on performance criteria.	No Refer to discussion in the report.
	A2 Building and works within a Future Coastal Refugia Area must be within a building area on a plan of subdivision approved under this planning scheme.	Not applicable.	N/A
	A3 Buildings and works within a Potable Water Supply Area must be within a building area on a plan of subdivision approved under this planning scheme.	Not applicable.	N/A
	A4 Development must involve no new stormwater point discharge into a watercourse, wetland or lake.	Complies.	Yes
E11.7.2	A1 An extension to an existing boat ramp, car park, jetty, marina, marine farming shore facility or slipway must be no more	Not applicable.	N/A

Standard	Acceptable Solution	Proposed	Complies?
Building and Works Dependent on a Coastal Location	than 20% of the size of the facility existing at the effective date.		
	A2 No Acceptable Solution for dredging and reclamation.	Not applicable.	N/A
	A3 No Acceptable Solution for coastal protection works initiated by the private sector.	Not applicable.	N/A

APPENDIX 7**E15.0 Inundation Prone Areas Code**

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

	A2 For a non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia, there is no Acceptable Solution.	Not applicable.	N/A
E15.7.2 Coastal Inundation Medium Hazard Areas	A1 For a new habitable building there is no acceptable solution	A Type 4 pod will be partially located within the Coastal Inundation Medium Hazard Areas. Therefore, the proposal relies on performance criteria.	No Refer to discussion in the report.
	A2 An extension to an existing habitable building must comply with one of the following: (a) new habitable rooms must comply with both of the following: (i) floor level no lower than the Minimum Level for the Coastal Inundation Low Hazard Area in Table E15.1, (ii) floor area of the extension no more than 40 m² from the date of commencement of this planning scheme; (b) new habitable rooms must be above ground floor.	Not applicable.	N/A
	A3 A non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia, must have a floor area no more than 40 m ² .	Not applicable.	N/A
E15.7.3 Coastal Inundation Low Hazard Areas	A1 A new habitable building must comply with the following: (a) floor level no lower than the Minimum Level for the Coastal Inundation Low Hazard Area in Table E15.1;	Complies.	Yes

	A2 An extension to a habitable building must comply with either of the following: (a) floor level of habitable rooms is no lower than the Minimum Level for the Coastal Inundation Low Hazard Area in Table E15.1; (b) floor area is no more than 60 m².	Not applicable.	N/A
	A3 A non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia, must have a floor area no more than 60 m ² .	Not applicable.	N/A
E15.7.4 Riverine Inundation Hazard Areas	A1 A new habitable building must have a floor level no lower than the 1% AEP (100 yr ARI) storm event plus 300 mm.	Not applicable.	N/A
	A2 An extension to an existing habitable building must comply with one of the following: (a) floor level of habitable rooms is no lower than the 1% AEP (100 yr ARI) storm event plus 300 mm; (b) floor area of the extension no more than 60 m² as at the date of commencement of this planning scheme.	Not applicable.	N/A
	A3 The total floor area of all non-habitable buildings, outbuildings and Class 10b buildings under the Building Code of Australia, on a site must be no more than 60 m ² .	Not applicable.	N/A

15.7.5 Riverine, Coastal Investigation Area, Low, Medium, High Inundation Hazard Areas	A1 For landfill, or solid walls greater than 5 m in length and 0.5 m in height, there is no acceptable solution.	Not applicable.	N/A
	A2 No acceptable solution.	Not applicable.	N/A
	A3 A land application area for onsite wastewater management must comply with all of the following: (a) horizontal separation distance from high water mark or from the top of bank of a watercourse or lake must be no less than 100 m; (b) vertical separation distance from the water table must be no less than 1.5 m.		
E15.7.6 Development Dependent on a Coastal Location	A1 An extension to an existing boat ramp, car park, jetty, marina, marine farming shore facility or slipway must be no more than 20% of the size of the facility existing at the effective date.	Not applicable.	N/A
	A2 No acceptable solution	Not applicable.	N/A
	A3 No Acceptable Solution for coastal protection works initiated by the private sector.	Not applicable.	N/A

