

GLENORCHY PLANNING AUTHORITY
AGENDA
MONDAY, 10 APRIL 2017



GLENORCHY CITY COUNCIL

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

Chairperson: Commissioner Sue Smith

Hour: 3.00 p.m.

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1. PLANNING AUTHORITY DECLARATION
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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 27 March 2017 be confirmed.

**5. PROPOSED USE AND DEVELOPMENT - TWO HOLIDAY UNITS
(VISITOR ACCOMMODATION) RELYING ON PERFORMANCE
CRITERIA - 26 REDLANDS DRIVE, ROSETTA**

Author: Planning Officer (Chantelle Griffin)

Qualified Person: Planning Officer (Chantelle Griffin)

Property ID: 3025537

REPORT SUMMARY:

<i>Application No.:</i>	PLN-16-292
<i>Applicant:</i>	PLA Designs
<i>Owner:</i>	D M Greenwood and M A Morris
<i>Zone:</i>	General Residential
<i>Use Class</i>	Visitor Accommodation
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	Clause 10.3.2 Visitor Accommodation and Clause 10.5.1 Non-dwelling Development (The proposal meets all other applicable standards as demonstrated in the attached appendices)
<i>Level 2 Activity?</i>	Nil
<i>42 Days Expires:</i>	15 Apr 2017
<i>Existing Land Use:</i>	Vacant land
<i>Proposal In Brief:</i>	Two Holiday Units (Visitor Accommodation) relying on performance criteria
<i>Representations:</i>	0
<i>Recommendation:</i>	Approval, subject to conditions

REPORT IN DETAIL:

PROPOSAL

The proposal would include two holiday units, each consisting of a small open plan room with a kitchenette, and bathroom. The third building would be for utilities to provide laundry and cleaning facilities.

The proposal has been designed around a series of decks with an outdoor BBQ and bathing area. Screening would be provided around the deck facing the northern rear boundary for privacy.

Two car parking spaces have been located at the far end of the driveway in the north-west corner.

The proposed holiday units (including decks) would be located 5.3m from the south-west side boundary, 0.9m from the northern rear boundary, 9.2m from the southern internal front boundary, and 16.4m from eastern side boundary. The proposal would have a maximum height of 4.74m.

The proposal would be constructed of prefabricated pods, a shipping container, brick retaining walls, and timber decking.



Figure 1: Site plan for 26 Redlands Drive, Rosetta.

SITE and LOCALITY

The subject site is located on the north-west cul-de-sac for Redlands Drive, approximately 50m to the north of Cordelia Court, Rosetta. The property has a front boundary of 3.91m, a depth of 26m and a total area of 1627m². The land has a shared Right-of-Way with three other properties; the driveway has a width of 5.5m.

The site proper has a steep slope falling toward the east, with an average gradient of 1 in 2.7. There is no significant vegetation located on the lot. The site is located within a residential area, with a mix of single dwellings and multiple dwellings. The property is in close proximity to the Environmental Living zone that provides a buffer for the threatened flora, (DTO) *Eucalyptus tenuiramis* forest and woodland on sediments, in the Environmental Management zone.



Figure 2: Aerial photograph of 26 Redlands Drive, Rosetta.

ZONE

The subject property is within the General Residential Zone under the Glenorchy Interim Planning Scheme 2015.



Figure 3: Zone over 26 Redlands Drive, Rosetta.

BACKGROUND

No background on file relevant to the assessment.

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

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

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

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil.

Limited Exemptions

Nil.

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

No. However, E6.0 Parking and Access Code and E7.0 Stormwater Management Code apply.

Use Class Description (Table 8.2):

The use of a holiday units 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):

Not applicable.

Part C: Special Provisions

Not applicable.

Part D: Zones

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

Zone Purpose Statements

The General Residential zone purpose statements in Clause 10.1.1 of the Glenorchy Interim Planning Scheme 2015 are as follows:

10.1.1.1

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

10.1.1.2

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

10.1.1.3

To provide for the efficient utilisation of services.

The proposed holiday units would provide for accommodation similar in scale to that provided by the residential use class and would have minimal impact on the surrounding land use. The proposal would connect to existing infrastructure services. Therefore the proposal is considered to be in accordance with the zone purpose statement in Clause 10.1.1 of the Scheme.

Use Table

The proposed use of 'holiday unit' is a permitted use in accordance with the use table in Clause 10.2 of the Glenorchy Interim Planning Scheme 2015. However, the use becomes discretionary in Clause 10.3.2 of the Scheme, because the proposal is not accommodated in existing buildings as required by the acceptable solution.

Use Standards

Clause 10.3.2 – Standard A1 Visitor Accommodation

The proposed use of Holiday Units (Visitor Accommodation) is required to be accommodated in an existing building in accordance with Clause 10.3.2 – Standard A1 in the Scheme. The proposal may be considered in accordance with the performance criteria in Clause 10.3.2 – A3 as follows:

Visitor accommodation must satisfy all of the following:

- (a) not adversely impact residential amenity and privacy of adjoining properties;*
- (b) provide for any parking and manoeuvring spaces required pursuant to the Parking and Access Code on-site;*
- (c) be of an intensity that respects the character of use of the area;*
- (d) not adversely impact the safety and efficiency of the local road network or disadvantage owners and users of private rights of way.*

The proposal has been designed to include screening to minimise adverse impacts on the residential amenity and privacy of adjoining properties. Conditions have been recommended for the screening. The parking and access has been designed to comply with the Parking and Access Code on the site. The existing Right-of-Way is 5.5m in width and would allow for two vehicles to pass.

Therefore, access for the proposal would not impact unreasonably on the use of the private Right-of-Way by the adjoining properties. It is considered that reliance on the performance criteria would be acceptable in this instance.

Development Standards for Residential Buildings & Works

Not applicable.

Development Standards for Non-dwelling Building & Works

Clause 10.5.1 – Standard A1 (Clause 10.4.2 – A3) Non-dwelling Development

The proposed holiday units would require a setback of 5.74m (4m plus 1.74m for the height) from the northern rear boundary to be in accordance with the Scheme. The proposal would provide a setback of 0.9m from the northern rear boundary. The proposal may be considered in accordance with the performance criteria in Clause 10.5.1 – P1 as follows:

Non-dwelling development must comply with the related performance criteria as if it were a dwelling.

The proposal may be considered in accordance with the performance criteria in Clause 10.4.2 – P3 as follows:

The siting and scale of a dwelling must:

(a) not cause unreasonable loss of amenity by:

- (i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or*
- (ii) overshadowing the private open space of a dwelling on an adjoining lot; or*
- (iii) overshadowing of an adjoining vacant lot; or*
- (iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and*

(b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.

The proposal has been designed with three small buildings and decking at different levels to keep the proposal single storey. In addition, screening would be provided along the decks to reduce potential loss of amenity for the adjacent property to the north. The structure would be located directly south of the adjacent property, thereby minimising the potential for overshadowing. The bulk and scale of the proposal would be similar to a single storey dwelling and would have a minimal visual impact when viewed from the adjacent lot. Therefore, it is considered that the proposal complies with the performance criteria and complies with this standard.

Development Standards for Subdivisions

Not applicable.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E6.0 Parking and Access Code

Clause E6.6.1 – Standard A1

The proposal provides space for two car parking spaces in accordance with Clause E6.6.1 – standard A1 of the Scheme. Please refer to the report by Council's Development Engineer below.

E7.0 Stormwater Management Code

The proposal is not exempt under Clause E7.4 of the Glenorchy Interim Planning Scheme 2015; however the proposal complies with the standards in Section E7.0 of the Scheme. Please see Appendix 2 below.

PART F: Specific Area Plans

Not applicable.

INTERNAL REFERRALS

Development Engineer

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

Traffic, Access & Parking

Access to the development is Redlands Avenue via a shared concrete access/driveway approximately 100 meters long. The additional traffic movements generated by the development are not expected to significantly affect local traffic conditions.

Although not required by the planning scheme for this proposed development, adequate on-site turning is provided so that vehicles can exit the site in a forward direction.

GCC Services (Stormwater)

There are no GCC stormwater mains affected by this application.

Other

Geoscience issues

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

Flooding/Inundation issues

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

Waste Management

The proposal was referred to Council's Waste Services Co-ordinator who provided the following:

"If the proposal for two holiday units (Visitor Accommodation) is approved at 26 Redlands Drive Rosetta the property will become a commercial property for the purposes of Waste Services.