6. PROPOSED USE AND DEVELOPMENT - PLAY AREA UPGRADE (PASSIVE RECREATION) WITH ASSOCIATED DEMOLITION AND WORKS - 825 BROOKER HIGHWAY MONTROSE, GLENORCHY ROWING CLUB 849B BROOKER HIGHWAY ROSETTA

Author: Planning Officer (Bhavna Gungabison)

Qualified Person: Planning Officer (Bhavna Gungabison)

Property ID: 2060752

REPORT SUMMARY

Application No.: PLN-20-436

Applicant: Glenorchy City Council

Owner: Glenorchy City Council

Zone: Open Space Zone

Use Class Passive Recreation

Application Status: Discretionary

Discretions: E7.7.1 Stormwater Drainage and Disposal

F2.7.2 Building Height

E2.7.4 Passive Surveillance

(The proposal meets all other applicable standards as demonstrated in the attached appendices)

Level 2 Activity? No

42 Days Expires: 23 Dec 2020

Existing Land Use: Passive Recreation (Public Park)

Representations: 0

Recommendation:**Approval, subject to conditions**

REPORT IN DETAIL

PROPOSAL

The application is for the demolition of the existing playground and reconstruction of a new play space at 825 Brooker Highway, Montrose also known as the Montrose Foreshore Community Park. The proposed play space includes urban play, ball games, water play, forest play, bike track, dog park, BBQ area and a skate park. The new play space is to have a total area of 9400m². The existing car parking space as encircled in the Figure 1 below is to be converted into a Ball Game and Ride Zone.



Figure 1: Aerial view of the site showing existing parking area to be converted into play space.

The play space is to be categorised into two zones – Urban Play Zone and Wild Play Zone. The main entry to the play space is to be from the urban play zone which would be accessible directly from Foreshore Road and the existing parking space adjoining the Brooker Highway. The Urban Play Zone is to comprise of Ball Game and Ride Zone, Sand and Balance Zone, Water Play Zone, BBQ and Seating Zone, Skate Park and existing public amenities building.

The Wild Play Zone is to comprise of Nature Play Zone, Slide Zone, Nature Forest Play Zone, Cable Way (Flying Fox) and Kunanyi Play Zone as shown in Figure 2 below.



Figure 2: Proposed zones play space (Yellow – Urban Play Space; Blue – Wild Play Space)

The parking spaces which adjoins Brooker Highway are to be retained and the new play space is to have access to a total of 70 car parking spaces. No new parking spaces are proposed as part of this application.

The proposal involves a pathway connecting the Rowing Clubhouse building at 849B Brooker Highway to the proposed play space. No other buildings and works are proposed on the property at 849B Brooker Highway except for the pathway connection.

SITE and LOCALITY

The subject site at 825 Brooker Highway is located on the northern side of Brooker Highway. The site is also known as the Montrose Foreshore Community Park. The main play space redevelopment is to occur wholly within the site at 825 Brooker Highway except for a pathway proposed between 849B Brooker Highway and 825 Brooker Highway in order to connect the existing Rowing Club Building to the proposed play space. The site at 849B Brooker Highway is therefore included in the application. The access to the site is through Foreshore Road. The site at 825 Brooker Highway adjoins the Brooker Highway to the south, Derwent River to the north and east and Crown land to the West as shown in Figure 3 below.



Figure 3: An aerial view of the subject site and surrounding locality.

ZONE

The site is zoned as Open Space Zone as shown in Figure 4 below.