If in the future waste services are applied for, approval will be at the discretion of the Waste Services Co-ordinator.”

EXTERNAL REFERRALS

TasWater

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

REPRESENTATIONS

The application was advertised for the statutory 14-day period and no representations were received.

CONCLUSION

The proposal is for two holiday units (Visitor Accommodation) relying on performance criteria at 26 Redlands, Rosetta.

As stated in the report, the holiday units are discretionary (the reliance performance criteria for the building envelope is also discretionary), and is considered to accord with the standards of the General Residential Zone of the Glenorchy Interim Planning Scheme 2015.

The reliance on performance criteria for the use, setbacks and building envelope are not considered to cause unreasonable overshadowing or loss of privacy. The proposal would minimise loss of amenity and reduction of sunlight to the adjacent site because the proposed design would reduce the potential for an adverse impact. In addition, reliance on performance criteria would be minimal. Conditions have been recommended for the screening of the deck and car spaces as shown on the submitted plans. The proposed discretions are considered to accord with the performance criteria of Clauses 10.3.2, 10.5.1 – P1 and 10.4.2 – P3 in the Scheme.

The application was advertised for the statutory 14-day notification period, and no representations were received.

Council's Development Engineer and Waste Services Co-coordinator are supportive of the proposal subject to the recommended conditions.

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 Two Holiday Units (Visitor Accommodation) relying on performance criteria at 26 Redlands Drive, Rosetta subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-16-292 and Drawing No. P2 pages 3-9 of 9 submitted on 13 January 2017, and Drawing No. P5 submitted on 9 March 2017, except as otherwise required by this permit.

2. Any conditions and/or advice as determined by TasWater, and set out in the attached Appendix A, form part of this permit.
3. Privacy screen/wall to a height of 1.7 m from the finished floor level of the car parking spaces, must be constructed along both the north-east and north-west elevations. The privacy screen/wall must be constructed and finished with solid or translucent materials (with uniform transparency of no more than 25%), to prevent direct overlooking of the adjacent lot.
4. The privacy screen/wall to a height of 1.7 m from the finished floor level of the deck must be constructed on the north-west and northern elevations. The privacy screen/wall must be constructed and finished with solid or translucent materials (with uniform transparency of no more than 25%), to prevent direct overlooking of the adjacent lot.
5. The privacy screens/walls must be maintained as approved and must remain in-situ for the life of the use.

Engineering

6. Prior to the issuing of a Building Permit, a Soil and Water Management Plan detailing proposed sediment and erosion control measures to the satisfaction of the Council's Development Engineer is required to be provided. 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 period to prevent soil and other materials entering the local stormwater system, roadways or adjoining properties. The approved control measures must remain in place until such time as all construction activity likely to generate sediment has been completed or all disturbed areas have been stabilised using vegetation and/or restored or sealed to the satisfaction of the Council. The approved Soil and Water Management Plan (SWMP) forms part of this permit and must be complied with.

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

7. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
8. Two (2) clearly marked car parking spaces must be provided and kept available for these purposes at all times, prior to a certificate of occupancy being issued. Car parking spaces, manoeuvring areas and aisles must be provided in accordance with the Australian Standard AS 2890.1 – 2004 Off-Street Parking. In areas set aside for car parking, securely fixed wheel stops or kerbing must be provided to the satisfaction of Council to prevent damage to fences or landscaped areas.
9. Driveways, car parking and turning areas must be constructed and sealed with a durable all surface treatment prior to a certificate of occupancy being issued. All runoff from paved and driveway areas must be retained within site boundaries and discharged into Council's stormwater system. All internal hydraulic service works required for the development shall be at the Developer's expense and must comply with the requirements of Council's Plumbing Surveyor.

The driveway, parking and manoeuvring areas must be kept clear of obstructions, such as service authority infrastructure, letterboxes or bin enclosures, so that vehicle paths are not restricted.

Advice to Applicant

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

Stormwater

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

Waste Management

If in the future waste services are applied for, approval will be at the discretion of the Waste Services Co-ordinator.

Other Permits

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

APPENDIX 1**10.0 General Residential Zone.**

Standard	Acceptable Solution	Proposed	Complies?
10.3 Use Standards			
10.3.1 Non-Residential Use	A1 Hours of operation must be within 8.00 am to 6.00 pm, except for office and administrative tasks or visitor accommodation.	Not applicable.	N/A
	A2 Noise emissions measured at the boundary of the site must not exceed the following: (a) 55 dB(A) (LAeq) between the hours of 8.00 am to 6.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 6.00 pm to 8.00 am; (c) 65dB(A) (LAmix) 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 proposal would comply with the acceptable solution.	Yes
	A3 External lighting must comply with all of the following: (a) be turned off between 6:00 pm and 8:00 am, except for security lighting;	The proposal would comply with the acceptable solution.	Yes

	(b) security lighting must be baffled to ensure they do not cause emission of light into adjoining private land.		
	A4 Commercial vehicle movements, (including loading and unloading and garbage removal) to or from a site must be limited to 20 vehicle movements per day and be within the hours of: (a) 7.00 am to 5.00 pm Mondays to Fridays inclusive; (c) 9.00 am to 12 noon Saturdays; (d) nil on Sundays and Public Holidays.	Not applicable.	N/A
10.3.2 Visitor Accommodation	A1 Visitor accommodation must comply with all of the following: (a) is accommodated in existing buildings; (b) provides for any parking and manoeuvring spaces required pursuant to the Parking and Access Code on-site; (c) has a floor area of no more than 160m².	The proposal would not be accommodated in existing buildings.	Performance criteria. Refer to discussion in the report.
10.3.3 Local Shop	A1 A local shop must have a gross floor area no more than 200m².	Not applicable.	N/A
10.4 Development Standards for Residential Buildings and Works			
10.4.1 Residential density for multiple dwellings.	A1 Multiple dwellings must have a site area per dwelling of not less than: (a) 325m²; or (b) if within a density area specified in Table 10.4.1 below and shown on the planning scheme maps, that specified for the density area.	Not applicable.	N/A

10.4.2 Setbacks and building envelopes for all dwellings:	A1 Unless within a building area, a dwelling, excluding protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m into the frontage setback, must have a setback from a frontage that is: (a) if the frontage is a primary frontage, at least 4.5 m, or, if the setback from the primary frontage is less than 4.5 m, not less than the setback, from the primary frontage, of any existing dwelling on the site; or (b) if the frontage is not a primary frontage, at least 3 m, or, if the setback from the frontage is less than 3 m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; or (c) if for a vacant site with existing dwellings on adjoining sites on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; or (d) if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.	Complies. See Clause 10.5.1 of the Scheme.	Yes
	A2 A garage or carport must have a setback from a primary frontage of at least: (a) 5.5 m, or alternatively 1 m behind the façade of the dwelling; or (b) the same as the dwelling façade, if a portion of the dwelling gross floor area is located above the garage or carport; or (c) 1 m, if the natural ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10 m from the frontage.	Not applicable.	N/A

	A3 A dwelling, excluding outbuildings with a building height of not more than 2.4 m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6 m horizontally beyond the building envelope, must: (a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by: (i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5 m from the rear boundary of a lot with an adjoining frontage; and (ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above natural ground level at the side boundaries and a distance of 4 m from the rear boundary to a building height of not more than 8.5 m above natural ground level; and (b) only have a setback within 1.5 m of a side boundary if the dwelling: (i) does not extend beyond an existing building built on or within 0.2 m of the boundary of the adjoining lot; or (ii) does not exceed a total length of 9 m or one-third the length of the side boundary (whichever is the lesser).	See Clause 10.5.1 of the Scheme.	Performance Criteria Refer to the discussion in the report.
10.4.3 Site coverage and private open space for all dwellings	A1 Dwellings must have: (a) a site coverage of not more than 50% (excluding eaves up to 0.6 m); and	Complies. See Clause 10.5.1 of the Scheme.	Yes.