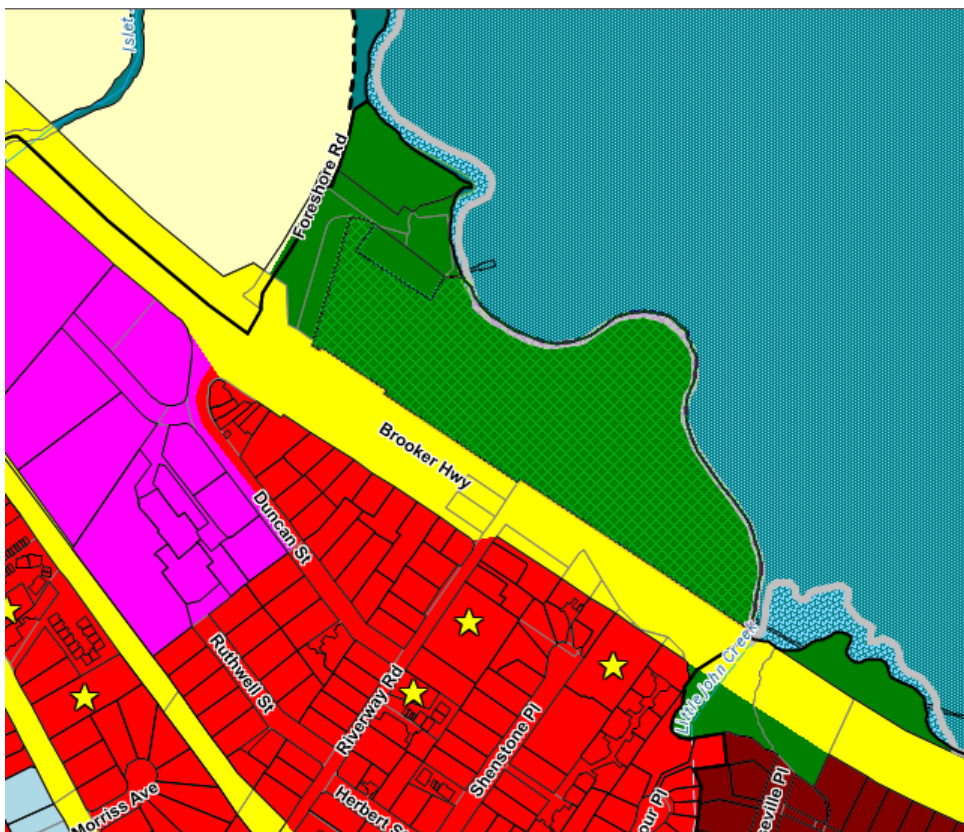


Figure 4: Snapshot of Zoning (Green – Open Space Zone)

BACKGROUND

PLN-02-01283 - Paddle Boats on the Derwent River at Montrose Reserve. Part of Lot 5 on SP135852 - Approved 22/07/02

PLN-03-01803 - Promotional Sign - Rotary International - Approved 16/05/03

PLN-04-02784 - Gazebo - Approved 20/09/04

PLN-09-0379 - Temporary installation of boardwalk markers (Miscellaneous Use) within 30m of a listed watercourse - Approved 25/01/10

PLN-10-212 - Construction of a boardwalk (Public Utility) within 30m of a listed watercourse - Approved 20/09/10

PLN-11-002 - Boardwalk Pavilions located within 30m of a listed watercourse (miscellaneous use) - Approved 07/02/11

PLN-11-212 - Shared path within 30m of a listed watercourse - Approved 22/08/11

PLN-14-169 - New barbecue shelter with toilets and demolition of existing toilet block within 30m of a listed watercourse - Approved 25/08/14

PLN-14-174 - New access road and car parking for Public Park within 30m of a listed watercourse - Approved 03/09/14

PLN-17-092 - Six major events and minor events ongoing (Community meeting and entertainment) relying on performance criteria - Approved 05/06/17

PLN-17-333 - Foreshore landing and stairs (Sports and Recreation) - Approved 16/01/18

Reason for GPA:

Planning Services does not have delegation to determine an application for cost of works exceeding \$500,000.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

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

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

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil

Limited Exemptions

Nil

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

The site is subject to the Montrose Foreshore Community Park and Elwick Bay Specific Area Plan (F2) which overrides the zone and code provisions in an instance of a conflict.

Use Class Description (Table 8.2):

Passive recreation means the use of land for informal leisure and recreation activities principally conducted in the open. Examples include public parks, gardens and playgrounds, and foreshore and riparian reserves.

Other relevant definitions (Clause 4.1):

Building means as defined in the Act. The Act defines building to include –

- (a) a structure and part of a building or structure; and
- (b) fences, walls, out-buildings, service installations and other appurtenances of a building; and
- (c) a boat or a pontoon which is permanently moored or fixed to land;

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.

Public open space means land for public recreation or public gardens or for similar purposes.

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.

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:

9.4 Demolition

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 application includes the demolition and removal of existing structures/ playground equipment and shelters in order to allow for the redevelopment and upgrade of the playground. The demolition is associated with the proposed new playground which is to be approved as part of this application, pursuant to Clause 9.4.1.

Part D: Zones

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

Zone Purpose Statements

- 19.1.1.1 To provide land for open space purposes including for passive recreation and natural or landscape amenity.*
- 19.1.1.2 To encourage open space networks that are linked through the provision of walking and cycle trails.*

Comment:

The proposal is for a major upgrade to the existing playground and the foreshore currently consists of walkways and cycle paths which are to be retained. The proposal therefore complies with the zone purpose statements of the Open Space Zone.

Use Table

The Passive Recreation use has a “No permit required” status within the Use Table 19.2 and Use Table F2.5. The application is however discretionary due to reliance on performance criteria to meet the applicable standards within the SAP and Stormwater Code.

Use Standards

The proposal complies with the acceptable solutions of the applicable standards as described in the appendix section of this report.

Development Standards for Buildings or Works

The proposal complies with the acceptable solutions of the applicable standards as described in the appendix section of this report.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E5.0 Road and Rail Asset Code

The proposal was referred to Council’s Development Engineer who has reviewed the proposal and is satisfied that the acceptable solutions of the applicable standards of this code are being met. Please refer to engineering referral section for comments.

E6.0 Parking and Access Code

The proposal was referred to Council’s Development Engineer who has reviewed the proposal and is satisfied that the acceptable solutions of the applicable standards of this code are being met. Please refer to engineering referral section for comments.

E7.0 Stormwater Management Code

E7.7.1 Stormwater Drainage and Disposal (A2/P2)

The proposal involves a new impervious area exceeding 600m² and the acceptable solution cannot be complied with. The proposal therefore relies on performance criteria P2 which requires the following:

A stormwater system for a new development must incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1 unless it is not feasible to do so.

Comment:

The proposed new impervious surfaces are designed to be small and disconnected, creating a network of concrete paths which are surrounded by garden beds and rain gardens to allow for the proposal to comply with the performance criteria. The proposal was referred to Council's Development Engineer who is satisfied that the proposal complies with the performance criteria P2 and has provided comments in the referral section of the report.

E11.0 Waterway and Coastal Protection Code



Figure 5: Waterway and Coastal protection Code (purple) location

The proposed development is to be predominantly outside the area affected by the Waterway and Coastal Protection Code, except for the encircled section below.