	(b) for multiple dwellings, a total area of private open space of not less than 60 m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) a site area of which at least 25% of the site area is free from impervious surfaces.		
	A2 A dwelling must have an area of private open space that: (a) is in one location and is at least: (i) 24 m²; or (ii) 12 m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (b) has a minimum horizontal dimension of: (i) 4 m; or (ii) 2 m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8 m above the finished ground level (excluding a garage, carport or entry foyer); and (c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and (d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on the 21st June; and	Not applicable.	N/A

	(e) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and (f) has a gradient not steeper than 1 in 10; and (g) is not used for vehicle access or parking.		
10.4.4 Sunlight overshadowing of all dwelling	A1 A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).	Not applicable.	N/A
	A2 A multiple dwelling that is to the north of a window of a habitable room (other than a bedroom) of another dwelling on the same site, which window faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A), must be in accordance with (a) or (b), unless excluded by (c): (a) The multiple dwelling is contained within a line projecting (see Diagram 10.4.4B): (i) at a distance of 3 m from the window; and (ii) vertically to a height of 3 m above natural ground level and then at an angle of 45 degrees from the horizontal. (b) The multiple dwelling does not cause the habitable room to receive less than 3 hours of sunlight between 9.00 am and 3.00 pm on 21st June. (c) That part, of a multiple dwelling, consisting of: (i) an outbuilding with a building height no more than 2.4 m; or	Not applicable.	N/A

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

10.4.6 Privacy for all dwellings	A1 A balcony, deck, roof terrace, parking space, or carport (whether freestanding or part of the dwelling), that has a finished surface or floor level more than 1 m above natural ground level must have a permanently fixed screen to a height of at least 1.7 m above the finished surface or floor level, with a uniform transparency of no more than 25%, along the sides facing a: (a) side boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 3 m from the side boundary; and (b) rear boundary, unless the balcony, deck, roof terrace, parking space, or carport has a setback of at least 4 m from the rear boundary; and (c) dwelling on the same site, unless the balcony, deck, roof terrace, parking space, or carport is at least 6 m: (i) from a window or glazed door, to a habitable room of the other dwelling on the same site; or (ii) from a balcony, deck, roof terrace or the private open space, of the other dwelling on the same site.	Not applicable.	N/A
	A2 A window or glazed door, to a habitable room, of a dwelling, that has a floor level more than 1 m above the natural ground level, must be in accordance with (a), unless it is in accordance with (b): (a) The window or glazed door: (i) is to have a setback of at least 3 m from a side boundary; and (ii) is to have a setback of at least 4 m from a rear boundary; and	Not applicable.	N/A

	(iii) if the dwelling is a multiple dwelling, is to be at least 6 m from a window or glazed door, to a habitable room, of another dwelling on the same site; and (iv) if the dwelling is a multiple dwelling, is to be at least 6 m from the private open space of another dwelling on the same site. (b) The window or glazed door: (i) is to be offset, in the horizontal plane, at least 1.5 m from the edge of a window or glazed door, to a habitable room of another dwelling; or (ii) is to have a sill height of at least 1.7 m above the floor level or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level; or (iii) is to have a permanently fixed external screen for the full length of the window or glazed door, to a height of at least 1.7 m above floor level, with a uniform transparency of not more than 25%.		
	A3 A shared driveway or parking space (excluding a parking space allocated to that dwelling) must be separated from a window, or glazed door, to a habitable room of a multiple dwelling by a horizontal distance of at least: (a) 2.5 m; or (b) 1 m if: (i) it is separated by a screen of at least 1.7 m in height; or	Not applicable.	N/A

	(ii) the window, or glazed door, to a habitable room has a sill height of at least 1.7 m above the shared driveway or parking space, or has fixed obscure glazing extending to a height of at least 1.7 m above the floor level.		
10.4.7 Frontage Fences for all dwellings	A1 A fence (including a free-standing wall) within 4.5 m of a frontage must have a height above natural ground level of not more than: (a) 1.2 m if the fence is solid; or (b) 1.8 m, if any part of the fence that is within 4.5 m of a primary frontage has openings above a height of 1.2 m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).	Not applicable. No fence is proposed.	N/A
10.4.8 Waste Storage for multiple dwellings.	A1 A multiple dwelling must have a storage area, for waste and recycling bins, that is an area of at least 1.5 m ² per dwelling and is within one of the following locations: (a) in an area for the exclusive use of each dwelling, excluding the area in front of the dwelling; or (b) in a communal storage area with an impervious surface that: (i) has a setback of at least 4.5 m from a frontage; and (ii) is at least 5.5 m from any dwelling; and (iii) is screened from the frontage and any dwelling by a wall to a height of at least 1.2 m above the finished surface level of the storage area.	Not applicable.	N/A

10.5 Development Standards for Non-dwelling Buildings and Works			
10.5.1 Non-dwelling Development	A1 Non-dwelling development must comply with all of the following acceptable solutions as if it were a dwelling: (a) 10.4.2 A1 and A3; (b) 10.4.3 A1 (a) and (c); (c) 10.4.7 A1	The proposal would be setback 0.9m from the northern rear boundary setback. Compliance would require a setback of 5.74m, therefore the proposal would have a variation of 4.84m. The proposal would be setback 109m from the road frontage which complies. The proposal would have a site coverage of 8.6% and a site area free from impervious surface of 72.5% which complies.	Performance Criteria Refer to discussion in the report.
10.5.2 Non-residential Garages and Carports	A1 Non-residential garages and carports must comply with all of the following acceptable solutions as if they were ancillary to the dwelling: (a) 10.4.2 A2; (b) 10.4.5 A1.	Not applicable.	N/A
10.5.3 Outdoor Storage Areas	A1 Outdoor storage areas must comply with all of the following: (a) Be located behind the building line; (b) All goods and materials stored must be screened from public view; (c) Not encroach upon car parking areas, driveways or landscaped areas.	Complies.	Yes

APPENDIX 2

E6.0 Parking and Access Code

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

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

Standard	Acceptable Solution	Proposed	Complies?
	(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.		
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. The proposal would provide on-site turning.	Yes
E6.7.5 Layout of Parking Areas	A1 The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.	Complies. The proposal would provide for a parking layout in accordance with the clause.	Yes
E6.7.6 Surface Treatment of Parking Areas	A1 Parking spaces and vehicle circulation roadways must be in accordance with all of the following: (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.	Complies. The proposal would provide a suitable surface treatment for the parking areas.	Yes
E6.7.7 Lighting of Parking Areas	A1 Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.	Not applicable.	N/A

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

Standard	Acceptable Solution	Proposed	Complies?
E6.7.12 Siting of Car Parking	A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.	Not applicable.	N/A
E6.7.1.13 Facilities for Commercial Vehicles	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless: (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. The access is existing.	Yes

APPENDIX 3

E7.0 Stormwater Management Code

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

Attachments/Annexures

- 1  Attachment - 26 Redlands Drive, Rosetta

**6. PROPOSED USE AND DEVELOPMENT - CARPARK -
1A GOODWOOD ROAD, GOODWOOD (CT169091/1,
CT124465/1 AND CT124465/3)**

Author: Planning Officer (Sylvia Jeffreys)

Qualified Person: Planning Officer (Sylvia Jeffreys)

Property ID: 7246169

REPORT SUMMARY:

<i>Application No.:</i>	PLN-17-039
<i>Applicant:</i>	Department Of State Growth (DSG)
<i>Owner:</i>	Crown Land Tasmania - DPIPWE
<i>Zone:</i>	19.0 Open Space and 28.0 Utilities
<i>Use Class</i>	Vehicle Parking
<i>Application Status:</i>	Discretionary
<i>Discretions:</i>	28.2 Use Table 9.6.1 Access Across Land in other Zone 19.3.2 A1 and 28.3.2 A1 Noise 19.3.5 and 28.3.5 P1 Discretionary Use 19.4.3 and 28.3 Landscaping E5.6.1 Development adjacent to roads and railways (The proposal meets all other applicable standards as demonstrated in the attached appendices)
<i>Level 2 Activity?</i>	No
<i>42 Days Expires:</i>	20 Apr 2017
<i>Existing Land Use:</i>	Utility (redundant road) and passive recreation

<i>Proposal In Brief:</i>	Carpark
<i>Representations:</i>	0
<i>Recommendation:</i>	Approval, subject to conditions

REPORT IN DETAIL:

PROPOSAL

The application proposes an event overflow car park at the south-east corner of Goodwood Road and Brooker Highway. The proposed carpark would provide for 154 spaces and would have dual lane access off Acton Road.