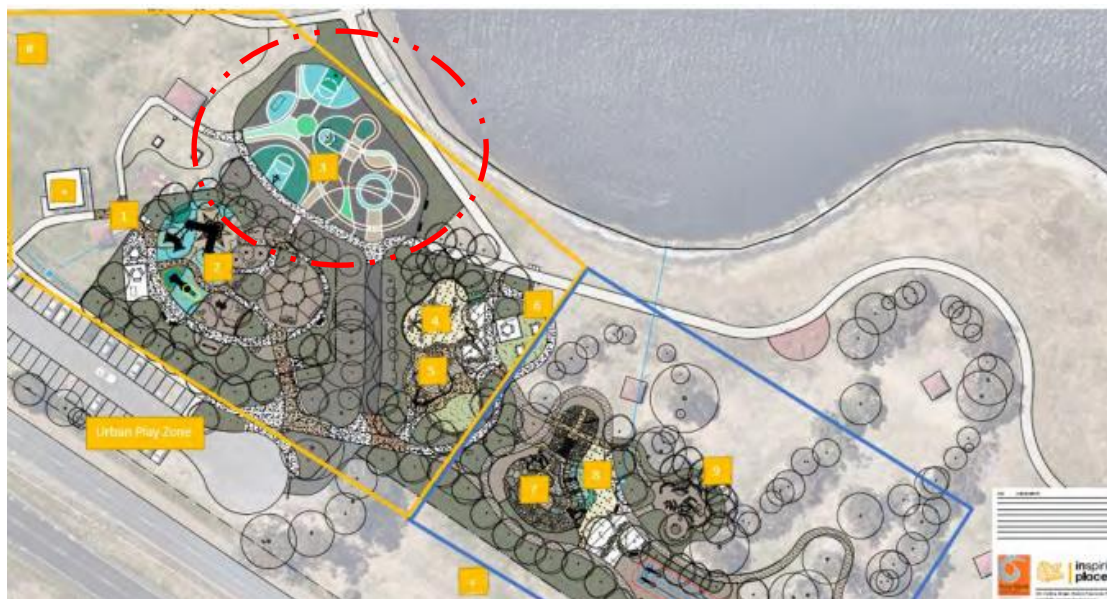


Figure 6: The ball games playground (encircled) is to be within the area affected by the Waterway and Coastal protection Code.

E11.4 Development Exempt from this Code

E11.4.1 The following development is exempt from this code:

- (c) development involving clearing or modification of vegetation or soil disturbance:
 - (i) on pasture, cropping, vineyard or orchard land;
 - (ii) within a private garden, public garden or park, national park or State-reserved land,

provided the vegetation is not protected by a permit condition, an agreement made under Part 5 of the Act or a Covenant in Gross.

Comment:

The proposed ball games zone of the playground would involve soil disturbance and new landscaping. The area is however within a public park and is not subject to protected vegetation or covenants. The proposal is therefore exempt from assessment under this code.

PART F: Specific Area Plans

F2 Wilkinsons Point and Elwick Bay Specific Area Plan

The Passive Recreation use has a “No permit required” status within the Use Table F2.5. The proposal complies with all acceptable solutions of the SAP except for the Building Height and Passive Surveillance standards.

F2.7.2 Building height in the Montrose Foreshore Community Park Precinct

The acceptable solution requires buildings to be no more than 5m in height. The playground equipment are structures which fall under the building definition of LUPAA. The playground equipment (Berliner) is to have a maximum height of 5.2m and therefore the proposal relies on performance criteria P1, which requires the following:

Building height in the Montrose Foreshore Community Park Precinct must not result in any of the following:

- (a) domination of the public foreshore or open space in the precinct by visual bulk;*
- (b) unreasonable overshadowing of the public foreshore or open space in the precinct; or*
- (c) obstruction of key public views or vistas.*

Comment:

The proposed play equipment are designed to be transparent and open consisting mostly of ropes and netting. The Berliner equipment is the only structures which exceeds the 5m height by approximately 200mm. The remaining structures are to be between 2-3m in height. The playground equipment is not considered to dominate the public foreshore and open space, in terms of visual bulk. This is because the Berliner structure is to be behind an existing building and would cover a relatively small portion of the development site. The structures have been designed to prevent visual bulk and allow clear sightlines with adequate transparency. The playground equipment and zones are separated by landscaping, sitting areas and paths which helps prevent any perceived domination of Montrose Foreshore Precinct.

The proposed playground equipment causes minimal overshadowing over the open space and would not obstruct key public views or vistas.

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

F2.7.4 Passive surveillance in the Montrose Foreshore Community Park Precinct

There is no acceptable solution for this standard and therefore relies on performance criteria, which requires the following:

Buildings in the Montrose Foreshore Community Park Precinct, must:

- (a) be designed and sited to provide natural surveillance of pedestrian routes and car parks;*
- (b) be free of concealment and entrapment spots;*
- (c) be lit to a level that is adequate to ensure a reasonable level of security;*

- (d) *have access and egress points that are clearly visible from the public domain; and*
- (e) *be constructed of materials that are hardy or easily replaceable; and resistant to vandalism.*

Comment:

The playground has been designed to be in close proximity to existing parking spaces and pedestrian routes on the site. There are multiple seating areas designed close to the equipment. The play spaces would be clearly visible from parking spaces, pathways, the road and the intercity cycleway. The structures are designed to be well spaced from one another to prevent concealment and entrapment spots. The playground equipment is to be open with ropes and netting. The play spaces are to be well lit to ensure adequate security and would have access and egress points clearly visible from public spaces. The equipment is to be constructed with durable materials, easily replaceable and affixed to land which would prevent vandalism.

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

INTERNAL REFERRALS

Development Engineer

Comments

The proposal is to upgrade the existing play area at 825 Brooker Highway Montrose, with new play equipment and extensive landscaping and areas for passive recreation.

E5.0 Road and Railway Assets Code

The development complies with Code E5 Road and Railway Assets Code; and the safety and efficiency of the road is not expected to be reduced by the proposed development. The development is not expected to increase vehicle movements, to and from the site, over 40 vehicle movements and therefore complies with the Acceptable solution A3 of E5.5.1. The site is accessed off an existing access from the Brooker Highway, a referral was sent to the Department of State Growth for comment, no response was received within the mandatory referral and advertising period.

E6.0 Parking and Access Code

The submitted plans indicate that the existing available carparking is to remain, there is no requirement under the Glenorchy Interim Planning Scheme 2015 to provide parking for passive recreation.

E7.0 Stormwater Management Code

The development meets the requirements in the Stormwater Management Code. There are no GCC stormwater mains affected by this application. All runoff from the

new impervious area will be discharged by gravity to the existing connection. The development is considered to comply with the Acceptable Solution E7.7.1 Clause A1. The total size of the new impervious area is 900m², which triggers the requirement to provide Water Sensitive Urban Design (WSUD) to be incorporated in the proposed development that will comply with Acceptable Solution A2 and the Acceptable Stormwater Quality and Quality Targets specified in Table E7.1. The applicant has demonstrated a treatment method that is not compliant with the Acceptable Solution but an acceptable alternative of utilising a series of garden beds and rain gardens to aid pollutant removal, a proposal compliant with the Performance Criteria P2 of the standard.

Other

E3.0 Landslide Code

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

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

There is no new stormwater point of discharge into a watercourse. Therefore, the development application complies with the A4 of E11.7.1

E15.0 Inundation Prone Areas Code

The foreshore section of the allotment has been identified as being within a Coastal Inundation Hazard Area. The proposed redevelopment is located outside the designated area and of an elevation that will not be affected by any flooding within the catchment.

EXTERNAL REFERRALS

State Growth

The application was referred to State Growth due to close proximity of the development to Brooker Highway and the current access arrangements. Council received no response and therefore, it is deemed that there are no concerns with the proposal.

REPRESENTATIONS

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

CONCLUSION

The proposal is for a playground redevelopment at 825 Brooker Highway with associated demolition and works.

The proposal relies on performance criteria for compliance with the standard for E7.7.1 Stormwater Drainage and Disposal, F2.7.2 Building height and F2.7.4 Passive

Surveillance. The proposal is assessed as satisfying the performance criteria and complies with the standard. The proposal is assessed as complying with all other use and development standards in the Open Space Zone, the F2 Wilkinson Point SAP as well as the applicable standards of the Road and Railways Assets Code, Parking and Access Code and Stormwater Management Code. The application was publicly advertised for the statutory 14-day period and no representations were received.

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 Play Area Upgrade (Passive Recreation) with associated demolition and works at 825 Brooker Highway Montrose Glenorchy Rowing Club 849B Brooker Highway Rosetta subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-20-436 and Drawing submitted on 30/09/2020, except as otherwise required by this permit.