The proposed car park would have an elongated shape with a circulation loop from east to west. Parking spaces would be arranged on both sides of the loop. There would be pedestrian access to the footpath on Goodwood Road, which would enable the use of traffic lights at the intersection for crossing Goodwood Road and Brooker Highway. Alternatively, there would be access to a traffic refuge, near the emergency services station. The access lane would be approximately 90m in length and would be sealed. The access lane would traverse over adjacent Open Space zoned Crown land. There would be a gate at the entrance of the access to close the car park when not in use. The proposal also includes lighting landscaping and fencing. There would be eight Acer trees and six shrubs planted along the edge, where the car park is adjacent to a road. According to supportive information by the Department of State Growth, the car park is intended to compensate for overflow parking area lost as part of the road upgrade acquisition on the adjacent Crown land (DPIPWE).

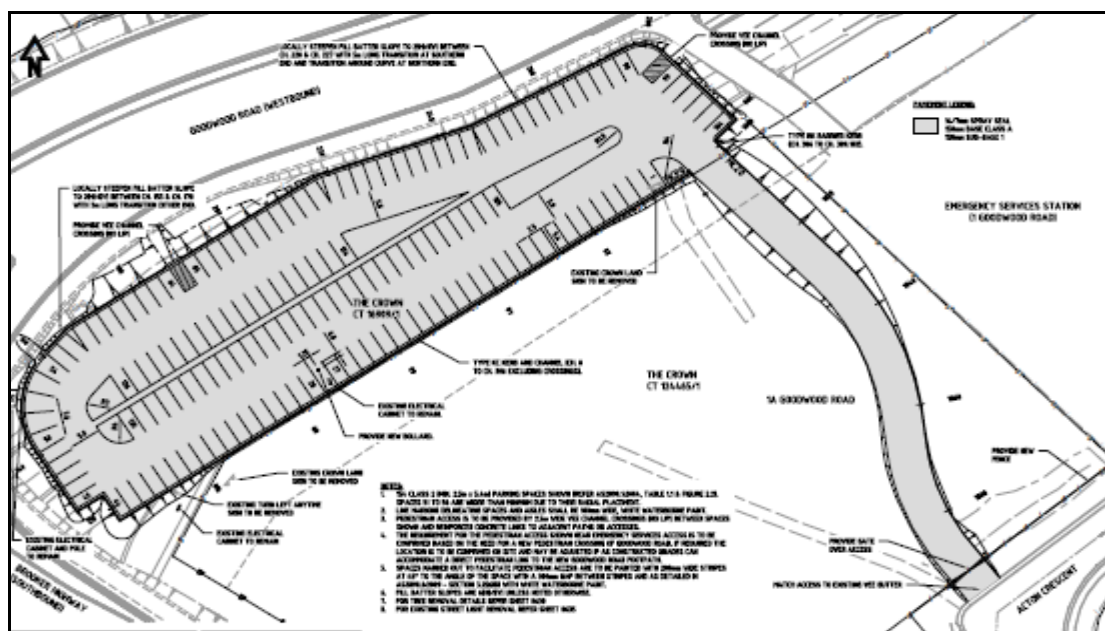


Figure 1: Proposal Plan - GHD

The car park is intended as overflow car parking to be used during major events at the racecourse and the showgrounds. During ordinary events, each site relies on its own parking. It is anticipated that there would be approximately twenty major events annually. The application lists, Hobart Cup, Derby Day, Melbourne Cup, Think Pink Race Day, Royal Hobart Show and other regular one-off events. On extra-large events, the adjacent Crown land is still intended to be used for parking, as had been previously the case.

The application was accompanied by a Traffic Impact Assessment (TIA) which indicates that at times the increase in traffic may appear significant within the localised area of Acton Crescent. However, the frequency of these events per year would mean that any impacts would be minimised. Furthermore, for large events, a specific Traffic Management Plan is to be prepared to manage traffic and pedestrian access to and from the parking area, and other parts of the event.

SITE and LOCALITY

The subject site is located on the south-east corner of the intersection of Goodwood Road and Brooker Highway. The main portion of the site is over a redundant section of Goodwood Road and the access way would be located over adjacent Crown land. Only the Crown land has an address and is known as 1A Goodwood Road, Goodwood. The affected titles are CT169091/1, CT124465/1 and CT124465/3. The site is shown on the applicant's illustration in Figure 2 below, as Council's database does not show the location of the new road.

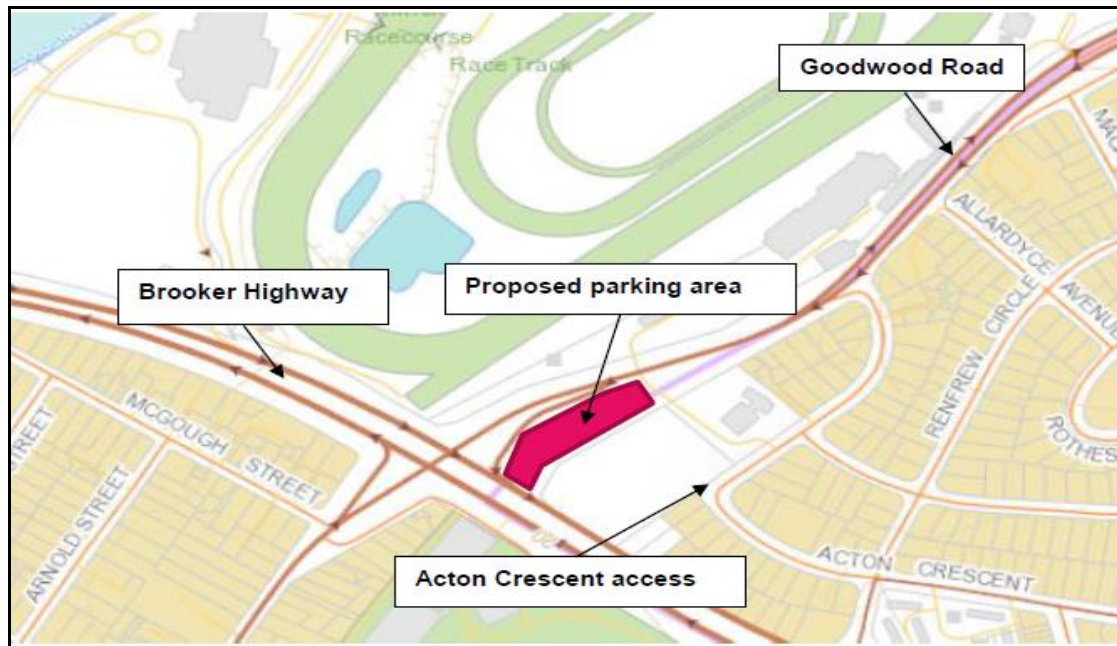


Figure 2: Subject Site –GHD

The locality of the site is characterised by a variety of land uses. Elwick Racecourse is situated opposite the car park to the north, on the other side of Goodwood Road. The Royal Hobart Showground is located on the other side of the Brooker Highway to the south-west of the proposed car park. The fire station adjoins the proposed car park to the north-east and Crown land adjoins the carpark to the south-east. The Crown land usually comprises a grassed area with no standing vegetation or any other equipment. Residential use is located on either side of Acton Crescent. Access to Acton Crescent from the Brooker Highway is from the Howard Road intersection over Renfrew Crescent. The locality is shown in Figure 3 below.



Figure 3: Locality Council Database 2016

The title references are shown in Figure 4 below.