Engineering

2. Prior to the issuing of a Building Approval or the commencement of works on site, including demolition (whichever occurs first), submit a Soil and Water Management Plan detailing proposed sediment and erosion control measures to the satisfaction of Council's Development Engineer. The approved control measures must be installed prior to any disturbance of soil or construction activity such as concrete cutting, demolition and must be regularly inspected and maintained during the construction and demolition period to prevent soil and other materials entering the local stormwater system, roadways or adjoining properties.

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

Advice: For further information please refer to the Soil and Water Management Fact Sheets published by the Department of Primary Industries, Parks, Waters

and Environment. These are available from Council or online at www.derwentestuary.org.au

3. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
4. The development must incorporate the nominated Water Sensitive Urban Design (WSUD) element(s) or equivalent, as presented in the JMG drawing J201124CGH-C03, C06 and C07, revision T1.
5. All internal hydraulic service works required for the development must be at the Developer's expense and must comply with the requirements of Council's Plumbing Surveyor. Any alterations or works to Council mains must be undertaken by Council at the developer's cost.
6. The landscaping of the area encompassed by the development is to be installed as detailed in the submitted landscape plans and maintained in a satisfactory condition for the duration of the use as approved.

Advice to Applicant

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

Engineering

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

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 GPA Attachment - Montrose Foreshore Park



Monday 7 December 2020

Glenorchy Planning Authority Meeting Agenda

APPENDIX A**F2 Wilkinsons Point and Elwick Bay Specific Area Plan; F2.5 Montrose Foreshore Community Park Precinct.**

Standard	Acceptable Solution	Proposed	Complies?
F2.6 Use Standards			
F2.6.1 Limit on Private Commercial Uses	A1 Private, commercial uses in the Precinct must not, in aggregate, occupy an area greater than 5000 m ² .	This application is only for the upgrade of the playground. No private commercial use is proposed within the precinct as part of this application.	NA
F2.7 Development Standards for Buildings and Works			
F2.7.1 Limit on Buildings	A1 There must be no buildings or extensions to buildings within the Precinct, except for one or more of the following: (a) a food premises, training facility or recreational hire outlet only in the car free area; 7. (b) a social enterprise; (c) BBQ facilities, picnic shelter, public amenities or public areas.	No new buildings are proposed except for BBQ facilities and public areas - play space	Yes
F2.7.2 Building Height	A1 Building height must not be more than 5m.	The structure/ playground equipment is to have a maximum height of 5.2m above natural ground level. The proposal therefore relies on performance criteria	No – see report
F2.7.3 Setback from High Water Mark	A1 The setback of buildings, other than marine structures, from high water mark must not be less than 10m.	The structures are to be setback more than 10m from the high water mark	Yes

Standard	Acceptable Solution	Proposed	Complies?
F2.7.4 Passive Surveillance	A1 No acceptable solution		No – see report

APPENDIX B

19.0 Open Space Zone

Standard	Acceptable Solution	Proposed	Complies?
19.3 Use Standards			
19.3.1 Hours of Operation	A1 Hours of operation of a use within 50 m of a residential zone must be within: (a) 8.00 am to 6.00 pm Mondays to Saturdays inclusive; (b) 10.00 am to 4.00 pm Sundays and Public Holidays. except for office and administrative tasks.	The site is setback approximately 55m from the closest residential zone located on the southern side of Brooker Highway. There is also no change to the existing hours of operation. The standard is therefore not applicable.	NA
19.3.2 Noise	A1 Noise emissions measured at the boundary of a residential zone must not exceed the following: (a) 55dB(A) (LAeq) between the hours of 8.00 am to 6.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 6.00 pm and 8.00 am; (c) 65dB(A) (LAmx) 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.	The use of the site is to remain unaltered. The noise emission is not expected to exceed the levels provided under the acceptable solution A1.	Yes