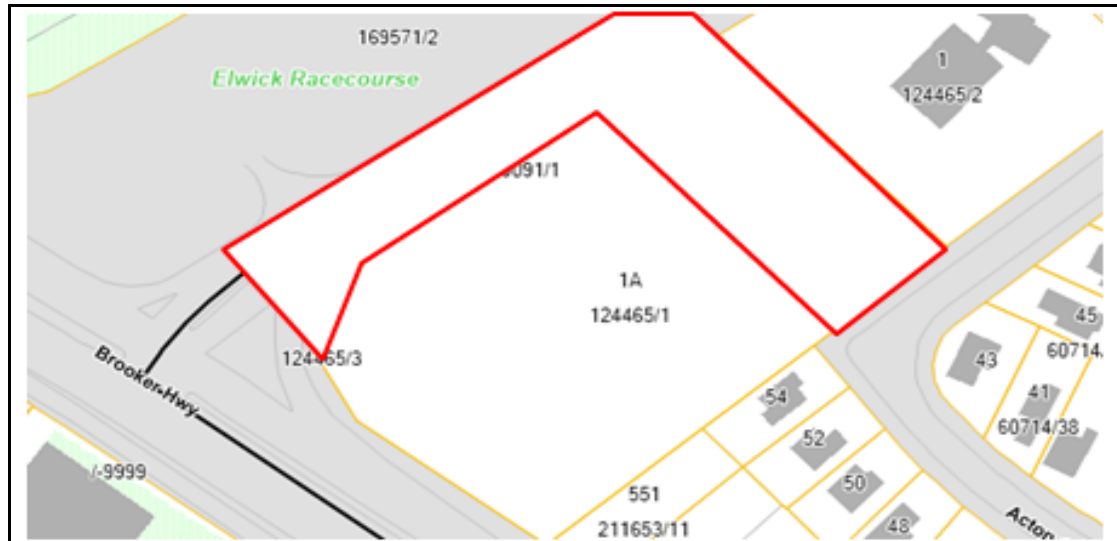


Figure 4: Title references - Council Database 2016

ZONE

The proposed car park would be located within the Utilities Zone in yellow in Figure 5 below, whilst the access strip would be located within the Open Space Zone in green.

The fire station, the racecourse and the showground are located within the Community Purpose Zone in light yellow and the area shown in red is zoned General Residential.

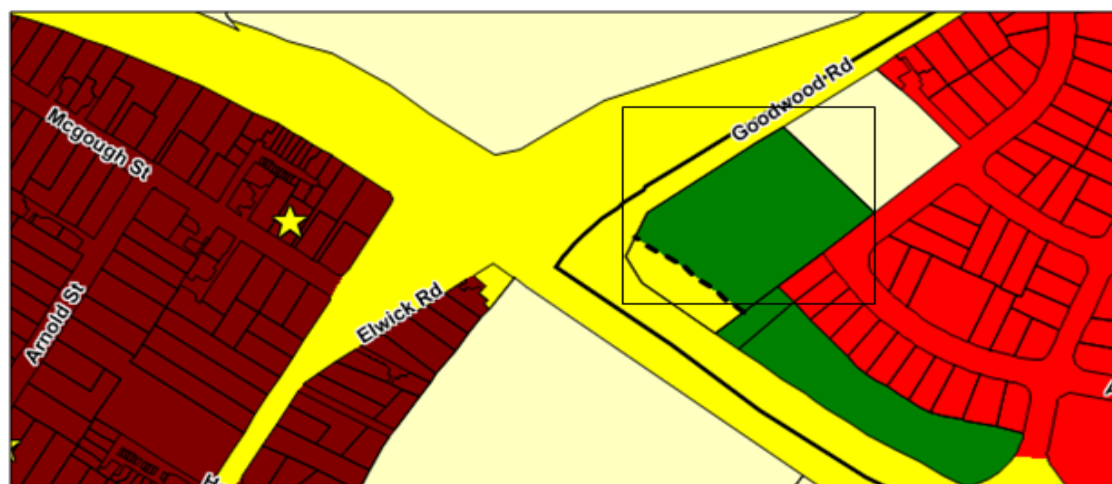


Figure 5: Zoning Map - GIPS 2015

BACKGROUND

This application follows an application for junction upgrade works for the Brooker Highway. The permit was as follows:

- PLN-15-047 - Brooker Highway - Howard Road to Elwick Road - Junction upgrades and associated works including upgrades of accesses, replacement parking area, tree removal, re-location of racecourse signage and replacement fencing up to 2.4m in height, with works affecting Heritage listed site – Approved 15/06/15

This permit resulted in the re-alignment of Elwick Road and Goodwood Road, so that the road is now located further north from the proposed carpark. The proposed car park is in the location of the redundant part of the previous road. The re-alignment is shown in Figure 6 below.

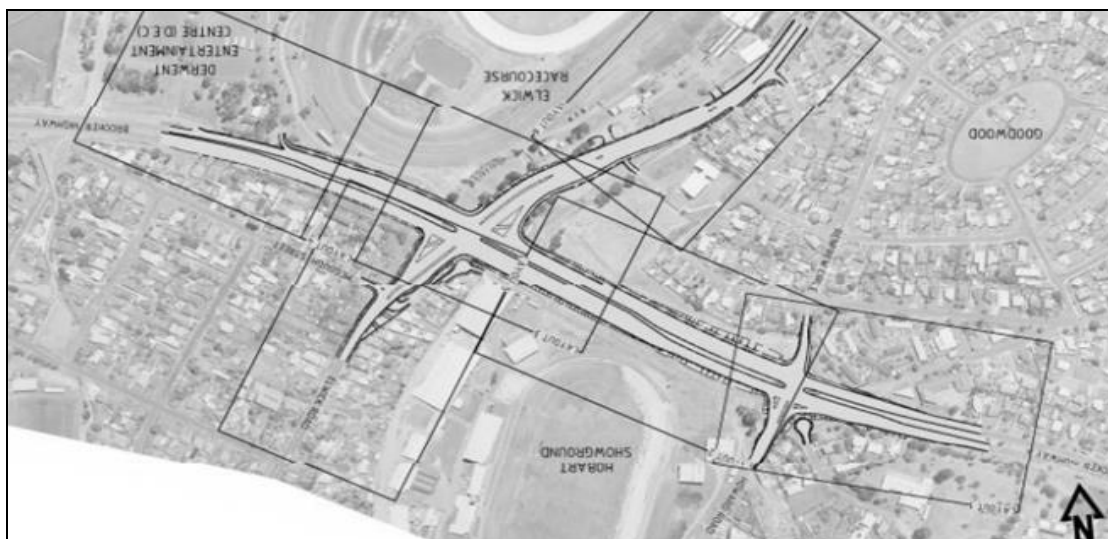


Figure 6: Location Plan PLN-15-047 - GHD

ASSESSMENT

STATE POLICIES, OBJECTIVES of LUPAA

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

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

GLENORCHY INTERIM PLANNING SCHEME 2015

Part B: Administration

General Exemptions

Nil.

Limited Exemptions

Nil

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

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

- E5.0 Road and Railway Access Road
- E6.0 Parking and Access Code
- E7.0 Stormwater Code

Use Class Description (Table 8.2):

The use classifications are listed in Table 8.2 Use Classes of the Scheme. The use is categorised as follows:

Vehicle parking

use of land for the parking of motor vehicles. Examples include single and multi-storey car parks.

Other relevant definitions (Clause 4.1):

The following definitions apply:

Access

means land over which a vehicle enters or leaves a road from land adjoining a road.

Hours of operation

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

8.8 Discretionary Use or Development

The following is applicable to the assessment:

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 relies on (a) above for the discretionary use and on (b) as it relies on the Performance Criteria because it does not meet the following Acceptable Solutions:

- 28.2 Use Table (discretionary use)
- 9.6.1 Access Across Land in other Zone
- 19.3.5 A1 and 28.3.5 A1 Discretionary Use – Use Standard (no acceptable solution)
- 19.4.3 A1 and 28.3 A1 Landscaping (part of frontage only)
- 19.3.2 A1 and 28.3.2 A1 Noise
- E5.6.1 A1.1 Development adjacent to roads and railways (within 50m of Category 1 Road)

Part C: Special Provisions

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

9.6 Access Across Land In Another zone

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.

Comment

The application proposes the access way to be located within the Open Space Zone. The use is *discretionary* in this zone pursuant to Clause 9.6 above, which applies instead of Clause 19.2 Use Table.

Part D: Zones

The proposed car park lies within the Utilities Zone and the access lane would be within the Open Space Zone where the following Scheme zone purpose statements, use table, use standards and/or development standards apply to this proposal:

Zone Purpose Statements

Utilities Zone

The purpose of the Utilities Zone is set out in Clause 28.1 and is as follows:

- *To provide land for major utilities installations and corridors.*
- *To provide for other compatible uses where they do not adversely impact on the utility.*

Comment

The proposed use for Vehicle Parking would not adversely impact on any utilities. In particular, the road corridors would not be impacted on because the site is a redundant section of road.

In addition, there would be no new access point from a Category 1 Road required. Therefore, the proposed use is considered acceptable within the zone.

Open Space Zone

The purpose of the Open Space Zone is set out in Clause 19.1 and is as follows:

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

Comment

The proposed access way would be located near the north-east boundary, so as to minimise any impact on the Open Space zoned land. Therefore most of the Open Space zoned land would remain undeveloped and available for the above objectives. Therefore, the proposed use is considered acceptable within the zone.

Use Table

The use of Vehicle Parking is *Discretionary* within the Utilities Zone in Clause 28.2 Use Table. The use is also *Discretionary* within the Open Space Zone.

Use Standards

28.0 Utilities Zone

There are standards in regards to Hours of Operations, Noise, External Lighting and Commercial Vehicle Movements in Clause 28.2 Use Standards, in particular for uses within 50m of residential zoned land.

The proposed car park would be, at its nearest point approximately 75m away from residential zoned land. So that the use standards are not applicable, except for the clauses relating to noise and discretionary use.

In terms, of noise considerations, the use relies on the Performance Criteria in Clause 28.3.2P1 of the Scheme, but is considered acceptable. For further comments please refer to the Assessment by the Environmental Health Officer.

There is a standard for discretionary uses in clause 28.3.5 Discretionary Use for which there is no Acceptable Solution. Therefore, the following Performance Criteria is applicable:

28.3.5 P1 Discretionary Use

Discretionary use must not compromise or reduce the operational efficiency of an existing or intended utility having regard to all of the following:

- (a) the compatibility of the utility and the proposed use;*
- (b) the location of the proposed use in relation to the utility;*
- (c) any required buffers or setbacks;*
- (d) access requirements.*

Comment

The application was supported by a Traffic Assessment, which demonstrates that the proposal is satisfactory in terms compatibility with the Brooker Highway. The car park would be at a distance of approximately 75m from the nearest residential lot. Whilst there would be extra traffic on Acton Road, it would only be on limited days. The use would not impact on existing access points or require new access points from any major roads. Therefore, the proposal satisfies this provision.

19.0 Open Space Zone

There are standards in regards to Hours of Operations, Noise, External Lighting and Commercial Vehicle Movements in Clause 19.2 Use Standards, in particular for uses within 50m of residential zoned land.

The proposed access way would be directly adjacent to a residential zone. Nevertheless, the standard for Hours of Operation and Commercial Vehicle Movements would not be applicable, as the application is not in connection with a business use. In term of external lighting, the lighting would be standard road lighting under the Parking and Access Code. Therefore, the lighting standard would not be applicable. Nevertheless, the lighting would be turned off when the car park is not in use.

In terms of noise, the proposal would rely on the Performance Criteria in Clause 19.3.2 P1 of the Scheme, but is considered acceptable. For further comments please refer to the assessment by the Environmental Health Officer later in this report.

The standard for discretionary uses in Clause 19.3.5 Discretionary Uses is applicable. There is no Acceptable Standard so that the Performance Criteria in Clause 19.3.5 is applicable and is as follows:

19.3.5 P1 Discretionary Use

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 Open Space zoned area is currently used for landscape amenity which falls under the use class passive recreation. The area does not provide for any park infrastructure. The proposed access way would be located so as to minimise any impact on the area by way of dissection. A large portion of the site would remain as a whole and would be unaffected by the proposal. As such, it is considered that the access way would not adversely impact on the purpose of the space. Therefore, it is considered that the use meets the above objective and complies with the standard.

Development Standards for Buildings or Works

There are development standards relating to Building Height, Setback, Landscaping Outdoor Storage Areas and Fencing for both zones in Clause 19.4 and 28.4 of the Scheme. These standards are not applicable to the proposal except for Fencing and Landscaping. Fencing is conditioned to comply with the fencing standard in Clause 19.4.4 A1.

Landscaping along the frontage of a site must be provided to a depth of no less than 2 m. The application does provide landscaping, but not for the entire length of Goodwood Road. Therefore, the following Performance Criteria is applicable:

19.4.3 P1 and 28.4.3 P1 Landscaping

Landscaping must be provided to satisfy all of the following:

- (a) enhance the appearance of the development;*
- (b) provide a range of plant height and forms to create diversity, interest and amenity;*
- (c) not create concealed entrapment spaces;*
- (d) be consistent with any Desired Future Character Statements provided for the area.*

The proposal includes a landscape plan which provides landscaping along half of the Goodwood Road frontage and along the entire Brooker Highway frontage. The landscaping includes street trees alternated by shrubs. It is considered that the proposed landscaping meets the above criteria, as it would enhance the appearance of the proposed car park and would not create any entrapment spaces.

Part E: Codes

The following codes of the Scheme apply to this proposal:

E5.0 Road and Railway Access Road

The proposed car park is within 50m of a Category 1 Road. Council's database indicated that the speed limit is 80km/h. Therefore, the standards in E5.6 Development Standards are applicable and the proposal does not meet the Acceptable Solution in terms of the 50m separation. Therefore, the Performance Criteria in E5.6.1 P1 Development Standards apply and are as follows:

E5.6.1 P1 Development Adjacent to Roads and Railways

The location of development, 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, must be safe and not unreasonably impact on the efficiency of the road or amenity of sensitive uses, having regard to:

- (a) the proposed setback;*
- (b) the existing setback of buildings on the site;*
- (c) the frequency of use of the rail network;*
- (d) the speed limit and traffic volume of the road;*
- (e) any noise, vibration, light and air emissions from the rail network or road;*
- (f) the nature of the road;*
- (g) the nature of the development;*
- (h) the need for the development;*
- (i) any traffic impact assessment;*

- (j) *any recommendations from a suitably qualified person for mitigation of noise, if for a habitable building for a sensitive use; and*
- (k) *any written advice received from the rail or road authority.*

The proposal is by the Department of State Growth, which is the Road Authority. Therefore, it is considered that the proposal is in accordance with the above objectives, because it is designed to not unreasonably impact on the efficiency of the road. The proposal does not include any new access to a category 1 road. In addition, the application was accompanied by a Traffic Impact Assessment which was to the satisfaction of the Council's Transport Engineer.

The objectives relating to residential amenity are not applicable to this proposal, because the use is for a car park rather than a sensitive use that might require greater separation.

Therefore, the proposal meets the above standard.

E6.0 Parking and Access Code

There is no car parking requirement in Table E6.1 Number of Car Parking Spaces Required for the use of Vehicle Parking. The proposal accords with all other standards in the Acceptable Solutions of the code or can be conditioned to comply. For further comments please refer to Engineering Assessment later in this report.

E7.0 Stormwater Code

The proposal complies with the Acceptable Solutions of the Stormwater Code or can be conditioned to comply, as demonstrated in the attached appendix.

PART F: Specific Area Plans

Nil.

INTERNAL REFERRALS

Transport Engineer

I have reviewed the proposed carpark at 1A Goodwood Road, Goodwood. The application documentation included a Traffic Impact Assessment (TIA) prepared by GHD (dated 2 February 2017).

Proposed Development

The subject site is located at 1A Goodwood Road, Goodwood. The recent realignment of Goodwood Road approaching the Brooker Highway has created an opportunity for a new car parking area on the old road reserve, suitable for use during events. The proposal will include a sealed area for 154 parking spaces and a sealed access road from Acton Crescent.

The car park is proposed to be utilised for major events at the Hobart Showgrounds and the Elwick Racecourse. It is expected that the car park would be used on approximately 20 days per year.

It should be noted that in most situations, parking for events or functions at the racecourse and at the Showgrounds will still occur within each site. As a result, the proposed car park will provide an overflow parking area only and is conditioned accordingly in Condition 3.

Traffic Generation

The TIA states that the traffic generating potential of the car park will vary significantly for each event. For the purposes of this assessment, the report indicates that a worst case would be an event which results in a high proportion of people seeking a parking space in the proposed car park within a short timeframe which could result in the entire parking supply of 155 spaces being occupied within an hour. Therefore, an indicative peak traffic generation could be upwards of 155 vehicles per hour entering the site.

The report also states that an alternative peak time would be upon the completion of an event in which the car park would completely empty within a short period of time which would result in an indicative peak traffic generation of 155 vehicles per hour leaving the site. The report, then, concludes that the estimated peak generation of traffic expected as a result of the car park being used for a large event is in the order of 155 vehicles per hour, or approximately 2-3 vehicles per minute.