Standard	Acceptable Solution	Proposed	Complies?
19.3.3 External Lighting	A1 External lighting within 50 m of a residential zone must comply with all of the following: (a) be turned off between 6:00 pm and 8:00 am, except for security lighting; (b) security lighting must be baffled to ensure they do not cause emission of light outside the zone.	The site is not within 50m of a residential zone and no external lighting proposed.	NA
19.3.4 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) 7.00 am to 5.00 pm Mondays to Fridays inclusive, (b) 9.00am to 12 noon Saturdays; (c) Nil Sundays and public holidays.	The site is not within 50m of a residential zone	NA
19.3.5 Discretionary Use	A1 No acceptable solution.	The passive recreation use is not a discretionary use	NA
19.4 Development Standards for Buildings and Works			
19.4.1 Building Height	A1 Building height must be no more than: 6.5m.	No new buildings are proposed. The playground structures are to have a maximum height of 5.2m above natural ground level.	Yes
19.4.2 Setback	A1 Building setback from frontage must be no less than: 5m.	The structures for the new playground are to be setback approximately 20m from the Brooker Highway frontage and the skatepark is proposed to be more than 30m from the Foreshore Road frontage.	Yes
	A2 Building setback from a residential zone must be no less than: (a) 3m; or (b) half the height of the wall, 8. whichever is the greater.	The proposal does not adjoin a residential zone and therefore the standard does not apply.	NA

Standard	Acceptable Solution	Proposed	Complies?
19.4.3 Landscaping	A1 Landscaping along the frontage of a site must be provided to a depth of no less than 2 m.	No change proposed to the frontage of the sites. Landscaping is however proposed for the area subject to playground upgrade.	Yes
	A2 Along a boundary with a residential zone landscaping must be provided for a depth no less than 2m.		NA
19.4.4 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 change to existing fences along the frontage proposed.	NA

APPENDIX C

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

Standard	Acceptable Solution	Proposed	Complies?
	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.	The development is not expected to increase the traffic volume at the junction with the Brooker Highway by more than 40 VPD.	YES
	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.		NA
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			

Standard	Acceptable Solution	Proposed	Complies?
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
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	Existing access to be utilised.	YES
			NA

Standard	Acceptable Solution	Proposed	Complies?
	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.		
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

APPENDIX D**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.	The development is within a zone that does not require the parking provisions.	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.	No requirement	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.	No requirement	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.	No requirement, but area has existing facilities.	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.	Existing access to be utilised.	NA
E6.7.2 Design of Vehicular Accesses	A1 Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with		NA

Standard	Acceptable Solution	Proposed	Complies?
	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.	Existing internal road network provides for two-way traffic.	NA
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:		Yes

Standard	Acceptable Solution	Proposed	Complies?
	(a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day.		
E6.7.5 Layout of Parking Areas	A1 The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.		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.	Existing bitumen sealed access road.	YES
E6.7.7 Lighting of Parking Areas	A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005		NA

Standard	Acceptable Solution	Proposed	Complies?
	Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.		
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.	An extensive design and installation proposed.	YES
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.	No requirement	NA
E6.7.10 Design of Bicycle Parking Facilities	A1 The design of bicycle parking facilities must comply with all the following; (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building.	Existing facility available	NA

Standard	Acceptable Solution	Proposed	Complies?
	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
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:		YES

Standard	Acceptable Solution	Proposed	Complies?
	(a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; (b) the use is not primarily dependent on outward delivery of goods from the site.		
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.	Road Authority Department of State Growth.	YES

APPENDIX E

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	As the proposed new impervious area exceeds 600m ² , Water Sensitive Urban Design (WSUD) elements are to be incorporated in the design.	No

Standard	Acceptable Solution	Proposed	Complies?
	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 m²; (b) new car parking is provided for more than 6 cars; (c) a subdivision is for more than 5 lots.	The proposal submitted to utilise garden beds and rain gardens is not compliant with the Acceptable Solution, but meets the Performance Criteria principles.	
	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.	Stormwater detention will not be required based on its proximity to the Derwent River	YES
	A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.		NA