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

Road Network Impacts

The TIA states that the estimated peak traffic generation is anticipated for large events only and, therefore, may only be experienced occasionally. The report also indicates that whilst any increase in traffic may appear significant within the localised area of Acton Crescent, the frequency of these events per year mean the impact is minimised.

It is noted that for large events, a specific Traffic Management Plan will be prepared to manage traffic and pedestrian access to and from the parking area, and other parts of the event.

I agree with the conclusion that the estimated localised increase in traffic within a peak period on Acton Crescent is not expected to significantly impact on amenity, due to the anticipated low usage of the site for large events per year.

Access

The TIA states that access to the car park is proposed off Acton Crescent, with a crossover located close to the ninety degree bend in Acton Crescent, where the existing access is located. The report also indicates that available sight distance from this location is approximately 120 metres to the right of the driveway (effectively straight ahead due to the position of the access on the corner) and in excess of 100 metres to the left.

The TIA, then, refers to the Australian Standard AS2890.1 and states that a driveway with a frontage road speed of 50 km/hr is required to have a minimum of 45m sight distance and a desirable requirement of 69m.

The report, finally, concludes that the proposed access location meets the desirable required sight distances in both directions.

I concur that adequate sight distances are available at the proposed access driveway off Acton Crescent.

Pedestrian access

The TIA states that pedestrian access from the car park is proposed onto Goodwood Road in two locations: at the emergency services station exit, and another location closer to Brooker Highway. The report also indicates that due to the differences in ground level between the car park and surrounding landscape, additional pedestrian connections are not possible, and it is recommended that pedestrian access away from the designated areas be discouraged through landscape design.

The report also notes that the proposed pedestrian access points allow access to the signalised intersection at Brooker Highway / Goodwood Road, where pedestrians are able to cross either road under traffic light control. The report also indicates that the northern pedestrian access leads towards a pedestrian refuge island in Goodwood Road, adjacent to the racecourse entry. The report also recommends that pedestrian access to and from the car park be managed through landscaping design to discourage use of unsuitable areas by car park users.

I agree that the location of the pedestrian access points is appropriate for the proposed development.

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 of the proposed carpark at 1a Goodwood Road, Goodwood on traffic engineering or road safety grounds.

Development Engineer

Traffic, Access & Parking

It is proposed that the total of 154 car parking spaces to be provided mainly for events where the areas should be able to cater for parking overflow. The vehicle access to the parking area is via Acton Crescent while there are two pedestrian accesses via Goodwood Road and 1 Goodwood Road. Council's Transport Engineer is supportive of the development and his comment can be found in the Transport Engineer Referral.

GCC Services (Stormwater)

There are no GCC stormwater mains affected by this application; the developer proposes to discharge stormwater to the new proposed grated pit at the back of the existing side entry pit SW313/2. A new connection is required.

Other

Geoscience issues

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

Flooding/Inundation issues

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

Environmental Health Officer

The location of the proposed event overflow carpark is within a section of Goodwood Road that was decommissioned through the Brooker Highway upgrade process. This section of land is located approximately 75 metres from the closest residential zone. Access to the proposed overflow carpark is through a section of 1A Goodwood Road Zoned Open Space – this section of land connects to the neighbouring residential zone through Acton Crescent.

The use of the overflow carpark is not expected to generate excessive noise in the area as the current background noise is dominated by traffic on the Brooker Highway. The use has the potential to not comply with Acceptable Solution A1 for section 28.3.2 of the Glenorchy Interim Planning Scheme 2015 (the Scheme) as current noise levels for the site would be expected to already exceed the dB levels outlined in the AS. However, due to this expected high background noise the use is assessed to comply with the Performance Criteria for 28.3.2, in that, it won't cause environmental harm. This is recommended to be applied as a condition of the permit.

It was stated by the applicants that the use of the car park will be for the same events that currently utilise this space as an overflow parking area. Under the Scheme the proposed use does not fall under the definition of a business and therefore, the hours of operation standard does not apply to this application.

EXTERNAL REFERRALS

TasWater

Pursuant to the Water and Sewerage Industry Act 2008 (TAS) Section 56P(2)(a) TasWater does not object to the proposed development and no conditions are imposed.

REPRESENTATIONS

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

CONCLUSION

The application proposes a 154-space car park on a redundant portion of Goodwood Road, at the intersection with the Brooker Highway. The car park would have a two-lane access from Acton Road. The car park is intended as an overflow car park for major events at the Elwick Racecourse and the Royal Hobart Showgrounds on approximately twenty occasions during the year. Access to the car park will be closed by gate when the carpark is not in use.

The application is *discretionary* because the use is *discretionary*, both within the Utilities Zone and within the Open Space Zone. Nevertheless, the proposal is considered appropriate in each zone, because it would not adversely impact on the purpose of each zone.

The proposal is also discretionary because it relies on a Performance Criteria in terms of a use standard for discretionary uses, in terms of a development standard relating to landscaping and in terms of proximity to a Category 1 road. The use was assessed as satisfactory in terms of according with each of the Performance Criteria.

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

In terms of special conditions, a condition is recommended to restrict the use of the car park to twenty-five events a year. The condition exceeds what the application proposes, but is intended to provide some flexibility.

Overall, the application is acceptable and does not raise any other issues.

Recommendation:

That a permit be granted for the proposed use and development of Carpark at 1A Goodwood Road, Goodwood (CT169091/1, CT124465/1 and CT124465/3) subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-17-039 and Drawing No. P1 submitted on 28/02/17, except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater, and set out in the attached Appendix A, form part of this permit.
3. The number of events for which the carpark herewith approved is used must not exceed twenty-five events per year.
4. Access to the car park must be effectively restricted when not in use for an overflow car park during events, to prevent general use.
5. Fences along a frontage must be at least 50% transparent above a height of 1.2 m, must not exceed 2.1m in height and must not contain barbed wire.

Engineering

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

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

7. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
8. Any damage to Council's assets, including services, footpaths, driveway crossings and nature strips must be promptly reported to and then repaired to the requirements of Council's Development Engineer, at the developer's cost. It shall be the developer's responsibility to obtain and submit a comprehensive photographic record of the condition of the footpaths, driveways and nature strips at the road frontage to the site and adjacent to the site, prior to commencing construction. The photographic record shall be relied upon to establish the extent of damage caused to Council's assets throughout construction. In the event that the developer fails to provide a pre-construction photographic record of the site then any damage to Council assets found on completion of the works shall be deemed to be the responsibility of the developer and shall be repaired at the developer's cost.
9. Any pedestrian crossover work within Council's road reservation must be carried out by a Council-registered contractor. A road-opening permit from Council's Planning Services Program is required. An inspection fee is payable upon application. Any modifications to vehicular kerb crossing must include reinstatement of the footpath/nature strip and kerbing to match the existing environment.
10. The design and construction of the driveway, parking, access and turning areas must generally comply with the Australian Standard, Parking facilities, Part 1: Off-Street Car parking, AS 2890.1 – 2004, to the satisfaction of the Council's Development Engineer. Detailed engineering drawings showing the driveway and manoeuvring areas, internal service lines and connections to service mains, surface drainage collection, pavement composition and finished levels must be in accordance with the Australian Standard AS 2890.1 – 2004 Off-Street Parking and submitted for approval by Council's Development Engineer. The proposed driveway, access and parking must comply with the following:-
 - a) Be constructed to a sealed finish and be fitted with appropriate signage and line-markings;
 - b) All runoff from paved and driveway areas must be discharged into Council's stormwater system;
 - c) The gradient of any parking areas must not exceed 5%;
 - d) Minimum carriageway width is to be no less than 3.0 metres each laneway;
 - e) Of the total required number of car parking spaces (154) of the completed development, two (2) car parking spaces shall be provided and clearly line-marked for the use of accessible parking spaces;

- f) Each parking bay must be installed with wheel stop; and
- g) Lighting must be provided for the proposed carpark in accordance with the approved plan P1 page 3 of 5 received by Council on 28 Feb 2017.

To comply with the above requirements, the developer must submit engineering drawings demonstrating compliance with the requirements to the satisfaction of Council's Development Engineer prior to the commencement of works on site.

11. Barrier compliant with the Australian Standard AS 1170.1 must be installed to prevent vehicles running off the edge of a carriageway, raised platform or deck where the drop from the edge of the trafficable area to a lower level is 600mm or greater, and wheel stops must be installed for drops between 150mm and 600mm. Barriers must not limit the width of the driveway access or parking and turning areas approved under the permit. All works required by this condition must be installed prior to the commencement of the use.
12. All internal hydraulic service works required for the development shall be at the Developer's expense and must comply with the requirements of Council's Plumbing Surveyor. Any alterations or works to Council mains shall be undertaken by Council at the developer's cost.
13. Run-off from the car parking areas must be discharged and directed to Council's existing stormwater connection. Stormwater pre-treatment is also required. A Water Sensitive Urban Design element for the treatment of stormwater discharging from the development must be incorporated into the development, in accordance with the Glenorchy Interim Planning Scheme Stormwater Management Code 7 and be approved by Council's Development Engineer prior to the commencement of works on site. Prior to the commencement of works on site, the stormwater treatment detail designed certified by a suitably qualified Engineer must be submitted to and approved by Council. Advice: It is advised by Council's Hydraulic Engineer that WSUD elements such as bio-retention basin or GPT shall be included in the engineering design to demonstrate that the development has incorporated WSUD principles, with the overall performance evaluated by a suitably qualified person.
14. Prior to the commencement of the use, a new stormwater connection and pit off Goodwood Road to the property boundary must be provided by Council at full cost to the applicant. The developer is required to contact Council's Development Technical Officer on (03) 62166426 to organise for Council to provide a quote to perform the stormwater connection works. Prior to the commencement of works on site, the developer must contact Council requesting a quotation for the new Stormwater connection.

Environmental Health

15. Noise emissions measured at the boundary of a residential zone must not cause environmental harm within the residential zone.

Advice to Applicant

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

Other Permits

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

Other Services

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

APPENDIX**28.0 Utilities Zone**

Standard	Acceptable Solution	Proposed	Complies?
28.3 Use Standards			
28.3.1 Hours of Operation	A1 Hours of operation of a use within 50 m of a residential zone must be within 7.00 am to 7.00 pm, except if: (i) for office and administrative tasks; or (ii) a Utilities use.	As the proposed use is not for a business hours of operation do not apply to this application.	N/A
28.3.2 Noise	A1 Noise emissions measured at the boundary of a residential zone must not exceed the following: (a) 55 dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm; (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm to 7.00 am; (c) 65dB(A) (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.	Due to the distance from the proposed use (located over 100 meters from residential zone boundary) and high background noise levels it is believed the use will comply with P1 and therefore is recommended to be applied as condition of permit.	No but will comply with P1
28.3.4 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 7.00 pm Mondays to Fridays inclusive;	N/A	N/A

Standard	Acceptable Solution	Proposed	Complies?
	(b) 9.00 am to 5.00 pm Saturdays; (c) Nil Sundays and Public Holidays.		
28..3.5 Discretionary Use	No Acceptable solution	Discretionary use	Discretion see report
28.4 Development Standards for Buildings and Works			
28.4.1 Building Height	A1 Building height must be no more than: 10m		N/A
	A2 Building height within 10 m of a residential zone must be no more than 8.5 m.		N/A
28.4.2 Setback	A1 Building setback from frontage must be no less than: 10 m.		N/A
	A2 Building setback from a residential zone must be no less than: (a) 5 m; (b) half the height of the wall, whichever is the greater.		
28.4.3 Landscaping	A1 Landscaping is not required along the frontage of a site if the building has nil setback to frontage.	Not all of frontage	Discretion see report
	A2 Along a boundary with a residential zone landscaping must be provided for a depth no less than: 10 m.	Not adjoining	N/A
28.4.4 Outdoor Storage Areas	A1 Outdoor storage areas for non-residential uses must comply with all of the following: (a) be located behind the building line; (b) all goods and materials stored must be screened from public view;		N/A

	(c) not encroach upon car parking areas, driveways or landscaped areas.		
28.4.5 Fencing	A1 Fencing must comply with all of the following: (a) fences and gates of greater height than 2.1 m must not be erected within 10 m of the frontage; (b) fences along a frontage must be 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.		

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.	As the proposed use is not for a business hours of operation do not apply to this application.	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) (LAmx) at any time.	Due to the distance from the proposed use it is believed the use will comply with P1 and therefore is recommended to be applied as condition of permit. Background noise in area dominated by Brooker Highway.	No but will comply with P1

Standard	Acceptable Solution	Proposed	Complies?
	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.		
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.	N/A	N/A
19.3.5 Discretionary Use	No Acceptable Solution	Discretionary use	Discretion see report
19.4 Development Standards for Buildings and Works			
19.4.1 Building Height	A1 Building height must be no more than: 6.5m.		N/A
19.4.2 Setback	A1 Building setback from frontage must be no less than: 5m.		N/A
	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.		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 for all of the frontage	Discretion see report
	A2 Along a boundary with a residential zone landscaping must be provided for a depth no less than 2m.	Not affecting residential zone	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.	Condition	Yes

APPENDIX**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.		N/A
	A2 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 more than 60km/h , must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.		N/A
	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.		N/A
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.		N/A

Standard	Acceptable Solution	Proposed	Complies?
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.	Within 50m	Discretionary see report
	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.		
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	Access of Acton Rd	Yes
	A2 No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.	Not proposed	N/A
E5.6.3 New Level Crossings	A1 No Acceptable Solutions.		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.		N/A

APPENDIX

E6.0 Parking and Access Code

Standard	Acceptable Solution	Proposed	Complies?
E6.6 Use Standards			
E6.6.1 Number of Car Parking Spaces	A1 The number of on-site car parking spaces must be: (a) no less than the number specified in Table E6.1 and no more than 10% greater than that number; except if: (i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (ii) this provision was not used in this planning scheme.	154 spaces	Yes
E6.6.2 Number of Accessible Car Parking Spaces for People with a Disability	A1 Car parking spaces provided for people with a disability must: (a) satisfy the relevant provisions of the Building Code of Australia; (b) be incorporated into the overall car park design; (c) be located as close as practicable to the building entrance.	Condition for 2 spaces	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 sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.	Not proposed	Yes – PC
E6.6.4 Number of Bicycle Parking Spaces	A1 The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.	Not proposed	Yes – PC

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

Standard	Acceptable Solution	Proposed	Complies?
	(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.	Provided	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.	Spray sealed	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.	Provided	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.	Provided	Yes
E6.7.9 Design of Motorcycle Parking Areas	A1 The design of motorcycle parking areas must comply with all of the following: (b) 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;	N/A	

Standard	Acceptable Solution	Proposed	Complies?
	(b) be located within 30 m of the main entrance to the building.		
E6.7.10 Design of Bicycle Parking Facilities	A1 The design of bicycle parking facilities must comply with all the following; (a) be provided in accordance with the requirements of Table E6.2; (b) be located within 30 m of the main entrance to the building.	N/A	
	A2 The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.	N/A	
E6.7.11 Bicycle End of Trip Facilities	A1 For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.	N/A	
E6.7.12 Siting of Car Parking	A1 Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre.	N/A	
E6.7.1.13 Facilities for Commercial Vehicles	A1 Commercial vehicles facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site;	N/A	

Standard	Acceptable Solution	Proposed	Complies?
	(b) the use is not primarily dependent on outward delivery of goods from the site.		
E6.7.14 Access to a Road	A1 Access to a road must be in accordance with the requirements of the road authority.	Yes	

APPENDIX

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.	Proposed new pit	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: (d) the size of new impervious area is more than 600 m ² ; (e) new car parking is provided for more than 6 cars; (f) a subdivision is for more than 5 lots.	Conditioned	Yes – condition
	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.	To existing system	
	A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.	To existing system	

Attachments/Annexures

- 1  Attachment - 1A Goodwood Road, Goodwood

CLOSED TO MEMBERS OF THE PUBLIC

7. COMPLIANCE REPORT

This item is to be considered at a closed meeting of the Glenorchy Planning Authority by authority of the Local Government (Meeting Procedures) Regulations 2015 Regulation 15(4).

8. APPEALS REPORT

This item is to be considered at a closed meeting of the Glenorchy Planning Authority by authority of the Local Government (Meeting Procedures) Regulations 2015 Regulation 15(4).